

The



TRAINMASTER

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



APRIL 1986

Number 284

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CHAPTER TIMETABLE OF EVENTS:

- | | | | |
|-------------------------|----------|--------|--|
| 10 April 1986 | Thursday | 7:30pm | APRIL Board of Directors' Meeting @ the Columbia Gorge Model RR Clubhouse @ N Russel @ N Vancouver, in Portland. All are welcome, but non-Board folks must get prior permission from Pres to address the Board. Runs til about 11pm or so. |
| 10 April or thereabouts | | | Departure of Locomotive 4449 from California for Portland. Route open to speculation as well as arrival date. Check with phone recording in our ROOM ONE for updates. |
| 18 April 1986 | Friday | 7:30pm | APRIL CHAPTER BUSINESS MEETING & PROGRAM @ the PGE Auditorium on SE 17 between Powell & Holgate. All welcome, even those who forgot to pay dues. Slides by members welcome with limit of up to 6 recent rail related pics. Check in with the Membership Table for details. PROGRAM by our GORDON ZIMMERMAN on European STEAM. See details elsewhere in this issue. |
| 8 May 1986 | Thursday | 7:30pm | MAY Board of Directors' Meeting same as in April. |
| 13 May 1986 | Tuesday | | ARRIVAL OF UPRR 8444 under STEAM, to Albina. |
| 15 May 1986 | Thursday | | DEPARTURE by double-headed 8444 and 4449 going EAST thru the scenic Columbia River Gorge to Spokane on UP track with 8444 on point under STEAM. |
| 16 May 1986 | Friday | 7:30pm | MAY CHAPTER BUSINESS MEETING & PROGRAM for any of us not chasing the steam machines. Good time to rally a few friends to vote in whatever you want at this meeting. Time to see who has gotten slides back from day before already for slide show. Great way to compare speeding tickets. |
| EACH & EVERY SATURDAY | | noon | NO HOST LUNCHES at restaurant near the Bklyn roundhouse. We meet over a few tables in the Semaphore. Good full lunches for \$3.50 & less. Great time for fellowship. Come on in & join us. Call VIEWIG if you need warm introduction. |

TRAINMASTER DEADLINE IS 25th OF EACH MONTH. PLEASE DEPOSIT AT ROOM ONE.

REMEMBER STEAM EXPO AT THE FAIR AND WAVE AS 4449 GOES BY ON PARADE UP THERE

Room 1, Union Station, Portland, Oregon 97209 (503) 226-6747

FEBRUARY 13 BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:45 PM.

The minutes of the board meeting of Jan 9 were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 1/31/86:

Checking account \$57,760.91
CDIC account 35,098.41

Rich Carlson advised that he had polled a majority of the board by phone and obtained approval to pay \$1424 in bills for repair of locomotive 4449.

President Rich Carlson reported on the following:

1 The BN has turned down the free move of the cars the Chapter has purchased in Illinois. Rich is now working with the UP for a possible free move from Council Bluffs.

2 The SP has turned down the Chapter's request for the excursion to Toledo OR. Rich has written to Mr. McNear of the SP appealing the decision.

3 Bid lists from the SP covering the cars traded to the SP for the Santa Ynez have finally been received.

Rolling Stock Committee: Bob Hoffman reported that car 3300 is being prepared for the Disney movie trip, the seats have been taken out, baggage racks installed, carpeting installed in the center section, and a chemical toilet is to be installed. On car 6200 windows have been reinstalled with new grommet material. Seats in the 6200 are being repaired. Steve Howes has been preparing the SP&S baggage car for more work. There is a possibility of acquiring an Amtrak car for the wheelsets, three of which would be used on the Mt. Hood. The Chapter will have to send a letter to the owner asking for a donation of the car and authorizing a \$7500 write-off. The car is in Clark County, WA.

Excursion Committee: Chairman Steve Howes announced that Ed Immel will be excursion manager and that Jack Pfeifer is committee Vice Chairman. It looks doubtful that the Chapter will be able to run Madras excursions this year due to the commitment of Amtrak equipment to the Reno Fun Train. The committee is looking into Amtrak excursions to Expo '86 in September, on the OC&E and on the former SP Lakeview branch. September excursions with Amtrak look good as of now. The first issue of the excursion newsletter is being prepared for publication. Kerrigan Gray moved, seconded by Al McCreedy, to appropriate \$400 to print and mail the first issue of the excursion newsletter. Motion passed.

Membership Committee: Darlene Morrison announced that the March meeting will be "name tag meeting" and that everyone who has a Chapter badge should wear it to the meeting. Cora Jackson has been added to the membership committee. The committee has discussed awarding 5 year membership pins.

Library Committee: Dale Hammersly reported that the computer listing of the Chapter's hardbound books is still being worked on. Jim Schmidt has been added to the library committee. The committee may publish a list in The Trainmaster of overdue books from the Chapter library.

Museum Committee: Mary Lou Weaver reported that the museum committee met on Feb. 8 and visited most of the 17 possible museum sites.

Publications Committee: Randy Nelson said the committee will be holding a meeting shortly. The committee will review the content of The Trainmaster and will consider possible improvements to the TM. Randy also wants the committee to consider publication of a Northwest rail annual and work to complete the SP&S motive power book.

Concessions Committee: Marilyn Rehm said that the committee will work to be more active to raise money for the Chapter. The Chapter will be selling at the upcoming Swap Meet. Marilyn proposed offering new items including: 1) Mug (\$1400 minimum stock order); 2) Flannel lined jacket; 3) Tote bag; and 4) Railroad necklaces or pendants. Help is needed for the Chapter table at the swap meet.

Policy and Planning Committee: Mary Lou Weaver advised that Bob Melbo has agreed to chair the Policy and Planning Committee.

Caboose in Albany: Rich Carlson advised that the ex-CBSQ caboose from the restaurant site in Albany has been acquired by and moved to the depot museum in Clackamas.

Expo '86: Ed Immel reported there is money in the State budget for a move of the 4449 to Expo '86. Public donations now total about \$900,000 for the Oregon Expo '86 effort. Ed estimated that there is now a 75/25 chance that the 4449 will go to Expo '86. The UP/CP route to Vancouver is now being checked out. It also appears that chances for a move via the BN are now improving.

Disney Movie and Chapter Equipment: Locomotive 4449 is due to move south about March 2. Dave Duncan is working on a lease for car 3300 and the auxiliary tender which will be through Rail Car Restoration instead of directly with Disney. Disney is providing liability insurance. Rich Carlson will sign the lease agreement with Rail Car Restoration.

Union Station and Convention Center: Rich Carlson reported that there are pros and cons about the Union Station area for a convention center. It appears that the station area won't work out for the center. Not all the railroads owning the station are in agreement on using the area for a convention center.

Three Proposed Amendments to By Laws: Jack Pfeifer reported that the by law revision committee is proposing three amendments to the Chapter by laws as follows:

- 1 Elimination of the requirement for reading board minutes at regular meetings;
- 2 Revisions in procedures for nominations and elections of Chapter officers and directors;
- 3 Review by the Finance Committee of all non-budgeted expenditures over \$350 for recommendation to the board of directors.
(copy of full text attached to original copy of minutes)

The by law committee recommends adoption of all 3 proposed amendments. Moved by Al Viewig, seconded by Kerrigan Gray, that the board recommend adoption of the 3 amendments to the Chapter membership. Motion passed.

Jack Pfeifer pointed out that the Finance Committee for 1986 is not in compliance with section 8.03 of the by laws as amended. Rich Carlson stated that he will appoint two more members. Jack also pointed out that a Public

FEBRUARY BOARD - CONTINUED

Relations Committee is mandated by item 8.04, paragraph H. Rich said that he would also handle this.

Rich Carlson reported that Bob Slover is having plates made for the door to room 1 to improve the appearance with the new locks.

Business Cards: Rich Carlson advised that he is arranging for the printing of Chapter business cards. He asked that those who need cards contact him.

Keys: Rich Carlson reported that he has received a request that all holders of the Jack Holst award be given keys to Room 1. Dale Hammersly asked for 4 keys for the library members.

Concessions: Marilyn Rehm requested that the board appropriate \$835 to buy 200 T-shirts and \$25 for locomotive pendants. Moved by Al Viewig, seconded by Jack Pfeifer, to allocate \$1000 for the purchase of concessions items. Motion passed. Rich Carlson proposed sending a volunteer sales crew to Sacramento in connection with the move of locomotive 4449 to California, that they sell merchandise in Sacramento, and that the volunteers' out of pocket expenses be paid by the Chapter. Moved by Dave Van Sickle, seconded by Al Viewig, to send two Chapter volunteers to Sacramento CA to sell merchandise, to pay the driver \$.12 a mile for the use of his vehicle, to pay for meals and motels for two persons, and to pay for one return trip by air or Amtrak from San Francisco, all to be contingent on permission from all necessary authorities for the proposed activities. Motion passed. Gordon Zimmerman volunteered the use of his van for the sales trip.

