

# The



# TRAINMASTER

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



## JANUARY 1990

### "The Real McCoy"

It is interesting to become aware that a word or phrase we use without thinking is based in railroad history.

"The real McCoy" is our subject here. The Old Dominion Chapter newsletter *Highball* says the original "real McCoy" was an improved lubricator for steam locomotives.

Invented in 1915 by a blackman, Elijah McCoy, it was an improvement over his previous lubricator of 1872. Other people made imitation devices thinking they could cash in on his work because he was black.

But Mr. McCoy's product proved to be the best performing and the most efficient, was thus preferred. To the men who used it it became "the real McCoy" to distinguish it from the others.

Because the device was used so much and so successfully, the term entered into the general language applied to any item that was the genuine article!

—Jerry Webb



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## CHAPTER TIMETABLE NO. 328

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, January 11, Thursday, 7:00pm,** at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

**MONTHLY MEMBERSHIP MEETING, January 19, 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. **ELECTION OF DIRECTOR-AT-LARGE.** 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. Contact Bob Hoffman at 654-0914 to see how you can help.

**CHAPTER LIBRARY OPEN HOURS, Saturday, January 20 & 27, 1 to 4pm** at Room 1, Union Station.

### EXTRA BOARD

**4449 RUN TO SALEM, January 17 or 18 — maybe.** No confirmation on this at press time.

**LIBRARY COMMITTEE MEETING, Saturday, January 20, 1pm** at Room 1, Union Station.

**ANNUAL CHAPTER BANQUET, Saturday, January 27, 6pm** at the Mallory Hotel. Details on page 2. Capacity is 80 people, so plan to reserve early if you want to get in!

**CHAPTER EXCURSION TO REDDING, CALIFORNIA, Saturday-Sunday, May 12-13.** Amtrak has approved the trip, so we'll be gearing up over the coming months. See the current car host roster inside this issue.

## JANUARY MEETING PROGRAM

*To be announced*

*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 Bob Hoffman at 654-0914.

**The TRAINMASTER**

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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

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Molalla, OR 97038

**CIRCULATION:**

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$25/yr.  
Joint...\$30/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

**Annual Chapter Banquet**

**Saturday, Jan. 27**

**6:30pm**

**Mallory Hotel**

**729 SW 15th Ave.**

The Annual Chapter Banquet will take place on January 27, with no-host cocktails beginning at 6:30 and dinner served at 7:15.

The entrée will be your choice of swiss steak or breast of chicken; please designate your selection when you make your reservation.

**Fare: \$13.50 per person.**

Make your check to PNWC-NRHS, and mail to Room 1, with the envelope marked "BANQUET."

The program will be presented by Don Hunter. Subject: *Surprise!* The winner of the Jack Holst Award will be announced.

Door prizes will be presented.

Parking will be available in the lots to the east and south of the Hotel, and one block west, as marked.

**Seating is limited to 80 persons, so reserve early!**

**Ridgefield Water Tower**

As of Thanksgiving weekend, 1989, skylight was showing through the partially removed roof of the Ridgefield, Washington, water tower up on the joint tracks of the UP-BN. Ridgefield is about a dozen miles north of Vancouver, Washington, on the main line.

Richard Kemper of P.O. Box 207, Ridgefield, WA 98642, was at the site taking the tower apart. He explained that sometime in the 1950s the tank was removed from the west side of the tracks and mounted on a new steel platform on the east side.

For years the pretty tower leaked like a sieve and if you were there at the right time of day, the shower added to the photo opportunities.

Mr. Kemper plans to reassemble the water tower and he is actively seeking out information on the history of the tower. He will respond to any correspondence you might send to him on the tower's history.

—Alan Viewig

**Union Station Decorations**

Those of you who saw the attractive Christmas decorations at Portland Union Station this past month may be under the belief that they were the result of the Chapter's annual decorating effort. Not so. The credit goes to two groups, Oregon Student Safety on the Move (OSSOM) and Stop Auto Fatalities Through Youth Efforts (SAFTYE).

