



NOVEMBER 1988

Museum Train Visits Salem

The Chapter's Museum Train, consisting of the *Mount Hood* and *Car 76*, visited Salem the first weekend in October at the request of the committee sponsoring the celebration of the 50th anniversary of the opening of Oregon's Capitol.

Despite an abnormally hot October weekend, 639 people were counted signing the guest register in the *Mount Hood*. This number is quite good, considering the Salem Sunday newspaper said only about 1,000 people attended the major festivities at the Capitol building on Saturday, and that same paper listed the wrong address for the Museum cars' location.

The *Mount Hood* and the 76 were in great shape, clean and bright when they arrived in Salem Friday afternoon by Southern Pacific freight.

Credit goes to many Chapter members who put in long hours of hard work getting the cars ready. These include Museum Committee chairman Dave Stimac, John Rosu, Peter Rodabaugh, Richard Gray, Ralph Jack, Frank Weiler, Bob Hoffman, Paul McGinty, Ray James, Duane Delong, Bob Bernard, Jim Edgar, Terry Parker, and others. Manning the cars in Salem were Helen Jack, Kathryn James, Connie McCready, Terry Parker,

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CHAPTER TIMETABLE NO.314

REGULAR RUNS

BOARD OF DIRECTORS MEETING, November 10, 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 to attend.

MONTHLY MEMBERSHIP MEETING, November 13, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. **ELECTION OF OFFICERS FOR 1989.** 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. **The Bernard H. Seidel collection is now available to check out.**

NOVEMBER MEETING PROGRAM

Katy in Texas Prior to Absorption by the UP,
by Paul Hudek

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.

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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

President's Column

Summer is over, and from the chill in the air on last Tuesday's rolling stock work party at Brooklyn Yards, one would think that winter is nearly here. A great deal has been accomplished by the Tuesday work parties. The *Mount Hood* has had all of the windows worked over, with rusted-out window corners replaced, new gaskets put around the windows and the paint job restored. Work has been done on the 4461 and 6200 coaches, the *Santa Ynez*, the 55 mail storage car, and a plastic covering is going on the NP caboose. The B unit is being used as a workshop. The Tuesday work parties will continue for a while, so come on down if you would like to help. The Chapter owes a great deal of thanks to Duane Delong, Ralph Jack, Ray James, Jim Edgar, Terry Parker, Paul McGinley, Roger White, Hugh Robertson, Peter Rodabaugh, Carl Rodabaugh, Frank Wyler, Bob Bernard, and our newest worker, Mike Callanan.

The two Seattle Amtrak-Steamboat excursions were very successful and a good time was had by all of our passengers; the car hosts were highly praised by our passengers. They are our front-line PR people and deserve hearty thanks for a job well done. Both excursions were headed up by Doug Auberg and Bob Jackson and their well-organized and hard-working staff. All did a fine job and deserve a lot of credit. We learned a lot of "how to" as well as "how not to," so the excursions next year should be better than ever. Bill Carter is our new Excursion Committee chairman and is hard at work planning for future excursions. Any Ideas?—give them to Bill.

The Chapter Museum Car, the 76, accompanied by the *Mount Hood*, was invited to participate in the 50-year celebration of the State Capitol. Dave Stimac headed up the museum car event for the Chapter. Dave and his crowd of excellent volunteers put on a good show, which was well received and brought the Chapter more valuable recognition of our efforts to preserve railroad history and to educate the public. Thanks to all of you for a job well done.

Many other committees have been active this summer, and deserve a vote of thanks for their work: Library, Activities, Concessions, Finance, Membership & Hospitality, Excursions, Ad Hoc Union Station, Nominations, Elections, Trainmaster, etc., etc. It takes all of you members working at your favorite interest to make our chapter grow and continue to gain public recognition.

One last item for this time is the formation of a new organization of railfans (I'm still waiting for a definition of "railfan," Roger) called the Columbia River Chapter and desiring to affiliate with NRHS. The present location is given as Battleground, later moving to Vancouver. Roger Phillips is the new president. Since PNWC already embraces a large section of the Columbia River, "Fort Vancouver" or "Southwestern Washington" would be a more appropriate name and certainly more acceptable to our Executive Board. Some reasons for the formation of the new chapter included: our PNWC was too large, had too much money, and several of the new chapter's members could no longer work within the present structure of PNWC (even though several opportunities have been offered for active participation in PNWC).