NOTE: The following two paragraphs contain matters considered by the Board in Executive Session.

Chair Car Bids: Terry Parker advised the board that the rolling stock committee and Dave Duncan feel that only Budd Chair Car #4461 is worth going after and that only a token bid of \$250 should be made on the Pullman chair car. Rich Carlson

advised that other bids are possible and stated that he feels that the Chapter should keep the seats regardless of the outcome of the bidding. Moved by Al Viewig, seconded by Dave Van Sickle, to authorize a total of \$4000 to bid on the two chair cars plus third car SPMW 7002, and that Rich Carlson make the specific bids on the cars. Motion passed.

Roger Peck Claims: Rich Carlson reported that an agreement has been reached with Roger Peck through his attorney William Larkin Jr to settle Peck's claim for a payment of \$2527.99. In return the Chapter will receive the 25 boxes of merchandise which will be shipped FOB Tacoma WA. Also the Chapter is to hold Peck harmless for a bill for \$2812.31 from a hotel IF such a bill is presented. Moved by Dave Van Sickle, seconded by Kerrigan Gray, to settle the Peck claim as detailed above. Motion passed.

NOTE: END OF EXECUTIVE SESSION

More Concessions: Moved by Rich Carlson, seconded by Al Viewig, to pay Marilyn Rehm \$652.50 for the purchase of 150 white T-shirts and to appropriate \$250 for 2000 inserts for the Chapter's 4449 book. Motion passed.

Present: Board: McCready, Kyrian Gray, Kerrigan Gray, Holloway, Storz, Carlson, Viewig, Van Sickle, Dorsett, Pfeifer. Members: Immel, Morrison, Howe, Brewer, von Gaertner, Weaver, Duncan, Larry Miller, Hodson, Vija Keeler, Hammersly, Rehm, Gordon Zimmerman, Hoffman, Parker, Nelson.

The meeting was adjourned at 11:30 PM.

Respectfully submitted, /s/ CHUCK STORZ Secretary



MARCH 13 BOARD OF DIRECTORS MEETING MINUTES

The meeting was called to order by President Rich Carlson at 7:34 PM.

The minutes of the February board meeting were approved as corrected.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of Feb. 28, 1986:

Checking account	\$46,616.24
CDIC account	35,312.26

Kyrian reported that the Chapter had a negative cash flow of \$10,930.82 during February. She also asked for approval of a payment of \$1350 to the SP for the quarterly track rental in the Brooklyn Yard. Moved by Al McCready, seconded by Kerrigan Gray, to approve the payment. Motion passed.

President Rich Carlson reported on the following:

1. The Chapter has settled with Roger Peck for about 50 cents on the dollar. The merchandise has been picked up from Peck.

2. Union Station: Rich has received a letter from Art Lloyd of Amtrak endorsing the idea of the Chapter continuing restoration projects of the Union Station but advising that Amtrak has no money for the projects.

3. Car Mt Hood: Use of the Mt. Hood for a weekend to Seattle has been auctioned off for \$5,000 for the benefit of the Oregon Symphony Orchestra.

4. Bid on SP cars in Eugene: The Chapter has probably gotten the Budd chair car with a bid of \$3010 and the Root brothers were high bidders on the Pullman coach.

5. Committee appointments: Bud Kirsch has been appointed to the finance committee leaving it still one member short. The public relations committee is Ben Fredericks, Chairman; Doug Auburg; Al McCready; Al Wert; and Mike Ackley.

MORE →

MARCH BOARD - CONTINUED

6. There is nothing new to report on the move via the UP of the cars purchased by the Chapter in Illinois.

7. The Chapter has received an old style mail box on an indefinite lease from the Post Office for possible use in a museum.

8. A letter has been received from Mr. McNear of the SP again turning down the excursion to Toledo OR. The SP's policy is to run excursions only on main line tracks.

9. Rich reported that he still has not found anyone to be Associate Editor of The Trainmaster. Doug Auburg moved, seconded by John Holloway, that the position be advertised in The Trainmaster. Motion passed.

Rolling Stock Committee: Bob Hoffman reported that car 76 is in the roundhouse for roof repair. The SP&S mail storage car is also in the house for roof work. On car 6200 the seat work is mostly done, the inside windows are still being worked on, and the windows will be to FRA specs when work is completed. The SP foreman at Brooklyn has been very helpful in moving cars around as needed. The next committee meeting will be on March 23rd at the Brooklyn Roundhouse. The committee will do cleanup work in the roundhouse to improve safety. Bob advised that there is a possible two month lease of the cars 3300 and 6200 in the offing. Something definite should be known about the lease next month. Bob also reported that three cars may be available from Bruce Moore. They are now stored in the Peninsula Terminal RR in North Portland. The committee is also looking at an ex-SP&S diner now on the Mt. Rainier Scenic Ry at Elbe WA. The car is in good condition and has roller bearings. Bob Hoffman urged the board to work for the acquisition of enough equipment for the Chapter to have its own excursion train. Rich Carlson stated that the Chapter's finances may not permit more acquisitions this year.

Excursion Committee: Steve Howes reported that the first issue of the excursion newsletter has been mailed. New masthead artwork for the newsletter is being worked on. The outlook for an excursion train to Expo '86 is not good. September looks good for Amtrak excursions.

Note: 1984 Chapter financial records are missing from Room 1. They could not be located for research on Mt. Hood income and expense.

Car Mt. Hood: Steve Howes presented a summary of the income and expenses for the Mt. Hood for 1983 and 1985. The car is \$5,700 in the hole for 1985. Moved by Doug Auburg, seconded by Al McCready, not to commit the Chapter to any new leases of the car Mt. Hood until an adequate cost study is available. Dave Van Sickle moved to amend the motion, seconded by Al McCready, to add that the excursion committee be directed to arrive a more equitable rental rate for the Mt. Hood. Amendment passed. Main motion passed.

Membership Committee: John Holloway and Darlene Morrison explained that the second dues notices from National were sent because the Chapter did not send dues monty to the National until February and the National was earlier than usual in sending out the notices. The board discussed renting a post office box at which to receive dues only. Moved by Kerrigan Gray, seconded by Doug Auburg, to rent a P.O. box for receiving membership dues. Motion passed.

Concessions Committee: Marilyn Rehm reported that the Chapter had sales of \$313.35 at the Swap Meet. Marilyn said that the Chapter had competition from a member at the meet on an item, forcing the Chapter to reduce its price. 4449 Sales: Gordon Zimmerman and Paul McMillan sold approximately \$6,000 worth of merchandise while following the 4449 on its trip to California. The Chapter's 4449 album with the current new insert sold well but the insert alone did not. Marilyn advised that she had Disney's permission to also sell when the locomotive returns. She wants the board to consider a 4449 mug at a cost of \$3.18 each from a local source. Marilyn said that if there is another sales trip to Sacramento that she will need money for white T-shirts and possible other items. Marilyn announced that she is taking orders for special 4449 jackets at \$30 each with a minimum order of 12 required by the supplier. Doug Auburg moved, seconded by Kerrigan Gray, to send two people to sell on the return trip of the 4449. Motion passed. Dave Van Sickle moved, seconded by Doug Auburg, to authorize \$1,000 for the purchase of T-shirts, cups, and other concession items. Motion passed. Bumper Stickers: Marilyn Rehm advised the board of a very confusing situation arising from an order for 4449 bumper stickers. It was not clear as to what the exact status of the order was. Kerrigan Gray moved, seconded by Jack Pfeifer, to pay the \$400 due for the 500 stickers received and to cancel the remaining 500 stickers not received. Motion

passed. Album Inserts: Rich Carlson reported to the board that the new inserts for the 4449 album cost \$1245 vs. the \$250 authorized. This was due to the rush nature of the job and to the fact that no competing quotations were obtained. Several members of the board were very concerned about the amount the job ran over the amount authorized. Rich said that he was mainly concerned about getting the job done in a short time. Moved by Kerrigan Gray, seconded by Kyrian Gray, that it is board policy that anyone who exceeds an authorized appropriation is personally responsible for the amount of the overage. Dave Van Sickle moved to amend the motion, seconded by Doug Auburg, that the amount of the overage must exceed 10% of the appropriation for the responsibility to apply. Amendment passed. Main motion, as amended, passed. Moved by Al McCready, seconded by Dave Van Sickle, to authorize payment of the bill for \$1254.71 for the inserts. Motion passed.

Museum Committee: Mary Lou Weaver reported that the museum committee is now evaluating the various sites and wants input from the membership on any site.

Long Range Planning Committee: Doug Auburg reported that the committee had nothing to report.

Swap Meet: Rich Carlson reported that Chapter participation was poor for setup and cleanup. Participation by the Columbia Gorge Model RR Club was much better. There was a net of approximately \$2000 on the meet. Terry Parker stated that attendance was down this year.

