

The



TRAINMASTER

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



JUNE 1986

Number 286

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CHAPTER TIMETABLE OF EVENTS

12 JUNE 1986 Thursday 7:30pm JUNE BOARD MEETING of the Board of Directors and any interested Chapter members. The meeting will begin at 7:30pm at the Columbia Gorge Model Railroad Club clubhouse at the corner of N Russel & N Vancouver, in Portland. All business should be communicated to the President before the meeting begins. Written motions are most helpful. Runs til 10 and sometimes midnite.

20 JUNE 1986 Friday 5:30pm ANNUAL CHAPTER PICNIC INSTEAD OF MEETING
Location: Washington Park in Portland in the covered picnic area next to the ZOO RAILWAY STATION. The Chapter will supply hot dogs and soda pop. Cost is \$2 per person or \$5 a family. The Zoo Steam Train will be chartered for the evening. Bring your own picnic supper. There will be a short meeting (no charge to attend) to take care of any necessary business. Call CHUCK STORZ at 289-4529 if you need directions to the picnic location.

WATCH OUT FOR THIS CHANGE OF MEETING LOCATION

10 JULY 1986 Thursday 7:30pm JULY BOARD MEETING of the Board of Directors. Same story as what we plan for the June BOD meet.

18 JULY 1986 Friday 7:30pm JULY MONTHLY REGULAR CHAPTER MEETING consisting of a business part seperated by an intermission of light snacks and then into a program of first recent slides taken by members of rail related stuff in our NEWSREEL and followed by the professionally produced PROGRAM yet to be announced.

The meeting spot is the PGE AUDITORIUM which is on SE 17 between Powell & Holgate in Portland.

TRAINMASTER DEADLINE THE 25th of EACH MONTH in ROOM ONE "TRAINMASTER" BOX

MAY 8TH BOARD OF DIRECTORS MEETING

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

The minutes of the April board meeting were approved as read.

Treasurer Kyrian Gray reported the following balances as of 4/30/86:

General Account	\$48,834.87
CDIC Account	35,711.90

Kyrian also reported uncommitted funds of \$40,298.37 available as of today (5/8).

Finance Committee: Larry Miller reported that the Finance committee met on the Tuesday after the last general meeting. The Chapter's 1985 tax return should be ready to file next Monday.

Rolling Stock Committee: Bob Hoffman reported that a new stove has been installed in the Mt. Hood. Car 3300: Window work is about done and the seats are now at the upholsterer. Brackets are being made to permit the installation of the balance of the seats in the 3300. Heating will not be installed in the car at present. Car 6200: Painting and cleaning are still under way. Work is also in progress on the seats, and some window and metal work is being done. Bob furnished the board with copies of a proposal to purchase a diesel engine to power the 6200 at a cost of \$5513 maximum. The engine would be connected to the existing generator and the money for it would come from the rolling stock budget. Bob advised that the car also needs a set of batteries and the Chapter has been offered a used set for \$1500. A new set would cost \$4000. Car 4461 (ex-SP ex-Amtrak Budd coach): Terry Parker has offered to clean up the 4461. Bob Hoffman reported that there is a possibility of renting the Chapter's ex-SP spreader to the Oregon-Nevada-California in Lakeview. The ONC would repair and move the spreader. The Chapter could probably get \$200-300 a month rent. A letter has been sent to the SP for approval to use the spreader on the ONC. Moved by Kerrigan Gray, seconded by Kyrian Gray, to instruct Bob Hoffman to pursue renting the spreader and to make the best deal possible, and that the board must approve any lease or rental agreement and that the Chapter president must sign it. Motion passed.

Excursion Committee: Steve Howes reported that the Chapter now has a commitment from Amtrak for equipment for three weekends in September. Hotel space in the Vancouver area is available only the last weekend in September. The Chapter must pay 25% in advance to reserve 324 rooms on the ship Pegasus which will be docked in New Westminster. The advance reservation cost is \$17,000. Two trips to Madras are planned for the weekend of Sept. 13 and 14. The Chapter now has over 430 paid subscriptions for the excursion newsletter. The board discussed the necessity of using disclaimers in excursion ads and the possibility of buying trip cancellation insurance. Steve Howes pointed out the running trips three weekends in a row will require a lot of personnel. Steve presented to the board a proposed car Mt. Hood Charter Fee Schedule including a tentative pricing schedule. Al Viewig commented that a mileage charge should be included in the rental figure. Kerigan Gray stated that the car should make money from any rent. The board agreed that a written contract should be used when the Mt. Hood is rented. Steve Howes advised that a list of people who are either qualified or want to be qualified in the operation of the Mt. Hood is being put together. Qualifications will be in food service and/or mechanical operation of the car.

Membership Committee: Darlene Morrison reported that the Chapter has been unable to rent a post office box due to none being available. Preparation of the new membership booklets is under way.

Museum Committee: Mary Lou Weaver reported that the museum committee is working with the rolling stock committee on the idea of dedicating one car as a rolling museum. The committee is also working on a slide program on museums. Mary Lou relayed a request from the museum committee for \$181 to purchase technical books and papers on museum planning. The committee in continuing to investigate the idea of an O&C 100th Anniversary celebration in cooperation with the SP and the Oregon Historical Society.

Concessions Committee: Marilyn Rehm reported concession sales ~~of~~ over \$400 recently. The art deco 4449 posters are being sold on consignment for \$30 each by a store in Old Town. Payments for merchandise of \$750 to Mike Clayton and \$500 to Al Schindler were approved by the board. Moved by Doug Auburg, seconded by John Holloway to appropriate \$70 to reserve tables for the 1987 Great American Train Shows in Portland and Seattle. Moved by Al Viewig, seconded by Kerrigan Gray, to appropriate \$100 for concessions ads to be placed by Marilyn Rehm at her discretion. Motion passed.

Library Committee: Rich Carlson reported that Bob Stover has agreed to serve as Library Committee chairman for the balance of 1986, replacing Dale Hammersly who resigned.

Policy and Planning Committee: Mary Lou Weaver reported for the committee. Bob Melbo has resigned as chair but will continue as a member of the committee. Mary Lou stated that long range planning is closely tied to the Chapter's museum effort and that the Chapter will have to continue its fund raising efforts if it hopes to have a museum.

Cars in Silvis, Ill.: Rich Carlson reported that he is waiting for a waiver of insurance by the Union Pacific so that the cars in Silvis, Ill., can be moved. the Chapter may have a large insurance expense if no waiver is received.

Insurance: Rich Carlson reported that he is still waiting for a quotation on the consultant's services to evaluate our insurance coverage. John Holloway reported on his investigation of insurance. Many members of the board should be covered under their home owners policy as a director or officer of a non-profit organization (D & O coverage).

Car Red River: Rich Carlson reported that the car Red River is owned by Yerba Buena Enterprises, a company owned by Warren Miller. The attorney for Warren Miller is working with Rich. There is some question of conveying clear title to the car. Miller will personally guarantee title to the car. Any lease of the car will be separate from its sale to the Chapter. Rich said he expects to have final word about the sale of the car to the Chapter by next Friday's general meeting.

Phone Polling of the Board: Rich Carlson reported that he has polled the board by phone on several matters as follows: Deposit on hotel space for Vancouver BC trip - 6 in favor. Payment for seat upholstery - 10-0 in favor. Rental of car 3300 to Ken Keeler - 6-5 against. Donation of use of the Mt. Hood to the Jesuit High School: 7 no, 1 yes, 2 abstained. Kerrigan Gray expressed displeasure with

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CONTINUATION OF 8 MAY BOARD OF DIRECTORS MEETING

the use of phone votes and suggested instead that short meetings of the board be held at 5:30 PM when necessary. Moved by Kerrigan Gray, seconded by John Holloway, that phone polls of the board not be used by the Chapter President. Doug Auburg moved to amend the motion to read "unless absolutely necessary." Amendment seconded by Jack Pfeifer. Amendment passed and main motion, as amended, passed.

City Meeting on the 4449: Rich Carlson advised that he is working with the City of Portland to set up a meeting with the City to clarify the handling of locomotive 4449.

Typewriter: The board discussed whether or not to repair the Chapter's Olivetti typewriter. Doug Auburg will get quotations on a new printer for the computer. No action was taken on the typewriter.

Interlocking Tower Controls: Rich Carlson reported that he has received a letter from the Columbia Gorge Model Railroad Club stating that the club has the interlocking machine from the old East Portland tower, that the club wants to dispose of the machine, and asking if the Chapter is interested in having it. The board advised Rich to tell the Columbia Gorge Club that the Chapter is interested.

Lock Box for Treasurer: Moved by Kyrian Gray, seconded by Kerrigan Gray, that the Chapter buy a lock box for use by the treasurer. Motion passed.

Generator for Car 6200: The board questioned installing a generator on the 6200 before we know how firm the possibility of leasing the car and asked Bob Hoffman to request a letter of intent from the potential lessee.

Batteries for Car 6200: Moved by Kerrigan Gray, seconded by Doug Auburg, to purchase a set of batteries for car 6200 for \$1500 if the batteries test out as good. Motion passed.

Books for Museum Committee: Moved by Doug Auburg, seconded by Kerrigan Gray, to authorize \$181 for the purchase of technical books for the use of the museum committee. Motion passed.

Upholstery: Moved by Doug Auburg, seconded by John Holloway, to authorize payment of \$400 for car upholstery. Motion passed.

Present: Board: Kerrigan Gray, Kyrian Gray, Viewig, Auburg, Storz, Carlson, Holloway, Dorsett, Pfeifer.
Members: Peter Rodabaugh, Brewer, Parker, Richard Gray, Hoffman, Hodson, Slover, Larry Miller, Ken Keeler, Vija Keeler, von Gaertner, Rehm, Weaver, Rosu, McMillan.

The meeting was adjourned at 11:30 PM.

Respectfully submitted,
/s/
CHUCK STORZ, Secretary

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PACIFIC NORTHWEST CHAPTER REGULAR CHAPTER MEETING OF 16 MAY

The meeting was called to order by Vice President Doug Auburg at 7:35 PM in the Portland General Electric Auditorium.

The minutes of the April meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 4/30/86:

General Account:	\$48,834.87
CDIC Account:	35,711.90

As of May 16 the Chapter had uncommitted funds of \$26,124.06 available.

Vice President Doug Auburg reported on the following:

1. The committee to select a convention site has recommended the Union-Holladay location over the Union Station area.
2. A check for the purchase of the car Red River has been sent but the bill of sale has not yet been received.
3. President Rich Carlson has appointed Tom Brewer to be Activities committee chairman and Bob Slover to be Library committee chairman.
4. A possible lease of the Chapter's ex-SP Jordan spreader has been discussed by the board.
5. Neither locomotive 4449 nor the UP's locomotive 8444 will be going to Expo '86.
6. Chapter officers will be meeting with City of Portland Mayor Clark and his staff to discuss the handling of locomotive 4449.

