

The



TRAINMASTER

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



NOVEMBER 1986

Number 291

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CHAPTER TIMETABLE OF EVENTS:

13 November 1986 Thursday 7:00 pm NOVEMBER BOARD OF DIRECTORS MEETING -

At ROOM 208, Union Station

Note this change of location

21 November 1986 Friday 7:30 pm NOVEMBER REGULAR BUSINESS MEETING AND ELECTION on the 3rd Friday of the month down on SE 17th at the PGE Auditorium between Powell & Holgate in Portland. Election of officers and board will be conducted up to 8 PM. Get there & vote before 8 PM. Ballots close at 8 PM. We have snacks, a raffle, and a good time.

11 December 1986 Thursday 7:00 pm DECEMBER BOARD OF DIRECTORS MEETING

19 December 1986 Friday 7:30 pm DECEMBER REGULAR BUSINESS MEETING & PROGRAM at the PGE Auditorium. Snacks are provided with the folding money you donated the month before. All funds collected for food pass thru as food. Contribute your fellowship & spare change & rail history information.

EACH & EVERY SATURDAY a group still meets at the back tables at the Semaphore Restaurant over at SE 17 and Holgate. They eat at noon so get there a few minutes early to insure a good seat. All welcome. Pay for your own lunch now that campaigning will be over & no more votes can be bought. Enjoy some good people & better food. Or is it

Marilyn Rehm has demanded the following words appear on the face of this issue:

PACIFIC NORTHWEST CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY VOTER'S GUIDE:

PLEASE READ YOUR BY-LAWS AS PERTAINS TO ELECTIONS IN THE NEW MEMBERSHIP DIRECTORY. ONLY THOSE WITH PAID UP FULL CHAPTER MEMBERSHIP AS OF OCTOBER 31, 1986, WILL BE ALLOWED TO CAST BALLOTS. IF YOU FEEL THERE IS A CHANCE YOU WILL BE UNABLE TO ATTEND, BE SURE TO WRITE AND ASK FOR AN ABSENTEE BALLOT. BRING THAT BALLOT WITH YOU IF YOU TURN OUT FOR THE MEETING AFTER ALL. IT WOULD BE THE ONLY BALLOT ALLOWED FOR YOUR USE. ALL BALLOTS MUST BE RECEIVED BY THE ELECTIONS COMMITTEE BY 8PM, FRIDAY, NOVEMBER 21, 1986. BALLOTS WILL BE COUNTED AT THAT TIME AND THE RESULTS MADE KNOWN BEFORE THE CONCLUSION OF THE BUSINESS MEETING THAT EVENING. WE URGE YOU TO EXERCISE YOUR RIGHT TO VOTE, AS THE BUSINESS CONDUCTED BY THESE ELECTED OFFICERS EFFECT ALL MEMBERS INTERESTS.

CANDIDATES ALERT: YOU WILL NOT BE ALLOWED TO CAMPAIGN IN THE VICINITY OF THE MEETING ON ELECTION NITE. THANKS FOR THE COOPERATION.

PACIFIC NORTHWEST CHAPTER OCTOBER 9, 1986 BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:10 PM.

The minutes of the September 11, 1986 board meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 9/30/86:

Checking account	\$64,034.39
CDIC account	6,264.26

Finance Committee: Kyrian Gray reported that the budget for 1987 is being prepared.

Rolling Stock Committee: Carl Rodabaugh reported that cars 3300 and Red River have been winterized. All car roofs have been checked for leaks. The board discussed winterizing the 4449.

Excursion Committee: Steve Howes thanked Terry Parker for filing in as excursion personnel director.

Membership Committee: Al Viewig advised that the membership committee needs \$110 to mail membership directories and for P. O. box rent.

Museum Committee: Mary Lou Weaver reported that the Museum Committee continues its recommendation that the Chapter participate in the O & C Celebration in 1987 using displays in several of the Chapter's cars. The committee is also recommending: 1) That the Chapter set aside as much money as possible in a designated fund for the museum in addition to the regular committee budget. 2) That the Chapter examine, with professional advice, other methods of fund raising in addition to excursions. 3) That the museum should be incorporated separately from the Chapter. 4) That the Chapter should actively work to prepare a museum train of five to seven cars by the summer of 1988. 5) That the Chapter be a major participant in the 1992 celebration of the 200th anniversary of the discovery of the Columbia River.

Concessions Committee: Fred Dorsett reported that Marilyn Rehm wants to run ads to sell concession items at a cost of \$82.50.

The board discussed the cost of the trip guides for the past September excursions. Randy Nelson stated that he handled the guides in accordance with the instructions of the board and within the cost allowed.

Moved by Doug Auburg, seconded by Chuck Storz, that the excursion committee prepare a report on the September trips detailing costs, including trip guides, and recommending future excursions, that the report be prepared within 90 days, and that it be given to the board only. Motion passed.

Library Committee: Bob Slover reported that donations have been received from the Mt. Hood Railway, Larry Hodson, and Doug Auburg.

Swap Meet: Terry Parker and Doug Auburg reported that admission to the 1987 swap meet will be \$2 a person with children under 12 admitted free. Seller's tables will cost \$10 each. Profits will be divided on the basis of participation by members of each group. A formal proposal on the meet will be submitted to the board in 30 to 60 days.

Insurance Review: Rich Carlson reported that insurance agent Bob Schoepper could not come to this meeting but will report on Nov. 11.

Sleepers in Silvis: Rich Carlson reported that his is working with the Iowa Interstate to get a report

on the Chapter's cars. No information has been received yet. The board discussed getting some positive action to determine the condition of the cars and what work is needed to move them. The point was made that \$4,000 was paid to R.C.R. and no proof of ownership has been received by the Chapter. Dave Stimac offered to go to Silvis for half the travel cost to inspect the cars.

Ship Pegasus Deposit: Rich Carlson advised that there is ~~nothing new~~ to report on the recovery of the Chapter's deposit on rooms on the Pegasus. Claim forms have been received from the B.C. government. Moved by Doug Auburg, seconded by Kerigan Gray, to instruct the local attorney to proceed to research the liability of the local travel agency up to a cost of \$300. Motion passed.

Locomotive 4449 Management: Doug Auburg reported that he has received some comments on the 4449 management proposal. Doug moved, seconded by Kerri- gan Gray, that the proposed management agreement be modified to require that decisions regarding the locomotive be by unanimous vote of the proposed steering committee. Motion passed.

1987 Chapter Budget: Treasurer Kyrian Gray presented three versions of a 1987 budget to the board. The general consensus was that money be spent only when in hand. Moved by Al Viewig, seconded by Doug Auburg, that proposed budget #1 as revised be recommended to the membership (\$12,000 loss). Doug Auburg moved to amend, seconded by Kerrigan Gray, to add that the board expects to generate more revenue as the year progressed. Amendment passed. Main motion, as amended, passed.

S.P. Track Lease: Rich Carlson reported that non-Chapter cars are still on Chapter leased track at Brooklyn yard. He suggested that the Chapter bill RCR for track use. Discussion developed the fact that some Chapter cars are on SP track and RCR cars are on Chapter leased track. Moved by Doug Auburg, seconded by Al Viewig, that the Chapter send letters to RCR and George Lavacot asking them to move their cars due to 1) word from them that they don't want to sublease track and 2) that the Chapter is not allowed to sublease track. Motion passed. John Holloway voted against the motion.

Excursion Report to Amtrak: Rich Carlson cited the facts that the train was 45 minutes late leaving Spokane and the very late receipt of formal quotations for this year's excursion. Moved by Doug Auburg, seconded by Kyrian Gray, to authorize sending a letter to Amtrak about these problems. Moved by Al Viewig, seconded by Kyrian Gray, that the Chapter president write the letter. Amendment passed, Main motion as amended passed.

