

The



Trainmaster

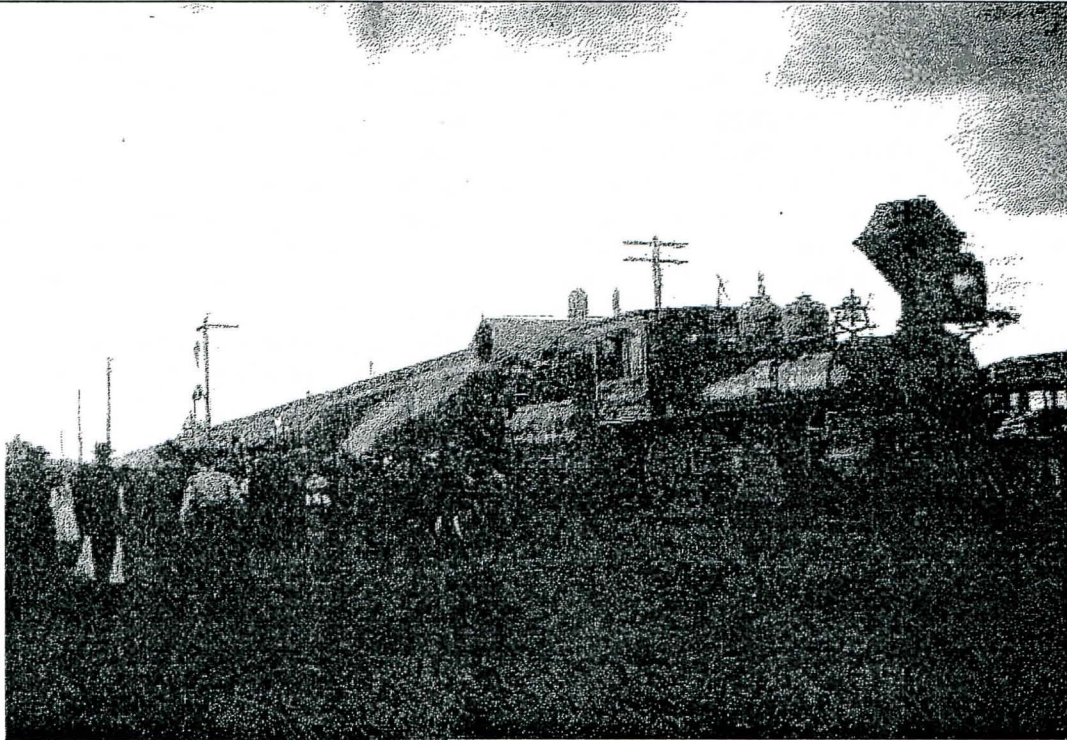


December,
1999

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon

Board of Directors Meetings: Dec 9, Jan 13, Room 208, Portland Union Station, 7:30 PM
Membership Meetings: Dec 17, Jan 21 St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM

Potluck and Gift Exchange at the December Meeting. See Timetable, Page 7.



100 Years Ago: In 1899, veterans of the Spanish-American War are greeted at the Salem, Oregon train station. A wood burning 4-6-0 leads the train. Ben Maxwell collection, Salem Public Library, Salem, Oregon, available on the world wide web at the URL of <http://www.open.org/~library/fotofind.html>
(Note: This URL was changed sometime in November. Disregard the URL printed last month.)

The Coast Starlight from Eastern Eyes, by Charles H Bogart,

reprinted from the July, 1999 issue of *Headlight & Markers*, Newsletter of the Cincinnati Railroad Club

On Sunday, June 26, 1999, at 11:45 PM Mary Ann and I boarded the Coast Starlight at Sacramento, California. It was due to depart at 11:55 PM. Today marked the first time the train had been on time that week. The train had been between an hour and four hours late over the previous five days. The night before it had been three hours late. We, as a result, had decided to keep our motel room for that night, the motel being 100 yards from the station. Our thought was it was more comfortable to wait for the train in our air conditioned room than in the non air conditioned station. The result of our keeping the room was that the train was in on time. Departure, however, was set back 15 minutes as Amtrak held the train to pickup passengers booked on board, but who were delayed by the late arrival of the UP-NRHS Feather River Canyon excursion. The excursion did not return to Sacramento until 11:35 PM some four hours late.

