

# The



# TRAINMASTER

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



## SEPTEMBER 1990

### Rolling Stock Workers

As this is being written, only a little more than a month remains before the Chapter's passenger cars will be needed to run the excursion to Astoria. There still is much work to be done to get them ready, and the Rolling Stock Committee can use all the help it can get.

They need people to help replace windows, to work on the brakes and trucks, to do sheet metal work, to work with wood. They need people, period. And, particularly during the last week or so before the excursion, they will need people to clean and wash the cars inside and out.

Putting our own train on the tracks is a large undertaking. It's may strain our resources, but it should have great long-term benefits for the Chapter.

Please, if you have any time at all to spare over the next month, call Richard Gray (656-0260), Peter Rodabaugh (771-8545), or Bob Hoffman (654-0914) to see what you can do to help. It's best if you call ahead so they can plan for you, but if you can't, don't let that keep you away—come to one of the regular Saturday or Tuesday work sessions.

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## CHAPTER TIMETABLE NO. 336

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, September 13, 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, September 21 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, September 13 & Saturday, September 22, 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, September 22 & 29, 1 to 4pm** at Room 1, Union Station.

### EXTRA BOARD

**CHAPTER EXCURSION ON THE SUMPTER VALLEY, Friday-Sunday, September 7-9.** This trip is ready to go.

**RESURRECTION OF STEAM: THE LADY, (postponed until February 1991—see page 2)** in the Silver Gallery of the Smith Memorial Center at PSU. Photo exhibition on the SP&S 700, by Kyrian Gray.

**SP&S HISTORICAL SOCIETY ANNUAL CONVENTION, Friday-Sunday, September 21-23**, at Eugene, Oregon. This year's theme is the Oregon Electric south of Salem.

**PNWC Seattle Steamboat Special, Friday-Saturday, September 29-30** Another steamboat excursion is in the works. Contact Doug Auburg at (206) 694-7769 if you would like to help.

**PNWC Dixieland Jazz Special EXCURSION TO ASTORIA, OREGON, Saturday-Sunday October 6-7.** Fares: \$195 double occupancy, \$220 single. Call Room 1 now for tickets.

**ANNUAL PNWC-COLUMBIA GORGE SWAP MEET, Saturday, March 2, 1991.**

### SEPTEMBER MEETING PROGRAM

*Northwest Rail Excursions  
Movies, by Terry Parker*

*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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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

**Photo Exhibition Rescheduled**

The gallery show of photos of the SP&S 700 by Kyrian Gray, which was to be held during September, has been rescheduled. The show will span the month of February, 1991. A reception will be held on February 7, at which additional photos will be displayed. All are invited to attend.

More details will be published in *The Trainmaster* as the show date approaches.

**RR Historical Societies**

*Chapter member Ken Lantz has compiled a list of historical societies for Northwest railroads, which may be of interest to readers of The Trainmaster. He recommends them all as sources of good reading material for enthusiasts.*

**Great Northern Railway Historical Society**

Robert L. Gregson  
P.O. Box 404  
Pasco, WA 99310  
\$17.50/calendar year

**Milwaukee Road Historical Association**

Wendell E. Murphy  
7504 Ruby Ave.  
Milwaukee, WI 53218  
\$14/calendar year

**Northern Pacific Railway Historical Association**

Duane Durr  
#10 32nd Ave. NE  
Fargo, ND 58102  
\$15/year

**Southern Pacific Historical & Technical Society**

P.O. Box 11118  
Santa Ana, CA 92711  
\$12.50/year

**Spokane, Portland & Seattle Railway Historical Society**

Gerald Howard, sec'y.  
6207 N. Concord  
Portland, OR 97217  
\$10/year

**Union Pacific Historical Society**

P.O. Box 5653  
Arvada, CO 80005-0653  
\$15/year

Each sends four magazines per year and some newsletters. GN also encloses 12 to 15 technical reference sheets each year.

