



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



## MAY 1989

### Railfan Notes

#### 4449 TOLA

By the time you read this, the 4449 will be in Los Angeles to take part in the 50th anniversary celebration for the Los Angeles Union Passenger Terminal. Departure from Portland was scheduled April 30 at 7:30am. The return trip through Oregon is scheduled for May 30-31, with the Oakland-Klamath Falls leg on the first day, Klamath Falls to Portland the second. Departure from Klamath Falls will be 7:30am, arrival in PDX approximately 5:00pm.

#### 8444 IN OREGON

Union Pacific's Northern No. 8444 will be in Portland to pull the Oregon Symphony benefit trip to Bend on May 21-22. Rumor has it that the engine may arrive in Portland sooner than expected — perhaps as early as the 17th.

Word also is that the engine will soon regain its original number — 844 — upon the retirement of diesel 844.

#### Lewis & Clark Railway

The 1989 schedule for the L&C is as follows:

*May 3 - June 11* Wednesdays, Saturdays, Sundays, and Memorial

*Continued on page 5*

### CONTENTS

|                        |   |
|------------------------|---|
| Timetable .....        | 1 |
| Bend Excursion .....   | 2 |
| Chapter Business ..... | 3 |
| Car Host Roster .....  | 5 |
| News-Events-Travel ..  | 6 |

## CHAPTER TIMETABLE NO. 320

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING**, May 11, 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**, May 19, 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. We're also looking for people who could work on Saturdays. Contact Bob Hoffman at 659-8402 to see how you can help.

**CHAPTER LIBRARY OPEN HOURS**, Saturday, May 20 & 22, 1 to 4pm at Room 1, Union Station. On duty: Al Haij. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

### EXTRA BOARD

**TRANSPORTATION FAIR**, Friday - Sunday, May 19-21, at Union Station. The Chapter's Museum car, no.76, will be on public display on these days, plus there will be other equipment and exhibits for all to enjoy.

**OREGON SYMPHONY STEAM TOUR**, Saturday-Sunday, May 20-21. Round trip, Portland to Bend, \$500 including all meals and lodging. Application forms are on the bulletin board in Room 1, or call Patty Vemer at 228-4294 for more information. Train leaves Albina Yards at 7am, returning to Portland at 5pm Sunday.

**ANNUAL CHAPTER PICNIC** Friday, June 23, at the A-frame in Washington Park. Zoo train rides, as usual. Fare: \$5 adults and \$2.50 children. Details are in the Activities Committee report, page 3.

*Continued on page 7*

### MAY MEETING PROGRAM

#### *Fast Freight & Proving Ground* Movies from Terry Parker's collection

*Program begins at 7:30*

Notice: Programs desperately needed for the June meeting and beyond. Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Dick Nock at 657-3868.



## 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:

Attn. TM Editor  
PNWC-NRHS  
Room 1, Union Station  
Portland, OR 97209-3715

### EDITOR:

Russell Schoof - 829-7269  
17777 S. Ramsby Rd.  
Molalla, OR 97038

### CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$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 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned! —  
RS

## On again, off again, gone again, Finnegan

This bit of Irish doggerel well describes the bouncing-ball experience of our Excursion Committee as it did its darndest to put together the Cascades-Deschutes circle tour scheduled for April 29-30.

First the deal was on, with Amtrak, Southern Pacific, and Burlington Northern agreed on operating details for the two-day loop through western and central Oregon, with an overnight stay in Bend. Early ticket sales promised we would come close to matching the results of our record-breaking 1987 excursion, when we carried 850 passengers on the same scenic route. Then came a shocker. Amtrak called President Bob Hoffman to say the trip was off; BN had withdrawn its approval. Why? BN lawyers had just discovered the existence of an obscure Oregon law: a 1987 amendment to an old anti-littering statute, making it unlawful to discharge sewage onto railroad rights-of-way.

Everyone who knows anything about trains knows that such discharge has been standard practice for 150 years or more, with no public complaints — except perhaps from lowly gandy dancers. But Oregon's zealous lawmakers, without giving much thought to possible consequences, decided to put a stop to this unsanitary custom.