7. The Chapter's annual picnic will be held at Washington Park on the evening of June 20th.

EXCURSIONS: Excursion committee chairman Steve Howes announced that a three day excursion to Expo '86 will be operated the weekend of September 26-27-28. Hotel space has been arranged in New Westminster on the ship Pegasus. The ship will be moored a short distance from the LRT station. The committee is also considering two trips to Madras on the weekend of Sept. 13 and 14. Trips to Madras, Spokane, or Vancouver BC, are being considered for the weekend of Sept. 20 and 21. A Chehalis Western trip must wait until the Chapter's equipment is ready sometime in the fall.

Old Business

LIGHT RAIL OPENING CACHET: VP Doug Auburg asked for a motion to authorize \$1,905 for artwork and engraving for the light rail cachet. Moved by Jim Whaley, seconded by Bill Gano, to approve expenditure of \$1,905 for the cachet. Motion passed.

New Business

Rolling Stock committee chairman Bob Hoffman reported that a lack of liability insurance has put in doubt some of the car leases that were pending. The Chapter has the opportunity to buy a set of batteries for car #6200 for \$1,500. Moved by Bob Hoffman, seconded by Larry Miller, to buy for a maximum price of \$1,500 a set of eight (8) batteries if the batteries test as good. Motion passed.

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CONTINUATION OF MAY 16 REGULAR CHAPTER MEETING MINUTES

Bob Hoffman reported that the Chapter will be receiving a check for \$3,750 from Disney Productions for use of car #3300 during the recent movie filming.

Chapter National Director John Holloway reported that liability insurance was a major topic of discussion at the latest NRHS board meeting.

Doug Auburg reported that Chapter member Herb Grande, brother of Walt Grande, passed away today. Moved by

Kerrigan Gray, seconded by Jim Whaley, to send flowers to the funeral. Motion passed.

Fifty seven (57) member and guests signed the meeting attendance book.

Respectfully submitted,
/s/ Chuck Storz, Secretary

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ROLLING STOCK COMMITTEE

Committee Report by BOB HOFFMAN, Dated May 21, 1986

The main activity of the Rolling Stock Committee the last two months has been to get the 3300, the Miln Glespie, ready for excursion service after its return from Disney Productions in Southern California. The coach is getting cleaned up: windows worked over with the remaining four window shades installed; seats upholstered and installed; air conditioning checked over; diaphragms repaired, etc. etc. Nine seats have been removed from the Pullman built coach we obtained from Eugene, special "U" shaped brackets fabricated and welded to the seat frames for installation in order to have a 44 or 48 seat coach ready to roll. **Carl Rodabaugh's** crew of Bob B, Dwayne, Peter, Bob J, and Paul have put in many hours of hard work so the Chapter can be proud of the 3300. Thanks for your excellent work. Incidentally, the Chapter received \$3,750 from Disney for use of the car during the filming of "Tough Guys."

The Mount Hood, under the direction of **Larry Miller** now sports a new range. Composition brake shoes will be installed before the car is leased out probably in September. More about this project later.

The ex-Santa Fe coach, ex-Amtrak coach 4461, recently acquired from Southern Pacific, is on our leased tracks in Brooklyn Yards. **Terry Parker** is spearheading the clean-up work, seat repairs, etc. for the Rolling Stock Committee. **Peter Rodabaugh** and **Bob Jackson** are looking over the electrical, batteries, etc. **Kerrigan Gray** is working on the vestibule and diaphragm.

Work on the 6200 Seaboard Airlines coach is progressing under **Dave Stimac**. The interior is getting cleaned up, the rest of the Amtrak paint will be off soon, work on windows will be resumed soon, a wash basin will be installed in the women's restroom, and then the water system will be checked out. A set of 8 batteries is a must soon so the electro-mechanical air conditioning can be worked over. We hope to have this coach ready for excursion service by the middle of summer.

The Chapter now owns the "Red River," a 68-seat coach with 4 restrooms, an ex-GN coach built by A.C.F. The car is ready for excursion service and was to be leased to the Eureka Southern. However the liability insurance problem reared its ugly head and cancelled out the Eureka Southern operation for this summer. The car will be brought to the Brooklyn Yards soon. More later about this car and the flood damaged "Twin Grove," ex-Milwaukee diner-lounge which we had to purchase as part of the "Red River" package.

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AMERICAN ASSOCIATION FOR STATE & LOCAL HISTORY

Our Chapter is or is about to be involved with the American Association for State & Local History out of Nashville. If you are not personally familiar with this organization, you might individually write to them for their catalog. They produce hundreds of items and a few years ago we had some of their technical leaflets on how to identify a TRUSS BRIDGE.

This Spring they have put out two books that might be of interest to any of us: one on museums, the other on a list of historical groups.

Until now, sound, basic advice on how to start a museum or how to improve one already founded - especially small museums - has been difficult to come by. Starting Right: A Basic Guide to Museum Planning by Gerald George and Cindy Sherrell-Leo changes all that.

Written for anyone likely to be charged with launching a new museum or expanding an existing one, Starting Right defines (without technical jargon) what a museum is both philosophically and historically, discusses the pros and cons of establishing any given museum, outlines where to get help, and proffers advice on all aspects of museums from the choice of a building through collections care, registration, exhibits, conservation, and staffing to financial management and fund raising.

Gerald George is director of the AASLH. Cindy Sherrell-Leo is director of the field and museum services department of the Texas Historical Commission. Paperbound with 141 pages, illustrations, and an index, the book sells for \$10.95.

The other book of importance is the 13th Edition of the Directory of Historical Agencies in North America, edited by Betty Pease Smith, which is an ideal reference for local historians and historical agency personnel. It contains more than 9,300 listings of historical societies, museums, government agencies, genealogical depositories, oral history centers, folklore societies, living history groups, libraries and archival depositories, and other organizations related to the history field.

It also contains an expanded index section that lists the organizations by their specific historical subject matter, photographs of historic sites across North America, and a section devoted to the suppliers of goods and services to the historical agency and museum field. Paperbound, 695 pages, \$64.95.

Either book is available from the American Association for State and Local History at 172 2nd Avenue North, Nashville TN 37201 (615)255-2971.

The President's Page by Rich Carlson

On May 12, in a three-hour meeting, the Convention, Trade & Spectator Facilities Committee, in a 9-6 vote, selected the Holladay/Union site for the convention center. I could not have been more pleased. One member stated that she had come into the meeting favoring the Union Station site, but on hearing of the transportation access problems, changed to the Holladay site. Without her switch, the vote would have been 8-7, as close as they come. Had Union Station been chosen, Amtrak passengers would have had to take an escalator from the concourse to a tunnel, walked over a block in the tunnel, then ride another escalator up to a new platform between two tracks located adjacent to N.W. Front Ave. Only 55 feet of space, sufficient for two tracks and a platform, would have had to serve all freight and passenger trains, currently 25 movements daily. A grade level N.W. 9th X-ing was a must.

The Holladay site will have the light rail tracks on its northern edge, and will be a real boost to the new rail system. A five-minute ride will put people in downtown Portland. It has more room for expansion, less parking space is required, and will be less expensive overall, a key item for voter approval.

The railroads have now gone on record as being willing to sell Union Station and the trackage area to the east, and the Portland Development Commission is being urged to possibly acquire it for future development. Hopefully what is next proposed will keep Amtrak in Union Station, respect the station buildings and be something that better harmonizes with the architecture and space of Union Station and McCormick Pier Apartments. A mixed use, open and airy, of commercial, office and residential, would likely be a higher and better option. As one member said, putting the convention center at Union Station would have created a "Chinese Wall" that would have discouraged development northward in the years ahead.

On May 8, Portland's first Light Rail Vehicle, car 107, was towed across the Steel Bridge at 7:47 a.m., and brought to downtown for a weeklong display. I was on the bridge taking pictures, and when the car was stopped for measuring clearances, I hopped aboard with Tri-Met's Tom Matoff. Along with Bob Burden, operator, Richard Tremblay, of Bombardier, and Tom Heiling, brakeman, we were the first to cross the bridge in an LRV. In the "Unimog" were Mike Gardner, Ron Knapper and Iral Harmon. A real "first" and a case of being in the right place at the right time! OERHS brought Council Crest car 503 downtown and it too was exhibited.

The check for the purchase of the chair car, "Red River" and "Twin Grove" was mailed on May 9. As soon as we receive the bill of sale, we will make arrangements for movement. There are some big questions regarding the leasing of "Red River," as had been discussed, and we may just decide to bring the car to Portland right away. Both passenger cars are now in Willits, California.

We are awaiting final figures from Amtrak, but we hope to have two and maybe three weekends of excursions in September. It is only mid-May as I type this so I don't have sufficient details to fill you in better.

As for the opening date for the Portland-Gresham light rail line, that too is not firm, but will likely be Mon., Sept. 8, with three days of public celebration on the three days preceding. It looks like free rides will be offered on the weekend. The cable replacement work on the bridge can apparently be done without affecting use of the bridge by normal traffic.

The Southern Pacific business car "Sunset," SP 150, was at Union Station from May 5 to 7. A beautiful piece of equipment, SP Chairman D. K. McNear was aboard for its brief visit to Portland. Also here was diesel engine 3201, an SD45, in SP's new paintscheme. It's known as the "President's engine," and was on the point of the "Coast Starlight" in both directions with "Sunset" at the rear.

My plans are to head for Chicago in a few days for a week's stay. If anything exciting happens on the railroad scene there, I'll fill you in next month!

FROM CHAIRMAN V. ALLAN VAUGHN

FROM THE CHAIRMAN'S DESK:

It was a weekend of excursions, planned with the good times of fellowship and laughter, family outings.

On Saturday, preparations were made for the steam engines, the cars; everything was being attended to in both Pennsylvania and to the south in Virginia. Excitement was everywhere. It was the evening of the ecstasy and the agony.

Double-headed Strasburg steam (the 4-4-2 and 4-4-0) that took our breath away at Lancaster once again took charge of the Amtrak corridor and headed into the very heart of 30th Street Station. It was their finest hour yet.

Down along the Norfolk and Western, headed by the sleek Class J 611, about 1000 employees and their families were enjoying a fast ride when fourteen cars of the special derailed, criss-crossing the mainline in a remote area of the Great Dismal Swamp National Wildlife Refuge near Suffolk, Virginia. First reports in the newspaper today (May 19) showed 149 injured, with 16 people injured critically or seriously. According to the Monday (May 19) edition of USA TODAY, two cars overturned, trapping some victims for over an hour.

The seriously injured passengers were airlifted to hospitals. Information received later indicated that there were NRHS members serving as car hosts and our ranks are dotted with Norfolk Southern employees in the area of the excursion (Norfolk to Petersburg VA).

