

The



TRAINMASTER



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

JUNE 1991

CHAPTER TIMETABLE NO. 345

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, June 13, 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, Friday, June 21, 7:30pm, at 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 SESSION, June 13 & 22, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS, Saturday, June 22 & 29, 1 to 4pm at Room 1, Union Station.

EXTRA BOARD

RAIL SENSATION AT UNION STATION - June 14-16, Trainshed fundraiser sponsored by OREARP, SP&S 700 steamed up, Display cars from local railroads, Dancing and food

RAILROAD MEMORIES WORKSHOP - June 22, 1:30 to 3:30pm, Room 208 Union Station

ANNUAL CHAPTER PICNIC - June 28, 7 to 10pm, at Lewis and Clark Railroad - LIVE MUSIC - Bring your friends

2nd ANNUAL ASTORIA DIXIELAND JAZZ TRIP - October 11 -13, It's not too early to start planning. We had a great time last year.

JUNE MEETING PROGRAM

logging reels of the Jack Holst collection

from our library

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

Riding First Class Before Streamlining

That night I learned how to dress and undress in a lower berth. At that time in addition to a first class fare, the charge for a lower berth was \$2; the upper berth was \$1, and if you bought a section for \$2.50 they would not sell the upper berth, so you had much more room. Whenever possible, I did it that way...The routine in getting up in the morning was to put on underwear, socks, trousers, and shoes, and carry your shirt and necktie to the men's dressing room. This had three wash stands, a little fixture for brushing teeth, an enclosed toilet and a big upholstered bench. There were some hooks on the wall for hanging clothes....You waited your turn at the wash bowls for washing and shaving, and then finished dressing. No matter what they said about inconvenience, those heavyweight Pullman sleepers were the best riding cars ever built.

-by Harold Ahlstrom

(Empire State Express)

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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!

—MC

the
library committee
presents

*Preserving
Railroad Memories
Workshop*

Saturday, June 22nd
1:30 pm - 3:30 pm
Union Station
Room 208

The library committee, as a service to PNWC members, offers to help you save those delightful ol' timers' railroading memories and anecdotes you always intended to record.

Walt Grande and Clytis Belloit will give tips on interviewing techniques and tape-recording equipment. You'll have time for practice during the workshop.

Please call Clytis at 232-8814 for reservations. Class size limited.

CHAPTER BUSINESS

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

John and Barbara McLeod
Portland, Oregon

Thomas and Jean Babbage
Oregon City, Oregon

LIBRARY/ARCHIVES

Walt Grande, Chair

Books and tapes are still being made available for borrowing at chapter meetings. There will also be some duplicate books for sale.

The chapter policy on curtailment of expenditures has made it impossible for us to purchase additional books, videos, and archival material.

We are pursuing the donation of five flat file cases, that will give 25 drawers for storage of the SP maps.

John Runciman, a chapter member from Gleneden Beach, passed away recently. John was a member of the library committee several years ago, but his location at Gleneden Beach made it difficult for him to participate in chapter activities. John had worked at the Northern Pacific Terminal Company (later known as Portland Terminal Railway). He had accumulated a large amount of material and photographs on the NPT. Mrs. Runciman has indicated she will donate the material to the chapter library.

We are also working on the acquisition of some of the records and file cabinets from the Portland Traction Company, which went out of business on May 31, 1991.

ROLLING STOCK

Richard Gray, Chair

The rolling stock committee needs to relocate the four electric locomotives stored at Glenwood Trolley Park. All have an overhead pantograph and are 3' gauge. Each unit is relatively complete. There are no builders plates so heritage is a mystery. Included are four wheel sets and two trucks.

They need to be moved or sold by the middle of August. If any one would like to buy or store them please let us know.

Contact Richard at 656-0260 or Pete Rodabaugh at 771-8545.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - APRIL

11, 1991

The meeting was called to order by President Chuck Bukowsky at 7:11 PM.

Treasurer Maxine Rodabaugh reported that a \$6000 payment on the Chapter's annual insurance premium was made during March.

