

# The



# TRAINMASTER



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

## NOVEMBER 1989

### The Grand Canyon Line

### Starts

Trains are running again on the Grand Canyon Line in northern Arizona. The Arizona Chapter (NRHS) newsletter in July said the inaugural run was to be September 17, with an "authentic steam engine," followed by "a full schedule of activities for the remainder of September.

The full schedule of operation begins April 1, 1990 with a round trip daily, increasing to two trips daily from June through September. Cost is \$37 for adults, \$21 for children, plus applicable taxes and \$2 per person admission to the Grand Canyon National Park. The headline on the brochure reads, "Ride the 1901 Steam Train to the Grand Canyon."

Being restored into a museum is the Fray Marcos Hotel in Williams, Arizona, listed on the National Register of Historic Buildings. Williams is on the route of Amtrak's Southwest Chief, but at present the timetable shows no stop there. The hotel-museum will serve as the Grand Canyon Railway

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## CHAPTER TIMETABLE NO. 326

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, November 9, Thursday, 7:00pm, convening at Union Station Room 1 and then moving to Room 208.** All Chapter members are welcome.

**MONTHLY MEMBERSHIP MEETING, November 17, Friday, 7:30pm,** at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. **ELECTION OF 1990 OFFICERS.** 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, November 18. 1 to 4pm** at Room 1, Union Station. On duty: Chris & Russ Schoof. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe. *NOTE: the library will be closed on Thanksgiving weekend, November 25.*

### EXTRA BOARD

**COLUMBIA GORGE MODEL RAILROAD CLUB SHOW, November 4, 5, 11, 12, 18, 19, 25, 26, 10am - 6pm** at 2505 N. Vancouver Ave. Admission \$2 adults, \$1 children (under 12).

**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. For details call 641-4514.

**MOUNT HOOD MODEL ENGINEERS OPEN HOUSE, November 11, 12, 18, 19, noon - 5pm,** 5500 SE Belmont St. Admission \$1.

**WESTERN OREGON MODEL RAILROADERS SWAP MEET AND PHOTO CONTEST, December 2, 10am - 3:30pm,** St. James Catholic Church, 1145 E. First St., McMinnville. Admission \$1.50, children (under 13) 50 cents. The Chapter will have a table there.

**GREAT AMERICAN TRAIN SHOW, December 16-17, noon - 6pm** at the Multnomah County Expo Center, 2060 N. Marine Dr. Admission \$4, under 12 free (with adult). The Chapter will have a table there.

**POSSIBLE NEW YEAR'S TRIP TO SEATTLE ON THE Mount Hood,** if it's back in running condition. Estimated fare: \$140. If interested, contact Dave Stimic (288-2421) or Chuck Bukowsky (223-2842).

### NOVEMBER MEETING PROGRAM

*Steam Railroads in China*  
by Don L. Hunter

*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

## San Diego or Bust!

I wish all of you could have been with us on this adventure of attending the American Association of Private Railroad Car Owners convention, because we had such a good time and so enjoyed seeing all the other private varnish from around the country. Of course, the *Mount Hood* couldn't handle all of you, so I'll do my best to give you a nut-shell tour with us.

We departed Portland on Tuesday, October 3 pretty much on time, and proceeded south with champagne in hand to enhance the festive mood. A lovely baked salmon fillet dinner, prepared by Mark Rehm (and finished by his mom), was served as we rode through the Oakridge Mountains toward Klamath Falls.

We were in the train behind the *P.V. Indianapolis* (previously called the *Birmingham*) which preceded us only as far as Oakland. There, owner David McClure boarded and they headed east, while we continued with five different cars: *Plaza Santa Fe*, *Sierra Hotel*, *Virginia City*, *Running Crane Lake*, and *Silver Iris*.

We were invited to visit all of these, and their owners and passengers were invited to visit us. Thanks to the Reghittos' generosity we had enough fruit to make some baskets (bowls, actually) to share with many of those fine people.