Mary Ann and I had planned to ride the UP steam powered Feather River trip but had not been able to get tickets. We had been terribly disappointed but this turned out to be a blessing. The trip ran without steam and spent much of its time in the hole. We had, as an alternative, settled for the San Francisco trolley ride. This was a terrific ride and we had a great time. Having been stationed in San Francisco in 1958-59 I relived my streetcar riding days. A young lady in 1959 found nothing objectionable to being taken on a date using public transportation. For five hours we traveled over lines both familiar and new to me. I even recognized near the Twin Peak Tunnel the house of one of the girls I dated. What a great way to see San Francisco!

This was our first ride on the Coast Starlight. The train consisted of engines 114 and 118, baggage car 1185, crew car 39021, sleepers 32082 (Indiana), 32078 (Florida), 32093 (Missouri), parlor car 39973, diner 38039, sightseer lounge 33040, and coaches 34180, 34152, 34111, 34096, and 34135.

Our car host, Kevin, was courteous and helpful. Once our over night baggage was in our econo sleeper I went forward to the parlor car. I have learned to get out of Mary Ann's way while she organizes the sleeping room. The parlor car, restricted to first class passengers, was all and more than I expected. It consisted of a section of individual parlor car chairs and then a section of dining tables. At the far end was a bar. The bar contained a wide selection of wine, beer, and mixed drinks for sale. The lower level of the car was a 20 seat movie theater. I settled for some bourbon on the rocks and sat and chatted with fellow NRHS members until Mary Ann summoned me back to our room. The car rode smoothly and I was soon asleep.

I was up at 6 AM and was soon in the parlor car enjoying a selection of complementary juices and pastries. Mary Ann quickly joined me and we went forward to the diner for breakfast. The menu featured a variety of choices. I had steak and egg and Mary Ann had pancakes with berries. Both of us found the food quite good. We then returned to the parlor car. Mary Ann generally likes to lie in the bed in the morning and watch the country side pass, but she found the non-smoking parlor car such a friendly place to meet people she skipped her normal routine. While many in the parlor car were NRHS members, a variety of other people traveling for vacation, business, or to visit relatives came and went from the parlor car.

Two of those riding in the parlor car that made an impression on us were British engineers who had decided to take the train from San Francisco to Seattle for a Monday morning meeting. One of them wore a tee shirt that summed up their

philosophy of life, "24 hours in a day and 24 bottles of beer in a case, this can not be a coincident." They were presently living in New Zealand. They said they had tried to immigrate to Australia but since they had no criminal record they could not get through Australian immigration thus New Zealand became their home. I should mention that the bar stocked an excellent selection of various beers from different local micro breweries. Mary Ann and I ordered a variety of different brews during the day tasting each others choice. I told her Rule G was suspended for us on this ride.

Both during the morning and the afternoon, for 30 minutes, a magician visited the parlor car and entertained the kids and adults. Board games were available from a cabinet to play at the tables. A magazine rack held various magazines to read. Video tapes could be requested from the car attendant to be shown in the movie theater. The theater consisted of a very large screen TV with surround sound. A car attendant was present in the car most of the day. In the afternoon a free wine and cheese tasting party was held. Bottles of the various wines tasted were available for sale for \$15 to \$24 a bottle. The wine was from wineries from along our trip.

I should also mention that the lower level of one of the coaches had been converted into a children's room. Most of the kids headed for this. This room, I believe, was a former smoking room. Smoking was not allowed on the train. Smokers could only grab a puff at a station stop.

The scenery along the way was great. Both Mary Ann and I spent very little time reading the books we had brought with us. The ladies on the train were entertained by the sight of a young man who twice appeared track-side a la natural and performed a rain dance. The engineer wanted to report the dancer's antics to the police but our female conductor squelched the idea.

Lunch was excellent. I had the chicken pot pie and Mary Ann had a cheese enchilada. Supper was also better than the normal Amtrak meal, Mary Ann having salmon filet and I had a strip steak. The only down side to the meals is that they had no pie for desert, an apple torte being offered in its place. The torte had the consistency of a gooey hardball.

