

The



TRAINMASTER

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CHAPTER TIMETABLE OF EVENTS

- 9 OCT 86 Thursday 7:00pm OCTOBER BOARD MEETING @ Columbia Gorge Model RR Club Clubhouse at N Russell and N Vancouver in Portland. All members invited. If you wish to address the board please check in with President. Much goes on at these meetings. Good chance to see who is alert.
- 17 OCT 86 Friday 7:30pm OCTOBER MONTHLY MEMBERSHIP MEETING at the PGE Auditorium on SE 17 between Powell & Holgate. Usually we have refreshments that beg for a donation from you. Your donation buys the refreshments for the next month. Folding money counts better.
- PROGRAM: UNION PACIFIC movies from the 1960s.
Presented by John Davis.
- Member newsreel involves you bringing up to six recent rail related slides to show us what you have seen. Check in at Membership Table so your slides project correctly. Come on, bring them in.
- 13 NOV 86 Thursday 7:00pm NOVEMBER BOARD MEETING. Check out story for 9 Oct to see details.
- 21 NOV 86 Friday 7:30pm NOVEMBER MEMBERSHIP MEETING on the third Friday of the month. Check out details at 17 October listing above.
- This is the ELECTION night.
- If you plan to vote, be sure to get there in plenty of time to get a ballot and be able to check off your choices and return it by 8 PM, which is the cut-off for voting so that the ballots can be counted right then and there.
- 7 FEB 87 Saturday 6:30pm ANNUAL BANQUET and a Welcome for the New Officers. This is at the VISCOUNT HOTEL over by NE 2nd and Wiedler. Price has not yet been determined. No Host cocktails 6:30. Buffet Dinner at 7:30. Program yet to be determined but these are always great events.

SATURDAY NO HOST LUNCHES AT THE SEMAPHORE RESTAURANT. All invited. These certainly are fun ways to break up your rainy Saturdays. A good bunch of all sorts of people attend. Much going on and this is the spot to hear about the latest rumor or see for yourself what a bunch of people can do at the Roundhouse. Viewig is still willing to see that you get your name pronounced right if you need an introduction, so give Viewig a call so you won't be talked about while you are at the table. Much fun, good fellowship, and chance to hear off the cuff campaign speeches or maybe con a free lunch out of a candidate instead of hearing speeches on the local job market. Really a good time for all members. Seating is short so show up by noon. The waitress is quite friendly & efficient and a plus for their business. Join us next Saturday, or the following Saturday, rain or (hah) shine.

PACIFIC NORTHWEST CHAPTER 11 SEPTEMBER 1986 BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:20 PM.

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

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 8/31/86:

Checking account \$95,457.38
CDIC account 6,214.18

September Trips: The board discussed in detail the Chapter's financial situation in relation to the 9/13 Madras and 9/27 Spokane trips. It was determined by working out figures on the chalkboard that running or not running the Madras trip would result in a loss of about \$20,000 either way. It was also determined that the break even point on the Spokane trip is 388 passengers. Moved by Al Viewig, seconded by Doug Auburg, that based on an analysis of the numbers, both the 9/13 Madras trip and the 9/27 Spokane trip be run with a loss of \$20,000 on Madras projected and break even on Spokane projected assuming that 80 more tickets are sold in the next ten days. Motion passed.
Cash Flow: Moved by Kerrigan Gray, seconded by Doug Auburg, to hold all possible bills until both September trips are over to protect the Chapter's cash flow position. Motion passed.

Membership Committee: Darlene Morrison said that 488 membership directories still must be sent to Chapter members. Because of the Chapter's cash position as many as possible will be given out at regular meetings before the balance are mailed. Chapter membership is now 560.

Museum Committee: Mary Lou Weaver reported that the museum committee wants to get started on the museum train project in order to have the train ready in 1988 if not in 1987. Mary Lou gave out information on professional fund raising for possible future use to fund the museum train. Al McCready suggested that the Oregon Historical Society be contacted for help on exhibits for the O & C celebration.

Concessions Committee: Marilyn Rehm reported concession sales over \$10,000 for the light rail opening. On Friday sales were \$5000 at Pioneer Square and \$4300 at Gresham.

Insurance: Rich Carlson reported that insurance agent Bob Schoepper has completed a review of the Chapter's insurance policies and will report to the board at its October meeting.

Movement of Purchased Cars: Rich Carlson reported that two cars in Willits, California, will be moved after the lube and air dates are updated. The two

cars coming from Silvis, Illinois, may be on their way. Iowa Interstate has been billing the Chapter for their storage.

Deposit on Pegasus Rooms: Rich Carlson reported that the Bureau of Tourism in British Columbia will be sending the Chapter claim forms for possible recovery of the deposit for rooms on the ship Pegasus. The outlook for recovery of the money is not promising. No word has been received from the local travel agency's attorney.

S.P. Leased Track: Moved by Doug Auburg, seconded by Al Viewig, that only Chapter equipment be stored on the leased track at the S.P. Brooklyn yard except in case of specific agreement. Moved to amend by Al Viewig, seconded by Doug Auburg, that no S.P. equipment be stored on the Chapter's leased track. Amendment passed. Amended main motion passed.

Spokane Trip Price: Moved by Doug Auburg, seconded by Al Viewig, not to raise the Spokane trip price on 9/15 in order to encourage sales. Motion passed.

O & C Celebration: Moved by Doug Auburg, seconded by Kerrigan Gray, to table discussion of the O&C celebration. Motion passed.

Computer Programs and Software Packages: Moved by Kerrigan Gray, seconded by Al Viewig, that the Board of Directors prohibit the installation and/or use of computer programs and/or software packages on PNWC-NRHS computer equipment which the Chapter has not purchased for use with legal license or had written for PNWC-NRHS, or obtained elsewhere with explicit written permission-to-use from the author or company vending said computer programs and/or software. Further, that the Board of Directors set the policy that no such computer programs and/or software be used by any individuals on any computers for official Chapter business. Motion passed.

Telephone in Room 1-A: Rich Carlson reported that member Ken Peters has offered to install a telephone in Room 1-A using equipment salvaged from the Silver Garden Restaurant. Ken will donate his labor. Some cable will need to be purchased. Rich will ask Ken to work up a proposal.

The meeting was adjourned at 10:25 PM.

Present: Board: Viewig, McCready, Auburg, Storz, Carlson, Kyrian Gray, Holloway, Dorsett, Van Sickle, Pfeifer, Kerrigan Gray. Members: Nelson, Inmmel, Morrison, Rodabaugh, Parker, Edgar, Rehm, Hodson, von Gaertner, Wert, Esther Rosu, John Rosu.

Respectfully submitted, /s/ Chuck Storz, Secretary

EXCURSION REPORT ADDENDUM

by TERRY PARKER

As Acting Personnel Director for the Deschutes River Rail Excursion on September 13th, I would like to thank the following people for their participation as car hosts or as other members of the staff:

KEN PETERS
DUANE CRAMER
MARY LOU WEAVER
BOB SLOVER
LARRY HODSON
AL WERT

RAY MEYER
ESTHER ROSU
CONNIE MCCREADY
WALT GRANDE
NANCY HODSON
DALE HAMMERSLY
MIKE BALTEAU
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JIM EDGAR
LEONA NOWELL
CHARLIE ANDREWS
LINDA HOFFMAN
BILL CARTER
TOM BREWER

LOCOMOTIVE BELL FOR SALE

A fellow named Bob Robertson of 19944 Birch Lane in Bend, Oregon, 97701 (phone:503-389-5359) has a brass or bronze locomotive bell that he wishes to sell. It is from a Northern Pacific Terminal Co. steam switcher locomotive and it was salvaged in 1945. It is 18" in diameter and it stands close to 3 feet high and it is mounted on a cast iron stand.