I should mention that we didn't realize going down that we should have stayed up late in the hope of riding past Mt. Shasta by moonlight. Some of us made up for it on the return trip.

The excitement of arrival in Los Angeles was great, because that was our first chance to see many of the participants of the convention. We also had to get the *Mount Hood* past the strict inspection conducted before being allowed to become part of the special consist heading south. Our car passed, but about three others were set aside to have some minor repairs before they were allowed to rejoin us.

We were met in L.A. by Chapter member Dan Lundy, who had brought down six planters to be placed on our vestibule while the *Mount Hood* was on display in San Diego. They brought many nice compliments to our car. Most of us slept on our ride down the coast, as we knew the return would be in daylight and we were so worn out from lounging in the dome of the *Plaza Santa Fe* nearly all afternoon as we came down the coast to Los Angeles. We awoke to bright, warm, and thoroughly enjoyable Southern California autumn weather.

The Wright Street Yard is the perfect setting for this kind of event: all paved, water reels every other car, and other amenities; plus easy access to the freeway and two shuttles to take us into town. We took advantage of that right away.

Many of us headed right off to ride the Tijuana Trolley, then even walked across the border as a preview of our Sunday visit to Ensenada, Mexico.

Friday saw us going many directions. Some took a ferry over to Coronado to view the old and beautifully maintained Hotel Del Coronado, which has served many guests of note over the years. Others went to Sea World. All returned home in time to make the rounds of virtually all the visiting private varnish that opened their doors for the evening cocktail party. Our car was one of several that offered more to eat than most, but it was up to the individual to decide that this year. We received many compliments on the historical preservation of our car, and felt very proud to be a part of all this.

Saturday afternoon saw some 800 people tour the cars that chose to open to the public — ours being one. Many visitors were amazed that 16 people could co-exist in it for a week; we said we work all the time at it.

Sunday, our very dear convention helpers Ron and Louise Milot lined up enough vehicles to get us all to our departure point for our ferry trip to visit Ensenada. Sixteen of us, including Ackerman's daughter and friend, ventured deeper into this country of intrigue...and many shopping opportunities.

*Continued on page 7*

# CHAPTER BUSINESS

## 1990 Budget

The proposed 1990 budget for the Pacific Northwest Chapter, NRHS, is presented below. The budget was submitted to the Board of Directors by Treasurer Alan Viewig, and was approved by the Board on October 12. *The membership will vote on the 1990 budget at the December business meeting.*

### CASH RECEIPTS

ACCOUNT	1989 BUDGET	1990 BUDGET
0000 Cash Forward	\$31,392	\$16,000
3010 Interest, Check	2,000	1,000
3020 Interest, Save	3,000	3,000
3100 Membership Dues	6,000	6,000
3200 Stock Dividends	.0	.0
3300 Donations	.0	.0
3900 Extraordinary	.0	.0
4010 Activities, Chp	.750	.0
4020 Activities, Pub	3,250	2,000
4100 Concessions	4,000	4,000
4150 Swap Meet	.0	.0
4200 Library	.0	.0
4350 Net Sprg Excurs	.0	.0
4360 Net Fall Excurs	.0	.0
4370 Net Other Excur	.0	.0
4400 Rolling Stock	8,000	8,000
<b>TOTAL CASH RECEIPTS</b>	<b>\$58,392</b>	<b>\$40,000</b>

### CASH DISBURSEMENTS — SUPPORTING SERVICES

ACCOUNT	1989 BUDGET	1990 BUDGET
7000 Rent	\$10,000	\$5,000
7110 Dues, National	3,200	3,200
7120 Dues, Other	.250	.250
7200 Telephone	1,100	1,100
7310 Office Supply	1,500	1,500
7320 Bulk Postage	2,000	1,000
7330 Stamps	.500	.500
7410 Trainmaster	3,000	3,000
7420 Editor's Stipe	.900	.900
7500 Insurance	7,000	6,000
7600 Treasury Funct	1,600	.800
7900 Extraordinary	2,500	.500
<b>TOTAL SUPPORTING SERVICES EXPENSES</b>	<b>\$33,550</b>	<b>23,750</b>