Moved by Doug Auburg, seconded by Al Viewig, that a letter be sent to the Washington State Ferries stating that accommodations for our passengers were inadequate, that the food facilities were locked up and what seating was available was not adequate for our elderly passengers, and requesting a partial refund. Motion passed. Doug Auburg and John Holloway reported that they obtained agreement from the ferry captain that our cleanup of the ferry was okay and that a refund of the deposit is due to the Chapter.

Moved by Doug Auburg, seconded by Kyrian Gray, that Vija Keeler be allowed to keep her copy of the LWFID report. Motion passed.

(continued ...)

CONTINUATION OF OCTOBER BOARD MEETING MINUTES

Moved by Al Viewig, seconded by Doug Auburg, to authorize \$100 to mail the membership directories. Motion passed.

Moved by Doug Auburg, seconded by Kyrian Gray, to table the proposal to give copies of trip guides to school libraries. Motion passed.

Moved by Doug Auburg, seconded by Al Viewig, to table the request from the concessions committee for advertising money. Motion passed.

Moved by John Holloway, seconded by Doug Auburg, to authorize \$600 for the National Director to attend the November national board meeting. Motion passed.

Present: Board: Auburg, Viewig, Storz, Carlson, Kyrian Gray, Holloway, Dorsett, Kerrigan Gray, Van Sickle. Members: Hodson, Rodabaugh, Brewer, Weaver, Slover, Parker, Rosu, Stimac, Howes, Nowell, Nelson.

The meeting was adjourned at 11:10 PM.

Respectfully submitted, /s/ Chuck Storz, Secretary.

PACIFIC NORTHWEST CHAPTER OCTOBER 17, 1986 REGULAR CHAPTER MEETING MINUTES

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

The minutes of the September meeting were approved as read.

Treasurer Kyrian Gray reported the Chapter's accounts as of 9/30/86:

Checking account:	\$64,034.39
CDIC account:	6,264.26

President Rich Carlson reported on the following:

- 1) The Light Rail cacheted envelopes are almost sold out.
- 2) The "Tough Guys" premier went well. It was attended by 359 people. The Chapter should make \$2,000 to \$3,000 on the event.
- 3) The Chapter entered the recent hand car races too late to participate.
- 4) The claim forms for the ship Pegasus deposit have been received from B.C. and are in the process of being completed.

Museum Committee: Mary Lou Weaver reported that the City of Portland is encouraging the chapter to proceed with the museum idea and wants to participate in the management of a museum. There is a possibility that the City's liability insurance could cover a museum. The City has suggested that a separate corporation be formed for the museum.

Excursion Committee: Steve Howes reported that the Excursion Committee will assess the Chapter's 1986 excursions and make recommendations for future trips. Steve suggested a possible weekend trip to Baker, OR, to see the Sumpter Valley Restoration.

Elections Committee: Marilyn Rehm reported that the elections committee has received information from all candidates. Randy Nelson has withdrawn as a candidate for director-at-large. Absentee voting information will be in the voter's guide.

Chapter National Director John Holloway advised that the NRHS national organization is asking for input from all members on how to improve the NRHS. John asked that ideas from our Chapter be sent to him.

OLD BUSINESS

Locomotive 4449 Steering Committee Proposal: Doug Auburg reported that he has received comments from three members on the proposed 4449 management agreement. Doug advised that the Chapter board adopted a change that would require all decisions of the steering committee to be by unanimous agreement. Walt Grande moved, seconded by Kerrigan Gray, to table adoption of the 4449 management proposal for one month. Motion passed.

NEW BUSINESS

1987 Chapter Budget: Rich Carlson advised that excursion income has been very low in 1986. The board has recommended a very bare bones budget for 1987 which will have a deficit of \$11,200. The budget will be printed in the next issue of The Trainmaster.

The meeting was adjourned at 9 PM. Attendance: 55 signed the book.

Respectfully submitted, /s/ Chuck Storz, Secretary

MINUTES OF SPECIAL BOARD MEETING 17 OCTOBER

President Rich Carlson called the meeting to order at 9:20 PM, 17 October 1986.

Rich Carlson reported that he had written to the owners of non-Chapter cars stored on chapter leased track at SP Brooklyn yard as instructed by the board. This caused an "injured" reaction from the car owners. Ken Keeler has requested the return to him a cylinder head and muffler which were loaned to the Chapter.

Moved by Doug Auburg, seconded by Kerrigan Gray, to authorize Peter Rodabaugh to remove the Waukesha

engine head and muffler on car 3300 which were borrowed from Ken Keeler and to return these parts to Ken; and further to authorize the repair of the Chapter's head for the engine. Motion passed.

Present: Dorsett, Holloway, Carlson, Storz, Kerrigan Gray, Kyrian Gray, Auburg, Viewig, McCready.

The meeting was adjourned at 9:30 PM.

Respectfully submitted, /s/ Chuck Storz, Secretary

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ELMER PETRA

It is with great sadness that we learn that Member ELMER PETRA died in his sleep on Wednesday, 22 October, 1986.

Elmer's wife, Olive, certainly deserves our support at this time. Mrs. Petra mentioned that Elmer did not want any service and that his remains were to be cremated and the ashes will be scattered at sea.

Elmer was born on 11 February 1918 and did 20 years in the US Navy, and then worked with the Corps of Engineers on a hopper dredge, and spent his last 15 years of employment as a FIRST MATE on various large size ships. He left the Merchant Marine service in 1980 when his leg began acting up.

Recently Elmer went out and had his old BLACK CHECKER all spruced up and painted. The car certainly was an extension of himself and he loved all sorts of transportation.

From time to time Elmer assisted in getting the newsletter out and he was always willing to come in to Room ONE on short notice to help out. He will be missed by the Saturday lunch crowd as well, where he came week after week with jokes that we cannot repeat here. What a guy. We will miss you Elmer.

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EX - BURLINGTON NORTHERN #206 SOLD TO ATLANTA

The Atlanta Chapter of the National Railway Historical Society operates the Southeastern Railway Museum.

The August, 1986, edition of THE HOT BOX, the monthly newsletter of that Chapter, contained the following report on their Chapter buying Ex-BN #206 from Portland, Oregon:

"The big news came in the aftermath of the Norfolk Southern steam train accident. Our offices were notified by both Southern and CSX that excursion trains henceforth could only operate cars equipped with "Tightlock" couplers. In our small fleet, only 662 has tightlocks. This means that our other cars, including our commissary car, Central of Georgia 405, can no longer be operated without major modification. A combined meeting of the Chapter and Museum Directors made the decision to search for a new commissary

car. There had been plans to obtain a newer car for some time but this forced us into immediate action. One possibility was rebuilding our silver side "Grand Junction" (baggage RPO), another was to convert one of our heavyweight Southern baggage cars. Cost considerations made interest shift to a smooth side Burlington Northern baggage car (built 1956) offered for sale in Portland, Oregon. This car, BN number 206, has tightlock couplers, roller bearing wheels, disc brakes and other desirable features. Charlie Strike and Larry Dyer flew to Portland to inspect the car. Ex-BN #206 is now property of our Chapter and enroute to the museum. It is expected to arrive by August 15. The car is painted Burlington Northern green with a white stripe and was apparently used in company service until recently."

INFORMATION NEEDED ON BN 206. SEND TO: GEORGE WEBER, Editor, 350 Ninth Street NE, Atlanta GA 30309.

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YAKIMA VALLEY LOCOMOTIVE DONATED TO CALIFORNIA
BY UNION PACIFIC

Union Pacific Railroad Trainmaster Ted Shepard handed over possession of Yakima Valley Transportation Co. electric locomotive No. 297 to Orange Empire Railway Museum President Tom Jacobson at a special ceremony at the museum on 19 January 1986.

This marked the return of the "steeple-cab" workhorse to Southern California after nearly 50 years.

When the Glendale & Montrose Railway extended electrification from Glendale to the Los Angeles neighborhood of Glassell Park over Union Pacific tracks in 1923, it ordered this electric locomotive to handle freight service, since UP steam locomotives were banned from the streets.