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PACIFIC NORTHWEST CHAPTER 19 SEPTEMBER 1986 REGULAR MEMBERSHIP BUSINESS MEETING

The meeting was called to order at 7:48 PM by President Rich Carlson in the PGE Auditorium.

The minutes of the August meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 8/31/86:

Checking account	\$95,457.38
CDIC account	6,214.18

President Rich Carlson reported on the following:

1) The SP is satisfied with insurance arrangements for cars Red River and Twin Grove and will move the cars shortly from Willits, California.

2) The UP will move cars Pasco and Portland at no charge as soon as the Chapter provides proper insurance coverage. The Iowa Interstate will move the cars from Silvis to Omaha. There have been vandalism problems in Silvis.

3) There is nothing new on the Chapter's attempt to recover the deposit paid for rooms on the Pegasus. The British Columbia travel department is sending some claim forms. Recovery of the money is still doubtful.

Excursions: Rich Carlson reported that only the Sept. 13th excursion to Madras will be run. Some customers switched from Sept. 20 to the 13th and some refunds were requested. There will be a loss of \$15,000 to \$20,000 on the Madras trip. The Spokane trip is selling reasonably well and is close to the break even point. The Sept. 13th Madras trip is probably the last one day trip to Madras due to its high cost. The Chapter is competing for the same clientele by running two trips in one month.

Concessions: Rich Carlson reported that the light rail cacheted envelopes sold well during the opening celebration - very few are left. Marilyn Rehm reported sales of over \$10,000 during the light rail opening. Fourteen Chapter members helped with sales.

Tough Guys Premier: Rich Carlson reported that the opportunity for sponsoring the premier of the movie Tough Guys came up on short notice. A special board meeting on Aug. 29 approved the Chapter's sponsoring the premier. About 215 tickets have been sold as of today at \$15 each. Disney will donate the use of the film for the premier.

Membership: Darlene Morrison asked members to pick up their new membership directories at the meetings to save postage.

Locomotive 4449 Steering Committee: Vice President Doug Auburg asked for comments and suggestions on the proposal, as published in The Trainmaster, for establishment of a steering committee to manage locomotive 4449. The Chapter membership will vote on the proposal at the October meeting.

Museum Fund: Walt Grande moved, seconded by Kyrian Gray, to take from the table the motion to set aside \$90,000 for a museum fund. Motion to take from the table failed.

Handcar Race: Moved by Al McCreedy, seconded by Linda Hoffman, that the Chapter spend \$60 to enter a hand car race to be run on the light rail tracks in the Old Town area. Motion passed.

Tough Guys Premier Budget: President Rich Carlson

asked for a motion to approve the budget of \$3,209 for the Tough Guys movie premier, the budget being based on sales of 215 tickets to break even. Moved by Doug Auburg, seconded by Lee Jackson, to approve the budget of \$3,209 for the movie premier. Motion passed. Moved by Mary Lou Weaver, seconded by Larry Hodson, to authorize nine (9) free tickets to the premier to be given to officials and press. Motion passed.

Elections Committee: The amendment to the Chapter by-laws establishing an Elections Committee was adopted by 2/3rds majority vote. (The maker of the motion to adopt and the second were not recorded.) Text of the amendment follows: "Election Committee: There shall be an Elections Committee established to supervise the annual election of Officers and Board Members. The Elections Committee shall consist of not less than three or more than five Chapter members in good standing, none of whom may be current Board members nor candidates in the election to be supervised by them. The Elections Committee shall be appointed by the President at the September business meeting with the advice and consent of the Board. It shall be charged with conducting the Chapter election in accordance with Section 4.03 of the By-laws."

Rental of Car Red River: Rich Carlson advised that the Chapter has received a request from the McCloud River RR. to rent the car Red River for excursion service. Moved by Bob Hoffman, seconded by Doug Auburg to rent the Red River to the McCloud River RR. Motion passed.

Nominations for 1987 Officers and Directors: Nominating committee Chairman Al McCreedy reported the following nominations for Chapter officers and directors for 1987:

President:	Mary Lou Weaver and Doug Auburg
Vice President:	Bob Hoffman and Esther Rosu
Secretary:	Chuck Storz and Al Viewig
Treasurer:	Kyrian Gray and Larry Miller
National Director:	John Holloway and Rich Carlson
Director At Large (2 to be elected)	Terry Parker, Carl Rodabaugh Tom Brewer, Randy Nelson

Ken Keeler was nominated from the floor for Director at Large.

Spokane Trip Prices: Moved by Doug Auburg, seconded by Bob Hoffman, that the Spokane trip be sold to Chapter members only at \$150 single, \$125 double, if the board determines it to be in the best financial interest of the Chapter to do so. Motion failed.

Chapter Spending Freeze: Moved by Terry Parker, seconded by Kyrian Gray, that a freeze be placed on Chapter spending except for normal routine purchases. Motion failed.

Elections Committee: President Rich Carlson announced the appointment, with the advice and consent of the board, of the following committee to supervise this year's elections: Jim Buckley, Greg Stadter, Marilyn Rehm, Lee Jackson, and George Mickelson.

Seventy (71) one members and guests signed the meeting register.

The meeting was adjourned at 9:20PM.

Respectfully submitted, /s/ Chuck Storz, Secretary

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CONCESSIONS COMMITTEE

by Marilyn Rehm

This committee has had a very busy and successful month of sales opportunities. The opening of the Light Rail over the weekend of September 5, 1986, was great and there was tremendous response to the special catcheted envelopes that we offered. We staffed sales areas both at Pioneer Courthouse Square and in Gresham at the City Hall stop. I again want to thank all the members who helped sell at those locations.

A highlight of this year was the premier of #4449's movie debut in TOUGH GUYS. Of course we offered related items that evening to the many party goers.

Then we sold souvenirs on the Deschutes trip and we operated a gift shop on the Spokane excursion.

Participation for help was appreciated on all of those occasions, so if that included you, please accept our thanks.

I have received a number of orders for #4449 jackets, so if you are considering gifting someone with one of these for Christmas, it is not too soon to order as it takes 4 to 6 weeks to receive them. The mugs have been very popular, and again, these make a very nice and useful gift for someone. We are set up for sales at each monthly chapter meeting.

STATE OF NEW JERSEY RAIL MUSEUM DEVELOPMENT

News release 9/19: The NJ Senate Transportation and Communications Committee will be considering legislation Monday, sponsored by NJ Senate Minority Leader S. Thomas Gagliano, R-Monmouth, that would establish a railroad museum in New Jersey.

Senator Gagliano said, "It is fitting to have a special railroad museum to pay tribute to our state's long and productive history of rail transportation. For example, in 1830, the Legislature granted a charter to the Camden and Amboy Railroad to operate the first commercial rail line in the state.

"New Jersey has also been in the forefront of developing railroad equipment. In 1825, Colonel John Stevens built the first steam locomotive.

"Perhaps the greatest railroad engineering feat was the construction of the 28-mile Lackawanna Cut-off from Lake Hopatcong to the Delaware Water Gap, which was begun in August 1908. The \$10 million project, which took over three years to complete, required 6 million pounds of dynamite, 6.6 million cubic yards of fill and 4.5 million cubic yards of earth."

