

The



TRAINMASTER



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

FEBRUARY 1990

Jack Holst Award to Peter Rodabaugh

Peter Rodabaugh was selected by the membership to receive the Jack Holst award for outstanding service to the Chapter. Pete's great work in keeping the *Mt. Hood* operational is appreciated by all.

The award was presented at the annual banquet by last year's recipient, Marilyn Edgar.

Congratulations, Pete!

Swap Meet Workers

It's time again for the annual swap meet that the Chapter holds jointly with the Columbia Gorge Model Railroad Club.

Management of the swap meet alternates between the PNWC and the Gorge. It's their turn this year, and Doug Auburg is in charge.

Each organization is expected to provide half the people needed to staff the show, for everything from directing traffic to selling tickets.

If you can volunteer some time, please sign up at the February 26 business meeting, or call Esther Rosu at 659-5157.

Tables are going fast. If you are interested in renting a table at the swap meet (\$12 per table), contact Doug Auburg at (206) 694-7769 for information on availability.

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CHAPTER TIMETABLE NO. 329

REGULAR RUNS

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

MONTHLY MEMBERSHIP MEETING, February 26, Monday, 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 and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done, and **your contribution would be welcome**. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, February 17 & 24, 1 to 4pm at Room 1, Union Station. On duty: Gordon Zimmerman.

EXTRA BOARD

ANNUAL RAILRODIANA AND MODEL RAILROAD SWAP MEET, Saturday, March 10, 10am to 4pm, at the Jackson Armory (details inside). Our joint effort with the Columbia Gorge Model Railroad Club. **Help needed!** Sign up at the February business meeting or call Esther Rosu at 659-5157. Details at left and on page 2.

Shasta Daylight '90, 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, assuming SP goes along.

NRHS National Convention, June 14-17, at St. Louis, Missouri. Engines UP 844, SLSF 1522, N&W 611, and SSW 819 will attend — why don't you?

SP 4449 TO VANCOUVER, BC and return, June 19 to 24, to promote the State of Oregon at a trade show. Some tickets are expected to be available to the public.

FEBRUARY 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 Esther Rosu at 659-5157.

The TRAINMASTER

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

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Molalla, OR 97038

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

From the Editor

Invest in the PNWC

Members of the Pacific Northwest Chapter soon will have an opportunity to invest — literally — in the future of the organization. The Board of Directors has authorized the sale of bonds to Chapter members. Proceeds of the sale are to be used to finance the preparation of a fleet passenger cars for Chapter excursion service.

With the increasing uncertainty of obtaining cars from Amtrak for excursions, it appears that the Chapter will either have to find equipment on its own, or live on a very small budget and cease most of our activities on behalf of railroad history and preservation. The Board feels that the best approach is for the Chapter to own the cars we need to keep alive our excursions — and the resulting income that makes possible so much of what we do.

President Bob Hoffman has formed the ad hoc Property Development Committee and appointed Al McCready chair. Al and the other Committee members will be working to complete all plans and arrangements so that the prospectus for the sale can be presented to the membership at the Feb. 26 business meeting.

Although much remains to be settled as of press time for *The Trainmaster*, the plan as it now stands is to offer to Chapter members interest-bearing bonds in denominations of \$100, to mature in five years. As funds become available, bonds will be selected at random for retirement before reaching maturity. The bonds will be legal securities, registered with the States of Oregon and Washington, and perhaps California. The goal is to raise at least \$100,000.

I urge all members who are concerned about the future of the Pacific Northwest Chapter to attend the business meeting on February 26, when the final plan will be presented to the Membership.

—Russ Schoof

Saturday, March 10, 1990

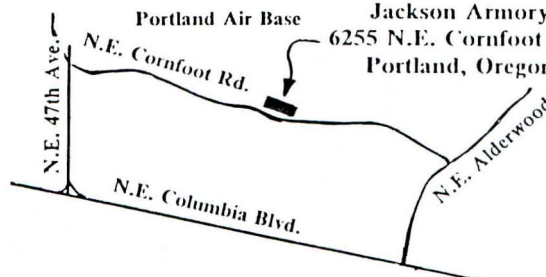
Portland's Twelfth Annual

Railroadiana & Model Railroad Swap Meet

Admission:
Adults \$2.00
Children under 12 FREE

Hours:
10 a.m. to 4 p.m.