Amtrak trains don't comply with the new law. They can't. The high-level Superliner cars have aircraft-style toilets, but they discharge into holding tanks only large enough to take care of estimated passenger usage during station stops. Once the train is up to speed on the main line, the tanks automatically dump their contents.

On receipt of the startling news, our Board of Directors ordered the Public Relations Committee to contact all the parties involved to seek a solution. We learned quite a lot in the process.

Amtrak believes that, as a Federal corporation in interstate commerce, it is not subject to state regulation. BN says it intends to comply with Oregon law unless the courts rule otherwise. SP and Union Pacific are content to stay neutral and let Amtrak and the State of Oregon battle it out.

Thus far there has been no battle. The new law is administered by the state Department of Environmental Quality, whose enforcement chief says he would like to set up a test case, but faces practical difficulties. Violation of the law is only a misdemeanor, which means he needs eyewitnesses to sustain a charge. He probably would need to station a couple of dozen observers armed with binoculars and cameras along the tracks to catch Amtrak in the act. The maximum penalty is a mere \$500 administrative fine, so vigorous enforcement hardly is feasible with his short staff and tight budget.

We tried the state attorney general's office, hoping to be able to get an AG opinion upholding Amtrak's point of view. We were politely and informally told to forget it. The AG anticipates there will be a test case sooner or later and that he will be obliged to defend DEQ's side of the argument.

At last we were able to work out a compromise acceptable to both BN and Amtrak's western regional manager, with whom we normally deal in arranging excursions. This was it:

On BN tracks from Chemult north to the Washington border we would keep toilet compartments locked, with the exception of the large dressing rooms in which we would place camp-style portable chemical potties for emergency use. BN agreed to schedule regular passenger rest stops at locations where we could have full-size portable johns trucked in and installed on railroad property for the weekend.

These arrangements would mean extra expense and effort for the Excursion Committee and the car hosts, and might upset some passengers, but it was felt this would be better than the alternative of canceling the trip.

We were back on track, and reservations continued to pour in. Then disaster struck anew.

*Continued on page 7*



## CHAPTER BUSINESS

### Notices

#### APPOINTMENTS

*Publications Committee:* Irv Ewen, chair

*Northwest Rail Museum:* Chuck Bukowsky, PNWC representative on the Board of Directors

*Activities Committee:* Dick Nock, meeting program coordinator

*Public Relations Committee:* Chuck Storz, Board of Directors contact

### Committee Reports

#### ACTIVITIES

*Jim Edgar, chair*

Upcoming calendar events:

*May 12-21* The Chapter is sponsoring a Transportation Fair at Union Station. We will be displaying our Museum Car 76 for Portland-area school children, among other activities. There will be an assortment of equipment shown, along with displays set up inside the station. If you can help to guide groups through the cars or offer any other kind of assistance, please contact Terry Parker (284-8472) or Jim Edgar (236-7271) as soon as possible.

*May 21-22* The Oregon Symphony Whistle Stop tour to Bend, travelling behind Union Pacific's 8444. Railfans of all kinds will be there to capture this on film. Don't you miss out!

*June 23* Our annual Chapter Picnic at Washington Park in the A-frame, and steam train rides. Due to the increase in City of Portland park fees plus an increase in train fees, the price on the picnic must increase to \$5.00 per adult, and \$2.50 per child under the age of 12. Admission will include grilled hot dogs, soft drinks, and train rides. Each family should bring additional food to be shared potluck style, plus its own utensils. There is no family rate this year, sorry — inflation has struck us all. Doings start at 5:00pm.

*June 24* The 30th Birthday Celebration of the Zoo steam train at the Zoo. Festivities will go on all day, concluding with a buffet dinner in the evening. More on this in the next issue.