### CASH DISBURSEMENTS — PROGRAM EXPENSES

ACCOUNT	1989 BUDGET	1990 BUDGET
6010 Activities, Pub	2,500	2,000
6020 Activities, Chp	1,500	.0
6100 Concessions	2,500	2,000
6140 Swap Meet Expen	.0	.0
6150 C Gorge Swap Mt	.0	.0
6200 Library	2,000	1,700
6400 Roll Stock Rent	3,792	3,550
6500 Roll Stock Acqu	3,000	.0
6510 Roll Stock Main	2,000	3,000
6610 Natl Convention	1,500	1,500
6620 Membrshp/Hspit	.500	.0
6630 Historic Founda	.0	.0
6640 Museum	2,000	.500
6650 Publications	.500	.0
6660 Public Relation	.500	.0
6700 Excursions	2,000	2,000
6800 Union Station	500.0	.0
6900 Extraordinary	.0	.0
<b>TOTAL PROGRAM EXPENSES</b>	<b>\$24,842</b>	<b>\$16,250</b>

**TOTAL EXPENSES** ..... \$58,392 ..... \$40,000

**RECEIPTS** ..... 58,392 ..... 40,000

## Notices

### CAR HOST SIGN-UP

November is one of two months each year in which members can sign up for inclusion in the car host roster. If you are interested, contact Jerry or Freda Webb at the November business meeting to get your name on the list.

### TELEPHONE CHANGE

Please note the Chapter President Bob Hoffman's telephone number has been changed to 654-0914.

### CORRECTION

The October meeting program was listed incorrectly in *The Trainmaster*. The program was *A Northwest Rail Potpourri*, a slide program by Ray Meyer. Nice show! Thank you Ray!

—Dick Nock

## Committee Reports

### MEMBERSHIP

*Fred Dorsett, Chair*

Please welcome the following new members to the Chapter:

#### DEAN FERRIS

13118 163rd Ave SE, Snohomish WA 98290

#### FRANK D. KIMMEL

1508 N. Jarrett, Portland OR 97217

#### NORMAN PEARSON

9030 Greenwood Ave N. #100, Seattle WA 98103

#### CHRISTINE SCHOOF

17777 S. Ramsby Rd, Molalla OR 97038

#### BILL & TINA WEGESEND

2827 SE Colt Dr #426, Portland, OR 97202

### UNION STATION

*Terry Parker, Chair*

A couple of months ago, Amtrak people in Portland contacted Rich Carlson and asked if the Chapter would like to have some of their stored surplus equipment. If the Chapter did not want it, the equipment would be scrapped to make room for the filming of the movie *Come See the Paradise*. Rich contacted the Chair of this

## CHAPTER BUSINESS

Committee to inspect the items and decide which ones the Chapter would accept, and to make arrangements to transport them.

The following equipment was acquired by the Chapter: a 1941 or -42 International mule believed to have been purchased new by the Portland Terminal Company and used to haul baggage carts, 3 ex-NPR baggage carts minus wheels, a Kalamazoo three-wheel scooter plus two more for parts, a hand-cranked one-man lift used to change light bulbs in the lobby of Union Station, and two work platforms that fit on the tines of a forklift.

The baggage carts will go to the Museum Committee, while the rest of the equipment will go to Rolling Stock. It is hoped that the mule and one three-wheel scooter can be made operable. The work platforms and one-man lift can be used for working on our passenger car fleet.

Many thanks to all those members who helped move the items. Very special thanks to Tony Rigo, Jim Edgar and Don Marty (not a Chapter member), all of whom supplied vehicles for the move. Many thanks also to the people of the Portland Amtrak Baggage Services who helped us with their forklift to load the equipment.

