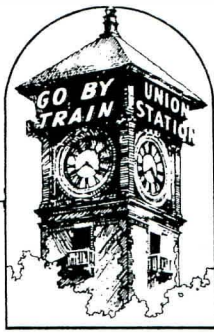


# The



# TRAINMASTER



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

## JANUARY 1991

### High Cost of Giving

For the past five years or so, Rich Carlson has been able to obtain quantity copies of the annual Union Pacific calendar which have been distributed at the Chapter Annual Banquet and the following monthly Chapter Business Meeting. The color photograph calendar has always been popular and well-received.

But, unfortunately, this year he was advised that due to new distribution plans instituted by Union Pacific, they are unable to fulfill the request made on behalf of the Chapter.

However, all is not lost for they will take orders at the cost of \$1.50, the cost of printing and shipping.

Rich has volunteered to take orders for the calendar, and will be ordering a shipment based on actual prepaid orders received.

Closing date for orders will be Friday, January 18, 1991, the date of the regular monthly Chapter Business Meeting. If you are unable to attend the meeting, send your order before that date, with payment of \$1.50 enclosed for each calendar, to the Chapter office, addressed: UP Calendar, PNWC-NRHS, Room 1, Union Station, Portland, OR 97209.

*Continued on page 7*

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## CHAPTER TIMETABLE NO. 340

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, January 10, 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, January 18, 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. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

**ARCHIVES WORK SESSIONS, Thursday, January 10, & Saturday, January 19, 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, January 19 & 26 1 to 4pm** at Room 1, Union Station.

### EXTRA BOARD

**ANNUAL CHAPTER BANQUET, Saturday, January 26, 6:30 pm** at the Mallory Hotel. Details on page 2. Capacity is limited, so plan to reserve early if you want to get in.

**GREAT AMERICAN TRAIN SHOW, January 26-27**, at Multnomah County Exposition Center. Come and see our booth.

**RESURRECTION OF STEAM: THE LADY, February 7th, 5:00 to 7:00 pm** in the Silver Gallery of the Smith Memorial Center at PSU. Photo exhibition on the SP&S 700, by Kyrian Gray. Reception following.

**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.

### JANUARY 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  
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Room 1, Union Station  
Portland, OR 97209-3715

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Portland, Oregon 97218  
281-1824

**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!

—MC

**A PASSING OF THE TORCH**

You can't teach an old dog new tricks I've been told. I suppose the willingness to learn is directly proportional to the value placed on the treat being offered. Learning to operate the computer was the prize for me, although I felt like an old dog trying to pound through it.

I thank Russ for his indulgence and patience with me. I have already erased important files and prompted the machine to disfunction for no apparent reason. I wonder how many more times he will come charging to the rescue.

I feel we are moving into a new era for our chapter and the rail community at large in the metro area. I see Portland as becoming a major excursion center for these reasons:

Quite a few pieces of rolling stock have been showing up in town, Two operational mainline steam locomotives are available, Burlington Northern has loosened the reigns on steam operation, We've completed a successful excursion utilizing our own equipment.

I look forward to the coming months. I believe many of our members have valuable comments and ideas that should be heard and I will create a forum column to fit that need. There are also some budding article and feature writers in our midst and I'll be watching for you.

-Michael J. Callanan

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**Annual Chapter Banquet**  
**Saturday, January 26**  
**6:30 pm**  
**Mallory Hotel**  
**729 SW 15th Avenue**

We will meet once again in the Crystal Room with no-host cocktails beginning at 6:30. Dinner begins at 7:30 with your choice of entree being breast of chicken or swiss steak. Please designate your selection when you make your reservation.

**Fare: \$13.00 per person**

Make your checks out to PNWC-NRHS, and mail to Esther Rosu 13820 SE Briggs Portland, Ore., 97222, with the envelope marked "BANQUET".

The program will be VIA Rail Adventure-1986 by Dan Kuhn. The winner of the Jack Holst Award will be announced and we will have a drawing for door prizes.

Parking is available in the lots to the east and south of the hotel, and one block to the west.

Seating is limited, so reserve early!

## CHAPTER BUSINESS

### Notices

#### MEMBER OF THE YEAR AWARD

A nominating committee appointed by PNWC President Bob Hoffman has come up with a slate of candidates for the prestigious Jack Holst Award. The committee; consisting of Marilyn Edgar, Pete Rodabaugh, and Irv Ewen; met on Saturday the 1st of December. The meeting was held during the railroad display (of Chapter owned cars) at Drain (where it was plain that the rain fell mainly on the train).

