

The



TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.



MARCH 1986

Number 283

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CHAPTER TIMETABLE OF EVENTS:

- 13 March 1986 Thursday 7:30pm MARCH Board of Directors Meeting at the Columbia Gorge Model Railroad Club clubhouse at N Russel and N. Vancouver, in Portland. All are welcome. Visitors must check in with President if they wish to address the board on specific topic. Runs usually til 11pm or so.
- 21 March 1986 Friday 7:30pm MARCH BUSINESS MEETING AND PROGRAM at the PGE Auditorium on SE 17 between Powell & Holgate. All welcome, even those who have not yet paid their dues or returned library books. The part of the meeting dealing with Chapter business is first, starting at 7:30pm. Next is a Raffle and some "donation requested" snacks. This months PROGRAM is presented by Al Haij on Scandinavian Railroads. We have a members' NEWSREEL which is a short program of up to six recent rail related 35mm slides per member. Check in at the door to see that your slides get loaded correctly.
- 10 April 1986 Thursday 7:30pm APRIL Board of Directors Meeting at the Columbia Gorge Model RR Club clubhouse. Again, all invited but check with President if you wish to address the board.
- 18 April 1986 Friday 7:30pm APRIL BUSINESS MEETING. See above for typical Third Friday of the Month general meeting & for the location and hint to chip in for snacks.

EACH & EVERY SATURDAY WE CAN ATTEND A NO-HOST LUNCH NEAR THE ROUNDHOUSE AT THE RESTAURANT CALLED THE SEMAPHORE located @ SE 17 & Holgate. Great for fellowship. We meet at NOON and order off a menu. Prices are reasonable. Food is good.

TRAINMASTER DEADLINE EACH MONTH ON 25th, MATERIAL MUST BE IN ROOM ONE BY THEN

FEBRUARY 21st REGULAR MEETING MINUTES

The meeting was called to order by President Rich Carlson at 7:40 PM in the PGE Auditorium.

The minutes of the January meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts:

General (Checking) Account: \$57,760.91
CDIC Account : 35,098.41

For January, 1986, there was a negative cash flow of \$5,311.17.

President Rich Carlson reported on the following:

- 1) The new lock system has been partly installed including keys to Rooms 1 and 1A.
2) Doug Auburg and Larry Miller are installing the new equipment to improve the Chapter's computer.
3) A concessions selling trip to Sacramento has been authorized by the board in connection with the move of locomotive 4449 to California for the Disney movie.
4) The 4449 is tentatively scheduled to leave for California on Sunday, March 2nd, at 7 AM.
5) Union Station/Convention Center: The Portland business community wants the convention center in the Downtown area. The SP and UP are willing to sell the station area property by the BN is not. The convention center building proposed for the Union Station site will overwhelm the present station building.
6) The CB&Q Waycar (caboose) in Albany has been purchased by and has been moved to the Depot museum site in Clackamas.
7) The use of the Chapter's car, Mount Hood, for a weekend, is to be auctioned off for the benefit of the Oregon Symphony Orchestra.
8) Don Hunter has given the Chapter library seven hours of cassette tape sounds of the 1984 New Orleans excursion.
9) The Union Pacific is expected to respond favorably to the Chapter's request for a free move from Council Bluffs for the cars purchased in Illinois.

10) Mr. Skorney of the Union Pacific has advised that Union Pacific locomotive 8444 will arrive in Portland on May 14th and will leave on May 15th for Expo '86.

1986 Chapter Budget: Kerrigan Gray moved, seconded by Pat Tracy, to adopt the 1986 budget as proposed by the board of directors. Motion passed.

Steam Expo Tour Package: Gray Line is offering a hotel and admission package for Steam Expo at Expo '86. A brochure will be included in the excursion mailing about to go out. The Chapter will receive a commission on tour packages sold as a result of our mailing.

Bids on SP Chair Cars: Rich Carlson reported that he has been instructed to bid on the two SP chair cars in Eugene within the limits authorized by the membership. The bids have been sent to the SP.

Computer: Doug Auburg advised that an additional \$60 is needed to complete the upgrading of the Chapter's computer. Doug moved, seconded by Jim Whaley, to appropriate the additional \$60. Motion passed.

Eric Fellows spoke to the membership about running the 4449 and a passenger train to Los Angeles in 1987 on the 50th anniversary of the beginning of SP's Coast Daylight. Eric asked if the Chapter is interested in such a project. There was a fair amount of interest indicated by a show of hands. Rich Carlson advised that 1987 is also the 100th anniversary of the completion of the O&C Railroad to California.

A total of 82 members and guests signed the meeting register.

The meeting was adjourned at 8:50 PM.

Respectfully submitted, /s/ Chuck Storz, Secretary



BY-LAWS REVISIONS CONTAINED IN THIS ISSUE

Please take a moment to go over the proposed By-Laws change submitted to the membership by Chairman Jack Pfeifer. They are the result of his By-Laws Committee and the members will have to review them before we vote in April. Give Jack or any member of his committee a call if you have questions.

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FEBRUARY BOARD MINUTES WILL APPEAR IN MARCH

Due to technical difficulties beyond your control the minutes of the February Board meeting will not appear in this issue but will appear in the March TRAINMASTER together with the March minutes.

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MARCH IS NAME TAG NITE

Join in helping the Membership and Hospitality Committee welcome all to our monthly chapter meetings. If you happen to have been issued a chapter plastic name tag, please wear it to the MARCH meeting on 21 MARCH. If for any reason you do not have such a plastic name tag, show up and we will supply a substitute. And then say hi to anyone else there to make them feel welcome.

NATIONAL NEWS

Chairman V. Allan Vaughn recently reported that there was a delay with the BULLETIN. He said that "1985 was a hectic year for the BULLETIN staff, what with the largest Chapter Activities Issue in our history, but also with preparing the special Golden Jubilee issue contained in Number five. Please note to your membership that Issues 5 and 6 will be mailed to the members in one envelope during the first part of March."

The good Chairman also pointed out that each of use should have paid the 1986 DUES by now. The NRHS will mail out "Second Notices" for Dues but he points out that there is a chance that the individual member may have sent in his money after the Dues Reminder was prepared. So, if you have paid your dues to the Chapter, then you can toss the pink slip in the trash -- it is a reminder, not a final notice. March 31 is still the date that membership "slips into neutral."

HAVE YOU PAID YOUR DUES TO THE PNC-NRHS ?

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The President's Page by Rich Carlson

At this writing, the "Tough Guys" Special's departure is now set for Tuesday, March 4 from Brooklyn yards, having been delayed two days by a bridge burning in northern California. It gives those working on the equipment more time to get things ready, a break not unappreciated. 4449 looks good and was steamed up on Feb. 27. The chapter's car, 3300, and the chapter-owned auxiliary tender (PNWC 4219), are ready to go, and all the insurance problems seem to have been resolved. Special thanks to Carl and Pete Rodabaugh, Bob Bernard and Duane DeLong and Rolling Stock Chairman, Bob Hoffman, for the many volunteer hours they spent in removing the bedroom and replacing the luggage rack in 3300. The chapter has already received the check for \$2,500.00 from Walt Disney Pictures for readying that car.

Plans call for the train to be called the "Gold Coast Flyer" in the movie. Enroute to L.A., plans call for the train to stop overnight in Klamath Falls, proceed to Sacramento, and lay over one day there at the museum, then continue with an overnight at San Luis Obispo, and arrive Mar. 8 at SP's Taylor Yards. On March 31, it'll head out to the Eagle Mountain line northeast of the Salton Sea. The return will be via the inland route. Plans call for its return to Portland on April 14 or 16, depending on how the shooting goes.

Ed Immel reported to the chapter Board at its February meeting that the odds on the 4449 going to SteamExpo in Vancouver are 75/25 in favor. Finances look better, but it seems unlikely BN will rescind its ban on steam operating over its tracks, so the routing will be over UP tracks in Oregon, Washington and Idaho, thence via CP. Union Pacific plans to run 8444 on that route, and that engine is tentatively slated to arrive in Portland on May 14, remain overnight, then depart on the 15th for Spokane on its way to the fair. There may be a double-head run, in whole or in part, with 4449, but that's still up in the air, as is, for that matter, whether 4449 goes at all.

