

The



TRAINMASTER

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



NOVEMBER 1990

Come Blow Your Horn

According to a recent item in *The Dalles Chronicle*, many citizens of The Dalles are irate over Union Pacific engineers who whistle grade crossings in their city. The Dalles has an ordinance prohibiting the use of train whistles (and horns) within the city limits, except as an emergency warning.

Gary Barrett, in his column in the *Chronicle*, put it this way:

When the whistle sounds far and away in the hill and dale it is music. When the whistle sounds at 3 a.m. or 5:30 a.m. in the middle of the city causing many of us to levitate three inches off our beds, it is unnecessary noise.

Mr. Barrett concludes his piece with an appeal to the UP to desist—or for the City to enforce its code.

There is a rumor—unsubstantiated, but sufficiently ugly—that one of the perpetrators is well known to members of the Chapter. Shame, shame.



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CHAPTER TIMETABLE NO. 338

REGULAR RUNS

BOARD OF DIRECTORS MEETING, November 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, November 16 Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. **ELECTION OF OFFICERS.** 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. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

ARCHIVES WORK SESSIONS, Thursday, November 8 & Saturday, November 17, 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, November 17 1 to 4pm at Room 1, Union Station. On duty: Jim Loomis. Closed November 24 for Thanksgiving.

EXTRA BOARD

WILLAMETTE SHORE TROLLEY SUPPER TRAIN, Saturday, November 17, 4:30pm. Ride the line to Lake Oswego and back, and stop for dinner at the Rusty Pelican—all for \$17.50. The Activities Committee is sponsoring this trip to give Chapter members a chance to enjoy the line. Only 40 seats available. Hurry—it may already be too late! (Aren't you sorry you weren't at the October business meeting, so you could have learned about it then?) Contact Chuck Hayden at 285-6904 for details.

COLUMBIA GORGE MODEL RAILROAD CLUB SHOW, November 3, 4, 10, 11, 17, 18, 24, 25, 10am-6pm, at 2505 N. Vancouver, Portland. Admission \$2.50 adults, \$1.25 under 12.

MOUNT HOOD MODEL ENGINEERS OPEN HOUSE, November 10, 11, 17, 18, noon - 5pm, at 5500 SE Belmont St., Portland. Admission \$1.

PNWC MUSEUM CAR 76 AT DRAIN HOLIDAY PREVIEW, DRAIN Oregon, December 1-2. Helpers are needed for this trip—contact Dave Stimac at 656-9392.

ANNUAL CHAPTER BANQUET, Saturday, January 26, 7pm at the Mallory Hotel. Details next month.

RESURRECTION OF STEAM: THE LADY, February 1991 in the Silver Gallery of the Smith Memorial Center at PSU. Photo exhibition on the SP&S 700, by Kyrian Gray.

ANNUAL PNWC-COLUMBIA GORGE SWAP MEET, Saturday, March 2, 1991. Workers are needed—it's never too early to volunteer. Contact Esther Rosu at 659-5157.

NOVEMBER 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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Portland, OR 97209-3715

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Molalla, OR 97038

CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

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

For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!

—RS

From the President

On October 6 and 7 our Chapter realized one of its major goals—the successful completion of our Astoria Jazz Festival Excursion train, using primarily our own rolling stock. On the train were PNWC coaches 3300, 6800, and 4461, the *Mount Hood* for a crew and VIP car, and the 76 Museum Car in its new SP&S colors. We also leased the articulated coach from Cascade Rail Service, and the round-end observation car from the NRM (Northwest Rail Museum) as a plus for our passengers. Our 222 passengers and 20-plus staff members enjoyed the beautiful scenery, riding in our vintage equipment—which performed very well—the jazz bands at Astoria and Seaside, the excellent food furnished by Service America, the near-perfect weather, and the Maritime Museum. Thanks to our new friends of the Burlington Northern, we had a great crew and two shining engines for our motive power.

Next month's *Trainmaster* will have a more detailed story on the excursion.

The ex-Santa Fe coach 4461 is the first big example of your bond money at work. (The 6200 didn't get far enough along to make the trip as we had hoped it would, mostly due to a shortage of volunteers at the rolling stock work parties.) Thanks to some very dedicated members, the last of the FRA glass windows were installed on the 4461 and the car was completed around 5:00 Saturday morning, as the train waited for the 7:15 boarding time at Union Station. The coach wasn't finished, but it was mechanically safe and passed the necessary PC-1 inspection for the trip. Work is continuing on the car to get it ready for a possible lease in December along with the 3300 and 6800.

