

# The



# TRAINMASTER



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

## OCTOBER 1988

### REGIONAL NEWSLETTERS AVAILABLE

Western Lines Productions, the publishers of two regional railfan newsletters, are offering free samples to Chapter members for their perusal. *Northwest Railfan* appears monthly, covering rail news of Washington, Idaho, Oregon, Montana, and the Northwest. *Flimsies* is published twice a month, covering news in California, Nevada, Arizona, and the Southwest. The publishers say that they print the news first, long before it shows up in the magazines, and often while events are still in progress or even in prospect.

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Be sure to mention your PNWC membership, and that you saw the offer in *The Trainmaster*.

Subscriptions are available at \$8/year (12 issues) for *Northwest Railfan*, \$23/year (24 issues) for *Flimsies*, or \$30 for both.

### CONTENTS

Timetable .....	1
Officer nominees .....	3
Bylaws Changes .....	3
Meetings .....	5
News-Events-Travel .....	6

## CHAPTER TIMETABLE NO.313

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING**, October 13, 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**, October 21, 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—or just soak up the *ambiance* of Room 1. Whichever, this is the time to do it.

### EXTRA BOARD

**SPECIAL MEETING ON PROSPECTIVE CARPURCHASE**, October 11, Tuesday, 7:30pm. on the Mt. Hood in Brooklyn Yards. All Chapter members are invited to attend a special joint meeting of the Rolling Stock and Finance Committees to formulate their recommendation to the Board concerning the Chapter's opportunity to buy former SP&S no.350, a 48-seat coach built in 1950. Also to be discussed is a proposal to donate up to \$1,000 toward repairing the roof of the Brooklyn roundhouse.

### OCTOBER MEETING PROGRAM

**Shays at Cass , WV; East Broad Top, by Rockford Regula**

Program begins at 7:30

Notice: *Programs needed for future meetings.* 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.

**THE TRAINMASTER** is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Individual...\$23/yr.  
Joint...\$28/yr.

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 previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 25th will make it—be warned! —RS

## From the Editor

### HELP WANTED

Every month, 600-plus copies of *The Trainmaster* are printed, collated, and stapled by our printer. The circulation manager, Chuck Storz, then prepares them for mailing by folding them in half and stapling them, then applying mailing labels. He could use some help with that job. If you can spare a couple of hours one evening a month to come down to Room 1 to assist in this vital work, the position of Executive Assistant to the Circulation Manager could be yours. Compensation: Chuck's gratitude and the satisfaction gained from making a contribution to the Chapter. Contact: Chuck Storz, 289-4529.

**OFFICERS!**

**BOARD MEMBERS!**

**COMMITTEE CHAIRS!**

**MEMBERS-AT-LARGE!**

**YOUR  
MESSAGE  
HERE**

**829-7269**

*The Trainmaster* exists for you, and I urge you to use it. This space is available each month for items of interest to Chapter members concerning the Chapter itself and its activities and objectives. Here is space for news and observations of a more personal character than one would see in the *Chapter Business* section. I have in mind something in the nature of a column or editorial, in which members would inform, observe, exhort, expostulate on subjects of their choosing. Regular business meetings are properly the place to conduct the Chapter's business and to debate specific issues; *The Trainmaster*, though, can serve as a place in which to explain subjects to the membership in greater detail than can be done at meetings, to elaborate on ideas or points of view, to urge members on to greater achievement.

Anyone can do it. Just keep in mind that members are not interested in pointless griping and argument (that won't be printed, anyway); they *are* interested in learning what other members are doing and thinking. Here's your opportunity to let them know.

—Russ Schoof

## CHAPTER BUSINESS

### ELECTION OF OFFICERS

Election of Chapter officers for 1989 will take place at the November regular business meeting. Nominees for the offices are listed below. Statements by the nominees will appear in the November *Trainmaster*.

<i>President</i>	Bob Hoffman Marilyn Edgar
<i>Vice President</i>	Doug Auburg Kyrian Gray
<i>Treasurer</i>	John Von Gaertner Al Viewig
<i>Secretary</i>	Chuck Storz Irving Ewen
<i>Director-at-large (2 positions)</i>	Esther Rosu Dave Stimac Jerry Webb Gerry Schuler
<i>National Director</i>	Rich Carlson Steve Howes

### PROPOSED CHANGES TO BYLAWS

Changes to the Chapter bylaws are considered annually at the November meeting. Five proposed changes to the bylaws have been approved by the Board of Directors to be submitted to the membership at the November 1988 meeting, with the recommendation that they be enacted. They are listed in order below, with changed language appearing in italics.