The entire society joins in sharing the sorrow and sadness of this accident and each of us in our own ways prays for the complete recovery of the victims.

MORE INSURANCE CANCELLATIONS

The following announcement (quoted in part) appeared on the bulletin boards at the Chicago headquarters of the Chicago & North Western on May 14: "The Chicago and North Western Transportation Company announced today that it has cancelled passenger excursion trains for the balance of 1986, including those involving the Number 1385 steam locomotive. North Western's President James R. Wolfe said, 'Cancellation of this extremely popular and worthwhile program has been caused by the unavailability and soaring cost of liability insurance.'"

Wolfe added that 1385 would make a limited number of special appearances during the summer for display at special events, including last weekend's annual convention of the C & N W Historical Society in the Twin Cities. (Note: That event was originally scheduled to have two excursions covered by RAILTOURS participation, plus the 1385 the following weekend in the Duluth terminal area). Included in the cancelled events was the OVERLAND CHAPTER's excursion between Chicago and Belvidere, which had been cancelled on April 25th due to the change in RAILTOURS coverage previously reported in NRHS NEWS.

RAILTOURS again advises that it has a one million dollar liability policy in force - if your excursion plans include RAILTOURS participation at the reduced coverage they are ready to assist in your plans.

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COMMENTS FROM A FAN IN TACOMA

Those of us who took the time off to chase 4449 down the coast enroute to its movie work were LUCKY. Those of us who decided to wait to chaise her to SteamExpo '86 are DISCONSOLATE. On Thursday, April 24, Union Pacific Public Relations spokesman George Skorney notified Pacific Northwest Chapter President Rich Carlson that 8444 and 4449 WILL NOT be going to SteamExpo. Four through trusses along the CPR route through Cranbrook and Golden presented clearance problems - the deck gussets interfered with running gear, especially 4449's tender's brake cylinders. In addition, CPR was making noises about "stripping" the engines (removing side rods, etc.) and spacing them with flatcars through the big tunnel and across the Stony Creek arch. Last minute appeals by UP and SP to BN failed to bring about relaxation of the "engines-on-own-wheels" ban, so the star-crossed expedition was scrubbed. Pity! Pacific N.W. Chapter had gone so far as to print a schedule. They came so close, and put so much work into making a trip out of it.

Blame for this fiasco must be laid squarely at the feet of BN Inc., which ten years ago hosted the rebuilding and handled the test runs (also some of the actual Freedom Train runs) of 4449. Their intransigence in this matter is only one more symptom of the changes in our society.
(from THE TRAINSHEET, Tacoma Chapter NRHS)

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PORTLAND LIGHT RAIL REPORT

by Chuck Storz

Tri-Met's light rail line is fast approaching completion. At this writing only a small amount of trackwork on the Steel Bridge remains to be finished. The catenary system is complete except for the installation of permanent hangers between 12th and 60th Avenues where the tracks parallel the freeway. From the point where the tracks in Holladay Street pass under I-5, across the Steel Bridge, and throughout downtown Portland, a single wire power supply system is used.

Car No. 107 tallied another first by being the first light rail car to cross the Steel Bridge into downtown Portland (it was towed). Car 107 along with Council Crest car 503 (on standard gauge trucks) were displayed at a number of locations along the tracks in downtown Portland.

Light rail cars have operated under their own power as far west as the Gateway station. Training operation has so far been confined to Burnside Street east of 122nd Ave. Tri-Met plans several months of trial operation over the whole system before the formal opening in September.

A few bits of technical information about Portland's light rail system may be of interest. The entire track system, beginning where the rails enter Holladay Street, across the Steel Bridge and throughout the downtown area is embedded in a substance called Vulkem Rail Support Elastomer made by Mameco International of Cleveland, Ohio. Maximum track grade is 7.5% on the west approach ramp to the Steel Bridge. Maximum operating speed will be 55 MPH on most of the track paralleling the freeway and on track between 202nd Ave. and Gresham City Hall Station.

Tri-Met has scheduled light rail operation for the public to begin with free rides on September 5, 6, and 7, and regular paid operation to start Sept. 8th.

MORE ON THE INSURANCE CRISIS FROM CINCINNATI

(Reprinted below in its entirety is another view on the current insurance problem. This originally was in the CINCINNATIAN, the monthly publication of the Cincinnati Chapter of the NRHS and appeared later in the RPO, a publication of the Old Smokey Mountain Railway Museum, where it was copied from.)

INSURANCE CRISIS HITS THE EXCURSION TRAIN BUSINESS

A few months ago, the complaint from many railfans was that this season there were just too many excursions to choose from. All that changed rather suddenly as the commercial liability crisis, which had so severely impacted the charter bus business, many medical specialties, and parade organizers, spread to the excursion train industry. Train operators found themselves facing a double problem. Regular insurance sources, such as Railtours and TRAIN, had their coverages cut. At the same time, most railroads raised their insurance requirements to offset dramatic cost increases on their own coverage. Here's where the situation stands at the beginning of May.

Railtours was prepared to renew their \$3,000,000 coverage at a 66% cost increase from 1985 (which had cost 65% more than 1984). At 11 AM on March 31, the last day of the 1985 policy, they were informed that their coverage would be limited to \$1 million (at 83% of what had been quoted for \$3 million). TRAIN got the same word about the same time. Railtours subsequently located the additional \$2 million, but the rates were too high to be affordable, and the railroads were already demanding even more. For the time being, Railtours is carrying the \$1 million coverage, which seems to satisfy some short lines, and waiting for the situation to stabilize.

Seaboard System agreed to accept the \$1 million coverage for a pair of sold-out Clinchfield excursions April 12 and 13, provided there were no photo run. Later trips would be decided on a case-by-case basis. The April 30 inaugural run of KRM's #152, insured through TRAINS did happen. Chessie raised their requirements \$5 million, which had no immediate impact, because most of their trips are in the fall.

C&NW declined to accept the Railtours coverage, causing cancellation of the May 25 Chicago-Illinois RR Museum-Belvidere excursion. Other C&NW trips this year are tentatively still on despite a \$5 million insurance requirement.

Grand Trunk raised their requirements to \$5 million, causing Bluewater Michigan NRHS to drop the May 17 DT&I trip to Dayton and the May 31 circle trip out of Pontiac. Other GTW operations are now questionable.

Once one of the most pro-passenger carriers in the East, Delaware Otsego (NYS&W and various short lines) announced they were out of the excursion business and sold their fleet of dome and dining cars. Many reportedly went to Cincinnati's Al Nippert.

The real blow came when Conrail announced that, effective May 1, it required a whopping \$25 million of insurance coverage by excursion operators. Tri-State Chapter's Chemical Coast excursion and Bluewater's Sept. 13 Utica-Detroit-Lansing trips were immediate casualties. FWRHS and the various operators in the #765 summer program made a sincere effort to locate the \$25 million coverage, but they couldn't find anybody willing to sell it. The sold out Orrville-Pittsburgh trips on May 3 and 4 were cancelled, and the following week's Pittsburgh-Altoona operations are probably write-offs as well.

Most other operations on Conrail should be considered questionable.

As a late development, it appears that much of the #765's remaining schedule may be saved by, of all outfits, AMTRAK. Both Conrail and AMTRAK seem willing to permit the #765 trips to operate as Amtrak special movements under Amtrak's insurance requirements (recently raised from \$4 million to \$5 million). Amtrak operations don't come cheap, and this arrangement, if it comes to pass, will probably be affordable only to the largest excursion operations.

The Cincinnati Chapter's fall excursions with the #765 remain on a "wait and see" basis pending developments on Conrail, Amtrak, and the insurance industry. We're also studying some backup options. Fortunately, our operations are late in the season, giving us a lot more time to react to recent events than the clubs with spring trips had.

The general feeling of most officials I have talked to recently is that we may be seeing the worst of the crisis now. Come fall, people expect the insurance industry to settle down, possibly with government "assistance," and insurance buyers to locate new sources of coverage.

Norfolk Southern, by the way, is still full steam ahead. There are two potential problems ahead: the expiration of the current NS insurance in September and the retirement of Chairman Bob Claytor in December. Sources closely connected to the NS steam program indicate that they plan to continue operating.

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Annual Chapter Picnic. 5:30 PM

Location: Washington Park in covered picnic area next to Zoo Railway station. The Chapter will supply hot dogs and soda pop. Cost is \$2.00 a person or \$5.00 a family. The Zoo Steam Train will be chartered for the evening. Bring your own picnic supper. There will be a short meeting (no charge to attend) to take care of any necessary business. Call Chuck Storz at 289-4529 if you need directions to the picnic location.

FRIDAY JUNE 20TH

NEVADA RAIL NEWS. The Virginia & Truckee Railroad Museum in Carson City has become the Nevada State Railroad Museum, thanks to a bill passed by the state legislature in the closing days of the 1985 session. Included in the bill are an interpretive center, new highway access, and other improvements. Another bill affects the future of the V&T engine house in Carson City, permitting the city to sell or lease the building once the city purchases it. Three companies are said to be interested in the redevelopment project, said to cost \$9-10 million for acquisition and refurbishing.

Pacific Rail News

MEMBERSHIP DIRECTORY
INFORMATION

Submitted by DARLENE MORRISON, Membership Chair

The annual list of members in our own private MEMBERSHIP DIRECTORY is now being readied for printing.

If anyone should NOT want their address and/or phone number listed,

please inform DARLENE MORRISON

NO LATER THAN JUNE 20TH

TO NOTIFY DARLENE MORRISON you send a written note to Darlene Morrison
Room ONE
Union Station
Portland OR 97209

or

Call NRHS at Room ONE and leave a message on the tape when the phone is automatically answered

by dialing: 226-6747

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MUSEUM

Museum Committee Report by MARY LOU WEAVER

The Museum Committee is investigating and discussing several possible sites and museum concepts. We will be meeting with a museum consultant during June or early July and hope to present a detailed report to the Board in July.

Although we did not support the Union Station site for a convention center, we did inform the Regional Committee that if that site were chosen, we would like input with the developer regarding preservation and museum possibilities.

The Museum Committee believes that it must give the Chapter the opportunity to choose and proceed in a definite direction this year - and as soon as possible. We are planning on a very productive summer.

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UNION PACIFIC HISTORICAL SOCIETY

Submitted by JACK PFEIFER

The article in the May Trainmaster regarding the Union Pacific Historical Society may have been misleading.

Actually, the UPHS is holding its annual convention August 14 thru 17, 1986, at the Portland Airport Holiday Inn. In addition to slide programs, photo and model contests and displays, plus a swap meet, the convention offers the opportunity to photograph and ride behind the one-of-a-kind 1.6" scale live-steam U.P. Big Boy, now operating in the Portland area.