*October 4-8* There have been numerous requests regarding Chapter plans to take the *Mt. Hood* to the American Association of Private Car Owners convention in San Diego in October, so a trip is tentatively planned, with a probable ticket price of \$300-\$600 (not including food). This trip will be limited to the *first 11 Chapter*

*members* (associate members included) to indicate interest. A *non-refundable* deposit will be required shortly to secure space. If you are interested, contact Jim or Marilyn Edgar soon at 236-7271 so further plans can be made, including travel dates and food to be purchased.

#### EXCURSIONS

*Bill Carter, chair*

The big news is the cancellation of the Bend trip. This will have serious effects on the activities of the Chapter for the rest of the current budget year. The Chapter will have a loss of approximately \$4,000 for this trip because of advertising, trip pins, hotel deposits, office expenses, etc. We are very fortunate the loss is not much greater.

We were notified of the cancellation by Amtrak on April 11, via telephone. All ticket purchasers were notified by letter after the Board meeting on April 13. All refunds should be made by May 1. We had sold 658 tickets, as of April 21.

It is very unfortunate we were not able to resolve the Oregon dump law problem between BN and Amtrak. Special thanks to Al McCready for his efforts to negotiate an agreement that would have allowed the trip to run.

Since we must look ahead, a letter has been sent to Amtrak requesting preliminary feasibility information for two future trips. The first is a Spokane circle trip on Sept. 30 - Oct. 1, 1989. This would be similar to previous Spokane trips, except that we have specifically asked for a route from Portland to Spokane over the old SP&S Railway line. We are hopeful BN will approve this route and we can advertise this trip as the "SP&S route/fall color special."

The second trip is a three-day weekend trip in the spring of 1990 to Vancouver, B.C. The plan is to add equipment to Amtrak nos. 14 and 797 between Portland and Seattle, then run an offline movement from Seattle to B.C. We would tap both the Portland and Seattle markets with approximately half our customers coming from each. We would stay two nights and plan a full day of rail and non-rail activities in the Vancouver area.

With some luck, we hope to conduct one successful excursion this year.

#### MEMBERSHIP

*Fred Dorset, Chair*

Please welcome the following new members to the Chapter:

EDWIN & SARA ACKERMAN  
24375 SW Drake Ln.  
Hillsboro OR 97123

## CHAPTER BUSINESS

SUSANNE & CHARLES BATEMAN  
5306 SE 64th  
Portland OR 97206

DAVID PORTER  
P.O. Box 1117  
Portland OR 97207-1117

MARIANNE ROBERTS  
6801 NE Hancock  
Portland OR 97213

R. MICHAEL & VICKI SHAW  
13473 SW Chelsea Loop  
Tigard OR 97223

JOHN & ALICIA SHORE  
5669 Kalmia Dr. NE  
Keizer OR 97303

MICHAEL STAHLMAN  
3325 NE 46th Ave.  
Portland OR 97213

*Correction to April Trainmaster:*

JOHN & SHIRLEY SCHMIEDER  
522 SE 157th Ave. Loop #15  
Vancouver WA 98684

...Sorry, Shirley!

### Summary Of Minutes - Board Of Directors Meeting - April 13, 1989

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

The board of directors passed the following motions at its March meeting: 1) Authorized sending a letter notifying ticket holders that the Chapter's Bend excursion has been cancelled with further explanation to go with refunds. 2) Authorized the request of an official letter of explanation from Amtrak as to the reasons for the cancellation of the Bend trip contract. 3) Recommended to the membership the transfer to the excursion account of an amount sufficient to complete all trip refunds. 4) Suspended all expenditures, except for payment of routine supporting expenses, until the effects of the Bend trip cancellation can be evaluated. 5) Deleted the name of the old treasurer and add the name of the new treasurer to the signature card for the Chapter's safe deposit box. 6) Appropriated \$100 for propane for the car Mt. Hood and for a door lock on car 76. 7) Recommended to the

membership acceptance of an offer from Bruce Moore of \$2170 for the two cars stored in Silvis, IL. 8) Appropriated \$150 to cover expenses connected with moving two Chapter cars to Tacoma, WA for the Railcon '89 meeting. 9) Appropriated \$200 for security expenses at Union Station during the Transportation Week display. 10) Authorized the use of the Chapter's auxiliary tender with locomotive 4449 during its May trip and waived the rental fee except for \$1 in exchange for work to be done on the tender by Daylight Locomotive and Machine. 11) Appointed Chapter member Charles Bukowsky to be the Chapter's member on the board of directors of the Northwest Rail Museum. 12) Authorized David Stimac to sign a contract with the Union Pacific for the movement of the Chapter's cars Mt. Hood and #76 to Tacoma, WA for Railcon '89.

