



SEPTEMBER 1988

And You Thought I Was Pulling Your Leg!

Remember the April *TRAIN-MASHER* and reporting of several new developments on the rail scene along with the admonishment not to guffaw too loudly when considering some of them?

You will recall that an Amtrak/Greyhound (nee Greyhound) merger was reported along with studies to develop a train that traveled above ground, utilizing dozens of air jets.

Shortly after a copy of that issue reached Bill Kratville, Amtrak consultant and noted railroad historian, I heard from him and quote from his letter:

"LITTLE DID YOU KNOW—you were not far off on the merger with the buses. The original Amtrak plan in 1972 was to put the major bus companies with Amtrak for a truly integrated service—bet you didn't know that!"

Now comes the July, 1988 issue of *The American Legion* magazine with the following article on its Dateline Washington page:

"FLOATING TRAIN—Sen. Daniel P Moynihan of New York is calling on Congress to support the development of a magnetically levitated train that would float one foot above its tracks. He said

Continued on page 4

TABLE OF CONTENTS

Timetable	1
Chapter Business	3
Meetings	3
News-History-Travel	5

CHAPTER TIMETABLE NO.312

REGULAR RUNS

BOARD OF DIRECTORS MEETING, September 8, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, September 16, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The newsreel and program will start promptly at 7:30, with the business meeting following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon, at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm, with lunch at the Semaphore. There's a lot of work of all kinds to be done, and your contribution would be welcome. Head on down to the yards, or contact Bob Hoffman at 659-8402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, every Saturday, 1 to 4pm at Room 1, Union Station. Browse through the Chapter's lending library of fine railroad books and check out a few for some good reading, or read one of the magazines to which we subscribe—this is the time to do it.

EXTRABOARD

SEATTLE STEAMBOAT EXCURSION, September 17-18. This repeat of the popular trip to Seattle for a ride on the steamer Virginia V probably will be sold out by the time you read this, but if you're interested in going call Room 1 at 226-6747 for the latest ticket information.

OREGON STATE CAPITOL GOLDEN ANNIVERSARY CELEBRATION, Saturday-Sunday, October 1-2, in Salem. The building is 50 years old this year, and the Chapter has the honor of being invited to participate in the festivities by sending the Mount Hood and our museum car, No.76. Al McCready will head the Chapter's effort.

SEPTEMBER MEETING PROGRAM

NORTHWEST, CALIFORNIA ZEPHYR, SHERMAN HILL
by John Willworth
Program begins at 7:30

Notice: *Programs needed for later in the year.* Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Hugh Robertson at 252-3315. Work with Hugh to choose your month and subject—and have fun!

THE TRAINMASTER

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Individual...\$20/yr.

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For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 25th of the preceding month. I always try to get in late material, but I cannot guarantee that anything received after the 25th will make it--be warned! —RS

From the Editor**YOU, THE TRAINMASTER, AND ME—Part 2**

I wrote last month to encourage you to contribute to *The Trainmaster*. This month, I'll tell you how to go about it, and what happens to your material when I get it.

The "how" part is pretty simple. Give it to me in person, put it in my box in Room 1, or Mail it to Room 1 or to my home (the address is in the box at left).

There are no fixed standards or formats for submissions to *The Trainmaster*. I accept material in virtually any form, so long as it is legible. Typed copy is welcome, of course, simply because it is easy for me to read and interpret. If you have a word processor, so much the better. In addition to making your writing task easier, that can also help me, since I can use directly from disk text from numerous word processing programs.

More important than form is content. Please be as accurate as possible on names, numbers, dates, and other items I cannot verify. I have to rely on what I receive from you, and if that doesn't give me enough information to be accurate in the published version, I may not be able to print it.

What happens to the materials once they arrive in my hands? First I read them, of course, to see whether they are something that should be printed in *The Trainmaster* and, if so, what needs to be done to get them ready. Some items require very little work to get ready for print; others require extensive editing before they are ready for the ink.