Gagliano said, "As a member of the Senate Transportation Committee, I understand and appreciate the significant role that railroads have played in the economic development of our state. It is difficult to imagine how our state would have developed if we did not have rail lines to transport goods and passengers."

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News release 9/22: The N J Senate Transportation and Communications Committee today took the first step in establishing a special museum to pay tribute to New Jersey's long and productive history of rail transportation.

The committee released legislation, sponsored by N J Senate Minority Leader S. Thomas Gagliano, R-Monmouth, calling for the creation of a commission to study the feasibility of establishing a railroad museum in the state.

The Senator said, "New Jersey has had a long and fruitful history of railroad activity dating back to 1830 when the Legislature granted a charter to the Camden and Amboy Railroad to operate the first commercial rail line in the state.

"Unfortunately, many historically significant artifacts from the early days of railroading in our state are disappearing. There are two other railroad museums, in Illinois and Maryland, which are anxious

to obtain our remaining artifacts, including one of the first diesel locomotives and three cabooses. That is why having a museum devoted to railroad and other modes of transportation is so important to our state. We are losing our heritage, not to mention a tremendous way to attract tourists to the state."

Senator Gagliano continued, "Our state has been a leader in the development of railroad equipment. In 1825, Colonel John Stevens built the first steam locomotive. Throughout the 19th century, Paterson was recognized around the world as a center for the production of railroad equipment.

"New Jersey was the scene of some engineering marvels in building rail lines, such as the Lehigh Valley Railroad burrowing through Musconetcong Mountain and the West Shore Railroad constructing a 4,225 foot tunnel through Weehawken's Bergen Hill in 1881."

Gagliano said, "As a member of the Senate Transportation Committee, I understand and appreciate the significant role that railroads have played in the economic development of our state. It is difficult to imagine how our state would have developed if we did not have rail lines to transport goods and passengers.

"Such railroads as the New York and Long Branch Railroad and the Central Railroad of New Jersey opened up opportunities for residents to move into new areas and commute to work by train.

"Aside from recognizing the importance of railroads to our state, the museum would provide yet another reason for tourists to visit New Jersey. Tourism is our state's second largest and fastest growing industry. Any steps we take to enhance this industry pays off many times over in new jobs and additional state revenues."

Gagliano's bill would create a commission to study the feasibility of establishing the museum. The commission would consider a possible location for the museum, the costs associated with operating the museum, an potential sources of financial support. the commission would have up to 12 months to make its recommendations to the Governor and the Legislature.

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MERCHANDISE OFFERINGS (3200)
Antiques 3704 RAILROAD CABOOSE SALE
20 Standard Gauge Caboose, Inter-Change Observed. Price inside box \$100. w/coupon, \$200. 704-434-2771
NY TIMES 23 JULY 86

The President's Page by Rich Carlson

Wow! What a month September was for the chapter! Both in terms of financing and volunteer hours, I doubt heavier demands have been placed on us in a long time. First, there was the "MAX" Light Rail grand opening, then the Madras Excursion, then the "Tough Guys" premiere, and finally, our fourth Great Northwest Rail Excursion that unexpectedly ran over the old SP&S tracks to Spokane on our first day.

I am pleased to report that a lot of the members came through when their help was needed, and as a result, it was a successful month for our group, both in terms of finances and greater public respect and recognition.

I personally wish to thank those members and others who helped to stamp the cacheted covers. I know I was quite the slave-driver, but after 45 years of stamp collecting, I know what philatelists demand, and I am proud how the 'stampers' removed the selvage, separated the stamps properly, affixed them straight and in general produced a most attractive (and saleable!) cover. We started on a hot night on Aug. 26 and worked feverishly at it to be ready for the Sept. 5 opening date. The honor roll is: Mike Ackley, Doug Auburg, Susan Brown, Jim Buckley, Fred Dorsett, Jim Edgar, Al and Marian Haij, Chuck Hayden, Paul McMillan, Mildred Messmer, Noel Nelson, Terry Parker, Marilyn Rehm, Carl, Maxine and Janet Rodabaugh, Esther Rosu, Jerry and Olive Schuler, Dave and Paul van Sickle. Both at Gresham City Hall and at Pioneer Courthouse Square, there were long lines all day of people waiting to buy them. It was a unique one-day souvenir and there was no competition for it, either in quality or price. All three TV stations covered us as did the papers. We almost had a sell-out and mail orders continue to arrive at Room 1.

The opportunity to stage a benefit premiere came about as a result of a letter I sent to Walt Disney some months ago. In a special board meeting on Aug. 27 the idea was approved, although a couple board members voted no. When all the costs, including theatre rental (use of the movie was free), searchlight, reception and chartered two-car LRT train and publicity were included, we needed to sell about 220 tickets to break even. We sold about 360 and the whole thing came off like clockwork with the reception at the Red Lion Lloyd Center and the movie showing at the Music Box Theatre downtown. "Mileage collectors" even got to ride through the MAX turnaround at S.W. 11th between Morrison and Yamhill! KOIN-TV, the local CBS affiliate, gave us fine video coverage of a very nice, fun-filled evening. It was TRI-MET's first charter of an LRT train since they started regular operation, and by using light rail we saved people the trouble and cost of parking downtown.

Response to our Deschutes River Rail Excursion from Portland to Madras and return was disappointing, and we lost big on that event. Whether the problem was publicity, cost, drying-up of the market, or whatever, we fell far short of the break-even point. It may be that one day trips such as this have gotten priced out of the market. Yet, it was a great ride on a nice sunny day and I'm sure that all who participated fully enjoyed the 15+ hour trip.

We pushed very hard to get in the black on our circle trip to Spokane and Seattle, and happily reached that point. Had we known what would await us when we arrived at Pasco, I know we could have sold a lot more tickets, for (surprise!) we were routed onto the old SP&S tracks we had requested repeatedly, but for which we could not get approval. The luck factor turned out to be a freight train derailment on the planned route near Ritzville which occurred only a short time before our special's arrival at Pasco. The ride along the scenic Snake River was a real thrill. The track, mostly non-welded, provided nostalgic clickety-clack sounds, and proved to be surprisingly smooth. It is likely we were the final passenger train to go that route for the word is that trackage will be torn up soon.

Good news! The "Red River" and "Twin Grove" cars arrived at Brooklyn last week, and things finally may be happening re the sleepers back in Illinois. The "Grove" is in much better shape than we had expected. The "Mount Hood" made two trips to Seattle and one to Pendleton in September. All has gone very well.

OUR DOLLARS AND SENSE

by Kyrian Y Gray, CDP, CSP; Treasurer of Chapter

DESIGNATED FUNDS - What's that?

It is the money that has been earmarked for a specific activity, but not yet spent.

To explain how this works, let us examine a possible situation. A Chapter member decides to create an album of Great Northern Railway steam power. A plan of action and how much money it will take, is developed, and then presented to the Board of Directors.

When the Board of Directors approves the suggestion, the money that was requested is set aside in a ledger called "Designated Funds." The member presenting the suggestion is called the sponsor. The sponsor may forward bills directly to the Treasurer, but is responsible for any expenses over 10% of the approved budget.

Designated funds assures money for an approved activity will be available. This means we can better plan what we really want to accomplish, thus eliminating the "First come, First served" spending habits of the past.

The advantage of using the designated funds approach is twofold:

- 1) It identifies our total available funds; and
- 2) It helps us control approved activities expenditures.