Glendale & Montrose 22 (its first number) was built jointly by Baldwin Locomotive Works and Westinghouse Electric in 1923. It is a Class B-150 ton unit with four 100-hp motors.

By 1930, consistent losses caused the Glendale & Montrose to abandon its service between those two Southern California communities as well as nearby Eagle Rock. With the demise of G&M, Union Pacific continued electric freight service into Glendale until 1938, when it introduced Diesel electric locomotives. Number 22 (now UP/Los Angeles & Salt Lake E-100) was stored on a siding.

In March 1942, the freight motor was transferred to UP subsidiary Yakima Valley Transportation Co. and renumbered YVT 297. Later painted in the familiar UP Armour Yellow livery, with red and silver trim, 297 served the apple growing region of eastern Washington until Union Pacific terminated freight service on the line and turned it over to the City of Yakima in November, 1985.

In addition to donating the electric unit, Union Pacific kindly loaded it aboard a flatcar and moved it to Southern California, where it was turned over to the Santa Fe at San Bernadino and arrived at Perris on the San Jacinto branch local on December 9. After unloading onto the museum railway, No. 297 was checked out, and after some minor mechanical work was adjudged in good order. It will serve on the museum's demonstration railway as another example of rail technology.

(Copied from UPDATE, the newsletter of the Orange Empire Railway Museum, Number 3, Summer 1986.)

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JAMES L. ABNEY, LOCOMOTIVE ENGINEER, DONATES PAY

Our locomotive engineer on the recent rail excursion to Spokane has once again donated his salary to the Chapter. James L. Abney worked the Portland to Pasco segment and he had permission from the Brotherhood of Locomotive Engineers, Division 758, to make this donation.

Mr. Abney has the distinction of being the lead-off name in our membership directory in case you seek his phone number to give him thanx. Or wait for him at a regular chapter meeting and thank him personally.

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The President's Page by Rich Carlson

The final verdict won't be in for a few more months, but it already is safe to say that the new "MAX" Light Rail Transit line is a success. Weekday ridership is running about double what was projected, and weekend ridership far more than that. Of course, much of the weekend ridership is composed of the novelty riders, and this will likely decline with time. More important, after 14 consecutive months (actually the decline goes back much further than that) September revenues for Tri-Met will be up about 16% over September 1985, and most of that is attributable to the new trains. As believers in rail transit, we can all be happy with this news.

Already voices are calling for new routes such as out to the airport, to Beaverton and Hillsboro, to Milwaukie-Oregon City and to Lake Oswego, even. A lot of the skeptics have been won over, and the general consensus is that the trains are fun to ride, as well as providing clean, comfortable and reliable service to the community. Funding for future lines won't be easy, but we can hope an expanded light rail system will be built, spreading out in all directions eventually.

On Sunday, October 5, the southbound LRT tracks were used for handcar races for the first time. A total of 96 teams competed, using one 1880s-style handcar that has roller bearings and precision gears, but even so, the four pumpers had to work hard propelling it over the 750-foot long course. The "Sacramento Rail Busters" won by .89 of a second, coming in just ahead of the "Carlton Meat Packers" in the timing. There had been a vote at the September regular chapter meeting to have us enter a team, but there was a waiting list of some 20 teams ahead of us. It was a fun event, and my guess is that the races will become an annual affair. Incidentally, the LRT trains, running at 20 minute headways, used the east (northbound) tracks the entire time without incident. We can thank Tri-Met for cooperating this way in allowing the competition to take place in a pleasant and very accessible area as S.W. First avenue is. Every LRT train that passed had standees.

That same Sunday, Amtrak had a special Superliner train on display at Union Station to publicize their "Superliner Enhancement Program." From engine to rear car, the train looked great, clean, shiny and with the blue, white and red colors as they should be. It would be nice if Amtrak could get them all like that.

On October 7 the "Catherine Booth" came up on the Coast Starlight and coupled on to the Empire Builder. In Wisconsin, two days later, this car and three other private cars bound for the AAPRCO Convention in Milwaukee were part of the Builder consist when the train derailed at speed, killing the fireman and putting the engines on their sides. Only one of the "varnish" cars suffered coupler box damage, and all made it to the convention where 36 cars attended. On October 23, the "Chapel Hill" passed through Union Station northbound behind the Starlight. One of the riders said the Milwaukee convention was good, but that Portland had been better. You will recall the convention was held here last year, at which time we dedicated the restored neon signs atop the clock tower.

I did some adding and dividing of figures recently relating to the neon, and not counting the original startup period, which was costlier, maintenance of the signs has been running about \$100 per month. The electricity, paid for by Amtrak, is running from \$58 to about \$80 per month, depending on the time of year. There are still adequate funds to carry repairs for another couple of years, but I will approach Amtrak to see if they won't pick them up. They had originally agreed to pay up to \$100 a month for the utility bill, and the sign is great advertising for them. Incidentally, in a Downtowner "Best of Portland" contest a month ago, the Union Station Neon Signs won the award for "Best Set of Synchronized Lights."

Lee and Cora Jackson have been busy assembling really heavy and substantial shelving in Room 1A over the past weeks. It's looking great and will be serving the chapter long after most of us have taken the ultimate journey. And speaking of the final trip, member Elmer Petra died in his sleep on October 22. Always a cheerful, funny guy, he was actively with us right up to the end. We'll miss him.

FORMER MEMBER DOYLE McCORMACK IN PENNSYLVANIA

Doyle McCormack, once a member of the Pacific North-west Chapter of the National Railway Historical Society, has been back in Pennsylvania for a while. Here are two recent articles on his current job.

K-4 UPDATE - from August COAL BUCKET

(Copied from the August 1986 edition of THE COAL BUCKET, the newsletter of the Horseshoe Curve Chapter of the NRHS)

"As you know from the last issue of this newsletter, the K-4 locomotive was moved from Railroader's Memorial Museum in Altoona to Juniata Shops for dismantling and restoration by volunteers and workfare program personnel. To reiterate somewhat, Conrail is not involved in work on the locomotive except to provide a work area for the project in an unused shop.

"The project has steadily moved forward under the guidance of Mr. Roy Price, Project Superintendent. The locomotive has been stripped of piping, plating, auxiliary equipment, cab box, tender, stoker, valves, etc. etc. Trucks have been removed from the tender. A plastic tent was constructed around the boiler during the removal-phase of the asbestos lagging, since it is classified as a hazardous substance.

"Sample flues were removed for federal inspectors. The boiler has been inspected by representatives from the Hartford steam boiler team; and last but by no means least, the locomotive was inspected by steam locomotive expert, Doyle McCormack who is well-known to most railfans for his successful restoration results on the famed Southern Pacific Daylight locomotive. Mr. McCormack's inspection found a significant problem toward full restoration ... operating condition!

"After a review of all the data accumulated to date from the various inspections on the locomotive, the Board of Directors of Railroader's Memorial Museum, at their monthly meeting of August 14, 1986, contracted with Mr. Doyle McCormack for an approximate 10 week term. Mr. McCormack will be a consultant to Mr. Roy Price, Project Superintendent. Barring unforeseen problems not previously discovered on other inspections, we hope and expect to see K-4 No. 1361 UNDER STEAM THIS YEAR!

"Doyle McCormack has a former baggage car which he converted to a workshop on wheels, especially designed for steam locomotive work. His workshop-on-wheels is not enroute to Altoona. Mr. McCormack is expected to arrive in Altoona on or about August 18 to begin work. From Portland, Ore., Mr. McCormack was in Ohio recently to attend a high school reunion and has taken a leave of absence from his job as locomotive engineer with the Southern Pacific Railroad.

"The Altoona Area Chamber of Commerce has coined a new phrase: 'ALTOONA - We're Making It Great!' To which we add: JUST WATCH OUR SMOKE!"

