

The



TRAINMASTER

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



APRIL 1990

Railfan Notes

Summer will soon be here, and with it the prime railfan season. Here's a listing of some of the things that are available. Brochures and flyers for all are in Room 1 for your perusal.

Farewell to the Alcos trip on BC Rail, May 12, sponsored by the West Coast Railway Association. Last trip behind the soon-to-be-retired Alco/MLW M630's, to Pemberton and back. Fare: \$89 (Canadian) before April 30, \$99 after. Contact the WCRA at Box 2790, Vancouver, B.C., Canada V6B 3X2.

California Western RR Steam Train to Willits, Sunday, May 13. Mikado number 45 will pull a train between Fort Bragg and Willits. Fare is \$59 per person; reservations must be made by April 30. Call (707)964-4776.

British Columbia Railway special train through the Canadian Rockies, sponsored by the Pacific Railroad Society May 23-June 1. Travel the line as far as Ft. Nelson behind the Royal Hudson and other engines. Fare: \$1395 (US) double occupancy, \$1620 single. Call (714) 837-9061.

Overland Chapter, NRHS has its customary full schedule of rail

Continued on page 4

CHAPTER TIMETABLE NO. 331

REGULAR RUNS

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

MONTHLY MEMBERSHIP MEETING, April 20, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon, at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS, every Tuesday 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, April 21 & 28, 1 to 4pm at Room 1, Union Station. On duty: Bob Weaver.

EXTRA BOARD

CPR TRAINING FOR CAR HOSTS, Saturday, April 7, 2:00pm, at the Hollywood Dance and Fitness Studio, 4419 NE Sandy Blvd, Portland. Cost: \$8 at the door.

LIBRARY COMMITTEE MEETING, Saturday, April 21, 1:30pm, at Room 1.

HOW TO RESEARCH A RAILROAD'S HISTORY SEMINAR, Saturday, April 28 & May 5, 1:30-4:00pm at Room 208, Union Station. Details on page 5.

Shasta Daylight '90, CHAPTER EXCURSION TO REDDING, CALIFORNIA, Saturday-Sunday, May 12-13. Tell all your friends so we can sell out! Details and order form inside this issue.

LONGEST DAY TRAIN RIDE and ANNUAL CHAPTER PICNIC, Friday, June 22, 6:30pm at Battleground, Washington. Instead of the usual Zoo train, this year's picnic will be on the Lewis and Clark to Yacolt. Sign up now! See page 2 for details.

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?

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APRIL MEETING PROGRAM

Southern Pacific's narrow gauge

by Richard Parks

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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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

Timetable, from page 1

SP 4449 TO VANCOUVER, BC and return, June 19 to 23, sponsored by the Northwest Railroad Museum. Still tentative.

CHAPTER EXCURSION ON THE SUMPTER VALLEY, August 18. Date and other details still have to be nailed down.

PNWC Jazz Special EXCURSION TO ASTORIA, OREGON, Saturday-Sunday October 6-7. This run over the former SP&S line will be made using our own rolling stock.

**The Longest Day Train Ride
and Chapter Picnic**

**Battleground Wash. to Moulton Falls & Yacolt
On the Lewis & Clark Railroad**

Friday, June 22, 1990

Departs Battleground 6:30 pm

- » Inside & outside seating
- » Hot dogs and soda pop included in the fare.
- » Bring a side dish to pass or a picnic basket for your own family.
- » Eat on the train, or at Moulton Falls while the train goes to Yacolt to turn.

Please reserve your seats early! Space is limited, and we must pre-sell this trip on order to reserve the equipment.

Fare: \$8 single, \$15 per couple, children 3-12 years \$1 each, under 3 years free.

Bring your friends and neighbors — Chapter membership not required.