Once a month the designated funds are reviewed. The total designated funds and total available funds for that month are reported as the last entries on our monthly Statement of Activity.

Designated funds is one of several new concepts I have included in our new bookkeeping system. I hope this explanation helps you better understand how we control Chapter activity expenditures and cash flow.

If you have any questions about our bookkeeping system or the accounting practices we follow, please feel free to ask.

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MEMBERSHIP COMMITTEE

by Darlene Morrison, Membership Chair

We had 88 requests for membership information on the Madras trip. Mary Lou Weaver will be the membership representative on the Spokane Trip.

NAME TAG NITE -- Please wear your name tags to the October Membership meeting. Stick-on ones will be provided for those who do not have one. We have many new members attending our meetings so let us get to know them and let's get them to know our faces by our names.

New Members for this month are:

EDWARD G. COOPER
TOM ELY (please see directory
ROBERT FORNOFF update for their addresses)
MELISSA MONEY

More Directory Additions: (Please
DORIS AND CHARLES HENNEL (see directory
TOM HUGHES (update for
CHRISTINE AND RUSSELL SCHOOF (their addresses)
BETTY AND FRED WALLRAFF

About the Directories - Darlene Morrison will get them ready for delivery as soon as possible.

MUSEUM COMMITTEE

by Mary Lou Weaver

The Museum Committee continues its recommendation that the Chapter participate in the O & C Celebration in 1987, in cooperation with the Association of O & C Counties, the Bureau of Land Management, the Oregon Historical Society, and others. We plan to prepare displays using several railroad cars. General planning is currently being done as a joint effort involving representatives from each group.

The committee also has discussed briefly with the Board and is recommending the following:

1) The chapter should set aside as much money as possible in a designated fund for the museum in addition to the regular committee budget. (Potential donors always like to know how much the people directly involved are contributing in money and services to their own project.)

2) The chapter should, with professional advice, examine other methods and opportunities for fundraising in addition to excursions. The board must set goals for how much money it plans to raise and specify what methods will be used.

3) The board should incorporate the museum separately from the chapter. The chapter, which would operate the museum, would lease its equipment to the museum, reducing potential liability and more clearly defining its role and financial obligations. This would also allow the museum to offer different kinds of memberships from those currently permitted by National for the chapter itself.

4) The chapter should actively pursue preparing five to seven cars by the summer of 1988 to travel as the actual official introduction of the museum train. Interpretive exhibits on selected railroad themes would be designed and built in appropriate cars restored under the supervision of the rolling stock committee.

Our objective would be to schedule visits to county fairs or other celebrations or museums which have tracks nearby as well as to the state fair. We would present museum information and plans and we would charge admission and offer concessions to help offset expenses.

5) The chapter should be a major participant in the 1992 celebration of the 200th anniversary of the discovery of the Columbia River. We should continue restoring equipment, preparing exhibits and scheduling appropriate events to help raise money and acquire corporate donations and or/sponsors to put together a more complete museum train by 1992, keeping in mind the Columbia River as a transportation artery and the involvement and significance of the railroads.

As you can see, following the above recommendations will result in a primary focus for chapter efforts and finances and will bring about the existence of a major portion of our permanent museum train. It will put before the community and the region not just a dream or a series of isolated though worthy accomplishments, but a solid beginning and a valuable contribution.

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ROLLING STOCK REPORT

by Bob Hoffman, Rolling Stock Committee Chairman

The RED RIVER and the TWIN GROVE have arrived at PNWC home shops in the Brooklyn Yards and they are ready for inspection and determination of their future disposition.

The RED RIVER appears to be in excellent shape, resplendant in its Southern Pacific Daylight paint job. Mechanically the car is in very good condition. We did discover a leak in the electrical cabinet which was temporarily repaired by Ken Keeler. The batteries have been disconnected for storage and need to be charged. The interior of the coach is quite clean and all we need to replace are some light fixtures in the men's restroom.

Some work needs to be done on the RED RIVER window shades and the car will be ready for chapter excursions. It is an excellent addition to our growing coach-fleet. The only big project we have to look at soon is the addition of a heating system since it still set up only to be heated by steam. We will have to install a self contained heating system such as we have on the MOUNT HOOD. The RED RIVER will soon be available for weekend rentals.

As for the TWIN GROVE, the former Milwaukee Road diner-lounge, it is presently painted in the green Great Western Tours paint scheme. It does not have a vestibule, that means it does not have a door for passengers to board from a station, so it must be used in conjunction with other cars.

The mechanical equipment is essentially there, including a big wood burning range in the galley, along with a supply of presto-logs and firewood. A great deal of damage has been done to the interior of the car because of leaks in the roof. The roof needs immediate attention and some of the leaks have already been patched by our chapter members but we need more work done now on the roof.

The entire dining area will have to be stripped out and the rusted metal cleaned and coated and the wood-work restored. There is evidence of a great deal of rusted areas along seams in the body, which is inherent in the Milwaukee Road type of construction.

Our first priority is to have the car surveyed and inspected by competent people to determine the extent of damage, cost of repair, and method of repair. As soon as the extent of the liabilities have been determined, the Rolling Stock Committee will make its recommendations as to its future use or disposition of the car to the Board and the membership.



NOVEMBER ELECTION

Marilyn Rehm is the chairman of the Elections Committee. Please make sure you review the Bylaws that have been printed in the new Directory to guide you. Marilyn Rehm has set a deadline for voting on the third Friday in November and all voting will be cut-off by 8 PM. If you want an Absentee Ballot you must request one by mail: Election Committee, Room 1 Union Station, Portland OR 97209.

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 going on around here SEVENTY THREE YEARS AGO and in railroad news 50 YEARS AGO.

SEVENTY THREE YEARS AGO--1913

That's a strange time period to pick, isn't it? Well, what was built in 1913, is nine miles long, drops 1000 feet, is constructed entirely of local timber, and is nearly water tight? The answer is not any railroad, sorry about that, but it's the lumber flume at Broughton Lumber, Underwood Washington, on the north shore of the Columbia River just across from Hood River.

I suppose most of you who live in the Pacific Northwest have heard of the flume, many of you have seen Lassie or Charlie the Lonesome Cougar riding down it on film a few years ago. But how many of you have stopped to look closely at it? Well, if you haven't and you're interested in the last operating lumber flume in the U.S., you'd better get up there soon. The Broughton family are reportedly planning to close their two saw mills and the flume that connects them sometime this Fall.

Costs of maintaining the flume are cited as the reason. The mill operates only on week days and tours can be arranged. You'll have to contact their office for details. Even if it doesn't have steel rails, it is a very interesting transportation system, is unique in the country, and is about to following the passenger pigeon into extinction.

FIFTY YEARS AGO--1936

ITEM 1. Here's an interesting piece, found in the October 3, 1936 issue of Railway Age. "Excursions a Means of Winning Public Favor" is the title of this little article. It goes on to recite how Eastern railroads were taking people on fan trips.

New York Central and NYO&W were displayed under steam, passengers were admitted into cabs, literature was distributed on the train regarding the trip on one trip operated by the D&H.

Here's an interesting quote: "It has been truly said that a whole generation has grown up which knows nothing about railroad service and traditions. The railroad's problem is very largely one of public relations and an indifferent public is a hard public to 'sell'."