We have received encouraging sounds from UP that they may be willing to move the sleepers, "Portland" and "Pasco," plus two more 'parts' cars, that are now in a salvage yard in Silvis (Rock Island), Ill.

Disappointing news was a letter from Mr. D. K. McNear of SP that they cannot accomodate our request for an excursion train to Toledo in August. They have a policy of not running passenger excursion trains on branch lines. Also disappointing was that we were not high bidders on the two chair cars in Eugene, which we had traded for the solarium car, "Santa Ynez." We do own the seats in them, however. Apparently prices are rising for such equipment.

Excursion prospects with Amtrak for this spring are extremely bleak. An entrepreneur in California pretty much has a lock on available Amtrak cars, and in fact would like more than he has contracted for. (It was his cancelling out last year for Mother's Day weekend that allowed us to tun the Madras trips.) However, things look more promising for the fall, and if we can get the trains, we would like to run excursions every weekend we can. As you probably know, it is excursions that provide the chapter with most of its revenues, and when we don't run them, we develop a negative cash flow situation quickly.

The floods in northern California caused great damage, and reports on the Eureka Southern are grim. The cost of rebuilding the roadbed may be prohibitive, so the "North Coast Daylight" may have well run its last run. The "Coast Starlights" were suspended for over a week, and then the bridge fire caused another interruption of through service. Southbound trains were turned at Redding.



BY-LAW REVISIONS FOR APRIL MEETING

Committee Chairman Jack Pfeifer has reported to the February Board that the following THREE By-Law amendments have been approved by his Committee. The Board of Directors approved the changes at the February Board meeting. Now the general membership must vote on these revisions at the April meeting.

If you have any question about the revisions, please call JACK PFEIFER.

Proposed By-Laws Change #16

NOW READS:

Section 7.04. Minutes of Board Meetings. Minutes of the Board meetings held since the last regular business meeting of the chapter shall be read at the next regular business meeting.

AS AMENDED:

Section 7.04. Minutes of Board Meetings. Minutes of the Board meetings held since the last regular business meeting of the chapter shall be available at the next regular business meeting.

DISCUSSION:

Reading of minutes is time consuming and often tiring as well as of little or no interest to many of those present. This change makes it possible for the Secretary to have copies of the minutes available in writing for distribution to those wishing them in lieu of reading the minutes.

Proposed By-Laws Change No. 18

NOW READS:

(Addition)

AS AMENDED:

Section 8.03. Finance Committee.

(g) Review for recommendation to the Board all non-budgeted expenditures and monetary and real property donations exceeding \$350.

DISCUSSION:

It was felt that when the financial report is given at the start of business meetings it discloses the amount of money we have in the bank without any corresponding explanation of our monthly and other obligations from those funds thereby possibly wrongly influencing the voting of chapter members. This requirement will provide the opportunity to the Finance Committee to present the full picture to the members before a vote.

MORE →

(CONTINUATION)

Proposed By-Laws Change #17

NOW READS:

Section 4.01. Nominations. The Nominations Committee shall select at least two candidates for officers and directors of the chapter to be filled by election at the November business meeting of the chapter members. The Nominations Committee shall request suggested nominations by the chapter members by means of a printed announcement prior to the September Business Meeting. The chapter members shall be notified by mail of the nominations not later than seven days before the October Business Meeting. Additional nominations may be made from the floor at the October Business Meeting. No candidate may be nominated without the prior consent of the candidate.

Section 4.02. Notice. At least seven days prior to the date of the November Business Meeting each chapter member shall receive a list containing the names of all candidates. Included in the chapter mailing shall be space for the printing of a brief resume and a photo of each candidate.

Section 4.03. Election Procedure. Each chapter member shall be entitled to one vote for each position to be filled. Election shall be by a majority of those members voting and shall be by written ballot at the November Business Meeting. The Board shall establish such additional election procedures, consistent with the law, Articles of Incorporation, and these Bylaws, as it deems fair and orderly.

AS AMENDED:

Section 4.01. Nominations. The Nominations Committee and its Chairman shall be appointed by the President at the August business meeting. The Nominations Committee shall select at least two candidates for each of the officers and directors positions to be filled by election at the November business meeting of the chapter members. Nominations shall be announced at the September business meeting and shall be printed in the October issue of The TRAINMASTER. Additional nominations may be made from the floor at the September business meeting. No candidate may be nominated without his/her prior consent. Immediately following the close of nominations at the September business meeting the Elections Committee shall be named by the President.

Section 4.02. Notice. A voters pamphlet with space for printing of a brief resume and photo of each candidate shall be prepared by the Elections Committee and sent by first class mail to each member no later than October 25th.

Section 4.03. Election Procedure. The Elections Committee shall supply each candidate with standard election materials to complete, together with written instructions, no later than October 1st. The completed form(s) shall be returned to the Elections Committee postmarked no later than October 15th or received by the Elections Committee at the chapter's office no later than 7:00 PM, October 16th. Candidates photographs shall

MORE →

(CONTINUATION)

Proposed By-Laws Change #17 (page 2)

be received or taken no later than 9:00 PM, October 16th. The Elections Committee shall have the option of taking instant photos or receiving photos from the candidate, but it shall be the sole responsibility of the candidate for arranging the timely taking or submission of said photos. No exceptions to the aforementioned dates shall be granted by the Elections Committee, its Chairman, or any other person. No person who is a candidate shall prepare, process or otherwise handle ballots or records pertaining thereto, or in any manner have any contact with the requests for, distribution, receipt of or counting of ballots and/or ballot requests, except when specifically requested by the Chairman of the Elections Committee. If a candidate is a person who routinely handles incoming chapter mail, that person may handle incoming mail to the Elections Committee or relating to the election, but only to the extent of depositing same without opening in the designated Elections Committee receptacle. Only the Elections Committee shall send out ballots or any other material relating to the election. No candidate shall distribute, or cause to be distributed, any flyers, brochures, cards or any other written or pictorial electioneering material within 500 feet of the place of the election on the date of the election. Each chapter member in good standing as of the last day of the preceding month shall be entitled to one vote for each position to be filled. Election shall be by a majority of those members voting and shall be by written ballot at the November business meeting. A member wishing to vote by absentee ballot shall request same in writing from the Elections Committee. The completed ballot must be returned to the Elections Committee in time to be counted at the election. Written requests for absentee ballots, envelopes for same, tally sheets and any other records pertaining to the election shall be retained by the Chairman of the Elections Committee for not less than six months following the election and shall be made available for inspection upon request by any chapter member in good standing, after which time the Chairman shall present them to the Secretary of the chapter for filing. The Secretary shall retain said material for one year following the election. The Board shall establish such additional election procedures, consistent with the law, Articles of Incorporation and these Bylaws, as it deems fair and orderly.

DISCUSSION:

Because the present By-Laws are vague with regard to some of our election requirements and procedures and fail at all to mention some others it was felt this part of the By-Laws should be re-written in more detail in order to avoid complaints and confusion at future elections.



THE OREGONIAN, FRIDAY, FEBRUARY 28, 1986

4+ B3

Group still hopes for Expo 86 train

By **STAN FEDERMAN**
of *The Oregonian* staff

Northwest officials of the National Association of Railway Passengers expressed hope Thursday that there was still time to develop a special daily Amtrak train this summer from the Seattle area to Expo 86 in Vancouver, British Columbia.

"It would be a very convenient way to get to the big fair, especially for Oregonians who could travel by train from Portland to Seattle and then catch the Expo 86 train there," said Aloha Schade, president of the association's Oregon chapter.

Schade's optimism, however, was not duplicated by an official of Expo 86 who said it was "highly unlikely" such

a train could be worked out in time because the fair opening was only 63 days away.

Ron Rice, the fair's director of transportation systems, said Amtrak cannot handle the costs for such a train by itself but requires major subsidization from both British Columbia and the state of Washington.

This was confirmed by Arthur Lloyd, Amtrak's West Coast communications director in San Francisco.

Rice said the Canadian government at one time offered to spend \$500,000 to cover the train's expenses from the border to Vancouver, a distance of some 35 miles. "But Washington's new Gov. Booth Gardner has clearly indi-

cated he does not want to spend the \$622,000 subsidization that would involve the train's route in his state," Rice said.