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The following is copied from THE TRANSFER TABLE, the newsletter of the Wilmington chapter of the NRHS, September 1986. They report that they copied it from Potomac Rail News which copied it from the Altoona "Mirror." Presume copyrights were reserved:

EXPERT VISITS ALTOONA'S K-4

It may look rusted and tired now, but Doyle McCormack sees a gleaming machine rearing to run the rails in the future. Locomotives, especially old ones, are what he lives for. "Steam engines are the closest man ever came to real life," McCormack said. "When

you fire them up, they come alive. They have a heart, a soul ... they have personality ... are temperamental. They're living creations."

McCormack was in Altoona recently for a preliminary inspection of K4 #1361, now sitting in the Juniata Shops waiting for a rebuild. The verdict: "She's a beauty."

McCormack came to the MIRROR after an 8-hour stint under, in, and top of the K4, the steam powered giant that was once the backbone of the Pennsylvania Railroad. He was covered from head to foot with dust and rust and smiled with the unmistakable grin of a man who had just spent 8 hours with his favorite toy. "There are some locomotives that are downright ugly," he said. "This one is aesthetically pleasing. It has nice proportions; it's a good looking train. The engine is in very sound mechanical condition -- other than the damage the weather did to it."

McCormack has spent the last 18 years playing with locomotives in the 12-inch-to-the-foot scale and is considered one of the foremost experts on steam-powered engines. Last year, he went to China for a train tour; China is one of the few countries in the world that still relies on steam power to move people and freight.

The preliminary inspection of the K4 entailed poking around the 432-ton, 80 inch wheel machine, checking the boiler and the plumbing and looking for "tire wear," and indicator of how many miles the engine has covered. McCormack figures the train only saw a couple of months service before it was put out to pasture. He said diesel locomotives took the rails over so swiftly that many new steam engines were simply parked on siding and ignored. "A few months of service is a big plus if you're looking at rebuilding it," he said, but warned that a steam locomotive can be "the biggest money sponge in the world."

The K4, as it is commonly called, is actually a K4s - the little "s" stands for super-heated, which is very good, said McCormack, before launching into a detailed explanation of steam temperature (213 degrees) and what happens when you superheat it. With some 3,000 horsepower an arm twist away, "the speed of that thing is limited only by the engineer's nerve."

McCormack has tested his nerve on the Portland Southern Pacific 4449, affectionately called "Daylight" -- he hit 87 mph in it. "It was thrilling -- and terrifying, not because of the speed but because I've got to put it back together if it flies apart. There are three adjectives that can describe locomotives -- big, dirty and expensive. With all their foibles they are truly magnificent, fascinating, intriguing pieces of machinery."

Some 425 K4s were built between 1914 and 1928; 350 of those were built in Altoona at the Juniata Shops. The Railroader's Museum K4 was built in 1918 and is one of only two left anywhere. No. 3750 is on static display in Strasburg. "This was the K4's birthplace, it was its death-place, and now it is its rebirth place," said McCormack. "This was its home so it's fitting that it be brought back to life here. This is really going to be something."

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A HISTORY OF THE MISSION SANTA YNEZ

by Terry Parker - Sub Committee Chairman

The MISSION SANTA YNEZ was one of four cars built by Pullman, in August of 1928. They were produced under lot number 6183. Two of the cars, the FORT DEARBORN and the FORT OMAHA were built for the Chicago & Northwestern Railroad for Chicago-Omaha service. The other two cars, the MILWAUKEE and the MINNEAPOLIS, were built for the C&NW "Northwestern Limited" which ran between Chicago and Minneapolis. The Pullman Company retained the ownership of those two cars.

The "Milwaukee" and "Minneapolis" were withdrawn from C&NW service in June of 1934. The "Milwaukee" was renamed the MISSION DELORES in July, 1934, and in August of 1934 the "Minneapolis" became the MISSION SANTA YNEZ. In September, 1934, the Pullman Company reassigned these two cars to the Southern Pacific "Sunset Limited" (1934-1942) which ran between San Francisco and Los Angeles via the Coast Route.

As originally built, the two "Mission" cars contained six single bedrooms, a women's lounge, and a sun room observation lounge. That floor plan is Pullman plan 3974A. In March and April of 1936, the "Mission Delores" and the "Mission Santa Ynez" were converted to Pullman plan 3974F which meant six single bedrooms and two double bedrooms. The women's lounge being the area converted to the two extra bedrooms.

The Southern Pacific acquired these two cars from Pullman on 31 December 1945. The "Mission Delores" became SP 8000, and the "Mission Santa Ynez" became SP 8001.

From 1942 through 1955 the cars were assigned to the "Owl" trains, Numbers 57 and 58. On the "Owl" they were used as mid-train first class lounge cars on the SF-LA route.

December of 1955 saw the end of regular assigned service for these two cars. In the years that followed, the cars were assigned to the general SP heavyweight sleeping car pool. During a short period they were again assigned to the "Owl" trains, but in crew dormitory service. The last sleeping car

service the cars saw was again on the SP Coast Route as Pullman lounge cars when they were used as overflow on the "Lark" sleeper assignments. They were usually on the rear of the "Starlight."

SP 8000 ("Mission Delores") was retired from passenger service in January of 1957 and it was converted to a maintenance of way car, SPMW 7020-C, on December 10, 1959.

SP 8001 ("Mission Santa Ynez") was retired in January of 1957 also, and it was converted to SPMW 7025-B on June 16, 1980.

During the period between these renumberings, the cars were stored at the SP Los Angeles Coach Yard. In 1970, the 7025-B ("Mission Santa Ynez") was again renumbered SPMW 7117, the present number on the side of the car. The car was assigned at Klamath Falls prior to the Chapter acquiring it about three years ago.

The MISSION SANTA YNEZ is presently stored on the Chapter's leased trackage at the Brooklyn Yards of the SP in Portland. The present plans for the car call for restoration of the car, both inside and out, back to the "Mission Santa Ynez" period, starting with the lounge solarium end.

The possibility exists that the present crew shower, formerly the middle two single bedrooms, could be turned into a galley. Should the car ever see any kind of service again, a pair of roller bearing three axle trucks will be needed. The external color will be Pullman Green. Since all of this will take a lot of money, the Chapter must make a large commitment before even a cosmetic restoration is started.

(Special thanks to DONALD M. MUNGER for his assistance in obtaining information for this article.)

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TACOMA STATION DOME

Word comes to us via THE TRAINSHEET, the newsletter of the Tacoma Chapter of the NRHS, October 1986:

"The Friday, Oct. 3, newspapers tell us both houses of Congress have now passed the legislation to convert Tacoma's magnificent domed Union Station into a Federal courthouse. This crowns the efforts of the "Save Our Station" group with success! Many thanks to Rep. Norm Dicks for his spearheading this legislation, and many thanks to Bill Anderson, Kathryn Van Wagenen, and the other "S.O.S." stalwarts who would not give up when every plan to rescue the noble old structure seemed doomed to failure! We look forward to the grand re-opening ceremonies in 3 years or so."

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TRAIN DEPOT PHOTOS

Everett R. Huffer, of 116-334d St Dr, SE, of Cedar Rapids, Iowa 52403, has black and white photos in postcard form for sale at the rate of \$3 each. He has photos of depots in all 50 states and has the following Oregon depots for sale:

Albany	SP	Kirk	SP
Ashland	SP	Klamath	BN
Astoria	SPS	LaGrande	UP
Baker	UP	Lakeview	SP
Bend	SPS	Madras	UP
Burns	UP	Malin	CBQ
Chemult	SP	Medford	SP
Corvallis	SP	Metolius	SP
Dallas	SP	Mission	UP
Dredge	SW	Monroe	SP
Eugene	SP	Nyssa	UP
Eugene	SPS	Ontario	OWNR
Glendale	SP	Ontario	UP
Grande Ronde	PLN	Prineville	
Hinkle	UP	Redmond	CBQ
Hood River	WR	Tillamook	SP
Junction City	SP	Wasco	UP
Junction City	SPS	Williamina	SP

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KLICKITAT LOG & LUMBER

AND ITS SEMI-PREDECESSOR

KLICKITAT NORTHERN

(The following has been copied from THE TRAINSHEET, the newsletter of the Tacoma Chapter of the NRHS, Oct 1986 issue.)

