

The



TRAINMASTER

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

MAY 1986

Number 285



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CHAPTER TIMETABLE OF EVENTS :

8 MAY 1986 Thursday 7:30pm MAY BOARD OF DIRECTORS' MEETING in which all Committee Chairs are requested and expected to attend and report on their respective activity.

New rule in effect permitting some comment from the masses so you might get a chance to speak.

Contact one of the members of the Board if you wish to have something done. Contact the Pres if you wish to address the Board.

Meetings usually over with before midnite.

16 MAY 1986 Friday 7:30pm MAY CHAPTER BUSINESS MEETING on the usual 3rd Friday of the month. We meet at the PGE Auditorium on SE 17 between Powell & Holgate. A snack service is provided from the money you chipped in last month supplied by the Jacksons. Try to chip in a bit more and we can eat better.

PROGRAM unannounced right at this time

(NOTE NOTHING ON UP 8444 or exSPRR 4449 HERE, because they DO NOT GO TO EXPO)

12 JUNE 1986 Thursday 7:30pm JUNE BOARD OF DIRECTORS' MEETING at the Columbia Gorge Model RR Club clubhouse (where we have the May Board meeting also). Again, the more the merrier. Best chance to see what is going on. If you are a Committee chair, be sure to attend & have a great report written. If you are a Board member, try to WRITE OUT your motions before time. See above for speaking rule

20 JUNE 1986 Friday 7:30pm JUNE CHAPTER BUSINESS MEETING. See regular 3rd Friday stuff above.

(NOTE NOTHING HERE ON PICNIC since no June picnic)

APRIL 10 BOARD OF DIRECTORS MEETING MINUTES

The meeting was called to order by President Rich Carlson at 7:38 PM.

The minutes of the March Board meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of March 31, 1986:

General Account	\$50,034.84
CDIC Account	35,503.55

Kyrian reported a positive cash flow during March for the first time during 1986.

President Rich Carlson reported on the following:

1. Thomas Moss of Denver (NRHS Mountain-Plains V.P.) donated \$5 to the Chapter toward the expenses of The Trainmaster.

2. The Chapter still has received no word from the Southern Pacific on the status of the Chapter's bid on the cars in Eugene.

Rich Carlson commented on the poor attendance at board meetings of committee chairman. He suggested that the board require committee chairs to attend board meetings.

FINANCE COMMITTEE: Chairman Larry Miller absent due to being with the 4449 in California.

ROLLING STOCK COMMITTEE: Bob Hoffman reported that the rolling stock committee had adopted a glass replacement policy for the Chapter's cars: All future restoration or repairs will use safety glass on the outside and Lexan on the inside. Work is beginning on car 6200's air conditioning, the car's batteries are only fair, and the car's electrical panel was found to be quite complete. Work on the 6200's seats is mostly complete and the car should be ready by the middle of May. Thirteen of the 20 seats needed for car 3300 are on hand. Not much has been done on the SP&S baggage car since the last report. Tom Brewer has been cleaning up the inside of Car #76. The roof leak in the 76 has not yet been located. The rolling stock committee feels that someone should check out the cars in Silvas IL before they are shipped and that part of the expense should be paid by the Chapter. Dave Stimac has volunteered to the preparation work as part of a trip he is making to that area. Also, Bruce Moore has offered to secure the cars for \$125 each.

MEMBERSHIP COMMITTEE: Darlene Morrison reported that the post office box will be active in a couple of weeks to receive dues. Also the committee is preparing to have the membership list published.

EXCURSION COMMITTEE: Ed Immel reported that Amtrak has confirmed excursions for the Chapter for the second, third, and fourth weekends of September. Hotel rooms in Vancouver BC appear to be available. Ed also advised that he and Dave Duncan are working on a June excursion on the Chehalis Western. There may be an insurance problem with this trip. Ticket price will be about \$80. Arrangements are being made through the Mt. Rainier Scenic Ry.

PUBLICATIONS COMMITTEE: Randy Nelson advised that the committee will meet on Sat., April 26, 10 AM at the Village Inn restaurant near the Lloyd Center. The Trainmaster is to be the main topic of discussion. Randy asked for written suggestions for the committee's consideration. He

wants to remove minutes from The Trainmaster and use a uniform type style throughout the TM. Randy said that he is working on a brochure for the car Mt. Hood, and also would like to make progress on the SP&S motive power book.

CONCESSIONS COMMITTEE: Fred Dorsett reported for Marilyn Rehm that she wants more money to purchase concession items.

MUSEUM COMMITTEE: Mary Lou Weaver requested an appropriation of \$120 for the Chapter to join the Oregon Museum Association (\$20/year) and a full membership in the Tourist Railway Association, Inc. (TRAIN) (\$100). She also requested that the Chapter's voting representative in both organizations be the Chairperson of the Museum Committee or someone designated by the Chairperson.

OLD BUSINESS

EXPO 86: Rich Carlson reported that he has not received a reply from Bob Stevens of the Oregon Expo Committee. There is some doubt about the UP 8444 going to Expo due to a quotation of \$50,000 from the CP to move the locomotive. The UP is making one more attempt to get the BN to relent and allow the use of its line to Vancouver. Ed Immel reported that the CP bridges are 4" too narrow for the 4449 so that routing is out.

INSURANCE: Rich Carlson advised that he has received a summary of the Chapter's insurance coverage from the Chapter's insurance agent, Rogers, Fitzwalter & Powell, in preparation for a

general review by a consultant. Existing coverage includes property coverage on office equipment, employee bond, umbrella liability, and general liability.

UNION STATION/CONVENTION CENTER: Rich Carlson advised that the convention center siting committee wants the Union Station site. He has attended a meeting where those present favored the Holladay-Union-Interstate 84-Interstate 5 site. Rich, Al Viewig, and John Holloway will draft a flyer to encourage Chapter members to write letters expressing individual feelings about what site should be used.

CARS IN SILVAS, ILLINOIS: Rich Carlson asked for the board's feelings about inspecting and preparing for movement the cars in Silvas IL. Bruce Moore has verbally quoted \$175 each to inspect two cars and \$125 each to inspect four cars. Moved by Kerrigan Gray, seconded by Doug Auburg, to contract with Bruce Moore on the basis of a written quotation to prepare all cars to be moved from Silvas IL. Motion passed.

CAR MOUNT HOOD COSTING: Treasurer Kyrian Gray gave board members copies of a financial report on the Mt. Hood. There was considerable discussion about how to interpret the figures in the report. Ed Immel stated that the report actually is preliminary and intended for use only by the excursion committee in its present form. Rich Carlson asked Ed to request the committee to finalize the report and to formulate recommendations for the May board meeting. Moved by Doug Auburg, seconded by Al Viewig, that the policy of the board for the pricing of the Mt. Hood rental rates should reflect: (1) A recovery of the operating expenses including an amount pro-

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CONTINUATION OF APRIL 10 BOARD MINUTES

rated to cover extra expenses sometimes incurred as based on prior experience; (2) A recovery of a portion of the expense for wear and tear of the car; and (3) A yield of a net revenue which reflects the value of the Mt. Hood in the marketplace. Motion passed.

LIGHT RAIL CACHET: Rich Carlson reported that he has received a quotation from The Washington Press for 10,000 Light Rail Cachet envelopes at a price of \$1,455. At the board's request Rich will prepare a written proposal on the new expenditures form for the purchase of the envelopes to be acted on at the May board meeting.

TILLAMOOK EXCURSION TRAIN: Rich Carlson reported that he has received a proposal from Pat Patterson that the Chapter operate a series of excursions in the Tillamook area in late June. Ed Immel pointed out the Port of Tillamook Bay is prohibited by its contract with the SP from moving passenger cars over the Tillamook branch. Moved by Al Viewig, seconded by Doug Auburg, that the proposal be sent to the excursion committee for further investigation. Motion passed.

VANCOUVER, BC EXCURSION STUDY: Moved by Doug Auburg, seconded by Dave Van Sickle, to appropriate \$500 for a payment to Amtrak for a feasibility study of the proposed excursions next September to Vancouver BC. Motion passed.

JACK PFEIFER LETTER: Chuck Storz read a letter on behalf of Jack Pfeifer (who could not be present) pointing out that the Chapter bylaws had not been complied with regarding appointments made to the Finance and Public Relations committees announced by President Rich Carlson at the March board meeting. Specifically the committee chairpersons were not consulted on the appointments as required in the bylaws. Jack's letter recommended that the board nullify the appointments by motion and instruct the president to comply with the bylaws in filling these positions. Moved by Doug Auburg, seconded by Kerrigan Gray, that board approval of the appointments to the Finance and Public Relations committees at the March meeting be withdrawn due to non-compliance with the bylaws by the Chapter president. Motion passed.

CAR RED RIVER: Dave Duncan advised the board that the coach Red River is available for purchase from Amtravel, Inc. for \$15,000. The car is in very good condition, and, as part of the Louisiana Worlds Fair Daylight consist, was one of the best cars in the train. Moved by Dave Van Sickle, seconded by Kerrigan Gray, that the board recommend to the Chapter membership that the car Red River be purchased for \$15,000. Motion failed.