The following Chapter members are to be commended for their dedicated work on our rolling stock: Richard Gray, Rolling Stock Chairman; Peter Rodabaugh, Chief Mechanical Officer; Tom Green; Tony Reghitto; Roger White; John Rosu; Richard Parks; Brad and Joyce Reese; Marilyn and Jim Edgar; Clytis Belloit; Carl Rodabaugh, Maxine Rodabaugh, Janet Rodabaugh, George Mickelson; Frank and Irene Weiler; Terry Parker; Paul McGinley; Chuck Bukowsky; Kurt Bukowsky; Mike Callanan; Dave Stimac; Mildred Messmer; Kent Hutchins; Ralph Jack; Dwayne DeLong; and Gordon Zimmerman.

If any more members have some spare time and can help put our bond money to work, please come on down to Brooklyn Yards on Tuesday or Saturday and join in on the fun. Passenger safety, common-sense restoration and quality workmanship are our prime goals. If you can't make Tuesday or Saturday, call Richard Gray and arrange a time suitable for you.

Following our Astoria trip, two coaches (3300 and 6800) were leased to the Washington Central Railroad for the *Steamfest '90* going to Yakima behind the 4449 and returning to Portland behind the 700. It was reported that our coaches performed well and that a good time was had by those participating.

So far, 46 members have purchased \$45,000 worth of bonds. Approximately \$37,500 has been spent on restoring the *Mount Hood*, 3300, 6800, 4461, and 6200. Work will be started on the 1220 coach—time, weather, and manpower permitting. The next issue of *The Trainmaster* will contain updated information. The bonds are being mailed out slowly but surely.

Thanks again to all participants and workers.

--Bob Hoffman

Door Prizes Needed

The Annual Chapter Banquet is coming up on January 26. One feature of the banquet is the presentation of door prizes to those attending. Anyone who can donate items that could be used as door prizes—especially items pertaining to railroads—please contact Esther Rosu at 659-5157.

CHAPTER BUSINESS

Committee Reports

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members into the Chapter:

JOANNE ANDERSON
Portland, OR

TIMOTHY FERLAAK
Portland, OR

MARIANNE HERNCALL
Portland, OR

ORIN & KARYL KNEE
Portland, OR

TOM & MARILYN KOENNINGER
Vancouver, WA

PAUL & CATHY KOHL
Forest Grove, OR

LESTER & JANIS MARTIN
Parkdale, OR

THERESA MOLAHAN
Portland, OR

RANDAL O'TOOLE
Oak Grove, OR

JUSTINE PRESCOTT
Portland, OR

THOMAS & LINDA SWEENEY
Cannon Beach, OR

STANLEY & JOAN WOOLARD
Portland, OR

JOSEPH & ROBYN WRIGHT
Clackamas, OR

**Ride the Dinner Trolley, November
17. See the Timetable for details.**

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

The meeting was called to order by President Bob Hoffman at 7:31 PM.

No motions were passed by the board at the October meeting.

Rolling Stock: Richard Gray reported that the car Mt. Hood is in the Brooklyn roundhouse for leveling. The truck springs have collapsed on one side and part of a set of new springs will be needed. The Chapter's cars operated well on the Astoria trip. Bob Hoffman suggested keeping a record of work hours spent on cars and giving one dollar credit per hour to those members toward the purchase of tickets on Chapter excursions.

Astoria Trip: Al McCready reported that B.N. officials and crew were favorably impressed with the Chapter's cars and its handling of the excursion. The train had a good reception in both Rainier and Astoria. Jerry Webb reported almost no complaints about the trip were noted on questionnaires filled out by passengers. Toilet facilities and drinking water supply need improvement on the Chapter's cars. Bob Hoffman reported that work has begun on the trip next spring to Sacramento.

Concessions: Marilyn Edgar reported sales of \$370.92 on the Seattle trip and \$1523.55 on the Astoria trip. Bob Hoffman appointed Dave Stimac, Dave Van Sickle and Marilyn Edgar as an ad hoc committee to work on the proposal for a Chapter concessions store in the Union Station.

