



AUGUST 1989

Vernonia Shay

About four weeks ago, while working in Room 1, I answered the phone to talk with Mike Shiply of the Vernonia Parks Department. He said the Department was a fairly new creation of the Vernonia City council in an attempt to do something with the Shay Steamer on static display there.

The next day, Freda and I drove out to see and found Mr. Shiply there. We talked with him. He has done some cosmetic work on the engine — an old logging loco — by painting and doing some trim work. He has talked to a few people who know some of the history, and his purpose in calling the Chapter was to see if anyone here had more history and could give assistance of any kind in getting the engine back into operating condition for a possible tourist operation.

He seems to be a very earnest young man, who appreciates steam locomotion. The day we visited he was working on a steam tractor of his own that is on display with the locomotive. I told him I would bring it up to the Chapter members.

His plans are in the dreamer stage — and he admits it — but despite the fact that there is no rail anywhere near there, he still thinks it can be done. He at least has made

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CHAPTER TIMETABLE NO. 323

REGULAR RUNS

BOARD OF DIRECTORS MEETING, August 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.

MONTHLY MEMBERSHIP MEETING, August 18, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program 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, August 9 & 26, 1 to 4pm at Room 1, Union Station. On duty: Gordon Zimmerman. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

PNWC-NRHS PICNIC AT SHADY DELL, Saturday, Aug 19, at the Pacific Northwest Live Steamers, near Molalla. A pot-luck picnic, live steam rides, plus our engines from the Roger Peck Collection will be on display. Details on page 2.

CITY OF PRINEVILLE RAILWAY EXCURSION, Saturday, September 9. We'll take a bus to Prineville to ride our cars on the Rimrock Scenic Tours run over the City of Prineville rails. It's a one-day trip, meals included. Details on page 2.

OREGON COASTLINE EXPRESS EXCURSION, date not set. The Activities Committee is working on a bus tour to Tillamook to ride the EXPRESS. The plans are not yet definite, but it will take place soon. If you are interested, call Room 1 to get news from the recording — it will go on as soon as the details are fixed.

AMERICAN ASSOCIATION OF PRIVATE RAILROAD CAR OWNERS CONVENTION, October 4-8, in San Diego. This trip on the *Mt. Hood* is full. Details will be available as they are worked out.

AUGUST MEETING PROGRAM

Chihuahua Al Pacifico
Slides by Rocky Regula

Program begins after business meeting.

Notice: Programs are full through November — but they are still needed for December 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:

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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

RIMROCK EXCURSION TRAIN

Saturday, September 9

One of the features of our lease of cars 3300 and 6800 to Rimrock Scenic Tours for operation over the City of Prineville Railroad is a free trip for PNWC members. We've set up a bus trip to Prineville so we can take advantage of that arrangement. The fare of \$30 per person includes bus transportation both ways, lunch and dinner.

Chapter members can bring one non-member guest. The approximate schedule is:

- 8:30am Depart Portland
- 12 noon Catered lunch at Ochoco Creek Park:
Sandwich, salads, drinks
- 2:00pm-4:30pm Ride train.
- 5:00pm Dinner at Prineville Elks Lodge:
BBQ steak, potato, salad, drinks
- 8:30pm Arrive in Portland

Send your check payable to PNWC-NRHS for \$30 per person to Room 1 (address at left), **by August 31**, in care of: Activities Committee, Prineville trip.

Rail History Night

Gateway Travel Service is offering a program presented by Daniel B. Kuhn, Amtrak official and rail historian, **Wednesday, August 16, 7:00 — 9:00pm** at the Mt. Hood Community College Visual Arts Center. Mr. Kuhn will give a slide presentation on the history of passenger trains, and contemporary rail service. Also, railroad memorabilia will be displayed

Space is limited. Contact Gateway Travel at 255-4040 for reservations.

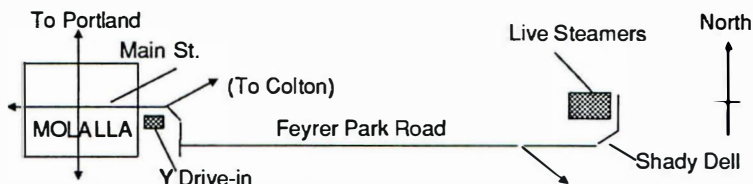
PNWC-NRHS...