Locomotive 4449 and Disney Movie: Rich Carlson discussed the problems that occurred in connection with arrangements for the locomotive and cars to be used in the Disney movie. Included were very late completion of contracts and insurance arrangements and the matter of the City of Portland going around the Chapter resulting in payment of only \$10,000 in rent to the City for the use of the locomotive. Rich suggested that

MARCH BOARD - CONTINUED

the Chapter should have been more actively involved. Doug Auburg stated that the Chapter should establish policies to cover future negotiations involving locomotive 4449 and the Chapter's own cars.

Move of 4449 to Expo '86: Rich Carlson reported that he received information today (3/13) from George Skorney of the Union Pacific that the UP proposes doubleheading the 8444 and 4449 enroute to the exposition. Eight UP and five Chapter cars would be in the train, with the cars only going as far as the border in Idaho. It may be necessary to tow the locomotive over the CP. The move from Portland to Vancouver BC will take seven days. The UP insists on a contract to cover the move. The UP will not handle an excursion train and will allow only VIPs and press on the train. The UP will not charge the state of Oregon nor the NRHS for handling the train over its tracks. Any Eugene to Portland movement is up to the state of Oregon. Al Viewig stated that he wants a letter from the State of Oregon committing funds to the operation of the train. Moved by Doug Auburg, seconded by Al Viewig, that President Rich Carlson be instructed to write a letter to the Oregon Expo '86 Committee asking: 1) if the state wants the train, 2) how expenses will be handled, 3) if the state wants the Chapter's cars in the train, and 4) if the Chapter can send people on the train. Motion passed. Moved by Al McCready, seconded by Al Viewig, that Rich Carlson be designated to represent the Chapter in dealings with the Oregon Expo '86 Committee. Motion passed.

Policy Book: V.P. Doug Auburg distributed to the board copies of updated Chapter by-laws and the initial policy book sheets as previously adopted. Moved by Kerrigan Gray, seconded by Jack Pfeifer, to authorize Doug to purchase notebooks for the policy sheets, the amount not to exceed \$40. Motion passed.

Chapter Financial Support of Locomotive 4449: The board discussed just what the extent of the financial support is that the Chapter has given to locomotive 4449. There was a question of whether or not the money donated to the locomotive was actually used on the 4449 instead of general chapter expenditures.

Completion of The O&C RR: Rich Carlson read a letter from Chapter member Gil Hulin suggesting a celebration of the 100th anniversary of the Oregon & California RR in Ashland OR in Dec., 1887. Al McCready endorsed the idea.

Jim Schmidt Letter: John Holloway distributed copies of a letter from Chapter member Jim Schmidt to John expressing a number of concerns about the present course of the Chapter. John asked to board to carefully consider the letter.

Al Viewig moved, seconded by Doug Auburg, that the Chapter hire an insurance consultant to advise the board on what insurance coverage the Chapter has and what insurance is needed to protect the board and the Chapter's assets. Kerrigan Gray moved, seconded by Chuck Storz, to amend the motion to determine the cost before hiring a consultant. Amendment passed (Viewig voted against). Original motion as amended passed. Moved by Kerrigan Gray, seconded by Doug Auburg, that the cost of an insurance consultant be determined by Rich Carlson before the next board meeting. Motion passed.

Present: Board: Kerrigan Gray, Auburg, Viewig, Holloway, Storz, Carlson, Kyrian Gray, McCready, Van Sickle, Dorsett, Pfeifer. Members: Burton, Richard Gray, Rodabaugh, Hoffman, Howes, von Gaertner, Vija Keeler, Richard Parks, Parker, D. Morrison, Brewer, Hodson, McMillan, Rehm.

Meeting adjourned at 11:30 PM.

Respectfully submitted: /s/ CHUCK STORZ Secretary

MARCH 21 CHAPTER BUSINESS MEETING

The meeting was called to order by President Rich Carlson at 7:40 PM in the Portland General Electric auditorium.

The minutes of the February meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of Feb 28, 1986:

General account	\$46,616.24
CDIC account	35,312.26

Kyrian also reported that the Chapter spent \$10,930.82 more than it took in during January.

President Rich Carlson reported on the following:

1 Union Station:: Developer Bill Naito favors the Union Station site for a convention center. Rich stated that Rich is working on an article for the Oregonian favoring the Holladay and Union site for a convention center. There will probably be a vote on the center on the November ballot.

2 Use of the car Mt. Hood as a part of a weekend package was auctioned for \$5000 for the benefit of the Oregon Symphony.

3 Lee Jackson has reported that he is well along with work on shelving for Room 1A.

4 It is still not certain if the Chapter has submitted the high bid for the Budd coach being auctioned by the SP.

5 Train to Expo '86: Rich reported that he has been directed by the Chapter Board to write to the Oregon Expo '86 Committee asking whether or not the State of Oregon wants to operate a train as part of its Expo program. The letter has been sent to the state committee. The Union Pacific is willing to doublehead the 8444 and 4449 to the Canadian border pulling a train for the media only. The UP is not willing to run an excursion train. Arrangements with the Canadian Pacific are still not final. The media train will consist of 13 cars.

6 Nothing further has been heard from the UP about the Chapter's request for a free move of the cars purchased in Illinois.

7 There will be a vote at the April meeting on three changes to the Chapter's by laws.

MORE →

MARCH BIZ MEETING MINUTES - CONTINUED

Finance Committee: President Rich Carlson announced the appointment of Bud Kirsch and Irv Ewen to the Finance Committee to increase the committee's size to five as required by the laws. Committee Chairman Larry Miller stated from the floor that he had not been consulted about the appointments as required by the by laws.

Concession Sales: Marilyn Rehm reported that the concession sales team followed the 4449 as far as Santa Barbara and sold \$6011.80 worth of merchandise. The board has authorized another sales trip when the locomotive returns. Marilyn and two others will be going on the second sales trip. The first excursion newsletter mailing resulted in \$300 in concession sales.

Computer parts: Used, surplus components resulting from the upgrading of the Chapter's computer were offered for sale to the membership. Doug Auburg was high bidder at \$125.

4449 Jackets: Marilyn Rehm announced that she is taking orders for special 4449 jackets at \$30 each.

Coach Purchase Proposal: Chapter member John von Gaertner advised that three ex-Amtrak chair cars are available for purchase. The 1947 Pullman Standard cars are in excellent condition. John proposed that the Chapter buy one of the cars for a price of \$10,500. The car is ready to roll and will require no repairs. There was no motion from

the floor to take action. Then member Cy Righter proposed from the floor that the Chapter assess each member \$25 or \$50 to buy the car. There was an informal response in favor of an assessment from about 20% of those present on a show of hands. No further action was taken on the proposal.

Museum Funding: Walt Grande addressed the meeting about the current large outflow of Chapter funds. Walt said that in 1985 the Chapter finance committee had recommended that \$50,000 be set aside for a museum. Walt Grande moved, seconded by Gerald Schuler, that the Chapter treasurer be instructed to set aside at once \$50,000 for the establishment of a museum and that the funds be invested in long term securities. Kerrigan Gray moved to amend, seconded by Doug Auburg, to set aside \$5000 a year for ten years for a museum in place of one \$50,000 allocation. Amendment failed. Moved by Kerrigan Gray, seconded by Doug Auburg, to table the main motion until September. Motion to table passed.

Eighty seven (87) members and guests signed the meeting register.

The meeting was adjourned at 8:45 PM.

Respectfully submitted, /s/ CHUCK STORZ, Secretary



JUST MAYBE

A Portland firm has made inquiries concerning the possibility of running excursion trains on the Pend O'Reille Valley tracks on weekends next summer. The Rail Car Restoration company apparently has a passenger car (coach?), a dining car and an observation car. They would hire a crew and locomotive from POV.

Dave Duncan and Ken Keeler, of Portland based Rail Car Restoration Co., traveled from Metaline Falls to Newport in a track wheeled car accompanied by Port Manager Jim Young and Railroad Manager Bob Shanklin. The visitors are looking for a location where they can run regularly scheduled excursion trains during the summer. The men were quite impressed with their ride over the Pend O'Reille Valley line.

The Port District has indicated it is interested. One problem that might occur is the possibility the big cars could be too long to negotiate a couple tight curves between Ione and Metaline Falls. This and finance and insurance are to be discussed yet. We will just have to wait and see what happens.

THE YARDBULL - MARCH 1986
INLAND EMPIRE RAILWAY HISTORICAL SOCIETY
P.O. Box 5334
Spokane, WA 99205



SWING BRIDGES

And from the same Encyclopedia Americana, here is the 1957 list of Notable Swing Spans and you can see where the Willamette River (Spokane - 5.1) Bridge was in second place back then. Time has erased the Ft. Madison span and we now are the longest swing span in the world. Find your way down the list and see that the rail bridge down at Coos Bay was also very long in the world as well as the coast highway bridge at the Umpqua, with the 1936 coast bridge being the longest highway swing span up at that time:

NOTABLE SWING SPANS

Table with 4 columns: Year, Bridge, Location, Span. Lists various bridges like Fort Madison, Willamette River, East Omaha, etc. with their respective years and spans.