Moved by Al Viewig, seconded by Doug Auburg, to appropriate \$120 for the Museum Committee to purchase memberships for the Chapter in the Oregon Museums Association and the Tourist Railway Association, Inc. Motion passed.

Moved by Doug Auburg, seconded by Al Viewig, that it be board policy that all committee chairs be required to attend board meetings and that committee reports follow the treasurer's reports on the agenda. Motion passed.

Al Viewig furnished to the board members copies of a brochure showing the large number of problem situations that corporate officers and directors are subject to.

COMMENTS FROM THE FLOOR AT BOARD MEETINGS: Moved by Doug Auburg, seconded by Al Viewig, that comments from the floor be permitted following discussion by the board members, such comments: (1) Not to exceed two minutes in length; (2) Which provide fresh information on the subject under discussion; and (3) Are to be controlled by the chair. Motion passed.

Mary Lou Weaver advised that the missing financial records on the car Mt. Hood have been returned to Room 1. The records consist of computer printouts which are backed up by floppy disks in Room 1.

Present: BOARD: Kyrian Gray, Kerrigan Gray, Auburg, Viewig, Storz, Carlson, Holloway, Dorsett, Van Sickle. MEMBERS: Nelson, Fellows, Parker, Hoffman, Rodabaugh, Brewer, Immel, Duncan, Hodson, McMillan, Richard Parks, Weaver.

The meeting was adjourned at 11:25 PM.

Respectfully submitted: /s/ CHUCK STORZ Secretary

APRIL 18 CHAPTER BUSINESS MEETING MINUTES

The meeting was called to order by President Rich Carlson at 7:35 PM in the PGE auditorium..

The minutes of the March meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of March 31, 1986:

General Account	\$50,034.84
CDIC Account	35,503.55

Kyrian reported a positive cash flow during March for the first time during 1986.

President Rich Carlson reported on the following:

1. Three meetings have been held recently on the convention center site. One favored the Union Station area and the other two the Union/Holiday site. The Site Selection Committee will decide on a site by mid-May.

2. The Chapter's bid to the SP for the Budd coach was high and the Chapter now owns the car. It seats 44 and is in good condition.

3. Expo '86: Rich received a letter this week from Robert Stevens of the Oregon Expo Committee. Money is still short. The committee is still working on the possibility of using the 4449. The UP 8444 still may go to Vancouver via the CP.

4. The Santa Fe has donated a large number of locomotives and cars to the California Railroad Museum.

5. A letter has been received from the Oregon Historical Society advising that they would be happy to work with the Chapter on the O&C celebration.

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(CONTINUATION)

APRIL 18 CHAPTER BUSINESS MEETING MINUTES

6. Pat Tracy has resigned as chairman of the activities committee.

7. The Chapter may buy two more cars in Silvas, IL, in addition to the two sleepers already purchased if the costs work out to allow it. The cars will be insured before being moved, and will go via the Iowa Interstate to Council Bluffs.

8. Tri-Met is looking for a name other than "light rail" for the new rail line. See Larry Hodson with any ideas.

OLD BUSINESS

EXCURSIONS: Steve Howes reported that Amtrak has agreed to run excursions for the Chapter on the weekends of Sept. 12, 19, and 26. The prospects are good for three consecutive weekend excursions to Vancouver BC. Hotel space is available in Vancouver. These excursions will require a maximum effort by many Chapter members in addition to the excursions committee. A package presentation will be made to the May board meeting. Alternate circle trip to Spokane or Bend are possibilities if Vancouver BC does not work out. A Chehalis Western excursion for June or July is being investigated.

NEW BUSINESS

VOTE ON BYLAW REVISIONS: Moved by Kyrian Gray, seconded by Gordon Zimmerman, to approve Change #16 to section 7.04 of the bylaws to eliminate the requirement for the reading of the board minutes at regular meetings. Motion passed. Moved by Cy Righter, seconded by Jim Whaley, to approve Change #17 to sections 4.01, 4.02, and 4.03 regarding Chapter election procedures. Motion passed. Moved by Chuck Storz, seconded by Henry Bahrs, to approve Change #18 to add section 8.03 (g) requiring that the Finance Committee review for recommendation to the Board all non-budgeted

expenditures and monetary and real property donations exceeding \$350. Motion passed.

PURCHASE OF CAR RED RIVER: Bob Hoffman, rolling stock committee chair, proposed that the Chapter purchase the 68 seat coach Red River. The car was built by ACF in 1950, has passed SP inspection, and was the best car on the Louisiana Daylight train. It has good batteries, has current lube dates and is in Daylight colors. The car is not involved in any bankruptcy matter. The price for the car is \$15,000. It could be sold for \$25,000 if the Chapter wished to. The car is ready to roll in excursion service. Tied to the sale of the Red River is an ex-Milwaukee car, the Twin Grove, at a price of \$5,000. The Twin Grove has no batteries and has flood damage. A potential sale for this second car is already in sight. Bob advised that the Chapter can lease the Red River this summer for an income of about \$7500. Mechanical work would be taken care of by the party leasing the car. A 70-80 day lease is also possible this summer for car 3300 for a similar rental. The Chapter must purchase the Twin Grove in order to get the Red River. After an emergency meeting of the Finance Committee, chairman Larry Miller advised that the committee recommends purchase of the Red River for \$20,000. Moved by Bob Hoffman, seconded by Marilyn Rehm, to purchase cars Red River and Twin Grove for \$20,000. Motion to purchase the cars passed.

Bob Hoffman appealed to the membership for help with car repair and maintenance. A signup sheet will be posted at tonight's meeting.

Sixty five (65) members and guests signed the attendance book.

Respectfully submitted: /s/ CHUCK STORZ Secretary

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4449 IN SOUTHERN CALIFORNIA

SIX PART TV SERIES ON THE WEST

This fall, a new six part television series, THE WEST OF THE IMAGINATION, exploring the realities of the "old frontier" with its heroes and legends, will air on the Public Broadcasting Service.

The series is a documentary weave of scenic grandeur and sculpture, photography, motion pictures, theatre, music and dance that immortalized the western adventure.

And let us all hope that they have plenty of clear pictures of locomotives or this blurb was wasted.

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SOUTHERN PACIFIC JEFFERSON STREET LINE SCRAPPED

Member **BOB MELBO** reports that as of 10 April 1986 the Jefferson Street Line of the Southern Pacific has been sold for scrap and that a salvager will start removal soon.

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"That beloved ex-Southern Pacific GS-4, 4449, once again visited its steaming grounds in California. The 4-8-4 Northern, resplendent in its Daylight colors, rolled down SP's Coast Line from San Luis Obispo on March 9, passed Glendale station at 1:38 p.m., turned on the wye at Mission Tower, and arrived at its parking place in Taylor Yard by 3:30 p.m. Although not ideal weather that Sunday, railfans were out in force to see and record its passing. The railfan communication network had been buzzing with activity the previous week as the locomotive's running schedules were changed.

"4449 arrived in Los Angeles under its own steam power pulling a consist of the PNWC 4219 (auxiliary tender), 5811 Yes Dear, PNWC 3300 Miln D. Gillespie, NCL 496, and NCL 483 Vija K. Locomotive and train were to work at Taylor Yard and on the Eagle Mountain Railroad near the Salton Sea for filming of the Disney production Tough Guys. Return to Portland via Fresno was expected sometime during the week of April 14."

Reprinted from WHEEL CLICKS

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The President's Page by Rich Carlson

After over a year of speculation as to whether 4449 would go to Vancouver for SteamExpo, the final word came on April 24. With Burlington Northern refusing to reverse its ban on steam engines running over its tracks, the answer was no. Citing reasons of "practicability and safety," Union Pacific also decided against running 8444 over its tracks and Canadian Pacific trackage 'the long way around.' In real life the stated reasons and the real reasons are often not the same; we may never know why BN was so adamant. It has also occurred to me that at some future date, a steam locomotive built for one of BN's predecessor railroad companies could be restored and might need to run on SP or UP tracks. I wonder what the answer might be to BN when they need to get permission.

On a happier note, we received word that we were high bidder for the chair car AMK 4461 in Eugene. This is a Budd-built ex-AT&SF car, and was one of the two we traded to SPTC for the Santa Ynez a few years ago. At the April business meeting the membership voted to purchase the "Red River," a 68-seat coach, which was originally a Great Northern diner-observation car built by American Car & Foundry in 1950. Presuming that the sale is consummated, the acquisition of these two cars is significant. Together with chair/baggage 3300 and the chair 6200, we have the makings of a train. Incidentally, AMK 4461 arrived on April 25 at Brooklyn.

Things look good for some excursion activity in September, and we hope to have the figures together, so that it can be presented to the membership for chapter approval at the May meeting. I would like to say more, but at this time, about all we can say is that we are optimistic for putting together some exciting trips. These trips would use Amtrak Superliner equipment.

The 4449 "Tough Guys Special" returned to Portland on Wed., April 16, and the engine returned to the Brooklyn Yard roundhouse immediately. The movie is not slated for release until September or October, but already is receiving considerable advance publicity. There was a story in the Sunday Oregonian and I caught a segment on the morning show of CBS-TV the other day. A program called "Entertainment Tonight" also had a segment on Kirk Douglas and Burt Lancaster with 4449 in the background.