Address:
Jackson Armory
6255 N.E. Cornfoot Rd.
Portland, Oregon



CHAPTER BUSINESS

Notices

PROPERTY DEVELOPMENT COMMITTEE

President Bob Hoffman has created the ad hoc Property Development Committee, charged with developing a plan to create and administer a program to sell to Chapter members bonds to finance a fleet of Chapter-owned passenger cars for excursion service. Listed below are members of the Committee.

Al McCready (Chair)
 Bill Carter
 Richard Gray
 Tom Green
 Shannon Pratt
 Dave Stimic

Committee Reports

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members into the Chapter:

JOYCE L. BUCKLEY
 8940 SW Sheridan Ct., Beaverton, OR 97005

VIRGINIA A. CRONK
 92 Log Cabin, Independence, OR 97351

WILLIAM K. KING
 1307 Northridge Dr., Carrollton, TX 75006

KEVIN M. RICHTER, SR
 58965 Morten Ln., St. Helens, OR 97051

Summary of Minutes - Board of Directors Meeting - January 11, 1990

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

Treasurer Maxine Rodabaugh reported a balance of \$24,137.33 in the Chapter's checking account as of 12/31/89.

The board of directors passed the following motions at its January meeting: 1. Authorized payment of \$170.00 to Walt Grande for about 60 Official Guides purchased by Walt for the Chapter library. 2. Authorized the president to appoint an ad hoc committee to investigate the feasibility of selling bonds for the exclusive purpose of upgrading the Chapter's passenger rolling stock for excursion use, said committee to make a specific proposal to the board for the sale of bonds. 3. Approved

the purchase of two (2) passenger trucks from the Mt. Rainier RR. for \$5500 with the approval of the finance committee, with the purchase to be submitted to the membership for final approval after finance approves.

Rolling Stock: Bob Hoffman reported that the rolling stock committee is working on a five year plan to be completed by 2/1/90. Requests have been received from both the 4449 crew and the SP&S 700 crew to lease or rent the car Mt. Hood. A proposal has been received from Bob Steele of Tillamook to trade the Chapter's car Twin Grove in return for a 40 year inspection on the car Mt. Hood.

Excursions: Bill Carter reported that Amtrak has committed equipment for an excursion to Redding, CA on May 12 and 13. Only S.P. approval is needed as a final go ahead for the trip. There will be about 500 to 520 seats on the train. Other trips possible for 1990 include a Seattle steamboat trip, a Washington Central dinner train trip and a Mt. Rainier RR. trip.

Library: Jerry Webb reported that Walt Grande has acquired a collection of about 60 Official Guides for the library. The library committee wants a request relayed to the NRM to include library space in any museum building to be built.

Union Station Committee: Terry Parker reported that only five tracks will be left through the station in the near future with one low shed due to come down. The Ninth Avenue crossing of Front Avenue is due to be reopened.

Rolling Stock Bonds: Bob Hoffman stated that the Chapter's future lies in running its own excursion train. Al McCready has proposed a plan to sell bonds to the Chapter membership to buy additional cars to assemble an excursion train. Bonds would be \$100 each with a maximum of \$10,000 sold to any one member. Bob asked for board approval of a committee to work out a plan to sell the bonds. Al McCready related his experience with bond financing for another non-profit organization which was very successfully carried out. Al also reported receiving favorable response from a major railroad when they were asked about running an excursion with the Chapter's own equipment.

Adjourned at 10:35 PM.

Respectfully submitted, Chuck Storz, Secretary.

Summary of Minutes - Regular Chapter Meeting - January 22, 1990

The meeting was called to order by President Bob Hoffman at 7:30 PM.

Treasurer Maxine Rodabaugh reported receipt of the refund check for \$390 from Amtrak returning overcharges from the Mt. Hood trip to San Diego. Gordon Zimmerman turned in checks for \$1751 from concessions sales.

CHAPTER BUSINESS

The Chapter membership passed the following motion at the January meeting: Approved the purchase of two passenger trucks from the Mt. Rainier RR. for \$5500.

Rolling Stock: Richard Gray reported that the spare trucks available to the Chapter will provide many replacement parts including an equalizer, wheel sets and springs needed for the Mt. Hood. Help is needed for Saturday work parties beginning at 10 AM.

