

# The



# TRAINMASTER

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



## JUNE 1990

### Sumpter Valley Trip

### September 7-8-9

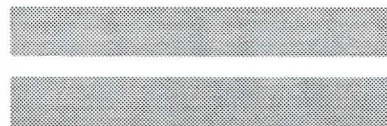
September is a good time of the year to visit Eastern Oregon. The weather is a little cooler and the trees are beginning to change. It's a great time to ride the Sumpter Valley, and here is an opportunity for 15 chapter members to do just that..

We will be taking a van-full of members on a three-day trip to ride the Sumpter Valley and to visit historical railroad sites along the way to Baker City.

The cost will be approximately \$25-\$30 per person for the van and gasoline. Rooms at the Eldorado (\$29-\$32/night) and food will be at the tour members' individual expense.

I need to have your reservation by July 31 so I can make all the necessary arrangements. Be sure to tell me whether you need a single or a double room. If you would like to go on what promises to be an excellent tour, contact me at 659-5157.

—Esther Rosu



#### CONTENTS

Timetable .....	1
Annual Picnic .....	2
Chapter Business .....	3
Minutes of Meetings ..	4
News-Events-Travel ..	6

## CHAPTER TIMETABLE NO. 333

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, June 7, 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, June 15, 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 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. **We need your help to get our passenger cars ready for excursion service.** Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

**ARCHIVES WORK SESSIONS, Thursday, June 7 & Saturday, June 16, 1 to 4pm** at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 659-9201 for more information---or just show up! There's lots of work to do.

**CHAPTER LIBRARY OPEN HOURS, Saturday, June 16 & 23, 1 to 4pm** at Room 1, Union Station. On duty: Chuck Storz.

### EXTRA BOARD

**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?

**LONGEST DAY TRAIN RIDE and ANNUAL CHAPTER PICNIC, Friday, June 22, 6:45pm** at Battleground, Washington. This year's picnic will be on the Lewis and Clark to Yacolt. See page 2 for details and latest changes.

**CHAPTER EXCURSION ON THE SUMPTER VALLEY, Friday-Sunday, September 7-9.** This trip is ready for 15 interested Chapter members. See page 5 for details.

**PNWC Seattle Steamboat Special, Friday-Saturday, September 22-23** (tentative). Another steamboat excursion is in the works. Contact Doug Auburg at (206) 694-7769 if you would like to help get it going.

**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.

### JUNE 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:

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

**EDITOR:**

Russell Schoof - 829-7269  
17777 S. Ramsby Rd.  
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

**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 6:45 pm**

**LAST-MINUTE NOTES:**  
If you ordered in advance, pick up your tickets at the station in Battleground on the day of the trip.  
It appears that there will be no space to hold a pot-luck dinner, so bring whatever you want to eat with your hot dogs.  
Note the new time of departure at 6:45.

- » Inside & outside seating
- » Hot dogs and soda pop included in the fare.
- » Bring a picnic basket for your own family.
- » Eat on the train, or at Moulton Falls while the train goes to Yacolt to turn.
- » Included in the Picnic price: *Banjo Fun*: • Banjos • Tuba • Washboard • Straw-hat music to sing along with.

» **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.**

**Car Pooling Available. Leaves from the Gateway Park & Ride at the Gateway station on MAX. Contact Esther Rosu at 659-5157 if interested**

**TICKET ORDER FORM**

**MAIL ORDER TO:**

\_\_\_\_\_ Couples @ \$15= \_\_\_\_\_

\_\_\_\_\_ Singles @ \$8= \_\_\_\_\_

\_\_\_\_\_ Children @ \$1= \_\_\_\_\_

TOTAL ENCLOSED: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

PNWC-NRHS  
Annual Picnic  
Room 1, Union Station  
Portland, OR 97209-3715

## CHAPTER BUSINESS

### Notices

#### Appointment

Alan Viewig has been appointed to chair the Bylaws Committee. Anyone who would like to propose bylaws to be considered by the Committee should contact Al at 228-8655.