The groups have engaged in a public information campaign intended to reduce traffic deaths among teenagers. The campaign began with a two-day Express Train from Seattle to Eugene. Stops were made in cities along the way, and at each stop local groups and dignitaries participated in events that conveyed the groups' message.

One of the events at Portland was placing the decorations in Union Station. They were very attractive, and did much to endow the Station with holiday cheer. Our thanks go to OSSOM and SAFTYE for their efforts, and we wish them success in their endeavors.

## CHAPTER BUSINESS

### Notices

#### ELECTION OF BOARD MEMBER

A vote of the membership will be taken at the January 1990 business meeting to fill the vacancy on the Board of Directors created by the election of Bill Carter to be Chapter Vice President. The Board has nominated the following persons to be candidates for the seat on the Board:

Fred Dorsett  
Esther Rosu  
John Von Gaertner

Members must be present at the meeting to vote; no absentee ballots will be provided or accepted.

#### JACK HOLST AWARD

A secret ballot will be taken at the January business meeting to select the winner of the annual Jack Holst award for outstanding service to the Chapter. The result of the ballot will be announced at the Chapter banquet on January 27, at which time the Award will be bestowed.

The names of this years' nominees will be announced to the membership prior to the vote at the business meeting.

### Committee Reports

#### EXCURSIONS

*Bill Carter, Chair*

#### CAR HOST ROSTER

Following is the Chapter car host roster, as of December 31, 1989. It is printed in anticipation of a Chapter-sponsored excursion to Redding, California on May 12-13. It is subject to revision on the first of March to determine whether all are paid-up members for 1990; those who are not will be removed from the list. Call notices will be sent out shortly after that date to set the staff for the trip. Car hosts are reminded of the four-meeting rule.

CPR cards will have to be renewed before the trip, as those who took the course preparatory to the Bend trip last year have cards that expire on April 8, 1990. The appropriate person will be asked to set up a new course, perhaps in April when we know who will be free to be car hosts.

Due to the cancellation of the Bend trip, the list is in the same order as it was a year ago.

#### SENIORS

Vija Keeler  
William Gano  
Kerrigan Gray  
Kyrian Gray  
Fred Dorsett  
Terry Parker  
Richard Carlson  
Chuck Storz  
Doug Auburg  
Marilyn Edgar  
Al McCready  
Bob Hoffman  
Robert Slover  
Mary Lou Weaver  
John Holloway  
Connie McCready  
Kenneth Peters  
Michael Ackley  
Walt Grande  
Al Haigh  
Michael Rosu  
Hugh Robertson  
Richard Gray  
John Von Gaertner  
Randy Nelson  
Ray Meyer  
Jim Loomis  
Duane Delong  
Noel Nelson  
Ellie Nelson  
John Willworth  
Jack Pfeiffer  
Gerald Schuler  
Ester Rosu  
George Mickelson  
Kent Hutchens  
Roger White

#### JUNIORS

Robert Jackson  
Bill Carter  
Steve Howes  
Carl Rodabaugh  
Russell Schoof  
Arthur Hansen  
Peter Rodabaugh  
Alan Viewig  
Barbara Dougherty  
Naomi Gray  
Paul McGinley  
Rockford Regula  
Nicholas White  
Tammy Auburg  
Gerald Webb  
Freda Webb  
Gordon Zimmerman  
Jim Edgar  
Richard Parks, Jr.  
Janet Rodabaugh  
Richard Gross  
John Rosu  
Dale Miller  
Chuck Bukowsky  
Robert E. Fornoff  
Ralph Jack  
Helen Jack  
Ed Ackerman  
Christine Schoof

#### MEMBERSHIP

*Fred Dorsett, Chair*

Please welcome the following new member to the Chapter:

RICHARD K. BELLINGHAM  
517 Jefferson  
Oregon City, OR 97045

The renewal notices finally showed up. It seems they had been at the Post Office since mid-October but notice was not placed in our mailbox. We are making a bulk

## CHAPTER BUSINESS

mailing as in the past and these will be going out after the Christmas mail rush, so by the time you read this you should have received your dues renewal slip.