As editor, I try to maintain a consistent format and standard of presentation. Not everyone is a fluent writer, but that shouldn't deter you from contributing to *The Trainmaster*. I do my best to assure that no author will be embarrassed by anything of that is printed over his name, nor will any reader be embarrassed to read it. If I wouldn't be willing to put my name to something, I will not put yours. Also, I try to have as light an editorial hand as possible, while still maintaining the standard. I want your material to be an expression of you, not me.

Which brings me to deadlines. In order to give submissions the attention they deserve, I need some time to work on them. The earlier I receive them, the more consideration they get for inclusion in any issue. That is particularly the case for current news and scheduled events, and other items for which timely, accurate reporting is important.

The deadline for each issue of *The Trainmaster* is the 25th of the previous month. I always check my box in Room 1 shortly after the 25th, so anything that gets there by the deadline will get to me. If you're running close, you might want to sent your material to my home; we generally get one-day mail delivery from Portland.

If you have questions or comments, please let me know. I attend all regular business meetings, so you can see me there. Of course, the mails are always available, as is the telephone. I'll be happy to work with you to get your contribution into *The Trainmaster* for other Chapter members to enjoy.—Russ Schoof

Historic Preservation Conference in Ashland

The Historic Preservation League and the Southern Oregon Historical Society, both non-profit organizations, are joining forces to present the 12th annual Governor's Conference on Historic Preservation in Ashland on October 21-22. The major track of the Conference will be entitled, *Making Tracks: The Impact of Railroading on Oregon*. It will look at railroading in Oregon and its effect on communities and business over the years.

The history of the North-South and Coast connections, and early lumber roasw will be addressed, along with the restoration and adaptive use of rolling stock, stations, and abandoned lines.

The speakers will be Dr. Ward Tonsfeldt presenting an overview of railroad history in Oregon; Eric DeLoney crying the disappearing rail-

Continued on page 7

CHAPTER BUSINESS

1989 BUDGET CALL

MONEY: 1989 as directed in the bylaws

Our proposed 1989 Budget will be presented to our membership at the October business meeting. Each Committee Chair should submit their proposed, line item budget for 1989. Please forward the line item budgets to me *before the September business meeting*.

As my third term as your treasurer comes to an end, I thank you for your interest and support.

With your help, we continue to have full accountability of our Treasury. We now follow commonly accepted, sound business practices.

I have also had the privilege of working with some fine individuals, both on the Board and off. We worked together like a well-tuned machine and raised over \$130,000 while forging many lasting friendships.

I appreciate all of your support over the last three years.

Thank you,
Kyrian Gray,
Treasurer, PNWC-NRHS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - AUGUST 11, 1988

The meeting was called to order by President Bob Hoffman at 7:09 PM.

Treasurer Kyrian Gray reported the following balances in the Chapters accounts as of 7/31/88: Checking \$114,839.44. Savings \$6,972.04.

The Chapter board of directors passed the following motions at its August meeting: 1. Approved the movement of museum car 76 to Salem, OR under sponsorship of the Oregon Assn. of RR. for the 50th anniversary of the completion of the Oregon State capitol building. 2. Recommended approval by the membership of the following by law changes: No. 23: Sec. 2.07: Add sentence "Members joining after Sept. 1st of any year shall pay full annual dues, which will cover Society and chapter dues for the ensuing year. No. 24: Sec. 2.08: Add after "majority vote of the chapter members" the following "at the next regular business meeting. Any suspension or expulsion of a chapter member shall be reported to the Chairman of the National Membership Committee and the expelled or suspended member may appeal his/her case to the National Board of Directors. No. 25: Sec. 4.04: Add the words "except President" so section reads: "Any vacancy in any elective office, except President, because of death, resignation, removal, etc." Sec. 5.05: "Vice President:.....by the president or the Board. If the office of president is vacated for any reason the Vice President shall automatically become president for the remainder of that term of office. The vice president is responsible...." 3. Approved spending \$900 from the public activity fund for the station bench restoration project. 4. Approved an ex-

penditure of \$167 to replace the Chapter's excursion medical bag and contents which were lost. 5. Approved a refund of \$200 to Harry Mater of Sportsworld Tours in connection with the Sept. 1987 trip.