I also recommend *NW Railfan* for 12 issues per year of up-to-date railroad information and railfan map guides. These are available for \$11 from:

**NW Railfan**

13118 163rd Ave. SE  
Snohomish, WA 98290

—Ken Lantz

## CHAPTER BUSINESS

### Notices

#### NOMINATIONS COMMITTEE

The Nominations Committee for 1991 Chapter officers has been appointed, in accordance with the Chapter bylaws. Nominations will be announced at the September bus meeting. Proposals for nominations should be referred to the Committee as quickly as possible. Committee members are:

Connie McCready (Chair)  
Mildred Messmer  
Eli Nelson  
Noel Nelson  
Carl Rodabaugh

#### BYLAWS

Any members who would like to propose changes to the Chapter bylaws should submit their proposals to Bylaws Committee Chair Alan Viewig.

### Committee Reports

#### MEMBERSHIP

*Fred Dorsett, Chair*

Please welcome the following new member into the Chapter:

GENEVA MAY BLASING  
Portland, Oregon

### Car Appraisal

*Editor's note: This continues the series of evaluations of Chapter passenger cars made in preparation for the bond sale.*

#### PNWC 6800 - Red River CAR TYPE AND HISTORY

Coach—built by American Car and Foundry in May, 1950 for the *Red River* streamliner between St. Paul and Grand Forks on the Great Northern as 1147, *Red River*. Originally built as a cafe-observation car, it was rebuilt as a conventional 68 seat coach in 1963. Renumbered

6800 by the BN in 1970, it retained that number in Amtrak service. It was acquired along with PNWC 185 from Great Western Tours in 1986. The car was inspected in in-service condition in Portland, OR.

#### RUNNING GEAR

This car has Commonwealth cast pedestal trucks, equipped with single equalizers and coil spring suspension. All wheels are equipped with Timken roller bearings. Two wheels are 2<sup>3</sup>/<sub>4</sub>" thick, one is 2" thick, and one is 1<sup>1</sup>/<sub>2</sub>" thick. Composition tread brakes actuated by D-22 schedule valves stop the car. The car is equipped with type H tightlock couplers.

#### AUXILIARIES

A 371 Detroit diesel generator has been mounted beneath this car. It is presently being used to drive the conventional genmotor and battery electric system. The air conditioning is by Frigidaire, with a wet sump condenser. The steam heat system is intact. All systems appear to be in operable condition.

#### BODY AND INTERIOR

The body of this car is of lightweight carbon steel construction. Body and roof appear to be in good condition. The body is painted in the SP **Daylight** paint scheme, and the finish is in excellent condition. Some minor rust was noted in the bottom of the vestibule. Diaphragm canvas in both ends was noted to be fair.

The interior is painted with a rubber tile floor. Seat upholstery is in good condition. Windows and curtains are in good condition. There are four washrooms in the car, one [of] which has been converted to a holding tank style toilet. All hardware appears to be intact and in working order.

### Summary of Minutes - Board of Directors Meeting - August 9, 1990

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

The Chapter board passed the following motions at the August meeting: 1) Authorized the purchase of Officers and Directors insurance for the board and the bond sales agents. 2) Gave final approval for the sale of the rolling stock improvement bonds to begin. 3) Approved payment of a balance of \$4020.89 due to the firm of Bauer, Hermann, Fountain and Rhoades for services in connection with the bond program. 4) Authorized the Chapter president to buy comprehensive insurance, without further approval of the board, on the cars pledged as security for the bond program. 5) Approved the loan



## CHAPTER BUSINESS

of a set of bolster springs to Bruce Moore in return for the Chapter taking delivery of 68 Daylight seats, with 34 pedestals, and, upon of the return of the springs the payment to Moore of \$55.00 per pedestal (each with two seats). 6) Approved a budget of up to \$51,850 for the Astoria trip and recommending its approval by the membership. 7) Adopted the revised car host policy as presented by the excursion committee.