For further information contact chapter member Jack Pfeifer, 11325 SW Timberline Drive, Beaverton, OR 97005, the convention chairman.

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CONCESSIONS

Concessions Committee Report by Marilyn Rehm

Chairman Marilyn Rehm reports that she regrets we could not sell some souvenirs at Expo 86. If only.

The MUGS are now at our distributor in California so if you want a 4449 mug it will cost you \$6.50 post-paid. The mugs will be available at the monthly meetings for our cash and carry price of \$5.

The special 4449 satin jackets are still being produced and orders are still coming in. These orders are batched and when we get enough orders we make another production run. We have now produced three sets and are getting ready for the fourth. If you want a satin jacket from our next production run, the cost to Chapter members is \$30 but add \$2 to shipping if you need it mailed to you. There are some ways to have each jacket customized so you should contact Marilyn Rehm personally to put in your order and to find out what the jackets can look like.

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SUMPTER VALLEY REPORT

The Sumpter Valley Railroad Restoration group has announced that they are getting their crews together for the 1986 operations. The operations began on Memorial Day weekend and will run through September 28. Moonlight runs are planned for 4 July and either 31 August or 1 September. They are planning on some occasional Friday specials.

Contact STEVE MASTERS at 1106 N Avenue in La Grande, Oregon 97850.

The Sumpter Valley Railroad Restoration Inc. is a non-profit, volunteer organization.

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PICNIC INSTEAD OF MEETING

PICNIC STARTS AT 5:30 PM ON FRIDAY 20 JUNE

The Chapter will supply hot dogs and soda pop. A small fee of \$2 per person or \$5 per family is needed to offset the expenses of the food and the train ride on the ZOO STEAM TRAIN. We meet right next to the Zoo Train Station up in Washington Park. Don't be so shy that you will not chance coming to the picnic. If you need a friendly face to sit with, just ask the Jackson clan who they think you will fit in with and they will make the introductions for you. Come on out and socialize a bit with the rest of the Chapter.

If you are not content with munching only on hot dogs it is suggested you bring your own picnic supper.

Call CHUCK STORZ at 289-4529 if you need directions to the picnic location.

We might have a short business meeting at the picnic but mostly it will be a fun time to meet others from the Chapter and a great time to ride and ride the Zoo steam train. So try to be there as soon as you can but do not fail to show up just because you cannot be there at 5:30.

PROPOSED

BILL OF SALE OF RAILROAD PASSENGER CARS

KNOW ALL MEN by these presents, that Yerba Buena Enterprises, Inc., a California corporation, of P.O. Box 77347, San Francisco, California 94107, through Warren Miller, President, hereinafter referred to as SELLER, for the consideration of twenty-thousand-(\$20,000.00)-dollars, paid by the Pacific Northwest Chapter of the National Railway Historical Society, Inc., an Oregon non-profit corporation, of Room One, Union Station, Portland, Oregon 97209, through Richard Carlson, President, hereinafter referred to as BUYER, the receipt of which is hereby acknowledged, the SELLER does hereby grant, bargain, sell, transfer and deliver to BUYER the following described railroad passenger cars:

"RED RIVER"

a 68-seat coach (ex-GWT 568; ex-Amtrak 6800; ex-GN 1147)

"TWIN GROVE"

a tavern-lounge car (ex-CMStP&P 185)

to have and to hold the same unto BUYER and his executors, administrators, and assigns, forever,

and SELLER hereby convenents to and with BUYER that SELLER is the lawful owner of the above-described railroad passenger cars, that the same are free from all emcumbrances, that SELLER has good right to sell the same as aforesaid, and that SELLER will warrant and defend the same against all lawful claims and demands whatsoever.

IN WITNESS WHEREOF:

DATED this ___ day of June, 1986

WARREN MILLER, President Yerba Buena Enterprises, Inc.

STATE OF CALIFORNIA)
) ss.
County of San Francisco)

Personally appeared WARREN MILLER who being duly sworn, did say that he is the President of Yerba Buena Enterprises, Inc., a corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for California
My Commission expires:

SEAL

PROPOSED

TRI MET NEWS RELEASE WORD FOR WORD

Light Rail start-up date set for September 5

After four-and-one-half years of construction and a dozen years in the planning, Light Rail Transit service will begin operations on September 5, Tri-Met General Manager James E. Cowen announced Thursday evening.

Cowen made the announcement at the Portland Historical Landmarks Commission's tenth annual Preservation Awards Fete. Tri-Met received a 1986 award for Light Rail alignment design in the two historic districts that the trolleys will pass through -- Yamhill and Skidmore-Old Town.

"I'm pleased to take this occasion to announce the official opening date for Light Rail," Cowen told the group. "The project will start on time -- and within budget, I might add."

On Friday, September 5, the trains will begin three free days of service as part of start-up celebrations, Cowen said. On Sunday, September 7, the annual fall service change will go into effect. Many bus lines will be re-routed to become feeder lines to the Light Rail line at that time.

Fares will be first collected on the trains beginning on Monday, September 8, Cowen said.

"Since last Friday, thousands of people have visited one of our Light Rail cars on display downtown," he said. "I can report that nearly all the visitors had positive comments. We think you will, too, once you see the car in operation."

The three days of free trial service is part of opening weekend celebration plans for the start-up of Light Rail service. A citizens' steering committee to plan start-up festivities met for the first time on Wednesday to begin its work. All events surrounding the start-up celebration will be funded through private donations, Cowen said.

-30-

INSURANCE, OR LET US ATTACK THE LAWYERS

A short article led the May 1986 edition of the monthly newsletter of the Washington DC Chapter NRHS and it was entitled: CONRAIL REQUIREMENT FOR INSURANCE DOOMS READING EXCURSION. Reprinted in its entirety here:

Late in April, Conrail announced that any non-Amtrak passenger operation on its tracks would have to carry \$25-million worth of liability insurance provided by the trip's sponsor. The requirement, effective the first of this month, seems to have doomed not only Washington Chapter's proposed July excursion using ex-RDG 2102 but others' scheduled excursions in the Midwest and Northeast using ex-NKP 765.

It is not expected that the Conrail decision will have any effect this year on the Norfolk Southern excursion schedule in this area, but there may be repercussions in the years ahead for all Class I railroads that sponsor or accommodate excursions.

Conrail headquarters in Philadelphia told The Timetable that its decision was precipitated by its own insurers' refusing to provide coverage, and not because of any wish to hamper, damage, or eliminate railroad passenger excursions.

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WE ARE PLEASED TO WELCOME

Submitted by Membership Chairman DARLENE MORRISON

Take a moment at the Picnic or at the next Chapter meeting or at the Saturday lunch and go up to any or all of the following and say hi and welcome them into our Chapter:

WILLIAM RENTERIA, JR
KAYE BUTTON
JULIEN KUJA
GEORGE FREDEEN
ESTHER HILL
LEWIS MELVIN
PHYLLIS FREDEEN
MARIE LOUISE MELVIN

DON HALL
PENNY STANLEY-RENTERIA
ELPHA HALL
RICHARD BUTTON
BOB WALLACE
JAY HILL
DAVID HOFFMAN

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BLUEWATER SENTINEL EDITOR'S NOTE

The following quotation comes from the 10 April 1986 edition of the "Bluewater Sentinel", page 6:

EDITORS NOTE: The Chapter By-Laws and policy provide no one may approach any railroad, railroad employee or other organizations and individuals including the press representing Chapter for any reason unless specifically authorized to do so by the President or his official designee. Even if you do not represent yourself as a Chapter member, the person you approach may assume you officially represent Bluewater Michigan. The best policy is: don't talk to anyone. If you have a personal need to contact a railroad official, talk to Dave White first. The Chapter will either make the arrangements for you to talk to proper person or will get the information for you.

Certain Chapter members have been designated by Dave to work with given railroads and outside organizations as the official Chapter representative. These include Paul Corrin, Bob Cosgrove, Harold & Henry Frye, Chuck Kirkpatrick, Bob Thatcher and Julien Wolfe. We have only one representative to each railroad, supplier or organization. Unless you're one of these people, don't talk to anyone. You will jeopardize your membership. Reportedly one of the west-coast NRHS Chapters lost a steam excursion behind former Southern Pacific DAYLIGHT Number 4449 two years ago when someone other than the official representative contacted the railroad officials.

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WHAT WE PAID JUST FOR THE PAINT

Somehow stuffed in the Trainmaster files was a copy of a bill from 15 August 1985 for a supply of paint that was shipped to Gundersons for the Chapter. It might be the bill for the paint used on the Mt. Hood.

30 gallons of Imron enamel at \$44.80, then another 3 gallons of Imron enamel at \$44.80, and then another 1 gallon of Imron enamel for \$44.80, and finally 30 quarts of Imron activator at \$32.55 each, for a total of this one paint bill for \$2,499.70.

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Estate sale seen luring big turnout

A nationally advertised estate sale featuring hundreds of model train locomotives and a houseful of other antiques is expected to draw crowds of onlookers and buyers when it opens Friday in Portland.

Nancy Draper Estate Sales & Appraisal Co. already has held two sales at the home of the late Leonard Cecil Howitt, 8032 E. Burnside. This weekend's three-day sale begins at 8 a.m. each day.

Advertisements have appeared in the Wall Street Journal and in newspapers in Portland, San Francisco and other cities. The earlier sales included antiques, dishes, furniture and other items. Only recently were workers able to get into the basement to offer the railroad and car collections that are the centerpiece of this sale.

The collections include not only toy trains but also railroad memorabilia from full-size railroad stock, including the actual steam whistle, bell and light of old 4022, Union Pacific's Big Boy, one of the world's largest locomotives.

Thousands of other railroad mementos are included. The sale also includes automobile memorabilia, parts, license plates and literature dating to the early years of this century.

Still on hand is the grandiose 6-cylinder 1919 Pierce Arrow touring car used in the movie, "Cheaper By the Dozen," starring Myrna Loy and Clifton Webb. Painted black for the movie, it is now back to its original creamy yellow color with red accent stripes.

Also for sale is a tiny 1908 Riplinger automobile, which resembles a one-horse buggy more than a car and has a tiller instead of a wheel for steering. Howitt was a member of the Historic Auto Club of Oregon and a founding member of the Diesel Auto Owners Club.

In addition, the sale includes furniture, jewelry, china, silver and the other household effects.

The estate is being handled by the First Interstate Bank Trust Department.

Howitt died Oct. 31 at the age of 80 and is buried in Lincoln Memorial Park. The entire estate is held in trust for the benefit of Howitt's only child, Gordon, now 45 and living in a training care school in Eugene.

Howitt, former owner of General Fuel and Lumber Co., set up the trust long before he died, and his estate did not have to be probated.