Library: Jerry Webb reported that Bob Weaver is continuing work on cataloguing the Chapter's collection. Work has begun on cataloguing the Jack Holst photo collection.

Property Development Committee: Bob Hoffman reported that Al McCready has suggested continuing the the committee for the purpose of locating a new, permanent home location for the Chapter.

Bylaws Committee: Bob Hoffman reported that Russ Schoof and Al McCready have volunteered to serve on the bylaws committee.

Car 4461: Peter Rodabaugh distributed copies of a report on the status of the budget for work on car 4461. Total labor and material costs are well under budget.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - October 19, 1990

The meeting was called to order by Vice President Bill Carter at 7:36 PM.

CHAPTER BUSINESS

Treasurer Maxine Rodabaugh reported \$14,390.73 in the Chapter's checking account as of 10/19/90. A check for \$4500 has been received from the Washington Central as advance payment for the lease of Chapter cars 3300 and 6800. There is \$17,000 in the Seattle excursion account and \$10,397 in the Astoria excursion account with a few bills still to be paid for both excursions. Bond sales to date are \$37,700 plus a \$2500 donation made in lieu of a bond purchase. Approximately \$28,000 in bond money has been spent to date on Chapter cars.

National Director Rich Carlson reported that according to NRHS national by laws chapter membership is predicated on first having national membership in the NRHS.

Finance Committee: Dave Van Sickle reported a request from President Bob Hoffman for approval of \$10,000 to purchase two former Oregon Northwestern Baldwin diesel locomotives. Dave stated that the committee feels that the Chapter cannot afford this expenditure and recommends against it.

Rolling Stock: Richard Gray reported that the two Budd RDC cars being purchased by the Chapter left the East Coast two days ago enroute to Portland. The Astoria excursion was the first trip for car 4461. Richard expressed his thanks to all the members who helped get the Chapter's cars ready for the Astoria trip.

Museum: Dave Stimac announced that the Chapter museum car will be on display at Drain, OR on December 1 & 2.

The Trainmaster: Current editor Russ Schoof reported that Mike Callanan has agreed to take over as editor of The Trainmaster in January, 1991.

Activities: Esther Rosu announced that the annual Chapter banquet will be on Saturday, Jan. 26 at the Mallory Hotel. Cost will be \$10 to \$12 a person. A program and door prizes are needed for the banquet. Volunteers are needed to operate the kitchen at the swap meet next March.

Oregon Northwestern Diesels: Dave Stimac reported that the Chapter has the opportunity to buy two Baldwin AS-616 road switchers formerly used on the Oregon Northwestern RR. The Chapter was going to offer \$5000 each for the two locomotives. Offers have been made to the Chapter to put up \$7500 of the total price in loans to the Chapter to facilitate the purchase. However, the finance committee has recommended against the expenditure. Dave also reported the possibility of a free move of the locomotives from their present location in Hines, OR. Moved by Al McCready, seconded by Ed Ackley to purchase the two locomotives for a total purchase price not to exceed \$10,000, with the purchase to be contingent on initial private funding of \$7500. Moved by Russ Schoof, seconded by Chuck Bukowsky to table the motion. The motion to table passed.

Respectfully submitted, Chuck Storz, Secretary

Car Appraisal

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

PNWC 5604

CAR TYPE AND HISTORY

Coach--built by the Budd Company in January, 1939 for the Seaboard Air Line in lot 96501 for the original *Silver Meteor* and numbered 6200. It was reconfigured as a 56-seat car and renumbered 6504 by the SCL in 1967. It retained the same number under Amtrak. It was acquired by PNWC from the Seattle and North Coast in 1985. The car was inspected in out of service condition in Portland, OR.

RUNNING GEAR

This car has Commonwealth type cast pedestal trucks, equipped with double equalizers and semi-elliptic bolster springs. All wheels are equipped with Hyatt roller bearings. Three wheelsets are 1³/₈" thick, while the spicer axle is of new thickness. The tread brakes have been converted from their original transom mounted cylinders to Wabco GB-5 unit tread brake units with composition shoes. The valves are schedule D-22-A with J-1 relay valve. The car is equipped with type H tightlock couplers.