Excursions: Bob Hoffman reported that sales for the September Seattle trip are about 136 and are running at about 10 a day. Jerry Webb will handle car host assignments for the trip. Improved arrangements have been made at the hotels and at Snoqualmie. The board agreed informally to place an ad if sales drop off next week.

Museum Site: Bob Hoffman reported that the Chapter has been looking at the former ACF tank car repair site in northwest Portland. The site had been for sale but has been taken off the market for cleanup of environmental contamination. The Chapter will be notified when the property is again ready for sale.

New Typewriter: Terry Parker reported the actual cost of the new Chapter typewriter was \$385 plus \$30 for a computer connecting cable.

President Bob Hoffman spoke to the board about the board and its relationship to Chapter committees. Bob said the board serves the Chapter membership and that he expects board members to cooperate and do their jobs in the best interests of the Chapter. Committees report to the board and board governs the functioning of the committees. It is the board's responsibility to watch over the committees and to make sure they carry out their assigned jobs. It is the board's responsibility to give direction to committees when necessary.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - AUGUST 19, 1988

The meeting was called to order by President Bob Hoffman at 7:30 PM.

President Bob Hoffman announced appointment of the committee to nominate Chapter officers for 1989: Bill Carter, Esther Rosu, Mildred Messmer, Al Viwig and Al McCready.

Rolling Stock: Bob Hoffman reported good turnouts for work parties. The car Mt. Hood must be moved into the roundhouse to complete work on the last six windows. Car 6200 has been thoroughly cleaned and painting of the restrooms has begun. Work has also started on car 4461. The Chapter is still hoping that the B.N. will agree to move the cars in Silvis, IL. Car 55 needs a new roof this summer so that it can be used for storage. The caboose needs reroofing.

Membership: Fred Dorsett reported Chapter membership at 501 as of today. A new Chapter directory will be published soon.

Excursions: Doug Auburg reported 152 tickets have been sold for the September Seattle trip. An ad for the trip will run in The Oregonian next Sunday and Tuesday. All arrangements for the trip are complete. Amtrak seat reservations have been cut back to 220. Bob Hoffman reminded the membership that the cost

Continued on next page

of the trip has been held down to appeal to Chapter members.

Library Committee: Walt Grande reminded the membership that the Chapter library is open Saturdays from 1 to 4 PM. Response has been poor so far on Saturdays.

Railcon '89: Bob Hoffman reported that there is a good possibility that both car 76 and the Mt. Hood will go to Railcon in Tacoma next April 28 & 29. The meet will include displays, workshops, and a tour of Port of Tacoma rail facilities. Headquarters will be at the Executive Inn in Fife.

By Laws: President Bob Hoffman discussed the by law requiring five days notice for special board meeting in light of the possible need for immediate special board meetings. He asked members to send suggestions for changes to this or any other by law to Jack Pfeifer.

President Bob Hoffman reported on the following: 1. Becker Productions has paid the Chapter \$300 for use of the car Mt. Hood for a photo session. 2. The Chapter has received a request from Transisco for use of the car Mt. Hood during July and August of 1989 for a special train running between Seattle and Billings, MT as part of the celebration of the 100 year statehood anniversaries of Washington and Montana. 3. Bob described a serious problem with a new Oregon law which prohibits dumping on railroad tracks. Amtrak is working with the State of Oregon to find a solution. This could make excursions such as the Bend trip impossible.