**Union Station Situation:** Rich Carlson reported that the hearing before the City Council on the station tracks and passenger shed could result in a favorable outcome. The historic landmarks commission came out in favor of preserving the facilities. State representative Dick Springer also spoke in favor of preservation, and reminded the Council that they had come to the legislature for money for a transportation center which is now in danger of being partly dismantled. PDC is to prepare compromise plans and present them to the Council in two weeks.

**Bond Program:** Al McCready reported that a mailing is being prepared offering a prospectus for the bond program to all members in Oregon and Washington.

**Rolling Stock:** Richard Gray reported that a diesel generator is now being installed on car 6200. A quotation is being obtained on window glass for four cars.

**Excursions:** Bill Carter reported that a 340 seat Amtrak ticket has been reserved for the Seattle Steamboat excursion. About 120 tickets have been sold for Seattle. The Astoria trip mailing will go out in about ten days. The board gave informal approval to John von Gaertner to look into a computerized reservation system for Chapter use.

**Coach Acquisition:** Richard Gray reported that an ex-UP all aluminum coach in good condition is available in Vermont for \$20,000 plus transportation costs. The board agreed to pay Bob Jackson's travel expenses to inspect the car before further consideration is given to buying it.

Bob Hoffman and Dave Stimac reported on possible cooperative efforts with PRPA to establish a preservation shop and museum to be financed by trips run jointly by the two groups. Initial consensus of the board was favorable to the idea.

Adjourned at 12 midnight.

Respectfully submitted, Chuck Storz, Secretary.

### Summary of Minutes - Regular Chapter Meeting - August 17, 1990

The meeting was called to order by President Bob Hoffman at 7:34 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 7/31/90: Check-

ing \$5904.44. Excursion \$31,809.81. Savings \$61,500. The Chapter has outstanding accounts receivable of \$750 from the Washington Central and \$2900 from David Duncan.

National Director Rich Carlson reported that the Pacific Northwest Chapter is fifth largest in the NRHS. Union Station situation: The City Council held a hearing ten days ago on the Union Station tracks and shed. Of the twenty who spoke no one spoke in favor of the PDC's position. The landmarks commission voted unanimously to include the tracks and shed on the historic site. Negotiations with the City and PDC are continuing with the City Council to act further at its meeting next Wednesday.

**Finance:** Dave Van Sickle reported that the Chapter's finances are still tight, due in part to the attorney's fees for the bond program. The committee feels that PDC should maintain the Union Station sign.

**Bond Program:** Al McCready reported that a mailing has gone to Chapter members in Oregon and Washington announcing the bond sales program. Bonds are to be sold in \$100 increments at 8% interest. The bonds are to be retired in five years.

**Excursions:** Bill Carter reported that Seattle trip sales have passed the break even point. The trip is to be advertised in *The Oregonian*. The Astoria trip brochure will go out next week. Bill reviewed the revised car host policy.

**By Laws:** Doug Auburg proposed by law changes allowing family members to vote and hold Chapter office, with dues to be half the full dues and would not receive *The Trainmaster*. Referred to the Bylaws committee.

**Swap Meet:** Doug Auburg announced that the 1991 Swap Meet will be on the first Saturday in March instead of the second.

**Nominating Committee:** Bob Hoffman announced the committee to nominate Chapter officers and directors for 1991: Connie McCready (chair), Carl Rodabaugh, Mildred Messmer, and Noel and Eli Nelson.

**Possible Coach Purchase:** Bob Hoffman reported that a coach is available for \$20,000 plus \$5,000 transportation cost from a northeastern U.S. location. Bob Jackson will report next Monday on its condition. The membership had mixed feelings about buying the car. No formal action was taken.

**Rolling Stock:** Bob Hoffman stated that a lot of help is needed on the Chapter's cars to prepare them for the Astoria trip. Some Chapter members will be hired in order to complete the work on time.