All items but one were moved within a four day period. The one item left was the old International armor-plated (very, very, *extremely* heavy) mule. Fortunately Richard Gray along with Pete Rodabaugh rented a flatbed truck to move the electric motor parts that were stored at Samuels Steel.

Ah, we had the optimal vehicle to move the beast, but how to get it on the truck? Idea: find a nearby loading dock and roll it on! Using a chain linked to the back of the truck, the mule was pulled up onto the old transfer company dock at NW 4th and Hoyt Street and rolled onto the truck. The Tillamook-Portland freight dock near Brooklyn Yards was used for offloading. Many thanks to Richard and Pete for their help.

Thank you, Amtrak!

### Summary of Minutes - Board of Directors Meeting - October 12, 1989

The meeting was called to order by President Bob Hoffman at 7:07 PM.

The Chapter board of directors passed the following motions at its October meeting: 1. Approved the 1990 Chapter budget proposed by the finance committee and recommended its adoption by the membership. 2. Authorized the leasing of car 3300 to the Washington Central for eight (8) days at \$250 a day. 3. Commendation to the library committee and Bob We 4. Authorized publication and sale of the Chapter archive

guide to Chapter members and others, the sale price to cover the cost of publication. 5. Commendation to Richard Gray and Peter Rodabaugh for their work in keeping the car Mt. Hood in running order. 6. Cancelled three leases of the car Mt. Hood to Harry Mater due to the car being bad ordered for truck work. 7. Approved the purchase for \$180 a year of an accident insurance policy to cover Chapter members while working on Chapter cars.

**NRM Board:** Chapter representative on the NRM board, Chuck Bukowsky reported that the NRM will be running two trips to the Yakima area with locomotive 4449. The NRM is to receive some of the profit from these trips.

**Negotiations with Dave Duncan:** Dave Duncan asked the board if he could lease car 3300 for eight more use days to be charged against his contract for the Prineville excursions, the car having not been used the full number of days specified in the contract. See motion no. 2, above.

**Nominations for Chapter Offices:** Doug Auburg suggested that the Chapter bylaws be changed to require a "best effort" to obtain two candidates for each office rather than that there shall be two for each office. This year's nominating committee was unable to find two candidates for several positions.

**Library:** Walt Grande and Bob Weaver presented the board with draft copies of a guide to the Chapter's archives. Walt announced that he is considering giving a class on what is in the archives to encourage members to do more writing on railroad history.

**Rolling Stock:** Richard Gray reported that the lease of the Santa Ynez to Lilico Productions was completed successfully. The wheel set was installed on the Mt. Hood before the trip to San Diego. The Mt. Hood is now bad ordered until a truck equalizer is replaced.

**Excursions:** Bill Carter reported that he is checking on an Amtrak trip to Redding, CA, a Mt. Rainier RR. trip, and a U.P. 8444 trip. An excursion schedule for 1990 will be finished by the end of the year.

Bob Hoffman advised that the City of Portland advisory committee is considering a request from the Oregon Economic Development Dept for a 4449 excursion to B.C. and Alberta next June.

The meeting was adjourned at 11:30 PM.

Respectfully submitted, Chuck Storz, Secretary.

### Summary of Minutes - Regular Chapter Meeting - October 20, 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 9/30/89: Checking \$27,360.26. Savings \$56,798.96. Alan passed out copies of and reviewed the latest revised tentative

## CHAPTER BUSINESS

budget for 1990 including late changes by the finance committee and the board. The budget will be voted on at the December meeting.

The membership passed the following motion at the October meeting: Directed the Chapter president to write to the Southern Pacific requesting the opportunity to bid on the business car Oregon if it is ever put up for sale. Motion passed.