Schade and Charles Mott, Washington president of the Oregon Railway Passengers Association, said the Canadian minister of transport had pledged in a recent letter that that nation would pick up all Amtrak costs of the train from the border to Vancouver.

Mott also said that the original estimated \$622,000 Amtrak cost for operating the train through Washington was flawed and the figure was much too high.

"Frankly, we feel that such a train would be so popular that it would more than pay for any out-of-pocket costs for maintaining it," Mott said.

20

WILLAMETTE WEEK

FOR THE WEEK OF FEBRUARY 13-19, 1986



GETAWAYS TRAVELER'S REPORT

EXPO 86

BY MARILYN MCFARLANE

THE BIG QUESTION this year, as vacation-planning time nears, is "Should we go to EXPO 86?"



From May 23 to June 1, a display of steam locomotives — more than 25 of them, plus vintage railcars — will attract railroad buffs and those interested in trains as they used to be. Portland's "Freedom Train,"

Engine 449, will be a part of STEAMEXPO, pulling passenger cars on an as-yet-undecided route from Portland to Vancouver. The Oregon Historical Railway Society is sponsoring the sale of tickets at a cost not yet established. If you've been looking for a chance to ride behind an old-fashioned steam engine, watch for the public announcement of ticket sales, and travel to EXPO in style.

Engine 449 will arrive at the fair site in time for Oregon Day, May 24. The state's pavilion will serve the world's largest strawberry shortcake that day, among other Oregon delicacies.



WHEN TRACTION BUSES CAME TO PORTLAND

by BILL HAYES. Reprinted from HACO "Exhaust Valve", Vol 32 #11, December 1985. Copyrighted.

Sixty-one years ago, on Sunday, October 5, 1924, the gasoline age came to Portland's mass transit system in the form of three 32-passenger Fageol "Safety Coach" buses operating on a 15 minute headway on the new East 39th Street line from East 39th and Gladstone, to East 22nd Street North and Knott, thus connecting the Woodstock, Richmond, Hawthorne, Mt. Scott, Mt. Tabor, Sunnyside, Montavilla, Rose City Park, Beaumont, and Broadway streetcar lines to the first crosstown transfer line east of Grand Avenue. Through the years the route would be materially extended at both ends and was followed in the next few years by a number of new bus lines: Powell Boulevard, Sam Jackson Par, Fifty-Second, Siskiyou, Willamette Boulevard, and others. All were supplementary to the long-established trolley system. Buses did not replace streetcars on Portland's major lines until 1936. Because of World War II it was 1950 before the transition was complete. In the late 1920s, several one car "stub" lines were bused, such as Eastmoreland, Parkrose, etc.

The first buses were surprisingly fast and comfortable with leather seats and air brakes. More Fageols were added in the first year for a total of 20. From 1925 to 1927, 20 Yellow Coach units were purchased and the fledging motor coach division was off to the races with headquarters at Ankeny Division. Their first garage still stands on East Burnside Street, just west of 28th and is a body and paint shop today. Incidentally, several of these Fageols and Yellows were gas-electric driven.

The Yellow came with Knight engines; these were later replaced with several different makes of engines, including Buick, Ford V8, and Lycoming straight 8, for more power on hilly routes. Next came five 40-passenger Twin Coach buses. They derived their name from the use of two Buda engines mounted amidships on each side. These engines were replaced early on by Hercules power plants. They were never quite synchronized and the whole bus would tremble under starting acceleration. About the same period, 1929 and 1930, five 39-passenger coaches were acquired from American Car & Foundry. These ACFs had front mounted engines within the coach. Portland Electric Power Co. (later Portland Traction Co.) drivers wore quite different uniforms from those of the streetcar men; puttee, soft cap, coat and vest; Kakhi color, as I recall. They were recruited from the ranks of carmen and retrained for their new profession which was no snap. There was no power steering or automatic transmissions in those days. They had to be double clutched while wrestling a steering wheel a yard wide.

As there had been no expansion of the streetcar system in many years, the addition of the new bus lines was welcomed by the public for it made commuting much easier for many. Fares on all lines were 10 cents, with tickets at 50 cents for six, school tickets 25 for \$1.00, and an unlimited weekly pass for \$1.25.

In 1932, one Kenworth-Heiser 23-passenger bus was purchased and in 1934, six more 28-passenger Kenworth-Heiser's were purchased. All of these were Hercules powered. In 1935 and 1936, 11 Kenworth-Wentwin 30-passenger units with Hall-Scott engines were built for Portland Traction Co. by Wentworth & Irwin's truck division in Portland. Up to this time they had still not replaced the

streetcar, but in 1936 it was all to change.

From 1936 to the late 1950s, Mack was to dominate the Portland Traction Co. fleet with some 524 electric, gas, and diesel buses plus 50 Kenworth trolley coaches, 215 Reo International, and Mack school buses and semis for wartime shipyard use, and 25 ACF Twins, that were quite familiar to riders of the Mt. Tabor line from 1948 until after Tri-Met took over from Rosy. These were sad years for those of us who loved the old streetcars, but it happened all over North America and today the motor bus is king. "Light rail" is too fantastically expensive to be a real factor in mass transit today at \$850,000 per unit of rolling stock and right-of-way at millions per mile. In 1932 Portland Traction Co. paid \$250,000 for 15 of the latest thing in light rail vehicles to be used on the Broadway line. (The last of these is currently undergoing restoration at Glenwood Trolley Park.)

Before the bus age began there was a brief flurry with jitneys back in the teen years. Jitneys were for the most part private autos competing with the streetcars over the same routes, skimming the cream of rush hour customers and not operating at all in off-peak hours. Many were uninsured, untrained, and irresponsible drivers, and accidents were frequent. The traction companies fought them tooth and nail and eventually won out. In Portland the first jitneys began operation on October 12, 1914, from Second and Washington to the Vancouver Ferry on Hayden Island, in direct competition to the Vancouver streetcar line. By 1917, a Portland newspaper reported the jitneys were out of business after action by the city council brought about by PRL&P pressure, no doubt. Jitneys had flourished for a short time all over the country. I remember them on Market Street in San Francisco in 1920.

Mass transportation can never be the same as in those years of private operation for profit instead of public waste and experiment. Most of Portland Traction's buses were in use for 20 years or more and there were many 40-year old trolleys in daily service. Today the light rail vehicles delivered a year ago are said to be unsafe to operate; all the buses bought by Tri-Met have given more than their share of problems, especially the Hungarian articulated wonders. Oh well, back to the time machine.

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ELMER PETRA DONATES SHELVING

If you run into Elmer Petra (hope you are insured) please take a moment to thank him for his recent donation of steel shelving for us to use in 1A.

Elmer was at a sale of office equipment and the like, where he spotted a good deal on metal shelving. He bought a packaged kit which assembles to give seven 12" x 30" shelves in a self-standing unit five feet high. He thought of our needs in Room 1A and purchased the kit for donation to the Chapter. Thanks, Elmer!

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MEMBERSHIP COMMITTEE REPORT

VIEWIG'S VIEW

Please welcome these new members:

Robert & Elizabeth Bartholomew
 Mary Goheen
 Don A. Oliver
 Edwin & Louise Yungling
 Leon Drews
 Ed Von Nordeck
 Patrick Hoban
 Grant Goodell
 Frank Nemeč
 Dale A. Snedaker
 Jaye & Marie Flagg
 Paul Hauser
 Donald & Mary Wilson
 Keith A. Rydman
 Calvin & Marianne Roberts
 Richard W. Gemeinhardt, Jr.
 James E. Thompson

Remember: NAME-TAG NIGHT

The Membership Committee announces that all members who have permanent name tags to please wear them to the March meeting for "Name Tag" night. The committee will be at the front door to issue stick-on tags for all members without tags. We hope this will encourage members to get to know familiar faces on a first name basis.

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DID IT REALLY GO THERE ?

Quiz and answers supplied by Gil Hulin of Eugene

Many railroads and the states they serve are prominently linked. The New York Central or Pennsylvania Railroad with their namesake states are obvious. Other geographic or "mental image" ties such as the Rio Grande in Colorado or Union Pacific in Wyoming are equally strong.

But many Class I railroads also have had obscure branch lines that dip or jog a few miles into a state they don't otherwise serve. You know that the Great Northern crossed Montana, but you might not be sure if the Rutland had tracks in New Hampshire.