TICKET ORDER FORM

_____ Couples @ \$15= _____
_____ Singles @ \$8= _____
_____ Children @ \$1= _____

MAIL ORDER TO:
PNWC-NRHS
Annual Picnic
Room 1, Union Station
Portland, OR 97209-3715

TOTAL ENCLOSED: _____

NAME: _____

ADDRESS: _____

TELEPHONE: _____

CHAPTER BUSINESS

Committee Reports

ACTIVITIES

Esther Rosu, Chair

The annual swap meet held jointly with the Columbia Gorge Model Railroad Club was a great success, with all tables sold and attendance exceeding the previous record by nearly 20%. Thanks to all the Chapter members who worked on the meet to make it a success:

Doug Auburg	Terry Parker
Fred Dorsett	Dave Van Sickle
Matt Van Sickle	Al McCready
Jim Edgar	Jerry Webb
Freda Webb	Carl Rodabaugh
Bob Bernard	Maxine Rodabaugh
George Combs	Anthony Reglutto
Esther Rosu	Chuck Storz
Marge Bukowsky	Chuck Bukowsky
Frank Weiler	Irene Weiler
Bob Hoffman	Sara Ackerman
Ed Ackerman	Mildred Messmer
Ralph Jack	Tammy Auburg
Chris Schoof	Russ Schoof
John Rosu	Marilyn Edgar

MEMBERSHIP

Fred Dorsett, Chair

It's that time of year again and some of you are calling or writing letters telling me that you got a second notice about your dues, but you have already paid them. This subject was covered in the January issue of *The Trainmaster*.

If you paid your dues anytime after January 15th you probably have received a second notice. The reason is that these second notices are sent by National headquarters of NRHS during the first week of February. We batch your renewals and mail them to National every two weeks — usually the first and fifteenth of each month. Any dues paid after January 15 did not arrive at National until the first week of February, when the second notices already were going out. The only way to avoid this is to pay your dues before January 15.

When you receive your blue membership card, that is proof that we have received your dues and they have been processed. However, if you still have any questions, please don't hesitate to call or write, because nothing is perfect and mistakes do happen.

Thanks to Tammy Auburg and Naomi Gray for preparing the meeting night snacks this past winter. Noel and Eli Nelson have returned from wintering at the coast

and will be preparing snacks this spring and summer, as usual.

Remember to feed the kitty for the snack service. We have been running a little short lately, so let's leave money and keep the kitty *green*.

Summary of Minutes - Board of Directors Meeting - March 8, 1990

The meeting was called to order by President Bob Hoffman at 7:15 PM.

Treasurer Maxine Rodabaugh reported a balance of \$19,604.17 in the Chapter's checking account and about \$58,000 in the savings account as of 2/28/90.

The Chapter board passed the following motions at its March meeting: 1) Authorized payment of the premium on the APPRCO insurance policy. 2) Authorized Bob Jackson, conditional on membership approval, to engage the services of a qualified appraiser to set values on cars Mt. Hood, 3300, 6800, 4461, 6200, 1220, Twin Grove, Santa Ynez and 76 for insurance purposes in connection with the bond program. 3) Authorized expenses of up to \$700 for National Director Rich Carlson to attend the spring NRHS national board meeting in Phoenix, AZ. 4) Authorized spending up to \$500 to send a member of the rolling stock committee to a rolling stock maintenance seminar at the Sacramento, CA railroad museum. 5) Authorized Pete Rodabaugh to spend up to \$100 for maintenance on Chapter radios.

NRHS Northwest V.P. Jerry Webb reported that the NRHS has formed a convention committee to oversee the organization of national conventions. The NRHS experienced a net loss of over 2000 members in 1989 vs. 1988. The national organization would like to see more young members in the NRHS.

Activities: Esther Rosu proposed chartering the Lewis & Clark Ry. train for the Chapter's picnic on the evening of June 22. She also suggested a Sumpter Valley trip during August.

Union Station: Chuck Bukowsky reported that at the hearing on removing two more tracks through the station the PDC task force appeared to be already decided on the removal of the tracks with the hearing as just a formality. There was considerable discussion by the Chapter board on the implications of keeping or removing the two tracks.