LIVE STEAM PICNIC

Come out to Shady Dell, home of the Pacific Northwest Live Steamers, for an afternoon of trains and fun. We'll ride the Live Steamers' trains through the neatly landscaped grounds, and enjoy a picnic lunch in the country.

Saturday, August 19 12:00 noon

Also on hand will be the Chapter's own live steam locomotives: the 1/2"-scale Big Boy and Japanese prototype. The membership voted not to run them, so they will be on display only for all to admire.



Fare: FREE. Bring your own picnic lunch and tableware, and a passing dish for the pot-luck. See you there!

CHAPTER BUSINESS

Committee Reports

LIBRARY

Walt Grande, Chair

Your library now has approximately 1,000 books on railroading subjects, which means that our Chapter has one of the largest collections of railroad books in the Pacific Northwest. Remember the Chapter library is open on the two Saturdays following the monthly business meeting, from 1 to 4pm. Jerry Webb has also been bringing a supply of books and video tapes to the meetings for checkout.

Be sure to return your books promptly — within 30 days. It is easy to misplace or forget about one of the books you have checked out. So please make a special effort to locate any Chapter books or videos that you may have had for more than 30 days and return them. Books can be placed through the slot in the door of Room 1 when no one is there to receive them.

We want our members to use our library.

Regretfully, we have had to institute some security measures on our library that some of you may not appreciate. One Saturday when I was on duty, I found that the alcove where we kept our photos and negatives was wide open and someone had pulled out a drawer in one of the cabinets. In addition, we have noticed that a few of our smaller collections of photographs are missing. If you are the one involved in this, will you please return the material you have taken.

We have a very dedicated and hard working library committee, who have made tremendous progress in organizing your library and archive collection. Let us not destroy this collection by having someone taking parts of it without permission.

The library committee has prepared a set of rules for the use of the archives and library. These rules have been approved by the Board. They are available for your inspection in Room 1.

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members into the Chapter:

WAYNE R. CASE
2160 SE 126th Place, Portland OR 97233

NEIL E. McKIE
8165 Long Prairie Rd., Tillamook, OR 97141

HOWARD M. RONDHALER
535 SE 70th Ave., Portland, OR 97215

DENNIS & LINDA SEACAT
20701 NW 18th Ave., Ridgefield WA 98642

NEIL O. STRIBLING
4141 SE Crystal Spring Blvd., Portland OR 97202

JOHN & NORMA TATE
2147 Three Mile Ln., McMinnville OR 97128

Summary Of Minutes - Board Of Directors Meeting - July 13, 1989

The meeting was called to order by President Bob Hoffman at 7:10 PM.

The Chapter board passed the following motions at its July meeting: 1. Adopted as Chapter policy the library use rules proposed by the library committee. 2. Authorized changing the lock core for Room 1A to one not compatible with the current master key and system. 3. Chairs of library, concessions and museum committees are to be conferred with to determine how many room 1A keys are to be issued. 4. Adopted the deed of gift form as proposed by the library committee. 5. Authorized Russ Schoof to trade the motherboard and case of the Trainmaste computer. 6. Asked Marilyn Edgar for a report on the budget, and details of expenses and revenue for the proposed trip to the APPRCO convention with the car Mt. Hood. 7. Authorized the purchase of seven more lock cores from the rolling stock budget. 8. Appropriated (released) \$1000 for repair and maintenance on several cars. 9. Authorized spending \$300 to repair the car Red River.

National Board Meeting: Rich Carlson reported that Hugh Robertson has agreed to serve as Carlson's alternate at the national board meeting. Rich and Hugh are working to promote holding an NRHS national board meeting in Portland in 1991 or 1992.

Rolling Stock: Bob Jackson reported that the wheel set for the car Mt. Hood has arrived from Texas.

Library Committee: Walt Grande reported that the committee has made a lot of progress toward organizing the material in Room 1A. Walt and Bob Hoffman have agreed that the Chapter by laws give the library committee the authority to establish rules of use for the library. Walt reported that as a result of several negatives and prints turning up missing the photo collection has been put under lock and key in room 1A.