Tunnel fire cuts freight service

NOTI(AP) — Firefighters battled a blaze in a railroad tunnel Thursday that cut Southern Pacific freight train service between Eugene and Coos Bay.

The fire in a concrete-and-timber tunnel on a branch line about 15 miles west of Eugene was reported Wednesday night, said Southern Pacific Transportation Co. spokesman Bob Hoppe in San Francisco.

"It's burning now," Hoppe said. "They've got some local fire departments trying to deal with it, plus our own railroad people that are there. We have no reports of injuries."

The railroad loaded tank cars with water and shipped them out to help fight the fire, which was confined to a 250-foot section of timbers near the west end of the 2,487-foot tunnel, officials said.

"Tunnel fires as a rule are not easy to put out," Hoppe said. "They're hard to get into, with smoke and stuff like that coming out of it, and it's hard to get the water in there to fight it."

Southern Pacific officials in Coos Bay said damage to the tunnel could halt railroad shipping out of the area for two weeks. Trains make three round trips a week between Eugene and Coos Bay, officials said.

Weyerhaeuser Co. in Coos Bay normally ships about 12 carloads of wood products a week on the line, amounting to about a quarter of the company's weekly sales, said marketing manager Bryen Dahlen.

Dahlen said the company would have to consider using trucks while the railroad was blocked.

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THE OREGONIAN, FRIDAY, MAY 23, 1986

William Harland Boyd, THE SHASTA ROUTE, 1863-1887: THE RR LINK BETWEEN THE SACRAMENTO AND THE COLUMBIA. The Ayer Co. (27 Pelham Rd., Box 958, Salem, NH 03079), 1981. \$15.00. A 1943 dissertation on the last of the Southern Pacific's important connections on the West Coast.

Stuart Bruchey (ed.), MEMOIRS OF THREE RAILROAD PIONEERS. The Ayer Co. (as above), 1981. \$15.00. Includes James J. Hill, "The Great Northern & the Northwest," (1912); Otto H. Kahn, "Edward Henry Harriman," (1912); and B.B. Redding, "A Sketch of the Life of Mark Hopkins of California," (1911).

Doris R. Dant, BRIDGE: A RAILROADING COMMUNITY ON THE GREAT SALT LAKE. In *Utah Historical Quarterly*, Winter 1985, pp. 55-74.

Burke Davis, THE SOUTHERN RAILWAY: ROAD OF THE INNOVATORS. Univ. of North Carolina Pr. (Chapel Hill 27514), 1984. 390 pp., illus. \$19.95. A lively and informative study of America's "Champion" railroad.

Lorraine B. Diehl, THE LATE, GREAT PENNSYLVANIA STATION. American Heritage-Houghton Mifflin (2 Park St., Boston, MA 02108), 1985. 190 pp., illus. (85 photos; 6 line dwgs). \$19.95. Account of America's greatest terminal, the most visible element of the Pennsylvania RR's monumental project to get its trains right into New York City, involving tunneling the Hudson and East rivers, yards in Long Island City, and the Great Station itself, which survived a mere 54 years: 1910-1964. For shame, New York.

ABOVE REVIEWS COPIED FROM THE NEWSLETTER OF
THE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY

Local steam locomotives miss Expo

By PAUL MANLEY
of The Oregonian staff

When steam locomotives from throughout North America go puffing along the track at Expo 86 in Vancouver, British Columbia, on Friday, neither of Portland's veteran engines will be among them.

One of the Portland pair, No. 700, whose home is in Oaks Park, is not ready for the journey. The other, No. 4449, which hauled the Freedom Train around the nation during the 1976 Bicentennial celebration, is now "the big engine that couldn't" get to Vancouver because:

- Burlington Northern won't allow it to use BN tracks on the most direct route between Portland and Vancouver.

- The locomotive is too wide for Canadian Pacific bridges it would have to cross on an alternate route through southern British Columbia.

- It is too big to be loaded on a flatcar.

For some of the same reasons,

Union Pacific's No. 8444 steam locomotive — which used to haul the Portland Rose passenger train — will not be able to make the trip from Cheyenne, Wyo., to Vancouver.

What railroad buffs will see Friday noon in Vancouver is a parade of at least 23 steam locomotives, moving under their own power. A narrative of each train's history will be given.

Another 100-year-old veteran — which pulled the first train ever to arrive at Vancouver 100 years ago — will be exhibited on a turntable at Expo 86.

All 24 locomotives, including a replica of Stephenson's Rocket from the British Rail Museum, are scheduled to remain on display at Expo 86 until June 1.

Howard Kallio, a spokesman for Burlington Northern in Seattle, said his railroad during the last half-dozen years "formed a policy prohibiting steam engines" on its tracks, "for safety and operational" reasons.

"There is a potential of them break-

ing down and delaying our freight trains, which are our bread and butter," Kallio said. In addition, "they would require a considerable amount of work by supervisory personnel" to get them over the BN tracks, he added.

Kallio said that Portland's No. 4449, a former Southern Pacific locomotive, was not the only engine refused passage by Burlington Northern. "We received dozens of requests from railroad buffs to operate steam trains," he said.

"We offered to ship some of the smaller steam engines free of charge to Expo, and I believe we are handling 10 of them," he added.

Friday's steam locomotive parade will take place on the Vancouver waterfront, in front of the Canada Pavilion, which is reached by a shuttle train after a four-minute ride from the main Expo 86 grounds. It is "exactly the same spot where the first train in Vancouver arrived 100 years ago," Immel said.

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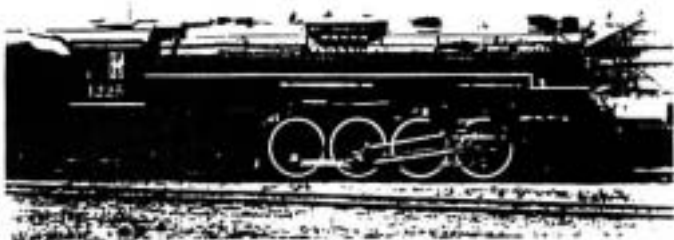
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THE OREGONIAN, FRIDAY, MAY 23, 1986

1985 SIA NEWSLETTER #14#4

MACRO-RESTORATION: REFLECTIONS ON MUSEUM FINANCE

The following opinion piece on macro-restoration by Aarne Frobom is reprinted with permission from PROJECT 1225, newsletter of the Michigan State Trust for Railway Preservation in East Lansing. MSTRP is restoring locomotive 1225, shown below in the Lima Locomotive builder's photograph (C&O Historical Society photograph). Ed.



But you didn't know we had a macro-restoration on our hands, did you? You thought it was a locomotive, right? *Macro-restoration* is the new word coined by museum professionals for the kind of work done by railroad museums, and it was the title of a session of the American Association of Museums annual conference last June 10th at Detroit. For the second year in a row, the AAM has held a discussion on the preservation of large industrial objects. (Last year's panel included Mike Lennon of the Seashore Trolley Museum, one of the few AAM-accredited railroad museums.) This is part of a slowly-growing recognition of our industrial heritage by the mainstream museum world, which is still mostly oriented toward art objects and handicrafts rather than manufactured goods and industrial crafts.

The museum business reflects the tastes and prejudices of the people in it, and for the most part, museum supporters think of cultural activities as something far removed from what average people do. Riding trains and working in machine shops, despite their fast retreat into America's past, seems too ordinary to attract much interest from the class of people who support art and natural-history museums. Recent history and technology have usually been the poor relations of the museum world. In Michigan, for example, we've seen hundreds of thousands of dollars, including much public money, spent to turn a passenger train into an art museum, but none to preserve a train as a *train*. The *Michigan Artrain* is a fine educational device, but railroad museums might be envious of its budget, which would enable a volunteer organization to put several restored trains on the road.

Newcomers to railroad preservation often assume that private and government grants are available for our efforts, but the competition for these is keen. A single-exhibit museum that moves, like Project 1225, is too unconventional to fit the guidelines under which these are handed out. Also, most enthusiast-run railroad museums are too sloppily run to qualify for assistance, but railfan awareness of sound museum practice is growing, as is the museum world's awareness of industrial history. There are some signs of change in museum funding. There has been a series of grants to maritime museums for some sailing and steamship restorations. "Maritime preservation" attracted a lot of supporters following the splashy sailing-ship events of the Bicentennial, but it probably helped that the age of sail is far enough behind us to make it seem exotic, and it's probably not a coincidence that sailing is a popular hobby among the people who fix the priorities of foundations and government agencies. Unfortunately, it will be a while before many trend-setters take up boiler repair in their spare time and support of technological museums becomes fashionable. Until then, most railroad museums are on their own.

THE TRAIN LINE

by Doug Auburg

Let's look back in history this month (after all, this is a historical society) and see what was in the railroad news 50 YEARS AGO, 25 YEARS AGO, and even 10 YEARS AGO.

FIFTY YEARS AGO--1936

ITEM 1. 'RAILWAY AGE', in its January 18, 1936 issue, gives us a glimpse into the life and times of this year in the midst of the Great Depression. In its editorial, the magazine reminds us how as things change they stay the same. They start off with a discussion of railroad economics. Railroads' gross earnings in the previous year (1935) were down 46% from those in 1929, while net operating income was 61% less. "There was much discussion of government ownership in the past when there was little or not danger of it. There is more danger of it now than ever before, ..." The editorial then goes on to explore the problems that railroads were having with the "New Deal" administration of Franklin Roosevelt and its regulations, labor unions and the comparatively new concept of compulsory collective bargaining, as well as proposals for new legislation seeking a 30 hour week, full crews, train limits, etc. It then concludes by discussing a bill then in Congress which proposed government takeover of the railroads by saying: "The trouble is, that there is at present almost no real, consistent, honest opposition in this country to socialistic (i.e. New Deal, ed) policies." How does this discussion of the railroad industry compare with the formation of Conrail a few years ago, and the protracted discussion at present of its resale back to private interests, and whether that is "in the best interests of the country" to do so.

ITEM 2. This morning (Sunday, May 18, 1986) I had the pleasure to take part in a tour of the Gunderson Inc. railcar manufacturing facilities in North Portland as a part of a model railroad meet. Chapter member Bob Landregan was our tour guide as he showed us Gunderson's new entry into the container transport arena: The Twin Pak. As you probably know, these cars consist of three to five "platforms", each of which can carry two 40 foot containers. Since the Gunderson design requires no use of interbox fasteners, they save considerable time in the loading and unloading process and have become quite popular with railroad shippers. So popular in fact that these cars are running up record annual mileage rates, well in excess of other high mileage examples such as unit coal cars. Bob mentioned during the tour that containers had come into use in the late 1950's. This is undoubtedly true for the modern concept container, but once again there seems to be nothing new under the sun.