Excursions: Bill Carter reported that the Amtrak trip to Redding, CA on May 12 and 13 will be called the Shasta Daylight excursion. The excursion committee has met and made assignments for staffing the trip. A second trip for 1990 is a possible Seattle steamboat trip in July. Possible fall excursions are a Washington Central dinner train trip and an excursion on the Mt. Rainier Scenic RR. More volunteers are needed to manage and staff future trips. CPR training for car hosts will be scheduled during April.

Activities: Bob Hoffman announced that Esther Rosu is the new Chapter Activities Chair.

Jack Holst Award: Duane DeLong, Carl Rodabaugh and Gordon Zimmerman were nominated for the Jack Holst award by the award committee. Peter Rodabaugh was nominated from the floor. The membership voted on the award with the result to announced at the annual banquet.

Board Member Election: Fred Dorsett was elected to fill a one year vacancy on the board of directors as a director at large.

Rolling Stock Bonds: Bob Hoffman announced that Al McCready has proposed a plan to raise money to purchase more passenger cars for the Chapter's excursion train. The plan, approved in concept by the board, is to sell bonds in \$100 multiples to Chapter members to finance acquisition and repair of excursion rolling stock. Al McCready has agreed to head a committee which will plan the bond sale in detail with the Feb. 26th meeting as a target for completion of the plan. A trip down the Columbia to Astoria is possible if the Chapter has its own equipment.

The meeting was adjourned at 9:00 PM.

Respectfully submitted, Chuck Storz, Secretary.

Library Vacuum

The Chapter library and archives are places that get dirty all too quickly. What the Library Committee badly needs is a vacuum cleaner to help stay ahead of the dust. If any member has a working tank-type machine that could be donated to the cause, please contact Walt Grande at 246-3254.

Holiday Choo-Choo

Along about two months ago, several of our gang hopped over to Battleground to car host on the Christmas Tree Train operated by the Lewis and Clark Railroad.

The excursion train ran on Friday, Saturday, and Sunday over the first three weekends of December, with one round trip each day. The age-old tradition of cutting your own tree is twice as nice when you reach your destination in a vintage rail car.

One foggy December morning, families crowded the Battleground station platform, the line winding down the stairs and out into the parking lot. All were anxious to get on board and find that seat where it's warm. Six coaches were available for seating, with room also in the snack car.

Up in front was a caboose where sat a lady all dressed in red who told stories to attentive young ears. The cupola's seats were always full. Earnest cries of "I'm next!" or "Hurry up and let someone else up." filled the car.

A few courageous souls who had brought their arctic gear braved the two open cars, but most everyone else stayed behind closed doors.

Local crafters had set up a bazaar in the baggage car. They sold wooden train sets, whistles, Christmas gifts and — best of all — Christmas goodies.

At the tree farm, our guests filed off, checked out a saw, and went out in search of the elusive "perfect tree." Some, fearing fir needles and adverse ground conditions, opted to have a professional harvest their claim. The cultured firs were baled and loaded into an aging Northern Pacific insulated boxcar for the return trip.

The high point of the afternoon was an unscheduled stop to pick up Santa Claus. It seems that his sleigh broke down, so we gave him a lift to town. In gratitude, he passed out gifts to the kids and wished a Merry Christmas to all.

I highly recommend that the Lewis and Clark Christmas train be included in everyone's holiday activity list next year. (Yes, I was paid to say that!) It most assuredly will become a tradition in this family.

—Michael Callanan

Saturday Work Parties

For those who might have an interest in working on the Chapter's rolling stock, you should know that Tuesday is not the only day that work is in progress. Richard Gray convenes a session at Brooklyn Yards every Saturday at 10am. If the Chapter is to break free of its dependence on Amtrak for excursion rolling stock, many hours of labor must go into our fleet to put it all in operating condition. If you can help, head down to the Yards some Saturday, or contact Richard at 656-0260.

NEWS—HISTORY—TRAVEL

When Railroads Lured People West

By 1870, America's middle west had been opened, and the process of colonization and homesteading was beginning farther west.

So begins the story *The Immigrants* in the October 1975 issue of *Burlington Northern News*. It was written to show the railways' contribution to the development of America.