Candidates selected for the honor were:

G. Robert (aka "Bob") Hoffman  
Terry R. Parker  
Tony Reghitto

It was noted that all candidates share similar qualifications in that they are tireless workers for the betterment of the Chapter. Each in their own way has contributed countless hours on Chapter projects. Also, their efforts have been ongoing over a long period of time, not just during the current year.

The committee acknowledges that there are other PNW Chapter members worthy of nomination for the "Jack Holst Award". It was felt that the three nominees listed above represented a cross-section of involved Chapter members.

Additional nominations will be accepted from the floor at the next regular Chapter meeting to be held on Friday, 18 January 1991. Nominators should be prepared to outline their candidate's qualifications at the time of presentation to the membership. Voting for Pacific Northwest Chapter's "Member of the Year" will take place during the refreshment break following the nominations.

Presentation of the award will take place at the Chapter's Annual Banquet to be held in the Crystal Room of the Mallory Hotel during the evening of Saturday the 26th of January, 1991.

### Committee Reports

#### MEMBERSHIP

*Fred Dorsett, Chair*

Please welcome the following new members into the Chapter:

JEAN WIEDEMANN  
Portland, Or

LEONARD SIEGAL  
Portland, Or

HOWARD & AVON SAWYER  
Portland, Or

ALLAN HANSEN  
Woodburn, Or

JAMES FELDMAN  
Portland, Or

WILLIAM & JEAN ANDERMAN  
Tigard, Or

#### EXCURSIONS

*Bill Carter, Chair*

Plans are under way to work on a joint 700 -PNWC excursion this spring to Sacramento. Next committee meeting is scheduled for January 8th.

#### ROLLING STOCK

*Richard Gray, chair*

Our latest aquisition from back east has arrived and they're sitting on track 60. (Don't go looking for them, that was the answer I got) They were suppose to be in Chicago 2 weeks ago. Nothing has been decided on the other cars - they're still sitting on rip 4. (*Story on page5*)

### SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - DECEMBER 13, 1990

The meeting was called to order by President Bob Hoffman at 7:18 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 11/30/90:



## CHAPTER BUSINESS

Checking \$8199.00. Excursion \$25,235.17. The net for the Seattle trip will be about \$16,500 and for the Astoria trip about \$6000. There is \$2354.00 in the restoration account (bond sales money). Total bond sales to date are \$45,100 including the \$2500 donation.

The board of directors passed the following motion at its December meeting: Approved purchases \$350 over budget for concessions sales stock.

Finance: Bob Hoffman reported that Dave Van Sickle has been called up by his army reserve hospital unit and is scheduled to go to Europe.

Excursions: Bill Carter reported that John von Gaertner will be in charge of the Chapter's excursion to the Sacramento rail museum anniversary. The B.N and the U.P. have been contacted about running over the two roads' tracks on an "Inside Gateway" route to the celebration. The committee is considering both a two day and a three day trip to Sacramento. Bill also reported that word has been received today that the 4449 will also be pulling a revenue train to Sacramento. The committee is also looking at other trips including repeats of the Amtrak trip to Redding and the Chapter trip to Astoria.

Concessions: Marilyn Edgar asked the board to begin considering that the Chapter provide front money for concessions stock for the Sacramento trip. She will present a specific proposal early in 1991. Marilyn reported sales of \$550 at Drain, OR and total sales for the year to date of \$8154.49.

Library: Jerry Webb reported that Walt Grande will be pricing duplicate books in the Chapter collection in preparation for offering them for sale to the membership. Jerry also asked for board approval to renew the Chapter's membership in the N.P. and G.N. historical societies.

Museum: Bob Hoffman reported for Dave Stimac that over 1300 people went through the Chapter's display at Drain, OR. The price on the AS-616 at Burns, OR has been lowered to \$3000 plus \$2000 for a large quantity of spare parts. \$5000 in temporary financing is available to the Chapter to buy the locomotive. The spare parts can be sold for \$5000. Chuck Bukowsky will work with Dave Stimac for more details.