The Chapter board passed the following motions at its April meeting: 1) Approved and recommended membership approval of the Library committee request for \$3248.48 for equipment to store and microfilm plans and maps in the Chapter collection. 2) Authorized the rolling stock committee to send a letter to Dick Samuels requesting the donation of a 35 ton Davenport locomotive. 3) Approved an expenditure of not over \$875 to send two members to Ketchikan, AK to prepare locomotive spare parts for movement. 4) Approved and recommended membership approval of the purchase for not over \$1000 including transportation of two pairs of Andrews freight trucks now at Burns, OR, and authorized the rolling stock committee to sell one pair.

National Director Bob Hoffman announced that he will be attending the NRHS national board meeting in Bethlehem, PA to answer questions about the Chapter's bid to host the 1993 spring NRHS national board meeting.

NRHS N.W. Vice President Jerry Webb reported that a group in the Tri-Cities area of Washington has decided not to seek NRHS chapter status for the present.

Finance: Al Viewig reported that the Chapter is committed to spend about \$20,700 above the 1991 budget with no excursion income in sight. Ray Myer expressed great concern about the amount of money spent so far this year.

Excursions: Al McCready reported that the Missoula trip has been cancelled due to the fact that Amtrak needs nine months to plan it. The excursion committee is working on three trips: 1) A three day trip to Toledo and Newport, OR in July, 2) A three day Labor Day weekend trip over the S.P. Siskiyou line, and 3) A three day trip to Astoria in October.

Rolling Stock: Peter Rodabaugh reported arrangements are being made to move the locomotives and spare parts from Hine, OR and Ketchikan, AK. The three damaged cars will go to Bob Steele & Asso. in Tillamook for repair. Work is currently under way on cars 6800 and 4461. Spare parts are being moved to the S.P. boxcar. The north end of the B unit has been cleared for use as a work area. The RDC's are being cleaned and their systems restored.

Museum Committee: Dave Stimac gave the board

CHAPTER BUSINESS

copies of a museum proposal and asked that the proposal be read carefully in preparation for a meeting on May 4 to discuss it further.

Car Rationalization: The board acknowledged that Ray Myer and his committee on car rationalization have accomplished their purpose with the presentation of recommendations and agreed to discharge the committee.

The meeting was adjourned at 11:15 PM.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 19, 1991

The meeting was called to order at 7:33 PM by President Chuck Bukowsky.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 3/31/91: Checking \$18,967.99. Visa & Excursion \$580.33. Car Restoration \$7367.08. CDIC Bond Account \$5221.50. CDIC Savings \$32,009.48. Two Far West CD's \$18912.12. A check for \$1900 has been received from Dave Duncan.

The membership passed the following motion at the April meeting: Approved the request from the Library Committee for \$3248.48 to purchase storage equipment for the map and plan collection and to microfilm a number of drawings and plans.

Excursions: Chuck Bukowsky reported for John von Gaertner that the excursion committee is working on a trip to Toledo, OR over the S.P. for July 13 and 14. A Siskiyou trip is tentatively planned for the Labor Day weekend. The Dixieland Jazz Festival in Astoria has offered to help market the October trip to Astoria but wants it to be a three day trip. The Missoula trip has been cancelled due to insufficient time for Amtrak to plan it.

Activities: Fred Dorsett reported that he is working with the Lewis & Clark RR for another picnic trip, probably on Friday, June 28.

Finance: President Chuck Bukowsky asked the membership to think about buying more rolling stock bonds. Interest of 8% is paid. Bonds are paid off on a lottery basis with the first pay back scheduled for Sept., 1991.

Astoria Trip: Marilyn Edgar announced that John von Gaertner has asked her to be in charge of the 1991 Astoria trip. Marilyn named the members she has asked to assist with the trip. The first meeting of the group will be on May 23rd.

Rolling Stock: Bob Hoffman reported that progress on the Chapter's cars is becoming more visible. Car 6800 is being prepared to go in the 4449 train to Sacramento. The three damaged cars left this week for repair in Tillamook. Cars 76 and Mt. Hood will be

finished first. The vestibule end of car 3300 must be taken apart to repair the damage.

Car Rationalization: Ray Myer reported that his committee on car rationalization has looked over the Chapter's cars and tentatively decided on several cars that could be sold. However, Ray said he found strong resistance from some members of the rolling stock committee to selling any cars. Therefore the committee decided that it would make no recommendations rather than create any bad feelings in the rolling stock work force.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MAY 9, 1991

The meeting was called to order by President Chuck Bukowsky at 7:20 PM.

