

The



TRAINMASTER



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

OCTOBER 1989

Ride Behind 4449

The Northwest Rail Museum will operate the *Washington Centennial Special*, two excursions between Portland and Cle Elum, Washington in November, pulled by the 4449. Dates are November 4-5 and 18-19.

The Nov. 4-5 run will take the train to Cle Elum one day and return to Portland by bus the next. The Nov. 18-19 trip will be by bus to Cle Elum and train back to Portland. Overnight accommodations will be at the Red Lion in Pasco. Each trip will include approximately 350 miles riding behind steam.

Fares: \$225 double occupancy, \$260 single, \$190 children age 2-11. Included are transportation, accommodations, and most meals (one on the dinner train between Yakima and Cle Elum).

For more details and reservations, call (503) 641-4515.

Tillamook Trip Still Open

It's not too late to get in on the the trip to Tillamook to ride the Oregon Coastline Express on October 28. To learn how to sign up and other details, turn to page 2.

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CHAPTER TIMETABLE NO. 325

REGULAR RUNS

BOARD OF DIRECTORS MEETING, October 12, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, October 20, 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, October 21 and 28. 1 to 4pm at Room 1, Union Station. On duty: John Larson. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

LIBRARY COMMITTEE MEETING, Saturday, October 21 at Room 1, 1:00pm.

OREGON COASTLINE EXPRESS EXCURSION, October 29. (The trip on Wednesday, Oct. 25 has been cancelled.) Take the bus to Tillamook to ride the train — and to tour the car shops in the blimp hangar. There's still room on this one, so the reservation deadline has been extended — get yours in now! Details on page 2.

WASHINGTON CENTENNIAL SPECIAL behind the 4449, November 4-5 and 18-19. Here's your first chance in a long time to ride behind the 4449. Details at left.

GREAT AMERICAN TRAIN SHOW, December 16-17. More details on this in the November issue.

PNWC STEAM DOUBLEHEADER BEHIND THE 4449 AND 700, 1991 (maybe). The Chapter is trying to line up a great steam excursion. Stay tuned for more as events develop.

OCTOBER MEETING PROGRAM

Steam Railroads in China
An 8mm film by Brad Reese

Program begins after business meeting.

Notice: Programs are needed for future meetings. 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

Tillamook Excursion Trip Still Open

Train Trip Tillamook to Wheeler and Return

Saturday, October 28, 1989

This trip is going to take us through the car shops in the old Navy blimp hangar, where the refurbishment of the former commuter cars is done. The Alaska Tour cars are down for a complete overhaul. We will have a chance to see the original commuter cars and the original Alaska Tours refurbishment, and some to the new work being performed. We will then take the ride up the coast to Wheeler and back.

Schedule:

8:30am	Leave Portland (Depart from the Tri-Met Barbur Transit Center)
10:30am	Arrive at the car shop
1:00pm	Leave Tillamook on train
5:15pm	Return to Tillamook
7:30pm	Arrive in Portland

Fare for this trip is \$45 per person. The fare is all-inclusive: bus and train ride, lunch, coffee and tea (on bus).

Send a check for \$45 per person per trip to:

PNWC-NRHS
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209

Please write "Tillamook Trip" on the outside of the envelope.
At press time, about 20 seats were still available.

Whence Comes "Iron Horse"

Any kid who attended movie matinees in the 1930s and '40s knows that the early steam locomotive was called an "iron horse" by Indians, into whose lands the fire-breathing monster rolled in the last half of the nineteenth century. But who first called it an iron horse?

Probably no one will ever know the answer to that question. However, the August 1955 issue of the *Illinois Central Magazine* had a story quoting no less a contemporary authority than Col. William F. Cody, better known as Buffalo Bill. He says the name was

given by Sitting Bull, the famous Sioux chief.

Cody says in his autobiography that he had a conversation with Sitting Bull, in which the old chief used the term "iron horse" for the first time. At least, Cody says it was the first time he had heard it.