The chapter is proceeding on restoring 3300, and most of the cosmetic/plastic hardware installed in its interior for the movie is to be stripped out. The seats will all be reupholstered, and commercial grade carpeting restored. As we edge into warmer weather, hopefully this will encourage our members to turn out and help in the good work. With all of our rolling stock additions, we are going to need lots of willing hands and skills of almost every sort are required. Here is your chance to become more involved and enjoy the satisfactions that only come from real participation.

A decision will be made in mid-May if the Portland-Gresham light rail line will open on Labor Day as now scheduled. The major challenge is to get all the work done on the Steel Bridge, but the weather has been generally cooperative and from what I have observed, rapid progress is being made. The overhead wiring is largely installed downtown, and the stretch alongside the freeway east of Lloyd Center is close to completion, so hopefully the trains will start running in September as planned.

Also due in mid-May is a decision from the Regional Committee on Convention, Trade and Spectator Facilities on the site for the convention center. I co-authored an "In My Opinion" piece with Aloha Schade on the subject, in which we agreed that the Holladay/Union site would be the best choice. It was printed in the Forum section of the April 16 Oregonian. We'll see if the "CTS" Committee agrees!

HISTORIC PRESERVATION LEAGUE OF OREGON

SPECIAL PRESERVATION WEEK

MAY, 10 - 18, 1986

Join The HISTORIC PRESERVATION LEAGUE OF OREGON

Membership dues include unlimited use of the Oregon Preservation Resource Center, subscription to the quarterly newsletter, tours, discounts, library privileges and special events.

MEMBERSHIP APPLICATION

INDIVIDUALS

- Student/Senior Citizen \$ 10.00
- Individual \$ 15.00
- Family \$ 20.00
- Supporter \$ 50.00
- Patron \$ 100.00
- Sustaining \$ 250.00
- Supporting \$ 500.00
- Benefactor \$1000.00

ORGANIZATIONS & BUSINESSES

- Institutional \$ 25.00
- Contributing \$ 50.00
- Corporate \$ 100.00
- Sustaining \$ 250.00
- Supporting \$ 500.00
- Benefactor \$1000.00

name

organization

street

city state zip

telephone office home

Please indicate areas in which you would be able to assist the Historic Preservation League of Oregon:

- Volunteer at the Oregon Preservation Resource Center
- Membership
- Fund Raising
- Finance
- Newsletter
- Regional Representative
- Research
- Education
- Special Events
- Legislation
- Museums
- Archaeology
- Conservation

All contributions are tax deductible as permitted by law. Please return this card and your check to:

Historic Preservation League of Oregon
P.O. Box 40053
Portland, OR 97240

A SAMPLE OF A MUSEUM GUARANTEE

"The Mid-Continent Railway Museum is operated by the Mid-Continent Railway Historical Society, a non-profit organization. Financing of the Museum is gained by revenues from sales of tickets and souvenirs, from membership fees and from contributions. All donations are fully tax-deductible.

"The Railway Restoration News is published periodically by the Mid-Continent Railway Historical Society, Inc. and is distributed free to friends of the Museum. As other non-profit organizations do, the Museum pays the costs associated with this appeal from the contributions received. Eighty-five percent of the net will be applied to the projects described in this newsletter. Additional information available upon request."

(The above copied word from word from the fine print of the Railway Restoration News.)

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OCTOBER HIST PRES CONFERENCE ON TRANSPORTATION

You read it here. This October the good Governor of the State of Oregon has called for an Historic Preservation Conference to happen down at Coos Bay where a whole bunch of people with history on their minds will talk it up about OREGON TRANSPORTATION. Save the first weekend of October.

The focus of the conference will be on Oregon transportation, and in particular, on the Oregon BRIDGE System, which includes railroad bridges and highway bridges. The other major part of the conference will deal with the RAILROADS and with the STEAMSHIP LINES.

The next two issues of the HISTORIC PRESERVATION LEAGUE OF OREGON's newsletter will focus on the life and times of Conde B. McCullough, the famous bridge engineer who built the massive coast highway bridges fifty years ago.



Elsewhere or right around here will appear an application blank for you to use to join the HISTORIC PRESERVATION LEAGUE OF OREGON.

NRHS 5-86

THE TRAIN LINE

By Doug Auburg

This is my first venture into the Trainmaster as a columnist. I have just volunteered to pull together items of interest to chapter members and pass them on to you each month. I haven't put any limit on the scope of the column. It may cover happenings around the area, history of local railroads, and who knows what else.

Here's where you come in. Many of you have contacts that I don't. Obviously I can't be everywhere, so when you see things (unusual locomotives, happenings, whatever) in the area that you could pass on, please make a note of them and let me know. I'd appreciate suggestions for historic articles, hopefully accompanied by a source of information that can be used to write the article. I'm afraid that I don't have time to do extensive research in support of the newsletter, but I can put together articles based on available materials. Please keep your eyes and ears open and drop me a note when you learn something that would be of interest to chapter members. I'll pull it together into a presentable article and give you credit (or not) as you like.

There has been a lot of comment about the content of the Trainmaster in the past couple of years. People have all kinds of ideas of what to do to improve it, change it, or whatever. I'd like to suggest that, based on my experience as the editor of a couple of newsletters in the last six or seven years, that the quality of the newsletter depends on the input and participation of the group as a whole, rather than the efforts of any one person. Each time we write an article, provide some information, or help put it together or mail it, its quality increases. Why? Because the simple fact is that one person, just because he (or she) happens to have the title "editor", can't possibly produce the creative contents of a 20 page newsletter month after month AND physically take care of getting it put together and published. The success and quality of my column will also depend in great part to your comments, input and help. Please send along your items to me at Room 1 or to my home address as listed in the membership directory. Thanks for the help! So here's my first piece of information:

Vancouver Railroad Museum Update

Many of us in the chapter have been very interested in somehow creating a railroad museum in the Portland Metro area. The Chapter's Museum Committee, under the direction of Mary Lou Weaver, has been most active of late. They have visited perspective sites, evaluated them and are planning to make a report to the chapter membership soon. I'll leave the details of their studies to Mary Lou to report.

However, regardless of the site selected or the group sponsoring, the fundamental problem facing any museum is finance. Literally millions of dollars will be required to get a museum of any size and quality built and going.

I'd like to report here on the activities of another Museum Committee. Six months or more ago I was asked to serve on a committee formed by the City of Vancouver to look into the feasibility of a railroad museum in the city. During the intervening period a lot of progress has been made

on that feasibility study. A formal feasibility report should be presented to the Vancouver City Council in a couple of months.

While the final report has not been completed, I can give you some ideas of what the committee has come up with.

1. Several potential museum sites have been identified near downtown Vancouver, with one being within a stone's throw of the I-5 freeway.
2. There seems to be good support for building a museum among those in the city government and business community who know about it. The Vancouver Columbian has written favorable articles about the committee and the idea.
3. The theme of the museum will be "railroads of Washington and the Pacific Northwest". Emphasis will probably be on the SP&S since Vancouver was its headquarters, but other railroads will likely be represented as well as railroad logging.
4. There seems to be a general willingness by City staff in the idea of active participation in any museum by the PNWC-NRHS as a major supporter of railroad history and historic preservation of railroad equipment.
5. The museum, if built, will include display buildings; a shop building with suitable pit, crane, etc. for locomotive and car restoration; and a storage building. Sites vary in size from 8 to 15 acres and all have access to the BN mainline.
6. The SP&S collection presently in the basement of the Clark County Museum will be made available to the museum as well as the SP&S 2-8-2 presently on display in Esther Short Park in downtown Vancouver.
7. There is also a hope that the Vancouver depot will be donated to the museum and funds have been allocated in the proposed budget for moving it to whatever site is selected.

So there you have it. This proposed railroad museum is still a long way from reality. I'm very excited about it because it seems to have wide support from the "movers and shakers" in Vancouver. To me it doesn't really matter who or where the museum is, only that one is created that the chapter is able to participate in, if we like.

Wouldn't it be nice to have a nice dry building to store our collection in, proper shop facilities to work on restoration, and retain access to a Class A railroad for those times when we need to operate an excursion? Maybe between the chapter's own efforts and those in Vancouver, the region will end up with a viable museum. Let's hope so!



ATTEMPT TO START UP LOCAL S. I. A. CHAPTER

The Society for Industrial Archeology is part of the Smithsonian Institute. The big aim of the SIA is to promote "the STUDY and PRESERVATION of the physical survivals of our technological and industrial past." What a fancy way to say that.

That certainly seems like our goal, except that we deal mainly with rail related history.

Currently, in this reminder of National Preservation Week, the SIA is trying to promote itself. Elsewhere or nearby should be some sort of a printed blurb about the SIA.

One goal of the SIA is to promote local chapters of the SIA and in Oregon at this time several folks are trying to tie together a group to study the INDUSTRIAL ARCHEOLOGY OF OREGON.

A big incentive right about now is to capitalize on the upcoming RAIL anniversaries as well as the 50th Anniversary of the building of the Oregon Coast Highway Bridges. A proposed name for the Oregon area chapter of the SIA will be the CONDE B. McCULLOUGH CHAPTER. Way back east in some place called New Jersey there exists a ROEBLING CHAPTER which recognizes the builder of the Brooklyn Bridge.