ITEM 2. Finally, in the December 19 issue, we find an article about a "Powerful High-Speed Freight Locomotive". It's a story of the U.P. 3900 Class Challengers. The story indicates that during August and September of 1936 U.P. took received 15 of these 4-6-6-4 locomotives from the American Locomotive Company. These older brothers of UP's 3985, had a total engine weight of 566,000 pounds and had a starting tractive effort of 97,400 pounds.

It's hard to believe that so much time has passed since the prime of steam locomotive design.

S P O K A N E E X C U R S I O N S T A F F

by Geo. (Bob) Hoffman

To All Car Hosts and Staff Members on the Great Northwest Rail Excursion to Spokane:

I have had many comments regarding the enthusiasm, the helpfulness, and the smiling personalities of the car hosts and staff from many passengers on our excursion.

You all helped to make their trip a very happy and pleasant experience for them. Your ability to pitch in and help out with last minute changes, both with personnel and situationwise, was greatly appreciated.

You made this trip a success. A special thanks to those staff members who pitched in and helped the car hosts serve the meals. Your extra hands made their jobs much easier and it was greatly appreciated.

Thank you all for a job well done. Let's do it again soon.

/s/ BOB HOFFMAN
Acting Personnel Director

oo0000oo

N E W S F R O M N A T I O N A L

by John Holloway, National Director

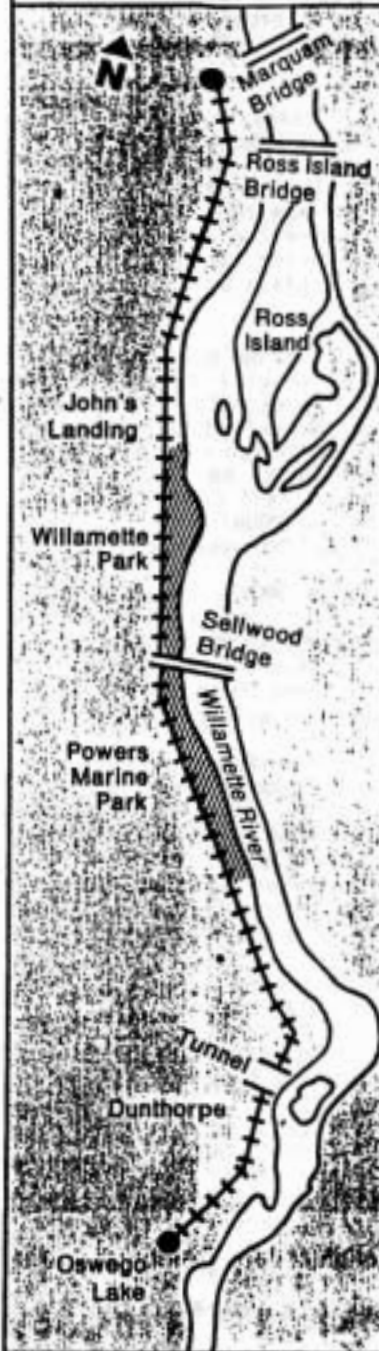
From the NRHS NEWS comes the following:

HOUSTON SESQUICENTENNIAL: From Paul DeVerter of GULF COAST CHAPTER comes the following item: "The Houston Engineers Council borrowed the Chapter's GOOD CHEER and ex-ATSF RPO 3401 to use as part of the celebration of the 150th anniversary of the founding of Houston, Texas. The Council fitted out the baggage car with exhibits from the scientific community, including physicians, telephone engineers, and NASA. A complete space-walking suit was exhibited, along with numerous photographs to provide a self-guided tour. Courtesy of the Southern Pacific, the cars were placed at the Amtrak station over the Labor Day weekend. Numerous paper items were provided by Amtrak for visitors, including engineer's caps, timetables, and balloons. In addition, Operation Lifesaver provided leaflets on highway safety at grade crossings. The GULF COAST CHAPTER provided leaflets giving the histories of the cars involved. In addition to outfitting 3401, the Engineers Council also paid the switching charges and provided the liability insurance. The Chapter maintained guides on the premises during the three day exhibit." (comment: sounds like what the Pacific Northwest Chapter could do with a Rolling Museum. JH)

UPDATE ON RICHMOND TRACTION BOOK. Carlton McKenney has asked us to inform you that "Rails in Richmond," his detailed book on the area traction lines reported in the August NRHS NEWS, is back-ordered and delivery is expected after 15 Sept. ...

NEW BOOK ON REFRIGERATOR CARS. We have all come to enjoy the scholarly works of John White of the Smithsonian; and his latest is a dandy - THE GREAT YELLOW FLEET, a history of American railroad reefer cars. The volume contains more than 235 illustrations, maps, 47 car diagrams, 4 scale model plans and is available from GOLDEN WEST BOOKS at \$46.45 postpaid. Send orders to GOLDEN WEST, PO Bx 80250, San Marino CA 91108.

Rail line
for sale



A six-mile rail line linking Portland to Lake Oswego is for sale for \$1.2 million, and it may be destroyed and the right-of-way sold unless public money can be found to preserve it for future use. Southern Pacific Transportation Co. has set a deadline in late December for a decision by the seven agencies involved.

The Oregonian

LIBRARY BOOK LIST

by Bob Slover, Library Committee Chairman

This is a listing of most of the books in the Chapter's library in Room ONE. If you would like to check out a book you can leave a message at Room 1 or on the message phone - 226-6747.

24TH ANNUAL REPORT OF THE GREAT NORTHERN RAILWAY	NORTHERN RAILWAY COMP
400 STORY. THE	SCRIBBINS
4449 - A LEGEND RETURNS (#1)	BRUECKMAN
4449 - A LEGEND RETURNS (#2)	BRUECKMAN
4449 - THE QUEEN OF STEAM	& JEFFREY MOREAU
A CENTURY OF SOUTHERN PACIFIC STEAM LOCOMOTIVES(1)	DUNSCOMB
A CENTURY OF SOUTHERN PACIFIC STEAM LOCOMOTIVES(2)	DUNSCOMB
A LOCOMOTIVE ENGINEER'S ALBUM	ABDILL
A NORTHWEST RAIL PICTORIAL	WING
A SHORT HAUL TO THE BAY	HENWOOD
A WORK OF GIANTS	GRISWOLD
ALASKA'S RAILROAD BUILDER--MIKE HENEY	HERRON
ALASKA-YUKON AREA RAILFAN'S GUIDE	
ALBUM OF HISTORICAL STEAM TRACTION ENGINES	CLYMER
ALL ABOARD AMERICA	YALOWITZ
ALL FOR NOTHING	& JOHN HOWARD
ALL-TIME INDEX 1929-1969 (TO VAR. RAIL MAGAZINES)	
ALL-TIME INDEX. 2ND ED. (TO VAR. RAIL MAGAZINES)	
ALONG AN OPEN TRACK	
AMERICA'S BICENTENNIAL QUEEN - ENGINE 4449 (#1)	KOCHANEK
AMERICA'S BICENTENNIAL QUEEN - ENGINE 4449 (#2)	WRIGHT
AMERICA'S COLORFUL RAILROADS	WRIGHT
AMERICAN LOCOMOTIVE BUILDERS IN THE STEAM ERA	BALL. JR.
AMERICAN LOCOMOTIVE BUILDERS IN THE STEAM ERA	WHITE
AMERICAN LOCOMOTIVES 1900-1950 (COPY #1)	WHITE
AMERICAN LOCOMOTIVES 1900-1950 (COPY #2)	ALEXANDER
AMERICAN RAILROAD PASSENGER CAR. THE	ALEXANDER
AMERICAN RAILROAD POLITICS 1914-1920	WHITE. JR.
AMERICAN RAILROADS. THE STORY OF	KERR
AMTRAK AT MILEPOST 10	BURT
AMTRAK CAR AND LOCOMOTIVE SPOTTER (REV 4TH ED.)	ZIMMERMAN
AMTRAK CAR DIAGRAMS	PUBLICATIONS
AN ACQUAINTANCE WITH ALCO	PUBLICATIONS
ARTICULATED STEAM LOCOMOTIVES OF N. AMERICA-VOL. 1	OLMSTED
BONANZA RAILROADS	LeMASSENA
BRITISH RAILWAY LOCOMOTIVE: 1803-1853. THE	KNEISS
BRITISH RAILWAY LOCOMOTIVES. #1	WESTCOTT
BRITISH RAILWAY LOCOMOTIVES. #2	
BRITISH RAILWAY LOCOMOTIVES. #3	
BRITISH RAILWAY LOCOMOTIVES. #4	
BRITISH RAILWAY LOCOMOTIVES. #5	
BRITISH RAILWAY LOCOMOTIVES. #6	
BURLINGTON NORTHERN: 1977-80 ANNUAL	WAGNER
BUSTED AND STILL RUNNING	MEAD. JR.
BY BIRNEY TO GOLDEN SQUARE	ANDREWS
CAB-FORWARD	CHURCH
CAR AND LOCOMOTIVE CYCLOPEDIA-1980. THE	ELLSWORTH
CAR BUILDERS' CYCLOPEDIA-1940	
CAR BUILDERS' CYCLOPEDIA-20TH EDITION (1957)	COMBES
CAR NAMES NUMBERS AND CONSISTS	WAYNER
CARS OF PACIFIC ELECTRIC VOL. III	SWETT
CENTENARY OF THE ITALIAN RAILROADS. THE: 1939	
CENTRAL PACIFIC & SOUTHERN PACIFIC RR'S (#2)	BEEBE