Excursions: Bill Carter reported that he has written Amtrak requesting an excursion on a May weekend to Redding, CA using Reno Fun Train equipment. U.P. has been contacted about an 844 trip either just before or just after the July, 1990 trip out of Boise. The Mt. Rainier Scenic RR has been contacted about a trip in that area. A Washington Central trip is still being considered. The excrsion committee will be working on a 1990 trip schedule to be finalized about the first of the year. Jerry Webb reminded the membership about the car host signup at the November meeting.

Activities: Jim Edgar reported that the group that went

to San Diego found the car owners' convention very worth while. Many good contacts were made. Tillamook trip: Operation of the excursion train has been cancelled for the season due to prime mover failure of the locomotive. Everyone who signed up for the trip was asked to contact Chuck Bukowsky to advise if they still want to go to see the blimp hanger car repair shop and substitute a creamery visit for the excursion train.

Bob Hoffmann reported that the City of Portland has received a request from the Oregon Economic Development Dept. for use of locomotive 4449 for a trade promotion trip to western Canada June 19th to 23rd, 1990. The request is being considered by the City rail advisory committee.

National Director Rich Carlson reported that there is some question among national officials about continuing the annual activity issue of the Bulletin. Rich asked for comments from the membership.

Respectfully submitted, Chuck Storz, Secretary

### Seattle Trolley Changes

Changes are in the works to add a half mile to Seattle's Waterfront trolley. The Puget Sound Railway Historical Association reported ground breaking ceremonies for the extension from the southern Main Street terminal, up Main through Pioneer Square, then south one block to Jackson, the locatin of the Old Union Station. That depot is becoming an intermodal transit station, with the new bustunnel underneath and Amtrak next door at King Street Station. Expected opening of the \$5 million project is June 1990.

Currently, the "99" line is primaruly a tourist line. The extension will integrate it into the Metro Transit System, giving service also between the waterfront and Seattle's International District (another top tourist attraction).

The West Coast Railway Association of Vancouver, B.C., says two additional "Melbourne Class" W-2 trams are being refurbished for the line. This will increase the trolley fleet from three to five cars.

In another action affecting the waterfront, Burlington Northern freights no longer will use the second track beside the trolley line. The track is being sold to the City of Seattle. BN has been lowering the westbound track through the King Street tunnel to permit passage of Boeing Company excess dimension cars as well as double stacks and auto racks which have been going from a BN yard at Stacy Street south of the Kingdome to the BN main line coming out of the tunnel.

Jerry Webb

### The First Railroad Whistle Was...

When and where was the first whistle placed on a railroad steam engine?

The Sierra Mountain Railroad Club of Auburn, California newsletter *Steam Echoes* says it was in the year 1836, on two engines built at Lowell, Massachusetts (now get this) "...appropriately under the supervision of George Washington Whistler (1800-1849)."

One of the engines was named *Hicksville* and went to work on the Long Island Railroad. It was reported to make "...a shrill, unearthly sound, like drawing a saw flat across a bar of iron." The other engine was called *Susquehanna*; it was used at Wilmington, Delaware, and was said "...to give awful notice of its approach to any point."

The *Steam Echoes* story goes on to say,

"...a whistle was also fitted to the first Rogers engine, 2-4-0 Sandusky built in 1837 for the Patterson & Hudson River Railroad. During its first trip October 6, 1837 from Patterson, N.J. to New Brunswick, N.J., the whistle was used so much the engine ran out of steam."

Jerry Webb

## NEWS—HISTORY—TRAVEL

### Story of a Derailment

The Burlington Northern railroad yard at Wishram, Washington is right across the Columbia River from where I live, one and three-quarters of a mile distant and 700 feet below. Each morning, I check to see what's happening there.

This particular morning in late September, rain clouds are moving eastward, leaving a high fog bank hugging the Klickitat Hills above Wishram. As the sun rose, its rays fall on what appears to be a freshly-built platform on new wood, east of the depot. I say to myself, "Better get the field glasses and check it out."