**Important:** *the annual Chapter dues are now \$13.00 per year* as voted by the membership at the November meeting. This still does not cover all the costs of mailing out numerous requests for membership applications, printing of forms, envelopes and postage for the blue membership cards, plus the monthly cost to print and mail *The Trainmaster*.

In these days of ever-rising costs, some of you have tried to get by with paying only Chapter dues and not National dues. Our by-laws section 2.03 state that: Chapter membership shall include and is dependent upon holding National membership in the National Railway Historical Society. If you belong to National through another chapter this qualifies you for membership in any other chapter or chapters for local dues only. If you are paying local Chapter dues only, you *must* indicate your primary chapter for our records.

National dues:	\$12.00		
Chapter dues:	13.00		
		----	
Total:	25.00		Individual membership
Spouse member:	5.00		Additional
		----	
Total:	30.00		Family membership

National sends out late notices automatically the first week of February. Since we batch your renewals and remit payment about every two weeks during this renewal period, payments received by us after January 15 are apt to arrive at National headquarters too late to prevent a late notice. So save your phone calls and postage to tell us here locally that you have already paid. If you have paid you will be getting your blue membership card in the mail within two weeks.

**Summary of Minutes - Board of  
Directors Meeting - December 7,  
1989**

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

The board of directors passed the following motions at its December meeting: 1. That a credit of \$390 from Amtrak resulting from the trip of the car Mt. Hood to San Diego be refunded to the participants in the trip, but only when the Chapter is able to use the credit with Amtrak. 2. Approved expenditures \$100 over 1989 budget for the concessions committee.

Treasurer Alan Viewig and the board reviewed the amounts owed the Chapter from car rentals during 1989. As of this date a total of about \$2600 is owed to the Chapter from leases and rentals to Rimrock Tours and the Washington Central.

National Director Rich Carlson reported that board member Jerry Webb has been elected NRHS Northwest Regional Vice President. The NRHS now has 157 chapters.

**Rolling Stock:** Richard Gray reported that car 76 was still bad ordered and could not go to Drain, OR. A pair of passenger trucks which can be used on several of the Chapter's cars is available from the Mt. Rainier RR. for \$5000. An equalizer has still not been located for the Mt. Hood.

**Excursions:** Bill Carter reported that he is still waiting to hear firm dates from Amtrak for a May trip to Redding, CA. No word has been received from the Union Pacific about a possible 844 trip.

**Finance:** Dave Van Sickle reported that the finance committee has approved spending \$5000 for a set of passenger trucks only when and if a firm marketing policy for the car Mt. Hood is adopted.

**Museum Committee:** Dave Stimac reported that, as a result of problems with movement of Chapter cars to Railcon, groups wanting the Chapter's museum cars would have to make arrangements for their movement. Bob Hoffman stated that rules will be set up to handle requests for Chapter cars.

**Activities:** Marilyn Edgar reported that Don Hunter has been asked to provide a program for the Chapter banquet. Doug Auburg reported that notices have been sent out for the 1990 swap meet to be held on Sat., March 10.

**Concessions:** Marilyn Edgar reported gross sales of \$5612.00 for concessions for the year to date.

**NRM Board:** Chuck Bukowsky reported that a report on the Yakima trips is to be given at the next NRM board meeting. Chuck stated that he has requested but not received a line item budget for the trips.

**Board Vacancy:** The board nominated John von Gaertner, Esther Rosu, Tom Green and Fred Dorsett to run for the one year balance of Bill Carter's term on the board of directors. The election is to be at the regular January meeting.

Respectfully submitted, Chuck Storz, Secretary

**Summary Of Minutes - Regular  
Chapter Meeting - December 15,  
1989**

The meeting was called to order by President Bob Hoffman at 7:38 PM.

## CHAPTER BUSINESS

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 11/30/89: Checking \$26,851.96. Savings \$57,352.09. Alan reviewed income and expense for 1989 (copies of summary given to members present). 1990 will be a very tight year financially for the Chapter if there is no excursion income.

The membership passed the following motion at the December meeting: 1) Adopted the 1990 Chapter budget as proposed by the board of directors and the finance committee.