CONTINUATION OF LIBRARY BOOK LIST

CHALLENGER LOCOMOTIVES. THE	KFATVILLE
CINDERS AND TIMBER	HARRISON
CIVIL WAR RAILROADS	ABDILL
COACH TRAINS AND TRAVEL	DORIN
COLLECTOR'S BOOK OF RAILRODIANA	& VIRGINIA BRAINARD KUNZ
COLLECTOR'S BOOK OF THE LOCOMOTIVE. THE	ALEXANDER
COMPLETE BOOK OF MODEL RAILROADING. THE	SUTTON
CROOKEDEST RAILROAD IN THE WORLD. THE	& A.C. GRAVES
CRYSTAL RIVER PICTORIAL. THE	RUSS COLLMAN
D-DAY ON THE WESTERN PACIFIC	STAFF
DAMPFLOKOMOTIVEN IN DEN USA 1825-1950	BUCHMANN
DAWN OF THE DIESEL AGE	KIRKLAND
DAYLIGHT 4449'S FAMILY ALBUM	JOHNSEN
DEVELOPMENT OF THE EIGHT DRIVING WHEEL LOCO. THE	BELL
DEVELOPMENT OF THE LOCOMOTIVE ENGINE	SINCLAIR
DIESEL LOCOMOTIVE ROSTERS--R.R. MAG. SERIES	PUBLICATIONS
DIESEL LOCOMOTIVE ROSTERS: U.S., CANADA. MEXICO	McDONALD
DIESEL LOCOMOTIVE. THE	ASTON
DIESEL MOTOR TRAINS	AND LOFTUS
DIESEL SPOTTER'S GUIDE	PINKEPANE
DIESEL SPOTTER'S GUIDE UPDATE	& LOUIS A. MARRE
DINING ON RAILS	LUCKIN
DINNER IN THE DINER--A COOKBOOK	HOLLISTER
DOODLEBUG COUNTRY	KEILTY
DOWN AT THE DEPOT	ALEXANDER
EARLY AMERICAN LOCOMOTIVES	WHITE. JR.
EARLY AMERICAN STEAM LOCOMOTIVES 1830-1900	KINERT
EARLY RAILWAYS	SNELL
EARLY TRAINS	MORGAN
ELECTRIC RAILWAY PIONEER	DEMORO
ELECTRIC RAILWAYS	NORRIS
ENCYCLOPEDIA OF WORLD RAILWAY LOCOMOTIVES	RANSOME-WALLIS
END OF THE LINE	DAVIS
FARES. PLEASE!	MILLER
FARES. PLEASE!--THOSE PORTLAND TROLLEY YEARS	LABBE
FIRST NORTHERNS: N.P. A-CLASS 4-B-4. THE	DRESSLER
FRISCO FOLKS	BAIN
GARRATT LOCOMOTIVES OF THE WORLD	DURRANT
GEOLOGICAL TRIP LOG--COLUMBIA & DESCHUTES RIVERS	HOWELL
GIANTS OF THE WEST	COCKLE
GLORY DAYS OF LOGGING	ANDREWS
GREAT IRON TRAIL. THE	HOWARD
GREAT NORTHERN RAILWAY. THE	& DOROTHY WOOD
GREAT RAILROAD CONSPIRACY. THE	HIRSCHFELD
GREAT THIRD RAIL. THE - C.E.R.A. BULLETIN 105	& ROY G. BENEDICT
GREAT TRAIN ROBBERY. THE	& DENNIS CRAIG
GROWING UP WITH TRAINS	STEINHEIMER & DONALD SIMS
HEADIN' HOME--LOCOMOTIVE 8444 MEDIA REPORT (1/85)	RAILROAD
HEAR THE TRAIN BLOW	CHARLES CLEGG
HEISLER LOCOMOTIVE 1891-1941. THE	KLINE
HETCH HETCHY AND ITS DAM RAILROAD	WURM
HIGH ROAD TO PROMONTORY	KRAUS
HIGHBALL--A PAGEANT OF TRAINS	BEEBE
HISTORY OF THE CANADIAN NATIONAL RAILWAYS	STEVENS
I LIKE TRAINS-1954	MORGAN
ILLUS. TREASURY OF AMERICAN LOCOMOTIVE COMPANY	KERR
ILLUSTRATED TREASURY OF BUDD: 1931-1981	