Excursions: Bill Carter reported that the Redding, CA trip is off due to Amtrak's shortage of equipment. The committee is now looking at an expanded Seattle Steamboat excursion of about 450 passengers. Also being considered are a steam excursion on the Mt. Rainier RR and a dinner train trip on the Washington

CHAPTER BUSINESS

Central out of Yakima. A straw poll of the board favored a Seattle trip this October and a dinner train next spring.

Finance Committee: Dave Van Sickle reported that the finance committee has recommended 1) Merchandising the car Mt. Hood to see if it can support itself, and 2) that the rolling stock committee keep detailed records on each car. The committee is considering a proposal to raise Chapter dues \$2.00 in order to support The Trainmaster.

The board decided not to lift its general spending ban due to the continued poor financial condition of the Chapter.

Respectfully submitted, Chuck Storz, Secretary

Summary Of Minutes - Regular Chapter Meeting - July 21, 1989

The meeting was called to order by President Bob Hoffman at 7:40 PM.

Treasurer Alan Viewig reported the following balances in the Chapters accounts as of 6/30/89: Checking \$17,459.15. Savings \$55,627.55. The Chapter picnic should pay for itself and there has been some income from car rentals. Bill Carter reported that a refund check for \$8900 has just been received from the Inn at the Seventh Mountain. Al stated that the Chapter's financial situation remains critical due to lack of excursion income.

The membership passed the following motion at the

July meeting: 1) That live steam locomotives from the Roger Peck collection not be fired up until such time as the membership reverses this motion.

National Director: Rich Carlson reported that a decision to give the 1992 national convention to the Columbia River Chapter or the Central Coast Chapter will be made at the board meeting at the national convention. The NRHS has 14,706 regular members. The Pacific Northwest Chapter is the sixth largest in the NRHS.

Excursions: Bill Carter reported that a Redding, CA trip is off due to the Amtrak car shortage and that even a Seattle trip is in doubt for the same reason. The committee will concentrate on a Seattle trip. The shortage of equipment and anti-dump legislation indicate a rather pessimistic outlook for excursions. Bob Hoffman added that the equipment shortage is due to Amtrak's decision to begin a major overhaul on the Superliner fleet.

City of Prineville Ride: By an informal show of hands the membership favored leasing a bus to take advantage of the free ride due Chapter members as a result of the lease of cars to Rimrock Excursion Train.

Liability Insurance: Bob Hoffman asked for a show of hands of members favoring purchase of liability coverage for members working on equipment at the Brooklyn yard. A majority of members present favored buying liability insurance. Bob stated that the cost would be about \$500 but that he would check first to determine if the Chapter already has such coverage.

Respectfully submitted, Chuck Storz, Secretary.

July 7, 1989

Dear Bob [Hoffman],

On behalf of the zoo, thank you and the PNWC-NRHS for all the help in putting together the steam train's 30th birthday party. From all I've heard about it so far, it was a great success.

Especially thanks to chapter members Jim and Marilyn Edgar, David Stimac, Connie McReady, Barbara Dougherty, and Duane Cramer. They all helped in some form pull this thing off.

Also thanks to David and the Museum Committee for their participation in the day's events. They put on a great display of artifacts from the museum car. And thanks to those members that showed up to help keep an eye on things.

I'd like to think that it won't be so many years before another rail event happens at the zoo. Perhaps, if we can put it together, the chapter would consider participating again.

I know the chapter has a long, rich history with the zoo railway. Thank you for carrying on the tradition.

Best regards,

Jeff Honeyman

NEWS—HISTORY—TRAVEL

Oregon Coastline Express

Come along on a ride on the *Oregon Coastline Express*. It goes from Tillamook to Wheeler along Tillamook Bay, the Pacific Ocean, and Nehalem Bay, a 50-mile round trip.

Now, the word "express" may be used somewhat loosely here, but it does meet one dictionary definition: "Designed or intended for a precise and definite purpose." That purpose is to give us a beautifully pleasant four-hour train trip. Top speed is 20 miles per hour, reached only at one place, near Wheeler. The rest is at a leisurely five to fifteen mph — and sometimes that seems too fast, for there is much to see.