It is not wood, but a pile of golden grain — grain which was bound for Kalama, or wherever BN had this train going. Now, two cars are on their sides, and what looks like wheat has spilled. Crews are there preparing to clean up.

The derailment is on the Number Two main, the one closest to the river. One car just missed a signal tower. I'm not sure when it happened, but if the Number One main had been blocked earlier it is now open, and an eastbound freight is moving slowly by.

The train the derailed cars were in has been moved. Several yard tracks are full; perhaps it has been moved there or it could have gone on, minus its errant cars. Just east of the trouble three grain cars sit on a yard track.

Later, as the light gets better, I can see a third car leaning at about a 40-degree tilt toward the river. It is still coupled to a fourth car that is upright and apparently still on the rails.

Activity continues.

I notice a white truck backed up to those three cars on the yard track. The field glasses detect a cloud coming from the nearest car. What is that? A shiny strand is seen going from the ground at the rear of the truck to the top of the car. On the

ground coming out from behind the truck and leading to the other car is another shiny strand.

Of course! The truck has a vacuum mechanism and they are transferring grain from the leaning car to the car on the yard track. The cloud I see is grain dust, present whenever grain is being moved by a conveyor system.

The leaning car is finally emptied and put at about a 10-degree angle. The car that had been coupled to it is moved away.

The car with the transferred grain is moved out and another empty takes its place. The vacuum pipe is moved to the grain on the ground. Crews begin the job of sucking the grain into the empty car.

Now the dispatcher wants to get a westbound train out of the yard. His only exit to the west is on the Number Two main, blocked by the derailment. So he clears the train to *back* out of the yard, the rear of the train passing over the east yard switch onto the main, through the tunnel, and almost to the curve that leads the BN out of sight to the east. Now it can move west on the Number One main. This is a move I have never seen before.

The railroad has continued to run using the single main track through Wishram with engineers whistling a warning to let the men who are busy with the derailment know they are proceeding on the adjacent track.

As the afternoon wears wear on, the pile of wheat spread on the ground grows smaller as the silver streak of pipe sucks it up and the vacuum pump on the truck sends it into the waiting rail car. A faint hum of the vacuum motor has been a constant background murmur all day reaching my home sometimes a little louder, sometimes more softly as the fickle light wind on this bright sunny day changes speed and varies its direction slightly.

Now a mobile crane makes its appearance and men prepare to put the leaning car back on its eight wheels on newly repaired track

Meanwhile, coming from the south after a long trip down the Deschutes River Canyon from Bend is a BN freight. It crosses the Columbia, turns right, and heads for Wishram yard. With the Number Two main that connects with the bridge blocked, the train takes an unusual path through the yard.

It leaves the Number Two main at what railroaders still call the "roundhouse lead switch" (the engine house is now gone), passes to the right of the derailment, and slowly makes its way over the curved route. It is on track normally used to store work trains, rail grinding trains, and other storage. The engine stops by the yard storage building on the site of the old engine house, and the head-end crew is changed. The train is about 300 feet from the depot.

Soon the train is moving again, creeping over this seldom-used route leading to what I call the "by-pass" around the yard on at the River's side. When the caboose reaches the storage building, another stop is made to change the rear-end crew. Then it moves slowly on, past the yard, through the east yard switch and back onto the main line, and through the tunnel on its way eastward to Pasco.

As night falls, activity is halted.

On the following day, crews are at it again. Grain still is being sucked up, and now the men can get at the two overturned cars. By early afternoon the cars are upright, back on their trucks and on the rails of the Number Two main. Some kind of hi-rail vehicle (not a pickup) moves from the roundhouse lead to the Number Two main, moves to the

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## Boardwalk Not Named for Boards

The famous Boardwalk of Atlantic City was so named because it was constructed of wooden boards, right?

"Wrong!" says the *Callboard*, newsletter of the Mohawk & Hudson Chapter, NRHS. It actually was named for a railroad conductor named Alex Boardman.

