

The



TRAINMASTER



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

JUNE 1989

Railfan Notes

British Columbia Tour

The annual B.C. Rail tour sponsored by the West Coast Railway Association of Vancouver, B.C., will run September 9-17 this year. The plan is to take a two-car train, consisting of an RDC-3 and an RDC-1, which will accommodate 100 passengers. Price of the trip is \$1295 (Canadian) for double occupancy, with a \$155 additional single-occupancy fee for anyone who doesn't want to double up; a \$100 deposit made now holds your reservation. The price includes all transportation (from Vancouver), overnight accommodations, all meals and entertainment. As of the Association's May newsletter, 40 slots had been reserved—so if you want to go, you had better act soon! Contact: West Coast Railway Association, Box 2790, Vancouver, B.C. V6B 3X2.

Oregon Coastline Express

Tillamook County's new excursion train began operating May 26. Trains depart the Tillamook station at 8:00am and 1:00pm daily, and 6:00pm on weekends, then head through Rockaway Beach, and Garibaldi to Wheeler, where they turn for the return run. Station stops

Continued on page 7

CHAPTER TIMETABLE NO. 321

REGULAR RUNS

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

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

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

ROLLING STOCK WORK SESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm, with lunch at the Semaphore. There's a lot of work of all kinds to be done, and your contribution would be welcome. 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, June 17 & 24, 1 to 4pm at Room 1, Union Station. On duty: Walt Grande. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

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 on page 2.

ZOO STEAM ENGINE 30th BIRTHDAY CELEBRATION, Saturday, June 24, at the Washington Park Zoo. Lots of fun for all. Details on page 2.

AMERICAN ASSOCIATION OF PRIVATE RAILROAD CAR OWNERS CONVENTION, October 4-8, in San Diego. There's still time to get in on this. If you want to make the trip on the *Mount Hood*, contact Jim or Marilyn Edgar **NOW!** Details on page 3 of the *May Trainmaster*.

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MAY MEETING PROGRAM

Rio Grande Passenger Trains - 1978 Two color sound movies

Program begins at 7:30

Notice: *Programs desperately needed for the July meeting.* 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:

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Molalla, OR 97038

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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

30th Birthday Party!

Washington Park & Zoo Railway Steam Engine No.1, Oregon

June 24, 1989, at Metro Washington Park Zoo

10:30am - 5:00pm

- Displays by PNWC-NRHS, zoo railway (original locomotive casting patterns), PRPA ("700 club").
- Special postal cancellation by U.S. Postal Service. The WP&Z Ry. is the last railroad in the US with its own postal cancellation.
- Operating modular HO scale layout by Beaverton Social Railroad Modular Group
- Trolley railroad for operation by visitors, courtesy of Columbia Gorge Model Railroad Club.
- Operation Lifesaver, sponsored by the Northwest Rail Museum.
- Special photo areas.
- Special photos sessions at 10:30, 2:00, and 7:00 at bridge by polar bears, featuring both the Zooliner and the steam train. Trains will stop, one above the other, for approximately one minute.
- Display of George Burton's 1-1/2" scale *Reno*, the locomotive he patterned the zoo steamer after.

7:00pm - ????

- Special photo session with Zooliner and steamer (see above).
- "Oldtimers" Reunion Banquet, honoring the zoo railway pioneers. Includes:
 - No-host beer and wine service.
 - Banquet including choice of barbecued chicken or beef kabobs.
 - Brief program featuring Gerry Pratt and Rena Cusma (Metro Executive Director).
 - The steam train, operating on the zoo loop.

Dinner ticket includes zoo admission, free train rides, and dinner. Dinner by prepaid ticket only, at \$15.00 per person. The dinner is open to everyone! Capacity is not a problem.

For dinner tickets, call 226-1561 for reservation form. If you send a check, please make sure it is marked for the birthday dinner!

For additional information, call the zoo at 226-1561.

Annual Chapter Picnic

June 23, 5:00pm

Washington Park

Our annual Chapter Picnic takes place at Washington Park in the A-frame below the Zoo train station. As always, rides on the Washington Park & Zoo RR will highlight the evening. 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.