The trip begins at the renovated and repainted old Southern Pacific depot in Tillamook, just south of Third Street about 12 blocks from city center. Here is a small waiting room, gift shop and, of course, the place to buy your tickets. The trip runs over the old SP tracks (complete with repainted SP mileposts) as far as Wheeler, with stops at Garibaldi and Rockaway Beach.

The folks who are rebuilding old SP commuter cars from San Francisco operate this line and have refurbished two of those cars for the *Express*. They have spared no expense. You sit up high, similar to Amtrak Superliners — but there is no lower level. All seats are "booth" style with a permanent table. This permits friendly conversation with fellow passengers and a place to put the refreshments sold on board.

The cars, each seating 96 people, have been named *Hebo* and *Neah-Kah-Nie*. They are painted an attractive light blue with "Z"-style horizontal yellow, gold and red stripes.

The engine is painted the same way. Its heritage is Alco, built in 1966 as one of nine for the Southern Pacific and later sold to the Columbia and Cowlitz at

Longview, Washington in 1979. It was purchased this year for the *Express*. According to the friendly engineer, the center-cab C415 weighs 256,000 pounds.

Ready? Let's go!

Right on the advertised, 1:00pm, the *Express* leaves the depot, crosses Third Street at grade, then goes over the Wilson River Highway into beautifully green pastures where black-and-white Holstein cows graze, making milk for the Tillamook Cheese Factory.

Hostess Pamela Starr points out the places of interest and tells us there is a "must" thing we all have to do — wave at all persons alongside the track. This turns out to be fun, especially when some folks take a second look, then wave back with a big grin.

As we proceed, keeping an eye out for wildlife, Pamela tells us they had seen a red fox on one trip. No such luck this time. However, we soon pass under Highway 101 and are alongside Tillamook Bay. The tide is out and the mud flats reveal many types of wildlife.

We pass Bay City without stopping and soon go under 101 a second time to go around a small arm of the Bay. The train slows here because part of the area is subject to slides and crews have found rocks on the track. A couple miles farther on brings the third crossing of Highway 101, this time at grade, giving us a chance to wave at waiting motorists. They smile, wave back, and don't seem to mind waiting.

After crossing the Miami River Bridge we meet "Joani" of Joani's Bargain Barn. There she is in front, waving with one hand and swinging a railroad lantern with the other.

We keep going, past the site of an old lumber mill with its tall smokestack still standing. Then we come to a stop in downtown Garibaldi beside ex-Rayonier steam engine number 90. The

tourist road has built a passenger shelter here — as well as at Rockaway and Wheeler — with paved waiting area and decorated with hanging flower baskets.

We soon are on our way again, still beside Tillamook Bay. Near the entrance to the Ocean we pass through the community of Barview. No stop here. The track straightens and goes north in a straight line for several miles to and through Rockaway, our second stop. But first another compulsory wave, this time to a lady who runs a rock shop in south Rockaway, and always is outside to wave at the train. Then comes the stop in downtown Rockaway beside the State Wayside.

Upon leaving we soon pass another little shop, where a lady is on the porch with an engineer-style coveralled teddy bear that she makes. She is waving one of its arms at us; we wave back. What better form of advertising could she have?

About a mile from Wheeler, Pamela tells us the hang on, as this is the best stretch of track and engineer Williams gets us up to 20 miles per hour. After that lightning stretch, we stop at the end of the run in Wheeler.

The train waits here about 15 minutes, and Pamela tells us the engineer will sound the horn once to let us know he will be leaving in about one minute. When he sounds it twice he will be off, and those not on board had better start running. No runners this time.

At Wheeler there is a grocery store, a bakery, a couple of restaurants, and what looks like a new antique store being put together. No time to eat unless you catch the early train up and the late train back to Tillamook.