Respectfully submitted, Chuck Storz, Secretary

COMMITTEE REPORTS

LIBRARY COMMITTEE

The Committee plans to keep the Chapter library open on Saturdays through October, at which time a decision will be made as to future open hours, based on experience up to that time. So far, only one or two people have used the library each Saturday. Remember, one of the finest collections of railroad books in the Northwest is there for your use.

JOKING, from page 1

he thinks that this flying train, which would travel at 300 miles per hour, is the transportation of the future and warns that Japan also is testing the 'maglev' concept."

"According to Moynihan, the maglev train would be safer, cleaner, quieter, more efficient and cheaper than current trains. It also would reduce long-distance travel time by hours.

"Thanks to recent advances in superconductivity, the 20-year-old maglev concept finally is practical, the senator said. Moynihan has introduced a bill that would appropriate \$300 million for research.

Railfans should shell out their income taxes more readily—knowing that it is going for a good cause.

WARNING! When the trains begin operating several feet above the ground and the Amtrak-Greyhuge merger becomes final, don't look up at that sleek flying elephant as it goes by.

You heard it here first! —Jack Pfeifer

MEMBERSHIP

The following people have become Chapter members as of August 24. Welcome aboard!

CHRISTA McDONALD
c/o Milwaukie Museum
3737 S.E. Adams, Milwaukie OR 97222

JOHN C. ROSU
13820 S.E. Briggs, Milwaukie OR 97222

CARL HOBSON
3788 5th Ave. No., Salem OR 97303

ROBERT F. BROWN
35401 Row River Rd., Cottage Grove OR 97424

HENRY H. & JANE G. SIMPSON
5908 Ward Lane, Langley, WA 98260

MARY ANNE SULLIVAN
1934 S.E. 58th, Portland OR 97215

VIRGIL L DANISON
3100 Turner Rd. S.E. #157, Salem OR 97302

SHIRLEY R. BROWN
2311 N.E. Thompson St., Portland OR 97212

PAUL J. HUDEK
15179-E S.W. Walker Rd, Beaverton OR 97006



Letters...

MORE ON THE OD&R

It was with interest I noted the brief article on the Oswego, Dallas & Roseburg in the August issue of *The Trainmaster*.

However, it should be noted that the OD&R had in service an additional engine to the CP #233.

In 1912 the OD&R ordered a standard 0-6-0 from Vulcan (c/n 1824) as their #3. A print of this engine appeared in an issue (Vol II #1) of a newsletter of the Oregon members of the Railway & Locomotive Historical Society.

Relative the #233. Word just received from Doug Richter is this engine has been restored recently to the point it was actually STEAMED UP!

With best regards,
F. Ray McKnight

NEWS—HISTORY—TRAVEL

ALONG THE SUMPTER VALLEY

The last weekend in July, 14 chapter members took a 4-day excursion to the Baker area to view the remains of the Sumpter Valley Railroad, and to ride on the Sumpter Valley RR Restoration project. The trip was planned and arranged by Steve Howes.

Thirteen members started out from Portland, stopping first at Bridal Veil Falls Lumber Company. Then it was on to The Dalles for a tour of the Kerr-McGee tie treatment plant, purchased last fall from Baxter-Union Pacific. Our object was to view the plant's narrow gauge railroad, which moves ties from the yard to the treatment tubes, then either back to storage or to the area where they are loaded into standard gauge railroad cars.

Plant manager John Goetz welcomed the group and personally escorted the camera-toting folks around the yard. He arranged to have the narrow gauge Plymouth engine where it could be photographed and had their newly-acquired 44-ton diesel brought from the far end of the yard for more pictures. After the tour, office manager Mary Lou Witter had cookies and punch ready in the office. The people at the plant are pleased to show off what they have done since the purchase—but prefer to do it for groups with advance notice.