Ride the Zoo Train!

CHAPTER BUSINESS

Notices

The following committee appointments have been approved by the Board of Directors:

Membership and Hospitality

Tamara Auburg	George Mickelson
Jim & Joyce Buckley	Noel & Ellie Nelson
Naomi Gray	Gerald & Olive Schuler
Chuck & Marge Bukowsky	

Public Relations

Barbara Dougherty	Maryanne Roberts
Shannon Pratt	L.L. Stewart
Paul Hauser	

Library

Richard Carlson	Shannon Pratt
Leon Drews	Robert Rothchild
Robert Fornoff	Russ & Chris Schoof
Al Haij	Jack Shekell
Everett Hills	Robert Slover
Nellie Hjaltalin	Chuck Storz
Fred & Irene Johnston	Dave Van Sickle
Ken Lantz	Bob Weaver
John Larson	Gerald & Freda Webb
Jim Loomis	Nicholas White
Dale Miller	Kermit Williams
David Olson	Gordon Zimmerman

Note: In the May issue of *The Trainmaster*, Chuck Storz was listed erroneously as the Board contact for the Public Relations Committee. Chuck is actually the contact for the Publications Committee.

Committee Reports

ACTIVITIES

Jim Edgar, Chair

Meeting Programs — Dick Nock, 657-3868

Below are the programs already scheduled for 1989. Some new participants are listed. It would be nice to see both the participation and the subject matter become broader.

How about a video program? We could set up a VCR and a couple of 19-inch or larger TV's. I'll work with a willing volunteer(s).

What about a members' potpourri "Theme Night?" Say, for instance, "First-generation diesels shot before

1975." Interested participants call or see me at the business meeting.

How about some more movies? I'd bet there are quite a few hiding in members' collections and closets!

Your suggestions for programs are always welcome, as is your participation. Let me hear from you!

Also, will Paul Hudek please contact me so that your program can be re-scheduled.

And don't forget the newsreel!

Scheduled Arrivals:

June: *Rio Grande Passenger Trains - 1978*, The Zephyr and The Silverton, two color movies.

July: Open—please call and volunteer now! 657-3868.

August: *Chihuahua Al Pacifico*, slides by Rocky Regula.

September: *Portland Traction—Trolleys to Diesels*, slides by Richard Parks, Jr.

October: *A Northwest Rail Potpourri*, slides by Ray Meyer

November: Open

EXCURSIONS

Bill Carter, Chair

Amtrak has answered my letter requesting a Spokane trip this fall and a Vancouver, B.C. trip for next spring. Both requests have been forwarded to BN. The dates for the Spokane trip were changed to Oct. 7-8, 1989. Previously requested weekends were booked up with Amtrak for other special movement requests.

Amtrak's letter was not very encouraging. They anticipate the use of the old SP&S Railway line will be denied as in the past, and approval by BN for operation over their first subdivision for this trip. They also pointed out that the last attempt to operate a special train to Vancouver, B.C. was abandoned after nine months of continued negotiation, and that costs may be significantly higher, even to New Westminster.

It appears that BN is taking a renewed look at running special trains. All requests must now go through their legal department, which basically feels that BN is not obligated to run special trains. The concerns are not only local laws such as the Oregon dump law, but also for liability system-wide. My sixth sense tells me that the contract issues dispute between BN and Amtrak is coming into play here also.

This means the opportunities for substantial fund raising excursions for this Chapter are rapidly being reduced. Our best chance for a successful Chapter excursion this year may be a Seattle/Steamboat trip this fall. Time will tell.