When asked what was expected of our Executive Board in the way of help, the Board was told that total silence on our part—that silence was golden—was the best help we could give. My gut reaction is that the Executive Board is working for the good of the entire membership and active participation by all, and that the days of the "good old boys" are over.

Perhaps a guest editorial explaining the reasons for the formation of a new chapter would help all of us to understand the need for another chapter of NRHS in this area. What do you think? —Bob Hoffman

CHAPTER BUSINESS

Election of Officers

Election of Chapter officers and directors-at-large for 1989 will take place at the monthly membership meeting on November 18. Voter's Guides have been distributed, and all voting members should have received one by now. The Guide contains an order form for absentee ballots for members who cannot attend the meeting. If you are a voting member and have not received a Guide, leave a message for the Elections Committee on the telephone machine at Room 1 (226-6747)

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - OCTOBER 13, 1988

The meeting was called to order by President Bob Hoffman at 7:12 PM.

The board of directors passed the following motions at the October meeting: 1. Rolling stock chair Bob Jackson was directed to check out scrapping, selling, or abandoning the two Chapter owned cars in Silvis, IL to finally resolve what will happen to the cars. 2. Recommended to the membership the purchase for \$10,000 of ex-GN coach #1220 and that the car be moved at regular rates if a free move cannot be arranged within 45 days. (Vote was 6 to 5). 3. Instructed National Director Rich Carlson

Continued on next page

PNWC-NRHS

1989 Proposed Budget

The Chapter's 1989 budget will be voted on at the December meeting. The proposed budget is listed below.

NOTE: This budget is *in balance* with available funds and realistic income. In other words, to increase the budget for one area the same amount must be taken from another area. See basic premise #1 below.

Description	Budget
<u>SUPPORT & REVENUE</u>	
Interest	\$5,000
Membership dues	\$6,000
Activities, chapter	\$ 750
Activities, public	\$1,250
Concessions	\$4,000
Rolling stock rental	<u>\$8,000</u>
Total Support & Revenue	\$25,000

SUPPORTING SERVICES EXPENSES

Rent	\$10,000
Dues, National	\$3,200
Dues, other	\$ 250
Telephone	\$1,100
Office supplies & stamps	\$2,000
Bulk postage	\$2,000
Trainmaster	\$3,000
Editor's stipend	\$ 900
Insurance	\$7,000
Treasury function	\$1,600
Extraordinary expenses (copier, generator)	<u>\$8,500</u>
Total Supporting Services Expenses	\$39,550

PROGRAM EXPENSES

Activities, public	\$2,500
Activities, Chapter	\$1,500
Membership & Hospitality	\$1,000
Library	\$2,500
Rolling Stock	\$2,500
Museum	\$2,500
Excursions	\$2,500
Concessions	\$3,000
National Convention	\$1,500
Public Relations	\$ 500
Publications	\$ 500
Historic Foundation	\$1,000
Permanent Home	\$1,000
Union Station	<u>\$ 500</u>
Total Program Expenses	\$23,000

TOTAL EXPENSES	\$62,550
TOTAL SUPPORT	<u>\$25,000</u>

Net change in fund (\$37,550)
money *from* our current treasury

Basic premises:

1) We will only budget our available funds and realistic income, per our bylaws.

2) Certain activities are important to our Chapter. These activities will be equally allocated funds under the "Program Expenses" category. These activities are:

- Special events (Chapter Activities) and day-to-day activities (Membership & Hospitality) for our membership
- Public events or activities with other non-profit organizations (Public Activities)
- Library
- Rolling Stock
- Museum

CHAPTER BUSINESS

to write to the NRHS national organization recommending against the formation of the proposed Columbia River Chapter and also objecting to the name as being ambiguous as to the area it would cover. 4. Confirmed Bill Carter as Excursion Committee chairman.

The following motions were made but were not completed for the reasons indicated: 1. Purchase a new copier for \$825. Motion withdrawn. 2. Include bylaw changes in voter's guide and include them on the ballot. Motion failed when voted on.

Proposed Columbia River Chapter: Rich Carlson reported receipt of a letter from George Hartman of the NRHS regarding an application to start a new NRHS chapter in Battle Ground, WA. Rich stated that the letter was the first he'd heard about a new chapter. Roger Phillips, representing the potential new Columbia River Chapter, stated that the PNWC has become too large and is completely different than it was four years ago. He also said that a smaller group will provide more of a feeling of involvement and accomplishment for its members. Roger stated that five ex-presidents of the Pacific Northwest Chapter will be members of the new Chapter. He further feels that it will be no threat to the Pacific Northwest Chapter.