Railroad men laid out the world-famous resort more than a century ago, on a sandy waste along the New Jersey coast.

The conductor Boardman conceived the idea of laying planks along the beach because people tracked so much sand into railroad coaches and hotels. This became known as "Boardman's Walk" — shortened through time to "Boardwalk."

Jerry Webb



## Laugh Track

The following was copied from a list of definitions that circulated around the railroad [SP&S] in the late 1940s.

### DEFINITIONS

**Boardman** — An absolutely friendless individual. Takes fiendish delight in making calls too short for time to eat, and too long if you need some sleep. Passes the buck and sheds crocodile tears for the rawhided crews. A pathetic soul when time slipped.

**Roundhouse Foreman** — A weary soul who got that way from having to listen to and put up with enginemen. Promises everything and delivers nothing.

**Traveling Engineer (Roadforeman)** — Always at the

### Derailment, from page 6

two cars, couples up, pulls them back to and then down the roundhouse lead for storage. (They were moved out of the yard about three days later.)

Now the dispatcher has his two mains back. Most of the grain has been cleaned up, but there remains a thin coat of gold color on the ground — remains of the spill from the two overturned cars.

Come spring, the BN just may have a fair wheat crop growing.

Jerry Webb



### Grand Canyon, from page 1

Depot and will "...be dedicated to preserving the heritage of the railroaders and pioneers who settled the Arizona Territory."

The railroad has been operating two ex-Santa Fe GP7s in work train service.. A picture in *Pacific Rail News* September 1989 shows them in what looks to be yellow and black livery with GRAND CANYON in large letters on the side.

Reservations are being taken for 1990. Call 1-800-THE-TRAIN.

Jerry Webb



right stop at the wrong time. Very popular with the crews. Good second guesser, only twice. Smokes atrocious cigars which smell like a burning fish market.

**Head Brakeman** — A new man. Does all his thinking with his feet. Target for criticism by rest of crew. Can generally add two and two and run for a switch.

**Rear Brakeman** — Conductor's stooge. Lazy. Of average ignorance. Bosses head brakeman. Tries to act like old head and thinks he should be running crew.

**Conductor** — A grouchy individual, devoid of soul. A big head and flat feet. Continually spellbinding rear brakeman with expert advice on women, running an engine and farming.

**Fireman** — A mental midget

### San Diego, from page 2

We headed right into the shopping areas for five hours of non-stop fun. Some headed for a nice hotel for a leisurely meal and some relaxation, but most hit the shops in every direction. We had a lot of fun later comparing purchases back on board the boat. Pete and Fran Rodabaugh chose to go to other parts of town to really see the people; it sounded quite interesting.

Monday morning meant we were about to depart on the northbound Special, and what a beautiful ride that was! It ended all too quickly. In Los Angeles, we were whisked off to the Amtrak car shops for our going-over, then joined the Coast Starlight for our trip home.

One of the highlights of the return trip was sitting at our back lounge door after a delicious prime rib dinner prepared by Bill and Delores Brown, watching the track slide away behind us. The grand finale was the ride along the canyon near Dunsuir, watching out the window as the locomotive light played on the trees and the moon lit up the rippling river. Nothing can compare.

Marilyn Edgar

with a pointed head. Has hero worship for the engineer. Usually found talking to beanery hashers or trying to figure out his time.

**Engineer** — A success in life. An authority on government and finance. Can usually spell his own name. Has burning jealousy of travelling engineer. Spends most of his time at water tank, oiling around, or taking slack.

**Dispatcher** — Dot-dash expert wired for sound. Also a tonnage hog and side track artist. Sees all, hears all and knows nothing. Poor guesser. Hobby: delaying trains.

**Assistant Superintendent** — A typewriter genius, exceptionally fond of having investigations. Loves to make tests and scare students. Impressed by own importance.

Kenny Prager

## COMMITTEE CHAIRS

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