At Portland we had 40 minutes in the station as the train was serviced. Waiting in the station was the Portland section of the Empire Builder. We lost a number of our passengers to her. The Empire section consisted of engine 69, sightseeing lounge 33041, coach 34062, coach baggage 31005, sleeper 32064, and [mail/express] box 1535. Mary Ann, a number of passengers, and I hit the ground to get in a little exercise by walking the platform.

A continuing complaint I have with Amtrak

resurfaced on the trip. Neither the lounge car or the parlor car attendant had a real stock of Amtrak material. They only had one type of playing card deck for sale. Fortunately it was a deck I did not have. I also bought the total supply of "post cars" on board the train, four sets of the same cars. All I already had. We used them to mail home and I kept a set to swap with a pen pal in England. No other Amtrak material was available for sale. I did, however, liberate a dining car menu to add to my collection.

We were into Seattle on time at 8:45 PM. Luggage was unloaded within 10 minutes. There was a slight delay to get a cab as a local taxi

company has an exclusive contract to service the station. At least 50 people were trying to get a cab. It took us 15 minutes to get a cab and we had been in the middle of the line waiting at the taxi stop.

All in all Mary Ann and I agree this was one of the nicest and friendliest Amtrak trains we have ridden on. Except for the apple torte the food was a step above Amtrak food. The great selection of local beers was appreciated as we both like to sample beers from around the world. If you want to experience old fashioned first class railroad travel get a sleeper on the Coast Starlight. Mary Ann has already informed me that we now need to take the Coast Starlight from Sacramento to Los Angeles.

Railroad Books Nobody Reads: *Life on a Locomotive*

Contributed by Wayne Halling

[This is another installment in a series by Wayne Halling, who has decided to be adventurous and examine uncharted territory: the books our library has that show no activity on their check-out cards.]

Life on a Locomotive by George Williams, published 1971, in section 26 of our library, covers 47 years in the cab. The author, a civil engineer, traveled with his father, Buddy Williams

extensively back in the days when family members were allowed to ride in the cab with their fathers, uncles, and older brothers. The author also tape recorded his father's recollections of climbing the ladder on hostler, fireman, engineer on steam switcher, freighter, crack passenger engines and early diesels on the Chicago & North Western.

There is good adventure without exaggeration, a few good maps, and a few photos of the engines.

Mailbag

Station Tenant has Conference Table For Sale: Conference table, 48", round, chrome pedestal base, maple wood laminate top, excellent condition. \$100 or best offer. Call 243-2290, Mary Forst or Ilana King, if interested. View in #342, Union Station.

- Mary C. Forst <mcforst@igc.org>

Union Station Holiday Party?

Remember when 'we' threw our own Holiday parties? Are you interested in meeting your fellow Union Station Community members?

Several people have raised the idea of throwing a party and asked me to check your interest level.

Jeff Lange of Gales Creek Insurance (Room 335) has kindly offered his space (with potential for

overflow into the hall at the North end of the third floor). If enough of you are interested, we'd enjoy meeting and relaxing with you. It would be a potluck affair in which you could bring food, drink, or contribute cash to the beverage fund.

Please let me know: 1. If you are interested.
2. If you would prefer to bring food, drink, or cash.
3. Your preferred date (we're thinking of TUESDAY 12/21 or WEDNESDAY 12/22)
4. Your preferred time (we're thinking of starting at 3:30-4:00. Ending ... whenever.

Happy Holidays! Ciao, Franco Capriotti - Legal Counsel - franco@capriotti.com Voice: 1-503-221-1600 Fax: 1-503-223-3886

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

From The Wire

News from the W & P / P & W

Third quarter financial results for the Willamette & Pacific and the Portland & Western were not quite as good as hoped. Operating expenses were \$600,000 over budget at \$4.6 million. Each department was asked to look at their operations and report how they could reduce expenses during the fourth quarter to improve matters.