Excursions: Doug Auburg reported that the July Seattle trip made about \$12,000 for the Chapter. The net on the September Seattle trip is not available yet. Bob Hoffman reported receipt of a letter from Amtrak advising that a Bend excursion next spring will not be possible due to the Oregon sanitation law. Amtrak will run a trip on April 29 and Bob suggested a Spokane trip for the date. Randy Nelson and John von Gaertner have volunteered to chair the next trip. Rich Carlson will look into the possibility of working with the Oregon legislature to modify the law to allow excursions.

Rolling Stock: Bob Jackson reported that the finance and rolling stock committees held a joint meeting last Tuesday. A decision was made to analyze how the Chapter should approach the acquisition of a coach train and then to proceed accordingly. A presentation will be made to the membership at the October general meeting. -- The windows on the car Mt. Hood are finished and the car's brake conversion is 90% complete. Work has begun on cars 4461 and 6200. The car Red River is due back shortly from the Mt. Hood RR and the 3300 will be there until December.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - OCTOBER 21, 1988

The meeting was called to order by National Director Rich Carlson at 8:50 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 9/30/88: Checking \$66,235.62. Savings \$37,054.95. Kyrian presented a tentative balanced budget for 1989. It is made up of funds from our current treasury and realistic expected income as required by the Chapter by laws. The budget projects \$25,000 in new revenue plus using \$37,550 from the current treasury. Supporting services expenses are \$39,550 and program expenses are \$23,000.

Library: Jerry Webb reported that the Seidel books

are now all in a separate alcove of the library and are available for checking out. 70% of these books are new to the Chapter's collection.

Chapter Election: Rich Carlson reported that Steve Howes, candidate for national director and John von Gaertner, candidate for treasurer have withdrawn their candidacies.

Finance Committee: John von Gaertner reported that the 1989 budget as proposed will exhaust the Chapter's funds by 12/31/89 if no excursions are run. The purchase of ex-GN car 1220 will have to come out of this budget. The car would add revenue seats to the Chapter's fleet of cars and would be a step in the direction of having a 400 seat coach train. The car could probably be sold in short order for more than the Chapter will pay for it if selling it became necessary. John advised that the finance committee recommends purchase of car #1220.

Rolling Stock: Bob Jackson reported that the rolling stock committee recommends the purchase of car 1220. The car is basically complete and could seat 72 now. The body of the car has been repaired and is in good condition. The cost of the car will be \$10,000 plus \$3000 to move it to Portland if a free move is not possible. It will cost another \$12,000 to bring the car to first class condition.

Purchase of Car #1220: Moved by Leon Drews, seconded by Mike Ackley that the Chapter buy car 1220 for \$10,000. Kerrigan Gray spoke of the need to spend money maintaining the equipment the Chapter already owns. Randy Nelson spoke in favor of buying the car to meet the Chapter goal of a coach train. Leon Drews spoke in favor due to the increasing value of cars. Terry Parker spoke in favor due to the potential return on investment for the Chapter. Al Viewig spoke against the purchase due to the shortage of operating funds that would result. Ken Peters suggested disposing of some presently owned equipment to finance car 1220. The motion to purchase car 1220 passed on a show of hands.

Respectfully submitted, Chuck Storz, Secretary.

COMMITTEE REPORTS

LIBRARY COMMITTEE

Walt Grande, Chair

At its meeting on October 29, the Library Committee reviewed its experience over the past several months with holding open the library on Saturdays: patronage by members was light. The Committee decided to reduce the open hours. Beginning in December, the library will be held open each month on the two Saturdays following the membership meeting.

Archives news: (from Bob Weaver)

The library committee completed a "box list," an inventory of the more than 200 containers of archival materials on the shelves of Room 1A. Special thanks to Bob Slover, Freda Webb and Leon Drews for their work on this project.

Some of the Chapter's collections have their own detailed inventories, thanks to Walt Grande, Gordon

CHAPTER BUSINESS

Zimmerman, Chuck Storz, Jack Pfeifer and others. A loose-leaf *Archive Guide* now sits in Room 1, listing the collections open to research. None have yet gone through "archival-quality arrangement and Description," and many items may still be difficult to find. We still have a long way to go to properly organize the material.

With more than 700 lineal feet of shelves, it's easy to get lost in Room 1A. We've identified the rows by letter and the shelves by number so that each collection can have an "address" to make it easier to locate. The guide contains a floor plan.