Elsewhere in the January 18 issue of 'Railway Age', we find an article entitled: "The Pennsylvania's Container Plan". The article

discusses the Pennsy's new system for handling l.c.l. (less than carload) shipments between stations. The containers in the Pennsy plan were used as "sectionalized box cars" for small shippers and was supposed to provide considerable savings to the railroad by eliminating rehandling at intermediate stations. As you would expect however, there were some differences in the concept then and now. The containers were apparently captive to the Pennsy system only and were small with dimensions of: 9 ft long, 7 ft wide and 8 ft high. Another big difference was in the container handling equipment. They employed a large gantry crane in PRR's Enola Yard and other key interchange points to move the containers from one flat car to another.

TWENTY FIVE YEARS AGO--1961

We turn to the magazine 'Modern Railroads' for our look into this period.

ITEM 1. The March issue includes another article along the same line as that above. In an article entitled: "TTX: Five Years of Growth", the magazine explores the booming piggyback business and this nationwide pool's rapid expansion to meet that business. Trailer Train, the article goes on to explain, is a member owned company formed to supply flatcars for piggyback traffic to its members. Its basic purpose is to standardize equipment, secure maximum utilization of equipment and provide equipment at the lowest possible cost. At the time of the article, 34 railroads were members of TTX.

ITEM 2. In the July issue we find a particularly interesting article, in view of our annual picnic this month. The article entitled: "Railroads Help Build Portland's 'Zooline'" tells the story of how five railroads helped to build this "Fun line". "It took 21 months of back-breaking labor and careful engineering to build the twisting mountain branch between the city's new zoological gardens and historic Washington Park." Though the rail line would have cost \$100,000 to build commercially and no money was available, it cost nothing because of the donated materials and labor of local railroads as well as railfans. Who from the chapter was directly involved in this effort 25 years ago?

TEN YEARS AGO--1976

Now looking through the pages of "Trains" magazine we find:

ITEM 1. Needless to say, the dominant railroad news of interest to our Chapter in this Bicentennial Year was the operation of Portland's Ex SP 4449 pulling the Freedom Train. In the July issue we find a letter to Joe from Sally that is more poetry than prose. A letter that sums up the feelings of many of us about steam locomotives and railroading. "Last night I heard the American Freedom Train go through...at 3am. The majesty of that engine I did not see. But after I had gone back to bed I heard, and heard, and heard it, moaning its herald for each grade crossing..."

CONTINUED →

CONTINUATION OF 'THE TRAIN LINE' —

Moaning, crying, wailing--the call of an extinct dinosaur... Never, never will the mechanical, and relatively quiet, mating call of the diesel engine match that."

RAILEXPO

Now for a little news closer to home and closer to our own time. I was one of the fortunates that made the trek up to Vancouver to see the Steam Expo over Memorial Day weekend. From what I've overheard, a lot of you were also there, though I only saw one Chapter member myself.

The main event, as all of you probably already know, was the "Grand Parade of Steam", Friday, May 23. During the first event of its kind since the 1948 Chicago Railfair?, 17 different steam locomotives paraded along the Canadian Pacific's line on the North shore of Vancouver, under the old CP station, and just beyond the new Canada Pavilion in a westward direction. Then after a short delay to get organized they all drifted back to the RailFair display grounds just a couple blocks southeast of the Via (ExCN) Station.

Some may have been disappointed that none of the big steam engines that had been touted made the scene (BC's famous Royal Hudson #2860 was the largest engine present), but I sure wasn't. In fact I got a much bigger kick out of seeing the real antiques there and running than the engines from the peak age of steam. Engines like "Stephenson's Rocket", the "John Moison", "The Best Friend of Charleston", the "Tom Thumb" and the "John Bull" are replicas of man's earliest attempts to harness steam power for transportation purposes. As a mechanical engineer, I have some idea of how little my predecessor engineers knew about designing a pressure vessel, how to control high pressure steam, and how to translate the energy in the steam into useful work. Each of these engines solves these problems differently. Well, enough of that. Which engines did show?

Well, if you think about what I said above, you'll know that the famous Ex-Canadian National 6060 never made it from Jasper. Word I got from Al Morrison, of Sunday River Productions, was that it is still in parts in Jasper, with only some lagging in place, with the side rods on the ground, and with no jacket as yet. The folks there are working to put it together and are apparently still planning to make the trip when they get it together. I'm sure our engine crew and volunteers can identify with them since they've been in similar "so much to do and so little time to do it" situations from time to time. Of course, neither Portland's Ex-SP 4449 nor UP's 8444 were able to be there either.

In order of their appearance, the following engines made the Steam Parade: (1) Royal Hudson 2860, (2) Stephenson's Rocket replica, (3) The Best Friend of Charleston replica, (4) Tom Thumb replica, (5) John Bull replica, (6) John Molson, (7) Virginia & Truckee #22 "Inyo", (8) Prairie Dog

Central #3, (9) The Gypsy (little 0-4-0 logging engine from the redwoods), (10) Dunrobin, (11) Great Western Railway #51, (12) Alberni Pacific Shay #2, (13) Ex-Canadian National #1392, (14) Ex-Union Pacific #4466, (15) Ex-MacMillan Bloedel #1077, (16) Mt. Rainier Scenic Railway #91 Heisler, and (17) Ex-Canadian Pacific #1201.

Also in attendance in the display area but not steamed up were: (18) Ex-Pickering Lumber Shay #12, (19) Cansteam's Ohio Steam Crane, and others I took pictures of but didn't make a written note of. Port Alberni's "2 Spot" steam donkey engine was steamed up and was demonstrated by loading a classic restored logging truck. The SteamExpo "SteamGuide" lists Northern Pacific #1070, Cowichan Valley Railway Shay #1, and Ex-Quincy RR #2 as being there.

All in all, it was well worth the six hours of driving in each direction and a couple hours of waiting for the parade to start.

EXPO 86

I spent 24 hours on the Expo 86 grounds in the following two days (the Fair is open from 10:00am to 10:00pm.) How was it? In a word, if you can go--GO! It was simply great. The transportation theme meant that many of the pavilions had lots of railroad related information, films and displays on hand. The other thing that sticks in my mind is how long it'll take to see it all. In those 24 hours, I was able to see between 1/4th and 1/3rd of the displays. If you want to see it all, you'd better plan to spend at least five days. If you plan to see it all in the same week, you'd better take an extra pair of feet. The Expo grounds must be between a mile and a mile and a half long. It took me about 25 minutes to walk from one end to the other at a brisk pace.

As I've implied above, seeing Expo involves walking, standing, and more walking and standing. In fact, by Sunday night when my wife and I were waiting in a short line to get into the Spanish Pavilion, the host came out and announced that he would be showing a short 7 minute film on Spain and that "He had seats". Everyone in the line cheered. As painful as my feet were by the end of the second day though, I would do it again in a second! In fact I'm starting to think about how I can get up to Vancouver again for a couple more days sometime this Summer. And that is in addition to plans to participate in the Chapter's planned rail excursion to Vancouver is September.

In conclusion a few words of advice. (1) Take comfortable walking shoes! (wheel chairs and three wheeled electric tricycles are available for rent to those that may need them), (2) Pace yourself, (3) Allow enough time so that you can enjoy yourself, (4) The lines are shorter on weekdays and after 6pm, (5) Buy a guidebook and plan what you want to see so that you can make best use of what time you do have available. Good luck and enjoy.



PARTIAL LIST OF SUGGESTED POLICY ISSUES

(The following suggested policies were outlined in March. This is not a complete list. This is not a report from the Policy & Planning Department, but just some written suggestions. The Vice President is willing to consider your suggestions.)

- 1 Treatment of 4449 donations, and their relation with NRHS 4449 budget
- 2 Donations for use on other rolling stock
- 3 Chapter equipment rentals
 - a income versus expenses
 - b staffing of equipment (how handled)
 - c member versus outsider rental (any difference?)
 - d determination of pay rates, who is paid, who gets paid, etc, on extended trips
 - e necessary authorization to move equipment
- 4 Contract for use of chapter equipment
 - a appointment of chapter agent (responsibility to officially speak for the Chapter)
 - b how negotiations are to be handled, reporting to BOD, President, etc
 - c what involvement, if any, does the chapter want with paid crew
- 5 What responsibility does the chapter want vis-a-vis 4449 and the city
 - a how should this be clarified with the city
- 6 Insurance
 - a liability -- stationary equipment, movement of equipment, movement of 4449, other
 - b bonding of officers
 - c fire, theft, etc. for chapter assets
- 7 Acquisition of equipment
 - a necessary justification
 - b master plan for what the chapter's collection should eventually be
- 8 Key access (comments of Jim Schmidt)
 - a should access policy be changed, liberalized, etc.? who should get a key? duration of membership? past activity level, present activity level?
- 9 Smoking in Room 1 and 1A. Allowed?
- 10 Written justification of expenditures (re Hodson letter)
 - a general
 - b concessions
 - c excursion budgets
 - d equipment purchases

BLUEWATER, MICHIGAN, NRHS CHAPTER NEWSLETTER

(The following, word for word, but any typos belong to the editor of The TAINMASTER, was sent to Viewig on 20 December 1985 in response to his inquiry as to how the Bluewater Sentinel is put together and why it always looks so good. It is hoped many can profit from their outlook and planning.)

Thank you for your December 9th letter and kind comments. Please excuse me for answering with a computer prepared letter, but it's the fastest and easiest way.

I appreciate your mentioning the mail delay in getting the Bluewater Sentinel to you. The November issue was ~~butk~~ mailed in mid-November, so it took more than 3 weeks for delivery to Portland. We find local delivery runs from next day to 10 days. Of course, the reason for bulk mail is its attractive \$0625 per copy mailing cost (plus the yearly \$75 permit).

I'm not certain we're receiving a exchange copy of THE TRAINMASTER. Would you mind checking to see it's being sent to Robert M. Heavenrich, Jr., Exchange Editor, 3565 Chatham Way, Ann Arbor, Michigan 48105?

You asked about our costs of producing the Sentinel. Frankly, we do lost money on it. Our Chapter dues are only \$6 per year or \$.50 per month. When I last reviewed costs in August, we were printing about 500 copies at a cost of \$1.00 for our normal 12 page newsletter. (Since then we've gone to 700 copies, mainly due to membership increase).

So, at that time we were losing \$.50 a copy. This would amount to \$3,000 per year if we published 12 issues. But, there were only 8 issues in 1985, which was intentional to reduce cost and because of my involvement as Chapter Planning & Development Chairman.

Despite our \$.50 per copy loss, we are far past the breakeven point required to cover the fixed charges such as typesetting, photograph screening, etc. At the time I did the review, another 500 copies would have cost only \$150 or \$.30 per copy.

We look at the deficit on the newsletter as a membership service. Like yourselves, our main source of income is excursions. Our 1985 gross revenue is over \$400,000. Therefore, unlike many NRHS chapters, we can afford to subsidize the newsletter. Our membership goal is 1,000; a level at which the Sentinel will be self-sufficient.