If you are at all interested in getting involved with an Oregon Chapter of the SIA, either to just learn more about Oregon or else to help teach others about Oregon's technological and industrial past, drop a note to: AL VIEWIG, 812 SW Washington #910, Portland OR 97205

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SOCIETY FOR INDUSTRIAL ARCHEOLOGY

The Society for Industrial Archeology promotes the study and preservation of the physical survivals of our technological and industrial past.

The SIA encourages and sponsors field investigations, research, recording, and the dissemination and exchange of information on all aspects of industrial archeology through publications, meetings, field trips, and other appropriate means.

The word "archeology" in the Society's title emphasizes its principal concern with the tangible evidence of early industry. The study, interpretation, and preservation of historically significant factories, machinery, bridges, canals, and industrial communities that still survive form the core of the Society's mission.

The SIA seeks to increase the awareness of the public, public agencies, and site owners on the advantages of preserving—through continued or adaptive use—structures and equipment of significance in the history of technology, engineering, and industry.

The SIA is an international organization open to all interested in the study and preservation of the industrial past. The membership includes individuals and groups from many fields and occupations. Among them are architects, archeologists, engineers, museum curators, historic preservationists, technological, social, and economic historians, academics, developers, mechanics, teachers, students, industrialists, hobbyists—in short, anyone with an interest in the impact of industrialization, no matter what its basis. There are no admission requirements beyond the annual membership fee.

The SIA holds its annual conference each spring in a North American city or region with an important record of industrial activity. Tours are scheduled and papers presented by members pursuing projects in the field or a related one. Each fall a weekend field trip is conducted in another area of industrial-archeological interest. The Society publishes a quarterly Newsletter and a journal, IA, along with occasional special publications. Local chapters are active in a number of cities and regions, with programs and publications of their own.

The SIA is an affiliate of The International Committee for the Conservation of the Industrial Heritage (TICCIH).

You are invited to join.

MEMBERSHIP APPLICATION

Name last first initial

Address

City

State/Prov. Zip/P Code Country

Phone: Home() Office ()

Membership Classes and Annual Dues:

- \$25 Regular individual, \$30 Institutional, \$30 Couple (1 set of publications), \$50 Contributing, \$20 Student (full time), \$100 Sustaining

Application for membership in the SIA may be made by sending this form, with remittance in U.S. funds, to: SIA, Room 5020, National Museum of American History, Washington, D.C. 20560

Date

East Ame... Forr purr Purr coo

Mo in Ma un

MCKENZIE RIVER BIG WOOD BRIDGE COMMENTS

THE "HENDERSON FACING MACHINE" SEARCH

Do you need a quick hundred bucks? The CLIMAX PORTABLE MACHINE TOOLS, INC. people have sent out an emergency request for help from us industrial preservationists.

Due to a fight between a bunch of attorneys, (not an unexpected event,) the CLIMAX firm needs proof of the 1873 Henderson Patent. They are willing to pay \$100 "for information leading to the location of original documents, drawings or models of the 'Henderson Facing Machine' US Patent No. 145,103."

In case you are not familiar with the "Henderson Facing Machine," it appears to have been an improvement in machines for facing steam cylinders.

Thomas M. Henderson and Frank L. McDonald were the inventors back in 1873 and they were from Omaha.

If you have any information why not call them COLLECT at (503) 538-2185. (Yup, that is a 503 area code and the good CLIMAX firm is of Newberg, Oregon.)

WHAT THEY NOW ALREADY KNOW :

1. The Henderson machine was invented to re-face worn cylinders on steam locomotives.
2. The inventors were Thomas M. Henderson and Frank L. McDonald both living in Omaha, Nebraska. Henderson was an engineer employed by Union Pacific working in Omaha in the Steam Shovel Division in 1874. His home address was 468 10th St. in Omaha. McDonald was a Union Pacific machinist and also Justice of the Peace. His address was apparently the same as Henderson's. McDonald listed an office address as 496 10th St., Omaha.
3. Witnesses were James F. Morton, who was an attorney, real estate broker and money broker. We have no information on I. P. Kelly, the other witness; he may have also been an employee of Union Pacific.

HERE IS WHAT CLIMAX NOW NEEDS:

Information about where to find documents, drawings, or best of all, a machine itself. At the time the patent was awarded working models of all inventions were required. Such a model would be of great help to CLIMAX. Relatives of Henderson or McDonald may have useful information that CLIMAX could follow up.

CLIMAX has a deadline for filing certain legal documents that must be met so your quick response is very important.

Call (503) 538-2185 COLLECT and ask for Robert Benham or Christopher Hunt IF YOU CAN HELP FIND THE INFORMATION CLIMAX SEEKS.

(Legal disclaimer: VIEWIG is not involved in this)

And they thanked us in advance.

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For several months different words have appeared in the TRAINMASTER asking if there really ever was or still is a massive wood bridge way down over the McKenzie someplace near Coburg. A few different encyclopedias said it existed into the 1950s.

The standard reference is print seemed to say that the bridge was built in 1926 with a clear span of 380'. What is surprising that the reference appeared year after year. Did not someone from Eugene ever write to the editor to point out the "error"? (The TRAINMASTER should be so lucky)

Now, direct from SALEM, OREGON, comes a message from ED AUSTIN:

"TO WHOM IT MAY CONCERN:

"I have noticed the mention of a long timber bridge, reportedly located near Coburg, Oregon, which has been printed in the TRAINMASTER. For what it is worth I thought I would put in my two cents worth.

"I believe the bridge in question was the original bridge spanning the McKenzie River on the old Southern Pacific Woodburn - Springfield branch. The line was completed and first operated between Coburg and Springfield in September of 1891, and a covered wooden truss span was the first bridge constructed at the McKenzie River crossing, actually located between Coburg (MP 652.4) and Armitage (MP 648.9). When completed the bridge was 'reputedly the longest single wooden span in existence.' The last George Abdill had a photo of the original bridge in his collection. It can be seen on page 148 of his book PACIFIC SLOPE RAILROADS.

"I do not know when the original bridge was removed but by the early part of this century it had been replaced by the metal through truss span which still stands today. In any case the date of 1926, shown in the notable timber bridge listing is probably in error, unless it refers to a highway bridge with which I am unfamiliar. Only one railroad crosses the McKenzie River near Coburg, Oregon.

"Anyone reading Mr. Abdill's book mentioned above will note that he indicates that the McKenzie River bridge was 282 feet long. However, I believe that this was a typographical error and that the original bridge was actually 383 feet in length.

"If anyone has additional information regarding this subject I would be interested in hearing from them personally. Information of this sort is of interest regarding a book which I have recently completed dealing with the history and the operations of the Southern Pacific Lines in Oregon. The book is due to be published by PFM in October of this year. However, additional information may still be incorporated into the text if of great significance.

"Sincerely, /s/ ED AUSTIN
587 22nd Street N.E.
Salem OREGON 97301"

Hopefully this will clear up some of the confusion about the "notable timber bridge" that was rated the second longest timber span ever built and supposedly still in place in the 1950s.

CAR HOST PHONE & ADDRESS INFO UPDATE

Car Host Chairman JACK PFEIFER foresees a need for all of the current car hosts this summer and fall if the planned excursions fall into place.

He suggests that you think back to your application to volunteer as a Chapter Car Host and see if you need to WRITE to him and give him a better or newer phone number or address.

JACK will not have much time to line up the full compliment of car hosts for each possible trip and he needs you to let him know of your best address and phone number so you will not feel left out.

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CONCESSIONS COMMITTEE REPORT

Report by Marilyn Rehm, Concessions Manager

Concessions were sold on the return trip of the 4449. This produced an income of close to \$3,000.

The items which generated the most interest were the 4449 Coffee Mugs (which were sold out by Klamath Falls) and the new Bumper Stickers.

Sales of mail order concessions will continue and will be promoted. Watch for details.

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EXCURSIONS COMMITTEE REPORT

There will be a meeting on Thursday, May 1st, at Jack Pfeifer's home beginning at 7:30 PM. Discussion will center around the September Excursion dates that we now have for Amtrak equipment.

It is firm now that 4449 and 8444 will not be traveling to Expo in May. This is a disappointment to the many people who love steam, but money and insurance rates had a lot to do with the demise of the plans.

Keep tuned for firm information on the next trips.

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FINANCE COMMITTEE QUARTERLY FINANCIAL REVIEW

by Larry Miller, Chairman

Currently, the Chapter's Finance Committee is overseeing the completion of the Chapter's 1985 tax return which is being prepared by Bob Rounds of Columbia Bookkeeping. In addition, the committee has reviewed the General Ledger and Quarterly financial statement. The last two pages should appear in this issue of the TRAINMASTER if you are a dues paying member. One item on the Balance Sheet will be changed in the near future, that being the Rolling Stock Assets, which at present does not reflect the value of equipment obtained before 1985.

Your comments and attendance are welcome at our next committee meeting. Please call LARRY MILLER at 640-4810 for time and place.

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SUMMER PICNICS PLANNED - sorta

Part of the gang that meets at the Saturday lunches has formed their own AD HOC Picnic and Activities Committee.