Vacancies on the Board: Bob Hoffman reported for Connie McCready that the nominations committee has proposed the following candidates for the board seat being vacated by Chuck Bukowsky: Chuck Hayden, Peter Rodabaugh and Terry Parker. Regarding the callup by the Army reserve of Vice President-elect Dave Van Sickle the board decided to take no action at present.

Rolling Stock: Bob Jackson reported that the two RDC's were at Buffalo, NY enroute to Portland after delays preparing them for interchange. Richard Gray reported that an S.P. switch crew had kicked a cut of cars into Chapter cars 3300, Mt. Hood and 76 due to a switch

being left open. The 3300 was derailed and suffered heavy damage with the extent of damage to all three cars not known in detail at this time. The S.P. has acknowledged responsibility. Further details of the situation are not known at this time.

The meeting was adjourned at 10:18 PM.

Respectfully submitted, Chuck Storz, Secretary

### Chapter Meeting Canceled

As most of us know by now, our chapter meeting was canceled last month. We are sorry for any inconvenience this caused those planning to attend. This did bring up an issue on how to inform members of last minute changes which will be discussed at the next board of directors meeting. Please feel free to drop a note to Room 1 if you have any suggestions.

### *Dr. Dave goes to War*

It sounds like a movie title. But the reality for many reservists has come to visit. Our own Dave Van Sickle has been activated and is now in Frankfurt, Germany.

The alert call came on December 5th. His company mobilized at Fort Vancouver, then shipped off to Fort Lewis. On December 24th they all boarded the plane for an initial 6 month assignment.

I'm sure he will enjoy hearing from us, so here's where to write:

Major David G. Van Sickle  
107283824  
Box 25  
97 General Hospital  
APO New York 09757-3398

He will retain his position in the chapter in accordance with ARTICLE VI, Section 6.04(c) of the bylaws. He has good cause to be absent.

## NEWS—HISTORY—TRAVEL

### ...by way of the trains

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 for railroads, recently ran a two-page spread about the upward mobile executive types who have already been to Tashkent, Timbukto 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 to Miles City in 1938.

If it were possible to report such things, in 1933 I went to the Century of Progress Exposition in Chicago, by stealing rides on trains. Returning east, I rode with a string of empty boxcars being positioned for the wheat harvest. I have this fragment of a log: July 4, 1933, "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 land container obtained from the small bakery. In the end, the stew was surprisingly good and 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 out 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 40 of us came out of the weeds and rushed for the vestibule of a dead-head 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 g\*#@+! 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*

### F-UNITS

During the first week of December, the newly rebuilt Burlington Northern F-9 A-B set was in town for a visit.

These engines wear very handsome colors, a welcome change from the former BN green with white stripe. That should make a quite a drawing card for excursions.

Both of the "covered wagons" are of Northern Pacific heritage recently being used in snowplow power-unit duty. They've just completed an eight month overhaul at BN shops in West Burlington, Iowa, in time to participate in the Eisenhower celebration in Abilene, Kansas.

### Ouch!!!

On the 12th of December at 2:45 in the afternoon, three of our cars that had been at the Drain Holiday Preview for display were damaged in Brooklyn yard.

The *Mt. Hood*, 76, and 3300 were on rip 4 when a string of cars destined for rip 5 were kicked into them. The switch had been lined for the wrong track.

One car, the 3300, left the tracks. Truck and frame damage are quite probable. The vestibule is sprung and the drawbars on all the cars will have to be inspected.

### Elections

We will be voting again at the January membership meeting to select a new director to fill the vacancy created when Chuck Bukowsky was chosen President at the regular elections.

The proposed candidates are:

Chuck Hayden

Terry Parker

Peter Rodabaugh



## Brownsville Station

As I was leaving the freeway heading east into the mountains, images of what this place must be like wandered through my thoughts. I saw a sign informing me of the Brownsville city limits and to my right was a very curious rock house which turned out to be another museum, but not the one I was looking for.

Historic Brownsville Museum. I'd seen the rustic billboard many times. The mental note was always there reminding me; someday when I have time. Well today I had finished a shift early in the Eugene yard and I was heading home. This was the day, I didn't have any reason for not stopping.

If you've never been to this quaint little community I highly recommend a visit. Main street and its merchants are tucked into a little hollow with hills on two sides. The whole business district occupies all of six blocks. The store fronts are restored faithfully; representative of the era in which Brownsville boomed.