Railroads came relatively late to the Klickitat country, which is located on a plateau above the north bank of the Columbia River at the east end of the Columbia Gorge. The first rail line through the gorge (the OWR&N, later UP) was on the south bank, and bridging or car-ferry costs were prohibitive for any potential branch line going north.

Finally in 1905 Jim Hill announced the start of construction of the North Bank Road, soon to become the SP&S Railway. (Right-of-way purchases had begun five years earlier.) This spurred construction of the Columbia River & Northern rail line, the only branch line for the SP&S proper, from the mouth of the Klickitat at Lyle for 43 miles up the Klickitat River and a side creek to Goldendale. This line was actually finished in 1903 before the SP&S main opened in 1908, and used a car-ferry to interchange with the UP for the first five years.

Shortly thereafter, another common carrier, the Klickitat Northern, was organized to provide transportation from the timbered plateau down to a mill-site spot in the bottom of the Klickitat River Canyon. The mill was successful, and the town of Klickitat grew up around it. The railroad, which used a pair of un-numbered Class A Climaxes to move carloads of logs, sheep, and a little general merchandise, was not. It closed for good in 1918.

Meanwhile, the Holmes brothers had started up another logging railroad in Klickitat, the Western Pine Lumber Co. This outfit used a cable incline to get up out of the canyon, and had a little 13-ton Class A (2 cylinder) Shay for the spurs at the top of the incline. When Klickitat Northern closed down, they picked up the pieces, and evidently used one or both of the Class A Climaxes briefly in work service before getting rid of them.

Your Editor's (Mr. Art Hamilton of Tacoma) notes are not clear on when this operation became Klickitat Log & Lumber, owned by the J. Neils family of Libby, Montana, but the little 13-ton Shay did carry the KL&K #1 banner. Number 2 was a 42-ton two-truck Shay, while #3 was a 60-ton two-truck. The 3-spot was stripped in a runaway while still relatively new, and was replaced by #4, a 60-ton three-truck Shay.

Somewhere along in here the incline was replaced by a switch-back line up the creek gulch northwest of town, and #5, a 65-ton three-truck Shay was transferred from J. Neils' Libby, Montana, operation to work the switchbacks. Number 4 then worked the logging spurs, while #2 was retained as the "bullcook" engine.

In 1929, KL&K turned away from Lima and purchased a 75-ton Willamette, the last lokey turned out by Willamette Iron & Steel (serial #34). (Your editor, Art Hamilton, is not going to get roped into the argument as to whether a Willamette was a Shay or not!) This engine, KL&K #6, was equipped with a Worthington "BL" feedwater heater which materially saved fuel and water on a steady run.

In 1940-41, the timber reached by the switchback line was about played out. KL&K then built its canyon line, northeast up the Klickitat River Canyon to Outlet Creek, then via a horse-shoe curve up the creek canyon on a 3% grade onto the plateau. To serve this line, they purchased their first second-hand lokey (not counting the Climaxes), a "Pacific Coast" 90-ton Shay which had served a dozen years as Somers Lumber #2 over in Montana. A number of logging spurs were built out from the Outlet Creek camp, but these were replaced by truck logging in the late 1940s. Outlet Creek camp was then converted into a colddeck storage yard and rail reload, as there was no room for a cold-deck at the cramped mill site in the canyon.

Shays #5 and #7 were retained for the 18-mile mainline haul from Outlet Creek to Klickitat, while Willamette #6 was sold in 1949 to Rayonier at Sekiu, becoming their #2. The tender of #4 became a water tower at the midway point of the mainline. As previously noted, #3 had died young, and we have no data on the disposition of #1 and #2.

Finally in 1964 the railroad was converted to a truck road. For a few months #7 worked an hour a day as mill switcher but then a 44-ton diesel was brought in from Libby, Montana, to do this work. It became KL&K #8.

Number 5 is now at the Illinois Railroad Museum in Union, Illinois. Now that they've extended their mainline to 4 or 5 miles, she is no longer used in excursion passenger service - - too slow! But #5 is the only lokey (steam, diesel, or electric) than can spread ballast around trolley-car curves, so she is operated fairly regularly in work service. Rayonier #2 (nee KL&K #6) is the property of Jim Gertz and is stored in a shed on his property in Port Angeles. He hopes to get her all together someday and run her. Number 7, (as the Tacoma Chapter members know,) is the star attraction at Camp Six here in Tacoma. (Number 8 at last report was still the mill switcher at Klickitat.)

(The above article is based on data told to Art Hamilton, the Editor of THE TRAINSHEET, by R. H. Griffin, now of Yucca Valley, California. He got his information from a book entitled "So This is Klickitat," by Selma Neils.

(Also, a few dates gleaned from "Spokane, Portland & Seattle - The Northwest's Own Railroad" by Charles & Dorothy Wood, and "The Willamette Locomotive" by Steve Hauff and Jim Gertz.)

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4449 MANAGEMENT REPORT

by Doug Auburg

4449

The following is a proposal which the Chapter's Board proposes that we send to the City of Portland and to the Southern Pacific Railroad for their review and comment. As such, it will form the basis of a negotiated agreement between these three bodies. The proposal is based on discussions between a Chapter Board appointed committee, consisting of Bob Hoffman and myself, and long time interested locomotive crew members, Ed Immel and Doyle McCormack. This proposal also reflects comments received as a result of my prior presentation of this material to the Chapter for consideration.

This matter will be on the agenda for final approval (or disapproval) at the November Business Meeting.

Draft letter to City of Portland and Southern Pacific Railroad

Dear

As you know, the Pacific Northwest Chapter, NRHS, has been designated by Portland City ordinance as the operator and maintainer of Locomotive 4449. However, there have been some confusion about how this management function is to be accomplished. Most recently, in the Spring of 1986, the City negotiated an agreement with Walt Disney Productions for the lease of the locomotive without consulting the Chapter. It is not our intent to criticize this action, but rather to use it as an illustration of the confusion about the locomotive's management and the proper role of the Chapter in its management.

As a result of this confusion, representatives of the Chapter have met with Doyle McCormack, who is the locomotive's engineer and mechanical superintendent in its restoration and maintenance, and Ed Immel, a Chapter member who has been involved with the locomotive since it was restored to service in 1975. Together we have developed a proposal which we believe will resolve this confusion and significantly improve the effectiveness of management of this significant resource of the City of Portland, the Southern Pacific Railroad and the Chapter.

Enclosed you will find a draft copy of that draft proposal. We ask that you consider it in the spirit with which it is offered: as a constructive approach to managing this resource. It is a draft proposal. We suggest that meetings should be held in the future to discuss it between the interested parties and develop an agreement which is acceptable to all parties.

We understand that the City is presently discussing the possibility of a Railroad Museum with representatives of the Chapter. Locomotive 4449 will undoubtedly be a centerpiece in any such museum, if and when it becomes a reality. At that time, any management agreement in existence could

be expected to be reexamined in light of the museum. However, there is no way of knowing how long such a museum will take to become a reality. It is also difficult to determine when another proposal might surface proposing the operation of the locomotive. Therefore we suggest that discussions proceed, based on the enclosed proposal, immediately so that all interested parties may, through the proposed Steering Committee, develop policies and cost structures appropriate to the operation and maintenance of the 4449.

A copy of this letter is being sent to both the City of Portland and the Southern Pacific Railroad. We look forward to hearing from you regarding this proposal and to meeting with your representative(s) to work out a final agreement.