It was here that the fourteenth member (your writer) joined the tour, and all went on east to the Jerry and Freda Webb residence on the Oregon side of the Columbia River overlooking Wishram and Celilo Park, where great views of both the Union Pacific and Burlington Northern may be had. A buffet lunch prepared by Freda was served. All said it was great and all had their fill before again heading east.

Next stop: Pendleton, where the Union Pacific depot is being renovated into a museum. Though it was not open yet, we all went around the beautiful red-brick building peering in the windows.

Next stop: Baker, where we spent three nights.

Saturday Morning we began following the Sumpter Valley Railroad route. An extremely pleasant and unexpected bonus met us at our first stop.

Steve Howes had spent several weeks in the area in recent months as part of his job with the U.S. Forest Service, and he had scouted several locations. He turned off the main road near Baker, heading for two wooden buildings painted a reddish color. Steve said he was sure they were part of the Sumpter Valley RR shop and yard. We spent some 15 minutes looking around and speculating on what the buildings were used for. The largest of the two surely was the engine house. The main line ran between that building and the Burnt River, and there was evidence of a wye in the building area.

While we were doing this a pickup drove in, a man got out saying, "Looks like I've been invaded." Turns out he leases the land and buildings. As we talked, we introduced ourselves, telling him what we were doing. He began to relax and we found out he is a lifelong resident of Baker, and that the buildings were indeed part of the Sumpter Valley. The largest one was a combination car shop and storage house for the yard engine. After he became aware that our interest was sincere, he opened the larger building and there they were!—narrow gauge tracks still in place on the car repair side. The inspection/service pit was still there, though covered with boards. The excited group began taking pictures.

The gentleman—and he truly is that—was John E Carlson. He owns a power line construction business and uses the buildings to store equipment. They are still structurally sound, having been built to withstand the heavy snowfall in the area. Inside the building, An unsafe ceiling kept us from going very far in.

After more conversation, Mr. Carlson opened another door, this one to the storage room for the steam yard switcher. Again, the narrow gauge tracks are still in place. The inspection pit is still there, clean and free of trash, waiting in vain for an engine to come in for service, inspection, and necessary repair work before starting another day of work shifting small narrow gauge cars.

Mr. Carlson is a friend and, yes, even lover of the Sumpter Valley Railroad. He leased the buildings for two reasons. The most important, we surmised, was to save a bit of the road's history; the other, to store his equipment and supplies.

He was sad to see the railroad quit and thinks it was not necessary to remove the rails. He confirmed that the main line went between the large building and the river, and that there was a wye for turning engines—and also to lead to a limber mill where he had worked on the "green" chain as a youngster.

Our group was fortunate that day. Mr. Carlson is indeed a friendly and informative gentleman. I must insert here these thoughts. The land we were on is private. We were trespassing, even though our mission was to observe and not to cause damage. However, should you want to do what we did, be aware you do not have any right to be there. It is not public property, and we are not suggesting this be a public stopping place. Permission should be obtained before visiting the site. Then, be sure you do what our group did. We made no attempt to enter the buildings. We left behind only our footprints. We took away with us only images on film and in our minds.

A thank-you letter has been sent to Mr. Carlson, in which we again expressed our appreciation for his courtesy, and especially for not calling the sheriff when he first spotted us.

(The conclusion to this article will appear next month.)

NEWS—HISTORY—TRAVEL

Philatelists take note...

RPO Car Stamp Now on Sale

The Atlanta Chapter of the NRHS once owned the Railroad Mail (RPO) Car that is pictured on the new 21-cent coil stamp that went on sale August 16.

The car, built in 1922 by American Car & Foundry, was donated by that firm to the Atlanta Chapter after its retirement from service. In 1979 the chapter sold it to the North Carolina History Corporation. Known as Postal Car No.49, the venerable piece of rolling stock is housed in Spencer, N.C., where it is being restored to operating condition.

The stamp is printed in Pullman green color. Because the stamp was issued to cover the single-piece first class rate mailings that have been sorted to either three- or five-digit ZIP codes, the issue also bears a red service inscription, "Presorted First Class." This limits its use generally to large quantity mailings by permit mailers.