Cody quotes Sitting Bull:

"The white man has taken most of our land. He has destroyed or driven away the game that was our meat. In 1868 he arranged to build through the Indian's land a road on

Continued on page 7

CHAPTER BUSINESS

Notices

ELECTION OF OFFICERS

The following names have been placed in nomination for election as Chapter officers for 1990. Voters' pamphlets will be sent to all voting members prior to the election. Elections will take place by written ballot at the regular November business meeting. Absentee ballots are available by written request to the Elections Committee.

President:	Bob Hoffman (unopposed)
Vice President:	Bill Carter Terry Parker
Secretary:	Chuck Storz (unopposed)
Treasurer:	Maxine Rodabaugh (unopposed)
Director:	Mike Ackley Chuck Bukowsky Marilyn Edgar Jerry Schuler
National Director:	Rich Carlson Bob Jackson

NOTE: Fred Dorsett has withdrawn his name from nomination for the office of Secretary.

REGIONAL VICE PRESIDENT

Jerry Webb has been nominated by the Chapter as its candidate for Regional Vice President, Northwest Region. If elected, Jerry will succeed Chapter member Hugh Roberts in the position.

Committee Reports

ACTIVITIES

Jim Edgar, Chair

Now that the summer is drawing to an end, the Activities Committee is happy to report that, although we originally felt that we wanted our own day at Shady Dell, the 35-plus Chapter members who trekked out there on Saturday, Aug. 26 (very sorry for the late change of date) during the live steamers' meet were delighted to find at least 45 steam and diesel locomotives and many styles of car to ride in. We all had a great time. A suggestion for the next visit would be to plan a late afternoon start with a 4:00 to 5:00pm eating time, and then accept the generous offer to ride the trains through the evening twilight hours. The entry fee was of little consequence when considering the many opportunities to ride.

Another question for the *new* Activities chair to consider is whether there should be a picnic each month of the summer: the main Chapter picnic in June at Washington Park, a second one at Glenwood Trolley Park in July, and the third at Shady Dell on the steam up weekend at the end of August. Now is a good time for members to express their opinions to the present board while this summer is still fresh in their minds, because planning ahead can be very important for many of us. Three picnics a year might just dilute the whole idea, but the thought is that we want to show our support for these rail oriented activities.

Now that we have two new rail trips going in the area — the Rimrock Special in Prineville and the Tillamook coastal line — we don't want you to forget the Mt. Hood Railroad and the Lewis and Clark Railroad, and also the Chehalis Central line. Our ridership of any of these helps fulfill our purpose in belonging to the National Railway Historical Society, by keeping those rail lines available for future generations and at the same time having lots of fun riding trains.

LIBRARY

Walt Grande, Chair

The next meeting of the Library Committee will be held on Saturday, October 21, at 1:00pm.

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members to the Chapter:

FRANK D. KIMMEL
1508 N. Jarrett, Portland OR 97217

NORMAN PEARSON
9030 Greenwood Ave N. #100, Seattle WA 98103

Summary of Minutes - Board of Directors Meeting - August 10, 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 August meeting: 1) Instructed the Chapter president to negotiate with Ken Keeler about track rent Keeler claims the Chapter owes him. 2) Approved the loan to the SP&S Ry. Historical Society of the Chapter's slide and movie projectors for use at the society's convention.

CHAPTER BUSINESS

3) Directed that the trip of the car Mt. Hood to San Diego be financially neutral for the Chapter excepting any mechanical failure of the car under AAR rules. 4) Directed that all participants share equally in the San Diego trip expenses with adjustments for type of accommodations. 5) Authorized issuing two checks to cover expenses for the trip to ride the Chapter's cars on the City of Prineville Ry.

Treasurer's Report: Alan Viewig advised that a refund check for \$8000 has been received from the Inn At the Seventh Mountain. A little over \$5000 has been lost on the cancelled spring excursion.