Sincerely,

Richard Carlson
President, PNWC-NRHS

LOCOMOTIVE 4449 MANAGEMENT PROPOSAL
DRAFT FOR DISCUSSION
Proposed by the Pacific Northwest Chapter,
National Railway Historical Society
October 17, 1986

I. DEFINITIONS.

1. Chapter. The Pacific Northwest Chapter, National Railway Historical Society, Inc.
2. City. The city of Portland, Oregon.
3. Excursions. Train trips pulled by the Locomotive for which tickets are sold.
4. Locomotive. Ex-Southern Pacific 4-8-4 steam locomotive #4449.
5. Railroad. Southern Pacific Railroad, its successors or assigns.
6. Committee. Locomotive 4449 Steering Committee" with duties and responsibilities defined herein.

II. ASSUMPTIONS.

1. It is in the best interest of all parties that the Locomotive #4449 be operated and maintained in a manner that reflects favorably on the City, the railroad, and the Chapter.
2. It is recognized that each of the three parties to this voluntary agreement bring unique interests, capabilities, and obligations to it.
 - a. The City is the owner of Locomotive #4449, in trust for its citizens. Its

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primary interest is in the appropriate preservation, display and operation of the locomotive so that its citizens can enjoy it for many years to come.

- b. The Southern Pacific Railroad has an interest in seeing that its former locomotive, which still bears its corporate identification, is safely and appropriately displayed and operated so that it is a positive symbol of the corporation. Consistent with the terms of its donation agreement, the railroad maintains certain rights of approval of any operation of the locomotive.
- c. The Chapter has an interest in the historic preservation of the locomotive for the enjoyment of future generations. The Chapter also has an interest in managing such excursions involving the locomotive as may be appropriate. The Chapter owns an auxiliary tender and various railroad passenger cars which it can make available, under appropriate terms and conditions, for operation with the locomotive. The Chapter also has the necessary staff and financial resources, as well as experience, to successfully manage and operate excursions involving the locomotive.
3. All funds associated with the maintenance, preservation and operation of the locomotive will come from donations, earnings, rentals, and such other sources as may be identified in the future. It is assumed, however, that general fund revenues of the City will not be available for this purpose. As such, several principles must be kept in mind. These include:

- a. Much greater expenses are associated with maintaining the locomotive for operation than maintaining it for static display only. Operational maintenance include certain mandatory inspections, overhauls, etc. Some of these mandatory activities can be considered "fixed costs of operation" because they must be accomplished at regular intervals, regardless of the amount of operation which has occurred. Other maintenance can be considered as "variable costs of operation" because they must be accomplished based on hours, or miles, of operation.
- b. All costs above and beyond those necessary to maintain the locomotive as a static museum display, both "fixed" and "variable" (i.e. to maintain it for operation) must be recovered from excursions, rentals, designated souvenir sales, donations, etc. which are associated with such operations. If such expenses can not be recovered from such operation, etc. the management committee shall take steps to protect the locomotive from exploitation which would result in its damage or degradation. In short, by deciding that operation is not

in the locomotive's best interest and will not be allowed under circumstances of inadequate cost recovery.

- c. Consistent with item "b" above, the Steering Committee shall develop such policies and procedures, rental terms and conditions, and rental rates deemed necessary to recover such "operational costs." The Steering Committee shall also develop policies and procedures necessary to provide all parties concerned with liability protection; accident protection, both while the locomotive is undergoing maintenance in the "shop" and while underway; provide the City with adequate insurance protection for the repair and restoration of the locomotive in the event of an accident; and such other policies and procedures as may be necessary.
- d. It is also recognized that the Committee may make use of the services of "staff" available to it to provide needed background information, expertise, and/or work on the locomotive. Such staff support will generally be obtained on a volunteer basis or otherwise without cost to the restoration fund. However, such services may also be contracted for when deemed appropriate by the Committee.

III. PROPOSAL.

1. A three person "Locomotive 4449 Steering Committee" should be formed to manage the locomotive. The Committee would consist of one representative from the City, one from the Southern Pacific and one from the Chapter. Representation on this committee will be voluntary on the part of each party. This committee's charge will be to develop any policy and procedure recommendations it may deem necessary to properly manage and maintain the locomotive. Such recommendations shall be submitted to the City, the Railroad, and the Chapter for comment and approval. As owner of the locomotive, the City will have the final decision, beyond its voting power on the Committee, in cases of dispute by the mechanism of dissolving the committee and taking the locomotive's management solely onto itself.
2. The Steering Committee (Committee) shall receive and evaluate all proposals to operate, rent, or use the locomotive for other commercial activities (i.e. advertising, etc.). Proposals received directly by the City, Chapter or Railroad shall be immediately referred to the Committee for consideration and action. All decisions shall require the unanimous agreement of all three committee members. After evaluating any such proposals, the Committee will make recommendations to the City regarding an appropriate response. Following agreement by the City that their recommendations are acceptable, the Committee will carry out any needed negotiations with

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the proposing organization. Once an agreement has been reached, the Committee will also be responsible to assure that the interests of the City and the locomotive are protected. The Committee shall also oversee all activities related to the repair and maintenance of the locomotive and shall act for the three parties to manage all operational and maintenance matters related to the locomotive. The Chapter shall have the "first right of refusal" for operating excursions with the locomotive. It is understood that the Chapter will exercise this right in good faith. By this it is understood that the Chapter will only exercise this right in situations and locations where it is fully capable of effectively managing the excursion (i.e. generally within the Pacific Northwest, associated with other Chapter excursions, etc.). In other cases, other sponsors may be considered by the Committee to operate excursions. In all cases, however, the cost recovery needs of the locomotive must be met by the sponsor.

3. The Railroad will provide free storage of the engine as long as space is available on their property within the Portland Metropolitan area, and so long as the storage location and conditions are acceptable to the Committee and the City.
4. In the future, any rental or use fees, net sales revenues of souvenirs designated for use in the preservation of the locomotive, and donations for the preservation of the locomotive will be placed into the City's Locomotive Preservation Fund.
5. All locomotive expenses should be deleted from the Chapter's budget.
6. Future engine expenses will come from the City's #4449 preservation fund and not from the Chapter.
7. While the Chapter may have custody of the locomotive, liability and other necessary insurance, pertaining to the locomotive, shall come from the Locomotive 4449 Preservation Fund.

10/17/86 (CDAuburg)



AVAILABLE

1985 ADVISORY COUNCIL REPORT. *Report to the President & the Congress of the U.S.* (illus., 98 pp.), published by the Advisory Council on Hist. Pres., Wash. D.C., is avail. free from Publications, ACHP, Old Post Office Bldg., 1100 Pennsylvania Ave. N.W., Rm. 809, Wash. D.C. 20004. This is historic preservation as the feds see it. Includes detailed review of the AC's Section 106 activities (a good primer on Sec. 106 process), along with discussions of preservation topics nationwide during 1985, on federal, state, & local levels. Excellent photos, some IA.

HILL RESEARCH GRANTS. The James Jerome Hill Reference Library will award grants of up to \$2,000 to support scholarly research in the James J. Hill Papers. The personal and business papers of Great Northern Rwy. entrepreneur James J. Hill include almost 500 lin. ft. of correspondence, copybooks, financial records, and other materials from the 1860s through Hill's death in 1916. Special collections within the papers include the records of a flour mill, lumber company, experimental farms, mining and coal operations, and other enterprises. The application deadline is Dec. 1, and grants may be used any time in 1987. Info.: W. Thomas White, Curator, Hill Reference Library, 80 W. 4th St., St. Paul MN 55102. [SIA members might want to talk to SIAN editor Bob Frame at 612-227-9531—he's the Assoc. Curator.]

SIA Newsletter, Vol. 15, No.2, Summer 1986

THE PARK AVENUE RAILROAD TUNNEL: A Program of Restoration is a 12-page, full-color booklet outlining the history, design, and future of NYC's tunnel beneath famed Park Ave. The line is a legacy of the old New York & Harlem RR and others, and sections date to the 1870s. Copies (while they last) are available to members for \$1 P&H from Aron Eisenpress [SIA], 235 West End Ave., NY NY 10023.