#### PROPOSED BYLAWS CHANGE NO.23

Changes Section 2.07

**RESULT :** Brings Chapter bylaws in line with the National bylaws.

**NOW READS:** Section 2.07. *Dues*. Dues shall consist of National dues and chapter dues. Members joining after June 1st of any year shall pay one-half of the dues for the balance of the year. All memberships shall expire on December 31st of each year.

**IF CHANGED WOULD READ:** Section 2.07. *Dues*. Dues shall consist of National dues and chapter dues. Members joining after June 1st of any year shall pay one-half of the dues for the balance of the year. *Members joining after September 1st of any year shall payfull annual dues, which will cover National and chapter dues for the ensuing year.* All memberships shall expire on December 31st of each year.

**DIS-CUSSION:** This is merely a "housekeeping" measure to align our bylaws with the National.

#### PROPOSED BYLAWS CHANGENO.24

Adds to Section 2.08

**RESULT:** Clarifies that the vote will be by the members present at a regular business meeting rather than taking a vote from the entire membership. Also adds the reporting provision contained in the National bylaws.

**NOW READS:** Section 2.08. Expulsion or Suspension of Members. Any members may be expelled or suspended as the Board shall determine following written notice and an opportunity for the member to explain his/her position, for conduct on the member's part prejudicial to the welfare, interest, or character of the chapter, by an affirmative vote of a two-thirds majority of the voting members of the Board. The expelled member may appeal by giving written notice to the secretary within thirty days to have the expulsion reviewed by the chapter members at the following regular business meeting. The expulsion shall be ratified by a majority vote of the chapter members.

**IF CHANGED WOULD READ:** Section 2.08. Expulsion or Suspension of Members. Any members may be expelled or suspended as the Board shall determine following written notice and an opportunity for the member to explain his/her position, for conduct on the member's part prejudicial to the welfare, interest, or character of the chapter, by an affirmative vote of a two-thirds majority of the voting members of the Board. The expelled member may appeal by giving written notice to the secretary within thirty days to have the expulsion reviewed by the chapter members at the following regular business meeting. The expulsion shall be ratified by a majority vote of the chapter members *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.*

**DIS-CUSSION:** Eliminates a cumbersome "by mail" vote by all members in the event an expulsion situation should arise and includes the reporting provision contained in the National bylaws.

## CHAPTER BUSINESS

### PROPOSED BYLAWS CHANGENO.25

Changes Section 4.04 and Section 5.05

**RESULT :** Provides for the vice president to automatically become president when that position is vacated for any reason.

**NOW READS:** Section 4.04. Vacancies. Any vacancy in any elective office because of death, resignation...

**IF CHANGED WOULD READ:** Section 4.04. Vacancies. Any vacancy in any elective office, *except President*, because of death, resignation...

**NOW READS:** Section 5.05. Vice President. The Vice president shall be a member of the Board and shall in the absence or disability of the president perform the duties and exercise the authority of the president; and in general perform all duties as from time to time may be assigned to him/her by the president or the Board. The Vice president is also responsible for maintaining a current list of chapter assets. The Vice president is responsible for assisting the president in coordinating the activities of the committees; the use of facilities and equipment; and setting long range goals.

**IF CHANGED WOULD READ:** Section 5.05. Vice President. The Vice president shall be a member of the Board and shall in the absence or disability of the president perform the duties and exercise the authority of the president; and in general perform all duties as from time to time may be assigned to him/her 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 also responsible for maintaining a current list of chapter assets. The Vice president is responsible for assisting the president in coordinating the activities of the committees; the use of facilities and equipment; and setting long range goals.

**DISCUSSION:** Although it was assumed to be so, the bylaws did not provide for automatic transfer of the president's responsibilities to the vice president in the event the president's office is vacated. This was discovered this year when the office of president was vacated. This bylaws change is to bring our procedures in line with the generally accepted practice of the vice president automatically taking over.

### PROPOSED BYLAWS CHANGE NO.26

Changes Section 7.02

**RESULT :** Reduces to 24 hours the advance notice necessary for a special Board meeting and waives that provision in the event the need arises at a general membership meeting where a quorum of the Board is present.