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ILLUSTRATED TREASURY--PULLMAN STANDARD:1945--:V. 2	
IMPOSSIBLE RAILWAY. THE	BERTON
INTERURBAN TO MILWAUKEE--C.E.R.A. BULLETIN 106	
IRON HORSES OF THE SANTA FE TRAIL	WORLEY
IRON HORSES TO PROMONTORY	BEST
IRON HORSES--AMERICAN LOCOMOTIVES 1829-1900	ALEXANDER
IRON ROAD TO THE WEST	STOVER
KANSAS WEST	ANDERSON
KETTLE VALLEY AND ITS RAILWAYS. THE	RIEGGER
KLAMATH ECHOES. 1966 (NO. 3)	
KLAMATH ECHOES-1966	
LAKE SUPERIOR IRON ORE RAILROADS. THE	DORIN
LINES OF PACIFIC ELECTRIC	SWETT
LINES WEST	WOOD
LITTLE RAILWAYS OF THE WORLD	SHAW
LOCOMOTIVE ADVERTISING IN AMERICA 1850-1900	AMERICANA REVIEW
LOCOMOTIVE QUARTERLY VOL. II. NO. 4	VARIOUS AUTHORS
LOCOMOTIVES OF THE WESTERN PACIFIC	ROBERTS
LOCOMOTIVES THAT BALDWIN BUILT. THE	WESTING
LOGGING RAILROADS OF THE WEST	ADAMS
LOGGING THE REDWOODS	CARRANCO & JOHN T. LAMB
LOST GLORY	LOGAN
LURE OF JAPAN'S RAILWAYS. THE	HIROTA
MAINE TWO-FOOTERS. THE	MOODY
MALLET ARTICULATED LOCOMOTIVES	LOCOMOTIVE WORKS
MAN FROM STEAMTOWN. THE	ADAIR
MANSIONS ON RAILS	BEEBE
MEXICAN NARROW GAUGE	BEST
MIGHTY 800. THE	KRATVILLE
MILWAUKEE RAILS	OLMSTEAD
MINERAL BELT--VOL. 1--OLD SOUTH PARK. THE	DIGERNESS
MINERAL BELT--VOL. 2--OLD SOUTH PARK. THE	DIGERNESS
MINISINK VALLEY EXPRESS	BEST
MIXED TRAIN DAILY	BEEBE
MODEL RAILROADER CYCLOPEDIA. THE: 5TH ED.	KALMBACH
MODEL TRAINS	
MODERN RAILWAYS INTERNATIONAL REVIEW	ALLEN
MOHAWK THAT REFUSED TO ABDICATE. THE	MORGAN
MONORAILS	BOTZOW, JR.
MOTHER LODE SHORTLINE--SIERRA R.R. PICTORIAL	BENSON
MOUNT LOWE--THE RAILWAY IN THE CLOUDS	SEIMS
NARROW GAUGE IN THE ROCKIES	& CHARLES CLEGG
NARROW GAUGE NOSTALGIA (COPY #1)	TURNER
NARROW GAUGE NOSTALGIA (COPY #2)	TURNER
NARROW GAUGE TO THE REDWOODS	DICKINSON
NATCHEZ ROUTE--MISS. CENTRAL R.R. ALBUM	& LOUIS R. SAILLARD
NATIONAL GEOGRAPHIC MAGAZINE. VOL. LXX. #5. 11/36	HILDEBRAND
NEVER ON WEDNESDAY	& MEL PATRICK
NEW MEXICO'S RAILROADS	MYRICK
NEW ORLEANS STEAM SPECTACULAR!	STRAFAC
NEW RAILS TO OLD TOWNS	WAMPLER
NEW YORK AIR BRAKE COMPANY CATALOG--SEPT.. 1913	
NICKEL PLATE STORY. THE	REHOR
NIGHT TRAIN	DUKE
NORTH AMERICAN STEAM LOCOMOTIVES: THE MOUNTAINS	& MIKE PEARSALL
NORTH AMERICAN STEAM LOCOMOTIVES: THE NORTHERNS	& MIKE PEARSALL
NORTH WESTERN LINES--NEWS FROM C&NWHS. VOL. 11. #4	C&NWHS

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NORTHERN PACIFIC VIEWS	NOLAN
NORTHERN PACIFIC: MAIN STREET OF THE N.W.. THE	WOOD
NORTHWEST LOGGERS VOL. 1: RAYONIER	SPENCER
NORTHWESTERN PACIFIC RAILROAD. THE	STINDT
OBSERVER'S BOOK OF RAILWAY LOCOMOTIVES/BITAIN	CASSERLY
OFFICIAL RAILWAY GUIDE (APRIL 1983). THE	
OFFICIAL REGISTER OF PASSENGER TRAIN EQUIP. 1/1954	
OFFICIAL REGISTER OF PASSENGER TRAIN EQUIP. 1/1960	
ON THE 8:02	GROW
OREGON HISTORICAL QUARTERLY--MARCH. 1956	
OREGON HISTORICAL QUARTERLY--MARCH. 1970	
OREGON HISTORICAL QUARTERLY--WINTER. 1983	
ORIENT MEETS OCCIDENT	BRYAN
OVER THE HILLS TO WOODSTOCK	MEAD, JR.
OVERLAND ROUTE. THE	& JOHN KRAUSE
PACIFIC COAST SHAY	RANGER, JR.
PACIFIC SLOPE RAILROADS	ABDILL
PACIFIC TYPE LOCOMOTIVES RECORD NO. 79	LOCOMOTIVE WORKS
PASSENGER CAR DIAGRAMS--S.P. & S.R.Y.	
PASSENGER TERMINALS AND TRAINS	DROESE
PASSENGER TRAIN CONSISTS OF THE 1970'S	WAYNER
PASSENGER TRANSPORT IN THE UNITED STATES 1920-1950	& HARRY A. WHEELER
PENNSYLVANIA RAILROAD K-4's	ALBRECHT
PGE-RAILWAY TO THE NORTH	RAMSEY
PICTORIAL ENCYCLOPEDIA OF RAILWAYS. THE	ELLIS
PINE ACROSS THE MOUNTAIN	HAUPT
PIONEER ARIZONA RAILROADS	MYRICK
PIONEER RAILROADS	BOWMAN
PIONEERING THE UNION PACIFIC	AMES
POETRY OF RAILWAYS. THE	HOPKINS
POPULAR MECHANICS RAILROAD ALBUM	O'CONNELL
PORTRAIT OF A SILVER LADY	& TED BENSON
PROCEEDINGS OF SPECIAL MEETING - A.S.L.R.R.A.-1919	
PUFFING PIONEERS. THE	DADDOW
PULLMAN COMPANY LIST OF CARS 1950	WAYNER
PULLMAN STANDARD. ILLUSTRATED TREASURY OF. VOL. 1	KERR
QUEST FOR CRISIS	SITES
RAIL VENTURES	SWANSON
RAILROAD FACTS-1939 EDITION	
RAILROAD FACTS-1956 EDITION	
RAILROAD FOLKLORE. A TREASURY OF	& ALVIN F. HARLOW
RAILROAD MEN	KALISHER
RAILROAD PHOTO ALBUM - STEAM LOCOMOTIVES NO. 1	ALBRECHT
RAILROAD QUESTION BEFORE CONGRESS. THE	WATERMAN
RAILROAD THAT DIED AT SEA. THE	PARKS
RAILROAD--WHAT IT IS. WHAT IT DOES. THE	ARMSTRONG
RAILROADERS. THE (TIME-LIFE OLD WEST SERIES)	WHEELER
RAILROADING FROM THE REAR END	FARRINGTON, JR.
RAILROADING THE MODERN WAY	FARRINGTON, JR.
RAILROADS AT WAR	FARRINGTON, JR.
RAILROADS DOWN THE VALLEYS	MILLS
RAILROADS IN THE DAYS OF STEAM	McCREADY
RAILROADS IN THE WOODS	& VERNON COE
RAILROADS OF AMERICA	DONOVAN, JR.
RAILROADS OF NEVADA & EASTERN CALIFORNIA--VOL. 1	MYRICK
RAILROADS OF NEVADA & EASTERN CALIFORNIA--VOL. 2	MYRICK
RAILROADS OF THE BLACK HILLS	FIELDER
RAILROADS OF THE HOUR	FARRINGTON, JR.