Rolling Stock: Bob Jackson reported that the Chapter has leased the car Santa Ynez to Lilico Productions for use in a movie for a fee of \$1000. Another lease is in prospect involving car 6800 in a one year lease to a Southwestern excursion operation. Proposed charges are \$150 a day with a guarantee of three days a week use. The leasee would assume all repair and maintenance costs.

National Director Rich Carlson reported that the Central Coast Chapter has been awarded sponsorship of the 1991 NRHS national convention.

Membership: Fred Dorsett reported that the finance committee has approved a proposal to raise Chapter dues from \$11 to \$13 a year. The board must now approve the increase and then give the membership 30 days notice for a vote on approval.

Excursions: Bill Carter reported that Amtrak has officially turned down any Seattle trips due to a car shortage. Bill stated that the excursion committee will be looking at all trip possibilities for 1990.

Activities: Jerry Webb reported details of the trip to ride the City of Prineville RR. and Chuck Bukowski reported on two bus trips planned for October to ride the Coastline Express out of Tillamook. Marilyn Edgar gave the board a detailed financial breakdown of the planned trip to San Diego with the car Mount Hood.

Dues Increase: Bob Hoffman asked for an analysis of the cost of The Trainmaster to relate it to the amount of a possible dues increase.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - August 18, 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 7/31/89: Checking: 29,211.94. Savings: \$56,303.73. The only income in sight for the balance of 1989 is a small amount

of dues and some car rental. Some hard choices will need to be made when making up the 1990 Chapter budget.

The membership passed the following motion at the August meeting: Authorized the start of repairs on cars 6200 and 6800 in anticipation of the lease of the two cars with a minimum of money to be spent before a lease is actually signed.

Finance Committee: Dave Van Sickle reported that finance has recommended that the rolling stock committee keep a detailed record on each car. Marilyn Edgar has been keeping a ledger for concessions operations.

Membership: Fred Dorsett reported that a suggestion has been made to the board of directors that Chapter dues be increased from \$11 to \$13 a year.

Excursions: Bob Hoffman reported that an Amtrak car shortage will make impossible any Seattle Steamboat trips this year. It appears that the Chapter may have to bus passengers to railroad points of interest to maintain any kind of excursion activity.

Library: Gordon Zimmerman reported a donation by Mrs. Nancy Clevinger from the estate of her father, Arthur E. Kuehlthau, which includes 169 railroad books and Trains magazine complete from the mid-1950's.

Car Santa Ynez Lease: Bob Hoffman reported that the Chapter is leasing the Sanat Ynez to Lilico Productions for use in a motion picture about the Japanese evacuation during World War II. Income from the lease will be \$1000.

Proposed Two Car Lease: Bob Hoffman reported that the Chapter has received a proposal to lease cars 6800 and 6200 to a railroad in Arizona. Revenue to the Chapter would be \$150 per car per day. The leasee would be totally responsible for maintenance of the cars. Bob stated that the Chapter would have to spend money on the two cars in order to make money.

Nominating Committee: President Bob Hoffman appointed the following members as the committee to nominate Chapter officers for 1990: Mike Ackley, Chair; Irv Ewen; Doug Auburg; Maxine Rodabaugh; and Frank Weiler.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Board of Directors Meeting - September 7, 1989

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

CHAPTER BUSINESS

Treasurer Alan Viewig reported that the check has been received in payment for the two cars at Silvis, IL. Al passed out a detail sheet for the 1989 swap meet which shows a net to the Chapter of \$1,211.90.

The board passed the following motions at its September meeting: 1) Authorized payment of \$10 to reserve a table at the Great American Train Show next Dec. 16 and 17. 2) Authorized an increase in Chapter dues of \$2 for 1990 and an additional \$2 increase for 1991. 3) Authorized \$750 for Chapter National Director Rich Carlson to attend the NRHS national board meeting in November. 4) Authorized Chapter President Bob Hoffman to negotiate for the lease of City owned locomotives by the Chapter.