Rolling Stock: Richard Gray reported that donations are needed to help pay for shelving being installed in Car 55. The truck repair on car 76 has been completed. Bob Hoffman asked all members who have time on Tuesdays to help on the work parties at Brooklyn yard. Bob also said that the possibility of using Chapter cars for main line excursions is improving.

Excursions: Bob Hoffman reported for Bill Carter. Amtrak has confirmed an excursion to Redding, CA on next May 12 and 13. There will be a meeting on Jan. 9 at 7:30 PM in room 208 of the Union Station for all members interested in working on the excursion committee. A letter has been received from the Union Pacific advising that locomotive 844 is fully committed for 1990 and that it will not be possible to schedule a trip for the Chapter next year.

Museum Committee: Dave Stimac reported that an inventory of museum items has been completed and that help is needed to transfer it to the Chapter computer.

Activities: Bob Hoffman reported that the Chapter banquet will be on Saturday, Jan. 27 at 6 PM in the Mallory Hotel. Tentative price is \$15.50.

Committee Sign-up: Bob Hoffman announced that

members who are interested in working on committees in 1990 should sign up tonight.

Board Operation: Bob Hoffman announced that the board for 1990 has decided to have board member contacts make all routine committee reports to the board.

Board Vacancy: Bob Hoffman announced that the board, as required by the Chapter by laws, has nominated Esther Rosu and John von Gaertner for the one year remaining of Bill Carter's term as director at large. The election will be at the regular January Chapter meeting.

Respectfully submitted, Chuck Storz, Secretary

### Help Our Rolling Stock

The Rolling Stock Committee is seeking donations of 3/4" (or thicker) plywood to be used for shelving in car 55. Any grade will do. Pieces need to be at least 16 inches wide and 4 feet long in order to be of use. Quantity needed: *lots*.

Members might want to consider buying a sheet for donation to the cause. If you have some wood (or money) to contribute — or if you know of anyone who might — please contact Richard Parks at 228-9422.

Also needed is someone who can do mechanical work on small gasoline engines, and who would be willing to donate some time. We need to evaluate the Mules recently obtained from Amtrak, and to try to get at least one of them running. Contact Richard Gray at 656-0260 or Terry Parker at 284-8742 if you can help, or know of someone who might be able to contribute.

### What Do Those Letters Mean?

The letters *F*, *E* and *SW* are used in the designations of some General Motors-built diesel locomotives.

*The Timetable*, newsletter of the Washington, D.C. Chapter, had an explanation of their meaning in its September issue.

*F*, contrary to what seems obvious, does not stand for "Freight." It refers to the rated horsepower of the unit but, though close, it is not accurate. *F* stands for the number fourteen, meaning "Fourteen hundred horsepower." No matter the engine only developed 1350 horsepower.

Now *E*. Well, if we thought *F* stood for "freight", *E* must somehow stand for "passenger" — how, we were never sure. (Shows how much we know!) *E* stands for "Eighteen hundred horsepower." Again, close, but no cigar. The engine actually developed 1750 hp.

Now *SW*. These engines are smaller and we see them mostly in railroad yards and industrial areas, switching cars. So *SW* meant "SWitcher", right?

Okay, now you're with us. *SW* does not stand for "switcher." It is — now follow closely — "Six hundred horsepower, Welded

frame." Now don't get too far ahead. In this case six hundred horsepower was the correct rating. Seems you can't trust anyone, anymore. [*The SW was preceded by a model SC with a cast frame—Ed.*]

In later years, General Motors' designations became more accurate and obvious. For example, *GP*: a road switcher for General Purpose use. Railfans quickly called it and spelled it "Geep" (you know, Jeep).

The *SD* stood for Special Duty. So there you are, proving once again that what you see does not necessarily mean what you see.

—Jerry Webb

## NEWS—HISTORY—TRAVEL

### Riding the Rails in British Columbia

In September of 1952 I had the opportunity to ride the cab of a Canadian Pacific locomotive. It was rebuilt 2-8-2 No.5256, pulling No.11, *The Kootenay Express*, over the Kettle Valley Route from Lethbridge, Alberta to Vancouver, B.C. I rode for a hundred miles over the Coast Range and through Coquihalla Valley.