CHAPTER BUSINESS

MEMBERSHIP

Fred Dorset, Chair

Please welcome the following new members into the Chapter:

G. DONALD BEARDSLEY
1240 Hansen Ave. S., Salem OR 97302

FRED GULETTE
5600 N.E. Hassalo St., Portland OR 97213

LYLE HURT
833 S.W. Westwood Drive, Portland OR 97201

TODD LANDWEHR
430 N.E. Maple Leaf Pl. #9, Seattle W 98115

DONALD A. THORNTON
13274 S.E. Banner Rd., P.O. Box 907
Olalla WA 98359

CAPT. JOSEPH H. WUBBOLD III
P.O. Box 19300, Multnomah Station
Portland OR 97219-0300

Spring 1989 NRHS Board of Directors Meeting

Rich Carlson, National Director

The site of the Spring 1989 meeting of the NRHS National Board was the Red Lion Inn in Colorado Springs, Colorado. The event occurred over the weekend of April 29 and 30. I was told by a member of one of the hosting chapters (Colorado Midland and Intermountain) that 118 persons had registered by noon Saturday.

Colorado Springs is 70 miles south of Denver and originally I had hoped to ride "The Pioneer" there and back to Portland. But, plans have a way of changing and I ended up flying in from Corpus Christi, Texas (where I had pinned my son with his newly-won navy pilot's wings) via Dallas-Fort Worth to a 32-degree (ground level) temperature in the 6,100-foot high city.

Unfortunately, I arrived in Colorado Springs too late to take a 40-mile tour train trip on the Cadillac & Lake City Railway. The round trip from Falcon to Calhan was on onetime Rock Island trackage, departing at 8:45 am Saturday. The ride included passing through Tip Top (alt. 6,900 feet), which was the highest point in elevation on the entire Rock Island system. The railway company itself is a transplant from Michigan, having moved to Colorado in 1977, where it provides both freight and tourist passenger service. Oddly enough, they chose to

retain the old name with its Wolverine State origins. *[All the original track between the namesake cities is gone. —RSJ]*

I did make the afternoon excursion trip on the Manitou and Pikes Peak Railway, a cog railway that began service in 1891, and which runs from the town of Manitou Springs to the top of the famous peak. Originally operating steam, it now employs modern Swiss-built diesel-electric powered articulated units that make the 8.71-mile trip to the summit of the 14,110-foot mountain in 1 hour, 15 minutes one way. The train units are very comfortable cars that carry 216 passengers. A newly-built unit, No. 25, was to be transported by truck to Manitou Springs the week following, after having come by ship to Houston from Europe.

Making our cog rail trip especially interesting was a spring snowfall that continued the entire time up and down the mountain peak. While it was not unbearably cold, the combination of wind and blowing precip caused almost everyone to hurry inside the warming 'hut' on arrival at Summit House. On a clear day, it is said you can see 100 miles to New Mexico. With the snow, we were limited to a fraction of that visibility. Someday I'll have to go back and truly see the views!

The "High Country Buffet Dinner" held at the Red Lion that evening was nothing exciting, and the \$27 tab for unexceptional food appears to be typical now for this type of affair.

The business meeting convened at 8:30 am, Sunday. The National President, Dr. Raymond A. Wood, announced the appointment of Carol Jensen to the post of Vice President. (The position had been resigned by Sid Bailey due to personal business commitments.) Wood commented that this is the first time a woman has occupied any position as an officer of National. Carol, who lives in Roanoke, Virginia, (and whose husband, Carl S. Jensen, is a Regional Vice President), deserves much of the credit for the extremely successful 1987 NRHS National Convention held in that city. Her contributions to the smooth running of that event undoubtedly played a role in her being appointed to this office.

It was stated that henceforth there will be enforcement of the requirement that Alternates attending the Board Meetings bear a letter of authorization written by the respective Chapter President to represent the Chapter, in the event the elected National Director is unable to attend that meeting. The By-Laws require this, but in the past enforcement has been lax.

It was reported that a new NRHS brochure replacing the present "Invitation to Tomorrow" will be published this summer.

A new Rappahannock Chapter, Fredericksburg, Virginia, with a total of 26 members was voted into the Society.

Work to establish an NRHS Video Library continues, although some video tape companies are opposed to the idea. Some legal points need to be covered prior to com-

CHAPTER BUSINESS

pletion of the project. However, it looks like it will come into being.