Chapter Books: CPA Robin Gulde spoke to the board about a possible review of the Chapter's accounting system. The cost to look at the Chapter's present system would be about \$500. It would cost about \$500 a year to hire a part time bookkeeper if the Chapter chose to do so.

Finance: Al Viewig pointed out to the board that due to heavy spending so far this year the Chapter has only a little over \$8500 left for current expenses for the balance of calendar 1991.

The Board passed the following motions at its May meeting: 1) Froze all current spending except for continuing fixed costs due to the Chapter's tight finances. 2) Instructed the rolling stock committee to decide whether or not to solicit bids to sell the car Twin Grove with a decision to be sent to the board in time for the board's meeting on June 13.

Library: Jerry Webb reported that \$469 has been received from the sale of surplus books since the first of the year. He asked if that amount could be spent for the library in spite of the spending freeze since the money would not have been received if there had been no sale of books. The consensus of the board was that the money must stay in the Chapter general fund for the present. Chuck Bukowsky reported that Terry Parker has arranged for the donation of a flat file for the library.

Rolling Stock: Chuck Bukowsky reported for Peter Rodabaugh that the three damaged cars are now in Tillamook for repair. Cars 76 and Mt. Hood will be repaired first. Fred Dorsett reported that the Lewis & Clark RR wants to lease the RDC's for its Christmas trips. Chuck Bukowsky advised that Bob Steele is still interested in buying the car Twin Grove but wants to pay partly in cash and partly in services. Truck repair to the

CHAPTER BUSINESS

f o r u m

Helper Units

We humans usually volunteer our time for a reason, which seldom comes merely from a desire to give. There is frequently a requirement attached. For some, their reason is the social benefit to be with friends and laugh. Others might volunteer to achieve recognition within a group. In our case, we all chose the rail chapter because of some interest with the railroads.

I would venture to say that we don't have a shortage of manpower to complete our projects - but we do have a lack of motivation for the large sum of our membership to become actively involved. Part of the motivation, for myself, to work for the chapter is to be able to ride on its equipment. Perhaps if day trips could be scheduled for members volunteering their time, our turnout at work parties may be greatly enhanced. It would be a tangible way of rewarding our work force.

If members knew that the only way they could take a day trip to McMinnville, Silverton, or say Goldendale through the chapter, was to be actively involved in one of our many committees, I believe we would have the turnout we need.

-editor

three cars now in Tillamook could amount to \$5000 to \$10,000 per car due to normal wear and tear. This would not be covered by the damage repairs to be paid by the S.P.

Excursions: Jerry Webb reported that the excursion committee is still waiting for S.P. approval of the proposed Toledo and Siskiyou trips. The Astoria trip seems fairly certain. The consensus of the board was that Amtrak trips to Seattle and Redding should be considered immediately.

Activities: Fred Dorsett reported that a picnic trip on the Lewis & Clark RR has been scheduled for the evening of Friday, June 28. The trip may be offered to the public if necessary to cover costs.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MAY 17, 1991

The meeting was called to order by President Chuck Bukowsky at 7:34 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapters accounts as of 4/30/91: Checking \$8555.98. Car Restoration \$5034.90. Excursion \$439.15. Savings \$32,378.27. Bond Repayment \$5243.00. Far West Savings and CD's \$24,234.23.

Finance: Alan Viewig reported that the Chapter has only \$8500 left to carry it through calendar 1991 with no substantial revenue so far this year. There should be about \$30,000 carryover at the end of 1991 for next year. President Chuck Bukowsky reported that at its May meeting the board froze all spending except for ongoing fixed expenses.

Union Station Shed: Fred Newsome of the Oregon Assn. of R.R. Passengers announced that that organization will be holding an open house at the Union Station on June 15 to raise money to move the shed between tracks 4 and 5. The shed is to be moved or cut off on the station side in order to provide freight train clearance for tracks 4 and 5. Fred asked that Chapter cars be displayed at the open house.

The membership passed one motion at the May meeting: That President Bukowsky appoint an ad hoc committee to assist OREARP with the open house to be held at Union Station to raise money to move the passenger shed.

National Director: Bob Hoffman reported that he attended the recent national board meeting at Bethlehem, PA. The Chapter was competing with Little Rock, AR and Las Vegas, NV for the spring 1993 national board meeting which was awarded to Little Rock. Bob also reported that national is encouraging Chapters to document building and structures built by railroads. The NRHS now has Chapters in 42 states.