However, as I wrote earlier (June 1988 *Trainmaster*), you personally can obtain the free USPS permit that will allow you to use this attractive and distinctive stamp on your correspondence. Simply go to your local post office. (If you go to the the Main Post Office at 715 N.W. Hoyt, go to the Customer Service desk on the fourth floor.) Ask to be issued a "Permit to Use Precancelled Stamps on Envelopes," PS Form 3620. In minutes you will be given the form, *which may be used only at the post office which issues it.* Branch offices may have to order the form, but be patient.

Simply keep this form (which will carry your assigned permit number) in your wallet or purse. Whenever you want to post mail with the 21-cent or any other precancelled stamp, simply present it to a postal clerk at the issuing post office. The stamp(s) will be cancelled like regular

stamps and the letter placed in the mail stream for delivery.

I know going to a post office each time you want to use this stamp may seem onerous, but "them's the rules, folks"—and if you want to impress the recipient of the letter, it is worth the extra effort. The Railroad Mail Car stamp, together with a pair of the 2-cent Steam Locomotive coil stamps to make a 25-cent rate, will mark your letter as pure railroadians.



Incidentally, the 13.2-cent Railroad Coal Car stamp, issued on July 19, also requires compliance with these steps. In Portland, the stamps may be purchased only at the Postal Postique, a special counter for philatelists, which is located at the east end of the lobby of the Main Post Office. Hours are 11-1 and 2-4 weekdays.—*Rich Carlson*

There's more...

After I had typed up Rich's article, I received the July-August issue of NRHS News, which is distributed to NRHS officers and editors. Enclosed was a copy of a Postal Bulletin on the Mail Car

stamp, which included instructions to obtain a first-day cancellation. Those instructions are reprinted below. Note the September 15 cutoff. —RS

"Procedures for ordering first-day cancellations follow.

"*Customers Affixing Stamps:* The Postal Service encourages customers to purchase the 21-cent Railroad Mail Car stamps and affix them to their envelopes. Covers bearing stamps receive preferential service. All philatelic centers will sell the stamp. As a limited use item, it may not be available at all post offices.

"Customers must affix 4 cents additional postage to meet the minimum First-Class letter rate. They may use stamps issued prior to August 16, but the Postal Service will return unserviced covers bearing stamps issued after that date.

"Customers should address envelopes on the right side at least 5/8 inch from the bottom and affix stamps in the upper right corner approximately 1/4 inch from the top and right edges. Requests must be postmarked by September 15 and addressed: Customer-Affixed Envelopes, Railroad Mail Car, Postmaster, Santa Fe, NM 87501-9991.

"*Postal Service Affixing Stamps:* Except for affixing and addressing orders, follow the procedures above. The Postal Service will use one 21-cent Railroad Mail Car and a pair of 2-cent Locomotive stamps to meet the First-Class postage rate. The price is 25 cents per cover, and the Postal Service accepts personal checks in the exact amount up to the limit of 50 envelopes, not cash or postage stamps. Orders must be postmarked by September 15 and addressed: Railroad Mail Car, Postmaster, Santa Fe, NM 87501-9992.

NEWS—HISTORY—TRAVEL

Bear "Pub" Still Open

You may remember a story a few issues back about the inebriated bears of northwestern Montana. It told of the "solution" of Burlington Northern crews had come up with to eliminate the fermenting pile of corn that had been spilled in a train derailment in 1985.

It was a year later that bears in the area discovered the corn had changed character and the imbibing of same resulted in a bear's paradise. It also was cause for bears wandering along the BN right-of-way.

Man, thinking himself wiser than mere animals, came up with the answer to this bear bender. The solution in 1986 was to dump soil and quicklime on the 400-plus tons of corn comprising the "Bear Brewery." Alas, once again bears have proven they can outsmart the two-legged spoiler of their party.