Due to the general weather conditions in June, the Chapter did not plan for the "official" Chapter Picnic to happen in June of 1986. As a result of the uncertainty if there was to be an "official" Chapter Picnic in 1986, some of the regulars to dine at the Semaphore decided to plan three picnics. One in July, one in August, and one in September. Hopefully with out too much animosity it will be resolved just where these three events will occur. Off hand it looks like one Sunday will be at SHADY DELL, another at THE OAKS, and the third at the TROLLEY PARK.

There is nothing set or certain about any of the above.

Assuming this is the best you might get in the way of family picnics this summer, stay tuned for the details that will be set and followed.

Preliminary plans have for each soul to bring food and not to rely on the Chapter to supply anything but the date and the place to meet. These are not going to be pot luck. The recent crackdown on marijuana and chemical dependency while operating a motor vehicle suggests that you get your energy from the Coke that made Atlanta famous. Hopefully you do not even bring a six pack along if it is the kind that requires you to be over 21 to buy.

So bring your own food, keep away from intoxicants, and let's have a good time at all of the three places.

DETAILS TO FOLLOW

COMMENTS ARE WELCOME

YOU AND YOUR FAMILY ARE EXPECTED

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MEMBERSHIP COMMITTEE NEW MEMBER REPORT

by Darlene Morrison, Membership Chair

Please make an effort to seek out these new members at the next meeting and make them feel welcome to attend our monthly meetings.

If by chance your name is on this list, please stop by the Membership Table at the next Chapter Meeting you attend and introduce yourself.

And if your name is not on this list, please welcome the following:

HARRY WORTH
KAY HALL
ADOLF H. J. KRAUSSE
JAMES C. PRATT
BYRON GRIM
DAVID L. OLSEN
MARY KURTZ
ED BUTLER
M. F. KOTOWSKI
KATHY JEAN SIMON
ROBERT SCHUMACHER
HARRIET JORGENSEN
ROBERT CASE
JIM SIMMONS
JANEA BRIDGE
GRACE DELOP
LAWRENCE J. REEVES

ED ALLEN
MARK YOUNGMAN
BOB WEAVER
LISA PRATT
BRIDGETTE DUNCAN
MARK REHM
GEORGE KURTZ
CHARLES E. HAYDEN
VIRGINIA SCOTT
JOSEPH SIMON
ROBERT BROWN
HARVEY JORGENSEN
MARY CASE
PATRICIA SIMMONS
DANIEL BRIDGE
VERNONE DELOP

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N. R. H. S. BOARD OF DIRECTORS MEETING SPRING '86

by JOHN HOLLOWAY, National Director of Pacific Northwest Chapter

The Spring NRHS Board of Directors Meeting was held April 19-20, 1986, in Baltimore, Maryland.

Special events for the benefit of those attending included a special charter trip on the recently opened new Baltimore Metro system. The line currently is about eight miles in length with expansion to follow shortly. The Budd built cars ride effortlessly through the subway tunnels and on the above ground right of way. This implementation of service follows an absence of over 20 years of rail oriented transit in Baltimore. A special shop tour was provided to show the state of the art maintenance facilities.

Another special event was a charter trip on the Stewartstown Railroad which celebrated 100 years of operation on September 10, 1985. Current motive power is a 1947 gasoline powered 35-ton Plymouth named "Mighty Mo" and a 44-ton diesel powered General Electric locomotive. More details will be in a future issue of the Trainmaster.

Guest speakers for the banquet were Peter Schmidt, Director of Metro, and Mr. Pippin, the President of the Baltimore and Annapolis Railroad. They both briefly spoke on operations of their respective organizations.

The Board of Directors meeting was called to order at 9:07 AM, Sunday, April 20, 1986. The minutes of the 1985 Fall meeting were read and approved.

Treasurer Richard Billings reported an adjusted balance of \$126,119.00 on hand as of March 31, 1986. This included income from the 1984 Cincinnati and 1985 Lancaster conventions. Dues income was way ahead of last year to the "on time" dues notices. As of March 31, 1986, there were 12,146 members who had paid dues with another 1,652 of the 1985 year members outstanding.

Group Tax Exemption of NRHS Chapters under the IRS Code was reported upon. A review of the IRS Code resulted in a recommendation from legal counsel that Chapters obtain individual tax exemption due to the fact that the National does not exercise the amount of supervision and control over the Chapters that the Internal Revenue Code envisions under these provisions. It was discussed and recommended that National update and forward incorporation and IRS information to new Chapters and to others as needed.

The Long Range Planning Interim Report stated that development of an inventory of what is available in Chapter Libraries and the transferring of Chapter newsletters to microfiche are part of the efforts to encourage and facilitate research.

Historian Hugh Gibb is arranging material in an orderly manner following a catalog input document format. It was noted that 73 Chapters did not have an historian or complete file of newsletters. The committee will work with all Chapters to document local information.

This RAILTOURS Report stated that it had successfully participated in 21 operations in 1985-86. It averages 20 trips per year and has logged over 8 million passenger miles since formed in 1978. As previously announced, available coverage has been limited due to increases in premiums. Insurance premiums went up 65% in 1985 and 66% in 1986 with less coverage. This reflects into the entire insurance industry with everyone being affected, even the railroads. This situation has made it very difficult for small excursion operators to maintain their insurance. Investigation is under way for possible solutions.

The Fall '86 Board of Directors Meeting will be in Buffalo, New York.

Convention Reports: The 1985 Lancaster chairman reported income of \$164,955.44, with a NET balance of \$7,985.00, for a return of 4.8%. A check for \$3,992.90 was presented to the National Treasurer.

The 1986 Boston Convention information package is at the printer. There has been a delay due to insurance coverage. The Convention will be July 21-27, 1986, in conjunction with the NMRA Convention. A bid was presented for the 1988 Convention by the TRI-STATE Chapter of Clifton, New Jersey. The presentation is being evaluated by the Convention Committee.

New Chapters - Four new Chapters were approved and they were:
West Florida Chapter
ArkLaTex Chapter
Cape Cod Chapter
Ashville Chapter

Under New Business was a discussion regarding the disbursement of funds in reserve for GG-1, #4935, OLD RIVERS at the Pennsylvania RR Museum. Evaluation of the matter to be continued.

Reports of Regional activities by National Officers, Regional Vice Presidents, and Service Directors completed the meeting. After a benediction the meeting was adjourned.

Respectfully Reported: /s/ JOHN HOLLOWAY
Chapter National Director

8444 NOT COMING OUR WAY

On 24 April 1986 the Union Pacific announced that their locomotive 8444 was NOT going to go to Expo 86. Their reason for not taking 8444 to Vancouver was that it was not safe or practical for the UPRR to try and move 8444 on the Canadian Pacific line.

Earlier there had been attempts to get Burlington Northern to change their rule about not permitting steam locomotives on BN tracks north of Seattle. It appears that no one ever did convince BN that the BN rule should be altered and as a result, the UP 8444 had no way into Vancouver, B.C.

Originally, or earlier at best, there were plans to run the Ex-SPRR 4449, owned by the City of Portland and operated by the Pacific Northwest Chapter of the NRHS, in tandem with the UP 8444.

Just a month ago it was reported that UP 8444 was to arrive in Portland on a certain day, layover on display, and then chug off towards Spokane with 4449 and tender doubleheading all the way under steam at least until they reached the border to the north on UP tracks.

UP 8444 will NOT be in Portland this year.

So, where did that leave the Ex-SP 4449?

The Ex-SP 4449 was and is ready to roll under steam north to Vancouver. The BN will not permit 4449 on their tracks.

For a while it was discussed that 4449 would or could go on its own into Vancouver via the Canadian Pacific tracks north of Spokane. Sadly in February or sometime close to that, someone dug up a bridge rating book for the CP line and by comparing the width of the 4449 to the width of the portal opening on the CP bridges, it was then discovered that 4449 could not go into Vancouver by the CP line unless it collided into several or at least one of the bridge portals.

The good news here is that 4449 came back from sunny California in running condition in mid April so at least we know we could have done it had all of the other parts fallen into place.

On the historical preservation side, this non-trip will make all of the other 4449 pictures more valuable.

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UNION PACIFIC HISTORICAL SOCIETY CONVENTION

Mr. George Skorney, director of Public Relations for the Portland office of the Union Pacific Railroad commented recently on the August UPHS Convention that will be held in Portland, Oregon, from 14 August thru 17 August. It appears that the April edition of THE TRAINMASTER reported of a rumor that a live Big Boy or something like that would appear a if by magic.

Mr. Skorney stated that locomotive 3985 burns coal and that the UP has NO plans to bring either that locomotive nor any other to Portland in August.

If you still are interested in getting in on the UPHS Convention, get your name to : U P H S
P O Box 1128
Manhattan KS 66502

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DID YOU RECENTLY GET MAIL FROM NATIONAL ?

If your membership records are straight with National, you should have been mailed two magazine like BULLETINS in the past two weeks or so. Did you see something like that?