Some clever burglars were at work in Albany in mid-October. The W&P's roundhouse foreman's office was burgled the night of October 13-14, resulting in the loss of a computer, an answering machine, two hand-held portable radios and a bag

cell phone. Also taken from the electrical shop was a small box of electrical tools. There were indications the burglars played with a rented man lift in the shop. Neither the W&P people nor the Albany police have been able to determine how the thieves entered the building. That weekend (October 16-17) two maintenance of way trucks parked near the repair track at Albany were hit by thieves who took a multi-channel two-way radio, a bag cell phone, and four gasoline credit cards. Both vehicles were locked and investigators haven't established how they were entered.

The P&W took delivery of the first of four new hirail trucks they plan to acquire for maintenance

operations. The 13 ton GMC diesel powered vehicle was driven to St. Helens where it will be headquartered. It has hydraulic hirail equipment, a five-man cab, a 2.5 ton capacity boom, and retractable hydraulic hoses on reels to energize an assortment of power track tools. The vehicle cost about \$100,000 and will be outfitted with \$10,000 in hydraulic tools. A six-pack hirail pickup at St. Helens will be reassigned to Hillsboro and an older boom truck there will be retired and cannibalized for parts at Albany. Acquisition of two larger boom trucks are planned for eventual assignment at Hillsboro and Albany while a fourth vehicle, similar in size to the new truck at St. Helens, will be headquartered in McMinnville. Acquisition of the additional trucks will occur in 2000 and 2001. The assortment of hydraulic tools they carry will dispense with much of the hard physical labor now necessary in maintaining the W&P/P&W system.

After vehicles on Susbauer Road drove into the side of moving Portland & Western trains in December of 1998 and March of 1999, Oregon Department of Transportation's Rail Section convened an on-site meeting on May 10th with the county, P&W, and Portland General Electric to work out a plan for installing lighting in the area to reduce the chance of this type of collision from happening. ODOT sent a final draft order to all parties on September 10th. On September 14th a Mr. Heriberto Bonilla was killed when his northbound motorcycle hit the 12th car of a 23 car westward Beaverton Switcher. This is now the first grade crossing fatality in the P&W's history. As of mid-October, PGE was starting to install poles on both sides of Susbauer Road.

- adapted from letters to all employees, from Bob Melbo of the P&W and W&P railroads.

Last run for UP's famous calendar?

Union Pacific Railroad, which has sent out wall calendars to its customers, shareholders, employees, and retirees, and for 2000 is offering them for sale to the public, is considering whether to continue publishing its believes to be the nation's oldest railroad calendar, reports the Omaha World-Herald. Normally the calendar features a colorful, scenic photo for each month. For decades, there would be perhaps 9 or 10 scenic vistas and 2 or 3 train photos. The 1969 Golden Spike

Centennial edition of the calendar, done in a historical perspective, is a collector's item, and the 2000 calendar probably also will be, whether or not it's the last one. The commemorative 2000 calendar features a themed montage for each month, crammed with vintage photos or artwork.

Ever cost-conscious, UP executives are considering whether to continue the publishing

tradition. "That's not for certain" that the calendar will be dropped, Dick Davidson, chairman and chief executive of Omaha-based Union Pacific Corp., the railroad's parent company, told the hometown newspaper. "It certainly does create quite a lot of goodwill."

Before making such a momentous decision, he said, company executives will have to determine whether the calendar is still as important to Union Pacific as it used to be. It is, after all, an expense, and all expenses are subject to review. UP prints more than 400,000 copies of its calendar each year and printed an extra 50,000 this year because of the year 2000 and the special theme. It's sent free to shareholders, employees, retirees, and customers, and sold to others who want one.

The calendar has survived budget scrutiny before, but John Bromley, UP's p.r. chief, knows it will have to continue being justified financially each year. UP started the multi-page color calendar in 1940 to promote the scenery of the American West so people would want to ride UP's passenger trains. Before that, the calendars used a single picture and tear-off sheets for each month. The oldest known sample dates to 1913, but Bromley believes there are older versions as well.

Company photographers supplied the pictures for UP's calendar, adding more trains to the scenic shots over the years until the railroad closed its photo department in 1989. Since then, railfans, employees, and other photographers have supplied the photos.

To save on printing costs, the railroad two years ago reshaped the calendar to a folded, horizontal 10x14 inch format rather than the long, single sheets that few printers could reproduce. The change brought objections from people who had bought special frames to hold the calendars.