Obviously, most of these members do not participate very much. Our average meeting attendance is 60 to 70, about the same size as out train crews and far greater than the 10 or so who turn out weekly to work at the car shops. But, we look at the pool of "inactive" members as a resource to recruit "talent" for future Chapter projects.

An equally important reason for subsidizing the Sentinel is the fact that it is sent to a number of "centers of influence." This includes local and national railroad officials, news editors, government officers and others we've either had some relationship with or have identified as being important to the Chapter. The value of these "courtesy copies" is hard to quantify, but, in our minds, it has already paid dividends by establishing credibility and serving as a monthly reminder to such people that the Bluewater Michigan Chapter exists. About 150 courtesy copies are sent monthly, which includes our exchange copies with other NRHS chapters and rail history organizations.

MORE →

BLUEWATER CONTINUATION

The Sentinel is produced by a 7 employee quick printing shop, _____ of _____, Michigan, which probably does about \$400,000 gross per year. It is small enough to be able to work with us on a personal basis. Almost all our printing business is concentrated with _____ to make us a more attractive customer despite our limited buying power. This other printing includes trip flyers, calling cards, news releases, envelopes & stationary.

Despite its name, _____ has no railroad or Chapter connection. Several printers have joined the Chapter since we began doing business with _____, but we've not used them. How do you negotiate with one of your friends and fellow Chapter members? The implied loss of business for poor performance that goes with an arms-length relationship is invaluable.

The quick printing business in Detroit is very competitive, a factor we've found doesn't exist in other sizeable Michigan communities such as Bay City and Saginaw. Hence, our pricing may be below what you can expect in Portland.

There are several things you can do, however, to lower cost. First, we attempt to work very closely with _____ to conform to their needs, so we don't create headaches or additional time for them, which is only passed on to us in the price. And, we solicit cost saving advice from them. For example, we flow our typesetting to them weeks in advance, when possible, so they can use it as filler work.

We print on 17 x 11 inch paper which means two 8.5 x 11 inch pages can be printed on one pass through the press. The Sentinel is not stapled, which as you well know is a time consuming hand operation. Nor do we use a wrapper or cover sheet. If possible, photographs are batched when screened. If we can get two 5 x 7 photos screened on one shot of the camera, the cost is half of what we would otherwise pay. Our cost is \$5 for each screening.

I don't recall if THE TRAINMASTER is typed or typeset. While typesetting through _____ runs about \$125 to \$175 per issue, the space savings is significant versus typewritten pages, even when such are photographically reduced. As I remember, the typesetting space savings is something like 40% using 10 point serif type as we do versus 12 pitch typewriter copy or computer prepared copy.

Some special editions of the Sentinel, those we pass out on our excursions, are prepared on the Chapter's Apple IIe computer using its "Appleworks" word processing program. Frankly, this lacks quality appearance due to the use of a dot-matrix printer, but is done to keep costs down. A computer or word processor could be used to eliminate the typesetting costs, especially if a better quality printer were used. Perhaps you have such a printer on the word processor in you law offices. I've enclosed examples of dot-matrix prepared Sentinels.

As far as staff goes, we've tried to break the jobs down into small enough tasks so anyone can do them without feeling overburdened. The exception to that is me, which is merely the result of not putting enough time into organizing. I spend probably 20 hours a month exclusive of writing articles and researching. This includes laying out the Sentinel. Layout is a service we could purchase and the reason I've kept it under my wing is time it takes to communicate what articles to insert or hold and where to shorten some to fit the available space. Note we use every last inch of space in the Sentinel. Space consuming features such as our calendar of events or the listing of Sentinel staff are printed in smaller

8 point type.

I believe I'll be able to transfer most the major article layout to _____ in the near future. I could do this using one of my assistant editors, but how do you get volunteers to adhere to deadlines? _____ will then give me a newsletter about 75% complete and I'll paste up the minor articles and other details that make communication so hard. The additional cost of doing this will be about \$150 to \$200 per month and my time savings is about 5 hours.

Our process works this way: While I research and write many of the major articles and features, my goal is to get most of the writing done by others including feature articles by members as well as the use of columnists and special editors. For example, we've recently assigned a special editor to our "Railroad Quiz" feature and plan to do so for our calendar of events. The copy from these various sources is edited by either me or our two copy editors. Sounds easy, but it's taken me over a year to identify people in the Chapter capable of editing.

I do a final review in any case and submit it to _____ for typesetting. The type is set in galleys and proofed by our two copy editors or proof editor. In most cases, _____ mails a photocopy of the galley direct to the proofreader who returns it to _____ with the necessary corrections. The exception is when I proof due to short deadlines. You'll note a fair number of typos in certain issues or sections of the Sentinel. These occur when I proof my own writing, a situation we're trying to avoid.

We plan to use our Apple IIe to communicate directly to _____'s typesetting machine. This requires a \$250 modem and some additional input time, but will significantly reduce our cost and the time spent in typesetting as well as that involved in proofreading. (The Apple IIe word processing program is invaluable to me in preparing text for the typesetter as well as in label preparation.)

After the copy has been proofed, I do the paste up and return it to _____, which prints and folds. Since we've gone to coated (gloss) paper this is a two day turn-around.

The newsletters are then picked up by our Assembly Manager who collates (using 17 x 11 sheets means only three pages need be collated for a 12 page newsletter) and puts one staple on the outside edge of the newsletter to hold it together in the mail. this step may not even be necessary. He puts on the mailing label which I create in zip code sequence on the Apple IIe. The Sentinels are then turned over to our Distribution Manager, who is a Post Office employee, for mailing.

Well, this response is probably 10 times more information than you wanted. But, it also gives me a chance to outline our newsletter operations for our new president, Dave White, who is receiving a copy of this letter.

An important factor in the rapid development of the Chapter and the Bluewater Sentinel since our founding three years ago is the fact we operate on a strong president system. The Board of Directors is a policy setting and advisory group which is intended to manage by exception. They aren't involved in the day-to-day operations of the Sentinel as long as I satisfy the president and meet the publication's broad objectives and budgetary constraints.

Best regards, /s/ Robert W. Cosgrove, Editor



**Pacific Railroad Preservation Association
 Non-Profit Organization Founded 1977
 3431 N.E. Multnomah Street
 Portland, Oregon 97232
 503-255-7138**

Dear Steam Fan :

The P.R.P.A. is selling high quality merchandise to help restore the Spokane Portland and Seattle 4-8-4 Northern 700. The Lady. We are planning to have her operational in 1986. She is well under way to restoration. With your help we can wake her up after 30 years of sleep! (last run May 21 1956)

What the cab insignia means: E-1 (class type) 296
 (296,500 lbs on the drivers) 28/32 (bore & stroke inches) 69 (69,800 lbs of tractive effort)

The following items are being presented for your selection :

PHOTOS THE 700 AS DELIVERED ON JUNE 21, 1938 AT SPOKANE, WASHINGTON.

CAPS: Spokane Portland & Seattle red herald with the 700 cab insignia superimposed. At the bottom is the SP&S motto "*Northwest Own Rail Road*" In white.

T Shirts: 100% cotton Hanes powder blue. The front sports a 4 color picture of the powerful lady 700 leaving Union Station. The back sports a 8x10 SP&S red herald superimposed on the 700's gold cab insignia. At the bottom is the SP&S motto "*Northwest Own Rail Road*" Size XS, S, M, L, XL, XXL.

Pocket T Shirts: Hanes 100% cotton powder blue. The front over the pocket sports a 3x4 red SP&S herald white lettering superimposed on the gold 700 cab insignia. "*Northwest Own Rail Road*" The Back sports the beautiful 700 leaving Union Station. Size L, XL

Lapel Pins: Red SP&S herald superimposed on the gold 700

Prices: Shirts \$11.00 caps \$ 6.50 Pins \$5.00 Photos \$3.00

Handling: Please send \$1.50 for shipping & handling. Allow 6 weeks for delivery. Send to P.R.P.A. as printed on top of sheet. Thank you!

Spokane Portland & Seattle Locomotive No. 700

Built in 1938 by the Baldwin Locomotive works, the SP&S 700 is the last remaining 4-8-4 "Northern" type locomotive designed by the Northern Pacific Railroad. Its impressive list of features includes:

- Roller bearings on all axles.
- 77 inch driving wheels, yielding a top speed of 110 mph.
- 69,800 pounds of tractive effort, more than any other "Northern" type design using drivers over 70 inches.
- 28 inch bore by 31 inch stroke pistons with 14 inch valves.
- 879,600 pounds total weight, making it one of the heaviest "Northers" ever built.
- 110 feet overall length.
- Tender capacity of 6,040 gallons fuel and 20,000 gallons water.

The 700 was placed in Oaks Park in 1958 when it was donated to the city of Portland for a then-planned railroad museum. The museum never materialized and the 700 has languished there, largely unattended, for the last quarter century. Today, however, the hope of that museum has been rekindled and restoration of the 700 is now underway.

Pacific Railroad Preservation Association

This restoration has been undertaken by the Pacific Railroad Preservation Association, a non-profit corporation founded in 1977. The 700 is the second steam restoration project of the PRPA, the first being Southern Pacific "Mogul" class locomotive No. 1785 located in Woodburn, OR. The present goals of the organization include not only the 700 project presently underway, but also the restoration of Union Pacific "Pacific" class locomotive No. 3203, and the creation of a live steam railroad museum in the vicinity of Oaks Park.

Many local and national companies are helping in these projects, but we need your help, also. You can support restoration of SP&S Locomotive No. 700 by purchasing souvenir hats and tee-shirts, or by sending your tax deductible donation today!

"Help Save a Little (440 Ton) Piece of History"

INFORMATION/DONATION FORM

Please send me a price list of SP&S Locomotive No. 700 souvenir merchandise. (Please include a self addressed stamped envelope.)

Please fill out ~~the card~~ and return to:

Become a **FRIEND OF LOCOMOTIVE 700**: check one:

Pacific Railroad Preservation Assn.
3431 NE Multnomah St.
Portland, OR 97232

- Fourth sub-division donor: 20.00
- Third sub-division donor: 50.00
- Second sub-division donor: 100.00
- First sub-division donor: 500.00
- Terminal sub-division donor: 1,000.00

All donations are tax deductible.
No amount too small or too large!

Name: _____

Amount enclosed: _____

SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

RAILROAD & HIGHWAY TRANSPORT

Elaine Anderson, **THE CENTRAL RAILROAD OF NEW JERSEY'S FIRST 100 YEARS.** Center for Canal History & Technology (Box 877, Easton, PA 18042), 1984. illus. \$11.00 Ppd. All aspects of the RR's operation, incl. coal mining and marine services. 250 illus., many never before publ.