My truck was poking along as I admired the architecture when to the right I spied some box cars, about six or seven being of SP and SSW heritage. They were parked on their own tracks along with an SP cupola style caboose. In their midst stood a depot in very good condition. Posted high above the windows read the customary station sign: BROWNSVILLE.

I met a volunteer at the door just as she was opening up for that day. As I entered I realized by reading the available literature this was actually the Linn County Museum.

Stepping up from the foyer into the display area I came upon a pioneer's covered wagon. An old apple press and fanning mill (used to sort, size and separate seed and grain) boasted fine hand craftsmanship not often seen these days. There were black powder rifles, a bonnet from a maid that crossed the Oregon Trail and if you've ever wondered what a vacuum cleaner looked like in 1911...

The rooms are full of extensive local area history. An ore cart from a mine in the nearby Quartzville district is tastefully presented, a collection of miniature handcrafted wagons and carriages, even small segments of early business' are preserved. The Halsey Bank, a local dentist office and even Jo's Beauty Salon have survived inside the walls of the freight cars that once delivered the products that stocked their shelves.

The museum is quite skillfully arranged and very well maintained. Strong volunteer involvement is sustained by director Charlene Scott's commitment to *make it fun*. Funds are received by donations at the door, providing guided tours of the museum and an event called the *Carriage Me Back Tour*, held on the third weekend in April. People are invited to dress up according to a certain era and take tours through the vintage homes, complete with a horse and buggy ride.

The original tracks through town were narrow gauge, reaching from Springfield north to Stayton, Silverton, Woodburn, St. Paul and crossing the Willamette River by ferry at Dundee. The roadbed was widened to standard gauge and operated by SP until it was abandoned in December of 1987. Dismantling began six weeks later despite efforts to save the tracks for velocipede riding.

Like so many other rural branch lines, all that remains is the overgrown right of way standing despairingly in the midst of the fescue and rye grass. A gentle reminder of the dependence we once had on the steel rail to provide us with all the necessities of comfortable living in the west. Captured within the walls of the depot are the implements of convenience once used here. Much like this branch line, they have outlived their usefulness to all but the hopeless romantic that feels that somehow God made a mistake and allowed him to be born a hundred years to late.

-Michael J. Callanan

## SUPPRESSED DESIRE--TO "DRIVE" A TROLLEY

Many years ago there was a newspaper in Portland called the OREGON JOURNAL. A feature called "SUPPRESSED DESIRE" reported the secret wish of Mrs Letha Hodge of Milwaukie. Her desire, to operate a trolley car.

It was approved by Phil Adams, Assistant General Superintendent of Portland Traction Company. Motorman Arthur Zimmerman was assigned to carry it out.

As recounted in the August 1954 issue of RAILROAD MAGAZINE, Mrs Hodge's reason was that she had been riding the Portland to Oregon City Interurban for nine years. From the very first time she had wanted to operate one. She explained: "I would at least like to know how to stop one in case the motorman should have a heart attack or something.

Her background showed only an uncle with railroad experience. He ran a Portland streetcar.

The day came and she was ready! Saying she was "scared to death", she "adjusted her fur coat, put on the motormans hat and took over the controls". Mr Zimmerman instructed her on "throttle, brake, door lever and whistle cord". A friend boarded and was greeted by Mrs Hodge: "Hello, Florence, I'm going to drive this damn thing!"

The story did not say where they started. However, when they reached the double track straightaway past Oaks Park, her confidence grew and starts and stops were smooth. She greeted an on coming diesel with "two short blasts of recognition". Then on approaching Ross Island Bridge "Pulled the cord for a crossing signal".

The passengers on the trolley were told what was going on. Two men in the rear paled a little but no one got off prematurely.

-Jerry Webb

**High Cost, from page 1**

The calendars might possibly be received in time for distribution to those who have ordered them at the Annual Banquet. Otherwise, they will likely arrive in time for distribution at the February Chapter meeting.

## » -Forty Years Ago-

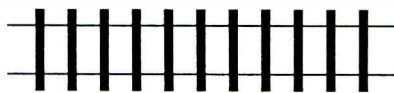
When the city of Portland discontinued streetcar service on its three remaining lines - "Council Crest", "23rd Street" and "Williamette Heights", the wooden cars became available for purchase at the price of \$450 each.