**Excursions:** Bill Carter reported that the Bend trip has been cancelled. All efforts to reach a compromise which would satisfy both the B.N. and Amtrak have failed. To date 641 tickets for the trip have been sold. A letter notifying the Chapter's customers of the cancellation has been prepared. Food, buses and hotels for the trip have all been cancelled. The excursion committee is exploring other trips including Spokane, Seattle Steamboat and Vancouver, B.C.

**Rolling Stock:** Richard Gray reported that the car Red River has been leased to the Mt. Hood RR. with expected income of over \$1600. Bob Jackson reported that there are good prospects this summer for car rentals.

**Room 1 Meeting:** The board of directors will meet on Sat., May 13 at 11 AM to consider the disposition of unneeded items from Room 1.

**Profit On Activities:** Bob Hoffman asked the members of the board to consider the idea of making a profit on activities for the members in order to help the Chapter's finances.

Respectfully submitted, Chuck Storz, Secretary

### Summary Of Minutes - Regular Chapter Meeting - March 21, 1989

The meeting was called to order by President Bob Hoffman at 9:24 PM.

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 3/31/89: Checking \$27,714.74. Savings \$54,103.74. Al asked that all spending be restricted until the effects of the Bend trip cancellation are known.

National Director Rich Carlson reported that some tickets are still available for the U.P. 8444 steam trip to Bend at \$500 each.

The membership passed the following motion at its April meeting: 1) Accepted the offer from Bruce Moore of \$2170 for the two cars the Chapter has stored at Silvis, IL.



## CHAPTER BUSINESS

Excursions: Bill Carter reported that as a result of the Bend trip cancellation the Chapter will lose about \$4000. 658 tickets had been sold for the trip. The committee has begun making full refunds to ticket holders. A request for a fall trip to Spokane using the SP&S line has been sent to Amtrak.

Bob Hoffman reported a proposal is being considered to increase Chapter dues to \$15.00 a year to bring in much needed revenue.

Northwest Rail Museum Board: Bob Hoffman announced that Chuck Bukowsky has been appointed to represent the Chapter of the NRM board of directors.

Respectfully submitted, Chuck Storz, Secretary

### Sign-up For Car Hosts

The May membership meeting is one of two meetings each year at which members can sign up to become a car host. At that meeting, applications and a copy of the car host rules will be available from Jerry and Freda Webb, keepers of the car host list.

In accordance with the rules approved by the membership, the names of 17 people have been removed from the previous list, due to their failure to meet rule #3, which requires attendance at a minimum of 4 meetings during the twelve months prior to a Chapter excursion. In these cases, this rule had not been met for the past two years. Each was sent a letter in early March, explaining the reason for proposed removal from the list, and instructing to contact Jerry and Freda Webb if the member believed that their name should remain. The letter said, in part, "...if business or extreme personal reasons prohibit you from attending Friday evening meetings, but you have been continuing to be active in other chapter activities..." they were to let Jerry or Freda know so consideration could be given to keeping their name on the list. No such requests have been received.

This action does not preclude any of the former car hosts from applying again; indeed, the letter encouraged them to do so.

Following is the current list of car hosts.