The Germ of an Idea?

■ L&RP recently received the following proposal from Joe Minnich, editor of *TRAINLINE*, the official newsletter of the Tourist Railway Association, Inc.:

"I'd like to offer the thought that a meeting of big steam in the U.S. would be in order for, say, the summer of 1988. A logical site would be Kansas City; both Norfolk Southern and Union Pacific serve the city, and it's centrally located. It would be reasonable to expect both railroads to continue a positive attitude toward such undertakings. With the Federal Railroad Administration as a common denominator and time for the insurance problem to shake out, it would seem possible. To have a meeting of Norfolk & Western 2-6-6-4 No. 1218 and UP 4-6-6-4 No. 3985 is alone a major event. Add Cotton Belt No. 819, UP No. 8444, Southern Pacific No. 4449, Nickel Plate No. 765, Pere Marquette No. 1225, Chesapeake & Ohio No. 614, Reading No. 2102, a number of smaller yet equally important engines plus those now under restoration, and it could be the steam event of the century. It may sound like a dream, but SteamExpo was just a thought until it was put together."

Is anyone interested? Joe and L&RP are eager to hear your thoughts and suggestions; if this event is to occur, planning must begin soon. (Contact Joe at P.O. Box 24841, Denver, CO 80224-0841.)

"PRESERVATION NEWS"

LIBRARY COMMITTEE REPORT

by Robert Slover

Now that summer is over and the weather isn't as agreeable for outdoor activities, more time can be spent indoors on items such as the Chapter's library.

As a postscript to last month's list of library books, Jim Loomis deserves the credit for loading the information into the computer. Having this list makes maintaining the library a lot easier.

Lee Jackson and Jim Edgar are completing the shelves for Room 1-A. There will be a total of eight double faced shelf units, 2-feet wide, 8-feet long, and 7-feet high. Any library would be proud to have them. The only item remaining is to seal and finish them.

Due to budget restraints, purchases for the library have been cut back. Gerald and Freda Webb have put together a list of books that should be acquired, and this list has been added to. In order to continue buying items for the library, the raffle which has been held at monthly meetings is going to stage a comeback. The proceeds will be used to buy books and tapes for the library. If you would like to donate a railroad-related item for the raffle, please leave a message at Room 1.

There have been several requests for library open hours. As a result the library in Room 1 will open on the Saturday following the general meeting from 1 PM to 4 PM.

The next meeting of the library committee will be November 23 at 2 PM at Room 1.

TRANSPORTATION

Marcus Binney (with photos by Manfred Hamm; notes by Axel Föhl), *GREAT RAILWAY STATIONS OF EUROPE*. Publ. unk. (Avail: ASCE Book Sales, 345 E. 47th St., NYC 10017), 1985. \$29.95. Photographs of the great termini "as places where art, technology, and life meet and mingle." And you even can get a train sometimes.

John Gruber, *ELROY RECALLS: CITY CELEBRATES CENTENNIAL, DEDICATES RAILROAD STATION*. In *Railway Gazette* (Mid-Continent Railway Historical Society), July-Aug. 1985, pp. 9-16. Not only a history of railroading in Elroy, Wis. But the revival of enthusiasm that restored the station.

THE LONELY DEPOT. In *Cowlitz Historical Quarterly*, Vol. XXVII, No. 3, 1985. Some history of the Kelso depot on the Northern Pacific RR from 1870.

William D. Middleton, *A CENTURY OF CABLE CARS*. In *American Heritage*, April-May 1985. Extensive history of the cable car which briefly dominated urban transportation throughout the country.

10th ANNUAL GOVERNOR'S CONFERENCE ON PRESERVATION

As they say, the Coos Bay meeting of the Annual Governor's conference on historic preservation is now history. Somewhere over 100 people attended the 3 day meet from almost every historic preservation deal in Oregon. The sponsor of the annual event is the Historic Preservation League of Oregon.

Al Viewig appeared on his own behalf to learn more about the historic transportation system in Oregon. A third of the conference dealt with the Coast Highway Bridges which are 50 years old this year. Tossed in were other comments on the historic transportation systems of Oregon and 4449 was favorably mentioned.

By wearing the NRHS badge we were able to impress some of the other attendees that we with 500 members are out there daily working on historic preservation. It is a political method of keeping our good name in front of a lot of people who can help us and it is something that our Chapter should look into for the future annual governor's conferences.

A surprise developed when it was discovered that the Oregon Coast Chapter of the NRHS was the host for the Saturday dinner. Emilie and Gary Rouse were hard at work with about ten of their members slinging hash. It was pleasing to see them have applications to the NRHS on display for the conference attendees mixed in with the baked beans & good times.

Robert Mize Sutton, *THE ILLINOIS CENTRAL RR IN PEACE AND WAR, 1858-1868*. The Ayer Co. (Box 954, Salem, NH 03079), 1981. \$25. A unique railroad, the I.C. was the largest in the U.S. at the time of its completion and the first to benefit from a grant of public land to assist in its construction. Describes in detail the arrangement worked out to cover the wartime relationship between the land-grant railroads and the federal government.

G.W. Crompton, *EFFICIENT AND ECONOMIC WORKING? THE PERFORMANCE OF THE RAILWAY COMPANIES 1923-33*. In *Business History*, July 1985, pp. 222-37. The railways were beyond their period of maximum impact on the economy. The negative pattern of structural change in the economy, many new types of competition, and regulation created disadvantages.

John H. White, Jr., *THE GREAT YELLOW FLEET*. Golden West Books (Box 80250, San Marino, CA 91108-8250), 1986. 185 pp., illus. \$45. Not bananas but the RR refrigerator car--the "reefer"--that vital link between the farm and marketplace that made perishables available across the country and at all seasons. The great fleets of private and railroad-owned cars; the technology of icing and later mechanical refrigeration; the rest. Bibl. and index.



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

A SUPPLEMENT TO VOL. 15 NO. 2

1986

Compiled by Sandra L. Norman, Slater Mill Historic Site and Marguerite A. Darroch & Robert M. Vogel,

National Museum of American History

OUR DOLLARS AND SENSE - ABOUT OUR 1987 BUDGET

by Kyrian Gray, Treasurer

A BUDGET helps manage an organization by stating expected revenues and expenses.

Our 1987 budget is based on actual 1986 expenses and it takes into consideration the premise that money will be difficult to raise this year.

This calls for a bare bones budget as a prudent starting point. Reviewing actual revenues and expenses as the year goes on can identify areas in need of special attention.

We hope to have additional sources of revenue in 1987. In 1986, the LRT cachets sales was profitable. This was an opportunity to raise funds which we were not aware of in the beginning of the year. In 1985 our labor for the removal of the Superdome restaurant brought in \$7,000. Unfortunately we can not predict opportunities such as these, and therefore it is wise to only fund those activities for which we know we will have the money.

Hopefully, opportunities like these will continue to

occur. When we perform our quarterly budget reviews in 1987 we will be able to identify which activities we want to fund based on our actual revenue, and not on guesstimates. This will insure that our highest priority activities will be funded before the nice but not essential activities. We will be practicing prudent fiscal management.

A track record of prudent fiscal management and sound budget practices is required for obtaining grant funding from major corporations. We need such grants to finance our museum project.

We members all need to look for opportunities to raise money, like the opportunities we found last year. We need these additional sources of funding to be successful.

If you have any questions, comments, or suggestions, please feel free to contact me, Kyrian Gray.

The budget will appear in the December TRAINMASTER and the members will vote on it at the December Business Meeting on the 19th of December.