The President's Page by Rich Carlson

Trackwork at Union Station just outside Room 1A in late March has resulted in removal of a switch that led to the old REA siding and N.W. 4th Avenue. It has been many years since the loading dock has been used, so it was probably inevitable. The tracks still ran down Fourth during WWII; I recall seeing a photo of a flatcar on which signs promoting War Bonds had been erected parked at the Multnomah County Courthouse. Tracks 1 and 2 at Union Station still will remain in use.

I attended a regional meeting of the National Association of Railroad Passengers on March 22, at which it was announced there still was a possibility of having Amtrak scheduled service from Seattle to Expo 86 at Vancouver. We should know by the time this reaches you; it's a real cliffhanger situation. WashARP is leading the fight.

Advance ticket sales for the world's fair have far exceeded all projections, and a successful event is virtually guaranteed. While the Canadians have been hard at it promoting the exposition, Oregon has had to struggle merely to get its pavilion built and funded. As of now, over 16 million visitors to the fair are expected.

At the board's direction I wrote the manager of the Oregon 86 Expo Committee about ten days ago asking about their plans to send 4449 to the fair. At this writing (3/25) I have not heard back. Union Pacific will be taking their 8444 there, departing Portland on May 15. Tentative plans call for it to take seven days over their own tracks. Overnights are Hinkle, Spokane, Cranbrook, Golden, Revelstoke, Kamloops and Coquitlam. It will be a media/promotional train with no ticketed excursion passengers, and they will likely drop all but essential cars at the border. They plan on nine cars out of Portland for a train much like the consist they ran to New Orleans in 1984. UP did offer to doublehead with the 4449 out of Portland to the fair, but whether the state can take them up on their generous offer remains to be seen. As you know, the other major operating American steam locomotive, the "J", N&W 611, will not be at the fair. While Steamexpo is occurring, 611 will be running excursion duty in places such as Alexandria, Harrisonburg and Charlottesville. The 611 is reported to be in superb condition, and is slated for an excursion schedule that runs from April 5 to Sept. 14 all through the South, Midwest and Northeast.

Last month I reported that we had been unsuccessful in our bids for the two chair cars owned by Southern Pacific, which are stored in Eugene. Later I heard we may be getting the Budd-built car, but again, no official confirmation has come from SP. We shall just have to wait and see what develops.

The 4449, pulling what has been described as a "vest-pocket" Daylight, left on Wed., Mar. 5, and after a one-day layover in Sacramento at the museum, arrived in Los Angeles Taylor yards on the 9th. Moviemaking of "Tough Guys" proceeds. It may be that the train will also return on the coast route. Adverse weather on its trip south didn't discourage crowds from watching and chasing. Gordon Zimmerman and Paul McMillan deserve our thanks for following the train and selling lots of souvenirs at stops all the way to Santa Barbara. Marilyn Rehm, Esther Rosu and Jim Edgar plan to do likewise when the train heads back home.

The chapter was also able to do well in souvenir sales at the Swap Meet on March 1 at Kliever Memorial Armory, and then again at the Great American Train Show at Memorial Coliseum on March 22 and 23. Again, thanks to all of you who volunteered your time to help out.

By way of announcement, I have filled out the Finance Committee by the appointment of Bud Kirsch and Irv Ewen; and Mike Ackley, Doug Auburg, Al McCready and Al Wert to Public Relations, along with Ben Fredericks who remains as Chairman of that committee. Thank you in advance for your willing services.

A site for the proposed convention center is to be chosen in mid-April. It is clear the chapter membership opposes using Union Station for the purpose. Let's hope they pick an eastside location as I believe objective criteria dictate.



The list you've all been waiting for!

The following locomotives were announced by EXPO 86 Minister Claude Richmond at the February 27 press conference. They represent the most up-to-date information on committed participants, but do not preclude last minute additions:

Ex-Canadian Pacific #2860 Royal Hudson type, Province of B.C., North Vancouver, B.C.

Ex-MacMillan Bloedel #1077 Prairie type, B.C. Provincial Museum, North Vancouver, B.C.

Ex-Canadian National #1392 Ten-wheeler type, Alberta Pioneer Rly. Assn., Edmonton, Alberta

"The Best Friend of Charleston" 0-4-0, Norfolk Southern Railway, Roanoke, Virginia.

Ex-Quincy RR #2 Prairie type,
Ex-Pickering Lumber Co. #12 Shay,
Pacific Locomotive Assn., San Leandro,
California.

"Dunrobin" 0-4-4, Province of B.C., Fort Steele, B.C.

Ex-Southern Pacific #3420 Consolidation type, City of El Paso, Texas.

Ex-Northern Pacific #1070 0-6-0, Lake Whatcom Rly., Tacoma, Washington.

Prairie Dog Central #3 American type, Vintage Locomotive Society, Winnipeg, Manitoba.

Ex-Southern Pacific #4449 Northern type, City of Portland, Oregon.

Cowichan Valley Rly. Shay #1, BC Forest Museum, Duncan, B.C.

Ex-Union Pacific #4466 0-6-0, California State RR Museum, Sacramento, CA.

Ohio Steam Crane, CanSteam, Vancouver, B.C.

Ex-Hillcrest Lumber Co. Climax #10, Western Forest Ind. Museum, Tacoma, WA

"Gypsy" 0-4-0, Northern Counties Logging Interpretive Assn., Eureka, California.

Union Pacific #8444 Northern type, UP Railroad, Omaha, Nebraska.

Alberni Pacific Shay #2, Alberni Valley Museum, Port Alberni, B.C.

Ex-Canadian Pacific #1201 Pacific type, National Museum of Science & Technology, Ottawa, Ontario.

Stephenson's "Rocket" replica, Nat'l Railway Museum, York, UK.

Ex-Canadian National #6060 Mountain type, Province of Alberta, Edmonton, Alberta.

Virginia & Truckee "Inyo" American type, Nevada State Railroad Museum, Carson City, Nevada.

"John Molson" 2-2-2, Canadian Rly. Museum, St. Constant, Quebec.

Mt. Rainier Scenic Rly. #91 3-truck Heisler, Western Forest Industries Museum, Tacoma, Washington.

"Peter Pan" 0-4-0, Cotswold Railhaul, UK.

Ex-Canadian National #1009 Ten-wheeler, Salem & Hillsborough RR, Hillsborough, New Brunswick.

Great Western #51 Consolidation type, J. Birmingham, Mead, Colorado.

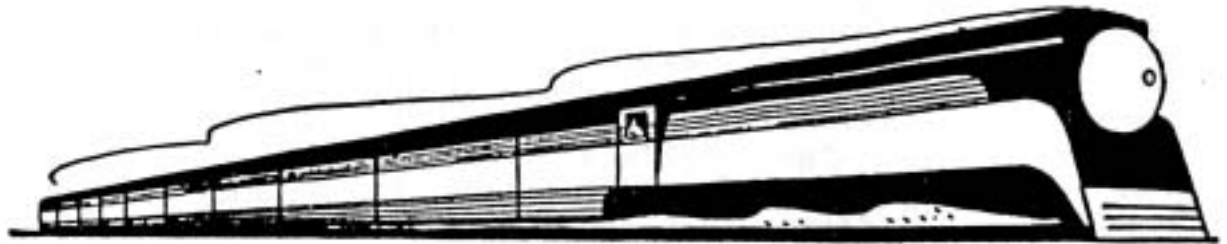
"John Bull" 4-2-0, Railroad Museum of Pennsylvania, Strasburg, Pennsylvania.

STEAM AT EXPO

The Ferroequinologist

March 1986

ON THE ROAD AGAIN



Former Southern Pacific GS-4 No. 4449 is on the road again. Originally the locomotive was scheduled to depart Portland on Sunday, March 2nd for Los Angeles to star in a movie. A bridge north of Marysville on SP's East Valley Line was destroyed by fire, which delayed the proposed schedule by three days.

The 4449 actually departed Portland Wednesday morning March 5th at 7:10 am. Arrival in Salem was at 8:40 am with departure at 9:35 am, passed Albany at 10:20 am and arrived Eugene at 11:15 am. Departure from Eugene was at 11:25 am with a 5:30 pm arrival in Klamath Falls.

Thursday morning the special train departed Klamath Falls at 10:50 am, arriving Dunsmuir at 2:10 pm and departing at 2:50 pm. A short stop was made at Redding, arriving at 5:50 pm and departing at 5:55 pm before the run down the East Valley Line through Roseville and into Sacramento for an 9:24 pm arrival.

Friday, March 7th the locomotive and four passenger cars were on display at the State Railroad Museum at Sacramento.

Saturday, March 8th found Extra 4449 West departing Sacramento at 8:08 am and passing Davis at 8:43 am and arriving Oakland at 10:22 am.

A stop was made at Oakland to take on fuel and at 11:28 am the special was on the move again. From Oakland the 4449 traveled down the Mulford Line through Santa Clara and a 12:58 pm arrival at San Jose.

MORE →

ON THE ROAD AGAIN

(Continued From Page 9)

A short stop was made on Track 5 at San Jose depot and needless to say she was awash in a sea of camera toting railfans. Departure from San

Jose was at 1:06 pm for the run to Salinas, arriving Salinas at 2:50 pm. A short stop was also made at the Salinas station.