The so-called "granger railroads" were building west from middle America. People and products were needed to fill the trains. Acres and acres of land along their routes — granted by the U.S. Government — were waiting to be sold as part of their business operations.

Agents were employed by the railroads to contact prospective settlers, first in the Eastern United States, then overseas, primarily in Europe. Depending on what your understanding of history is, they may or may not have been of the same cut of cloth as traveling medicine men of their era. Whatever, they got the job done.

As the *BN Magazine* story chronicled, "Posters, pamphlets, and books were created announcing the good life to be enjoyed on the open prairies. Phrases like 'oases awaiting habitation' and 'the new Garden of Eden' were employed to sing the praises of the glorious west." The land was credited with producing 100 bushels of corn or 50 bushels of wheat per acre.

The railroads soon depleted the market in the eastern U.S. and began looking across the Atlantic. Thousands of agencies were established there.

The Burlington and Missouri River Railroad, a forerunner of the Chicago, Burlington and Quincy RR, had a generous price and credit policy to locate immigrants along its lines in Nebraska and Iowa: land selling at \$2 to \$15 an acre. The road's primary target was groups of people. A newspaper of the day

related: "George F. Trans is organizing a group of French Communists to come to Nebraska and settle on Burlington land." And this one from Deckerton, N.J.: "A colony leaving here today to settle on the Burlington's rich farm lands in Nebraska, including 80 farmers, five masons, two merchants, two blacksmiths, one each of doctor, drug store proprietor, hardware merchant, minister, school teacher, undertaker, furniture dealer and watch maker. Each person will receive 160 acres regardless of their profession."

Washington State was not forgotten. Part of an advertisement by the Great Northern read, "Why not go where you can make a good living at pleasant and profitable work. Buy five or ten acres of Washington fruit land. While your trees are maturing a good income may be had from the sale of chickens, eggs, berries and melons".

The *BN Magazine* story reprinted an ad extolling the wonderful world of Montana. We quote: "Magnificent Montana with her rich and fertile valleys and plains, her towering mountains, her canyons deep and impressive, her waterfalls and, above all, her grand people, making as diversified and beautiful a picture as God or man ever painted beneath the skies." It went on from there.

As you can see, the railroads really wanted people to move onto lands along their tracks. Some colonization departments were not above trying to persuade people bound for a spot on a different line to shift to another on theirs.

A group of Englishmen arrived under Northern Pacific RR auspices at a site in Minnesota. Almost before they got settled an anonymous pamphlet by a person who would have you believe he had lived in the area for a few years was circulated. It had nothing nice to say

about Minnesota, assuring the newcomers that moving there was a big mistake. It said, "Minnesota has a harsh and inhospitable climate wholly unsuited for agriculture of even the crudest sort." It went on to say the area's weather was "Unfit for neither man nor beast." It ended by saying everyone should pack up quickly and head for Kansas and Nebraska. NP detectives found out the pamphlet was financed by the Burlington and Union Pacific railroads and a few others. These railroads operated in...that's right, Kansas and Nebraska!

(To be continued.)

—Jerry Webb

Unlucky Commuter

Sometime before 1982, a commuter in England forgot that a train he sometimes took did not stop at his station on a certain day. He boarded that train on his way home on that certain day.

Therefrom comes this tale by way of the *Lake Shore Timetable*, *Shortline* and *The Readers Digest*.

The conductor listened to his tale of woe, sympathized, but said he could not stop the train. However at his station the train slowed to go through a junction. When it did, the conductor said he would open the door and the commuter could hop off. But he cautioned the man, "Keep in mind that we're going fast, so hit the ground running, so you don't get pulled in by the train's wake".

The commuter did what he was told. He hit the ground running, but his momentum carried him forward even with the car ahead. At that moment another trainman opened the door on that car, saw the man running, reached out, pulled him in, saying: "You're mighty lucky mate. This train doesn't stop on this day at this station."

—Jerry Webb

Trapped Cat

Stories of railroads and animals are humorous, sad, tragic, incredible — and always interesting. For instance, the bears of Montana and the fermenting grain of Marias Pass resulting in inebriated bears cavorting along the Burlington Northern tracks.

A few years ago a trainman opened a boxcar door in Portland and found a dog, still alive after some three weeks locked inside. A number of compassionate people and a veterinarian nursed him back to health and an airline flew him to his home in the Southeast.