With no passing track at Wheeler, engineer Williams backs the train a half mile to where there is one. He runs around and waves

Continued on page 7

Thirty-four years have passed since the Milwaukee Road's last steam tug ceased to operate on Puget Sound. September 15, 1955 was the final day, and the old girl who for 42 years had plowed Puget Sound waters through fog, storm, and blizzard — as well as beautiful sunny days — ended her career by towing a barge-load of 15 railroad cars.

All along her route she was saluted by American and foreign vessels, other tugs and ferries, all tooting a final "goodbye." Even the Navy, which had never honored such a vessel, broke precedent and all Naval ships in the Sound joined the salute. The tug — named *Milwaukee* — tooted back. People in places such as Hanesville, Indian Island, Four-Mile Rock, and Magnolia listened to her distinctive sound for the last time.

It was a fitting ending for a vessel whose launching in Seattle in 1913 was a social event honored by civic and railroad officials. At

Milwaukee Steam Tug

that time, she was the last word in tugboat construction.

On her last day, the *Milwaukee* handled her familiar chores without aid. Ten minutes after tying up for the last time, workmen began removing her furnishings.

When she retired, the *Milwaukee's* log showed she had travelled 1,600,000 miles, all on Puget Sound. At that time, only three other vessels had gone over the one-million-mile mark — all ferries. She made 7,167 round trips Seattle-Port Townsend, 3,948 Seattle-Bellingham, and 576 Seattle-Eagle Harbor. She also called at Port Angeles 388 times.

The marine operation was the Milwaukee Road's way of reaching those otherwise inaccessible (to rail) places. Barge landing at

Bellingham, Seattle and Port Townsend were unique for the time, in that the landing aprons would rise and fall with the tide, thus allowing switch engines to load and unload cars directly from the barges.

The 118-foot *Milwaukee* was steel-hulled and was the largest tug on the Pacific coast when constructed by the Seattle Construction & Drydock Co. She had two crews, each consisting of a captain, chief engineer, seven men, and a cook. They worked fifteen days on, 15 days off.

The tug's pilot wheel was placed the the Seattle Museum. The only major change in her lifetime was a new boiler.

At the end, one of her chief engineers said, "Sure, she's old and pretty well worn out, but you'll never find another like her."

(Information from Milwaukee Road Magazine, October 1955)

—Jerry Webb

THE MILWAUKEE ROAD

This is a review of a VHS video tape in the Chapter's Library. It is a Milwaukee Road production, describing the beauty of the Pacific Northwest, aimed at potential passengers in the Central and Eastern U.S.

About one-fourth of the video is devoted to scenes inside or viewed from the *Olympian Hiawatha*. The rest is devoted to tourist locations and activities the train's riders could enjoy. These latter include scenes of the popular Wisconsin Dells — though the train passed through there without stopping — and Yellowstone National Park. About a third of the tape is devoted to Seattle and the Pacific Northwest.

The film takes the viewer on a trip that begins at Chicago Union Station, the same station used today by Amtrak. As the train proceeds through Illinois, Wisconsin, and Minnesota, we are shown its interior: the superdome, coaches, open sections (berths) of the

Milwaukee in Olympian Days

"Tour-A-Lux" cars, cafe-lounge on the lower level of the superdomes, diner, sleepers with bedrooms and roomettes, and the Skytop Lounge. The scenes were filmed while the train was in motion, and we catch glimpses of the passing scenery.

We see Milwaukee electric motors pulling the train through the Rockies. When the train reaches Three Forks, Montana, ten minutes of the film are devoted to Yellowstone Park. Also shown is a brief view of Lewis and Clark State Park in Montana, with its "Jeep railcar" and short funicular railway.

The film shows the train going through Jefferson River Canyon, past a mine with an electric mine railway, making a brief stop in Missoula, then entering the Bitterroot Mountains with a freight

going through a horseshoe curve and two tunnels.

We see Spokane as the city looked in the late 1940s. The view is from a hilltop, and there is a brief look at another funicular railway at the Indian Canyon Golf Course.

Grand Coulee Dam is shown in all its glory, with all spillways open and water cascading down in roaring torrents.

The Bridge over the Columbia River at Beverly is seen, but the Cascade Mountain crossing is virtually ignored.

Next we are in Seattle, and for the last third of the film are taken on tours of the Puget Sound area, including Victoria and Vancouver, B.C.