Finance: Dave Van Sickle cautioned everyone to watch expenditures due to the Chapter's still very tight financial condition.

Bond Program: Bob Hoffman gave board members two letters from the attorneys handling the bond program for the Chapter and asked for any suggestions for changes. Bob reported 161 favorable replies to the bond program mailing. Board discussion of the program developed the facts that any cars pledged as security for the program would need to be insured and that an appraisal would be needed to establish values.

Rolling Stock: Richard Gray reported that a list is being made of tools needed to complete work on the Chapter's cars. Peter Rodabaugh estimated completion of work on the Mt. Hood's truck by mid-April. Bob Hoffman advised that the order of priority for car repairs will be Mt. Hood, 3300 and 6800.

Emergency Fund: The board decided informally that con-

CHAPTER BUSINESS

tributions to the Chapter's emergency fund should continue even though the initial amount has been reached.

The meeting was adjourned at 11:44 PM.

Respectfully submitted, Chuck Storz, Secretary.

Summary Of Minutes - Regular Chapter Meeting - March 16, 1990

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

The Chapter membership passed the following motions at the March meeting: 1) General authorization to proceed with the bond program including A) A statement of intention to issue up to \$250,000 in bonds to repair or upgrade Chapter cars with the cars to serve as security, B) The Chapter's commitment to hire attorneys John H. Woodard and Michael T. Purcell to represent the Chapter in the required filings for the program with a retainer of \$5,000 to be paid, and C) Empowering the Chapter officers and directors to proceed with the program and requiring regular monthly reports to the membership on its status. 2) Authorized spending up to \$2,000 to appraise up to ten Chapter cars.

Bond Program: Bob Hoffman introduced attorneys Michael Purcell and John Woodard who explained the ramifications of the bond program including requirements for full disclosure in the prospectus, the federal and State of Oregon view of securities, and details on using the Chapter's cars as collateral.

It appears that registration in the State of California may be not be worth the expense and effort, but work will proceed on registration in Oregon and Washington.

Progress Reports: Bob Hoffman announced that he has asked the Rolling Stock committee to prepare a slide presentation on the Chapter's cars as they now appear, and slides of progress and monthly reports of progress in *The Trainmaster*.

Excursions: Bob Hoffman reported that the contract with Amtrak for the Redding excursion has been signed. 2745 brochures for the trip have been mailed. The Chapter is still waiting for the contract with the B.N., promised in March, for the Astoria trip.

Activities: Esther Rosu announced that the Chapter will charter the Lewis & Clark train out of Battle Ground, WA for the Chapter picnic on Friday, June 22. The charge for the picnic will be \$15 a couple, \$8 single and \$1 each for children 3 to 12.

Swap Meet: Doug Auburg reported paid attendance of 1086 at the meet which was 50% over 1989. There were 144 seller's tables. Jerry Webb reported that only four Chapter members showed up for the Friday evening table setup. Marilyn Edgar reported Chapter table sales of \$290 at the meet.

Union Station: Terry Parker reported that the PDC held a hearing two weeks ago today on removing two tracks from the station. Chapter members attended the hearing and spoke in favor of keeping the tracks. Terry advised that he and others on the Union Station committee are working on retaining parking in the station area when the Transit Mall is extended.

Respectfully submitted, Chuck Storz, Secretary

Railfan, from page 1

trips this year. Among them are a Los Angeles - Colorado rail tour (May 30 - June 17) and *Colorado Rails* tours following the National Convention in St. Louis (June 18-28 and June 29-July 7). Call (309) 764-1834.