Gordon Zimmerman arranged for the donation of the papers and photos belonging to Elmer Hewitt, an SP car inspector. Thanks to Terry Parker for his donation of records from the Portland Terminal Company, an SP record of bridges on the Portland Division (1932) and materials from Tri-Met and UP. Dave Stimic thoughtfully gave the library some engineer's registers, timetables, and rulebooks.

The archive needs a canister-type vacuum cleaner. It will be used to clean dust from records and make the place tidier. If anyone has an old vacuum cleaner they'd like to donate, call Bob Weaver at 659-9201.

MEMBERSHIP

Fred Dorsett, Chair

Annual Dues time is here again. Renewal notices will be available at the November meeting.

Some of you have complained in years past about getting a second notice of dues from National after you already had paid. We process your dues payments every week or two, usually the 1st and 15th of the month. If you don't pay until January 15 or later, your dues won't be received by National in time for the February mailing of second notices. Remember, dues are payable by January 1.

The new Membership Directory is nearly complete. If anyone does not want their telephone number listed in the Directory, please contact Fred Dorsett immediately, either by phone message to Room 1 (226-6747) or by mail, or at home: (206) 256-4981.

The directories will be available only to members.

The following people have become Chapter members as of the end of October. Welcome aboard!

DANA R. SUDBOROUGH
4362 45th Ave., Salem OR 97305

KENNETH D. MILLER
1420 Morning Sky Ct., Lake Oswego OR 97034

MICHAEL J. CALLANAN
5920 NE Bryant, Portland OR 97218

ROBERT A. BROOKS
12555 SE Crest Way, Portland OR 97236

AD HOC UNION STATION

Terry Parker, Chair

The Union Station Committee met with Bruce Allen and Mary Hopkins of the Portland Development Commission (PDC) on September 9. Currently PDC is rearranging some of the drawings for the development plans for the Union Station property. The committee was presented with a copy of Portland Public Attractions Strategy draft prepared by PDC August 1988 for review.

The Station itself is receiving a spruce-up treatment. The roof has undergone repair and repainting, and painting of the exterior green trim is underway. The high shed has been shortened back to low-shed number 2 and is awaiting a new roof of a red corrugated material. Restoration of the oak phone booths inside the station is nearly done and painting of the main waiting room ceiling has started. Two of the ceiling squares just outside the south waiting area have received the multi-color treatment that will soon grace the entire ceiling. The first-floor restrooms are receiving the update treatment. At the request of Committee member Rich Carlson, several of the marble slabs separating the toilet stalls have been saved and are now in Room 1A. Some of the etched-in graffiti is about A-1 dated 1935.

A considerable amount of discussion was on the extension of the transit mall from Burnside to Irving Street. After discussing some basic design concerns, as Committee chair I suggested that our committee should concentrate its focus on that part of the mall which is north of Glisan Street, and how it will affect the Union Station area. The Committee expressed a concern to retain short-term metered parking in the area with both sides of Irving Street as one possible location. We also discussed at length traffic options for the area including a potential new connection of Irving Street to the Broadway Bridge ramp. The Committee was also concerned about retaining the original historic curb lines on 6th Avenue in front of the station and retaining the width of Irving Street.

UPDATE: October 19th, the PDC advertised for bids for removal and scrapping of all tracks east of Track 6, the cyclone fence along Front Avenue and the remaining skeleton of low shed number 3. Columns and parts from the low shed and some track will be saved for possible future use.

SALEM, from page 1

Kyrian Gray and Freda Webb who shared duties in the concessions room. Performing various duties at one time or another during the two days were: Ralph Jack, Ray James, Al McCready, Dave Stimac, Kyrian Gray, Kerigan Gray, Peter Rodabaugh, Esther Rosu, John Rosu, Frank Weiler, Terry Parker and Jerry Webb (who spent most of his time ringing the bell that the Chapter borrowed from the Columbia Gorge Model Railroad Club).

The cost of moving the cars to and from Salem was paid by the host Committee, whose members had seen the Museum Train in Salem last spring and were so impressed that they invited us back for the Capitol celebration.

A few hitches developed on Saturday, but thanks to work done by Peter Rodabaugh and others on Saturday and most of Saturday night, Sunday went much better.
—*Jerry Webb*

NEWS—HISTORY—TRAVEL

Union Station Rehabilitation Underway

If your travels haven't taken you down to Portland's Union Station recently, you are in for a pleasant surprise when they do. The grand old depot, opened on February 14, 1896, is getting a lot more work done on her than has occurred in many a decade. As a result, she looks great!