Following is a quiz in which 13 statements are made tying certain pre-merger railroads of the 1950s and '60s to specific states. Twelve of the pairings are true; one is false. Can you pick out the one that doesn't belong before looking at the answers on another page of this issue of the Trainmaster? Of the 12 railroads that went where they weren't expected, which pairings had the most and least mileage?

- 1 Great Northern in California
- 2 Chicago & North Western in Wyoming
- 3 Missouri Pacific in Colorado
- 4 St. Louis-San Francisco in Florida
- 5 Canadian National in Minnesota
- 6 Santa Fe in Louisiana
- 7 Louisville & Nashville in Virginia
- 8 Illinois Central in Wisconsin
- 9 Northern Pacific in South Dakota
- 10 Rock Island in Louisiana
- 11 Soo Line in Montana
- 12 Texas & Pacific in New Mexico
- 13 Santa Fe in Nebraska

(ANSWERS elsewhere in this issue)

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Now that the Swap Meet seems to be over, it seems appropriate to comment on the surprise I had a few years ago when I attended my first Train Swap Meet hosted by our Chapter and the Columbia Gorge Model Railroad Club. The surprise was in the pricing. I had never collected a single HO scale car so my only exposure as a kid was with the Lionel set that appeared once a year around Christmas and the tree. I was astonished to find that five or six years ago you could actually buy a rolling car in HO scale for a buck or less. Somehow all of the work going into collecting the car and maybe even building it or modifying it would make it worth more than a buck at a swap meet, but there were cars available for less than a buck.

The other day I dropped in on the swap meet to see what I could buy that would remind me of a bridge and I spent about two hours looking for the magazine articles on bridges and found a few. The other big find was that I could buy a whole lot of old railroad magazines for only a dime each. Why I did not plunk down the five spot and walk off with an armload of magazines is a mystery to me now as I sit here looking back and wondering why I was holding on to my money. So next year I will be ready to grab an armful and spend some quiet evening going through them all.

My big find that I acted on at the swap meet was some nice guy selling off things at a dime each. I enjoy junk boxes full of things like that and a friend in Portland, MAINE, will be the recipient of ten or so 1940ish employee magazines from the Boston & Maine lines. My sister will find the 1943 employee timetable of the Long Island will be timely due to the coincidence with her birthyear. But what we need is a better supply of bridge or bridge related stuff for people like me.

Could someone tell us what those 4449 models that we sold on the Louisiana trip are now worth or at least what price they were being sold for at this swap meet?

The work involved in getting the volunteers out and the show set up is very impressive and when you see Terry Parker, give him some thanx.

Hopefully I will have some shots of 4449 going over a bridge by the time the printer is done with this issue of the TM and then in a month or so I will have to guess if I can chase the UP 8444 over a bridge or two in May. This year I am using a Koni Omega camera that uses 120 roll film and gets ten shots to a roll. There is a film advance that allows you to snap off all ten within seconds, if you are tripod mounted. If any of you that also use the Koni Omega system have some hints or stories to warn me about, I would appreciate the advice.

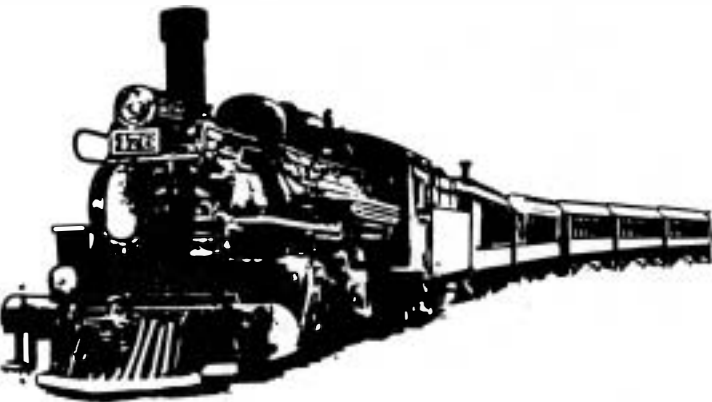
What is going on with the folks up in Battle Ground? Is that tourist operation still in business?

How about down in Cottage Grove? Last year there were enough rumors about the end of that steam operation, but does anyone have some hard facts?

Surely someone must have something in writing about the status of the North Coast Daylight and the future of the line and the cars. It would make nice reading to reproduce whatever articles now exist on the condition of that line.

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WILLAMETTE MODEL RAILROAD CLUB



Swap Meet ~ Open House Photo Contest ~ April 26

The WILLAMETTE MODEL RAILROAD CLUB is sponsoring an open house, swap meet, and railroad photo contest, on Saturday, April 26, 1986. It begins at 10 AM and runs til 5 PM. The location is at the Dudley Dowd Recreation Center, out at 15711 SE 90th Street, in Clackamas, Oregon. To get there, take the Mt. Hood/Estacada exit off of I-205 and follow the signs. Entry for kids under 12 is free and only \$1 for each adult.

SWAP MEET INFORMATION

Tables are \$5 until April 1st, and \$8 after then. To reserve your space, send a check with your name, address, city, phone, and INFORMATION ON WHAT YOU WILL BE SELLING, to:

Willamette Model Railroad Club
P O Box 1445
Clackamas OR 97015.

For additional information, contact:

DICK SUESS: PHONE: (503) 657-1696
RICK ANDREWS: PHONE: (503) 246-2986
ED HETH: PHONE: (503) 775-1454

OPEN HOUSE INFORMATION

Go on down to the Dudley Dowd Recreation Center and view that new model railroad club under construction. It's in the basement of the Rec Center and VISITORS NIGHT is every Thursday beginning at 7:30 PM. This club is only one year old so they are still in the formative stages of construction.

RAILROAD PHOTO CONTEST

Registration for the photo contest will be on the 26th of April, the day of the SWAP MEET, and you have to be there BETWEEN 9 and 10 AM to enter.

They only want 8x10" PHOTOS. No slides, only prints. There are trophies and ribbons for three winners per category. There are seven categories:

- 1-A Prototype steam engines - Black & white
- 1-B Prototype steam engines - Color
- 2-A Prototype diesel engines- Black & white
- 2-B Prototype diesel engines- Color
- 3 Prototype Rolling Stock - Color ONLY
- 4 Model Railroad Engines - Color ONLY
- 5 Model Railroad ACTION Photo - Color ONLY

IF YOU READ THIS
PUBLICATION
BACKWARDS -

SKIP THIS
TIL YOU FIND THE QUESTIONS

ANSWERS TO OUR QUIZ, "DID IT REALLY GO THERE?"

1. Great Northern operated 96 miles of track in California, along the "Inside Gateway" route to the Western Pacific connection at Beiber, and a 34-mile branch to the McCloud River connection at Hambone.

2. Chicago & Northwestern operated 284 miles across Wyoming, entering the state near Crawford, Nebraska, and extending to Lander.

3. Missouri Pacific "Colorado Eagle" streamliners crossed 152 miles of MP track in Colorado to reach Pueblo, before operating into Denver over D&RGW/ATSF rails.

4. The St. Louis-San Francisco, or Firsco, crossed 50 miles of Florida panhandle to reach Pensacola.

5. Canadian National's southern route between Winnipeg and Thunder Bay skirts the southern edge of Lake of the Woods on 43 miles of Minnesota trackage.

6. Santa Fe traverses 62 miles of Louisiana to reach a Missouri Pacific connection at Oakdale.

7. Louisville & Nashville extends through Cumberland Gap 71 miles to the Appalachian coal fields terminal at Norton.

8. Illinois Central's Wisconsin trackage totalled 45 miles in reaching Madison.

9. Northern Pacific did not operate into South Dakota.

10. Rock Island topped Santa Fe's Louisiana trackage with a 186-mile north-south line from Arkansas to the Missouri Pacific connection at Tioga.

11. Soo Line's branch to Whitetail, Montana, totals 56 miles in the extreme northeast corner of the state.

12. Texas & Pacific indirectly runs 63 miles to Lovington, New Mexico, by way of subsidiary Texas-New Mexico Railway Company.

13. Santa Fe's total mileage in Nebraska is a 4-mile link from Kansas to connections with C&NW, CB&Q, and Missouri Pacific at Superior.