Ray D. Applegate, **TROLLEYS AND STREETCARS ON PICTURE POST-CARDS.** Transport History Press (Box 201, Park Forest, IL 60466), nd. 191 views. \$5.00.

Ben Ashworth, **THE LAST DAYS OF STEAM IN GLOUCESTERSHIRE.** A. Sutton (Gloucester, England) 1983. 137 pp. illus. \$16.75. Locomotives. (Distr. in U.S. by Humanities Pr., Atlantic Highlands, NJ)

CHICAGO SURFACE LINES: AN ILLUSTRATED HISTORY. 3rd. Edn. Transport History Pr. (Box 201, Park Forest, IL 60466) nd. 496 pp., illus. \$26.50 Ppd. World's largest trolley system. This edition adds 80 pages, a traction chronology 1837-1947, & photo index to all three edns. Also: **CSL SUPPLEMENT.** 96 pp., illus. \$9.00 Ppd. Updates edns. 1 & 2, eliminating need for 3rd if you have them.

Norm Cohen, **THE LONG STEEL RAIL: THE RAILROAD IN AMERICAN FOLKSONG.** Univ. of Illinois Pr. (Box 5081, Station A, Champaign 61820), 1984. 712 pp., a few illus., \$17.50. Thorough, scholarly treatment of all the classics plus many you've never heard of, including lots of words and a bit of the music. Not a songbook. (But where's the *Montreal Express*, the SIA's official song?)

EARLY AMERICAN LOCOMOTIVE ENGRAVINGS. Transport History Pr. (Box 201, Park Forest, IL 60466), nd. 142 pp. illus. \$7.00 Ppd. 149 engravings of steam locos b/t 1804-1893.

ED NOWAK'S NEW YORK CENTRAL. Transport History Press (Box 201, Park Forest, IL 60466), nd. \$21.50 Ppd. Corporate photographer for the NYC: the best of his work, both steam & diesel.

A. Gomez-Mendoza, **FERROCARRILES Y CAMBIO ECONOMICO EN ESPANA 1855-1913.** Alianza E. Editorial (Madrid), 1982. 278 pp.

H. Roger Grant, **DEPOT: ECONOMY & STYLE AT TRACKSIDE.** In *Time-Line*, Vol. 1, No. 1 (Oct. 1984) pp. 56-70. Illus. survey of Ohio's RR stations. Maiden issue of Ohio Hist. Soc's bi-monthly magazine. (Avail: OHS, 1982 Velma Ave., Columbus, OH 43211 \$18/yr.) Contributors solicited as well as subscribers.

Harry Hanson, **THE COACHING LIFE.** Manchester Univ. Pr. (51 Washington St., Dover, NH 03820), 1983. 208 pp., illus., index., notes. \$20. Explodes the myth of the glory that was early 19th-C coaching in GB, describing the breaking axles, drinking drivers, ticket scams, crowding, wet, and cold. "Travellers were rooked, robbed, and insulted at every turn." Also compares English systems with Irish and French.

Herbert H. Harwood, Jr. (SIA), **BALTIMORE & ITS STREETCARS--A PICTORIAL REVIEW OF THE POSTWAR YEARS.** Quadrant Pr. (19 W. 44th St., NYC 10036), 1984. 98 pp., heavily illus. \$10.95. Wonderful, evocative (at least for those of us who grew up amongst it) remembrance of one of the nation's most extensive, farflung trolley systems, with the greatest variety of rolling stock and topography, and lines ranging from some 20 miles in length down to rustic jerkwaters of barely a mile, all seen at the height of its glory just before the inevitable annihilation of the late 50s and early 60s. Ends

with a nice account of the system's IA, for a surprising number of its structures survive, and even a few museumized cars.

George Hildebrand (ed.), **THE GOLDEN AGE OF THE LUXURY CAR.** Transport History Press (Box 201, Park Forest IL 60466), nd. 160 pp., illus. \$7.00 Ppd. Anthology of articles from *Automobile* magazine, 1927-1931.

James L. Holton, **WHEN RAILROADING CAME TO READING TOWN.** In *Historical Review of Berks County*, Fall 1983. The founding and early days of the Philadelphia & Reading Ry. Reading RR commemorative issue.

R.S. Joby, **THE RAILWAYMEN.** David & Charles (N. Pomfret, VT 05053), 1984. 166 pp., illus. The variety of tasks in running a railway (English), how the men lived & worked, recent changes, safety needs and the rule book, and the RR community in general.

Mel Patrick & Rich Loveman, **NEVER ON WEDNESDAY.** Transport History Press (Box 201, Park Forest, IL 60466), nd. 250 duotone photos, \$26.50 Ppd., hardcover. Photoessay on the Rio Grande Zephyr.

John Bell Rae, **THE AMERICAN AUTOMOBILE INDUSTRY.** Twayne Publishers, (Boston), 1984. \$18.95.

RAILROAD CAR BUILDER'S PICTORIAL DICTIONARY: 1879. Transport History Pr. (Box 201, Park Forest, IL 60466), nd. 576 pp., illus. \$8.95. 800 illus. keyed to 2,400 definitions. Intro. by John F. Stover.

P.J.G. Ransom, **THE ARCHAEOLOGY OF THE TRANSPORT REVOLUTION, 1750-1850.** World's Work Ltd, The Windmill Pr. (Kingswood, Surrey; avail. US: David & Charles, N. Pomfret, VT 05053), 1984. 208 pp., heavily illus. Asks the question: one or two transportation revolutions?--pre & post steam. Regardless, a nice compilation of illustrations and supporting material, nearly all G.B.

Jim Scribbins, **THE 400 STORY.** Transport History Pr. (Box 201, Park Forest, IL 60466), nd. 232 pp., illus. hardcover, \$36.50 Ppd. "The definitive book on the C + NW's 400 fleet."

TWIN CITY RAPID TRANSIT PICTORIAL. Transport History Pr. (Box 201, Park Forest, IL 60466) nd. 96 pp., illus. \$14.00 Ppd. Photos, maps, car rosters. St. Paul & Mnpls.

Walter F. Walton, **THE SOUTH PENNSYLVANIA RAILROAD: THE RR THAT MIGHT HAVE BEEN.** American Society of Civil Engineers (John Oyler, secy., History & Heritage Comm., 92 Youngwood Rd., Pittsburgh, PA 15228), 1983. 50 pp., illus. \$7.50 Ppd. Wm. Vanderbilt's competing effort with the Pennsy. Right-of-way became the PA Turnpike.

John H. White, Jr., **THE AMERICAN RAILROAD PASSENGER CAR.** Johns Hopkins Univ. Pr. (Baltimore), 1985. 730 pp. in 2 vols., illus. \$35 the set. Orig. pub. 1978, this is THE book on the subject. Now avail. in unabridged, 2-part, soft-cover edition, complete with all 387 photos & 385 dwgs.

_____, **A HISTORY OF THE AMERICAN LOCOMOTIVE: ITS DEVELOPMENT, 1830-1880.** Dover, 1980. (Avail: Transport History Pr., Box 201, Park Forest, IL 60466). 528 pp., illus. \$13.00 Ppd. Detailed technical analysis with rich pix. Well received in *Jnl. Am. Hist.*

_____, **HORSECARS, CABLE CARS, & OMNIBUSES.** Dover, 1974. (Avail: THP, as above.) 140 pp., illus. \$7.50 Ppd. John Stephenson Car Co.'s production in 1888, with brief co. history and J.S.'s biography.

MAINE CENTRAL RR: MOUNTAIN DIVISION. 470 Railroad Club (391 Cottage Rd., Portland, ME 04106), 1985. 328 pp., illus., \$39.95/\$29.95. From Portland, through the White Mountains to Lime Ridge, Quebec, incl. the greatest feat of RR engineering in the East: the Crawford Notch line.

Roger Rapoport, **END OF THE LINE.** In *Americana*, Sept./Oct. 1983, p. 26. Two trains, the Rio Grande's "Zephyr" and the White Pass & Yukon's, have ended their runs--both among North America's last privately operated historic passenger trains.

V I E W I G ' S V I E W

(Not an unbiased view of the Chapter by the editor.)

Here we go with another month passing us by. Luckily someone took it upon himself to go get a picnic spot so for June we will be up at Washington Park instead of at the Auditorium for the monthly meeting. Do not skip the picnic just because you do not like picnics. The picnic is a great opportunity to meet spouses and the like and to get to know other members better.

In my short time in the Chapter we have been trying to get a museum off of the ground, or on the ground, or whatever they say about railroad museums. What do the members want? Hopefully we as a Chapter have been saving all sorts of items for our museum. Is there a list of our artifacts? Has anyone been given the job of indexing what we have and what we will need? Even without a building we should be begging our members to keep us in mind when they decide to write their Wills so that we will be able to fill the room to the walls when we open. Remember tho, everyone who writes a Will dies, so let that be your guide when you figure out who will protect your collection.

Someone in our midst should be able to come up with a list of all of the other rail related organizations in this state. Are you the one with such a list? Can you send me a copy?

How about that someone who has a list of all of the historical societies that we as a Chapter belong to? Is there a special spot where all of that information is kept? How many Museum organizations do we belong to? Should we join up with a few more? What do they share with us?

Sadly we let National Transportation Week slip by without much fanfare and the Historic Preservation Week also went on by without us participating in '86. Maybe we can do better for next year when 4449 is not so much on our minds.

And still on my mind is the fear of what to do with the "rooms" we may reserve for an overnight rail excursion IF by some unnatural reason we find that we cannot deliver the people to the hotel at the destination. For instance, we guarantee that we will take 600 people to Expo and the track washes out or Amtrak cannot deliver the special train. Who is going to get stuck paying for the rooms we cannot use? Is there a way to shift the loss to an insurance firm? I don't mean to suggest problems, but how have we protected the chapter in the past and how can we protect the chapter now in case something goes wrong?

The last part of this rambling is the need to share all of the information that we receive from other newsletters. Is there someone out there who would like to review each and every exchange publication? I have been going thru each one up to now, but maybe a member would like to take this on and copy the more important articles for us to read.

The long letter from the Bluewater Chapter editor that appears here someplace is sure an eye opener. I have been putting the TRAINMASTER together now for over two years and I have not been able to figure out where the Bluewater Chapter finds all of the support for getting out their typeset newsletter. Each month I have to spend a minimum of 20 hours to put the TM together and I welcome input from any or every one.

If you have comments as to how the TM should be put together, drop me a note and maybe we can work it in. The Publications Committee is also an outlet for your comments if you want to avoid offending me directly.

P I C N I C O N J U N E 2 0

I N S T E A D O F M O N T H L Y C H A P T E R M E E T I N G

P I C N I C S T A R T S A T 5 : 3 0

B U T C O M E W H E N Y O U C A N