**SENIORS**

Vija Keeler  
William Gano  
Kerrigan Gray  
Kyrian Gray  
Fred Dorset  
Terry Parker  
Richard Carlson  
Chuck Storz  
Doug Auburg  
Marilyn Edgar  
Al McCready

**JUNIORS**

Robert Jackson  
Bill Carter  
Steve Howes  
Carl Rodabaugh  
Russell Schoof  
Arthur Hansen  
Peter Rodabaugh  
Alan Viewig  
Barbara Dougherty  
Naomi Gray  
Paul McGinley

**SENIORS**

Bob Hoffman  
Robert Slover  
Mary Lou Weaver  
John Holloway  
Connie McCready  
Kenneth Peters  
Michael Ackley  
Walt Grande  
Al Haij  
Michael Rosu  
Hugh Robertson  
Richard Gray  
John Von Gaertner  
Randy Nelson  
Ray Meyer  
Jim Loomis  
Duane Delong  
Noel Nelson  
Ellie Nelson  
John Willworth  
Jack Pfeifer  
Gerald Schuler

**JUNIORS**

Rockford Regula  
Nicholas White  
Tammy Auburg  
Gerald Webb  
Freda Webb  
Gordon Zimmerman  
Jim Edgar  
Richard Parks, Jr.  
Janet Rodabaugh  
Richard Gross  
John Rosu  
Dale Miller  
Chuck Bukowsky  
Robert Fornoff  
Ralph Jack  
Helen Jack

### Railfan Notes, from page 1

Day: depart Battle Ground 10am and 1:30pm.

*June 14 - Sept. 24* Wednesday through Sunday, plus July 3-4, September 4: depart Battle Ground 10am and 1:30pm. Evening trips Saturdays only, departing at 7pm.

*Sept. 30 - Nov. 26* Saturdays, Sundays, and Nov. 24: depart Battle Ground at 10am and 1:30pm.

Fares: \$9 adults, \$7 student, \$5 children; senior discounts.

Special 5-hour excursions to Chelatchie on May 28, June 25, July 30, Aug. 27, Sept. 24. For information call (206) 687-2626 (or check the bulletin board in Room 1).

**NORTH COAST DAYLIGHT**

The North Coast Daylight will run again this year between Willits and Eureka, Calif. Schedule:

**Northbound** (Willits to Eureka): May 27; June 10, 23; July 1, 9, 22, 29; Aug. 11, 26; Sept. 9, 16, 23; Oct. 7, 20, 28.

**Southbound** (Eureka to Willits): May 29; June 11, 25; July 8, 10, 23, 30; Aug. 13, 27; Sept. 10, 17, 24; Oct. 8, 22, 29

Fares are: adults \$99 round-trip, \$75 one-way; Children \$49 and \$35. To order, call 1-800-544-3763. Write NCD Ticket Office, P.O. Box 3666, Eureka, CA 95502 for information or to order. Fares include a continental breakfast and lunch each direction.

## NEWS—HISTORY—TRAVEL

In our library...

### New Books

#### A Century of Pullman Cars

This is not a picture book. It does have a few pictures and several car diagrams—but be sure to have your magnifying glass handy.

What the book does have is page after page of car numbers, names, and builders (in the early days when there was more than one sleeping-car operator). It also has a short company history and a section called, "Naming the Cars...Rhyme or Reason?"

#### Western Steam Pictorial

This recently published (1988), rather thin volume contains excellent black-and-white photos printed on high-quality stock. The photos are clear, showing great detail. As the title suggests, all are of steam engines in all 11 western states, and from a large number of roads.

Appearing are Corvallis & Eastern #7; Portland, Eugene & Eastern #1; Shevlin-Hixon #4 (in the Bend area); Valley & Siletz #57; plus other short lines and, of course, all the "biggies." A good book, leaning toward the technical side.

#### Steam in the Redwoods

by Carranco

The title tells all. Inside are excellent pictures with several pages of good maps in the back. There are 224 pages chock full of fun reading and dreaming. The only thing missing is an index; however each railroad covered is listed in the table of contents.

The book is more than pictures of steam engines. It shows log trains and lots of people: the way they dressed and, to an extent, how they lived for the hard work of felling and transporting the huge redwood logs. A few wrecks are shown, along with views of mills, log ponds, and piers built into the Pacific for loading lumber boats.