National Director Rich Carlson reported that nominations for NRHS regional vice president must be received by National by Sept. 15. Jerry Webb agreed to consider running for the post.

Rolling Stock: Richard Gray reported that the wheel set on the car Mt. Hood is now being changed. Work on car 6200 is progressing but additional help may have to be hired to complete work in time for the lease. Brake work, truck repair and generator installation on the 6200 will require the most time.

Library: Terry Parker reported the availability of a collection of slides, mostly from the 1950's. The matter was referred to the library committee with instructions to determine if the slides are copies or originals.

Museum: Dave Stimac advised that The Trolley Park at Glenwood would like the Chapter to move the ex-Camas electrics stored there.

Activities: Jerry Webb reported a profit for the Chapter of about \$300 on the Prineville trip. Marilyn Webb reported that the car Mt. Hood will depart 10/3 for San Diego and return 10/11 with no Los Angeles layover.

City Rail Advisory Committee: Chuck Bukowsky reported that the 4449 is being used in a movie by Lilico Productions and that several possible uses for the 4449 are being considered including a trip to Pasco. The committee has accepted the Chapter's offer for City use of the auxiliary tender.

Car Lease: Bob Hoffman reported that the car lease from the Arizona Central has not yet been received but that Bob Jackson and Dave Duncan feel that it will come through. The lease will be with Cascade Rail Services for the Chapter's purposes.

Dinner Train: Chuck Bukowsky reported that Bob Steele of Tillamook wants to put together a dinner train to run on the Tillamook branch and is interested in buying the Chapter's car Twin Grove. The board instructed Chuck to discuss the matter further with Steele.

Hiring Car Repair Help: Richard Gray advised the board that it probably will be necessary to hire some help in order to complete work on the two cars for the Arizona

Central lease. There was considerable discussion by the board about the problems of hiring Chapter members vs. members being paid as independent contractors. Bob Hoffman asked Rich Carlson to work out the details of legally hiring Chapter members to work on the cars.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - September 15, 1989

The meeting was called to order by Chapter President Bob Hoffman at 7:31 PM.

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 8/31/89: Checking \$33,061.09. Savings \$56,225.31. Al presented a tentative budget he had prepared for 1990. He asked all committee heads to send their 1990 budget requests to the finance committee at once.

The membership approved the following motions at the September meeting: 1) Approved the nominations by the nominating committee for officers and directors for 1990 (see details elsewhere). 2) Endorsed the nomination of Chapter member Jerry Webb for the position of NRHS regional vice president.

Nominating Committee Chair Mike Ackley reported that the committee has nominated the following members for 1990 offices: President, Bob Hoffman; Vice President, Bill Carter and Terry Parker; Secretary, Chuck Storz; National Director, Rich Carlson; Chapter Director, Chuck Bukowsky, Marilyn Edgar, Mike Ackley, and Jerry Schuler. Nominations from the floor: Secretary, Fred Dorsett; Treasurer, Maxine Rodabaugh; Chapter National Director, Bob Jackson.

Rolling Stock: Bob Jackson reported that the new wheel set is being installed on the Mt. Hood. The car lease in Arizona is on hold due to potential problems with the lessee.

Union Station Committee: Terry Parker reported that the Chapter has obtained baggage department equipment from Amtrak including several baggage carts and a small baggage cart tractor.

Elections Committee: Bob Hoffman appointed the following members to be the committee to handle the coming election: Helen and Bob Jack, Tony and Juanita Rigatto, Mildred Messmer and Janet Rodabaugh.

City of Portland Rail Advisory Committee: Bob Hoffman reported that the City has accepted the Chapter's offer to lease the auxiliary tender to the City.