Respectfully submitted, Chuck Storz, Secretary

## CHAPTER BUSINESS

### Excursion Staffing Policy

*Note: The following excursion staffing policy, as proposed by the Excursions Committee, was adopted by the membership at the August 1990 meeting.*

The following rules will be used for the selection and assignment of car hosts and staff on excursions run by PNWC-NRHS:

1. Must have a currently paid-up membership in the Chapter for at least one year prior to excursion to be a car host or excursion staff.
2. No per diem will be given for working on an excursion trip. Car hosts and excursion staff will pay \$20 per day of excursion to help defray actual costs incurred.
3. Must have attended four regular membership meetings or been active in Chapter activities or committees within the 12 months prior to the excursion. Names of members who do not meet this requirement will be placed on an inactive list for car host and excursion staffing purposes.

4. Current CPR certification is required for all car hosts and staff to serve on an excursion except under extenuating circumstances approved by the excursion chairperson.

5. A car host who cancels with less than one week notice without good reason will be dropped from the car host list for one year.

6. Determination of Senior vs. Junior car host status will be based upon excursion committee review of performance as well as the authority to remove names from the lists for cause.

7. Car hosts and staff shall not use alcohol or illegal drugs while on duty or immediately prior to going on duty.

8. Excursion Committee will develop the final car host list for each trip, taking into consideration any extenuating circumstances.

9. Car host list rotation occurs when personnel work specifically as a car host on an excursion trip. Persons working in other capacities will hold their position on the car host list when the list is rotated.

## Never Hired

Bob Myles was one of the old Engineers that I fired for a few different times on freight and passenger. I had thought him rather a sour individual in my early experiences with him. He had been a Traveling Engineer, (Road Foreman) in the days during the depression and I had felt the resentment against him that existed among a few of the other engineers whose toes he had probably stepped on in those days.

Later, in the late 1950s, I got on as a regular fireman with him on SP&S passenger trains 2 & 1, the *North Coast Limited*, *Empire Builder*, and we became good friends.

As I was with him on his last trip when he retired, he told me an interesting story about how he had gone to work for the SP&S Ry.

It seems that he was a fireman up

in Canada for the Canadian National or Canadian Pacific and was cut off for a while. He had a friend working for the Northern Pacific and a brother on the SP&S out of Vancouver, Wash., so he came down to visit them. His friend had a room at the old St. Elmo hotel in Vancouver and he was staying with him.

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***"I wonder if I can legally retire from a job that I've never been hired for?"***

---

One evening they were visiting and probably having a sociable iced tea, when the Call Boy came to call his friend for a train to go north.

After introductions all around, the friend told the Call Boy that Bob was a fireman out of Canada and was just down looking around. The Call Boy said to Bob, would you like to do me a favor and work as a fireman tonight on a train to Wishram as I can't find any one to go. Bob said he really didn't want to work as he was on a little vacation, but his friend said that he wouldn't be back until the next night so he might as well use the time and make a couple of dollars. So Bob said OK, I'll do it, but just this once.

Well, he stayed on, and retired from the SP&S about 50 years later. He had never been hired, taken a physical or the rule book examination for employment.

He asked "I wonder if I can legally retire from a job that I've never been hired for?"

—Kenny Prager



## NEWS—HISTORY—TRAVEL

### Two from the Gorge

#### Interurban in the Gorge

Let me tell you the story of when an interurban car ran up the Columbia Gorge on its own wheels! She was British Columbia Electric number 1225. The occasion was the discontinuance of electric rail passenger service by that railroad and the sale of 1225 to the Orange Empire Traction Company — now known as the Orange Empire Railway Museum in Perris, California.

The car was in the custody of Herb Redlich, a member of the Museum. He was riding the car from Vancouver, B.C. to the area around Marysville in Northern California, where it was to be operated on rails of the Sacramento Northern before going on to Perris.

The 1225 had a broken "drawhead" when it arrived in Vancouver, USA. It was hauled to the SP&S shops there and a call was made to the Willamette Valley Electric Railway Association for help. A replacement was found in the Association's "stash of parts" (then in the Guild's Lake area) and taken across the Columbia. Repairs were made and the next morning 1225 was placed on the rear of the First District Local, and that is where our Gorge story begins.