And in January 1976, the *Burlington Northern News*, an employee magazine, had a picture of *Kansas City Kitty*.

As the story said, "Kitty was not a go-go dancer or a television show hostess." Kitty was a typical nosy cat — four-legged variety — who

lived in the railroad yards at Kansas City. One day, while exploring a railroad car, Kitty got stuck in the body bolster.

What is a body bolster? There are some Chapter members who know. All I know is that it is something the car's wheels are part of. It has a hollow spot, with a narrow opening. Kitty got in, but could not get out. The car was in a train, ready to leave — and leave it did, with Kitty having an experience she did not count on.

The train stopped in Sioux City, and there an employee heard Kitty meowing. He said, "The poor animal was wedged in so tight that we could not get it out. We were able to give it some food, before the train left for Willmar, Minnesota."

He wrote in chalk on the car: "Remove live cat, Body Bolster, Center read" and drew arrows to pinpoint the location.

A picture with the story shows

Kitty's head and ears sticking out of a narrow opening. Soon after, Kitty was again "on the road."

Willmar yard forces were alerted and quickly found the car. Again they were unable to free Kitty. A veterinarian was called to tranquilize the animal. It still took 20 minutes of pulling to get Kitty out.

There were no permanent injuries, though. Kitty became a celebrity around Willmar, making the roundhouse home.

Some time later, Kitty turned up missing again. Turned out the cat had been chasing pigeons and got trapped on a steel supporting beam near the ceiling. A ladder was used to get Kitty down.

And there the story ended. Kitty apparently lived out her portion of days, but exactly when the number nine came up is unknown.

—Jerry Webb

Betty

Of the many students that I had, there were many that turned out to be what I considered very good enginemen. Betty was one of the best. A personable, intelligent young lady, she picked the work up fast and easy.

When she came out with me the first time she said that she had not only never ridden on an engine in road service, but had never even ridden on a passenger train. However she had been helping Hostler so she was familiar with the controls. Her ability became apparent after the first trips as an observer, so I started her on the right side earlier than usual. She proved a point that I had been saying for some time. Which was, that when they started hiring women for train service, that they should be up in the engines. Women can fly airplanes, drive cars and there was less physical and more mental work in engine service. This along with a certain amount of coordination and feel of what the train was doing behind is what made a good engineman.

Of course we had some fun

things happen. We were going west coming into North Bonneville early one morning when I got the bright idea that all the construction workers who were building the power house would be going to work across the tracks about the time we were going by. So I told Betty to get over here and sit down on the engineer's seat. This was before she got adept at running the train. Then I said, "Now open the window and wave at all those guys that will be along side the tracks, and with lots of whistle." She did just that and I stood back where they couldn't see me and watched their mouths fall open and the startled looks on the construction workers faces to see a 24-year-old young lady running that great big freight train.

Later, Betty had been with me for some time as a trainee before going to the school in St. Paul. Out of Vancouver she was running the engines. We got to Mt. Pleasant to pick up a few cars when the Dispatcher called on the radio. He asked me if I could make the next siding at a certain time for a merchandise train that was on a fast schedule. I replied as to what time

we would be there and he said, "Okay, I'll let you go on, but try not to delay them." When we were ready to leave, I asked Betty to let me take over, thinking that I could make it over there a little faster. We took off as fast as I could. Then, as we were just getting up speed, there was a big explosion and the cab filled up with smoke. Betty and the brakeman went out around the front of the unit and I can still see them through the windshield laughing at me in the smoke trying to get that train stopped. When we got stopped, the first thing that they said was, "We thought you were going to get us there a little faster than this." So the laugh was on me this time.

What had happened was that there was an electrical short and fire in the high voltage electrical cabinet so that was the end of using the lead unit for power. The controls still worked through to the trailing units so after the smoke cleared out we took off again, delaying the "Hot Shot" some, but it was a nice quiet trip the rest of the way, however not too fast.

—Kenny Prager

Hobo Signs

In this writer's family history are an uncle and grandfather who worked for railroads, but I never knew either of them. However, I do remember my mother talking about railroads. This included how Hobos at the turn of the century had ways of letting their brethren know whether or not a town or house was hospitable.