It was nearly sundown when the train stopped for water at Portia. I returned to the sleeping car and my wife. We were on vacation, enjoying rail travel in Canada. After I freshened up, we visited the cafe-dining car for an evening snack. I fell into conversation with the rear-end flagman, who informed us we were approaching the "Quintette Tunnels" — five tunnels, drilled in a straight row, through sheer canyon walls. At one point a bridge above the Coquihalla River connects two of the tunnels.

Number 11 sped in and out of the tunnels, finally arriving at the big

Canadian Pacific Railway station at Vancouver. The wife and I took a cab to the Grosvenor Hotel for a night's rest.

Early the next morning, we traveled to the Union Steamship Pier to begin the next leg of our journey. As we checked in at the ticket office, we learned that we had forgotten to adjust our watches to Pacific Daylight Time. Our boat, the *S.S. Lady Alexandra*, had departed an hour before our arrival. Seeing our despair, the ticket clerk told us we could take a taxi to Horseshoe Bay, and from there ride the water taxi the ten miles to Britannia Beach and there, possibly, catch up with our boat.

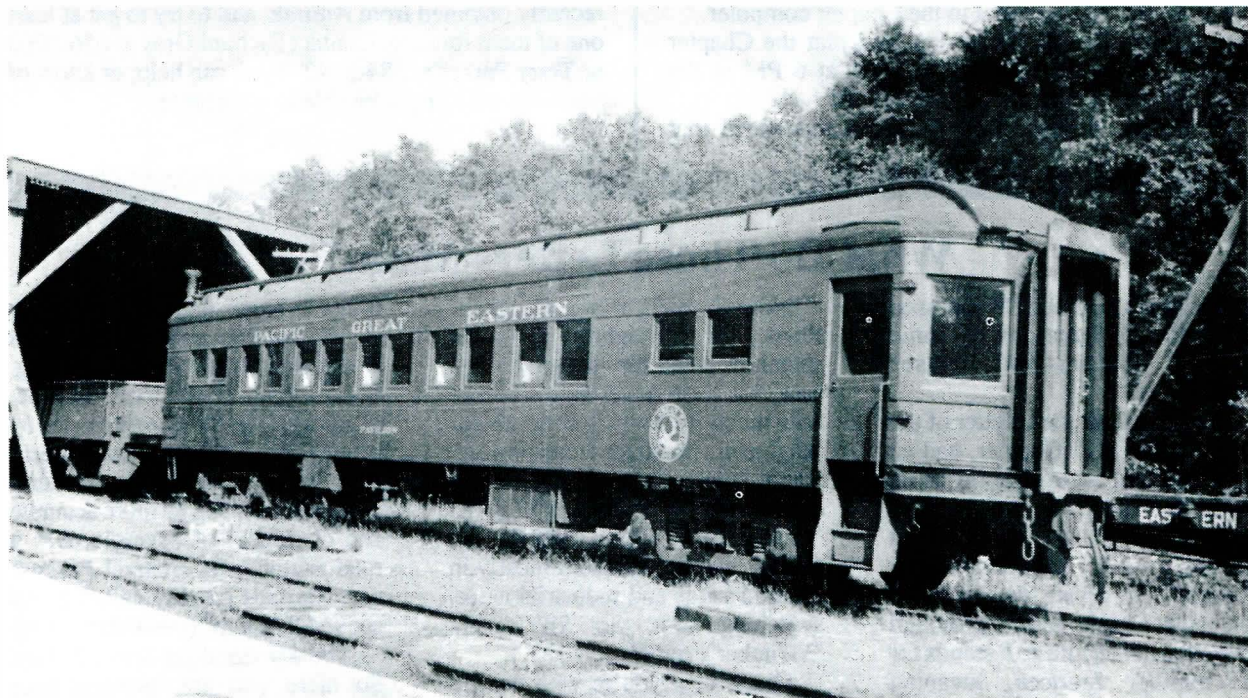
An exhilarating speedboat ride brought us to Britannia Beach just as the cruise boat was pulling away, steaming the final miles to the dock a Squamish and a connection with Pacific Great Eastern Train Number 1. The water taxi operator honked his loud horn until he

attracted the attention of the crew of the *Lady Alexandra*. We climbed aboard just in time for lunch.