### New Train to Grand Canyon?

Where might a railfan go in the summer of 1990 to ride a railroad that may come back to life after 20 years of silence? If one is to believe more than half-a-dozen NRHS chapter newsletters and Arizona newspapers, the place is the old Santa Fe line from Williams, Arizona to the Grand Canyon National Park.

A company called *Grand Canyon Railways, Inc.* is said to have purchased the line and to be spending \$80 million to put it back in operation. The rejuvenation includes one or more hotels in Williams. This is not the first company to announce such an ambitious plan. In 1983 another company found investors for such a plan—and went bankrupt.

Last year, Santa Fe said it was finally going to rip up the rails on this line, but then *Grand Canyon Railways* entered the picture with its reported purchase. The company announced that renovation was to begin in January of this year and would include the Grand Canyon depot, still standing with the Santa Fe emblem on its front.

The company also announced

plans to purchase six to eight steam engines for use on the line.

The National Park Service is said to favor the project, as it would help reduce auto traffic into the park, which had 3.9 million visitors in 1988.

I have never been there, but I seem to remember pictures of the yard at Grand Canyon with several tracks and the beautiful station located just a block or so from the south rim of the Canyon.

It could very well be worth the effort to begin planning a visit next year to ride this railroad, if they can get it going. The 64-mile stretch runs through some of Arizona's most beautiful country.

At present Amtrak's *Southwest Chief* has a bus connection at Flagstaff to Grand Canyon. It does not stop at Williams. But, who knows? If this new service is successful, maybe Amtrak will add Williams as a stop. The present arrangement involves an overnight trip from Los Angeles, plus a two-hour, 79-mile bus trip to the Canyon.

—Jerry Webb

Notes at the end of each chapter list the sources of information.

#### West of the Great Divide by Robert D. Turner

This is "An illustrated history of the Canadian Pacific Railway in British Columbia 1880-1986." Not much more need be said of this book with pictures of bridges, scenic views, trains, engines and an occasional steamboat. Some color photos show the beauty of Canada's Rockies. A most interesting picture is of a steam-powered track inspection car not much larger than a gasoline speeder; however, the seven people on and around it obscure much of the detail.

Famous Rogers Pass has the predominant spot in the book, with its long history leading up to the recent construction of North America's longest railroad tunnel. Vancouver Island has a chapter, devoted to the Esquimalt & Nanaimo Railway. Lots of maps help the reader follow the written word. You'll read about the spiral tunnels in Kicking Horse Pass, including a picture of a compressed-air-operated shovel working the face of one of them. It's a book that will give you hours of informative and entertaining reading about our good neighbors to the north.

—Jerry Webb



## Dalles Dam Tour Train Running

The Dalles Dam tour train is running again this year. Operation began on April 15 and will continue through the end of September — twice as long as in years past.

Making the new schedule possible is an agreement between the Corps of Engineers — operators of The Dalles Dam — and the Northern Wasco County Parks and Recreation District. The Park District will operate the train, conduct project tours, and answer visitors' questions at the Seufert Park Visitors Center.

The tour train begins its 30-minute, half-mile trip at the Visitors Center. Stops are made at the administration building, at the east end of the powerhouse where visitors view the powerhouse and climb to the top of the dam to the fish-counting station, and at the end of the line at another park. Visitors can get off at any stop and board the next train to come along. There is no charge.

The engine is a small four-wheel diesel. The consist is a covered flat car, half of which is enclosed for those occasional windy days at The Dalles, and a former Portland Traction Company caboose.

Hours of operation are 10am to 5pm daily.

—Jerry Webb



## Laugh Track

Well, our trusting editor has decided to try it again. Let's see a few more jokes taken from the *Locomotive Engineers Journal*, ca. the 1930s.

The magazine was partial to jokes kidding the fairer sex...

*Tramp (to housewife): "Lady, would you be kind enough to give me the recipe for that plum cake you handed me this morning?"*

*Astonished housewife: "For goodness' sake, what do you want he recipe for?"*

## Finnegan, from page 2

The Amtrak legal department back east heard about the compromise and went into a tizzy. They would allow no "porta-potties" aboard their trains. That might be construed as an admission they are normally doing something illegal in Oregon. The West Coast manager was overruled, and once again the trip was off.