(Source - *The Review, Bay Area Electric Railroad Association*)

## » -100 Years Ago-

An electric railway is to be constructed between Seattle and Tacoma, Washington, a distance of 42 miles. This will be the longest electric road in existence and its successful and economical operation will go far to demonstrate the feasibility of applying electric motive power to railways of much greater length.

(Source - *Baltimore NRHS*)

**Laugh Track**

This month we feature what could be called "almost one-liners", again from the late 1930s THE RAILROAD TRAINMAN published by the Brotherhood of Railroad Trainmen.

First, two women, who I suspect, don't like each other too much.

SUE: "I refused to marry Harry two months ago, and he has been hitting the booze ever since."

**Dining Car**

I came across a tasty tidbit the other day when I was helping to organize my husband, the new *Trainmaster* editor. He came home from Room 1 with a mountain of papers and said he had to get going on the newsletter. There was a slight note of panic in his voice and fear in his eyes, so while he was at work the next day I sorted through the molehill of information and came up with a workable file system for him to use. As I was leafing through the papers, I came across an old booklet that Southern Pacific printed in 1955. It contained some of the recipes from the SP dining cars; and stated that if the recipes were followed exactly they will place fine cooking within the reach of anyone. Lord knows I'd settle for just being within the reach of mediocre cooking!

So I thought I would try these delectable delights on Michael and then share them with you!

I found the perfect recipe to kick off 1991; to usher in a brand new year and our brand new president, Chuck Bukowski. So, I give you...

Trout A La President  
(2 servings)

2 large trout  
1 tablespoonful finely chopped onions  
1 tablespoonful finely chopped parsley  
1 tablespoonful finely chopped mushrooms  
3 tablespoonfuls butter (what, no margarine back in 1955?)  
3/4 cupful fresh bread crumbs  
1 egg  
Pinch (OUCH!) of chopped parsley  
Pinch of thyme  
Salt and pepper to season  
Lemon juice

Saute onions, celery and mushrooms in butter. Add bread crumbs, seasonings, and bind with egg. Clean trout and remove backbone by sliding point of knife along each side of bone, and breaking if off at the neck and lower part, leaving head and tail fins intact. (*Definitely Mike's job!*) Rub trout with salt, pepper and lemon juice, stuff and fold into oiled paper, closing all ends tightly. Bake for about twenty minutes in moderately heated oven, or until trout are done. Remove paper when serving, and sprinkle with parsley butter.

Bon Appetit!

-Tina Callanan

KATE: "Well, I call that carrying a celebration too far."

Now, lets go to Church.

"Why do you admire that preacher so much?"

"Any man who can keep a flock of women quiet an hour deserves admiration."

Remember, I am only recounting what railroad men were laughing at in the late 1930s

We conclude with one more:

Comments after a singer's performance

"It's remarkable how that singer can hold one of his notes for almost a minute."

"That's nothing--why, I held one of his for years."

—Jerry Webb

**It's the Law!**

A Kansas law reads, "When two trains approach each other at a crossing they shall both come to a full stop and neither shall start up until the other has gone."

In Illinois, it is against the law for a conductor to collect fares without his hat on.

It is a criminal offense to put salt on any railroad track in Alabama.

The law in Denver states that it is unlawful to shoot jackrabbits from the rear window of a streetcar.



## COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157  
Meeting Program Coordinator: Vacant  
Bylaws: Vacant  
Concessions: Marilyn Edgar, 236-7271  
Excursions: Bill Carter, 646-8116  
Finance: Dave Van Sickle, 297-3807  
Library & Historical Foundation: Walt Grande,  
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Membership: Fred Dorsett, (206) 256-4981  
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 Property Development: Al McCready,  
281-2415  
Ad Hoc Room 105: Dave Van Sickle, 297-3807  
Ad Hoc "Union Station": Terry Parker, 284-8742  
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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146 NE Bryant St, Portland, OR 97211  
Treasurer: Maxine Rodabaugh - 253-4241  
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14105 SE Laurie, Milwaukie, OR, 97267  
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Jerry Schuler - 285-7941  
2034 N Webster St., Portland, OR 97217  
David Stimac - 656-9392  
2136 SE 5th, West Linn, OR 97068  
Jerry Webb - 298-8163  
1402 Dry Hollow Rd., The Dalles, OR 97058

THE TRAINMASTER  
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National Railway Historical Society  
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800 NW 6th Avenue  
Portland, OR 97209-3715

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