Preparation for the July 18-23, 1989, NRHS National Convention in Asheville, North Carolina continues. It was reported that about 17,000 invitational pieces were sent out in a bulk mailing and orders were coming in fast. Many of the same people who were involved planning and running the Roanoke Convention are working on this one, and it promises to be a winner. The theme is 'Trains to Match the Mountains' and the star of the show will likely be Norfolk Southern's steam locomotive 1218.

Plans are proceeding for the June 14-17, 1990 National Convention and meeting in St. Louis as well as for the August 8-10, 1991 one in Huntington, West Virginia.

We have a rather unusual situation with two Chapters bidding for the 1992 National Convention. On April 1, the Central Coast Chapter (California) National Director, Ed Graham, sent a letter to the NRHS Convention Committee to submit a bid to host the 1992 convention and annual meeting. Shortly thereafter, the newly chartered Columbia River Chapter made a separate request to hold the event. At the Colorado Springs meeting, John Francis, Regional Vice President-Western Region, presented the case for holding it in the Golden State, saying they had not had one there since 1974. John Holloway spoke on behalf of the Columbia River Chapter bid saying that the last convention held in the Pacific Northwest was in 1978, and that like Inter/Rail 78, they would plan to hold a similar "moving" type of convention with events and chartered trains operated out of a number of northwestern cities.

The matter has been referred to the Convention Committee for its recommendation. Whether the California group, situated in Santa Clara, or the Battleground, Washington, chapter gets the nod will be decided by the Board of Directors in July.

The business meeting was adjourned at the remarkably early hour of 11:10 am.

That afternoon, prior to heading out, Hugh Robertson, Regional Vice President-Northwest Region, John Holloway and I made a tour of the grand old Broadmoor Hotel to take in the splendors of that historic enterprise. When most people think of Colorado Springs, it is in connection with this fabulous building that was built around the time of World War I. Still the pace-setter hostelry/convention center for the area, it would have been nice (but pricey) for the meeting to have been held there. Perhaps another time!

Attending the meeting was part of a 7,000-mile whirlwind trip for me over an eight-day period, and which involved ten plane rides and overnights in a half dozen cities. But probably the most enjoyable segment was the final three-hour trip on the "Mount Rainier" from Tacoma to Portland. Watching the sun set over Puget Sound on a pleasant spring evening was as mellow an experience as one could imagine. It was a fit and proper way for a rail advocate to wind up his trip.

Summary Of Minutes - Board Of Directors Meeting - May 11, 1989

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

The Chapter board of directors passed the following motions at its May meeting: 1) Sent a letter of thanks to Doyle McCormack for his help with repairs to car 3300. 2) Appropriated \$50 for printing in connection with the Transportation Week open house at Union Station. 3) Authorized Terry Parker to sign a track use permit with the PDC for the Transportation Week display at Union Station. 4) Referred disposition of the Chapter owned tender to the rolling stock committee for a recommendation to be made at the next board meeting. 5) Recommended acceptance by the membership of an offer from Bruce Moore of a wheelset for the car Mt. Hood for \$950 plus freight charges of \$250.

Treasurer Al Viewig stated that the current budget could not be followed in light of a possible loss of up to \$15,000 on the cancelled Bend trip. Refunds for the trip are virtually complete after some delay.

Bob Hoffman reported that the Columbia River Chapter and the Central Coast Chapter have both made bids to sponsor the 1992 NRHS national convention.

Rolling Stock: Richard Gray reported that car 3300 needs repairs while in Oakland, CA. Bob Jackson reported that one wheel set is bad and that Doyle McCormack is arranging for the needed repairs. Cars Mt. Hood and 76 suffered some damage due to rough handling on the way to and from Tacoma, WA.

Membership: Fred Dorsett proposed that Chapter dues be raised to \$13.00 a year. The proposal was referred to the finance committee.

Excursions: Bill Carter reported that a letter has been sent to all ticket purchasers explaining the Bend trip cancellation. Amtrak is working on possible trips to Spokane, WA and Vancouver, B.C.