PGE Number 1 was waiting for us at the dock. My wife and I had reserved a section in an ex-Milwaukee tourist sleeper. The other sleepers in the consist were former Oregon Electric interurban sleeping cars, with single-width lower and upper births. A dining car, coaches and baggage cars made up the rest of the train. North of Squamish, No.1 would pick up head-end freight loads for delivery to Quesnel and stations in between.

Our boat docked at 1:00pm and the train would not be leaving until 1:30. I had plans for a busy half hour. I had written Mr. Stewart, Superintendent of the PGE, asking him the locations of the PGE shops and roundhouse at Squamish, and expressing my interest in taking some photographs.

Mr. Stewart met me on the dock. He had a taxi waiting to whisk me



*Ex-Oregon Electric sleeper in service on the Pacific Great Eastern. Photographed by the author at Squamish, B.C during his trip in September 1952. These cars were featured in the September 1989 issue of The Trainmaster*

the two miles north to the shop area. I snapped two rolls of film of the many "dead" engines: 2-6-2, 2-8-0, and 2-8-2 types. I also got pictures of a couple of 2-8-2's built by Kingston. These small engines, just recently removed from service, were parked in the roundhouse. I managed to shoot PGE No.55, a 2-8-0, the only "live" engine switching at Squamish. The PGE had just received A1A-A1A type diesels built to Alco specifications, and also some light diesel switchers. Superintendent Stewart was very happy with them.

I jumped into the taxi and returned to my train. Thanking Mr. Stewart for his hospitality, I boarded No.1 as it began rolling out of Squamish. We stopped by the yards to pick up twelve mixed loads for the journey north.

Just behind our sleeping car was an open-top observation car so passengers could enjoy the wonderful scenery while traversing Cheakamus Canyon. Diesel No.555 and a trailing unit powered our train, pulling us around curves and over bridges spanning tumbling, rock-strewn Cheakamus Creek. The engine's five-chime horn echoed off the rock ramparts.

At switches, we passed sign posts that had pointed, horizontal crossboards with black dots on each end — markers for raising snow plow blades and flangers. This railroad experienced the heavy snow problems usual to the north country.

After an excellent dinner of roast beef, mashed potatoes, homemade bread, and the best apple pie I'd ever tasted, my wife and I adjourned to the open-air car. Bundled in blankets against the fall chill, we enjoyed the sights and smells of the evening. As we passed 600-foot-deep Seton Lake, we saw lights reflected across the waters from the resort cabins. The occupants probably were packing up after their season's stay.

After a brief stop at Lilloet, we rolled into the deep Fraser River Canyon. We crossed the river on a big steel-and-concrete bridge. It was getting late and the night was

cold. From the blanketed comfort of our lower berth we viewed the Fraser River, 2500 feet below, sparkling in the moonlight like a silver ribbon.

From the River to Moran and Lake Kelly, the railroad climbs more than 3,000 feet in a distance of 35 miles. A pilot-lookout operator on a track motor car ran ahead of No.1 with a powerful spotlight. He kept a lookout for rock slides. There were no rock slide fences on this road.

We were asleep when No.1 made a stop at Clinton, B.C. to switch in a carload of cattle. Sometime during the night we made another stop, at Williams Lake. We pulled into Quesnel on time at 8:45am.

Breakfast in the dining car was as good as the dinner. We enjoyed thick slices of Canadian bacon, lots of eggs, and biscuits the size of coffee cups with creamy butter; also hot oatmeal with cream. The cost of breakfast was the same as the dinner — one dollar.

We would spend the day at Quesnel and we had the same berth for the return trip to Squamish, so we left our belongings in our train car. After touring the busy town, I contacted a friend in Vancouver who put me in touch with Colin McKenzie, a fellow railroad buff. Colin had just returned from the United States, where he had visited all the small standard- and narrow-gauge railroads. He collected timetables from their employees, and purchased more from collectors. He possessed a huge, fascinating collection of timetables, both employee and public types.