The Northern Pacific Railway Historical Association will hold its sixth annual convention in Bozeman and Livingston, Montana on July 13-15. Chapter members are invited to attend. Events include visits to NP's Livingston Shops, Bozeman Pass, and other local NP attractions. Registration materials are available from PNWC member Rufus L. Cone, 1413 Bridger Drive, Bozeman, MT 59715; (406) 994-6175

The Eureka Southern Railroad again will run the *North Coast Daylight* between Eureka and Willets. The season begins with a 3-day

special run May 18-20. Regular service continues through October 14. Round-trip fares are \$109 adults and \$49 children; other fares are available. Contact North Coast Daylight Ticket Office, P.O. Box 3666, Eureka, CA 95502-3666; (800) 544-3763. (Contributed by Ken Lantz)

Mt. Hood Railroad excursion season between Hood River and Odell/Parkdale begins April 7 and runs through December 9.

April 7 - June 3:

Wed.-Fri. To Parkdale

Sat. Sun. To Parkdale and Odell

June 5 - September 2

Tue.-Sun. To Parkdale and Odell

September 5 - 30

Wed. - Fri.: Parkdale

Sat.-Sun. To Parkdale and Odell

October 6 - November 25

Sat.-Sun. To Parkdale and Odell

December 1, 2, 8, 9

Christmas Tree Express to Parkdale

Fares: Parkdale (10:00am depar-

ture) \$17 adults, \$15 seniors, \$10 children; Odell (3:00pm departure) \$10 adults, \$8 seniors, \$6 children.

Chehalis-Centralia Railroad runs steam trains between its namesake cities on weekends. Information: Chehalis & Centralia RR, P.O. Box 1112, Centralia, WA 98531; (206) 748-4232.

Just like new. On March 3, 1970, four major railroads merged to become the Burlington Northern, the largest system in America. To celebrate its twentieth anniversary, BN has rebuilt and repainted GP38 number 2075. This was one of the first engines delivered to SP&S tracks in the new merger colors. The 2075 usually works at Camas, but can be seen at Vancouver Terminal on occasion. So all of you SP&S fans get out there and get a picture of the SP&S engine that never wore SP&S colors. (Contributed by Michael Callanan)

Continued on page 5

NEWS—HISTORY—TRAVEL

Stolen Ride

Publications for railroad enthusiasts have a fundamental rule that is rarely broken — never concede that anyone ever stole a ride on a train.

By contrast, the *Los Angeles Times*, which does not edit material to make brownie points with railroads, recently ran a two-page spread about the upwardly-mobile executive types who have already been to Tashkent, Timbuktu and most other places, and have discovered the joys of freight trains: feeling the wind as they cling to various types of rolling stock, and fraternizing with the few remaining professional bums in the nearby jungles. One can picture the horror of railroad security people at reading such stuff.

A recent *Trainmaster* tweaked my interest with the account of the wreck of the Milwaukee Road *Olympian* east of Miles City in 1938.

If it is possible to report such things, in 1933 I went to the Century of Progress exposition in Chicago by stealing rides on trains. Returning west, I rode with a string of empty boxcars being positioned for the wheat harvest. I have this fragment of a log: "Left Mobridge in the night. Marmath in the morning. All day wait. Very hot, went swimming. Rode blinds on the *Olympian*, chased off at Miles City."

At Marmath that day the train

threaded through tracks several deep in the yard, and engine and caboose were removed. This meant waiting. There was a big pond north of the yard where we went skinny-dipping.

In time swimming brings hunger. A man from the group called everyone together, pointing out that we would be better off and cause less trouble to the townspeople if we pooled our effort rather than each on his own. He dispatched various of us for items and said he himself would try for some meat stock.

Back from the town, we fell to work putting ingredients into a large lard container obtained from the small bakery. In the end, the stew was surprisingly good and large enough to feed about forty.

The afternoon was beastly hot, but we were all alert as a long freight came from the east and eased deep into the yard. As the engine chuffed gently by, the engineman acted out the answer to our unspoken question. He pointed to the setting sun, motioning that it would go down, then he placed his hands on the window sill and laid his head on them, indicating we would all sleep. Then he pointed to the east. The sun would rise, get to a certain angle, then a freight would leave for the west. Completing his act, he broke into a big grin, teeth and eyeballs gleaming in a face black with coal dust and sweat.