Respectfully submitted, Chuck Storz, Secretary

NEWS—HISTORY—TRAVEL

Ride the Puget Sound Electric

What must it have been like to ride a big interurban electric car at speeds of 75 miles per hour and more between Seattle and Tacoma? Not many are still alive who did so during the years 1902-1928, when for one dollar one could take a round trip from downtown to downtown.

In the Chapter's Roger H. Peck Collection, clippings from the *Tacoma News Tribune* dating from the mid-1970's take the reader on a hypothetical trip.

Say we're in Seattle — let's go to Tacoma!

We board the big green train of three or more cars at First Avenue and Jackson Street. The trolley pole is up, but only until we get out of town. The motorman eases the car onto First Avenue, south to Yesler Way, then to Occidental Avenue, past the old Meadows Race Track. At Davis, he signals the conductor to lower the pole, because we are in "third rail" territory and we will really fly from here.

We cross the Duwamish River, pass Renton Junction, travel through the White River Valley to Orillia, then Kent, Auburn, and Milton, and onto the really high-speed section across the tide flats to Fife. We stop at Bay Street Station to raise the trolley pole, then enter Puyallup Avenue, Pacific Avenue to 9th Street, and turn onto A Street for one block to the station at 8th Street. We have covered 36-1/2 miles in 70 minutes. Today Amtrak takes 63 minutes to cover 40 miles along basically the same route, with no stops.

The newspaper stories said the cars were luxuriously fitted with upholstered seats, and beautifully finished inside. The roster included standard passenger cars, smoking cars, and parlor cars with observation platforms.

In the declining years of service, the cars apparently lost some of their beauty.

The late Clyde Parent of the Spokane Chapter, NRHS, had a story in that chapter's *Yardbull* about two months before his death, telling of a ride he took on this line in the 1920s. He said "...none of these cars looked as sharp and well-maintained as Spokane's 'Inland' cars that ran to Coeur D'Alene, Moscow and Colfax. The cars were badly worn and not maintained to the standards of the electric lines in and around Spokane."

Mr. Parent did give credit to their speed, saying that when the cars left overhead wire for the third rail, "...we were off like a shot." The conductor told him they were going about ninety miles an hour. He had high praise for the roadbed, as he could, even at that speed, "...walk about the train with little difficulty and the line was protected with block signals."

The Puget Sound Electric was a property owned by Stone & Webster, a firm that owned many traction lines across America — including the Tacoma local lines. In its peak year of 1919, three million passengers were carried. But the automobile and improved roads took them away after that.

December 31, 1928 was the last day of service. Tracks were quickly torn up and the cars sold — some said to have been converted to restaurants. The fancy fixtures were removed and sold. This included hand-carved Mexican mahogany paneling, decorated ceiling, and leaded-glass windows.

Twenty years later, former traction patrons were traveling the highly hazardous old U.S. 99, and now their descendants are on the equally congested freeway. The fast, comfortable interurbans of the Puget Sound Electric are only a dim memory to the few still alive who rode on them.

—Jerry Webb

Vancouver's Locomotive

In a Vancouver USA city park, sits a steam engine. It is Mikado No. 539, presented to the city by the Spokane, Portland & Seattle Railway in September, 1957.

A story in the *International News Sheet*, a 1950s publication of the Willamette Valley Electric Railway Association, reported on the the day the locomotive was moved through the streets of Vancouver to its display site in Esther Short Park.

The plan had been to fill the boiler with compressed air, which would provide the energy to move the old girl along on four 33-foot sections of pre-fabricated track. A fork lift was used to move the sections around the engine as it progressed. But grades of the "street running" on three blocks of Seventh Street from the railroad were too steep, so SP&S donated two trucks with winches to assist.

The story said railway employees volunteered their off-duty time to get the job done. It began at 8:00am and the engine was in the park by 12:50pm. Then, amid whistle blowing, those in attendance were quoted in the article as "cheering."