### Committee Reports

#### ACTIVITIES

*Esther Rosu, Chair*

If you plan to go on The Longest Day Train Ride and Chapter Picnic, please sign up as soon as possible. There have been a few minor changes in the program; see the notice on page 2 for information on them.

The Sumpter Valley trip is now set. Information on schedule, costs, and how to get on board are on page 5.

I need someone to act as **Meeting Program Coordinator**. That person's duties would be to arrange for and schedule the programs presented at the monthly membership meetings. If you would be willing to serve in that capacity, please contact me at 659-5157.

#### EXCURSIONS

*Bill Carter, Chair*

Following is the car host roster as of May 14, 1990. All changes have been made to reflect the *Shasta Daylight '90* excursion.

#### SENIORS

William Gano  
Fred Dorsett  
Richard Carlson  
Chuck Storz  
Marilyn Edgar  
Bob Hoffman  
Robert Slover  
John Holloway  
Kenneth Peters  
Walt Grande  
Al Haij  
Hugh Robertson  
John Von Gaertner  
Randy Nelson  
Ray Meyer  
Jim Loomis  
Duane DeLong

#### JUNIORS

Robert Jackson  
Bill Carter  
Carl Rodabaugh  
Arthur Hansen  
Barbara Dougherty  
Nicholas White  
Gerald Webb  
Gordon Zimmerman  
Richard Parks, Jr.  
Janet Rodabaugh  
Richard Gross  
John Rosu  
Dale Miller  
Chuck Bukowsky  
Robert Fornoff  
Ralph Jack  
Helen Jack

Noel Nelson  
Ellie Nelson  
John Willworth  
Jack Pfeiffer  
Gerald Schuler  
Esther Rosu  
George Michelson  
Kent Hutchens  
Roger White  
Kerrigan Gray  
Kyrian Gray  
Terry Parker  
Doug Auburg  
Al McCready  
Connie McCready  
Michael Ackley  
Michael Rosu  
Richard Gray

Ed Ackerman  
Christine Schoof  
Freda Webb  
Steve Howes  
Russell Schoof  
Peter Rodabaugh  
Alan Viewig  
Naomi Gray  
Paul McGinley  
Rockford Regula  
Tammy Auburg

#### LIBRARY

*Walt Grande, Chair*

*Archives report, by Bob Weaver:*

*Work parties planned.* Archives work parties are planned for the Thursdays of June 14 and July 12, and Saturdays June 16 and July 21 (after the July Library Committee meeting), all from 1:00 to 4:00pm. These are "regular run" work sessions on the afternoons of the monthly Board of Directors meeting and the Saturday following the monthly Membership meeting.

**VOLUNTEER CATALOGUERS NEEDED.** Volunteers are needed to help catalog the vast collection of SP&S corporate records, mostly from the Mechanical Department. These records document maintenance and operation of the railroad's rolling stock and locomotive fleet, including its steam locomotives. In some cases, the records reach back into the 1910s. Call Bob Weaver at 659-7135 if you are interested in helping.

*Public timetables.* Al Haij inventoried several boxes of the Chapter's timetable collection. Clytis Belloit helped with public timetable preservation, replacing old dividers with acid-free card stock and double-checking the inventory. The collection is now housed in acid-free storage boxes, thanks to the help of Freda Webb.

*Room 1A improvements.* In order to preserve the collection of paper documents and photographic materials, we have taken steps to eliminate or control some of their enemies. Bob Slover weatherstripped the door to Room 1A, which will help stabilize the temperature and humidity and keep out insect pests. The Committee also eliminated ultraviolet radiation by blocking most of the windows and by installing UV shields on the fluorescent lamps.

## CHAPTER BUSINESS

*SP&S records.* Jim Loomis and Freda Webb inventoried records of the SP&S Superintendent of Dining Cars, 1949-1956, which records document the operation and maintenance of the parlor-observation cars *Mount Hood* and *Mount Saint Helens*.