We all showed up at the depot early in the night as the westward *Olympian* exchanged passengers and mail. Then the bell rang, the headlight pierced the black night to the west. As it started nearly all forty of us came out of the weeds and rushed for the vestibule of a deadhead Pullman just behind the engine.

The day had been muggy and there was a magnificent display of lightning to the west. We all jammed into the vestibule as we surely would get soaked if we tried to ride on the tender. As we arrived in Miles City, a company policeman stepped in by the drawbar, shined his flashlight at our feet, then at our heads as if he could not believe his eyes. Finally, he found words: "More goddam bums up here than people in the coaches."

It must have been just such a night that a flash flood took out a small bridge and the *Olympian*, on this same schedule, piled up, with loss of life.

Life magazine carried fine pictures of this wreck and the radio program *The March of Time* re-enacted the sounds of this speeding train roaring across the flatlands and piling up in a horrendous wreck — gripping for one who remembered the real sounds of the *Olympian*. They even duplicated the exact tone of Milwaukee Road chime whistles.

—Merritt "Bud" Parks

RR Research Seminar

The Library Committee will hold a two-session seminar on "How to Research a Railroad's History." The class will be held in Room 208 of Union Station on two Saturdays, April 28 and May 5, from 1:30-4:00pm. Walt Grande will conduct the sessions. If you are interested, call him at 246-3254 to reserve a place, as Room 208 has a limited capacity.

Railfan, from page 4

Caboose for Sale. Marist High School in Eugene has an ex-SP caboose for sale as a fund-raiser. Anyone interested should contact the school at the telephone number listed.

Steel, 32-foot bay-window caboose, circa 1978. Completely renovated for use as office or guest house. Freshly painted dark green exterior with black undercarriage,

carpeted, oak panelled interior, rewired, new windows, in beautiful condition. Complete with track section to rest on. Certain delivery charges may be included. Available to the highest bidder at the Marist High School Auction, Eugene, Oregon, May 5, 1990. Call (503) 686-0251 to inquire about our process of accepting written bids from those not in attendance.

—RS

GN 2507 to Run Again?

For the past 24-odd years, former Great Northern steam engine number 2507 has greeted visitors to Maryhill State Park, across the Columbia River from Biggs Junction. The engine was given to Klickitat County by the SP&S.

This past December 26th, a newly-formed group, Northwest Railway and Locomotive Preservation Association, with a Seattle address, signed a 25-year lease-contract with the County for exclusive use of the locomotive.

I first read about the arrangement in a short article in the March issue of the *Goat*, quarterly publication of the Great Northern Railway Historical Society. So I went to Goldendale and talked with the secretary of the Klickitat County Commissioners, the governing body of the county. She got out the multi-page document, which covered many things.

The Association will pay the County one dollar per year. If possible, the engine is to be moved before March 1, 1991, with hopes of its being ready for the 1991 Rail Fair in Sacramento.

Other agreements in the contract call for annual trips to Klickitat County for "Visit and viewing" — nothing mentioned about excursions. If the annual trip is not possible, then at least one every five years must be made. This part of the contract is contingent on Burlington Northern approval.

There is a provision that the engine be in operating condition within five years, or the contract is voided. Moving the 2507 from its Maryhill State Park location is to be done by the Association, at no cost to the County. It is not stated what will happen or where the engine would be in five years if it is moved and the Association is unable to complete the restoration.

Another part of the contract calls for the engine to be re-identified as a Great Northern property. The 4-8-2 Mountain-type locomotive was built by Baldwin Locomotive works in 1923 for the GN. The story behind her placement in the guise of an SP&S engine is an interesting one. It seems that the SP&S promised to donate one of its steamers to Klickitat County, and then forgot about its promise, only to be reminded of it after all its steam engines had been scrapped. So the 2507 was obtained from the GN, painted for the SP&S, and given to the County for display.