To commemorate a century of railroad history, Bromley and others last January began searching through UP's photo archives and came up with 12 historic montages, each with a theme. February shows the railroad's role during wartime, for instance. March shows movie stars who traveled by rail and hopped off for publicity shots at each stop.

It's the calendar's popularity that makes it a valuable advertising for the railroad, Bromley said. "You could hardly go into anybody's office and not see one of these on the back wall," he said. The first calendars for 2000 were mailed out a few weeks ago. The \$10 price, up from \$5 last year, reflects the increased cost of producing the calendar and is intended to help the project break even, Bromley said. He admits to a personal interest in the calendar. As a youngster growing up in Boulder, Colo., he and his father used to go down to the station each winter and ask the stationmaster for a calendar. The crusty employee would complain that

non-employees weren't supposed to get one, but in the end, he'd give in, and the Bromley household would have a railroad calendar for the coming year.

- Trains Magazine Online Newswire

Canadian National Blew It

when they blew up an ancient rock, shaped like a pointing finger, in the Fraser Canyon. It was one of about 100 sacred symbols of the Sto:LO Nation, felt to be the embodiment of ancestors. The CN is therefore asking the British Columbia native bands for an inventory of sacred sites so that this sort of thing does not happen again.

- from the October, 1999 issue of *The 470*, newsletter of The 470 Railroad Club, Portland, ME.

UP Donates Used Rail for Sculpture Project

Union Pacific Railroad said today it is donating approximately 1,000 feet of used rail from its former downtown Los Angeles railyard known as the Cornfield to the Targeted Neighborhood Association, for use in a sculpture project that will be displayed along Chandler Boulevard in the San Fernando Valley.

Union Pacific officials said the request came from representatives of the association, and in view of the railroad's current effort to remove unused track and other materials from the Cornfield yard, donation of the rail seemed an appropriate use for the steel rail no longer needed for Union Pacific's operations.

With the cessation of regular freight rail service early this year in the Cornfield yard, located just off the Pasadena/110 Freeway in Chinatown, Union Pacific has begun cleanup work near where a new 14-mile light rail route will be built from Union Station to the Pasadena area. The Cornfield name derives from a mid-19th Century farming operation that predated the former Southern Pacific Rail Corporation yard which opened in the 1870's.

"We are pleased to be able to provide the basic material for what will be a visible sign of the neighborhood association's program to clean up the Chandler Boulevard corridor and add an element of art to the area," said Union Pacific Senior Manager, Special Properties - Real Estate, Don Caldwell.

Union Pacific said the value of the rail is difficult to estimate, but in other similar situations, scrap dealers have paid as much as \$10,000 for the same amount of used rail.

- from a November press release from the UP.

American Spirit Offers a Number of Interesting sounding railroad tours, including their well-known "Montana Rockies Rail Tour". For the upcoming Lewis and Clark Bicentennial, they have created a special Billings, MT. to Astoria, OR trip called "In the Path of Lewis & Clark", running 7 days and 6

nights. This tour was one of 74 nation wide awarded participation in the prestigious "American Pathways 2000 Program." It should be noted that the trip includes a significant number of miles by motorcoach, rather than being an all-rail trip.

- from a brochure mailed to us by American Spirit, 601 Union Street, Seattle, WA 98101, 1-888-533-7245, FAX (206) 340-0975

Rail America Buys RailTex

Rail America of Boca Raton, Florida announced in mid-October that it was acquiring San Antonio based RailTex to create the world's largest shortline and regional freight railroad operator with first year revenues of approximately \$450 million. Upon completion of the acquisition, RailAmerica will have 51 railroads operating over 12,500 total track miles in the U.S., Canada, Chile, Mexico and Australia. One Oregon railroad, Central Oregon & Pacific, is involved as a RailTex property. RailAmerica is the entity that outbid Genessee & Wyoming late last year in competition for privatization of publicly owned railroads in the Australian state of Victoria.

- adapted from letters to all employees, from Bob Melbo of the P&W and W&P railroads.