Excursions: John von Gaerter reported that the Missoula trip has been cancelled but that Amtrak will consider it for 1992. The committee is waiting on S.P.'s permission to run proposed trips to Toledo, OR and over the Siskiyou line. The Dixieland Jazz trip to Astoria is planned and will be a three day excursion. Chuck Bukowsky reported that the Chapter board has asked the excursion committee to consider running at least one Amtrak excursion this year.

Rolling Stock: Bob Hoffman asked for more volunteers to work on the Chapter's cars. He also asked for more bond purchases to assist with car restoration. Work is proceeding on the Budd RDC cars - one will possibly be usable by July.

Activities: Chuck Bukowsky advised that a notice for

NEWS—HISTORY—TRAVEL

Veteran Engineer Loves to Keep on Training

Inside the Everett rail yard, Lloyd Mason's steady hand controls more than 7,000 tons of idling freight train.

Locomotive engineer Mason and three others will soon have Burlington Northern Railroad Train 111 out of the yard and into Seattle, where another crew will climb aboard for the next leg in its long journey to Los Angeles.

On some weekday morning, Train 111 will follow the curves of Puget Sound past expensive homes, barges, ocean-bound freighters and ducks whose wet wings reflect the perfect sunshine. On such a morning it's easy to understand some people's almost childlike fascination with trains and locomotive engineers who run them.

The life of an engineer is not as simple or as carefree as a boyhood dream, however, and these huge trains aren't without peril.

So far this year, five pedestrians have died on railroad tracks in Snohomish County. In addition, two other pedestrians suffered amputations.

And in July despite protests, the Washington Utilities and Transportation Commission increased the speeds for Amtrak trains through Sultan and part of Monroe. Although there have been no fatal accidents there since July, town officials remain nervous.

Beachgoers look up and stare at Train 111. Some wave. Some hold their cars.

Near Brackett's Landing in Edmonds the railroad gates descend across the road leading to the state ferry dock. Mason jerks on the whistle. A woman with two small children scurries under the dropped gate. Mason pulls the whistle again.

"It takes a half-mile to stop this train," he said, his eyes still on the tracks. The 75-car freight train, loaded with newsprint, chlorine gas, lumber and tissue paper, stretches nearly a mile behind him.

There's an uneasy calm in Edmonds about trains, traffic and pedestrian safety. The waterfront attracts some 200,000 visitors a year and the railroad tracks that parallel the waterfront intersect all roads leading to the beaches and to the Edmonds-Kingston ferry dock.

"Whenever ferry traffic and people and trains come together there's great risk," Edmonds Mayor Larry Naughten said.

The city is trying to relocate the ferry dock to separate trains from ferry traffic, among other reasons, he said.

Although Edmonds rejected an Amtrak request earlier this year to raise train speeds through the city, Sultan and Monroe weren't as successful.

The UTC permitted Amtrak to raise its train speeds from 45 to 79 mph near Monroe and from 50 to 65 mph through Sultan. In September, the agency denied a request from Sultan to reverse that decision. Amtrak trains run through the county twice daily.

Modern tracks are quiet and trains move fast, so the crew in Train 111 is constantly alert for trespassers on railroad tracks or cars at crossings.

Near Golden Gardens Park and Shilshole Bay in Seattle, Train 111 approaches a man walking on one of two railroad tracks. Headphones are wrapped around his ears. As Mason pulls the whistle, the middle-aged man looks up and smiles. He continues walking as the 300,000 pound locomotive blows past him.

Mason, of Everett, has been locomotive engineer for most of his 35 years on the railroad. He worked for the old Chicago, Burlington & Quincy and the Great Northern railroads before they merged into BN.

"At night in the summer, sometimes, kids will play chicken. They stand in the middle of the tracks and wait," he said. "It gets your blood pumping pretty good."

The cab of Mason's locomotive is battleship gray and all business. There are four black swivel chairs and plenty of room to stand and move as long as you're not planning a ballroom dance. Surrounding the engineer is a control panel with throttle and brake handles, speed indicator and whistle. There's a small bathroom under the nose of the locomotive and a tiny refrigerator for juice, water and pop.