The story is taken from a report by an unidentified SP&S brakeman who rode on the car to Bingen published in a Willamette Valley Electric Railway Association publication of the 1950s. He said the car was "...solidly chained to the rear of the caboose." The flagman, somewhat shaken by the consist, said, as he hung the markers on the rear of 1225, "I never thought I'd see the day when I'd hang the lamps on a streetcar!" To which our unknown author said he never thought, when he hired out, "...that he would be riding an interurban down our mainline."

As the train headed up the Columbia River's north bank, Mr. Redlich asked our writer how he wanted his eggs. Thinking Herb was being facetious, our writer replied, "Cooked." Well, in no time, the smell of frying bacon and eggs was wafting through the interurban. Herb had a camp cook stove.

At Camas, they stopped for orders and water was obtained for tea-brewing purposes. After departing Camas, the pair retired to the "dining Room" — actually the smoking section of the car — for breakfast. Probably the first time meals had been served in that part of the old interurban.

Quoting the writer, "Helping Herb pick up after eating, I was wondering where to put the butter so it wouldn't melt. Herb said to put it in the icebox." (This may seem obvious to you, dear reader, but pause to reflect: when was the last time *you* found an icebox on an interurban car?)

Herb also had a sleeping bag, lantern, and most of the comforts of home.

An interesting part of the trip was an unusual situation that arose. Departing Camas, the engine was around a curve. The highball could have been given by radio to the engineer from the caboose, but the "skipper" found a better way. He reached through the front window of the interurban and blew a long highball on the whistle of the 1225. The effect was immediate — a quick answer from the head end and they left town. This practice was followed all the way up the river. Even when the engine was in sight, the hoghead refused to proceed until he heard the whistle. It was probably the first time in history that the sound of an interurban whistle had echoed in the great

*Continued on next page*

#### Snow and Ice in the Gorge

The winter of 1979-80 was one of the bad ones in the Pacific Northwest, with a lot of snow through the Columbia Gorge. Some of the things I remember were both difficult and humorous.

I was working on train PBF from Portland to Wishram as engineer, going to work in Portland at 5:30pm, generally picking up cars at Lakeyard and Willbridge and the Honda autos at North Portland for Chicago, to fill in for an all East train to Spokane and beyond.

At the beginning of the big storm, we were going east out of Washougal when we got into the blizzard that was coming through the Gorge. It was snowing and blowing! Soon we couldn't see through the windshield of the SD40, and all I could see was the block signals out of the window on the side of the cab. They were all clear, so I kept on going at track speed, 55 mph, hitting the drifts of powder snow and thinking this was fun.

The storm hadn't caused the snowdrifts to start knocking out the plugs of the slide fences yet, as they did later. We did hit a drift at the west end of tunnel 8 that covered about half of the tunnel entrance, but it only caused a little shudder of the engines as we plowed through.

On a later trip, when we were fighting snow and drifts, I remember well a long, hard night, using almost 12 hours to get to Wishram. Snow and drifts all the way, with red blocks and snowed switches that had to be dug out.

We had four Burlington Northern units with their green-and-white paint schemes. When we arrived at Wishram depot, the snow had built up around the doors of the engine so much that they had to dig

*Continued on next page*

*Snow, from page 6*

us out of the cab with shovels as we dug out from the inside. When I got down on the ground and looked at the units, they were all pretty white—no green. It looked as if we had come from the Arctic.

**T**he snowdrifts caused some fun things to happen. Going east on another trip, out of North Bonneville the dispatcher called me on the radio and told me to stop at the phone booth at Co-Ply, 1<sup>1</sup>/<sub>2</sub> miles west of Stevenson. We stopped, and as I started to the phone, the drift was so deep in front of the phone booth that I couldn't get in, going up to above my knees in snow. So I went back to the engine and called him on the radio. He wanted us to stay there to bring a west train against us down the main line at Stevenson and back him into the siding there. The west switch was the only switch that could be cleaned out to use because of the drifts at the east end of Stevenson.