The color is good, and even though the majority of the film is without any railroad activity, it is worth seeing just to recall what our corner of the nation looked like forty years ago.

This old fellow recommends it!

—Jerry Webb

Coastline Express, from page 5

with both hands to those on board as he passes.

By the way, while at Wheeler you may be able to go through the engine. Mr. Williams is a friendly fellow and gladly answers all questions.

The trip back to Tillamook is as much fun as the one going to Wheeler, as you are sure to see things you missed the first time. The trip is well worth the fare of \$15 for adults, \$12 for senior citizens, and \$8 for children 3-12. There are two daily round trips on weekdays, three on weekends.

Drive on over soon — it's well worth it.

—Jerry Webb

Shay, from page 1

a start with the painting and limited cosmetic restoration of the loco, which has been on display for many years.

Anyone who can help Mr. Shiply with the history of this locomotive, or who would be interested in helping with its restoration, can contact him at Box 82, Vernonia, OR 97064. His telephone is 429-0451.

—Jerry Webb



Laugh Track

Okay, there are still some of you who don't believe these stories we have been printing are railroad related, even though they come from the *Locomotive Engineers Journal* in the 1930 and '40s. How about these:

Passenger: "Conductor, that fellow sitting opposite us is a lunatic and is scaring my wife and children. He claims he is George Washington."

Conductor: "I'll take care of the

Water Without Stopping

One of the fascinating aspects of eastern railroading during steam days was the use of "track pans" of water between the rails. From those pans steamers replenished their water supply without stopping. Imagine transferring thousands of gallons of water from the pan to the tender in a half-minute or less.

A story in the *Lancaster Dispatcher* if March 1989 recounts how it was done on hand-fired, coal-burning steamers on which the fireman spent most of the trip shoveling coal. The story concerns a train on the Pennsylvania Railroad's New York - Washington line prior to its electrification. It originally appeared in a 1927 issue of *Pennsylvania Railroad Information*. The engine was K4s Pacific number 3749.

The story goes, in part:

"No. 3749 takes her water on the run, as all fast passenger trains do ... troughs are constructed for maybe a quarter of a mile between the rails. When the train passes over the troughs, the fireman pushes over a lever which lowers a scoop

and the water rushes into the tank on the tender.

Now here is where absolute trust must exist between a two-man crew. The fireman spends most of his time slinging coal into the firebox. He depends on the engineer to tell him when one of the 4 to 5 troughs is being approached. When it is, the following happens.

The engineer slows the train from 70 mph to about 40 or 50. This is the signal for the fireman to stop shoveling and grab the water scoop handle. He can't see outside.

When the engineer yells "HEY!" the fireman pushes it over. "...the train rushes along, water hissing. 'HEY!' the engineer yells again and the fireman brings the lever back with a jerk and the operation is over. If he let the scoop down too soon, it would tear itself to pieces on the ground. If he didn't take it up at the right time, the same thing would happen. He acts quickly, blind and deaf to everything but the engineer's emphatic 'HEY!'."

—Jerry Webb

matter. (Shouting) Next station, Mount Vernon!"

And talk about slow trains...

Passenger: "Can you go any faster?"

Conductor: "Sure, but I have to stay with the train."

We'll conclude with a story that was not on the "joke" page, but on the "True Stories of the Rail," another feature of the *Journal*.

It deals with a very terrific blizzard, a night passenger train, and an engineer who was a veteran on the route.

The storm had frosted the cab windows over and the crew could not see a thing. The engineer, confident he knew the route, kept

going, blowing the whistle for grade crossings where he knew they were even though not seeing them, and stopping exactly in front of a railroad station.

He did look out long enough to get the "highball" from the conductor. Closing the window, he gave steam to the engine, felt the drivers turn, and began blowing the whistle when he knew they had reached a crossing.

He did this for several minutes, then was startled to hear a tapping on the cab window. Looking out, he saw the conductor standing on the depot platform asking when they would be leaving. It seems the driving wheels had been slipping on the ice covered rails and the train had not moved an inch.

—Jerry Webb

COMMITTEE CHAIRS

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THE TRAINMASTER
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