**NOW READS:** Section 7.02. Special Meetings. Special meetings of the Board may be called by the president, or in his/her absence, by the vice president, or by any four members of the Board. In such case, the secretary shall give at least five days notice to Board members of the time, place, and purpose of the meetings.

**IF CHANGED WOULD READ:** Section 7.02. Special Meetings. Special meetings of the Board may be called by the president, or in his/her absence, by the vice president, or by any four members of the Board. *The Secretary shall make a reasonable effort to notify all Board members at least 24 hours in advance of the time, place, and purpose of such meeting except when the need for a special Board meeting arises at a general membership meeting where a quorum of the Board is present.*

**DISCUSSION:** Since most special Board meetings involve emergency situations the present Board feels the five day provision is too restrictive.

### PROPOSED BYLAWS CHANGE NO.27

Changes Section 8.04(c)

**RESULT :** Eliminates the leasing of Chapter equipment as a responsibility of the Excursions Committee.

**NOW READS:** (c) Excursions. The Excursions Committee shall be in charge of organizing chapter excursions and of leasing chapter equipment. It shall maintain a calendar of all excursion activities.

**IF CHANGED WOULD READ:** (c) Excursions. The Excursions Committee shall be in charge of organizing chapter excursions ~~and of leasing chapter equipment~~. It shall maintain a calendar of all excursion activities.

**DISCUSSION:** Some time ago the leasing of chapter equipment was removed from the Excursions Committee. This change just brings the bylaws into line with current practice.



## CHAPTER BUSINESS

### SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - 9/8/88

The meeting was called to order by President Bob Hoffman at 7:05 PM.

The Chapter board of directors passed the following motions at its September meeting: 1. Recommended to the membership adoption of by law change No. 26 which reduces to 24 hours the advance notice necessary for a special board meeting and waives this 24-hour provision in the event the need arises at a general membership meeting where a quorum of the board is present. 2. Recommended to the membership adoption of by law change No. 27 which eliminates the leasing of Chapter equipment as a responsibility of the Excursion Committee. 3. Approved a \$7.00 refund to Seattle excursion passengers not going to Snoqualmie and a \$7.00 refund to staff members acting as guides for alternate activities for passengers not going to Snoqualmie. 4. Authorized Fred Dorsett to sell as many blue T-shirts as possible for 99 cents each at the bargain fair. 5. Authorized \$250 to cover museum committee expenses for the display of Chapter cars in Salem for the anniversary of the State Capitol building. 6. Authorized payment from the Rolling Stock budget of \$450 for a Waukesha unit for car 4461 and \$3550 to cover the balance due on the conversion of brakes on the car Mt. Hood. 7. Authorized payment of \$238.75 in maintenance expenses for which the Chapter is responsible on the cars leased to the Mt. Hood RR. 8. Reallocated \$700 authorized to inspect Long Island Alco FA's to an inspection of ex-SP&S car #350 which the Chapter is considering purchasing. 9. Nominated Chapter member Hugh Robertson as the Chapter's candidate for NRHS Western Vice President.

**Membership:** Fred Dorsett reported that NRHS national dues have been increased from \$9 to \$12 a year. He asked if the Chapter wants to increase its dues. The consensus of the board was to leave Chapter dues at \$11.00 a year.

**Rolling Stock:** Bob Jackson reported that all the parts have arrived for the brake conversion on the car Mt. Hood. Ex-SP&S coach #350 has been offered to the Chapter for \$12,000 FOB Pittsburgh, PA. The car is legal to move now and would cost \$3000 to move to Portland. The Chapter has three to four weeks to decide on purchasing the car. The sale of the Long Island RR Alco FA's is on hold until next spring. The Tuesday work parties have been very successful. The second motor generator set from Tillamook is now at Brooklyn. Terry Parker reported that car 4461 is being stripped in preparation for painting.

**Library:** Jerry Webb reported that the Seidel collection of books is being prepared for circulation and will be kept separate for the time being.

**Concessions:** Marilyn Edgar advised the board that she wants to attend the Train convention in Sacramento to November 3 to 6 in order to attend a gift shop seminar.