The NRHS does not forward the magazines. Due to postal regs and the like, if you moved, you have to write to the NRHS and tell them of your new address. Just telling the local Chapter is NOT ENUFF. If you did not receive the BULLETINS, get a note off to National at the following:

NRHS MEMBERSHIP SERVICES
P O Box 4059
Oak Park IL 60303

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THE NORTH COAST DAYLIGHT, INC.

In a message dated 13 February 1986, it appears that the North Coast Daylight, Inc. (a California corporation in organization) is announcing that it has been selected as the 1986 Season operator of passenger excursion service on the Eureka Southern Railroad.

They are announcing their intentions to resume the passenger service and to dispell the rumors about the damage to the line.

They report that the 1986 service will be similar to the 1985 service, using "many of the same cars and personnel."

Service will be basically NORTH Saturday, SOUTH Sunday.

Since this is a new company, any arrangements with the prior operator should be re-booked.

They can be contacted at: NORTH COAST DAYLIGHT INC
293 East Commercial St
Willetts CA 95490
phone:(707)-459-5335

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TRAINMASTER PRODUCTION COST FOR APRIL

Due to the drop in membership with the failure of some to renew, we had 625 issues printed. The TM was shortened to 18 pages in April. We supplied the top sheet to PRONTO PRINT and we were charged:

printing	\$199.94
plates	18.80
collating	33.75
stapling	18.75
TOTAL	\$263.24

As you can see, if we have 400 or so dues paying members, we need about \$.75 per member each month to produce the TRAINMASTER. Next question, is it worth it?

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HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Once again, Cinders presents its annual survey of steam locomotives recently operated or intended to operate on mainline railroads in the United States and Canada. Because this information is drawn from a wide variety of sources, its accuracy cannot be guaranteed.

(REPRINTED FROM "CINDERS")
WITH PERMISSION

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	1986 SEASON			STATUS
			PRESENT OWNER	PRESENT LOCATION		
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverhead, NY		Under restoration for several years. Aim is to operate on LIRR in 1987.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY (KRM)		After years of restoration, ran under steam last fall. Excursions planned in 1986.
290	4-6-2	A&WP	Atlanta Chapter NRHS	Atlanta, GA		GA Building Authority considering restoration.
425	4-6-2	GM&N	Blue Mountain & Reading RR	Hamburg, PA		Operated excursions on CR last year. Further trips on CR set in 1986.
587	2-8-2	LE&W	Indiana Transportation Museum	Beech Grove, IN		Restoration in progress. May run on excursions this year.
610	2-10-4	T&P	Private individuals	Fort Worth, TX		Proposed for "Texas Independence Express" this year. Tour cancelled.
611	4-8-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)		Will operate full excursion program this year on NS.
614	4-8-4	C&O	Steam Loco Corp. of America	Hagerstown, MD		Last operated in 1985 on C&O. For sale, no excursion plans.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA (URR shops)		No recent reports on planned rebuild.
700	4-8-4	SP&S	City of Portland, OR	Portland, OR		Restoration under way.
750	4-6-2	FEC	Atlanta Chapter NRHS	Atlanta, GA (South-eastern Ry. Museum)		To operate on short trips in Atlanta area sponsored by GA Building Authority.
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN		To operate full excursion program this year on CR and NS. Will handle NRHS convention trips at Boston, MA.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR (SSW shops)		Long restoration project nearly complete. Test runs expected this spring.
972	4-6-0	CP	George Hart	Jim Thorpe, PA		Ran several excursions on CR in 1985. Confined to shortline service this year.
1201	4-6-2	CP	National Museum of Science & Technology	Vancouver, B.C.		Operated excursions last year out of Ottawa, Ont., then took part in re-enactment of CP Golden Spike ceremony in B.C. In use this season at STEAMEXPO in Vancouver.
1218	2-6-6-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)		Being rebuilt by NS for excursion service beginning in September.
1223	4-4-0	PRR	RR Museum of Pennsylvania	Strasburg, PA		Operated two specials on AMTK and CR last year. Expected to run at least two mainline trips this season, teamed with 7002.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI		After long restoration, steamed up late last year. No planned excursions in 1986.
1361	4-6-2	PRR	City of Altoona, PA	Altoona, PA (Rail-roaders Memorial Museum)		Removed last year from longtime display site at Horse Shoe Curve. To be restored for possible operation.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	Green Bay, WI (C&NW shops)		Restored 1982. Expected to run another full season of excursions on C&NW this year.
1522	4-8-2	SLSF	National Museum of Transport	St. Louis, MO (NMOT)		To be restored.
2102	4-8-4	ROG	Rails Diversified of Ohio	Reading, PA		Operated several trips on CR out of Reading in 1985. Excursions planned this year.
2467	4-6-2	SP	Project 2467	Oakland, CA		Restoration in progress.
2472	4-6-2	SP	Project 2472	San Mateo, CA		Restoration nearing completion.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)		Last operated in 1982. Leased by NS, may be rebuilt for excursions.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.		Longtime excursion loco on BCR. "Royal Hudson" will be host engine at this year's STEAMEXPO in Vancouver, B.C.
2921	4-8-4	ATSF	City of Modesto, CA	Modesto, CA		Reported to be under restoration.
3001	4-8-2	NYC	Lake Shore RR Historical Foundation	Elkhart, IN		CR said to be considering for future excursion program.
3716	2-8-0	CP	Province of British Columbia	North Vancouver, B.C.		Will fill in on BCR excursions this season, substituting for 2860.
3751	4-8-4	ATSF	City of San Bernardino, CA	Fontana, CA		Restoration planned by San Bernardino RR Historical Society.
3768	4-8-4	ATSF	City of Wichita, KS	Wichita, KS		Restoration being considered.

(Continued on ~~Page~~ **BACK**)

ORIGINALLY APPEARED IN APRIL 1986 ISSUE OF "CINDERS"

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES (Continued from Page 13)

(REPRINTED FROM "CINDERS")

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Active in 1985. No excursions planned this year.
4070	2-8-2	GTW	Midwest Ry. Historical Foundation (NRHS)	Cleveland, OH	Operated once-weekly excursions over ex-B&O Cuyahoga Valley branch (Cleveland-Akron, OH). Tentative plans for same program this year.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Traveled to California in March for Hollywood film. May go to STEAMEXPO in Vancouver, B.C. this spring.
4501	2-8-2	SOU	Tennessee Valley RR Museum	Birmingham, AL (SOU shops)	Operated in NS excursion service last year but out for repairs in 1986.
4960	2-8-2	CB&Q	Mid-Continent Ry. Museum	New Haven, IN	Considered for excursions in Rock Island, IL area but restoration uncertain.
6060	4-8-2	CN	Province of Alberta	Jasper, Alta.	Former CN excursion loco being restored for use at STEAMEXPO in Vancouver, B. C. this spring.
7002	4-4-2	PRR	RR Museum of Pennsylvania	Strasburg, PA	Will again team with 1223 on mainline excursions this year.
8444	4-8-4	UP	Union Pacific	Omaha, NE	Will travel to STEAMEXPO, Vancouver, B. C., this spring.

KEY TO RAILROAD ABBREVIATIONS

- A&WP - Atlanta & West Point Rail Road
- AMTK - Amtrak (National Railroad Passenger Corp.)
- ATSF - Atchison, Topeka & Santa Fe Railway
- B&LE - Bessemer & Lake Erie Railroad
- B&O - Baltimore & Ohio Railroad
- BCR - British Columbia Rail
- C&NW - Chicago & North Western Railway
- C&O - Chesapeake & Ohio Railway
- CB&Q - Chicago, Burlington & Quincy Railroad
- CN - Canadian National Railways
- CP - Canadian Pacific Railway
- CR - Consolidated Rail Corp.
- FEC - Florida East Coast Railway
- GM&N - Gulf, Mobile & Northern Railroad
- GTW - Grand Trunk Western Railroad
- L&N - Louisville & Nashville Railroad

- LE&W - Lake Erie & Western Railroad
- LIRR - Long Island Rail Road
- N&W - Norfolk & Western Railway
- NKP - Nickel Plate Road
- NS - Norfolk Southern Corp. (N&W and SOU Railways)
- NYC - New York Central System
- PM - Pere Marquette Railway
- PRR - Pennsylvania Railroad
- ROG - Reading Company
- SOU - Southern Railway System
- SP - Southern Pacific Company
- SP&S - Spokane, Portland & Seattle Railway
- SSW - St. Louis Southwestern Railway
- T&P - Texas & Pacific Railway
- UP - Union Pacific Railroad
- URR - Union Railroad



SOCIETY FOR INDUSTRIAL ARCHEOLOGY
PUBLICATIONS OF INTEREST

(REPRINTED WITH PERMISSION)

A SUPPLEMENT TO VOL. 15 NO. 1

1986

Compiled by Sandra L. Norman, Slater Mill Historic Site and Marguerite A. Darroch & Robert M. Vogel,
National Museum of American History

Robert Adley, TO CHINA FOR STEAM. Sterling Publ. Co. (2 Park Ave., NYC 10016), 1984. 153 pp. \$24.95. China? To be sure. Not only are 70% of China's locomotives steam--a consequence of much coal and little oil--but they are actually building them, surely the sole remaining place in the world where this is so. It's not clear from a brief review whether this work, which is largely photographic, contains views of the locomotive works or only action shots along the line, but whichever, it is recommended.