This was at the turn of the century during her girlhood days in Trinidad, Colorado. She said Hobos would mark various signs in chalk on walls, fences, gates or wherever. I don't remember what sign was outside her house, if any, or why homeowners did not erase them. Maybe some did, maybe others never noticed. The signs could also be on some object at the edge of a town, denoting in general how it responded to those people who rode the freights.

So it was interesting to me to see a story in a magazine called *Good Old Days* that reminisced about these marks and reproduced some.

The letter *T* was used at least 3 times. A *T* that was outlined, meant "a feed if you work." A solid *T* meant "be sanctimonious." A *T* at a 45-degree angle to the right meant "you'll get kicked." A picture of a cat sitting up said the occupant was a "kind woman." A circle with a

cross inside (similar to the Santa Fe Railway logo) indicated "good prospects." Three triangles in a row, each smaller than the one to its left, meant "a sob story will pay off." A small *h* tilted forward said "get away from this town fast." The numeral 3 meant 3-days on the chain gang, which was usually in the South. 30 meant thirty days in jail.

There were many more signs, some simple, others more complicated. I suppose it will never be known why various signs were used for various messages.

The subject of the story was a man who said he had "followed the hobo caravan for 11 years before he retired." He did not want his name mentioned, but did list several of what he called the most unusually named towns he said he had visited, such as Poverty, Kentucky; Doctor, Georgia; Prosperity, Missouri; Cucumber, West Virginia; Muddy, Illinois; Knawbone, Indiana; Coffee, Louisiana; and Stamped, Arizona.

The Hobo lifestyle is slowly dying out. This is shown by the fewer bona fide Hobos who attend the annual Hobo Convention in Britt, Iowa.

—Jerry Webb

I Thought I Could

How do you get a train across a bridge you are not sure will hold it? As the saying goes: very carefully.

It seems in the summer of 1989, the folks at Cooperstown, N.Y. needed extra space to house people attending the annual "Baseball Hall of Fame" activities. So they rented a train of the long-inactive Cooperstown & Charlotte Valley. There were three cars. The route would be from Cooperstown Junction to Cooperstown. Sounds easy, but there is a bridge between them at a place called Portlandville which caused concern among those moving the train. Would the bridge be strong enough to hold the weight of the train?

Now, you may be asking, if there was doubt, why take the chance? The story in the *Tower Topics* newsletter did not go into this part of the thinking. Maybe there were some who thought it was sound, but this did not extend to those who would actually move the train. And therein lies the story.

A NYS&W GP18 coupled to business car *Otto Kuhler*, a dining car and a sleeper, and away they went. The train stopped at the bridge, the crew still not convinced it was sound. All but one member got off and walked across the bridge. The remaining person put the engine in "notch 1," released the brakes, and hopped off. The train crept across the bridge. It made it! Another crew member on the other side hopped aboard and stopped the train, while the last man walked across.

On the return trip, all rode across the bridge.

fireman gave it the herring. The crew climbed back on the engine and continued their trip.

The Orderboard story concluded..."and that ain't no fish story."

—Jerry Webb

You Never Know What You Will See On Railroad Tracks

Many objects on railroad tracks have caused engineers to bring their trains to an abrupt halt. *The Orderboard*, newsletter of the Tampa Bay Chapter, NRHS, recently carried a story about one of the more unusual cases of this sort.

Back in 1935, a Santa Fe engineer was bringing his local freight at about 25 miles an hour along the surf track near San Clemente, California. All was normal until about a mile north of town he spotted something on the

track. Bringing his train to a stop, he and the fireman got off to investigate. They could not believe their eyes. They took a second look. Yep, it sure was. There was a seal who had crawled across the sand and stopped on the track!

Several fruitless ways were tried to get it off. Then the fireman walked back to town, visited a fish market, and came back with a few herring. That did the trick. The seal followed the fireman back across the sand and into the surf, where the

COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157
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 McCready, 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
Ad Hoc Property Development: Al McCready,
281-2415
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-0914
Chapter representative Northwest Rail Museum
Board: Chuck Bukowsky, 284-7277

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THE TRAINMASTER
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Portland, Oregon
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FORWARDING AND RETURN POSTAGE GUARANTEED
ADDRESS CORRECTIONS REQUESTED