*Interurban, from page 6*

rocky defile of the Columbia Gorge.

So, up the Columbia they went, past Beacon Rock, the Bonneville Dam, Bridge of the Gods, Cascade Locks (home of the *Oregon Pony*) The Dalles Dam. Finally, just before Wishram, the 1225 turned south, across the Columbia and up the Deschutes Canyon to the high desert country — probably the first time old 1225 had felt the heat of a desert sun. Then south through Klamath Falls and into Northern California, past Mt. Lassen and down the beautiful gorge of the Feather River.

Herb had a ride most any railfan would have given anything to take!

And that is the story of how the Columbia Gorge saw and heard the sounds of an interurban car, traveling on its own wheels to its new home.

—Jerry Webb

We did this with no more difficulty.

But coming back westbound again the next day was different. The CTC system had gone out because of broken wires. This made us have to stop at all the control points (places where the dispatcher had to clear the signals to let us by) and call him on the CTC phone.



Everything went fine until we got to the control point at milepost 72. The signal was red, so we stopped and the brakeman said that he would get off and go to the phone. He was a good, ambitious man, but a little on the short side—about 5'5" tall. The snow was blown off of the track and we could see that the door of the phone booth was clear. But what was not apparent was that the path dropped down a few feet, then came up to the booth, and the dip was full of snow.

He stepped off the engine, took about two steps, and was in snow up to his armpits. He couldn't get out. So I went down and had to help dig him out. Another time that we had to use the radio to get permission to pass the red block.

It really was funny to see the brakeman almost disappear so quickly when he got off the engine.

A word of explanation. Radio conversations were not recorded at that time, but the telephone was. The Company wanted a record of what had been said for the Federal Railroad Administration, in case of any problem.

**O**ne of the things that was "hairy" in the winter on the mainline between Vancouver and

Wishram was the icicles that formed in the tunnels.

Back in the days of steam, the exhaust from the smokestack would knock them down and they often came in through the front cab windows, knocking them out. We were given plywood to put in when we lost the glass. We always ducked behind the boiler when we went through a tunnel where there was ice. I can remember pieces that weighed up to thirty to fifty pounds coming into the cab. This didn't happen with the diesels, as they didn't knock the icicles down until after the cab had passed—except for one time!

Eastbound in well-below-freezing weather, with an east wind blowing, we had one of the F45s on the point. It had one large windshield instead of the two across the middle. As we went into tunnel 9, just west of Lyle, I looked ahead and saw an extremely large icicle start to break loose from the tunnel roof.

I hollered, "Duck!" to the brakemen and went down behind the throttle stand. I had seen so many come through the windows on steam engines that it was a reflex on my part. But the brakeman stayed right up on his seat. The ice came through the windshield and hit the floor right beside him. It must have weighed thirty pounds. Had he gone down on the floor, it would have hit him, but he wasn't touched.

The cab was full of glass and ice. We couldn't tell which was which. We had to stop at Lyle to set out some cars, and of course it was cold. I had lots of winter clothes on, so I said as we were getting ready to leave, "I believe I'll go on to Wishram running the train from this unit, but if you get too cold you can go back to the second unit and warm up." He stayed with me. As we got up speed, the pressure in the cab against the wind with the heaters on kept it reasonably warm. It stayed up above 40 degrees, with the temperature about 20 degrees outside.

I was picking glass out of my work grip for several days.

—Kenny Prager



## COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157  
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Publications: Irv Ewen, 232-2441  
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Car Rental Agent: Carl Rodabaugh, 253-4241  
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Ad Hoc Property Development: Al McCready,  
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Chapter representative, Portland Rail Equipment  
Advisory Group: Bob Hoffman, 659-0914  
Chapter representative Northwest Rail Museum  
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THE TRAINMASTER  
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