Ira J. Bach & Susan Wolfson, A GUIDE TO CHICAGO'S TRAIN STATIONS PAST & PRESENT. Swallow, 1985. About 300 pp., 100 illus. \$32.95.

Douglas E. Booth, TRANSPORTATION, CITY BUILDING, AND FINANCIAL CRISIS: MILWAUKEE, 1852-1868. In *Journal of Urban History*, May 1983, pp. 335-364.

Thomas R. Bullard, STREET, INTERURBAN & RAPID TRANSIT RAILWAYS OF THE U.S.: A SELECTIVE HISTORICAL BIBLIOGRAPHY. Harold E. Cox (80 Virginia Terrace, Forty Fort, PA 18704), 1984. 89 pp. \$10. Alphabetical arrangement by state, with separate geographical and subject indexes.

H. Roger Grant, THE CORN BELT ROUTE: A HISTORY OF THE CHICAGO GREAT WESTERN RAILROAD CO. Northern Illinois U. Pr. (DeKalb), 1984. 231 pp., illus., maps, appendix, notes, bibliog., index. \$29. Rev.: *Ohio History*, Summer-Autumn 1985. Demonstrates how relatively small Class-I RR survived the competitive late 19th C and the regulated 20th. Much detail and numerous photos. Reviewer believes it overstates this railroad's impact on the industry.

Jack Simmons (ed.), THE MEN WHO BUILD RAILWAYS: A REPRINT OF F. R. CONDER'S PERSONAL RECOLLECTIONS OF ENGLISH ENGINEERS. Telford (London), 1983. £9.95. First published in 1868. Conder was active in the early railway building, knew all the greats: Stephenson, Brunel, et al. Simmons has fully annotated the text. (Avail. from ASCE, 345 E. 47th St., NYC 10017. \$18.50)

Mark W. Summers, RAILROADS, RECONSTRUCTION, AND THE GOSPEL OF PROSPERITY: AID UNDER THE RADICAL REPUBLICANS, 1865-1877. Princeton U. Pr. (Princeton, NJ), 1984, 361 pp., notes, bibliog., index. \$37.50. Rev.: *Ohio History*, Summer-Autumn, 1985. Analysis of state-by-state history of aid to railroads & collapse of these efforts under the Republicans. Repetitious and no maps but excellent bibliography, says reviewer.

MORE →

PUBLICATIONS OF INTEREST (CONCLUSION)

John H. White, Jr., **ONCE THE GREATEST OF BUILDERS: THE NORRIS LOCOMOTIVE WORKS.** (Reprint from) *Railroad History* 150, Spring 1984. (Avail: the author, Rm. 5010, NMAH, Smithsonian Instn., Wash., D.C. 20560). 69 pp., illus. \$3.00. White's usual accurate and readable account of an important early works, featuring a facsimile reproduction of the description of Norris' in the Oct. 1855 *United States Magazine*, in which all aspects of the plant are laid bare in exquisite detail, including many woodcuts of the main departments and the individual machine tools. Concludes with a detailed listing of Norris' products.

The following doctoral dissertations and masters' theses have been published by the Ayer Co., Box 958, Salem, NH 03079:

Hobart C. Carr, **EARLY HISTORY OF IOWA RAILROADS** (master's) State of Iowa, 1938. \$15.00. From the end of the covered wagon era to the beginning of airlines, a study of the development of railroading in Iowa.

Waldo Crippen, **THE KANSAS PACIFIC RAILROAD: A CROSS SECTION OF AN AGE OF RAILROAD BUILDING.** (master's), U. of Chicago, 1932. 1981. \$12.00. Not only the construction of the railroad, but also the violent politics, the controversies, and Jay Gould.

Thamar Emelia Dufwa, **TRANSCONTINENTAL RAILROAD LEGISLATION, 1835-1862** (master's), U. of North Dakota, 1933. 1981. \$18.00. Congressional legislation that led to the use of public lands for the transcontinental railroad.

Peter James George, **GOVERNMENT SUBSIDIES AND THE CONSTRUCTION OF THE CANADIAN PACIFIC RAILWAY** (doctoral); U. of Toronto, 1967. 1981. \$18.00. More an economic than a construction study.

James Fredric Hamburg, **THE INFLUENCE OF RAILROADS UPON THE PROCESSES AND PATTERNS OF SETTLEMENT IN SOUTH DAKOTA** (doctoral), U. of North Carolina, Chapel Hill, 1969. 1981. \$45. In the great plains, unlike the rest of the country, the railroads were built into unsettled country and the population followed.

John L. Harnsberger, **JAY COOKE AND MINNESOTA: THE FORMATIVE YEARS OF THE NORTHERN PACIFIC, 1868-1873.** (doctoral) U. of Minnesota, 1956. 1981. \$35. A good study of Cooke, who provided the financing and detailed plans for a railroad empire in Canada and the northern U.S.

Clarence A. Reeder, **THE HISTORY OF UTAH'S RAILROADS, 1869-1883** (doctoral), U. of Utah, 1970. 1981. \$45. Not only the building of the railroad but the development of the territory as encouraged by the railroad.

MUSEUM COMMITTEE REPORT

by Mary Lou Weaver, Chairperson

The Museum Committee met on April 8th and discussed progress reports on site investigation and decided on project to pursue further.

As chairperson, I have met with several people outside the Chapter who are interested in helping us find and develop a site. We are preparing a presentation which can be used to explain our goals and needs, and we are collecting as much "how-to" data as we can find.

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Panel studies plan to save Chelatchie railroad

VANCOUVER, Wash. — An 11-member committee, charged with weighing whether the community should try to save the Chelatchie Prairie Railroad, gets under way Wednesday with a two-hour meeting.

The railroad, which runs from the St. Johns area northward to Battle Ground, Yacolt and Chelatchie, obtained federal permission earlier this year to abandon the route and sell off the assets.

But several county leaders have said the rail line should be preserved as an economic development asset. Part of the route is used each summer for a tourist excursion line.

The timetable for the new committee, appointed by the county Board of Commissioners, calls for recommendations to the commissioners during the week of July 21.

Wednesday's agenda calls for a background discussion, assignment of members to subcommittees for recreation, business, historical and public

utilities, and the adoption of a schedule.

Another committee session during the week of May 12 will plan for two public meetings during the last two weeks of May. That will be followed by four weekly sessions to discuss testimony from the public meetings and to draft a statement for the commissioners.

Chairman of the committee will be W. Barry Messer, county administra-

tor. Other members include Joe Tanner of the Columbia River Economic Development Council, Lille Freese of Vancouver, Battle Ground Mayor Frank DeShirlia, Yacolt Mayor Jim Worthington and Walter Bassett of the Battle Ground Chamber of Commerce.

Others include George W. Stillman, county director of public works; Ronald T. Bailey of the Vancouver planning department; George B. Simpson, county parks director; Ed Robertson and Tom Bickford.

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The Atchison, Topeka and Santa Fe Railway Collection

Presented April 1986 to

The California State Railroad Museum

- Steam Locomotive No. 5 "Little Buttercup", an 0-4-0 built by the Baldwin Locomotive Works in 1899. A saddle-tank switcher at Needles until 1948 when modified to "Little Buttercup" and operated 1948-49 at the Chicago Railroad Fair.
- Steam Locomotive No. 2925, a 4-8-4 built by Baldwin in 1944. One of Santa Fe's last and most powerful Northern-types used for pulling freight and passenger trains. The oil burning engine weighs 510,700 lbs. and has a tractive rating of 66,000 lbs. 80 inch diameter drivers; last operated in 1956.
- Steam Locomotive No. 5021, a 2-10-4 built by Baldwin in 1944. Known as a Texas class where it primarily operated; one of Santa Fe's last new steam locomotives. The oil burning engine weighs 538,000 lbs. and has a tractive force of 93,000 lbs. The 123-1/2 foot-long engine and tender last operated in 1957.
- Passenger Diesel No. 347C, an F7A lead unit constructed by GM's Electro-Motive Division in 1949. Built with a 16-cylinder engine generating 1,500 horsepower and a tractive effort of 62,500 lbs. Used at one time to pull Santa Fe's "Super Chief" passenger trains; retired in 1975.
- Booster Diesel No. 347B, a streamlined F3 booster unit lacking controls or a cab; designed for use with the lead unit listed above. Built 1949 by EMD and retired in 1975. Powered identical to No. 347C.
- Diesel Switcher No. 543, a model H12-44TS built by Fairbanks-Morse in 1956. One of three specially-built 6-cylinder, 1,200 h.p. engines used for switching passenger equipment at Chicago's Dearborn Street Station. Total weight 246,000 lbs.; retired in 1974.
- Diesel Road Switcher No. 608, an H12-44 built by Fairbanks-Morse in 1951. The sole survivor of 60 AT&SF units of this class. The 41 foot long switcher produces 1,200 h.p. It was retired in 1974.
- Diesel Switcher No. 2260, a DS44-1000 built by Baldwin in 1948. A 46 foot long switcher with an 8-cylinder in-line DeLavernne diesel engine. 57,825 lbs. tractive effort, 1,000 h.p.; retired in 1972.
- Diesel Switcher No. 2381, an S-2 model built in 1949 by the American Locomotive Company. A straight 6-cylinder super-charged engine producing 1,000 h.p.; total weight 230,400 lbs., tractive effort 57,600 lbs. Retired in 1977.
- Diesel Road Switcher No. 2394, an RS-1 built by ALCO in 1950. The 1,000 h.p. engine was adapted for passenger switching at Chicago and was later used extensively in California. Retired by Santa Fe in 1975.
- Diesel Switcher No. 2404, an NW-2 built 1939 by EMD. The oldest Santa Fe-owned diesel, it spent much of its career in New Mexico. A 12-cylinder, 1,000 h.p. engine; total weight 256,300 lbs., 64,075 lbs. tractive effort. Retired in 1972.
- Diesel Road Switcher No. 9820, a model RSD-15 built 1959 by ALCO. One of Santa Fe's first low nose Alligator-type hoods for increased visibility. A 16-cylinder, 2,400 h.p. engine; the 66-1/2 foot-long switcher weighs 382,400 lbs. Used on York Canyon coal trains; retired in 1972.
- Motor Car No. 190, body built 1932 by Pullman and fitted 1949 with a 12-cylinder, 900 h.p. EMD diesel engine. Used on branch lines in the west and southwest. Santa Fe's largest and most powerful motor car; unique on the AT&SF System. Retired in New Mexico in 1968.