A visit to the engine in mid-March revealed that someone — presumably from the Association — had painted a circular GN herald over the SP&S herald that had been on the tender. It has the red circle



with Rocky the goat over that. However, the SP&S herald was not painted out first, and it shows through.

On the sand dome of the engine the letters "GN" have been applied after the Great Northern fashion. However, all this has been applied only to the park side of the engine. The SP&S herald is still on the "uphill" side of the tender and no "GN" graces the dome.

As of mid-March, nothing is in place to indicate how they plan to move the engine the quarter-

third of a mile to the BN mainline. When she was placed in the park, the railroad ran within 15 to 30 feet of the site. But with the construction of the John Day Dam a short distance upstream, the tracks were raised about 30 feet and moved northward to their present location. A peach orchard now lies between engine and mainline. Obviously, moving her will require that several obstacles be overcome even before starting on the long trip to Seattle, where the Association plans to perform the restoration.

Who is the group that hopes to put the P-2 class steamer back into operation? The *Goat* says it is a group of "skilled, professional volunteers" whose goal is "the preservation of Northwest railroad history and artifacts." "Team 2507" is the name of the group (sponsored by the Association) that is to do the actual restoration work. The Association says it is a non-profit group recognized by the IRS.

Let us hope that something can be done to restore the 2507. Since its placement at Maryhill Park, she has been steadily deteriorating, receiving only by a couple of feeble attempts at re-painting. Grateful credit for her preservation so far goes to the State Park Rangers for what care they have been able to give to something that is not really their responsibility. The engine is locked behind a chain-link fence, and the Rangers have the only keys. The Rangers are cooperative with serious railfans who are interested in the engine. They graciously gave of their time to open the gates so those attending last summer's SP&S Historical Society convention in The Dalles could go inside for a closer look.

Only time will tell whether the rebirth of the 2507 will become a reality.

—Jerry Webb

A Depot-Airplane-Champagne, or How A Depot Was Dedicated

I suppose the one thing this writer finds interesting about railroad history is you never know when, or where, tidbits of information will show up.

I recently ran across a publication called *A Walking Tour: Centralia Business District*, produced by the Centralia Main Street Association.

It told—very briefly—how a man named George Washington, "a man of foresight," realized opportunities for a town midway between the then (1872) terminals of the new Northern Pacific Railroad — Tacoma and Kalama. It happened Mr. Washington owned land at this midway point so he "decided to donate his land to lay out the town of Centerville." The name later changed because folks near Goldendale, Washington had beat him to the use of that name. It was changed to Centralia. The brochure does not say by whom, but I wonder if it is a variation on the word "central."

Anyway, back to the railroad reason for this story. The town's first depot was a small wooden

building built by the railroad in 1880 at Main and Railroad Avenue. The story did not say who built it. In 1905 a larger wood building, known as "Noah's Ark" because of how it looked, was built at Railroad and Third Avenues. Again, the story did not say who built it. It served 44 passenger trains daily.

The third depot—the one standing today and used by 6 Amtrak trains daily—was built of brick in 1912. It was one of three buildings completed and dedicated that year during the "Hub City Festival". The other two are the Centralia Carnegie Library and the Dumon Building (the latter now is gone).

Now, we get to the reason for this story's title. To do so let me quote from the brochure:

"Claude Berlin, Centralia's first aviator, flew over the city to drop a bottle of champagne on each of the three buildings. Only the depot was hit, breaking a few tiles on the roof."

Next time you are up that way, stop by the old depot. It is an excellent example of depots built in medium-sized towns. You can still

see the fine brick ornamentation. Step inside to view the interior woodwork, noting that tiling and oak benches remain intact.