I spent the rest of the day photographing freight and passenger trains in the yards; also road and diesel engines. Several civil engineering cars were parked in the yards — PGE was building north to Prince George, Fort St. John, and Dawson Creek. (Today the Pacific Great Eastern is known as the British Columbia Railway. It is a modern railway with direct rail connections at North Vancouver, Prince George, and Dawson Creek,

and it does ten times the business it did at the time of my 1952 visit.)

We departed Quesnel at 7:30 and enjoyed a peaceful night. We awoke early to enjoy the scenic wonders as we again passed the Fraser River Canyon. A 30-minute stop at 7:00am in Lilloet gave me a chance to photograph a yard diesel and a very unusual homemade rail bus. Made of wood and powered by a gasoline engine, it was used to haul employees.

Later, as we passed Seton Lake, a trainman "entertained" the passengers with the story of a steam engine that had toppled over into the lake and sunk to its 600-foot depth, drowning the engine crew. The roadbed is built along ledges, with an almost vertical drop to the deep, dark waters.

Clouds brought early darkness as we rocked along to a 2:45 arrival and connection with the S.S. *Alexandra* for Vancouver. At one point along the way we passed a huge hydroelectric plant. Several penstocks plunged down a steep mountainside, carrying water to spin the turbines to supply electric power to Vancouver.

As we departed from the Squamish dock aboard our boat at 3:15pm, I discovered that Mr. Stewart, the accommodating Superintendent also was aboard. As we talked, I learned that even at this early date he was asking the British Columbia Provincial Government for operating funds to buy radio equipment and to hire personnel to maintain it. Frequent winter avalanches and slides would wipe out the pole line, causing delays. Thus, he was pushing for a more reliable method of operating.

We docked on time, and spent the night in Vancouver. Then it was back to the rails as we headed into the United States, travelling on the Union Pacific via Portland and Denver, then on to Amarillo. We had covered a lot of distance on a two-week vacation. But travelling by rail, in a comfortable sleeping car or a scenic open air car, is at least as enjoyable as arriving at the destination.

— William O. Gibson

## COMMITTEE CHAIRS

Chapter representative, Portland Rail Equipment  
Advisory Group: Bob Hoffman, 659-0914  
Chapter representative Northwest Rail Museum  
Board: Chuck Bukowsky, 284-7277  
Activities: Vacant  
Meeting Program Coordinator:  
Vacant  
Bylaws: Vacant  
Concessions: Marilyn Edgar, 236-7271  
Excursions: Bill Carter, 646-8116  
Finance: Dave Van Sickle, 297-3807  
Library & Historical Foundation: Walt Grande,  
246-3254  
Membership: Fred Dorsett, (206) 256-4981  
Museum: Dave Stimac, 288-2421  
Public Relations: Al McCreedy, 281-2415  
Publications: Irv Ewen, 232-2441  
Rolling Stock: Richard Gray, 656-0260  
Chief Mechanical Off.: Bob Jackson, 233-2667  
Car Rental Agent: Carl Rodabaugh, 253-4241  
Ad Hoc "Union Station": Terry Parker, 284-8742

## CHAPTER OFFICERS:

President: Bob Hoffman - 654-0914  
14105 SE Laurie, Milwaukie, OR, 97267  
Vice President: Bill Carter - 646-8116  
13915 SW Stirrup St, Beaverton, OR 97005  
Secretary: Chuck Storz - 289-4529  
146 NE Bryant St, Portland, OR 97211  
Treasurer: Maxine Rodabaugh - 253-4241  
2315 SE 104th Dr. Portland, OR 97216  
National Director: Rich Carlson - 292-0975  
9110 NW Stark Ct, Portland, OR 97229  
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Bob Jackson - 233-2667  
2131 SE Tenino St, Portland, OR 97202  
Jerry Schuler - 285-7941  
2034 N Webster St., Portland, OR 97217  
David Stimac - 234-6967  
2211 SE 26th, Portland, OR 97214  
Jerry Webb - 298-8163  
5600 Moody Rd., The Dalles, OR 97058  
Sixth director: Vacant

THE TRAINMASTER  
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National Railway Historical Society  
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