### MEMBERSHIP

*Fred Dorsett, Chair*

Please welcome the following new members to the Chapter:

Rodney A. Aho  
 Douglas Barbour  
 Pat Barbour  
 Dean B. Bondurant  
 Rosalind Foster  
 Ralph & Lillian Graves  
 Robert & Barbara Hickox  
 Charles & Loretta Isom  
 Harry & Marjorie Larson  
 Arthur & Mary Lindsley  
 Mary Helen Lorch  
 M. Gertrude Nutting  
 Scott E. Reynolds  
 James & Nancy Van Loo  
 Larry R. Wilson  
 Victor & Susan Zurcher

### Summary of Minutes - Board of Directors Meeting - May 10, 1990

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

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 5/1/90: Checking \$11,302.72. Savings \$59,170.55.

The Chapter board of directors passed the following motions at its May meeting: 1) Authorized spending up to \$500 for legal expenses to save the Union Station tracks if the Chapter's 501-C-3 status is not affected by such action. 2) Approved the lease for \$1.00 of Chapter cars Mt. Hood, 3300 and 6800 to the PRPA for use on a test run of SP&S locomotive 700 to Wishram, WA. 3)

Specifically denied funds for the Chapter national director to attend the NRHS 1990 national convention.

National Director Rich Carlson reported that the PDC appears set to remove two tracks from the Union Station. It appears that only City Council action can change PDC's course of action. ORARP has engaged an attorney who may be asked to file an injunction to delay any changes in the station tracks while the matter is negotiated further with the PDC. Rich also reported that operation of the Jefferson St. line to Lake Oswego may be a joint effort of the Lewis and Clark RY. and OERHS.

Finance Chair Dave Van Sickle reported that Treasurer Maxine Rodabaugh is providing detailed information on car expenditures. Al Viewig has proposed taking a detailed inventory of the Chapter's property.

Bond Program: Al McCready reported that some financial information and the car appraisals are still needed. Bob Jackson reported that the appraiser has placed a total value of about \$111,000 on the cars.

Excursions: Bill Carter reported that the Redding trip is sold out with a total of 520 tickets sold. The board discussed possible train/bus and bus/train combination tickets for the Astoria excursion.

Museum Committee: Dave Stimac reported that museum car 76 may go to Baker City, Astoria and Drain during this year.

Columbia Gorge Train: Bob Hoffman reported that the Chapter has received a letter from the Columbia Gorge Commission asking the Chapter's participation in planning a loop steam train to run through the Gorge to Biggs or Wishram. Dave Stimac will chair the Chapter's planning.

Rolling Stock: Richard Gray reported that work is being concentrated on cars Mt. Hood, 3300 and 6800.

Bob Hoffman reported from the latest meeting of the City of Portland Locomotive Advisory Committee: 1) A trip with locomotive 4449 to Yakima is being planned. 2) The 4449 is to be available to the S.P. for a special train to the Sacramento railroad museum in 1991. 3) The SP&S #700 is being test fired. The BN appears committed to seeing the locomotive operate.

Respectfully submitted, Chuck Storz, Secretary

### Summary of Minutes - Regular Chapter Meeting - May 18, 1990

The meeting was called to order by Chapter President Bob Hoffman at 7:37 PM.

National Director Rich Carlson reported that efforts to preserve the present trackage through the Union Station are continuing. After being notified of the possible filing of an injunction to delay removal of any tracks the attorneys for PDC have asked for a meeting with attor-

## CHAPTER BUSINESS

neys representing the railroad historical groups on next Thursday. Rich suggested that Chapter members write as individuals to the Portland City Council urging preservation of the station trackage.

Finance Committee Chair Dave Van Sickle reported that Chapter finances are still tight and that any money made on the Redding trip should be considered a reserve for 1991.

Property Development/Bond Program: Al McCready reported that the State of Oregon requires 1) full disclosure and 2) an indenture document for the bond sales program. Al Viewig will serve as trustee for the five cars which the Chapter will offer as security for the program. The Chapter must appoint five members to handle bond sales and only they may sell bonds and collect money.

Rolling Stock: Peter Rodabaugh reported that power has been furnished by the S.P. to the Chapter's car storage site and that the needed circuit breakers and receptacles have been installed. One truck on the car Mt. Hood is out for repair. Seating in car 3300 has been increased to 48. Cars Mt. Hood, 3300 and 6800 are being prepared for possible use on a test run of the SP&S 700 about June 1.