Transportation Week: Terry Parker reported that the Transportation Week display will include Chapter cars Mt. Hood and 76, U.P. E-9 #951 plus locomotives and cars from the U.P., S.P. and B.N.

Finance Committee: Dave Van Sickle reported that the Chapter will suffer a loss of between \$5,000 and \$15,000 on the Bend trip cancellation. Al Viewig took two days off work to issue the refund checks. The finance committee has recommended hiring a bookkeeper to keep records on future trips. The Chapter must tighten up its spending considerably as a result of the trip cancellation.

Jerry Webb suggested compiling a permanent list of Chapter members willing to staff static displays and the museum car. He also suggested that the activities committee maintain the list.

Respectfully submitted, Chuck Storz, Secretary.

NEWS—HISTORY—TRAVEL

Public Reaction to Trip Cancellation

Only time will tell what the true feelings of our rail excursion customers toward our chapter are after the forced cancellation of the Bend/Deschutes trip scheduled for the last weekend in April.

Response by mail and telephone has been very light. Most were inquiries about when they would receive their money back, after they received the first notice of cancellation. All refunds were made within two weeks of the first notice. Treasurer Al Viewig worked long, hard hours writing the checks and double-checking everything to be sure each customer got the correct amount back.

In the May issue of *The Trainmaster* appears the piece by Al McCready titled *On Again, Off Again, Gone Again, Finnegan*, which is the explanation that was sent with all refunds. The cancellation notices were sent a week before the scheduled time of the trip, with a notation that the refunds would be

sent "in a few days." Only a handful of folks thought it should have been sooner.

Some of the more positive and supportive comments from our customers included, "Thank you for the pleasure we have received in the past and hopefully we can join your excursions in the future." A lady from Newburg wrote, "We were so sorry to miss that beautiful trip—hope it can be done at another time." One of our Canadian friends wrote, "We will be pleased to join an excursion such as Cascades/Deschutes at some later date." A Portland couple said, "We want you all to know how much we appreciate the lengthy and tortuous efforts to make the Deschutes trip work. ...thanks for hangin' in there."

Perhaps the most pleasing letter received was from a couple in Dallas, Oregon. They addressed their letter thusly: "To the NRHS staff that 'struggled' with the Deschutes Rail Adventure..." (How true that statement is!) They continued by complimenting us for our "...hard

work and commendable efforts in coping with this unfortunate turn of events. You people certainly explored every avenue that might keep the trip on track! ... Again, congratulations for a max effort! Better luck next time!"

Reading that letter made the Committee members feel much better.

Jerry Webb

Help Wanted

Chuck Storz is looking for people who are willing to put in two or three hours, one day a month, to help fold, staple, and label the 500-plus copies of *The Trainmaster* that are mailed each month. If you have already talked to Chuck about this, don't despair—please give him another call so he can make definite arrangements with you. If you haven't talked to him, now is the time! You can reach Chuck at 289-4529 to get on his short list.

Summary Of Minutes - Regular Chapter Meeting - May 19, 1989

The meeting was called to order by President Bob Hoffman at 7:35 PM.

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 4/30/89: Checking \$12,595.87. Savings \$54,103.74. To cover refunds \$15,000 was moved from the checking account to the excursion account. Total loss from the trip cancellation could be \$15,000. Most spending has been stopped. Income of \$40,000 was expected from the Bend trip.

Hugh Robertson reported that the NRHS wants to form a speakers bureau with each Chapter to suggest candidates who will promote the NRHS to civic groups.

Rolling Stock: Richard Gray reported that the Rolling Stock Committee will meet Saturday before the next board meeting. Bob Hoffman added that the meeting will be making preparations for some important long range decisions.

Membership: Fred Dorsett reported that 1989 Chapter membership is up to 410.

Excursions: Bill Carter reported that the Chapter has received mostly favorable comments from ticket holders regarding the Bend trip cancellation. All refunds for the trip have been sent. The Chapter has received a very tentative commitment from Amtrak of October 7 & 8 for a Spokane trip. Jerry Webb announced that car host applications are available this month. Bob Hoffman urged everyone to read Al McCready's editorial in *The Trainmaster* on the trip cancellation.