The answers we were looking for come in parings #2, 9 and 13. The Northern Pacific did not operate into South dakota, C&NW had 284 miles of track in Wyoming, and Santa Fe had but 4 miles of track in Kansas.

Submitted by: Gil Hulin
3895 Colony Oaks Drive
Eugene OR 97405

oo0000oo

EXPO 86

Ω Ω Ω WORLDS FAIR - STEAM NEWS Ω Ω Ω

Here is the latest on big steam to the Expo in Vancouver.

--8444 will depart Cheyenne on 10 May with nine coaches for Portland with arrival planned for the 14th.

--On May 16 the 8444 and the 4449 will depart Portland for Vancouver with arrival planned for the 20th. There is a good chance that these locomotives will be doubleheaded the whole way, including that portion of the trip on the CP.

--6060 is scheduled to arrive on the headend of a VIA move.

--Other than the BC RR consolidation, which will be operating on the regularly scheduled steam runs, there will be no steam operations at the Expo.

--On the second of June, the 8444 and 4449 will leave for home. The 8444 will head directly for Cheyenne.

Ω Ω Ω LATE STEAM NEWS Ω Ω Ω

--Steam Expo - Late reports reaching us indicate that there are problems with the scenario regarding the 8444, 4449, and 6060 and their reaching Vancouver. Whether the 8444 goes to the Expo or not is still up in the air awaiting solutions to some problems regarding the 8444's movement on the CP (the last leg into Vancouver from Portland). In addition, work needed by the 6060 has not yet been started. As far as we can ascertain, funding for the 4449's movement is still not available. Most of these problems should be resolved in the next few weeks. However, keep in mind (if you are making plans to attend) that plans for the big steam are still up in the air.

Reprinted from THE FRACTURED FROG, Queen City Division RRE, Cincy OHIO FEB 86

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EXPO 86

UP Steam update: All passenger cars used by UP in annual Spring and Fall excursions will be reworked this year for head-end power and will not be available for trips this year. No planned trips for #3985. Meanwhile #8444 will be going to Vancouver, BC for STEAMEXPO. In mid-May will proceed to Portland to meet #4449 (if 4449 is going) and to escort it over UP rails through Spokane to CP connection at East Gate, BC thence Vancouver. The busted bridge at East Gate has been replaced. Each steamer would proceed under it's own power while on the UP, with #4449 following one-mile behind #8444. (Potential problem: CP wants to tow steamers into Vancouver behind diesels. UP is horrified).

(All above steam news from TIES AND TACKS, Dayton Railway Hist. Society)

Reprinted from HAWK MOUNTAIN "The Hostler", February 1986, Railway Hist Society

EXPO 86

DISNEY
+ 49

VANCOUVER STEAMEXPO Plans are beginning to firm up for SteamEXPO at the Vancouver Worlds Fair from May 23 through June 1, 1986. Festivities are to begin with a Grand Parade of Steam into the EXPO site on May 23, followed by displays of probably over two dozen live steam locomotives. British Columbia's resident Royal Hudson, 2860, will be the "host engine," and the large engines expected to be present are Ontario's CPR G5 4-6-2 1201 (the first to arrive and already in Vancouver), Alberta's CNR Bullet-Nosed Betty 4-8-2 6060 (just contracted for overhaul by Granville Transportation of Vancouver), Southern Pacific Daylight 4-8-4 4449 and Union Pa-

MARCH 1986

cific 4-8-4 8444. Norfolk Southern has declined to send N&W J 611, preferring instead to concentrate its time and money on the restoration of 2-6-6-4 1218; NS will be represented, however, by the *Best Friend of Charleston* replica. Due to the expense of the journey, other big engines like NKP 2-8-4 765 and C&O 4-8-4 614 will not be attending, and the "unfinished" projects like the Santa Fe 4-8-4 and SP 4-6-2s will, of course, be absent. Quite a number of smaller engines from the Pacific Northwest and West Coast, however, will be there, including the V&T 4-4-0 *Inyo* and numerous tourist road and museum engines. The Union Pacific has made a generous offer to transport any such locomotives that can be loaded on flatcars, and the final tally is as yet incomplete.

There has been much speculation about foreign engines, but the only one that is committed as of January 1 is the *Rocket* replica from the museum in York, England. Promising discussions are under way with the People's Republic of China to bring over a brand new locomotive from Datong, but nothing is yet firm (the rumors about China sending a newly-built replica of an SP 4-8-2 are pure fantasy). Also in the negotiating stage is a plan to run one of the big engines each day on a series of short main line round trips out of the EXPO site. Royal Hudson 2860 will be at the SteamEXPO site, and 2-8-0 3716 will be taking its place on the regular BCR runs to Squamish.

With the Burlington Northern steadfastly refusing to let any steam "interfere with our customers' traffic," there is no convenient rail route from the U.S. into Vancouver, and the participation of the 8444 and 4449 is still subject to some question. As of January 1, there were conflicting reports from the most authoritative sources as to how and even whether the big Northerns would go north. One option has then going via the Spokane International and up the CPR via Cranbrook, Golden and Banff. However, plans are also being studied to transport them—or possibly only the 8444—on the Alaska Hydro Train ferry into Vancouver.

If you wait until May, tickets to EXPO are going to be about \$20 per day, with hotel space in the area running around \$80 per night (Canadian money). The day tickets and multiple-day passes to EXPO can be purchased in advance at discount rates, with the discounts getting less as opening day nears—if you want to buy in advance, do it as soon as possible for the best price. There are a number of package tours available that include lodging, train rides and multiple-day EXPO passes but leave you a flexible schedule. For information, call Gray Line Tours toll-free at 800/663-6446. For further information and tour package brochures, write: SteamEXPO, P.O. Box 34105, Station D, Vancouver, B.C., Canada V6J 4M1. You can also subscribe to the SteamEXPO newsletter, *The Pacific Express*, for \$6 (in U.S. currency for U.S. subscriptions). A subscription includes all back issues to date and first class mail (make checks payable to "SteamEXPO"). The Worlds Fair runs from May 2 through October 13, with the SteamEXPO activities limited to the May 23-June 1 period. One parting thought: SteamEXPO is early enough that it comes before the summer crush of tourists and before school lets out, which should mean that lodging will not be impossible and the crowds won't be overwhelming.

reprinted from RAILFAN & RAILROAD magazine.

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The nation

Fire disrupts Amtrak run

SAN FRANCISCO (AP) — Amtrak's Coast Starlight passenger service between Los Angeles and Seattle has been disrupted by a fire that destroyed a 44-year-old wooden train trestle, officials said.

Amtrak spokesman Bruce Heard said that trains were operating on normal schedules between Los Angeles and Oakland, Calif., and between Klamath Falls, Ore., and Seattle.

But between Oakland and Klamath Falls, passengers were being taken off trains and put on buses, he said.

One Coast Starlight trip each way is scheduled per day.

Southern Pacific's Jim Loveland said it might take until Wednesday to repair the 390-foot span near Marysville, 40 miles north of Sacramento.

He said arson was suspected in the Thursday night fire.

Freight trains were being rerouted from the site a mile north of Marysville, Loveland said.

THE OREGONIAN, MONDAY, MARCH 3, 1986

DISNEY

LOS ANGELES LOSES MAJOR YARD

Southern Pacific's Taylor Yard in Los Angeles is now empty, filled only with the ghosts of railroaders from the past. Established in 1911 and rebuilt in 1949, Taylor Yard was the principal SP classification yard in Southern California until the opening of West Colton Yard in 1974. The newer, automated West Colton facility can sort out seven freight cars per minute, twice Taylor's speed. Thus, efficiency and economy coupled with the closing of many heavy industries in Los Angeles led to the demise of Taylor Yard in October, 1985. Still in operation at Taylor are the diesel locomotive repair shop and a few offices. (Info. from John West)

(WHEEL CLICKS - FEB 1986)

DISNEY

SOUTHERN CALIFORNIA CHAPTER
The Railway & Locomotive Historical Society, Inc.
E. R. Gregg
Publisher Observation Platform & Membership Chairman
2755 Nipomo Ave., Long Beach, CA 90815



FIRST CLASS MAIL

SP 449 IS SLATED TO WORK LOCALLY AS A MOVIE EXTRA

There has been considerable rumor as to SP 449 coming down here for some movie work, largely out on the idle Eagle Mountain Railway.