POSSIBLE BUDGET FOR 1987		EXPENSE SIDE	
INCOME SIDE		Activities	\$ 1,500
Interest	\$ 600	Concessions	200
Dues	7,000	Rent	9,200
Activities	2,500	Telephone	1,500
Concessions	2,200	Postage	700
	-----	Office supplies	1,200
	\$12,300	Trainmaster	3,000
(recap: income \$12,300		Dues to National	4,000
expense 23,500		Insurance	3,200
	-----	Treasury function	100
excess spending (\$11,200))		Other dues	100
		Extraordinary	500

			\$23,500

MUSEUM COMMITTEE REPORT

by Mary Lou Weaver

Last spring I met with Marilynne Eichinger, Director of the Oregon Museum of Science and Industry, to discuss our plans for a railroad museum and possible cooperation between the two organizations. This fall I sent information updating her on our rolling museum concept and urging that when OMSI selects a new location, any existing tracks be left in place so we would be able to share exhibits or activities. They have agreed to keep this in mind.

Although we have not yet received the expected written confirmation, we have received verbal encouragement from the City of Portland Parks Department to continue planning for the museum and to go ahead with separate incorporation involving other interested groups in addition to PNWC. The city representative will look into the possibility of using property at Union Station for the museum and whether we can structure the museum in such a way that it can be included under the city's limited liability protection. The city is willing to advise and to share some resources (unspecified at this time) with the museum.

The Portland Development Commission is also considering our ideas for using some of the Union Station property on which they currently hold an option.

The Committee will be meeting late in November to work on a proposal for incorporation of the museum. The city would like to manage all three of its locomotives under the museum "umbrella" while continuing

to allow the same groups (Pacific Northwest Chapter and Pacific Railway Preservation Association) to restore and manage the engines as is currently being done.

Following is a brief description of the engines owned by the City of Portland:

4449: Ex-Southern Pacific Daylight steam locomotive No. 4449, GS-4 class with a wheel arrangement 4-8-4. Built by the Lima Locomotive Works in 1941. This locomotive is 110'2.25" long, weighs 762,800 pounds when its tender is fully loaded with oil and water, has 80-inch drive wheels, and can operate at a maximum speed of 90 miles per hour. It was donated to the city in 1958 and was placed in Oaks Park until it was chosen in 1974 by the American Freedom Train Foundation to pull a special train commemorating the United States Bicentennial.

700: Ex-Spokane, Portland and Seattle steam locomotive No. 700 has 4-8-4 wheel arrangement. It is an oil burner built in 1938 and pulled passengers and freight in and out of Portland and Vancouver. Currently located at Oaks Park.

3203: Ex-Union Pacific steam locomotive No. 3203 has a 4-6-2 wheel arrangement and is also an oil burner. It was rebuilt in the former Albina Shops in 1923. Both this engine and No. 700 were donated to the city in 1958. At that time a transportation museum was proposed for the Oaks Park site.

MEMBERSHIP COMMITTEE REPORT

by Darlene Morrison

IF YOU HAVE MOVED OR INTEND TO, PLEASE SEND YOUR NEW ADDRESS TO: Membership Services
Pacific Northwest Chapter NRHS
PO Box 2384
Portland OR 97208-2384

It costs the Chapter 30 cents for having the Trainmaster forwarded by the post office.

The Membership & Hospitality Committee would like to celebrate the holiday season by having a gift exchange and a seasonally-decorated cookie sale at the December Membership Meeting. We would like all those attending to bring a railroad-related item that cost approximately between \$2 and \$4, gift wrapped. Guests may participate also. If you put it on your list now you can be looking, O.K.? Feel free to bring some hand-crafted item.

Come and buy some cookies for your holiday guests!

DIRECTORY UPDATE - On the last page this month should appear a list of all additions and corrections to the Membership Directory. This list includes all prior changes to the brown book.

We welcome as new members:

FREDA WEBB (now a full member)
KATHLEEN T HARMON
PATRICIA M CALLENDER
RICHARD E NOCK

Change of address for:

RONALD L ANDERSON
NETTIE P STOKES

Add to directory:

DELBERT & GRACE DOANE

Delete:

BRO. JOHN GNAU (deceased)

THIS IS AN UPDATED LIST OF ADDITIONS/CORRECTIONS AS OF NOVEMBER1986 FOR YOUR 1986 DIRECTORY

LAST NAME	FIRST NAME	ADDRESS	CITY	ST	ZIP	HOME PHONE
ANDERSON, (erra)	RONALD L.	P O Bx 1199	Paradise	CA	95967	
BEARD,	DONALD C.	5608 SW Nevada Ct	Portland	OR	97219	
BEARD,	DORIS	DONALD C. BEARD				
BROWN,	HAL	1273 N Millbury Av	La Puente	CA	91746	(818) 338-4698
CALLENDER,	PATRICIA	5535 NE Clackamas #2	Portland	OR	97213	(503) 282-6457
COOPER,	EDWARD G.	1327 SE 48	Portland	OR	97215	
COX,	CLARE	FRED B. COX				
COX,	FRED B.	2255 SW Coast	Lincoln City	OR	97367	(503) 994-9676
DOANE,	DELBERT	206 West 11	The Dalles	OR	97058	
DOANE,	GRACE	DELBERT DOANE				
ELY,	TOM	6939 SW 15	Portland	OR	97219	(503) 245-1425
FORNOFF,	ROBERT E	155 NW Jackson #3	Hillsboro	OR	97214	(503) 665-8425
GNAU,	JOHN	deceased				
GRAY, (erra)	RICHARD	14539 SE Orchid	Milwaukie	OR	97267	(503) 656-0260
GRIGSBY,	WALTER D., JR	P O BOX 1189	Portland	OR	97211	(503) 285-8341
HAGG,	HAZEL L.	3125 NW Wilson	Portland	OR	97210	(503) 223-1759
HARMON,	KATHLEEN T	828 SW Chestnut	Portland	OR	97219	(503) 224-6767
HENNEL,	CHARLES	P O BX 429	Manzanita	OR	97130	(503) 368-6867
HENNEL,	DORIS W	CHARLES HENNEL				
HOFFMAN, (erra)	L. M.	4830 N Harvard St	Portland	OR	97203	
HUGHES,	TOM A.	1444 Cambridge Av	Redlands	CA	92374	(714) 794-5596
HUMANN,	DONNA L.	PAUL HUMANN				
HUMANN,	PAUL	3075 Quiet Ln	Eugene	OR	97404	(503) 689-7217
KOTOWSKI,	M. F.	21 N Harrison #200	Campbell	CA	95008	
McNULTY,	ELEANOR	FRANCIS J. McNULTY				
McNULTY,	FRANCIS J.	23965 Butteville Rd NE	Aurora	OR	97002	(503) 678-5189
MONEY,	MELISSA M.	1236 E Michelle St	West Covina	CA	91790	(818) 918-5538
NOCK,	RICHARD E.	1525 LaBurnum Way	Lake Oswego	OR	97034	(503) 635-2773
SCHOOFF,	CHRISTINE	RUSSELL SCHOOFF				
SCHOOFF,	RUSSELL D.	17777 S Ramsby Rd	Molalla	OR	97038	(503) 829-7269
SHEA,	R. M.	2133 Stockton St #107 C	San Francisco	CA	94133	
STADTER,	GREGORY E.	1010 Esther St	Vancouver	WA	98660	(206) 696-2889
STOKES, (erra)	NETTIE P	4365 W Bay Rd	Lake Oswego	OR	97034	
STRASBERG,	JOE	3025 SW 182	Aloha	OR	97006	(503) 649-0745
THOMPSON,	BARBARA B.	NOEL J. THOMPSON				
THOMPSON,	NOEL B.	33550 Blaha Rd	Warren	OR	97053	(503) 397-2679
TURNER,	DONALD	4350 SW Altedena Av	Portland	OR	97201	(503) 246-3192
WALLRAFF,	BETTY H.	FRED WALLRAFF				
WALLRAFF,	FRED C.	2047 NW Kline St	Roseburg	OR	97470	(503) 672-4048
WEBB,	FREDA M.	5600 Moody Road	The Dalles	OR	97058	(503) 298-8163
WOODWORTH,	HOWARD C.	2245 SW Park Pl #1A	Portland	OR	97205	(503) 222-1365