THE BEST KEPT SECRET IN VANCOUVER, WASHINGTON

OR Sunday Brunch on the North Coast Limited, 1986

Sunday, April 20, 1986, I was informed that "we" were going out to brunch, or else. Now I'm sure most men have gotten that ultimatum from the wife at one time or another and have discovered that "or else" means cold cereal or less.

We hadn't tried the new buffet brunch at The Crossing Restaurant since Mike Goodrich, the original owner came back late last year. So, having one of the Crossing's own plastic money charge cards since 1976, we decided to use it.

Arriving early for our reservation we had time to look over the new bay window being installed in the station building facing the tracks. Entering the building next door to the ex-NP Business Car "Green River" we were greeted with new recorded sounds of steam railroading and an operating whistle cord just inside the front door. 1984 World's Fair Daylight and other railroad models and material are displayed in glass cases in the entry way.

The hostess ushered us to a comfortable private room in the NORTH COAST LIMITED car. We then went into the main station building to fill our plates. The entry waiting room had previously been used for the buffet tables but they have partitioned off the lounge area from the bar downstairs, taken out the bandstand where they put in the bay window and the entire room was filled with tables of food, flowers, and colored water fountains. After returning to our room with overflowing plates our waiter took our orders for custom made omelets and served coffee and juice. There was a very large selection of food including many pastries, fruits, eggs, potatoes, ham, sausage, beef stroganoff,

waffles with strawberries and other toppings and even cones of chocolate mousse for dessert. I couldn't believe they only charge \$5.95 for senior citizens [Editor's note: Fred is not being honest here if he slipped by paying less than \$6.95, the "young people's" price.] For train watchers I recommend finishing by 2 PM so you can drive the three or four blocks west to the Vancouver train depot to watch the afternoon Amtrak action. If the Coast Starlights are one time, you can see them both between 2:20 and 2:40 PM as they usually just meet north of Vancouver.

I was pleasantly surprised to find they still have the early commuter dinner menu during the week with reduced price dinners from 4:30 to 6:30 PM. Request seating in the "Columbia" car with regular dining car type tables and a view of the BN east-west mainline. During the week this is a heavy traffic period and about 5:15 PM every day you can watch the east bound Amtrak #26 go right by your window.

The Pacific Northwest Chapter should seriously consider The Crossing for the next banquet as it is convenient from I-5: just drive west from downtown on West 8th Street to the railroad crossing and you are there

/s/ FRED DORSETT

THE CROSSING charge card # _____

(you tho't I was going to give my number, didn't you?)

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Money woes derail saving depot

By KATHLEEN MONJE
Correspondent, The Oregonian

SPRINGFIELD — Plans to save the state's last two-story historic train station have been derailed temporarily because of funding problems.

City Council members said last week that they were reluctant to accept title to the 95-year-old building from the Southern Pacific Transportation Co. or to begin making plans to move it until they have a solid commitment for the additional money needed to preserve the station.

The council already has set aside \$150,000 for the project, but at least another \$200,000 to \$300,000 will be required to complete the depot's restoration, depending on which of two sites is chosen, said David Campbell, acting city manager.

The Willamalane Park and Recreation District has told the city that it will assume responsibility for maintaining the station and its grounds, but only if the wood-frame building is moved to a location on South A Street, at the city's west side.

However, the park district board cannot help with

any of the capital improvements necessary to buy the land at that location or to get the station moved and repaired, Campbell said.

The Willamalane board has said it would not provide maintenance if the council chooses a second site the city owns nearby, which is not on a major street.

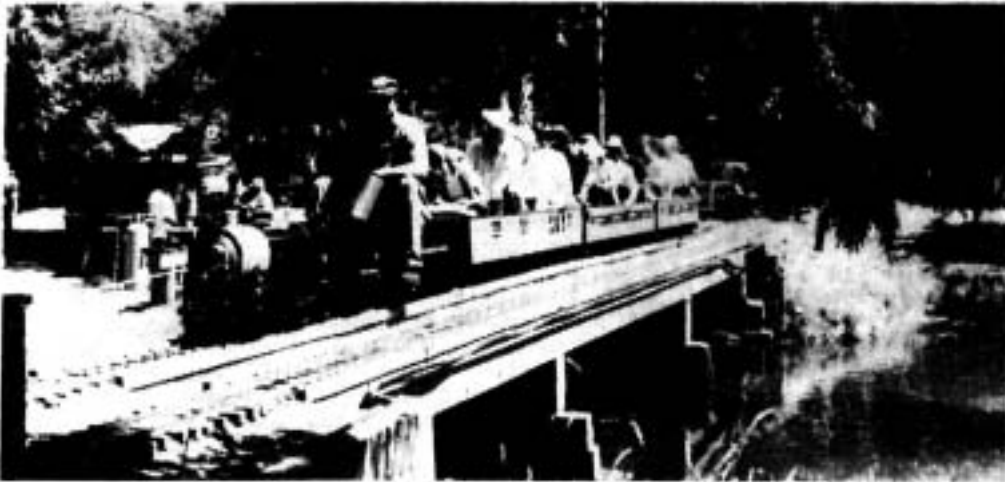
A community group called Citizens Acting on Behalf Of the Old Station believes it can help raise the additional money, but so far is far short of the amount needed. The park district and the citizens group envision the depot's future as a place for a combined railroad museum, community meeting place and visitors' information center.

In late February, council members talked about setting a deadline for a strong show of funding support from the citizens group or the community in general, but so far they have not done so, Campbell said.

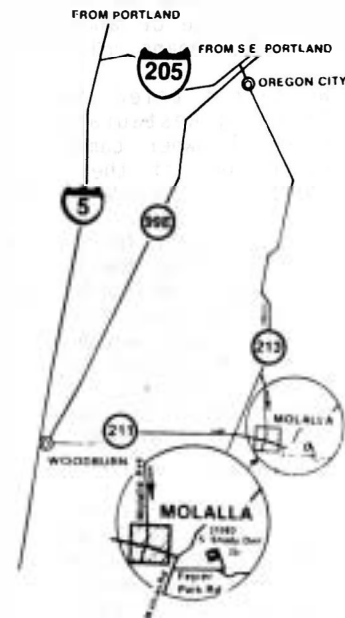
Southern Pacific is willing to donate the station to the city at no cost. The company's only condition is that the now unused building be moved from the company's train yard near downtown Springfield.

PACIFIC NORTHWEST LIVE STEAMERS

31083 S. Shady Dell Dr. Molalla, Oregon 97038
2 miles east of Molalla off Feyrer Park Rd.



WE INVITE YOU TO VISIT SHADY DELL PARK
TO PICNIC & RIDE MINIATURE TRAINS



WHERE?

At SHADY DELL. A Miniature RAILROAD PARK located about 2 miles east of Molalla, Oregon, in SHADY DELL Subdivision, just off FEYRER PARK ROAD.

WHEN?

Each Sunday from 12 noon, until evening, beginning the first weekend in May, and continuing thru October, weather permitting.

IS THERE A CHARGE?

No. Admission to the park is free, as are the rides on the trains, except for two weekends in July of each year, when we have a special invitational meet. At this time a nominal gate fee is charged to help defray costs of the meet. Otherwise, we operate on a donation basis, with receptacles placed about the park for your convenience.

WHAT & WHEN IS THE SUMMER MEET?

The summer meet is two weekends set aside for a special occasion when we invite members from other Live Steam Clubs, and visitors, to join with us in the operations of miniature trains, and displays of various miniatures of the full size equipment or apparatus.

The days of the meet this year are Sat. & Sun. July 12-13, and Sat. & Sun. July 19-20.

WHY NOT JOIN US?

Come on out. Bring a picnic lunch. We have the shade and the picnic tables. Ride the trains, or just watch.

Refreshments and souvenirs are available for purchase on the premises.

For Information Call-503-654-4916(In Milwaukie, Oregon)