These rumors took substance with contact from the studios seeking to rent components of several of our locomotives for use in a mock-up version of an engine cab for close up shots.

Having been "burned" on a couple of previous such "movie assists" the Board of Directors voted against permitting removal of any such items from the locomotives.

However the extra steam throttle resting in the depths of the freight house did sign on as an "extra" for the sum of \$100 which has already been banked. The throttle will be used to construct a wooden version of it for the make believe cab.

Of course this involves several round trips for our Chairman to Pomona-one of the joys of being Chairman.

The film tentatively named "Tough Guys" will feature movie "heavies" Burt Lancaster and Kirt Douglas so you see 449 will be in star company.



CONCESSIONS COMMITTEE REPORT

The Concessions Committee is steaming ahead with plans to sell souvenirs as the locomotive heads south in early March.

The Committee held its first meeting of the new year in February to plan its strategy for the year.

Concessions will be available from now on at all Chapter meetings and they now have some new items to offer already, plus the return of a couple of favorites.

The Committee welcomes ideas for good items to sell, and hope you will contact someone on the Committee with your ideas. Already several ideas from members are being researched.

Check with Marilyn Rehm as for the next Committee meeting.

EDWARD SEGAL
2515 K STREET, N.W.
WASHINGTON, D. C. 20037

February 18, 1986

CAMPAIGN WHISTLE STOP INFO NEEDED

Editor
Trainmaster
Room 1
Union Station
Portland, OR 97208

Dear Editor:

I am writing a book on the history of campaign whistle-stop trains and I would appreciate knowing whether you or your readers have any recollections, anecdotes, or memorabilia about any politician who used the railroads when he campaigned.

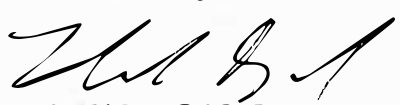
If so, I would like to interview you for my book, or at least receive any information that you might have.

For your information, I am a member of the American Political Items Collectors, have served as press secretary to various members of Congress and political campaigns, and recently organized a whistle-stop tour in the Midwest.

Sharing your knowledge of or reminisces about this nearly forgotten way of campaigning for office would be greatly appreciated not just by myself, but by political historians, American history buffs, and the general public.

I look forward to hearing from you or your readers.

Sincerely,

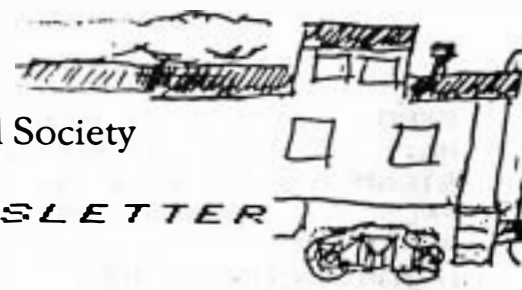

EDWARD SEGAL



THE LAST SIX PAGES

The last six pages of this issue of the March, 1986, TRAINMASTER, are the reproduced pages from the Chapter's "Excursion Newsletter" that was sent out to both the subscribers of that newsletter and to prospective subscribers.





National Railway Historical Society

EXCURSION NEWSLETTER

VOL: I

NUMBER: One

DATE: February 1986

WELCOME ABOARD!

THIS IS THE INNAUGURAL ISSUE OF THE EXCURSION NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY. IN EACH ISSUE, WE PLAN TO PRESENT INFORMATION ON UPCOMING EXCURSIONS BEING SPONSORED BY THE CHAPTER, AS WELL AS OTHER NEWS ITEMS AND EVENTS OF INTEREST TO RAIL TRAVELERS AND ENTHUSIASTS IN THE PACIFIC NORTHWEST. SUBSCRIPTIONS TO THE NEWSLETTER ARE AVAILABLE FOR \$3.00 PER YEAR. FIVE ISSUES WILL BE PUBLISHED EACH YEAR; HOWEVER NO REGULAR PUBLICATION SCHEDULE WILL BE FOLLOWED. EACH WILL BE ISSUED AS NEEDED TO INFORM YOU OF IMPORTANT UPCOMING EVENTS AND NEWS. ALL NEWSLETTERS WILL BE MAILED FIRST CLASS TO ASSURE PROMPT DELIVERY AND ALLOW FOR FORWARDING AND ADDRESS CORRECTIONS. A FREE ONE-YEAR SUBSCRIPTION WILL BE GIVEN TO ANYONE MAKING A DONATION OF \$25.00 OR MORE TO THE CHAPTER. ALL DONATIONS ARE TAX DEDUCTABLE. IF YOU ARE INTERESTED IN SUBSCRIBING, PLEASE FILL OUT AND SEND IN THE ACCOMPANYING SUBSCRIPTION FORM. IF YOU ARE ALREADY A SUBSCRIBER, WE THANK YOU FOR JOINING IN, AND PERHAPS EXTEND THIS OFFER TO INTERESTED FRIENDS.

THE NEXT ISSUE OF THE EXCURSION NEWSLETTER WILL CONTAIN A COUPON REDEEMABLE ON ANY CHAPTER SPONSORED EXCURSION FOR A FREE TRIP PIN. WE HOPE YOU WILL SUBSCRIBE TO THE NEWSLETTER AND JOIN US ON FUTURE CHAPTER EXCURSIONS. IF YOU HAVE ANY FURTHER QUESTIONS REGARDING CHAPTER ACTIVITIES OR MEMBERSHIP, PLEASE FEEL FREE TO CALL OUR OFFICE AT 503-226-6747.

THANK YOU FOR YOUR SUPPORT.

SINCERELY, STEVE HOWES - EXCURSION COMMITTEE CHAIRMAN

EXCURSION UPDATE

UNFORTUNATELY, IT IS NOT POSSIBLE TO PROVIDE A LIST OF UPCOMING EXCURSIONS THAT ARE GOING TO BE OPERATED BY THE CHAPTER SINCE NO CONFIRMATIONS HAVE BEEN RECEIVED ON ANY PROPOSED TRIP. AMTRAK IS CAUGHT BETWEEN HAVING TO TAKE A 12% REDUCTION IN THEIR OPERATING BUDGET AND SOME RECENT ACCIDENTS THAT HAVE CRIPPLED A SIZEABLE NUMBER OF CARS. AT PRESENT, THERE IS NO AVAILABLE EQUIPMENT FOR EXCURSIONS THIS SPRING. IF THERE IS ANY CHANGE IN THIS SITUATION, WE WILL INFORM YOU AS SOON AS POSSIBLE.

AMTRAK HAS BEEN ASKED TO OPERATE AN EXCURSION TRAIN BETWEEN PORTLAND AND VANCOUVER, BRITISH COLUMBIA IN SEPTEMBER. THIS WOULD ALLOW TRAVELERS TIME TO VISIT THE EXPO 86 WORLD'S FAIR IN VANCOUVER. WORD IS EXPECTED SOME TIME IN APRIL ON THE REQUEST.

EXPO 86 WILL PLAY HOST TO A NUMBER OF SPECIALIZED PERIODS DURING THE MAY 2-OCTOBER 13 RUN OF THE FAIR. MAY 23-JUNE 1 HAS BEEN SET ASIDE AS **STEAMEXPO** AND WILL FEATURE A GATHERING OF OPERATING STEAM ENGINES FROM THROUGHOUT THE WORLD. CONFIRMATION HAS BEEN RECEIVED FROM APPROXIMATELY 26 LOCOMOTIVES RANGING IN SIZE FROM ENGLAND'S "ROCKET" TO **UNION PACIFIC'S** NO. 8444 AND **PORTLAND'S** NO. 4449. ARRANGEMENTS ARE BEING MADE TO ASSEMBLE A NUMBER OF PACKAGES WHICH INCLUDE HOTEL SPACE, TRANSFERS BETWEEN THE HOTEL AND THE **STEAMEXPO** SITE ALONG WITH MULTIPLE DAY TICKETS TO SEE **EXPO 86**, ITSELF. YOU WILL FIND A BROCHURE ENCLOSED THAT OFFERS SEVERAL PACKAGES AVAILABLE THROUGH GRAYLINE IN VANCOUVER, B.C. THESE SHOULD HELP THE MANY PEOPLE WHO HAVE BEEN CALLING FOR THIS KIND OF INFORMATION, AND IF YOU MENTION THE PNWC/NRHS WE RECEIVE A COMMISSION.