AUXILIARIES

This car is equipped with a brushless genemotor and battery system for car electricity. The air conditioning has been upgraded to a Carrier 5F40 compressor with a dry condenser. The car steam heat system is partially disassembled as part of the ongoing work. The operating condition of these systems is unknown.

BODY AND INTERIOR

The body of this car is of lightweight fluted stainless steel construction, which is in good condition. The car is in the process of being restored and has been stripped to its natural stainless steel finish. The vestibule is fitted with rollover entrance steps. Door and vestibule hardware is intact.

The interior of the car is in a stripped mid-restoration state. Most of the window glass has been renewed. Preparations are being made to install an additional support to mount a diesel generator under the car. All necessary parts required for restoration appear to be available in the car. Bathrooms are intact and are to be completed with holding tank toilets.

CHAPTER BUSINESS

Car Host Roster

Listed below is the roster of car hosts, as of October 8, 1990.

SENIORS

Fred Dorsett
Richard Carlson
Chuck Storz
Bob Hoffman
Robert Slover
John Holloway
Walt Grande
Hugh Robertson
James Loomis
Duane DeLong
John Willworth
Jack Pfeifer
Gerald Schuler
Esther Rosu
Kerrigan Gray
Kyrian Gray
Terry Parker
Doug Auburg
Albert McCready
Connie McCready
Michael Ackley
Michael Rosu
Richard Gray
Kenneth Peters
John Von Gaertner
Noel Nelson
Ellie Nelson
Robert White
Marilyn Edgar
Alfred Haij
Ray Meyer
George Mickelson
Kent Hutchens
Janet Rodabaugh
Russell Schoof

JUNIORS

Robert Jackson
Bill Carter
Nicholas White
Gerald Webb
Richard Parks, Jr.
Richard Gross
Chuck Bukowsky
Ed Ackerman
Freda Webb
Steven Howes
Peter Rodabaugh
Alan Viewig
Naomi Gray
Paul McGinley
Rockford Regula
Tammy Auburg
Michael Callanan
Irv Ewen
Carl Rodabaugh
Barbara Dougherty
John Rosu
Ralph Jack
Helen Jack
Pat Barbour
Gordon Zimmerman
Dale Miller
Christine Schoof
Robert Fornoff

Correction

The address printed in the the September issue of *The Trainmaster* for the Northern Pacific Railway Historical Society was incorrect; the correct address is printed below. The error was the Editor's; I regret any inconvenience it may have caused. —RS

Northern Pacific Railway Historical Society
Duane Durr
205 NP Ave.
Fargo, ND 58102

AUTOGRAPH PARTY

FOR OUR OWN

Jack Pfeifer

at the business meeting, November 16
to celebrate the publication of his book
on the Union Pacific:

West from Omaha

Be there to congratulate Jack
and get your autographed first edition
at the special price of \$49.95

Members!

Take a train home for Christmas...

*see you at a business meeting
to find out how!*

Cataloguers Wanted

Work on an item-by-item catalog of the Chapter's collection of historical documents and artifacts is under way in earnest. Bob Weaver and Russ Schoof have set up a computer database to document the thousands of photographic prints, slides, and negatives in the collection; additional databases for other materials in the archives are under development. Dave Stimac and Russ Schoof have put together a similar database for artifacts in the custody of the Museum Committee.

This is an immense undertaking, and much help is needed to sift through the collection, identify and document each item, and enter the information into the computer. Anyone who would like to help with the archives should contact Bob Weaver (659-7135), and for museum work call Dave Stimac (656-9392).

NEWS—HISTORY—TRAVEL

Report on the *Seattle Steamboat/Rail Adventure*

by Doug Auburg & Bill Carter

(Doug:) Some say that playing the Lotto is gambling!! Those who do haven't experienced the "thrill" of running a rail excursion for the PNWC-NRHS. Well, maybe I exaggerate, because there are many in the Chapter who pitch in and gladly help. But it is a little scary to step up and volunteer to organize an excursion, knowing full well that there is a chance that enough tickets won't sell to break even. Then even if we sell out, there're dozens of ways that things can go wrong to tarnish a trip. In this case the ordinary risks were multiplied by the fact that the only time we could get hotel rooms and AMTRAK seats was just one week before we were planning to run the first excursion with our own equipment. So the Excursions Committee and the Chapter Board had to wrestle with the issue of whether to run both trips. After much discussion, the decision was made to go ahead with both.