From Salinas the special was scheduled to run down the Salinas Valley with arrival in San Luis Obispo about 6:30 pm for another overnight stay.

On Sunday morning, March 9th the special was slated for a 7:00 am departure on the final leg of the run to Los Angeles.

The 4449 was being operated for the Walt Disney Company, which will be using the locomotive in a movie called "Tough Guys." 4449's co-stars are Burt Lancaster and Kirk Douglas, who play a pair of robbers trying to cope with present day Los Angeles after spending 30 years in jail. Portions involving the engine will be filmed in the Los Angeles area.

After filming in Los Angeles the 4449 is slated to move to Kaiser Steel's Eagle Mountain Railroad for filming in that area.

With the conclusion of filming, set for mid-April, the 4449 and train will return to Portland via the San Joaquin Valley route. In May the 4449 is scheduled to be one of the star attractions of Steam Expo '86 in Vancouver, B.C.

The trip to Los Angeles followed the route of Amtrak's Coast Starlight. This was the first time since the locomotive's retirement that it was operated southbound on the Coast Line between San Jose and Los Angeles. On all the other occasions the locomotive worked south on the San Joaquin Valley Line and north on the Coast Line. The special pulled the auxiliary tender, former Union Pacific mail-baggage car 5811, PNW 3300, NCL 499 and NCL observation car 483, all in daylight red and orange colors.

CENTRAL COAST CHAPTER, NRHS, Inc.
P. O. Box 434
Santa Clara, Ca. 95052-0434

FINANCE COMMITTEE REPORT

Chairman Larry Miller reports that the Finance Committee cannot meet until 5 April so there will be no report until the May issue.

oo0000oo

OTHER VIEWS ON A CHAPTER MUSEUM

The following words were in the March, 1986, THE REVIEW, the monthly publication of the BAY AREA ELECTRIC RAILWAY ASSOCIATION:

"In the past two issues, the Editor shared his views of the future of the Museum. One caveat noted was an admonition not to attempt to establish a museum in an urbanized area. According to a press clip from a Sacramento paper forwarded by a local member, plans by the State Railroad Museum to plant trees, muffle a steam whistle and switch to an oil-burning locomotive did not placate a group of Land park residents who recently objected to extending steam train rides into their neighborhood.

"State Parks official Dick Troy has stated that 'We want to be good neighbors.' Steve Belzer, chairman of the Association to Preserve Land Park responded by stating that 'We don't want you to be neighbors at all.' He and other members of the group's board urged the state to stop its steam train excursions short of the Land Park neighborhood.

"Several other residents said the trains would block Sutterville Road too long during weekends, when congestion is bad from crowds trying to reach the zoo and other attractions of William Land Park. Sutterville Road is also a main access to Interstate 5.

"According to the article, the state is studying the situation."

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WHAT EXPO '86 IS GOING TO CELEBRATE

Canadian Pacific Railway, a line of railway which traverses British North America from the St. Lawrence to the Pacific. One of the conditions upon which the province of British Columbia in 1871 entered the Dominion of Canada was the construction of such a railway, and it was completed, according to arrangement with the Canadian Government, by a syndicate of London, Paris, and American capitalists, and opened for general traffic in June, 1886. Commencing at Montreal, the line goes to Ottawa, thence round the N. of the Great Lakes to Port Arthur at the head of Lake Superior, and thence to Winnipeg, Manitoba, thence to Stephen in the Rocky mountains, then across British Columbia to Vancouver on the Pacific. The line is of great importance not only as a means of communication between Europe and Eastern Asia and Australasia, but also as a military highway binding together the great masses of the British Empire. The length of the line from Montreal to Vancouver is 2,900 miles, without counting side extensions and leased lines. To increase its usefulness both the Imperial and the Dominion governments granted annual subsidies to a line of steamers between Vancouver and Hong Kong and Japan.

VIEWIG'S VIEW

This month sorta flew by and there might be some delay in your reception of this issue of the TM. Usually the donated notes and reports are collected on or about the 25th of the month and then I try to get things organized by the end of the month. This month of April created a problem in that the first weekend of April comes on the 5th and our Board meeting seems to be on the 10th, so it is doubtful that many or any of you can read this prior to the Board meeting. When we talked about moving up the deadline prior to the 25th we found that we would not be likely to get the minutes of the Chapter meeting in time. There is no simple solution other than getting a bunch of associate editors to help grind this out.

There is a spot created by President Rich Carlson for an Associate Editor. You should be in contact with Rich or with the Publications Committee to find out some details and rewards. One big area that we do not seem to cover is the reporting on what the other Chapters are up to. We certainly get enough free newsletters from most of the other NRHS Chapters but without a system we cannot even begin to report or account on how they are running their own affairs. We certainly could learn a lot from someone who has the time to review the newsletters.

Some other areas that we should have coverage are things like scanner radio hints, photo location hints, and other railfan type hints to make this an easier hobby for more of us.

The sheer size of the number of folks locally involved in different rail related clubs also means that we should make more of an effort to try and report on what each group does and what they have planned so as to inform some of our newer members of the potential.

Of course we could start at home and publish or announce well ahead of time what our monthly programs will cover, but that too depends on some volunteer getting that information into the TM box at Room ONE.

And few of us probably have that extra time this month with 4449 all set to return in early April. The best schedule that I know of at this time has 4449 leaving southern Cal on the 10th and stopping in Fresno that evening. The 11th is for travel to Sacramento with the 12th being a layover day at the State Rail Museum. The 13th will take 4449 up to Kay Falls and the 14th home to the Brooklyn Roundhouse.

Hopefully the recording that answers the phone in Room ONE will have last minute changes or the like and that should be a cheap way to confirm when you will sit out among the poison oak waiting to hear the lonesome whistle and see the puff of steam.

Room ONE phone number: (503) 226-6747 (226-NRHS)

A recent phone call over to the PR guys at the UP did not produce anything startling and it still is in the works that 8444 will arrive on or about 13 MAY and depart on 15 MAY for Spokane. That should be one heck of a traffic jam up on the famed Columbia Gorge Highway (Interstate 84 to some of you.) Hopefully the MAY issue of the TM will be out in time to give better details as to when and where it will arrive and depart and if 4449 will be in the double-head configuration. What a month to pay homage to Kodak.

AL VIEWIG

TRAIN DEPOT SIGN MISSING

There is a \$1,000.00 reward offered for the return of a train depot sign. The owner is willing to donate the reward if the current possessor wants to return it:

Chuck Muer, owner of the Gandy Dancer Restaurant in Ann Arbor, Michigan, wants to have an historic, art nouveau sign returned to its place on the south roof of the restaurant ... and he's willing to pay \$1000 to do it.

When Muer purchased the Depot in 1969, the beautiful, historic sign had adorned the building, noting the distances to each of the Buffalo and Chicago terminal points on the Michigan Central line. The sign had decorated the Depot for over 80 years.

But, during the Labor Day weekend of 1970, the sign mysteriously disappeared. Muer is confident the sign is still in southeastern Michigan and he is willing to pay the \$1000 reward for its safe return.

This summer (1986) an historic celebration is planned to commemorate the 100th anniversary of the Depot. Muer would like to dedicate and reinstall the sign to its original location as part of this "Great Station Celebration", scheduled for the weekend of June 7-8.

The \$1000 bounty can be donated to a selected charity, if the person returning the sign wishes to do so.

If you have information regard the sign please contact TAVI FULKERSON at (313) 663-9863. All information will be handed confidentially.

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NEWS FROM NATIONAL

The NRHS BULLETIN:

Last month it was mentioned that Issues 5 and 6 of the NRHS BULLETIN would be combined in one mailing of the same envelope. This is still true, but, it will be mailed a little later in the month than it was originally anticipated. Then, Issue 1 for 1986 should follow on the heels of the double mailing.

ALTOONA RAIL HISTORY CONFERENCE IN JUNE:

"Altoona and the American Railroad - A Conference on Railroading: Past, Present, Future" is what the conference is being called. It will be held June 19-22 at the Altoona Campus of the Pennsylvania State University.

The 3 day event is a unique activity-oriented conference featuring nationally known railroad historians and on-site visits in the city nestled deep in railroading tradition.

For additional information, please contact:
CONTINUING EDUCATION OFFICE (Attn RR Conf.)
PENN STATE UNIVERSITY
135 SMITH BUILDING
ALTOONA PA 16601

NRHS CONVENTION:

Remember the Boston convention THIS SUMMER called

MINUTEMAN 86 IN BOSTON

ROLLING STOCK COMMITTEE REPORT

The Rolling Stock Committee met March 22nd on the Mt. Hood at the Brooklyn Yards of the Southern Pacific to discuss the work required on the 3300 and the 6200 to get the two coaches ready for possible excursion service this coming summer. Details on the leases for the excursions have not been finalized so more on this later.