**Elections Committee:** Marilyn Edgar proposed that the Chapter elections committee have a minimum

of five and a maximum of seven members one of whom would be a board member not standing for election.  
Respectfully submitted, Chuck Storz, Secretary

### SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - 9/16/88

The meeting was called to order by President Bob Hoffman at 8:55 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 8/31/88: Checking \$72,773.17. Savings \$37,012.18. There was a positive cash flow of \$2,473.87 during August.

**Nominating Committee Chairman Bill Carter** reported the following nominations for Chapter officers and directors for 1989: President: Bob Hoffman, Vice President: Doug Auburg and Kyrian Gray, Treasurer: John Von Gaertner and Al Viewig, Secretary: Chuck Storz, National Director: Rich Carlson and Steve Howes, Directors-At-Large: Esther Rosu, Dave Stimac, Jerry Webb, Gerry Schuler. From the floor Marilyn Edgar was nominated for President and Irv Ewen for Secretary.

**Elections Committee:** Bob Hoffman appointed the following members to be the committee to handle the 1988 election: Janet Rodabaugh (Chair), Ray and Kathryn James, Ralph and Helen Jack, and John Willworth.

**Rolling Stock:** Bob Jackson reported that the Tuesday work parties at Brooklyn have been very successful. The windows on the car Mt. Hood are being welded. A second generator (for car 6200) has been brought from Tillamook to Brooklyn. A Waukesha ice engine is on hand for car 4461. Two sets of batteries have been acquired at very good prices. Ex-SP&S coach #350 has been offered for sale to the Chapter. On Oct. 11 the rolling stock and finance committees will meet to consider purchase of the car and will make a recommendation at the October meeting.

**Membership:** Al Viewig reported for Fred Dorsett that as of yesterday the Chapter had 505 members.

**TRAIN Convention - Sacramento 11/3 to 6:** Moved by Mary Lou Weaver, seconded by Bob Fornoff that Marilyn Edgar be appointed the Chapter's official delegate to the TRAIN convention. Motion passed. Moved by Carl Rodabaugh, seconded by Bob Jackson to pay Marilyn's \$25 registration fee for the TRAIN convention and the cost of gas and oil to travel to and from the convention. Moved to amend by Bill Carter, seconded by Al Wert to add paying lodging of up to \$50 a night for three nights. Amendment passed. Main motion as amended passed.

**Repair of Brooklyn Roundhouse Roof:** Larry Miller reported that the roof of the Brooklyn roundhouse is badly in need of repair and that the needed materials will cost \$1000. He asked the Chapter of donate \$500. Moved by Ed Berntsen, seconded by Gerry Schuler that the Chapter finance committee be directed to find a way for the Chapter to donate up to \$1000 to repair the roundhouse roof. Doug Auburg moved to amend, seconded by Bob Jackson that the

*Continued on page 7*

## NEWS—HISTORY—TRAVEL

# ALONG THE SUMPTER VALLEY

### Part 2—Conclusion

On we went towards Prairie City, the western terminus of the Sumpter Valley.

Suddenly we turned off the highway, down an access road to a farm. There was the body of an SVRR boxcar, used for some purpose by the farmer. The outside appearance of the car showed it to be in fair shape. Out came the cameras!

Back on State Route 7 again, We went past the turn-off to the town of Sumpter; we would take that later that night. A left turn took us across the tracks of the reconstructed SV—the only highway crossing of narrow gauge tracks in Oregon—and up to Huckleberry Mountain Pass, the first of the three ridges the railroad had to conquer.

At the summit was a wye, and remains of it and the main line were visible. We stopped, walked the right-of-way a bit, and more pictures were taken. We let our minds view the area, let them "see" the rails placed close together and the tiny steam engines topping the grade with their "I think I can, I think I can" cadence.

Next, downhill again, into a small mountain valley and the ghost town of Whitney. The SV reached there on June 1, 1901. Logging railroads reached out in all directions to bring logs to the narrow gauge. Now a public road goes between two rows of weather-beaten buildings, none inhabited, "No trespassing" signs lining the road. More pictures were taken. At the end of the road were the remains of another boxcar, this one so sway-backed that the bottom of the "sway" was only about three feet off the ground.

Back in the vans, we headed up another ridge to where the town of Tipton stood. It was a major town and station on the railroad. There, the railroad had climbed to an elevation of 5100 feet from

Baker's 3500 feet. A Forest Service sign marking the location says it was a sizable town, with a full-sized depot and full-time agent. The depot supplied many gold mine operations in the area. Two wyes were here to turn helper engines. Now—nothing!