In this case, those fears proved to be totally unfounded. It's true that there were lots of challenges but the staff on board and others who helped at home, pitched in like troupers, and made the trip the success that it was. Without their help the trip couldn't have happened. In addition to Chuck Hayden, Bill Carter, John von Gaertner, Fred Dorsett, and wife Tammy who helped with the preparation, Russ Schoof did the trip guide and Marilyn Edgar took care of the trip pins. The following Chapter members helped out on the trip: Bob Hoffman, Rich Carlson, Maxine Rodabaugh, Jerry Webb, Dave van Sickle all pitched in. Car Hosts were called upon to do what car hosts ordinarily do, plus a number of other tasks. They were: Carl Rodabaugh, Ralph and Helen Jack,

Barbara Daugherty, John Rosu, Noel and Ellie Nelson, Roger White, Ken Peters, and Pat Barbour. Doubling in brass as car hosts were John von Gaertner and Rich Carlson.

This was the most complex Steamboat trip we'd ever run, and perhaps the most complex overnight trip bar none. But first a little background.

In mid July Bill Carter organized a party at the Semaphore where the a crew of volunteers stapled the trip brochures for mailing. Then a few days later, Chuck Storz mailed a little over 3,000 to the Chapter's Excursion Mailing List and the orders began to come in. Orders surged until about 140 were received and then begin to slow. Time to call in the cavalry--in this case in the form of Al McCready and the Public Relations Committee. Al placed three ads in the Oregonian in mid-August and orders surged again. Then just a week before the trip the last order was received and processed and the trip was set for 356 people, including 22 staff members.

They say that sometimes there's too much of a good thing. In the case of the Auburg family, this saying was proven by the fact that the 25th reunion and homecoming for my alma mater, WSU, was set for the same weekend that was available for our Seattle trip. So I prevailed upon Chuck Hayden, John von Gaertner and Bill Carter to take care of the Saturday events and Sunday return, while Tammy and I drove off to Pullman for the day. We then joined the crew in Seattle Saturday evening, in time to help out on Sunday.

(Bill:) Passenger loading went smoothly at Portland's Union Station Saturday morning, since most

people were preticketed by car number. John von Gaertner quickly assigned those few without car assignments. Chuck Hayden greeted and directed passengers to their assigned cars while Chuck Bukowksy (even though he did not go on the trip) directed food loading and distribution.

The car hosts immediately began winning over the passengers by offering assistance in boarding, luggage storage, seating and serving hot coffee. People were smiling before we even left the station.

Jim and Marilyn Edgar managed to get the almost forgotten trip guides on the train at the last minute. This put them all on the car with concession's supplies. Jerry Webb really got a workout distributing them to the car hosts in six Superliners. I understand that Jerry relaxed with a nice cool cranberry juice cocktail afterwards! Once we got rolling, the trip to Seattle went very well. After getting everyone checked into hotels, the entire consist (with credit cards) was turned loose for an afternoon and evening of dining and entertainment in Seattle.

(Doug:) Sunday morning dawned bright and clear—truly beautiful weather for a cruise on Puget Sound and a train ride in the Cascades. The passengers were split into two groups, with half of them going to Elbe and the other boarding the Virginia V. The plan was to meet at the Old Town Dock in Tacoma at 11:30 and switch passengers. Chapter staff were fully occupied in taking care of luggage, being bus or boat hosts, taking care of food distribution and several other tasks.

(Bill:) The last bus pulled up to Pier 55 to the accompaniment of the Virginia V's pop-offs blowing.

With a blast of the whistle, we slipped into Puget Sound under sunshine and blue skies. Captain Don Moss took us around Vashon Island following the original West Pass Transportation Company's route to Tacoma. A group of sailboats parted as we cruised through Colvos Passage, greeting us with waves and smiles. We passed the community of Maplewood, 1922 birthplace of the Virginia V. The relaxing pace allowed everyone time for a trip to the wheelhouse, a hearty buffet meal, an engine room tour, and lounging on the main deck. Captain Moss was also conserving fuel with the reduced speed--costs of which are increasing daily with the Iraqi-Middle East crisis.