The 3300 was in very good condition for its trip behind the 4449 to Disney Productions in Southern Cal for the movie Tough Guys. Carl Rodabaugh, Sub Committee Chairman in charge of the 3300, together with the help of Dwayne DeLong, Bob Bernard, and Peter Rodabaugh, did a lot of work in removing the bedroom, putting the luggage rack back up, replacing carpet, doing paint touch-ups, and working on the air conditioning, electrical, and mechanical equipment, which also included installing a new chemical toilet. Out thanks for a job well done. Next job, the coach seats.

The 6200, under Dave Stimac, Sub Committee Chairman, is making progress. Dave hopes to have it ready for service by the first of May. The seats have been repaired by Marilyn Rehm, Ester Ruso, Dave Brown, and Jim Buckley. The outside windows of safety glass are all in. The interior panes of Lexan will be in soon. Window shade repair and interior cleaning is progressing. Work on the electrical and mechanical systems has started.

The Committee passed the policy on window replacement for all Chapter passenger equipment that "all exterior windows shall be safety glass Type AS-1 and all interior windows shall be of Lexan Type MR 4000 or MR 5000 or their equivalents." This will now conform to FRA Rules Part 223 - Safety Glazing Standards for passenger cars. The Chapter feels that our members and excursion patrons are entitled to the same or similar protection given to AMTRAK passengers.

Work on the Mt. Hood, including a new gas range, the installation of composition brake shoes, and other adjustments, is progressing under Sub Committee Chairman Larry Miller.

The 55 Mail Storage Car is in the round house to get the old roofing material stripped off and new roofing installed. See Steve Howes, Sub Committee Chairman, if you would like to work on this project for the Mini Museum car.

--- BOB HOFFMAN

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MUSEUM COMMITTEE REPORT

The Museum Committee has decided on preliminary guidelines for evaluating potential museum sites. We have visited 16 of the sites on our list and are doing further research on the most promising ones.

If you would like us to consider a particular site, please send a note to Room ONE, Attention MUSEUM COMMITTEE, with a description and the location of the site and the advantages and disadvantages of which you are aware. We would appreciate your comments and suggestions even if you think we may have already considered the site you have in mind - it often helps to have other points of view.

---MARY LOU WEAVER

THE CHELATCHIE PRAIRIE TRAIN RIDE

(Had to go look up the proper spelling of the word "prairie." Seems if you grow up in Brooklyn you are not too familiar with such a word.)

Anyway, the big and good news of the season is that the CHELATCHIE PRAIRIE is still alive and well and will be operating this summer up at Battleground, in the State of Washington. Service begins on Saturday, May 17th and 18th this year and will continue through the summer. Exact time and details are being worked out.

Board member FRED DORSETT usually knows a bit more than most of us as to what they have planned and LEONARD MORGAN (the guy with the fancy sports car) and RICH PARKS also seem to have inside knowledge as to what is going on up there in the "Prairie." (Boy, that word never looks like it is spelled correctly, and who knows, maybe it isn't.)

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MEMBERSHIP COMMITTEE REPORT

NOW THAT YOU HAVE BEEN SCARED INTO PAYING YOUR DUES, REMIND YOUR FRIENDS WHO HAVE NOT GOTTEN THIS ISSUE OF THE TRAINMASTER WHY THEY WERE CUT OFF.

Sorry about the confusion with National as to the Dues reminders. But if you never did pay your dues and you are reading this copy belonging to a friend, of course you are welcome to send us a check right away to get you back into the good standing with the National and Local folks.

If you ordered an "official" nametag at the March meeting, you may pick up your nametag at the Membership Table at the April meeting. If you would like to order one, please PRINT your name, as you would like it to appear, and enclose a check for \$3.75 made out to MARY LOU WEAVER, and send it to Room ONE, Attention MARY LOU. We are not making a profit on these and just ordering and delivering them as a service to members.

----DARLENE MORRISON

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LIBRARY COMMITTEE REPORT

The next meeting of the Library Committee will be on April 15th. If this notice reaches you after that date, please call DALE HAMMERSLY for more information on future Committee meetings.

On the 15th of April the Committee will decide on some of the books that the Chapter will buy. Please make your suggestions known to anyone on the Committee.

There will also be a meeting on the 19th of April in Room ONE at 10 AM to continue with the organizing and re-organizing of Room 1-A. Prehaps LEE JACKSON will have the first of the shelves ready to be assembled.

Please check your own library to see if any of the Chapter's books are there. If so, PLEASE return them. We have been a little slow in mailing out reminder cards but you may receive one soon.

----DALE HAMMERSLY

Library Committee Chairman

Phone numbers: WORK - 648-8588 / HOME - 639-4987

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WHAT'S HAPPENING TO THE SWING BRIDGE ?

You might be able to find an article reproduced in this issue on the Burlington Northern Swing Span that is here in Portland, which is variously called the 5.1 or the Spokane Bridge (named after a departed railroad). The plan was to convert the giant swing span into a giant vertical lift span. Work should have begun in February but so far no noticable work is going on so you still have time to get out at the end of the street on the Westend at the silicon chip place and take some photos.

The plan was to make the vertical lift parts out of a self rusting metal (but somehow different from the self rusting metal that my car is made of). There is some disappointment with the idea of a rusty looking bridge in the middle with the aluminum colored painted spans on the ends. Time will tell who will win in this recent development.

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WOOD BRIDGE AT COBURG UPDATE

A few months ago a photocopy of a page from the 1962 or so Encyclopedia Yearbook appeared here and it showed that there was a massive 380' wood span bridge still up in the 1960's over the McKenzie at or near Coburg. The readers were asked to supply details of its location, ownership, and demise.

Printed below is a photocopy of a page from the 1957 Encyclopedia Americana which shows a list of important "Notable Timber Bridges." In this list from 1957 they say that the Coburg bridge was the second longest timber span ever built in the world and the longest up in 1957.

NOTABLE TIMBER BRIDGES

Year	Bridge	Location	Span
1758	†Wettingen	Switzerland	390
1926	*McKenzie River	Coburg, Oreg.	380
1815	†McCalls Ferry	Susquehanna River	360
1812	†Colossus	Philadelphia	340
1803	†Clyde	Glasgow	340
1848	*†Cascade Glen	N.Y. & Erie R.R.	275
1862	†Delaware River	Narrowsburg, N.Y.	262
1850	*†Havre de Grace	Susquehanna River	250
1850	†Bellows Falls	Connecticut River	250
1794	†Piscataqua River	Portsmouth, N.H.	244½
1756	†Reichenau	Switzerland	240
1838	†Camp Nelson	Kentucky	240
1796	†Connecticut River	Hanover, N.H.	236
1807	†Wells River	Vermont	231
1855	†Blenheim	N. Blenheim, N.Y.	228
1872	†Caldwell	West Virginia	211
1809	†Regnitz River	Bamberg	206
1892	Kandy	Ceylon	205
1805	†Delaware River	Trenton	203
1861	Jackson Bridge	Indiana	200
1812	†Columbia	Susquehanna River	200
1890	†Franklin Junction	New Hampshire	200
1943	Kiskatinaw	Alaska	195
1805	†Permanent Bridge	Philadelphia	195
1755	†Schaffhausen	Switzerland	193
1890	Mendota	St. Paul, Minn.	192
1841	*†Connecticut River	Springfield, Mass.	190
1809	†Mohawk	Schenectady, N.Y.	190
1888	Forsythe Mill	Indiana	187
1804	†Waterford	Hudson River	180
1929	Fraser River	Quesnel, B.C.	180
1835	*†Susquehanna	Harrisburg, Pa.	180
1844	*†Windsor Locks	Connecticut River	180
1934	Dolan Creek	California	180
1814	†New Hope	Delaware River	175
1785	†Bellows Falls	Vermont	175
1834	Cheat River	West Virginia	168
104	†Trajan's Bridge	Danube River	170
1869	*†Turners Falls	Connecticut River	165
1805	†Delaware River	Easton, Pa.	163
1792	†Deer Island	Merrimac River	160
1940	Sackville	New Brunswick	160
1834	*†Susquehanna River	Harrisburg, Pa.	160
1838	*†James River	Richmond, Va.	153
1838	*†Patapsco River	Maryland	150
1673	†Kintai-Kyo	Japan	149

*Railroad bridge. †Not standing.

IN LOVING MEMORY

The Chapter was saddened by the passing of member LeRene Allen on March 15th, 1986. She had been active in the Chapter as a car host on several trips and active in other projects until illness caused her to discontinue being so involved. Our thoughts go out to her family and friends at this time of sadness.

The Chapter also expresses its feelings towards member Bob Hoffman who recently suffered the loss of his wife. Bob has remained active within the Chapter's Rolling Stock Committee and should be made aware of how we share with him at this time.

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UNION PACIFIC HISTORICAL SOCIETY CONVENTION

Get ready for the SECOND ANNUAL Union Pacific Historical Society Convention. It is set for mid August, the 14th thru the 17th, right here in River City, at the Portland AIRPORT Holiday Inn.