Canadian Pacific observes two-minute silence

Canadian Pacific employees on November 11, at 11 a.m. local time, will bring all CP trains across Canada and the U.S. to a halt, observing two full minutes of silence. Not since the death of CPR's visionary builder, William Cornelius Van Horne, in September 1915, has Canada's first transcontinental railway stopped all trains in such a show of respect.

CP says that because the citizens of Canada and the United States are closing out this century as a free and peaceful population, it wanted to pay special tribute this Remembrance Day (Canada)/Veterans Day (U.S.) to the millions of Canadians and Americans who served in World War I, World War II, and the Korean War, and especially remember the 33,127 of them who were Canadian Pacific employees, said Rob Ritchie, CPR's president and chief executive officer.

"It wasn't an easy thing for mothers to say goodbye to their sons and daughters as they went off to war. Our employees wanted to perform a tangible gesture to show our appreciation for our freedom. Two minutes of reflection is time well used to honor those who served, and in particular the many thousands who sacrificed their lives, including 1774 Canadian Pacific employees," he said.

At 11 a.m. local time on November 11, all CPR trains across its network will come to a full stop in a safe zone and observe the tradition of two minutes silence. At the end of the two minutes, they'll blast

one long whistle as a final tribute to this century's freedom fighters.

"Our hope is that when the train whistle blows in Revelstoke, Smiths Falls, Toronto, or Minneapolis,

the sound will unite our thoughts in a moment of thankfulness for our freedom," said Ritchie.

- Trains Magazine OnLine Newswire

News From The Pacific Railroad Preservation Association

The Pacific Northwest Chapter of the National Railway Historical Society and the Pacific Railroad Preservation Association have a partnership: the PRPA has access to a steam locomotive, and the chapter owns passenger cars. This has been the basis of some joint excursions with the SP&S #700.

News from the May, 1999 *Whistle Up The Columbia*, the PRPA's newsletter:

The Visit from Mr. Scott Lindsay

Mr. Lindsay is the steam locomotive consultant of Steam Operation Corporation. His background includes working with the Norfolk Southern steam program. Mr. Lindsay arrived here on April 7th and left on April 12th, 1999, and looked over the SP&S 700 steam locomotive thoroughly.

He was impressed with the condition of the boiler. The running gear needs some work to bring everything back to the manufacturer's specifications. These repairs will include lateral motion springs and liners, brake rigging pins and bushings along with main springs, rigging and hanger pins and bushings. Tender work will include brakes and inside the water compartment.

Mr. Lindsay also met with the board of directors. He was pleased with the PRPA's

management structure and the dedication of the crew. He reminded them that even railroad history groups such as the PRPA and the chapter are a business: a business to provide railroad safety, history and be of benefit to the public. Therefore, such groups must always perform as a business, and it is possible to enjoy this business.

Tool Car Renovation

The PRPA's Tool Car *Enterprise* is going through some changes to better met the needs of the PRPA, particularly with an eye toward the needs of operating excursions. Changes made will include: a larger crew area, larger cabinets, a new sink, linoleum floor, fluorescent light fixtures, and two ceiling fans. A propane heater has also been proposed to replace the old wood stove. The wood stove simply takes up too much floor space that could be put to better use. A small, ceiling mounted propane heater could open up the space where the stove and wood storage box are now located.

The 32 volt electrical system will be replaced with a standard 120 volt system.

Exterior work will include new paint and another coat of roof sealant to prevent water penetration and rust.

Summary of Minutes, Chapter Membership Meeting, Oct. 15, 1999

Called to Order by President Hickok, 7:47 pm.

Treasurer's Report: Account balances have not changed much since last report.

National Director's Report: National is going to be selling jackets in the near future with the NRHS logo on them.

Concessions: selling wares tonight at meeting

Rolling Stock: Flanger has been painted with a coat of primer. Some equipment has been hit with graffiti again. Water needs to be emptied from the tanks before winter.

President's Report:

Letter Received from W&P about equipment stored on their railroad without the benefit of an official lease. We will probably soon be entering into an official agreement for this equipment.

P&W has asked for the use of the Mt. Hood for a trip in November for government officials. The chapter has consented.

Southern Pacific Historical & Technical Society will have an annual convention in Portland in September of 2000. They would like an excursion as part of this convention. "Feelers" put out.