THE MOVEMENT OF **PORTLAND'S** STEAM ENGINE NO. 4449 TO VANCOUVER IS BEING SPONSORED BY THE OREGON EXPO 86 COMMITTEE. AT THIS TIME THE COMMITTEE HAS INDICATED THAT THOSE TRAVELING ON THE TRAIN WOULD BE THOSE WHO HAVE MADE MAJOR CONTRIBUTIONS TO THE OREGON PAVILION. IF AN EXCURSION IS OPERATED BACK FROM VANCOUVER IT WOULD BE SPONSORED BY THE PACIFIC NORTHWEST CHAPTER. AGAIN, INFORMATION WILL BE CONTAINED IN THE NEXT ISSUE OF THE NEWSLETTER AND SENT TO THOSE ON OUR MAILING LIST. THE NUMBER OF SEATS ON ANY RETURN EXCURSION WILL BE LIMITED AND SOLD ON A FIRST COME, FIRST SERVED BASIS. SINCE THE **EXCURSION NEWSLETTER** IS MAILED FIRST CLASS, IT WILL ASSURE SUBSCRIBERS OF PROMPT NOTICE OF ANY EXCURSIONS.

POSSIBLE TRIPS BEING EVALUATED INCLUDE A SPECIAL CHARTER ON **TRI-MET'S** LIGHT RAIL LINE AFTER IT OPENS ON LABOR DAY WEEKEND THIS YEAR AND AN EXCURSION TRAIN OVER A FREIGHT-ONLY SHORT LINE IN SOUTHERN OREGON. THE CHAPTER APPRECIATES YOUR SUPPORT FOR ALL THE TRIPS WE HAVE OPERATED IN THE PAST AND YOU CAN BE ASSURED THAT WE ARE CONTINUING TO INVESTIGATE ANY POSSIBLE RAIL EXCURSIONS IN THE NORTHWEST.

ED IMMEL, EXCURSION MANAGER

UPDATE ON LOCOMOTIVE 4449

ALTHOUGH LOCOMOTIVE 4449 HAS NOT OPERATED SINCE ITS 7000 MILE JOURNEY TO THE 1984 LOUISIANA WORLD'S FAIR IN NEW ORLEANS, IT APPEARS THE ENGINE MAY BE COMING TO LIFE FOR SEVERAL MAJOR MOVEMENTS IN THE NEAR FUTURE. HOWEVER, BEFORE THIS CAN HAPPEN, SEVERAL MAINTENANCE OPERATIONS NEEDED TO BE ACCOMPLISHED OR ARE TAKING PLACE AT THE PRESENT TIME.

DURING THE LAST WEEKEND OF SEPTEMBER, 1985, THE LOCOMOTIVE WAS TOWED FROM ITS **SOUTHERN PACIFIC** BROOKLYN ROUNDHOUSE HOME TO **S.P.'S** EUGENE SHOPS WHERE THE NUMBER 2 AXLE WAS REMOVED IN ORDER TO TURN THE JOURNALS AND MAKE A NEW LEFT BEARING. THE REMOVAL OPERATION HAD TO BE COMPLETED IN EUGENE BECAUSE OF THE UNAVAILABILITY OF A DROP PIT IN PORTLAND. REMOVAL OF THE WHEEL SET WAS COMPLETED BY VOLUNTEER CHAPTER MEMBERS AND **S.P.'S** EMPLOYEES. THE WHEEL SET WAS SUBSEQUENTLY RETURNED TO PORTLAND WHERE **BINGHAM-WILLAMETTE CORP.** REMACHINED THE JOURNALS AND **FREY AND BENNETT MACHINE WORKS** MADE THE NEW BRASS BEARING. UPON COMPLETION OF NEEDED REPAIRS, THE WHEEL SET WAS RETURNED TO EUGENE AND REINSTALLED ON THE LOCOMOTIVE. THE LOCOMOTIVE WAS THEN RETURNED TO BROOKLYN YARDS DURING THE SECOND WEEK OF JANUARY.

VOLUNTEER CREW MEMBERS ARE PRESENTLY PREPARING THE LOCOMOTIVE FOR ITS BIENNIAL BOILER INSPECTION. THIS INCLUDES INSPECTION OF THE INTERIOR AND EXTERIOR OF THE BOILER AND PERFORMING ANY NEEDED REPAIRS. THE BOILER WILL THEN BE HYDROSTATICALLY PRESSURE TESTED TO 25 PERCENT ABOVE NORMAL OPERATING PRESSURE. UPON COMPLETION OF THE TEST, THE BOILER WILL BE FEDERALLY CERTIFIED FOR ANOTHER 2 YEARS.

ALL THIS IS BEING DONE IN PREPARATION FOR TWO PLANNED MOVEMENTS. IN EARLY MARCH, THE LOCOMOTIVE WILL MOVE UNDER ITS OWN POWER TO SOUTHERN CALIFORNIA WHERE IT WILL BE THE STAR OF A WALT DISNEY MOVIE ENTITLED "TOUGH GUYS", INCIDENTLY CO-STARRING BURT LANCASTER AND KIRK DOUGLAS. ONE CHAPTER-OWNED AND SEVERAL PRIVATELY-OWNED PASSENGER CARS WILL MAKE UP THE TRAIN. FILMING WILL BE DONE AT KAISER STEEL'S EAGLE MOUNTAIN RAILROAD NEAR FERRUM, CALIFORNIA AND IN S.P.'S TAYLOR YARD IN LOS ANGELES.

IT ALSO LOOKS PROMISING THAT THE 4449 WILL BE HEADING A SPECIAL VIP TRAIN FROM OREGON TO EXPO86 IN VANCOUVER, B.C. DURING THE LAST WEEK OF MAY. HERE THE ENGINE WILL PARTICIPATE IN STEAMEXPO; A SPECIAL DISPLAY OF STEAM LOCOMOTIVES FROM AROUND NORTH AMERICA AND THE REST OF THE WORLD. IT IS HOPED THE LOCOMOTIVE WILL THEN BE ABLE TO HEAD A SPECIAL EXCURSION TRAIN FROM THE FAIR RETURNING TO PORTLAND THE FIRST WEEK OF JUNE. MORE INFORMATION WILL BE AVAILABLE ON THIS IN OUR NEXT EXCURSION NEWSLETTER.

DOYLE MCCORMACK, CHIEF MECHANICAL OFFICER AND ENGINEER

UNION STATION PROJECT

ON SEPTEMBER 20, 1985, THE YELLOW AND BLUE NEON SIGNS ATOP THE UNION STATION CLOCK TOWER WERE LIT DURING A SPECIAL CEREMONY AFTER HAVING BEEN DARK FOR OVER FIFTEEN YEARS. THE SIGN RESTORATION PROJECT WAS A JOINT EFFORT OF THE PACIFIC NORTHWEST CHAPTER, NRHS, AND THE OREGON ASSOCIATION OF RAILWAY PASSENGERS. FINANCING FOR THE PROJECT WAS PRIMARILY THROUGH SALES OF A SPECIALLY DESIGNED COMMEMORATIVE PIN. FOR THOSE OF YOU WHO HAVE NOT SEEN THE SIGNS, WHICH ARE ON FROM 3:00PM UNTIL 7:00AM, THEY MAKE AN IMPRESSIVE ADDITION TO PORTLAND'S SKYLINE. WE GREATLY APPRECIATE THE SUPPORT GIVEN BY MANY OF YOU TO THE PROJECT.

EQUIPMENT UPDATE

THE PACIFIC NORTHWEST CHAPTER OWNS SEVERAL PIECES OF HISTORICAL ROLLING STOCK AND IS IN THE PROCESS OF OBTAINING OTHERS. ONE CAR, THE MOUNT HOOD, IS AN EX-SPOKANE, PORTLAND AND SEATTLE RAILROAD SLEEPER-LOUNGE CAR RESTORED TO NEAR ORIGINAL CONDITION. THIS CAR IS AVAILABLE FOR LEASE TO THE PUBLIC FOR SPECIAL TRIPS BEHIND REGULARLY SCHEDULED AMTRAK TRAINS. A BROCHURE DESCRIBING FACILITIES AND PRICES IS AVAILABLE FROM THE CHAPTER OFFICE, ON REQUEST.