They have a special room rate and "all rooms have a view of the Union Pacific right of way."

Slides, movies, layout visits, and other activities focusing on the Union Pacific in the Northwest are in the planning stage. THERE IS EVEN A RUMOR ABOUT A REAL LIVE BIG BOY and they are not talking about the hamburger joint up on 82nd either.

If you have failed to pay them any funds or if you were not all that aware of the existence of the UP Historical Society, now could be the time to dash off your letter of interest to: U P H S P O Bx 1128 Manhattan KS 66502

Remember the middle of August, the 14th to 17th.

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CONCESSIONS COMMITTEE REPORT

During the SLIDE SHOW part of the April 18th Chapter meeting, there will be a short (SHORT) meeting of the Concessions Committee, in lieu of the slide show.

The Concessions group has had a very busy month and a highly successful one at that. We sold over \$300 at the joint Swap Meet that we produced along with the folks of the Columbia Gorge Model RR Club and we sold close to \$900 at the two day Great American Train Show which was held at the Portland Coliseum on March 22nd and 23rd.

The best news though, were the sales in excess of \$6,000 that Gordon Zimmerman and Paul McMillan generated while chasing locomotive 4449 to Los Angeles. The Board decided that since the southbound sales were so good that the Chapter should repeat the effort for the return trip. It is now all arranged for a sales crew to follow the locomotive north in April.

There are several new ideas being worked on for concession ideas and they will be discussed at the April Committee meeting.

My sincere thanks and deep appreciation for all the hard work done by many chapter members in these fund raising efforts.

---Marilyn Rehm
Concessions Manager

THE BLUE GOOSE STILL FLYING

From a letter dated 14 March, Melin F. Nikolaus, the Vice President of Operations of the Oregon Pacific & Eastern Ry. Co. says that they are going to operate the "Blue Goose" line during the 1986 summer.

The schedule will probably be the same as last year.

The 35 mile trip into the Cascade Mountains (an back) is well worth your early morning drive to Cottage Grove. It is 128 miles south of Portland.

The steam engine that is used on the weekend is of 1914 vintage. During the weekday runs the train is usually powered by diesel. No matter, the cars are air conditioned.

The price had not been set yet, but last year it was \$7 for adults and \$4 for kids between 2 and 11, or thereabouts. And last year the weekend steam run left at 10 AM and at 2 PM. And last year the train ran from June 15th thru Labor Day.

Call ahead for reservations: (503) 942-3368
(Reservations not required)

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WHAT IT COSTS TO PRODUCE THE TRAINMASTER

Just to keep you informed of how some of your dues get spent, if we run off 700 copies of the 20 page newsletter, using our own front sheet, we pay in the neighborhood of \$251 for the printing, \$42 for the collating, and another \$21 for the staples, for a total of about \$314 each month. For the past two years we have been paying PRONTO PRINT.

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STEAM LOCOMOTIVE NEGATIVES FOR SALE

For Sale by member: SOUTHERN PACIFIC and WESTERN PACIFIC steam locomotive negatives. These were shot at various locations in California in the late '40s and early to mid '50s. Most are 3.25" by 5.5" negatives of three-quarter views. Some of the shots are of locomotives in service, and some of the locomotives are in storage.

There are 59 negatives of SP locomotives for \$275.

There are 9 negatives of WP locomotives for \$45.

Or, take them all for \$310 by calling TERRY PARKER in the evenings at (503) 284-8742.

oo0000oo

Each month we usually gather around on a certain night and try our hands at getting the newsletter into conditions acceptable by the post office for mailing. If you see any of these folks, why not thank them for their assistance:

- ELMER PETRA
DAVE BROWN
CONNIE MCCREADY
AL MCCREADY
MARILYN REHM

DO NOT EDIT - LEAVE TEXT INTACT

NEWS FROM NATIONAL

In the last issue of the Trainmaster, we mentioned that Issues 5 and 6 of the Bulletin would be combined in one mailing in the same envelope. This is true, but it will be a little later in the month than originally anticipated. Issue 1 for 1986 should follow shortly thereafter.

Rumor control - A rumor got started that National dues were going to increase for 1986 - not so according to Chairman V. Allan Vaughn who stated that several chapters had heard this nasty rumor.

RAIL CONFERENCE SCHEDULED FOR ALTOONA

"Altoona and the American Railroad - A Conference on Railroading: Past, Present, Future" is what the conference is being called. It will be held June 19-22 at the Altoona Campus of the Pennsylvania State University.

The three-day event is a unique activity-oriented conference featuring nationally known railroad historians and on-site visits in the city nestled deep in railroading tradition.

For additional information, please contact John Holloway or see the information posted in Room 1.

ALSO IN PENNSYLVANIA

Despite an extensive refurbishment program at the Railroad Museum of Pennsylvania, the outdoor displays at the museum remain unprotected from the ravages of weather and the relentless progression of wear and weathering. The State of Pennsylvania and the Friends of the Railroad Museum have announced a join fund-raising campaign to provide additional exhibit and acquisition space, plus restoration programs, all described in a detailed booklet that may be obtained from FRIENDS OF THE RAILROAD MUSEUM . . Box 125 c/o Tower View . . Strasburg, PA 17579.

DUES NOTICES

As mentioned in the March Trainmaster, please disregard the "Second Notice" sent to you from National if you have paid your dues and received your 1986 membership card. Changes in billing timelines and procedures at National headquarters precipitated the error. For years our Chapter held payments to National until the end of January. Not only did it simplify bookkeeping by allowing us to send one bulk payment, but it also afforded us the opportunity to accrue some interest monies for our local chapter treasury. This year, however, National began sending "second notices" nearly two months earlier than in the past.

We are sorry for the concern and inconvenience this has caused you. We have changed our procedures to meet the new timelines so that this will not happen again. If you have any questions regarding this, please contact myself or Darlene Morrison. Thank you, John Holloway

CABOOSE WALL LAMPS

Member George Foster of Ashland, tells us that he has several vintage caboose lamps available. Contact him regarding condition and pricing.

I'm the guy

—Author Unknown

—contributed by Lloyd Frazee, Ionia, Iowa

I'm the guy who was asked to join your organization. I'm the guy who paid his dues to join. I'm the guy who stood up in front of all of you and promised to be faithful and loyal.

I'm the guy who came to your meetings, and no one paid any attention to. I tried several times to be friendly to some of the fellows, but they all had their own buddies they talk to and sit next to.

I sat down several times but no one paid any attention to me. I hoped very much that somebody would have asked me to take part in a fund-raising project or something, but no one saw my efforts when I volunteered.

I missed a few meetings after joining because I was sick and couldn't be there. No one asked me at the next meeting where I had been. I guess it didn't matter very much to the others whether I was there or not.

The next meeting I decided to stay home and watch TV. The following meeting I attended, no one asked me where I was when the last meeting was held.

You might say I'm a good guy, a good family man who holds a responsible job, loves his community, and his country.

You know who else I am? **I'm the guy who never came back!**

It amuses me when I think back on how the heads of the organization and the members were discussing why the organization was losing members.

It amuses me now to think that they spent so much time looking for new members when I was there all the time.

All they needed to do was to make me feel needed, wanted and welcome!



THE APRIL PROGRAM

Famed world traveler GORDON ZIMMERMAN will conduct the "program" part of our April Chapter meeting. Be ready for a quiz at the end of his presentation.

The slides will reflect his recent three month long trip to Europe.

First he will concentrate on 5 British steam trips, and some other trips in Ireland, and then to the mainland to review Belgium steam, and then reviewing 150 years of German steam at Nuremburg.

A drop into the narrow guage lines of Switzerland and Italy with a wind up thru the coast to Southern France and into Spain.

Admission is FREE.

Thanx GORDON.

LATE STEAM NEWS ITEM: #4449 is scheduled to depart Portland o/a 4 March over the Southern Pacific Coast line to Los Angeles' Taylor Yard via Oakland and San Luis Obispo. May be held up briefly at Dunsmuir awaiting an on-line bridge repair, arr'g Taylor o/a 3/7. Will shoot movie scenes in /around Taylor until 4/1 when it runs down to Eagle Mountain, arriving there on 4/2, to begin more movie scenes. Will depart Eagle enroute Portland via Bakersfield and Sacramento on either 4/10 or 4/12. for 5-day trip. May bypass Sac'to if schedule slips. (from Ed Immel, Pac.NW Ch.NRHS)

TIES + TACKS - MAR 86 - DAYTON OHIO RAILWAY H.S.



Willits-Eureka: The previous issue of The Review incorrectly reported that Great Western Tours of San Francisco would again operate the "North Coast Daylight" over the rails of the Eureka Southern. Great Western Tours is no longer in business and the railroad cars owned by the firm have been sold. Moreover, the recent storms experienced in Northern California caused great havoc to the Eureka Southern with the rail line reported as being heavily damaged and destroyed in at least 25 separate locations. If the damage is as great as is presently believed, the line could be out of service for at least a year at best and perhaps forever at worst.