According to the *Outdoors Outlook* column written by John Thomas for the Goldendale,

Washington weekly *Sentinel*, the bears have discovered they have only to dig through the soil and quicklime and there it is—paws and paws full of delicious, intoxicating mash. (Mr. Thomas got his information from the magazine *National Wildlife*.) It reported both black and grizzly bears were imbibing, though the black bears were keeping a wary distance from the grizzlies.

The magazine story quoted Chris Servheen, grizzly bear recovery coordinator for the U.S. Fish and Wildlife Service as saying, "Six of us walked right up to a black bear that was scooping mouthfuls of corn with his paws. He didn't see or hear us."

The site is near Essex, a BN and Amtrak stop near Glacier National Park. Federal officials have set up a buffer zone around it to keep people away. The bears are expected to keep coming back as long as the mash lasts. —*Jerry Webb*

Railroad Meets in 1825 England

(The following is adapted from The Story of George Stephenson, by John Thomas, as printed in the December 1965 issue of The Coupler, the newsletter of the Pacific Great Eastern Railway.)

In early 18th century England, railways were constructed and owned by people entirely different people than those who operated over them. Apparently, owners of freight wagons and passenger-hauling coaches paid tolls to use the steel rails, and in turn charged their passengers enough to pay the tolls and to make a living on the remainder.

The single-track lines had an ingenious way of determining rights-of-way when opposing coaches met between sidings.

The author describes in imagination a trip over the line in an ordinary road coach of the day, with four flanged wheels and pulled by a single horse.

After buying his passage, the coachman cracks his whip and the horse starts out jogging at a fair speed over the line. After a while he comes upon a slowly plodding freight wagon loaded with coal, going in the same direction. Reducing speed, he follows the wagon until they reach a siding, where the coal "train" turns in, and the coach races on again. Suddenly, the fun begins.

With a crack of the whip and loud shouts of encouragement from the coachman to his horse, the pace quickens. The passengers see ahead of them another passenger coach coming towards them, its coachman also urging his horse to greater speed. Will they crash head-on?

There are no sidings between the two coaches—only the single main track. But beside the railway between the two stands a white post, and it is that post that makes the difference. The rule is, that the last coach to reach the post must go back to the last siding.

The intense excitement continues until one coach passes the

Conference, from page 2

road blues; Bill Carr (Bridal Veil Lumber Co./Oregon Lumber Co.), Jeff Lalande (Owen-Oregon & Medco), and Ward Tonsfeldt (Sumpter Valley) will cover logging roads; Sue Waldron will discuss Southern Oregon "track towns;" Bruce Allen, Mike Hyde, and Dan Robertson will talk on the revitalization of historic stations; Geoff Moore (Mt. Hood) and Stephen Wright (Oregon Zephyr) will discuss excursion trains in Oregon.

We invite members of the NRHS to join us. The cost is \$50.00 for the 2-day conference (meals available, but costs to be determined). Accommodations can be arranged through "Roomservice," an Ashland company that provides a free bed-and-breakfast, hotel, and motel reservation service (call (503) 488-0338 weekdays or Saturday from 9am-9pm).

If you would like more information, contact:

Historic Preservation League of Oregon
P.O. Box 40053
Portland, Or 97240
(503) 243-1923

We will be happy to send you an agenda and registration form; please enclose a self-addressed stamped envelope.

Sue Jensen
Community Relations
Historic Preservation League of Oregon

white post. Then both drivers bring their vehicles to a fast stop, and the losing coachman dismounts and coaxes his horse to back up to the siding he had passed. The distance is not great, though, as there are four sidings to the mile, and halfway between is a white post—and the strict rule of the road that the coach to reach the post first gains the right-of-way to the next siding. —*Jerry Webb*

COMMITTEE CHAIRS	CHAPTER OFFICERS:
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