OTHER CHAPTER OWNED EQUIPMENT INCLUDES THE MILN GILLESPIE, AN EX-SOUTHERN PACIFIC COACH-BAGGAGE COMBINE AND THE 6200, AN EX-SEABOARD RAILROAD COACH. THE CHAPTER ALSO HOPES TO OBTAIN TWO EX-AMTRAK COACHES PRESENTLY OWNED BY SOUTHERN PACIFIC AND TWO EX-S.P.&S. SLEEPERS OWNED BY BURLINGTON NORTHERN. IT IS HOPED THAT THESE PIECES OF EQUIPMENT CAN BE RESTORED AND USED IN FUTURE EXCURSION SERVICE. THE CHAPTER RECENTLY PURCHASED AN EX-S.P.&S. SINGLE DOOR MAIL STORAGE CAR NO.55 FOR USE AS A ROLLING MUSEUM CAR. RESTORATION WORK IS NOW IN PROGRESS. OTHER ROLLING STOCK INCLUDES THE SANTA YNEZ, AN EX-S.P. SOLARIUM-SLEEPER, AN S.P. SNOW FLANGER, AND AN S.P. JORDAN SPREADER, AND LAST, BUT NOT LEAST, AN EX-NORTHERN PACIFIC FAIRMONT SPEEDER. ALL EQUIPMENT IS PRESENTLY STORED ON CHAPTER LEASED TRACKAGE AT S.P.'S BROOKLYN YARDS UNTIL A SUITABLE MUSEUM SITE CAN BE FOUND.

SPECIAL NOTICE

IN REGARDS TO THE ENCLOSED SOUVENIR LIST, PLEASE NOTE:

WE ARE DELIGHTED TO BE ABLE TO OFFER, ONCE AGAIN, THE CREW CAPS WITH THE "DAYLIGHT" LOGO. AVAILABLE IN LOCOMOTIVE BLACK - \$10.00 PLUS \$1.00 P.&H. AND ROYAL BLUE WITH WHITE MESH - \$8.00 PLUS \$1.00 P.&H.

WHITE T-SHIRTS ARE ALSO AVAILABLE IN CHILD'S LARGE, AND MEN'S SMALL SIZES.

LIGHT BLUE T-SHIRTS ARE NOW AVAILABLE IN LARGE AND X-LARGE SIZES.

WE ARE OFFERING A NEW ITEM: A VERY FINE DETAILED BUMPER STICKER (MADE IN GERMANY) SHOWING A PROFILE OF LOCOMOTIVE NO. 4449 INCLUDING TENDER. ALSO CARRIES THE INSCRIPTION "THE GOLDEN STATE CLASS", WHICH WAS THE ORIGINAL NAME GIVEN BY SOUTHERN PACIFIC. IN LIVING COLOR!!!!
PRICE OF \$3.00 EACH, OR 2 FOR 5.00, PLUS .50 P. & H.

STEAMEXPO VISITORS PROGRAM

Package Options ➔	TOUR ST 4/5 STEAMEXPO "DELUXE"				TOUR ST 7/8 STEAMEXPO "PULLMAN"			
<p>The Pacific Northwest Chapter of the National Railway Historical Society and Gray Line of Vancouver have put together a number of packages for those wanting to attend STEAMEXPO. Rates are listed in Canadian dollars. One Canadian dollar is worth approximately 75¢ US. The \$432 package listed below would cost approximately \$324 in United States funds.</p> <p>Be sure to mention that you are with the Pacific Northwest Chapter when ordering packages.</p>	<p>Includes:</p> <ul style="list-style-type: none"> — 4 Nights accommodation including tax — Round Trip Airport Transfers — 3 Day Pass to EXPO 86 — Hotel/Expo Transfers — Tour 4 — Boat-train Day Trip (aboard Royal Hudson and MV Britannia). — Choice of Tour 6 — Deluxe Grand City OR Tour 3 — Mountains to Sea Spectacular. — STEAMEXPO Steam Train Excursion. 				<p>Includes:</p> <ul style="list-style-type: none"> — 7 Nights accommodation including tax — Round Trip Airport Transfers — Two 3-Day Passes to EXPO 86 per person — Hotel/Expo Transfers — Tour 8 — Royal Victorian Excursion — Tour 4 — Boat-train Day Trip (aboard Royal Hudson and MV Britannia) — Choice of Tour 6 — Deluxe Grand City OR Tour 3 — Mountains to Sea Spectacular — STEAMEXPO Steam Train Excursion. 			
<p>COST PER PERSON (incl. tax) <i>All figures shown in Canadian dollars.</i></p>	SINGLE	TWIN	TRIPLE	QUAD	SINGLE	TWIN	TRIPLE	QUAD
Budget (Kitchen units available upon request)	432	—	—	—	737	—	—	—
Quality	642	452	377	337	1122	787	657	592
Superior	942	567	467	417	1642	992	817	737



FOR RESERVATIONS, CALL TOLL-FREE 1-800-663-0667

PLEASE BE SURE TO MENTION

PACIFIC NORTHWEST CHAPTER/NRHS

booking your package to attend STEAMEXPO is easy. Just call the number listed inside and mention that you are with the Pacific Northwest Chapter of the National Railway Historical Society. Your package may be charged on a major credit card. You will receive confirmation by return mail.

The STEAMEXPO package has been assembled by Gray Line of Vancouver on behalf of the Pacific Northwest Chapter. The Chapter's liability extends no further than furnishing the information in this brochure to the prospective traveler. Please note that the prices quoted inside DO NOT INCLUDE TRANSPORTATION TO OR FROM VANCOUVER, BRITISH COLUMBIA. Such transportation is the responsibility of the prospective traveler.

Booking Conditions/Liability:

Pacific Northwest Bus Company Ltd., doing business as Gray Line of Vancouver (and subsequently referred to as Gray Line), has made arrangements for the tour services described in this brochure. The carriers providing transportation services (other than Gray Line), hotels and other suppliers providing tour services, are independent contractors and are not the Agents, employees or servants of, or joint venturers with, Gray Line or its affiliates. All certificates and other travel documents for tour services issued by Gray Line are subject to the terms and conditions specified by the supplier and to the laws of the countries in which the services are supplied.

By agreeing to utilize the services of Gray Line, the tour participant agrees that neither Gray Line or its affiliates, nor its or their employees or agents, shall be liable for any delay, inconvenience, loss of enjoyment, upset, disappointment, distress or frustration, whether physical or mental, resulting from the act or omission of Gray Line or its affiliates, or its or their employees or agents. Further, the tour participant agrees that neither Gray Line or its affiliates, nor its or their employees or agents shall be liable for any damage, loss, claim, cost or expense arising out of personal injury, accident or death, loss, damage or delay or baggage or other property, resulting from:

1. The act or omission on the part of any person other than Gray Line or its employees.
2. Acts of God, sickness, theft, labour disputes, mechanical break-down, government actions, weather, or any other cause beyond Gray Line's control.

No person, other than a representative of Gray Line authorized by a document in writing may vary, add or waive any term or condition in this brochure, including any term or condition set forth in the preceding provisions.

All terms and conditions, including fares, schedules and rates are subject to change without notice.

Payment: Full prepayment is required within 14 days of booking, of which \$50.00 Canadian per person is non-refundable.

Cancellation: Cancellation received within 90 days of departure will be subject to a cancellation fee equivalent to 50% of the total package price.

Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station, Portland, Oregon 97209



STEAMEXPO

• VANCOUVER, CANADA •

MAY 23-JUNE 1, 1986

EXPO 86 in Vancouver, British Columbia is sponsoring a special event May 23 through June 1st called STEAMEXPO. During this period of time steam locomotives from throughout North America and the world will assemble in Vancouver so that the era of steam can once again be enjoyed.

The Pacific Northwest Chapter of the National Railway Historical Society has made arrangements with Gray Line of Vancouver to put together a number of packages which contain accommodations, connections and admissions to both STEAMEXPO and EXPO. Also included is an all day trip behind steam from North Vancouver to Squamish over the rails of the British Columbia Railway.