THE REVIEW - FEB 86 - BAY AREA ELEC RR ASSN

"A LIFT TO THE FUTURE"

By Sharon M. Wood

They are going to have to rewrite the record books. The longest swing span railroad bridge in the world is being reconstructed as a lift bridge. The remodeled version—with a 530-foot-wide span—will be the fourth largest railroad lift bridge in the world.

The existing double track structure is Portland's oldest bridge and is known by various names: Bridge 5.1, the St. Johns Railroad Bridge, the Willamette River Bridge and the Burlington Northern Railroad Bridge. What pilots in Portland's harbor call it can't be printed.

Captain Clayburn (Buck) Modrow, of the Columbia River Pilots, sums it up well: "What worked in 1908 just doesn't work in the 1980s."

A look back at 1908 will be useful in telling this bridge's story.

Under President Theodore Roosevelt, the Assistant Secretary of War two years earlier had signed a resolution allowing the Portland & Seattle Railway Company to build the bridge between the communities of Linnton and Willbridge, some seven miles downriver from downtown Portland. It was the largest of four area railroad bridges built for the railway company by Ralph Modjeski, one of the world's foremost bridge engineers.

Modjeski allowed for the river traffic of the time, designing the swing span to allow a horizontal clearance of 230 feet on each side of the concrete center span pier (the main span designed for a vertical clearance of 55 feet at zero water level).

The bridge was quite adequate for its time. The pace was slower.

Two tugboat companies, Shaver and Knappton, were directing the majority of water traffic. The sternwheel tow boats OCKLAHAMA and RELIEF, and other propeller-driven tugs, helped dock one of the largest passenger

BNRR SWING

coastal steamers of the day, the ROSE CITY. At 3,500 tons and 336 feet long, with a 43-foot beam, she was comparable in size to another harbor mate, the sailing ship E.M. PHELPS, a four-masted bark. The Port of Portland had recently dredged the channel to 25 feet.

In 1908, the Commission of Public Docks (merged into the Port of Portland in 1971) wouldn't be created for another two years. There was no Ter-

minal 1, let alone Terminals 4, 5 or 6. Ship repair was in its infancy in Portland. Charles Lindbergh wouldn't fly "The Spirit of St. Louis" into Portland to help dedicate the new airfield on Swan Island for another 19 years. Bonneville Dam was a half century away.

Shoreside, less than 200,000 Portland residents were seeing for the first time Henry Ford's Model-T, just off the assembly line that year.

In 1908, the top export was lumber, top imports were cement, coal and "Chinese merchandise." In all, the Collector of Customs reported 722 vessels arrived and duties amounting to \$878,000 were collected.

Today, logs and lumber are still among the top exports, but little else remains the same. The 80-year interim between the construction of an old bridge and rebuilding of a new bridge is a gauge of the growth of the Port of Portland. That history holds a vision for the future.

But first, news of the new bridge. The U.S. Coast Guard, under the jurisdiction of the Department of Transportation, is the regulator of bridges over navigable waters of the United States. According to Nicholas Mpras, chief of bridge permits for the Coast Guard, in Washington, D.C., "Under the Truman-Hobbs Act (of 1945), if a bridge is obstructive and an analysis study shows that the benefits derived will be at least equal to the cost for replacement or repair of that obstruction, then money can be made available."

Under President Ronald Reagan, and authorized by Congress, \$38 million has been allocated under the Truman-Hobbs Act for reconstruction of the railroad bridge. Bids were scheduled to be opened at the offices of Burlington Northern Railroad Company, track owners since a 1970 railroad merger, in Seattle, Washington, in December 1985. Under the conditions of the Act, the Burlington Northern will pay 10 percent of construction costs.

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Portland

CONTINUATION —

Specifications call for six piers and two abutments. The bridge's existing center pier will be removed while two of the piers, one on each end of the bridge, will remain intact, but enclosed in concrete to make the piers approximately double their present size to accommodate twin 281-foot towers.

The steel truss span will be fabricated of "weathering steel"—steel that will not have to be painted. A lot of steel: 12,164,000 pounds.

The counterweights will be steel cans weighted with concrete. A lot of concrete: 2,500 tons. Vertical clearance from lower water will be 200 feet.

Plans call for an operator's house, but a spokesman for the Burlington Northern says it is probable the railroad will elect to pay for the installation of radar devices, television monitors and fibre optics cable that will allow the span to be remotely operated from its 9.6-mile railroad bridge that is located across the Columbia River, near Jantzen Beach.

Mpras says construction should begin in mid-1986, and that timetables project one year to completion.

Impetus for petitioning for the bridge's replacement began with the Columbia River Pilot's Association. The span, located between the Fremont and St. Johns bridges, had become difficult to navigate.

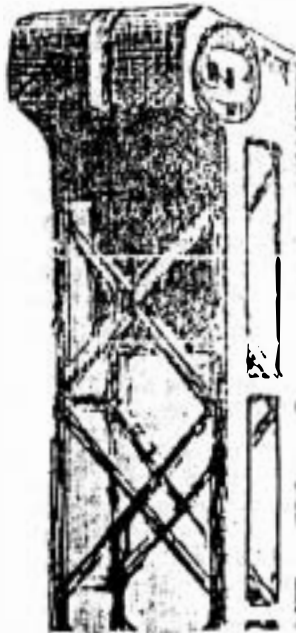
Need to replace the bridge became even more evident in 1978, when the 600-foot containership *MARIE BAKKE*, a medium-sized vessel with a beam of 86 feet, struck the bridge. Impact caused \$3.3 million in damage and disrupted river and railroad traffic for more than four months.

Another event took place in 1978 that had everyone holding their breath. Captain Modrow remembers it well: "It really got hairy bringing in Dry Dock 4." Five tugs worked to thread the 200-foot-plus-wide (three football fields long) dry dock through the bridge's abutments that were shimmed up with plywood for the occasion. The dry dock was needled through with inches to spare—a lasting tribute to the skill of the pilots and Columbia/Willamette river tugboat skippers.

The fact that Portland harbor has outgrown the 80-year-old railroad bridge is apparent from the activity that abounds in the Port of Portland.

The heart of commerce, the Port owns and operates five marine cargo terminals on the Willamette and Columbia rivers and ranks first on the U.S. Pacific Coast in terms of total export cargo and third overall in total waterborne commerce.

Upriver from the Burlington Northern Railroad Bridge, a \$46 million rehabilitation is underway at Terminal 2 that is designed to accommodate larger ships.



Also upstream from the bridge, the Portland Ship Repair Yard, a major West Coast ship repair center, is home of four dry docks, one of which, Dry Dock 4, is the largest floating dry dock on the West Coast and third largest in the United States. It is attracting ever larger ships to Portland and through the bridge.

A far cry from 1908, in 1984, Portland welcomed 2,107 vessels. Exports alone carried a value of more than \$212 billion—and the U.S. Customs Department reported duties collected for the same year totaled \$182 million.

Today, more than six major tugboat companies direct water traffic in a channel now dredged to 40 feet. Through the 1908 bridge are brought some of the world's largest tankers—the Alaskan oil fleet uses the Portland Ship Repair Yard as its service station.

Imagine ships like the *ARCO INDEPENDENCE*, over 1,100 feet long, with a beam measuring 178 feet, navigating the 230-foot span of the Burlington Northern Railroad Bridge. Ships like this, with a deadweight of over 260,000 tons, have tested the limits of vertical and horizontal capacities of the existing bridge. These tests have been met only because of the skill of the pilots.

Along with the anticipation of the new bridge, this same commercial growth has brought with it other major improvements in Portland harbor and on the Columbia/Snake river system.

- The Port is working with the Coast Guard to implement a formal designation system for deep-draft vessel anchorages on the Columbia River and also with the Army Corps of Engineers for their involvement in maintenance and improvements.

- Feasibility studies have been completed for rebuilding the Bonneville Lock—the smallest in the Columbia River system—making Bonneville equal in size to all other locks upstream to Lewiston, Idaho, on the Snake River. Authorization for the Bonneville Lock occurred in 1985, and congressional approval for funding the rebuilding is expected in the spring of 1986.

- In late 1984, the Columbia River bar was deepened from 48 to 55 feet, thus making the 40-foot channel of the Columbia River far more efficient and allowing vessels to take on heavier loads in Portland.

- Recently, seven river level reporting gauges have been installed in the Columbia River between Hammond, Oregon, and Vancouver, Washington. These gauges will report real time water level to facilitate deep-draft vessels calling Portland. As freshwater flows downriver into Portland, twice daily tidal changes affect water depth upriver. Two predictive water level models are now under development. They will report what water levels can be anticipated at a later time to permit ships to take on heavier loads in Portland.

With these and other improvements underway or scheduled, the volumes of cargo through the Port of Portland to and from foreign markets could double or perhaps even triple by the end of the century, according to industry studies—upping Portland's cargo volumes to 24 million tons by the year 2000.

It is within this positive maritime environment that the fourth largest railroad lift bridge in the world will soon be rising to give Portland harbor "A Lift To The Future."