Centralia is famous for murals on the side of many downtown buildings. On one (where, I am not sure) is a mural depicting the old depot still standing. A steam-engine-powered passenger train and the water tank are in the mural. Also depicted are two small boys rolling a "hoop." (You youngsters may not know what his is. Ask grandpa, he probably rolled quite a few in his day, or you could look it up in the dictionary.)

When you leave the Centralia Depot look closely at the exterior base of the building. Still visible is the stencilled warning, "Don't Spit."

—Jerry Webb



WOW!



Laugh Track

Returns!!

Now that our hardworking and fearless editor has been re-appointed for the year, we bravely forge ahead with more LAUGH TRACK!!

This time, from *The Railroad Trainman* published by the Brotherhood of Railroad Trainmen in the late 1930s, we come up with what tickled the funny bone.

LADY (TO CLERK): "I want to select a suitable Christmas gift for my husband."

CLERK: "Yes, madam; You'll find cheap ties in the damaged-goods department."

And the wife who knows:

HE: "Honey, I've brought something for the one I love best. Guess what?"

SHE: "A box of cigars".

Here's a third:

MAN DINER: "This steak is not very tender."

WAITRESS: "Well, did you ex-

pect it to put its arms around you and kiss you?"

We close with this:

A woman was making out a deposit slip at a bank. It required listing of bills, specie and checks. She listed the bills and checks, but was stumped by what to put under "specie". She finally wrote "female" and turned in the deposit.

Oh, you don't know either? Then do what I did, head for the dictionary.

—Jerry Webb



1990

On Saturday and Sunday, May 12th and 13th, the Pacific Northwest Chapter of the National Railway Historical Society will operate a special excursion train from Portland to Redding, California. We are operating this excursion in order to commemorate the 40th year since the inauguration of the Shasta Daylight. This Southern Pacific streamliner began service in July 1949, and operated in daylight service between Portland and Oakland, California. It was discontinued in September of 1966 after increased competition from publicly funded highways. Our special will consist of Amtrak Superliner cars and will include a snack car for light refreshments. Passengers will be served a continental breakfast, as well as box lunches and dinner at meal times on board the train. In addition, passengers will be served a buffet dinner and breakfast while in Redding. All meals are included in the price.

SCHEDULE

Saturday, May 12, 1990

Lv. Portland	7:30 am
Lv. Salem	8:45 am
Lv. Albany	9:15 am
Lv. Eugene	10:05 am
Ar. Redding	7:05 pm

Sunday, May 13, 1990

Lv. Redding	8:30 am
Ar. Eugene	5:55 pm
Ar. Albany	6:45 pm
Ar. Salem	7:15 pm
Ar. Portland	8:05 pm

TICKET PRICES

Double Occupancy	\$295.00 each
Single Occupancy	\$325.00 each

The above prices include all rail transportation, meals, transfers, and lodging.

REFUNDS

Our refund policy is as follows:

- Full refund (less \$25.00 handling charge per ticket) for 45 days or more before departure.
- From 20 to 45 days we will return all but 25% of the ticket price.
- After 20 days – NO refund.

ON-BOARD SERVICES

On Saturday, passengers will be served a continental breakfast upon departure, and a box lunch around noon. A box lunch and dinner will be distributed on the return on Sunday.

SMOKING POLICY

Smoking will be allowed in the vestibules on the lower level of each car. There will be NO smoking in the lounge car.

PARKING

There is limited off-street parking available in Portland around Union Station. The station is served by a number of Tri-Met bus lines, is right across the street from Greyhound/Trailways bus station, and taxi service is provided by a number of companies throughout the Portland area.

There is parking available at the Amtrak stations in Salem, Albany and Eugene.

BOARDING INFO

If you are a resident of the upper Willamette Valley, you have the option to board our train at Salem, Albany or Eugene (in lieu of Portland).

Please indicate on the order form your boarding city and detraining city. We offer this convenience, although we cannot adjust the trip price for you.



COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157
Meeting Program Coordinator:
Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Bill Carter, 646-8116
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