Work began in August to first repair damaged or rusted-out "tiles" on the roofs of the complex. The tiles actually are stamped steel, painted a tuscan red color to look like tile. Once those repairs were completed, the roof was primer-coated, then given a finish coat.

Simultaneously, all of the exterior trim is being repainted, first with white primer where needed, then finished in the customary dark green.

The numerals of the four clock faces on the tower, as well as the hands themselves, all have been repainted in black. New lights for backlighting through the translucent clock faces will be brighter to afford greater legibility.

I am advised that new permanent exterior lighting of the clock tower will be installed after the painting is completed. We have been assured that the intensity of the lighting will not overwhelm or diminish the visibility of the "Go By Train/Union Station" signs which the Oregon Association of Railway Passengers and the Chapter restored and re-lit in September 1985, at the time of the American Association of Private Railroad Car Owners convention.

Trackside, the "high shed" that leads out from the depot was partially dismantled, and the old roofing was completely removed. The portion that remains of the high shed extends almost to Track 5. New electric wiring will be installed, an "end cap" will be constructed, and a new roof will be installed, painted to match the depot roof.

The two umbrella passenger sheds, which serve Tracks 2 and 3 and Tracks 4 and 5, are not receiving much attention, inasmuch as

our Chapter voluntarily scraped, pressure-washed and readied them for painting back in August and September, 1985. Amtrak and Portland Terminal Railroad Company were persuaded by us to pay for the painting in time for the AAPRCO convention.

Almost unnoticed this summer and early fall was the removal of lots of asbestos insulation from an underground utilities tunnel between the annex building (in which the Chapter's space is located) and the main building. A specially-qualified asbestos removal contractor worked on that job for months, doing most of the work at night. Included was the careful wrapping and subsequent removal and disposal of the asbestos covering pipes that hung under one of the umbrella sheds. I recall that, when our members were pressure washing the sheds and their supporting pillars, occasionally we managed to accidentally knock off some of the asbestos now and then. With all of the water and dampness, however, I don't believe any significant hazard was present. In any case,

Take the time ... to check it all out!

that job is completed now, and all of the asbestos is gone from the property.

In the station interior, Room 208—which was the first meeting place of the Chapter back in the mid-50s—has been redecorated entirely. The Portland Development Commission also has supplied new chairs and conference tables large enough to accommodate small business meetings. The woodwork—floors, wainscoting, doors, and window frames in the hallways—all has been naturally refinished and is most attractive. I imagine it looks much the way it did almost a century ago.

Everyone should be thrilled to see that the old telephone booths on the north side of the main station lobby have been restored. With beautifully finished natural woodwork, they still have the old pebbled metal walls and afford much greater privacy and comfort for per-

sons using the telephone. Unfortunately, the folding doors were removed years ago before these booths were walled off, and they have not been replaced. Still, even these open booths are a vast improvement over the "exposed" telephones that are the current norm. (One of the real steps backward in recent decades was the systematic destruction nationwide of telephone booths.)

The ceiling of the main lobby is in the process of being repainted and I have been told the rosettes in the individual square ceiling panels will be painted in color, which I hope is true. This lobby with its elegant marble walls is one of the most attractive in the nation. Completely rebuilt in the years 1929-1931 under the direction of world-famous architect Pietro Beluschi, it retains most of its beauty and integrity. Incidentally, Mr. Beluschi is alive and well, actively involved in architectural consulting work. He lives in a West Hills home overlooking Portland.

Plans call for completely new restrooms for men and women. The pay toilets were eliminated almost a year ago, and plans are to install all-new fixtures and plumbing. We have requested the donation of sufficient materials and fixtures to be able to assemble a representative stall of yesteryear for possible exhibition in a railway museum, to which the PDC has agreed.

Railroad depots in America did not fare well in the past several decades, and many irreplaceable structures were needlessly lost. Portland is fortunate in that its station survived with most of its facilities and beauty intact, and all signs indicate its continuing service as a functioning railroad station for years to come. It joins Washington, D.C.'s Union Station, Boston's South Station, and stations in New London and New Haven, Newark, Wilmington, Baltimore, and other cities that have wisely preserved their historic architecture.

As I said in the beginning of this piece, it is good to see the work going on to keep Union Station in good shape and able to serve new generations of the travelling public. Take the time on your next trip to downtown Portland to check it all out! —*Rich Carlson*

NEWS—HISTORY—TRAVEL

The Highlight of His Life

"No kid ever had a greater thrill," asserted my brother-in-law, E.L. (Larry) Kauffman, regarding his experience as a boy of 9 or 10, riding in the cab of an Oregon Electric Railway train, blowing the whistle and ringing the bell. "It was the highlight of my life," declared Larry, who resides with his wife, Lois, in Hayward, California.