Surprisingly, the enormous power involved in moving 75 freight cars seems muted. Radio chatter from a dispatcher at the Interbay yard in Seattle and a gently mechanical hum are about the only sounds.

Railroad crews are paid by the mile. If there's no work, there's no pay. And it may take 25 years to get a job with regular days and regular hours.

The good routes, like Mason's Everett-to-Seattle, Seattle-to-Everett run, can become routine. The close calls, the attention to detail and the occasional bald eagle sighting break the tedium.

Many locomotive engineers, especially those low on seniority, are on 24-hour call. There can be overnight stays in distant cities. Because of delays for other trains, it might take 12 hours for a freight to move from Seattle to Wenatchee.

"Sometimes it feels like I spent half my life sitting and waiting for another train," Mason said.

-by Bob Wodnik
(The Columbian, Vancouver, WA)

chapter minutes continued

the Chapter picnic is in the back of the May Trainmaster. Reservations should be made by June 15.

Membership: Tammy Auburg reported that paid up Chapter membership is now 432 for the year.

Respectfully submitted, Chuck Storz, Secretary

NEWS—HISTORY—TRAVEL

Woodburn's old engine takes a trip

The old engine on Front Street went out for a little spin this past week.

With the help of some retired Southern Pacific workers and Frank Scheer, who has been restoring the engine, the locomotive turned its wheels 9 feet, more than it has moved in 33 years.

It has been a long-time dream for Scheer to cosmetically restore the engine, which dates back the the beginning of this century. He said he wants to enhance the correct historical image of it.

Moving the engine ahead was "basically an inspection to determine the feasibility of the engine working again," he said.

The wheels were oiled and the bearings were replaced. "What we found was not unusual," Scheer said. "It will be more work than we thought."

The train has never moved an inch since it was place alongside the tracks on Front Street and dedicated in 1957. To move it, a cable was attached and it was pulled by a tractor.

The pistons went through a full stroke, Scheer said. "It lurched the first time, like it had jumped up," he said. "It was kind of exciting, it really was."

A group called Oregonian Railway Historical Society, headed by John Taylor, was in charge of moving the engine.

Someday, said Scheer, he hopes to have the engine running on the tracks, being used for public excursions. The engine was originally used for freight and agriculture products.

"The best way to present a piece of equipment is in its natural environment,"

said Scheer, who has been working on the engine for the past 13 years as a hobby.

When he started restoring it, "it was a

total piece of junk," he said. He put on a new boiler jacket, stripped the whole thing and repainted it, completely rewired it and changed the engine.

The engine is painted to a post-1948 scheme, Scheer said. It was originally built in 1902, as a coal-burning engine. It was rebuilt in 1912 and 1915, when it was converted to using oil.

It ran lines for Southern Pacific all over the west. It was retired in September 1956 and vacated in October 1956.

*(Woodburn Independent,
Oct. 16, 1990)*

Ray Lewis, a retired car shop foreman for Southern Pacific, directed pulling the old engine.

WANTED: RAILROAD ENGINEER

The Englewood Lions Club is in need of one or two people to become engineers on the train at Englewood's Bellevue Park.

Would you like to become a railroad engineer at the park? Here are the requirements for job.

- 5 day work week; Tues. thru Sat. 10am-4pm
- Memorial Day to Labor Day
- Able to maintain and service engine, cars and check track
- Have good rapport with the public and children
- Salary negotiable

Contact:

George Allen
2799 So. Downing Street
Englewood, Colorado 80110
Phone: 789-4039

(Intermountain NRHS)

Dr. Dave Comes Home

Our Vice President, Dave Van Sickle, made it home from Operation Desert Storm on thursday May 23rd. He was stationed in Germany at a military hospital. He had been gone five months.

I received a letter recently full of information about RDC's. It seems as though NP actually rostered six Budd cars while GN sported one which is still in service on BCR. BN even had a logo applied to one.

Northern Pacific Railway Historical Association Annual Convention

Jamestown, North Dakota
July 12-14, 1991

*Details and reservation info on
the bulletin board in Room 1*

RIO GRANDE SOUTHERN CENTENNIAL

June 28-29, 1991

Silver Spike Ceremony

Galloping Goose
Historical Society
PO Box 297
Dolores Colorado 81323

NEWS—HISTORY—TRAVEL

Additions to the Library

Three books have recently been added to the Chapter Library.