Downhill we went again on highway 7, into another small valley where the town of Austin stood. Again, nothing now. A short distance west is the town of Bates where there are a few occupied houses. The "main" street is the old right-of-way, and just to the west the SV cut through a low ridge before starting the climb to the final ridge, which it crossed at Dixie Pass. Then it went downhill again, on at least one switchback, to the end of the line at Prairie City in the John Day Valley.

Prairie City was established in the mid-1880s; the railroad reached there in 1910. For some reason, the depot was located some half-mile away from the city center. A two-story wooden depot was built, with the upstairs for the agent's living quarters. The railroad left town in the mid-thirties, but the depot remained, slowly deteriorating through the passing years.

In 1979, a 71-year-old dynamo of a woman decided to do something about the depot. She was, among other things, curator of the DeWitt Museum located on the town's main street. She felt the museum should be moved to the depot building, in that way saving a part of the Sumpter Valley Railroad. She faced the powers of government, who wisely yielded. Then, Babs Brainard set to work.

She started raising money by getting people to pledge for a group of senior citizens to walk the right-of-way from Prairie City to Bates. First she did it herself to see if it could be done. It took her 1 day, but she was satisfied it was possible. Then she got seven other people of age 60-72 to help her, and they rounded up the pledges,

including, she likes to say, two attorneys bidding against each other.

Then they started the trek. After 2 days, all had made it and raised \$7,000. That started the project. Lots of volunteer labor and other contributions from individuals and government agencies aided the effort. Among her many hats has been that of local justice of the peace. She says, "If someone could not pay their fine there was always a brush and paint at the depot." The job got done.

Now, the building is painted, with a new roof, foundation, and landscaping—perhaps better than new. The artifacts in the museum are mostly non-railroad.

It is worth a trip to Prairie City to see the museum and especially to talk with Babs Brainard, now 81 years young. Be sure to have her tell you the story of the SV cattle car in the front yard—it's a good one, filled with the flavor of life in the camps.

The next day, Sunday, was spent driving around Baker and taking a trip east to Huntington, chasing UP trains.

Monday was "heading home" day, following the old highway and the UP through Haines and Union. At Union we saw both engines of the Union Railroad of Oregon—both four-wheel industrial switchers. We were able to photograph them from the public road, although they were on private property in the mill there, the mill being apparently the sole reason for the railroad's existence.

Next was a stop at LaGrande, with its magnificent brick depot with the old "Overland Route" legend on its side. We were able to watch a couple of freights, but we missed the Pioneer, which was running 1 hour late.

Out of LaGrande we went up the old road to Meachum, caught up with a westbound freight crawling up the hill, and

*Continued on next page*

## NEWS—HISTORY—TRAVEL

*They're only ...*

### Talking Shop

*(Editor's note: The author, who turned this in as a high school paper in about 1940, recently came across it and revised it a bit for The Trainmaster. The "Mikes" are gone, but the language lingers on. How much can you understand without referring to the glossary?)*

Did you ever walk down the street and hear some chance talk from a group of men on the corner? Maybe you thought that they were foreigners. No? Maybe the big fat one did say something that sounded like, "I almost didn't get stopped for a meet yesterday when I had to Bighole her and Broke in two in two places. They darn near had to call out the Big Hook." While another man, maybe that short skinny one, may have replied, "You haven't any-

thing to beef about. After getting the Highball, I Wheeled 'em down the hill so fast yesterday, with one of those new Mikes on the Hot-shot, that we had four Hotboxes. Then the Brains had the Rear Shack Pull the air on me from the Crummy and we slid some wheels flat. But that isn't all. When we got into the Garden some Snake pulled the wrong Pin and sent a cut of Reefers down the Alley and sideswiped us on the Lead. So the Old Man had us on the Carpet and gave us 40 Brownies each."

"Ya!" said another fellow. "I heard about it from a Mud Hop, who said that the Car Toad and the Dinger tried to set the Stem Winders, but they couldn't get over the ballast fast enough to catch those Rattlers."