Excursions: Bill Carter reported that the Redding trip came off well and that all costs came in very close to budget. Maxine Rodabaugh reported that concessions sales were over \$2400 on the Redding trip. Bill reported that possible trips for the balance of 1990 are a Seattle Steamboat excursion and the Astoria Jazz trip. The excursion committee will be reviewing the car host policy and will make any recommendations for changes to the board for approval.

Library Committee: Jerry Webb displayed a register of information to be found in the Chapter archives. Bob Weaver has done a great deal of work on the archives and has consulted with the Oregon Historical Society for professional help with preserving the Chapter's collection.

The Trainmaster: Russ Schoof reported that the latest issue of The Trainmaster was printed by a new printer at less cost. Russ announced that he plans to end his term as editor about the end of 1990.

President Bob Hoffman reported: 1) Owen Nickerson, BN area motive power superintendent, and Greg Stengem, BN district superintendent have joined the City of Portland locomotive advisory committee. 2) The Chapter has received a thank-you note from the City of Lake Oswego for its proposal to operate the Jefferson St. branch. 3) A letter has been received from the Columbia Gorge Commission asking the Chapter to prepare a proposal for a steam train to make round trip excursions through the Gorge.

Respectfully submitted, Chuck Storz, Secretary.

### Car Appraisal

*Editor's note: This is the first of a series of installments which will present the evaluations made by the DL&W Car Company of the Chapter's passenger car fleet in preparation for the Chapter's offering of bonds to finance their restoration for excursion service.*

#### PNWC 185

##### CAR TYPE AND HISTORY

Diner-Lounge — originally built by the Milwaukee Road in August, 1948 as the 24 seat diner/16 seat parlor 185-Twin Grove. In 1959 the parlor was reconfigured into a 22 seat lounge with a bar. Upon the coming of Amtrak it was sold to Great Western Tours. It was acquired by PNWC in 1986. This car was inspected in out of service condition in Portland, OR.

##### RUNNING GEAR

This car is equipped with Nystrom patent trucks, which are unique to Milwaukee Road cars. All wheels are equipped with Timken roller bearings, which are also of a type unique to the Milwaukee Road. One wheelset is 1-1/2" thick, while the remaining wheelsets are approximately 2-1/4" thick. These wheelsets are equipped for Budd disk brakes and are complete with all decelostat gear. Air brakes are actuated by D-22 schedule valves which had been removed for servicing at the time of the inspection. The car is equipped with type H tightlock couplers.

##### AUXILIARIES

Electricity for car use is provided by a spicer driven genemotor and storage batteries. The electric locker equipment is intact, but batteries are missing. The operating condition of this system is unknown. The car is air conditioned by use of a Waukesha propane ice engine. There is provision for three fuel bottles under the car. The car steam heat lines are intact. The operating condition of both of these systems is unknown.

##### BODY AND INTERIOR

The body of this car is of lightweight carbon steel smoothside construction. The car is presently painted in the GWT/NP paint scheme, which is in good condition. The sides are in good/fair condition while the roof shows evidence of leaking. Windows are of double thickness glass construction and are in fair/poor condition. Both ends are equipped with original type diaphragms which are in fair condition.

The interior of this car appears to be complete in all of its parts, however it is in a state of disarray. The car is

*Continued on page 7*

## NEWS—HISTORY—TRAVEL

### Image

In the early days when the Spokane, Portland and Seattle Railway first went into operation between Vancouver and Pasco, they hired the men who had been on the construction crews to be conductors, brakeman and engineman. Those, along with some people off of logging roads, comprised the train crews. As could be imagined, these men were of a crude sort, not used to dealing with people.

As the first business was almost all passenger they had many small stations where passengers could get on or off the trains. Just a few miles east of Vancouver, Washington was a station called Image. It was where there were some clay pits that were mined for pottery clay. As the ground was muddy and wet, the railroad built a short wooden platform for the passengers to use.

This particular day there was a

lady to get off and the engineer got the coach past the end of the platform. As the lady started to get off, the brakeman hollered at her, "Don't get off here, lady, You'll go up to your ass in mud. I'll make the 'ol S.O.B. back up."