The story begins in Portland, about 1920 or 1921. Larry had made the acquaintance of the engineer, Charlie Adams, because the man frequented a grocery store in the Sellwood district where Larry earned money in a part-time job filling paper bags with sugar, ten pounds each. Charlie Adams' visits to the store were for the purpose of selling home-grown eggs. When Larry learned that the egg-supplier was a railroad engineer, he said, "I'd like to ride with you." Charlie said, "Okay," and instructed Larry when and where to board the engine. The pickup took place in the outskirts of Portland one evening. He remembers the train having from three to five cars.

Larry evidently made a hit with the engineer, because Charlie allowed him to operate the whistle and the bell. The whistle (air whistle, of course, it being an electric locomotive) was controlled by a rope, and the bell by a lever, which would stay in whatever position it was left. When the lever was horizontal, the bell rang, and it was silent in the vertical position. Obviously, Larry was not a "loose cannon" in the cab. He rang the bell and blew the whistle according to the engineer's orders. The engineer quickly learned to trust him, apparently, because Larry remembers some of the orders being sung out from the baggage compartment just a step to the rear of the cab, where the engineer must have had to sort out the express parcels.

Larry got a "kick out of the big headlight," too, which illuminated the right-of-way as the train rolled south through the Willamette Valley. Larry deboarded at Albany to spend the night with friends, and the train continued to Junction City, the end of the line at that time, as

Larry recalls. Larry re-boarded the same train, with the same engineer, in Albany the next morning.

As the train reached Portland, schools were about to begin for the day. Some of the school-bound children were playing a game of "chicken" with the train in an area where the track provided a shortcut. Charlie Adams had to slow down to ten or so miles per hour. Even so, the daredevils would jump off the track only at the last second.

But the engineer was ready for them. The outside door of the baggage compartment was open, and Charlie Adams was stationed inside, surrounded by gallon cans full of water, ready to douse the chicken-players and dampen their enthusiasm for carrying on the dangerous game, much the same way that my brother and I broke our Irish setter of his habit of chasing cars.

I could tell by the light in Larry's eye and the tone of his voice that the experience had indeed been "a highlight of his life.

—Ray S. Hewitt.

New The Dalles Depot?

The Dalles may be the proud possessor of a new "Transportation Center," thanks to the U.S. Postal Service.

First, a bit of history. In the early 1970s, after Amtrak took over the passenger trains, there was no passenger service on the Union Pacific through the Columbia Gorge and the railroad began tearing down its passenger depots. The Dalles depot was offered to any local group, but efforts to save it failed and the building came down. However, the separate Railway Express Agency building remained. It has been used since then as a storage facility.

A year or so ago, the Postal Service decided to build a new facility in The Dalles, and purchased the property which included the REA building. The 1st of October of this year the Service's Real Estate

Division sold the building to the City for \$1.00, with the stipulation that it must be moved within 60 days.

The City turned the project over to The Dalles Downtown Development Association, who has plans to move it four blocks east. It would be put in the right-of-way of Federal Street at the corner of First Street. The plan is to turn it into a combination Amtrak (The UP runs on the north side of First St.) and Greyhound depot, with public restrooms and possibly a small museum. It is within a block of The Dalles' main downtown street.

The City's engineer said the structure, built in 1910, is movable, but not without some difficulty and expense. Part of the building has no floor. Estimated cost of the move is \$100,000, part of which could

come in the form of donated time and facilities.

The Dalles city council has approved plans to move ahead with the project.

A spokesman for The Dalles Downtown Development Association said the franchise operator of the Greyhound depot, which is now very inconveniently located a mile east of downtown, would move into the building. He said communication had started with Amtrak officials, however, "The railroad people take a little longer to make a decision." The present Amtrak station is about four blocks from the main downtown area.

Local business people in the vicinity of the new site are in approval. More hearings are scheduled in November.

—Jerry Webb

COMMITTEE CHAIRS

Chapter Representative to Steam Locomotive
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7710
Activities: Jim Edgar, 236-7271
Meeting Program Coordinator, Hugh
Robertson, 252-3315
Bylaws: Jack Pfeifer, 644-0048
Concessions: Marilyn Edgar, 236-7271
Excursions: Bill Carter, 646-8116
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
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