Now we were running out of time — and ideas. Congressman Les AuCoin, known as a good friend of Amtrak, was our last hope. His staff really went to the mat for us. They talked to the presidents of BN and Amtrak, suggesting that by letting their legal departments make short-sighted decisions they were risking more serious troubles in terms of public opinion and political influence. Neither would budge.

Finally, our Board reluctantly decided to cancel the trip and send refunds. We disappointed many customers, some of whom planned to come long distances to enjoy the scenic ride. We won't know until our next excursion how much permanent damage has been done to the Chapter's reputation.

What's next? Presumably, we still can run Amtrak excursions in Oregon on UP and SP tracks, and on BN in Washington. But we probably have seen the last of the Deschutes River canyon until the dumping dilemma somehow is resolved.

How can that be done? For one, it could be pointed out to the Oregon Legislature that, should the law it so blithely enacted two years ago be strictly enforced, it would mean the end of all Amtrak service in this state. A face-saving solution could be a moratorium on enforcement until Congress is persuaded to give Amtrak the funds to modernize its car fleet.

Anyway, it's going to be interesting to see what happens next time there is a washout or serious derailment on SP's main line and Amtrak needs to use — as it frequently has in the past — BN tracks to run its Coast Starlights between Los Angeles and Seattle. Will BN be as unyielding to Amtrak as it was to us? Will Amtrak have to bus its passengers through Oregon?

Stay tuned.

—Al McCready

## Timetable, from page 1

ZOO STEAM ENGINE 30th BIRTHDAY CELEBRATION, Saturday, June 24, at the Washington Park Zoo. Lots of fun for all. Details in the June *Trainmaster*.

AMERICAN ASSOCIATION OF PRIVATE RAILROAD CAR OWNERS CONVENTION, October 4-8, in San Diego. If you want to make the trip on the *Mount Hood*, contact Jim or Marilyn Edgar NOW! Details on page 3.

*Tramp: "To settle a bet, lady. My partner says you used three cup-fuls of cement to one of sugar, and I claim you used only two and a half."*

Then there is:

*Margaret: "Sis, do you know that fine old vase that has been handed down to us from generation to generation?"*

*Sister: "Yes, what about it?"*

*Margaret: "Well, this generation has dropped it."*

I didn't say they would all be good! Leaving the ladies alone:

*"What is the best way to approach you for a little loan?" the prodigal son asked his father.*

*"Well," the father answered, "If I were you, I'd make the request by telephone, then hang up before you receive the answer."*

Remember, this is what they laughed at in the 1930s.

—Jerry Webb

## COMMITTEE CHAIRS

Chapter representative, Portland Rail Equipment  
Advisory Group: Bob Hoffman, 659-8402  
Chapter representative Northwest Rail Museum  
Board: Chuck Bukowsky, 223-2842  
Activities: Jim Edgar, 236-7271  
Meeting Program Coordinator:  
Dick Nock, 657-3868  
Bylaws: Vacant  
Concessions: Marilyn Edgar, 236-7271  
Excursions: Bill Carter, 646-8116  
Finance: Dave Van Sickle, 297-3807  
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 McCready, 281-2415  
Board contact: Chuck Storz, 289-4529  
Publications: Irv Ewen, 232-2441  
Rolling Stock: Richard Gray, 656-0260  
Car Rental Agent: Carl Rodabaugh, 253-4241  
Ad Hoc "Union Station": Terry Parker, 284-8742

## CHAPTER OFFICERS:

President: Bob Hoffman - 659-8402  
14105 SE Laurie, Milwaukie, OR, 97267  
Vice President: Doug Auburg - (206) 694-7769  
7215 NE 61st Avenue, Vancouver, WA 98661  
Secretary: Chuck Storz - 289-4529  
146 NE Bryant St, Portland, OR 97211  
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Carl Rodabaugh - 253-4241  
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