Thus were the early days of rail-roading

—Kenny Prager

### GN 1220

Dear Mr. Schoof,

I read of your chapter's purchase of the car, ex-GN 1220 in the March issue of *The Trainmaster*. The announcement labels the car as being coach ex-GN 1220 and NJT 5312. Altho you may know the following, I would like to give you just a bit more information on this car.

The car went to the Central Railroad of New Jersey in its original GN orange and green livery to travel from Bayhead, N.J. to metropolitan New York. The CNJ, which was running the operation for the NJDT, left the car in this color scheme but painted on its own herald and its new number, 103. So it became CNJ 103.

No doubt things changed after I left that part of the country, and NJT may have applied its own number to that car. However, the CNJ did a very tasteful job of using Pullman Green for its herald, placed on the orange band and using Omaha Orange for the car number placed on the Pullman Green on the side of the car.

Sincerely,

Martin Evoy, Jr.  
Hudson, Ohio

### Tourist Road Tidbits

Now you can visit the Nevada State Railroad Museum in Carson City any time of the year, provided it is Wednesday through Sunday. Hours are 8:30am to 4:30pm.

In the Napa Valley of California, the *Wine Train* is operating seven days a week. Management is now running a mid-day excursion from Napa; seems the demand is stronger than anticipated. The three-hour round trip has had more the 23,000 passengers since September 1989.

In San Jose, California, there have been 52 collisions between the city's Light Rail LRV's and autos in a period of 30 months!

Though not a tourist line as we know it, but a full-fledged rapid transit line, the Vancouver, B.C. SkyTrain has extended operations to Scott Roads Station in Surrey. This is just across the Fraser River from New Westminster. It adds about a mile and three quarters to the line. The river crossing is next to the Pattula highway bridge, which is next to the BN rail bridge. The SkyTrain operates in paired units with up to six cars used in a train. No operator is on board. A computer does all the work, telling the cars when to brake for curves, speed up, and stop at stations.

This is not an operating road, but it caught my eye. In the Vancouver, B.C. area, three McDonalds fast

food places have ex-Canadian National cabooses outside for private parties. They are located in Vancouver, Coquitlan and Port Coquitlan.

The Sumpter Valley narrow gauge railroad is running again this summer on Saturdays, Sundays, and holidays through the last weekend of September. It's located 30 minutes southwest of Baker City on Oregon Highway 7. You ride behind a Heisler wood-burning engine on a run of nearly seven miles. 1990 is the centennial of the Sumpter Valley Railroad, and a picnic celebration is set for August 18-19, the dates in 1890 when the railroad was incorporated. Fare is \$4 adults, \$3 for 16-and-under, \$10 for family.

The Oregon Coastline Express is operating again and has added a second route. The trip from Tillamook to Wheeler is now called the *Rock Coast Route*, running daily from Tillamook at 8:00am and 1:00pm, with Saturday trips at 10:30am and a "Sunset Run" at 5:30pm. The new route, called the *Caboose Run*, goes from Tillamook depot south to the World War II-era blimp hangars. The *Caboose Run*'s consist of rebuilt Burlington Northern cabooses has extra-large picture windows to let you view all.

—Jerry Webb

## Railfan Notes

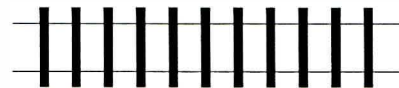
*Amtrak Historical Society* has been formed. The Society publishes a quarterly newsletter; membership costs \$15/yr. Contact the Amtrak Historical Society, P.O. Box 1019, St. Johns, AZ 85936. Telephone (602) 337-4349.

*Yakima Valley Rail and Steam Museum* will run a special train consisting of steam engine #51 and two ex-Pennsy coaches on Saturday, June 30. There will be two runs: Toppenish-Prosser and Toppenish-White Swan. Fare is \$50 for each (includes a dance in the evening). Contact: (509) 877-4186 or (509) 877-2848.