(Doug:) While half the passengers were enjoying the beautiful sights of Puget Sound on the Virginia V, the others were riding Grayline Motor coaches to Elbe and riding the Mt. Rainier Scenic Railroad. There was a little hitch when the morning train was 40 minutes late in leaving. Since the

name of the game for this trip was timing, this little glitch reverberated throughout the afternoon schedule. Fortunately, plans were in place to cover this contingency. The Elbe folks held their 1:15pm train for 40 minutes to allow our PM train riders to make it up from Tacoma where they had traded places on the Virginia V with the AM train riders. The afternoon train ride went well, with everyone enjoying the beauty of the Washington Cascades. Upon returning to Elbe at 3:30, we consulted with the bus drivers and decided that there wasn't time to safely reach King Street in Seattle. So we opted for the AMTRAK station in Tacoma, arriving there at about 4:30.

After unloading passengers and staff and calling King Street to let them know where we were, Tammy and I reboarded the one of the buses for the ride to Seattle and our car. We went by King Street on I-5 at exactly 5:30 train departure time. After jumping in our car and getting back on I-5 southbound, we pulled

into Tacoma just in time to see the Southbound Mt. Rainier pulling in. Ten minutes later they had loaded 175 passengers and pulled out toward Portland.

(Bill:) After dinner was served and a couple of passengers were reunited with their luggage, the staff finally started to relax a little. Many passenger compliments were heard for the trip, the food and the service. Bonnie Carter (her first chapter trip) said she could not believe how hard the staff worked all weekend. With that one statement, she hit upon the reason for the Chapter's success with excursions. The commitment, flexibility, and hard work of the dedicated members who volunteer their time as staff. Everyone who helped, whether we have remembered to name you specifically or not deserve a "pat on the back" and "well done!"

(Doug and Bill:) Thanks again, to everyone who helped make this the best Seattle Steamboat/Rail Adventure ever!

How About Bed and Breakfast Where the Milwaukee Crews Slept?

While Tammy and I were sitting in Pullman having a reunion breakfast, the Saturday morning of the Seattle Steamboat weekend, we heard about a bed and breakfast inn in Cle Elum that we just had to investigate. We were sitting across the table from a lady whose family had been a five generation Milwaukee Road family and that the master suite of the bed and breakfast is named after her grandfather.

It seems that the old Milwaukee RR crew hotel in Cle Elum has been converted to a bed and breakfast. So, at about 5:00pm we pulled off I-90 at Cle Elum and started to look for the Moore House. After a little investigation we learned that it is actually located in South Cle Elum. We pulled up in the front and I walked up to the door.

The proprietor was reluctant at first as he was already sold out for the night, but when we explained

that we had heard about his hotel and just wanted to take a quick look, he graciously agreed to show us around and tell us his story. And an interesting story it was.

The Moore House was built by the Milwaukee Road in 1909 to service the crews associated with the helpers and yard at Cle Elum. The Cle Elum station and substation buildings are just a couple of hundred feet from the back door of the Inn and worth a look. The Inn is also adjacent to the new Iron Horse Trail State Park--a 25 mile-long trail which must follow the old right-of-way.

It seems that the hotel had fallen onto hard times after its sale by the railroad, when the present owners bought it in 1983. In fact the upstairs bedrooms were boarded up and the occupants were raising fishing worms in the living room, not to mention the 15 cats and 3 or 4 dogs.

Anyway, our hero saw a vision of this building as a primo historic bed and breakfast establishment that would get him and his wife out of the rat race of Seattle. The inn keeper indicated that they have just this summer gotten all 11 bedrooms renovated and in service.

It really does look great now and it's a place we'd highly recommend if you're planning a trip anywhere in the North Cascades region. Rooms range from \$59 to \$95 per night complete with a hearty breakfast of eggs benedict, cinnamon rolls, etc. For reservations, write or call The Moore House, PO Box 2861, South Cle Elum, WA, 98943, (206)674-5939.

This was not a paid advertisement, just a great opportunity to get away from the "they're all alike" motels and hotels we normally stay in when we travel in this country.

—Doug Auburgl

COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157
Meeting Program Coordinator:
Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
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Finance: Dave Van Sickle, 297-3807
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Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
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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ORGANIZATION

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