Northwest Rail Museum: Chuck Bukowsky reported that the NRM board is looking at conceptual designs from the PSU architectural department for the museum building.

The membership passed a motion approving the purchase of a wheelset for the car Mt. Hood for \$950 plus \$250 freight.

Bob Hoffman announced that he has appointed an ad hoc committee to draw up a long range plan for the use of rooms 1 and 1A.

Respectfully submitted, Chuck Storz, Secretary

Burma-Shave Train Safety Slogans

Looking through some 5-year-old newsletters from other chapters recently turned up an unexpected pleasant surprise. I hope you will find it pleasant, too.

Do you older folks remember the BURMA-SHAVE signs? Sure, you do. For you younger ones, who are now saying, "What's he yacking about this time," let me explain.

Back in the days of two-lane main highways, before freeways were even a dream, an enterprising shaving cream manufacturer got a brilliant idea: why not entertain motorists and sell shaving cream at the same time? Put jingles on sign-boards — no more than four words to each board — nail them to farmers' fence posts along the highways with a distance between them so each board could be read without difficulty, and make the last board read "BURMA-SHAVE" in the company's recognizable print style.

So thousands of jingles were thought up. From time to time the company had a contest for motorists to submit jingles on any subject, so long as it was suitable for families.

The railroad theme was not forgotten, and the subject always dwelt on safety. The May 1984 issue of the *Shortline* newsletter of the Champlain Valley Chapter

NRHS contained these recollections:

Trains don't wander
All over the map
For no one
Sits on
The engineer's lap
BURMA-SHAVE

He saw
The train
And tried to duck it
Kicked first the gas
And then the bucket
BURMA-SHAVE

Approached
A crossing
Without looking
Who will eat
His widow's cooking?
BURMA-SHAVE

Train approaching
Whistle squealing
Pause
Avoid that
Rundown feeling
BURMA-SHAVE

He tried to cross
As fast train
Neared
Death didn't draft him
He volunteered
BURMA-SHAVE

Remember this
If you'd
Be spared
Trains don't whistle
Because they're scared
BURMA-SHAVE

—Jerry Webb

Railfan Notes, from page 1

are made at the intermediate points, and ticket sales should begin there later this year; for now, get tickets at Tillamook only. Fares are \$15 adults, \$12 seniors, \$8 children under 12. Rolling stock is two rebuilt coaches. No food currently is available on the train, and passengers are allowed to bring lunch. Plans call for soft drink vendig machines and hot drink service in the future

NRHS National Convention

This year's convention will be in Asheville, NC, July 18-20. Norfolk Southern Nos. 611 and 1218 will be in action, plus ex-NKP Berkshire 587. For information: 1989 National Convention Center, P.O. Box 16854, Asheville, NC 28816.

Lots of new brochures for tours and excursion railroads have come in over the last month. They're all in the file boxes in Room 1 for your perusal.

—RS



Laugh Track

After two months of this "joke" column, both the editor and I are still in the club (if not in good standing), so here we go again!

These are from a 1936 issue of the *Locomotive Engineers Journal*, the publication of the Brotherhood of Locomotive Engineers.

Small boy (visiting the Senate Chamber in Washington, D.C.):

"Does the chaplain pray for the Senators?"

Father: "No, he comes in, looks around, and then prays for the country."

Some things never change!

I'm sure there are some members who will appreciate this:

"I'm afraid my cousin is going to be in the hospital for a long, long time."

"Goodness, did you see the doctor?"

"No, I saw the nurse."

For you youngsters, an explanation follows this one:

"So he tried to win you by an invitation to ride in that old flivver of his?"

"Yes, but I refused to be shaken."

Explanation: "Flivver" is what your father called a car of the twenties and thirties, and they did not ride as smoothly as modern vehicles.

So much for your history lesson this month.

—Jerry Webb

COMMITTEE CHAIRS

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Meeting Program Coordinator:
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Concessions: Marilyn Edgar, 236-7271
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