"The Railroad Station" is a scholarly tome on railroad station architecture. Boy, is it!! Published by Yale University Press, the first 166 pages are...talk, talk, talk!! Then there are 48 pages of pictures, drawings, etc., of railroad stations large and not so large mostly in Europe and North America. You'll find it in the Passenger section of the library.

"Illustrated True Book of American Railroads" is described as "a book everyone can enjoy...railroad buffs...and those of us who enjoy history..." Primarily a brief look at history, it has a short section on modern (1954) railroads. Find it in Railroading General section.

Like to know what railroading was like in the Seattle-Puget Sound area in the 1920s thru the 60s? A book now to the Chapter's library is full of pictures of this period. See what Seattle's King Street Station yards looked like before King Dome. See an interurban electric car running from Seattle to Renton along Lake Washington described as having "looks only a diehard trolley fan could love." I didn't think it looked too bad.

See the maps depicting Argo, three miles south of Seattle depot when more than 7 railroads used the area.

It is in a 1983 book "A Northwest Rail Pictorial", with photos from the collection of Warren W. Wing.

These are part of books donated to the Chapter by Mr. and Mrs. Alan Thayer in memory of the Reverend Lee Young.

The last book mentioned will be found in the "Oregon" section.

-Jerry Webb

The Profanity Raildog

Interesting title, isn't it?

We go back to 1955, and the McCloud River Railroad in Northern California. There, we find a conductor, Charlie Haines. We also find Jack R. Wagner, who wrote an article, "East of Shasta", for the Gold Spike edition of the Western Railroader in July of that year.

Mr. Wagner was talking with McCloud River Railroad employees where he met Mr. Haines, described as "a genial sort with an appreciation of a good story". It seems Mr. Haines had a companion, a female Fox Terrier who he stoutly maintained "swears". How did he know?

Well the dog named "Speck", was normally quiet while riding with Mr. Haines as he performed his railroad duties. But should Charlie find something he did not like and started swearing, Speck immediately joined in with a series of sharp, rapid barks that must be profane in dog language. This conclusion was reached because when other words are used, Speck

remains silent. Well, Mr. Wagner needed more proof. He spoke a few well chosen words of his own in the presence of Speck who responded vocally. So there you are, dear reader, the story of the swearing dog.

Okay, I know, there are some of you--maybe even you--who will say Speck is a lady, and is actually objecting to the use of such words in her presence.

But, we are not at the end of our story.

Speck has other talents too! Mr. Haines takes her when he is checking railroad cars. She knows the route, and should he miss a car or not take the right route, Speck promptly informs him by means of a series of sharp barks. Now, is she really "swearing" or merely informing him in forceful language that he is fouling up? We leave this up to you.

As Mr. Wagner said..."to any collector of raildog stories, I submit 'Speck' the swearing dog of McCloud".

-Jerry Webb

Please keep in mind that the annual picnic is an excellent opportunity to invite your friends and family to a chapter function. We will have extra flyers available at the business meeting for your use.

We are inviting the public to our picnic this year on June 15th, so reserve your seats early as space will become limited.

Sign up now

Chapter Picnic

Full Moon in June Train Ride

June 28, 1991 7pm - 10pm

Lewis & Clark Railroad
Battleground, Washington

Live Music

Hot Dogs - Pop

Bring your friends and relatives
Chapter membership not necessary

\$15.00 per couple - \$8.00 single

Kids under 10 ride free with paying adult

NAME: _____ PHONE: _____

ADDRESS: _____

Number of adults at \$15.00/couple.....	
Number of adults at \$8.00/single.....	
Number of kids under 10.....	
Total amount enclosed.....	

Mail to: ATTN: PICNIC PNWC/NRHS Room 1, Union Station
800 NW 6th Avenue Portland, Oregon 97209-3715

COMMITTEE CHAIRS

Activities: Pat Barbour, 255-6390
Meeting Program Coordinator: Vacant
Bylaws: Russ Schoof, 829-7269
Concessions: Marilyn Edgar, 236-7271
Excursions: John Von Gaertner, 639-0978
Finance: Al Viewig, 228-8655
Library & Historical Foundation: Walt Grande,
246-3254
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Al McCreedy, 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 McCreedy,
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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