*Lewis & Clark Railway* will be on its summer schedule June 16 - September 30, running Tuesday through Sunday with departures at 10:00am and 1:30pm, plus special runs on weekends. Featured will be a regular 6:30pm Saturday Evening Rib Train, on which will be served a barbecued rib dinner. Phone (206) 687-2626 for information and reservations.

*Southern Pacific Historical and Technical Society* has a new address: P.O. Box 11118, Santa Ana, CA 92711. Annual membership costs \$12.50 and includes four issues of *Trainline*, plus four newsletters.

*Alco film library re-opens.* This service to the NRHS under the care



## Laugh Track

We start off this month's *Laugh Track* with two "beauties."

*NEW HUSBAND:* *If I were to die, would you marry again?*

*MOVIE BLONDE:* *You funny man! What gives you the idea I would wait that long?*

And this one:

*MOE:* *"Where did you get that black eye?"*

## SP&S #700 LIVES AGAIN

Spokane, Portland & Seattle #700, a 4-8-4, has been fired up for the first time since 1956. Under restoration for several years by the Pacific Railroad Preservation Association, the locomotive was test fired several times early in May this year.

On Tuesday, May 15, the 700

was moved out of the Brooklyn roundhouse under steam for the first time. Arrangements have been made with the S.P. for use of a yard track for the first actual operation and for training of operating personnel. A test run to Wishram, WA with a short passenger train is possible by June 1.

185, from page 5



of the Mohawk & Hudson Chapter is again in operation after being closed for auditing. A new catalog of the collection of photos is in process. New address: Alco Historic Photos, P.O. Box 610, Schenectady, NY 12301.

—R.S.

presently equipped to serve 22 in lounge seating and 24 at dining tables. Paint and wallpaper have been applied over the original veneer, and all is in poor condition. In several areas the veneered panels have been removed in anticipation of restoration and repairs. One washroom is complete; the other has been converted into a closet. Some of the original carpeting is still in the car and is in good condition. The rubber flooring in the entranceways is in fair condition.

The kitchen is in original condition. It is equipped with a charcoal stove and broiler. One bank of refrigerators has been converted to mechanical refrigeration as compared to the original ice bunkers.

*JOE:* *"I went to a dance and was struck by the beauty of the place."*

Yep, this is what our fathers (and maybe mothers) were laughing at in the late 1930s as taken from the pages of the RAILROAD TRAINSMAN, published by the Brotherhood of Railroad Trainmen'

We close with these shorties:

*TEACHER:* *"Now, can any member of the class tell me where we find mangoes?"*

*OSCAR:* *"Yes, Miss, wherever woman goes."*

*ISHKA:* *"Why do you always wear spats?"*

*BIBBLE:* *—In memory of my first wife.*

(Wear SPATS? Dig out the dictionary again)

*ILENE:* *—How sweet of you to back the horse because it had the same name as mine.*

*BOSCO:* *—It had the same habits, too. It got there half an hour late.*

*"Where do jelly fish get their jelly?"*

*"I guess from ocean currents."*

That's all...

—Jerry Webb

## COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157  
Meeting Program Coordinator:  
Vacant  
Bylaws: Alan Viewig, 228-8655  
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  
Ad Hoc Property Development: Al McCreedy,  
281-2415  
Chapter representative, Portland Rail Equipment  
Advisory Group: Bob Hoffman, 659-0914  
Chapter representative Northwest Rail Museum  
Board: Chuck Bukowsky, 284-7277

## 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  
*Directors-at-large:*  
Chuck Bukowsky - 284-7277  
3004 NE 28th Ave., Portland, OR 97212  
Fred Dorsett - (206) 256-4981  
P.O. Box 4202, Vancouver, WA 98662  
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

THE TRAINMASTER  
Pacific Northwest Chapter  
National Railway Historical Society  
Room 1, Union Station  
800 NW 6th Avenue  
Portland, OR 97209-3715

---

NON-PROFIT  
ORGANIZATION

U.S. Postage  
PAID  
Portland, Oregon  
Permit No. 595

---

FORWARDING AND RETURN POSTAGE GUARANTEED  
ADDRESS CORRECTIONS REQUESTED