There has been some progress on a possible home for the chapter.

Elections Committee: Current nominees are President: George Hickok; Vice President: Al Hall; Secretary: Arlen Sheldrake, John Willworth; Treasurer: Rick Benton; National Director: Jerry Schuler; Directors: Chuck McGaffey, Jeanne Collins, Cora Ahlberg. TC

Motion to close nominations passed.

By-Law Changes:

A Chapter Member has sent the board of directors correspondence stating that he feels the chapter may be at risk legally due to violations of the by-laws in the way in which our elections have been run the past few years. This member was originally involved in the creation of the clauses that he feels should be removed:

4.4.01 regarding the nomination of two or more candidates for each office

5.5.02 regarding the term limits of president, vice-president, and treasurer.

An election will be held at the November meeting, and a special mailing will be made as well regarding these proposed changes. [According to

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Article XI of the by-laws, there is no provision for absentee ballots for a vote regarding changes in the chapter by-laws.]

Discussion: Doug Auburg noted that the Columbia Gorge Model Railroad Club has staggered terms of office, with the term of office being 2 years, so that leadership continues from one year to the next.

Membership: Maxine Rodabaugh will be the chair of the membership committee starting November 1, 1999

Lawsuit: Current status of lawsuit given in answer to member's question.

Adjourn at 8:38 pm.

Chapter Timetable #446 - December 1999

Monthly Board of Directors Meetings:

Dec. 9, Jan 13, 7:30 pm. Rm 208, Union Station. (Thursday evening of week prior to membership meeting.)

Monthly Membership Meetings:

Dec. 17, Jan 21, 6:00 PM, Jan St. Mark's Lutheran Church, 5415 S.E. Powell Blvd.

The December meeting will have a potluck and gift exchange. Events will start at 6:30 pm, but the building will open at 6:00. Bring a gift in the \$5 to \$10 range, and mark on it if it is most appropriate for a man or a woman. For the potluck bring a dish that can serve about 10 people. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Library:

will be open December 18 from 1 to 4 PM.

Upcoming Membership Meeting Programs :

December: Potluck, Elections, and Gift Exchange.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President

Holiday Junction at OMSI

will be on December 11-23. Come help celebrate the Pacific Northwest Railroad industry. Plans are still being made, but this year's show promises to be very interesting the plans come to fruition.



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization 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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor

PNWC-NRHS

Room 1, Union Station

800 N.W. 6th Avenue

Portland, Oregon 97209-3715

Voice: (503) 226-6747, Fax: (503) 230-0572

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http://www.easystreet.com/pnwc

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Assistant Editor: Glenn Laubaugh, (503) 655-5466

Circulation: Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
Library & Historical Foundation: vacant
Membership: Maxine Rodabaugh, (503) 253-4241
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: Scott Bruce, (503) 297-6319
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('97, '98, '99): George Hickok, (503) 649-5762
Vice-President ('99): Darel Mack, (503) 723-3345
Secretary ('99): John Willworth (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98, '99):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Scott Bruce ('99): (503) 297-6319
(Filled Vacancy, position opens at end of 1999)
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Al Hall ('99, '00, '01): (503) 699-5042
Ralph Johnson ('99, '00, '01): (503) 654-1930

Been Hunting in Central Oregon ?

- forwarded our way by member Neil McKie, who now lives in central Oregon:

One day, three friends go hunting. Only one is very good, so the second two plan to watch him. They arrive at the hunting cabin, and get all set up. The next day, the first hunter goes out. He returns with a big deer. The second two guys ask him how he did that. They can't believe how big the deer is.

"It was easy. Found the tracks, followed the tracks, BAM shot the deer."

The next day, the second hunter goes out, and comes back with an even bigger deer. The third guy's eyes bug out when he sees it, and he asks him how he did it.

"Same thing the first guy did. Found the tracks, followed the tracks, BAM shot the deer."

So on the third day, the last guy goes out to hunt. He doesn't come back for a very long time. When he staggers into the cabin, rifle gone, all beat up and bruised, with only one boot, the other two are very surprised. They ask him what happened.

"Well...I found the tracks, followed the tracks...BAM got run over by a train."

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
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