"Well," said another fellow, "that's a pretty good story, but that's not exactly how it happened. I was Pulling-Pins on the 3:30 afternoon Goat and we were sitting In the clear waiting for that

Extra to get by, when the Field Man saw the cut of reefers coming. So we tried to get the attention of this Tallow-pot on the extra, to get them to stop so that the loose cars wouldn't derail them, but the Tallow-pot couldn't get that old Hogger's attention—or he wouldn't believe him, probably thinking that the kid didn't know what he was talking about—so instead of a couple of bent grab irons, they had a derailment."

With that, the chatter really started, with the Hogger saying that Snake didn't know what he was talking about, and everyone putting in their two cents' worth, so I don't blame you for walking away and thinking of calling the men with the white coats.

Please don't call the men with the net and white coats. Those were just railroad men standing on the corner talking shop.

They're perfectly harmless—really they are! —*K.W.Praeger*

### GLOSSARY

**Meet** A siding where trains meet on single track.  
**Bighole** To put the train brakes into emergency, letting all the air out of the trainline quickly.

**Broke in two** Breaking a knuckle or drawbar between cars.

**Big Hook** The wrecker.

**Highball** The signal to go.

**Wheeled** To run fast.

**Mike** A 2-8-2 wheel steam engine.

**Crummy** Caboose.

**Hotbox** A hot wheel bearing.

**Brains** Conductor.

**Rear Shack** Rear brakeman.

**Pull the air** Set the brakes from the caboose.

**Garden** Switching yard.

**Snake** Switchman.

**Pin** Uncoupling the cars being switched.

**Reefer** Refrigerator car.

**Alley** The lead track to the various yard tracks.

**Lead** See Alley.

**Old Man** Superintendent.

**Carpet** Superintendent's office.

**Brownies** An old method of discipline. A certain number could lead to suspension.

**Mud Hop** A clerk car checker.

**Car Toad** Car inspector, repairman.

**Dinger** Assistant yardmaster. Supervises out on the ground.

**Stem Winder** Old-style hand brake.

**Rattlers** Boxcars; from the noise they make.

**Pulling-Pins** Pin-puller, the switchman who works closest to the engine, uncoupling cars as they are switched.

**Goat** A switch engine.

**In the clear** Sitting in a track not being used.

**Extra** A train not on a schedule.

**Field Man** Switchman working away from the engine, lining switches to put cars in the proper tracks.

**TallowPot** Fireman.

**Hogger** Engineer.

**MINUTES**, from page 5  
Chapter donate on a matching basis dollar for dollar donations from all other organizations up to \$1000 to the appropriate City fund. Russ Schoof moved, seconded by Esther Rosu to table the motion. Motion to table passed. Moved by Doug Auburg, seconded by Bob Fornoff that the Chapter finance committee be directed to look at the proposal in

accord with the Chapter bylaws and report the board at its October meeting. Terry Parker moved to amend, seconded by Russ Schoof that the roof donation be discussed at the Oct. 11 joint meeting of the rolling stock and finance committees. Amendment passed. Main motion as amended passed.

Respectfully submitted, Chuck Storz, Secretary

**SUMPTER**, from page 6  
leapfrogged it a couple of times while our photographers got their shots. The rest of us watched and listened to the big diesels struggling up the grade.

Then it was back home. Our four-day trip left us with lots of pleasant memories—especially of the unexpected treats. I'm glad I didn't miss it. —*Jerry Webb*

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**COMMITTEE CHAIRS**

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Chapter Representative to Steam Locomotive Advisory Committee: Bob Hoffman, 236-7710  
Activities: Jim Edgar, 236-7271  
Meeting Program Coordinator, Hugh Robertson, 252-3315  
Bylaws: Jack Pfeifer, 644-0048  
Concessions: Marilyn Rehm, 236-7271  
Excursions: Kerrigan Gray, 777-6610  
Finance: John von Gaertner, 639-0978  
Library & Historical Foundation: Walt Grande, 246-3254  
Membership: Fred Dorsett, (206) 256-4981  
Museum: Dave Stimac, 288-2421  
Ad Hoc "Permanent Home": Kerrigan Gray, 777-6610  
Public Relations: Al Viewig, 223-2526  
Publications: Doug Auburg (206) 694-7769  
Rolling Stock: Bob Jackson, 233-2667  
Car Rental Agent: Carl Rodabaugh, 253-4241  
Ad Hoc "Union Station": Terry Parker, 284-8742

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**CHAPTER OFFICERS:**

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