The article said the 539 originally was Northern Pacific No. 1762, built in 1917 by Alco. After 27 years on the NP, she was sold to the SP&S in August, 1944. Her main duty was pulling freight between Vancouver and Pasco, with occasional forays up the Deschutes River to Bend. She was retired in 1955. Weighing just over 200 tons, engine and tender are 80'4" long, and boiler pressure was 200 pounds.

Next time you are in Vancouver, swing by Esther Short Park and say hello to the 539. Let her know she is not forgotten.

—Jerry Webb

Why 4 Feet 8-1/2 Inches?

Maybe to most, the reason why standard gauge for railroad track is 4' 8-1/2" falls into the category of, "who cares?"

Well, not to me!

Looking through other chapters' newsletters, I see that this question comes up from time to time. The most common reason given apparently has been that the Romans started it with their ancient chariots.

Now, why they used that dimension, no one seems to have discovered. But this may now be moot, because a Florida man, Clark J Evans, Sr., has done extensive research on the subject. (Oliver C. Atchison put it together in a story appearing in the August 1989 issue of *The Orderboard* of the Tampa Bay Chapter, NRHS.) Evans' conclusion regarding the Roman origins: "'Taint so."

Mr. Evans received from a resident of Salerno, Italy, a drawing of a rut made by an ancient Roman Chariot. It measured 4' 6" between the wheels. So, he says, out goes the Roman theory.

His research is very detailed. I will leave most of it out — for which you may thank me, dear reader. Suffice to say he found down through history records of many widths, but none of 4' 8-1/2" until...

It seems that Julius Caesar, growing restless, wanted to capture Britain. All did not go well, and many ships were lost or damaged. So while he was doing repair work after getting a toe-hold in Britain, the ancient British tribes — the Celts — had time to think and plan.

They came up with a heavy and cumbersome chariot that held two men: one to drive and one to fight. But it took two "strong and powerful animals," as Caesar is quoted as saying, to pull it. The distance across these two animals standing abreast apparently had to be the same as the distance between the wheels — four feet, eight and one-half inches.

No less an authority than the National Geographic attributes the standard gauge to these ancient Celts.

Mr. Evans said that Abraham Lincoln set the U.S. standard gauge at 4' 8-1/2".

Now the question is not who first had wheel gauges of that width, but why it become the U.S. standard. I guess we now have to find out why ol' Honest Abe did it!

—Jerry Webb

Iron Horse, from page 2

which ran iron horses that ate wood and breathed fire and smoke. The iron horse brought from the east men and women and children who took the land from the Indian and drove out our game.

—Jerry Webb



Laugh Track

We start this column with the reason why we should always re-read what we write...

A Bishop was considerably upset upon receiving a note one Friday morning from the Vicar of a village of his Diocese.

"My Lord, I regret to inform you of the death of my wife. Can you possibly send me a substitute for the week end?"

We move ahead now to a 1939 issue of *Locomotive Engineers Journal* to see if the joke quality has improved (don't count on it). By that time, the editor of the magazine preceded each joke with a brief

description.

Profitable Dirt —

"If you are good, Richie, I'll give you this bright new penny."

Richie: "Haven't you got a dirty old nickel?"

Chapter members Viewig and Carlson should enjoy this one:

Ideal Juror —

"Do you know anything about this case?"

"No."

"Have you heard anything about it?"

"No."

"Have you read anything about it?"

"No, I can't read."

"Have you formed any opinion about the case?"

"What case?"

"Accepted."

Truly the ideal juror any defense attorney could ask for.

Conflicting Instructions —

Old-fashioned mama: (to her daughter) "Be a good girl and have a good time."

Daughter: (on way to party) "Make up your mind, Mother."

Finally:

Worst Joke I Ever Heard —

Teacher: "Can anyone tell what causes trees to become petrified?"

Bright student: "The wind makes them rock."

THE END — aren't you glad?

—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
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Publications: Irv Ewen, 232-2441
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THE TRAINMASTER
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