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RAILS IN THE SHADOW OF MT. SHASTA	SIGNOR
RAILS TO THE MINARETS	JOHNSTON
RAILS WEST	ABDILL
RAILWAY ADVENTURE	ROLT
RAILWAY DEVELOPMENT IN THE SOUTHWEST (REPRINT)	GREEVER
RAILWAY ELECTRIFICATION IN NEW ZEALAND	REDWARD
RAILWAY FOREMAN AND HIS JOB. THE	& JAMES McKINNEY
RAILWAY PASSENGER CAR ANNUAL-VOL. 5 1980-1981	RANDALL
RAILWAY SNOWFIGHTING EQUIPMENT AND METHODS	PARKES
RAILWAY. THE	SCHIEDROP D. Sc.
RAILWAYS	LOXTON
RAILWAYS OF BRITAIN. THE	NOCK
RAILWAYS OF BRITAIN-PAST AND PRESENT. THE	NOCK
RAILWAYS OF THE USA	NOCK
RAILWAYS-PICTORIAL HISTORY OF 1ST 150 YEARS	ELLIS
RAILWAYS/FORMATIVE YEARS 1851-1895	NOCK
RAILWAYS/MODERN AGE SINCE 1963	NOCK
RAILWAYS/TRANSITION FROM STEAM 1940-1965	NOCK
RAILWAYS/ZENITH OF STEAM 1920-1940	NOCK
RIDING THE PENNSY TO RUIN	JOURNAL
RIO GRANDE DIESELS-A PICTORIAL HISTORY-VOL. 1	STRAPAC
RIO GRANDE PICTORIAL. THE	& RUSS COLLMAN
RIO GRANDE-MAINLINE OF THE ROCKIES	& CHARLES CLEGG
RIO GRANDE...TO THE PACIFIC!	LeMASSENA
ROCK ISLAND MOTIVE POWER. 1933-1955	STAGNER
ROCK ISLAND RECOLLECTIONS	OLMSTED
ROUND THE WORLD ON THE NARROW GAUGE	& P.C. ALLEN
SAGA OF BEN HOLLADAY. THE	LUCIA
SANTA FE...STEEL RAILS THROUGH CALIFORNIA (#1)	& STAN KISTLER
SANTA FE...STEEL RAILS THROUGH CALIFORNIA (#2)	& STAN KISTLER
SANTA FE: THE RAILROAD THAT BUILT AN EMPIRE	MARSHALL
SEARCH FOR SAFETY. THE	& HAX McCULLOUGH
SEATTLE CAR AND FOUNDRY-CATALOGUE NO. 503	
SECOND DIESEL SPOTTER'S GUIDE. THE	PINKEPANK
SELF-PROPELLED DIESEL CARS & MULTIPLE-UNIT TRAINS	BERGE
SHIPS AND NARROW GAUGE RAILS	BEST
SIERRA RAILWAY	DEANE
SLIM PRINCESS. THE	HUNGERFORD
SLIM RAILS THROUGH THE SAND	TURNER
SOUTH PACIFIC COAST	MAC GREGOR
SOUTHERN PACIFIC	FRANK J. TAYLOR
SOUTHERN PACIFIC BAY AREA STEAM	DEMORO
SOUTHERN PACIFIC MOTIVE POWER ANNUAL - 1966-1967	STRAPAC
SOUTHERN PACIFIC MOTIVE POWER ANNUAL - 1968-1969	STRAPAC
SOUTHERN PACIFIC MOTIVE POWER ANNUAL - 1977-1980	JEWELL
SOUTHERN PACIFIC NARROW GAUGE	FERRELL
SOUTHERN PACIFIC REVIEW - 1980	STRAPAC
SOUTHERN PACIFIC REVIEW - 1981	STRAPAC
SOUTHERN PACIFIC STEAM LOCOMOTIVES	DUKE
SPOKANE PORTLAND AND SEATTLE RY.	& DOROTHY WOOD
ST. LOUIS-SAN FRANCISCO TRANSCONTINENTAL R.R.. THE	MINER
STATIONS WEST. THE STORY OF THE OREGON RAILWAYS	CULP
STEAM & THUNDER IN THE TIMBER	KOCH
STEAM LOCOMOTIVE IN 1838. THE	TREDBOLD
STEAM LOCOS OF S. AFRICAN RR'S:VOL. 1:1859-1910	HOLLAND
STEAM LOCOS OF S. AFRICAN RR'S:VOL. 2:1910-1955	HOLLAND

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STEAM PASSENGER SERVICE DIRECTORY. 1974	
STEAM PASSENGER SERVICE DIRECTORY. 1979	
STEAM PASSENGER SERVICE DIRECTORY. 1982	
STEAM TOWARDS THE SUNSET	FALMER
STEEL TRAILS TO SANTA FE	WATERS
STORY OF AMERICAN RAILROADS. THE	HOLBROOK
STREAMLINER CARS VOL. 1-PULLMAN STANDARD	RANDALL
TEN SPIKES TO THE RAIL	TWOJHY
THIS WAS RAILROADING	ABDILL
THIS WAS SAWMILLING	ANDREWS
THROUGH BY RAIL	HALL
THROUGH COVERED BRIDGES TO CONCORD	MEAD, JR.
THUNDER IN THE MOUNTAINS	JOHNSTON
TIMBER BARON'S 1980 CONVENTION	
TIMETABLE TREASURY	PUBLICATIONS
TRACK GOING BACK. THE	Det SOLYER, JR.
TRACTION GUIDEBOOK FOR MODEL RAILROADERS	SCHAFFER
TRAIN WRECKS	REED
TRAINS WE RODE: VOL. 1. THE	& CHARLES CLEGG
TRAINS. THE BOOK OF	TRYCKARE
TRAINS-ELECTRONIC AGE EDITION	HENRY
TRAVEL DIARY OF WM. RICHARDSON-1815	WAIT
TRAVEL ON SOUTHERN ANTEBELLUM R.R.'S. 1828-1860	ALVAREZ
TROLLEYS	CAVIN
TWILIGHT OF WORLD STEAM. THE	& MIKE EAGLESON
UINTAH RAILWAY--THE GILSONITE ROUTE	BENDER, JR.
UNION PACIFIC LOCOMOTIVES - VOL. 1	HAROLD E. RANKS
UNION PACIFIC LOCOMOTIVES - VOL. 2	HAROLD E. RANKS
UNION PACIFIC RAILROAD (CIRCA 1940). THE	FIND (GLENORA, CA)
UNION PACIFIC STREAMLINERS	& WILLIAM W. KRATVILLE
URBAN GROWTH AND DEVELOPMENT	ANDREWS
VANCOUVER ISLAND RAILROADS	TURNER
VIRGINIA & TRUCKEE LOCOMOTIVES	KOENIG
WASHINGTON IRON WORKS-CATALOG NO. 20	
WASHINGTON STEAM LOCOMOTIVES	JOHNSON
WESTERN PACIFIC STEAM LOCOMOTIVES. PASS. TRAINS	& FRED A. STINDT
WESTERN PACIFIC'S DIESEL YEARS	STRAVAC
WESTERN PACIFIC: THE RAILROAD BUILT TOO LATE	CRUMP
WESTINGHOUSE AIR BRAKE STORY. THE	BLAINE
WESTWARD TO PROMONTORY	COMBS
WHEN BEAUTY RODE THE RAILS	CHARLES CLEGG
WHEN THE STEAM RAILROADS ELECTRIFIED	MIDDLETON
WILLAMETTE LOCOMOTIVE. THE	& JIM GERTZ
YONDER COMES THE TRAIN	PHILLIPS
YOUR BIGGER PLACE IN RAILROADING	
YREKA WESTERN MILESTONES 1887-1966	WALSH