

The



TRAINMASTER



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

OCTOBER 1990

700, 4449 to Run in October

The month of October will find lots of steam action in central Washington. *Steamfest '90* is scheduled to bring together Portland's SP&S 700 and SP 4449 together with number 51 from Yakima in a series of trains operating on the Washington Central between Kennewick, Prosser, and Yakima. The schedule spans the period of October 12 - 21.

The 4449 is scheduled to leave Portland on October 10, running on the WC October 12-14. The 700 will depart Portland on October 17, with WC operation on the 19th through the 21st. Engine 51 will operate on both weekends.

A variety of trains and routes are on tap, including brunch and dinner trains. The PNWC Museum Car will be in attendance October 19-21. PNWC cars 3300 and 6800 are also scheduled to be in the consists of some of the excursion trains.

If you would like more information or to make reservations, call *Steamfest '90* at (206) 452-2336 or (800) 876-RAIL.

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CHAPTER TIMETABLE NO. 337

REGULAR RUNS

BOARD OF DIRECTORS MEETING, October 11, 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, October 19 Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS, every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. We need your help to get our passenger cars ready for excursion service. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

ARCHIVES WORK SESSIONS, Thursday, October 11 & Saturday, September 20, 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, October 20 & 27, 1 to 4pm at Room 1, Union Station. On duty: Dale Miller.

EXTRA BOARD

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

PNWC MUSEUM CAR IN PROSSER, WASHINGTON, October 19-21, for *Steamfest '90*.

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

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

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

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

OCTOBER MEETING PROGRAM

A Trip on the Valley & Siletz RR
by Richard Parks

Program begins after business meeting.

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Esther Rosu at 659-5157.

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

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

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

DEADLINES

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

—RS

From the President

The Chapter Bond program to raise money in order to prepare the Chapter's rolling stock for excursion service is well under way. It took a good deal longer to gather the needed information, and to write and approve the prospectus and other documents needed for approval to sell bonds to members in Oregon and Washington. It would cost too much to secure approvals in other states to extend the privilege of bond purchase to members outside Oregon and Washington. Sorry.

To date, 36 members have subscribed or donated approximately \$40,000, in amounts ranging from \$100 to \$5,000. Some members may find it to their advantage to donate to our rehabilitation fund rather than purchase bonds. The Chapter is a not-for-profit corporation with a tax-free ID number.

So, on behalf of your Board, Property Development Committee and Rolling Stock Committee, I thank you for your confidence in the Chapter's Bond program, for your purchase of bonds and donations to our program. Your bonds will be in the mail soon. The bonds will be dated from the date your check arrives at Room 1. To those of you who plan to participate and have not sent in your subscription yet, I would like to encourage you to do so soon. We still have lots of work to do and parts to buy.

Now for a quick rundown on the work in progress. The *Mount Hood* had major work done on one truck and is ready to go to Astoria. The 3300 and 6800 are getting holding tanks and some new FRA 2 glass windows, and they will go to Astoria. The 4461 stainless steel Santa Fe coach will get windows replaced with FRA 2 glass windows, holding tanks applied, seats upholstered, two toilets, diaphragms, water system operating, PC-1 inspection, COT&S, and it will be ready for Astoria. The 6200 stainless steel Seaboard Air Line coach will have about the same items worked on and should be ready to go to Astoria. The 1220 Great Northern coach requires too much work to get it ready for Astoria. After the above-named cars are completed, the 1220 will be next in line for rebuilding.

Our volunteer crew has done a good job on our cars during our Tuesday and Saturday work parties. Our work parties will be held every day from now (*late September—Ed.*) until our Astoria trip is over. We need more volunteers, so come on down to Brooklyn Yards and help us — even after the Astoria trip.

Our museum car, the SP&S baggage-dorm, has had some skin repair and is now getting an SP&S paint job. It will look great on its trip to Astoria. This is not part of our

Bond program, so the money is coming from the rolling stock budget.

More in the next *Trainmaster*. You will get an update on the Bond program each month from now on in *The Trainmaster*.

Thanks again to all participants and workers.

—Bob Hoffman

A Chance to Help

Seth Trimpey is six years old and is recovering from his sixth open-heart surgery. In addition, he has cerebral palsy and epilepsy. Seth is very much in love with trains — he thinks of them all the time. He even mentions trains in his prayers. The Make-A-Wish Foundation sent him to the NMRA convention in Chattanooga via Amtrak. If you can spare anything pertaining to trains, e.g. photographs, models, picture books, cards, that would be appropriate for a six-year-old boy, send them to Seth Trimpey at 7511 Hugo Road, Grants Pass, OR 97526, telephone (503) 479-0335.

CHAPTER BUSINESS

Notices

Election of 1991 Officers

Candidates for Chapter offices for 1991 have been nominated by the membership. The election will be held at the November regular business meeting. Voters' pamphlets will be mailed to voting members in October. Absentee ballots will be available. According to the Bylaws, each Chapter member in good standing as of the last day of October will be eligible to vote.

The candidates are:

President	Chuck Bukowsky Terry Parker
Vice President	Irv Ewen Dave Van Sickle
Treasurer	Mildred Messmer Maxine Rodabaugh
Secretary	Chuck Storz (Unopposed)
National Director	Bob Hoffman Rich Carlson
Director at Large (Two positions)	Fred Dorsett Marilyn Edgar Ray Meyers Peter Rodabaugh

Elections Committee

In accordance with the Chapter Bylaws, President Bob Hoffman has appointed an Elections Committee to conduct the election of officers for 1991. Committee members are:

Janet Rodabaugh, Chair
Barbara Dougherty
Helen Jack
Ralph Jack
Juanita Reghitto

Bylaws Committee

Alan Viewig has resigned his position as Bylaws Committee chair. Anyone interested in serving on the Bylaws Committee, please contact Bob Hoffman.

Committee Reports

LIBRARY

Walt Grande, Chair

Archives Report For September 1990
by Bob Weaver

Library Committee meeting. The Chapter Library Committee regular meeting scheduled for Saturday, October 20 has been postponed. Members will be notified of the time and place of the meeting.

Archives work parties planned. Archives work parties are planned for the afternoons of the Thursday board meeting and the Saturday after the monthly membership meeting. All will take place between 1:00 and 4:00 p.m. as follows:

Thursday, October 11
Saturday October 20
Thursday, November 8
Friday, November 17

Vacuum cleaner donated. Mildred Messmer gave the library a new Sears vacuum cleaner. Besides helping us with general housekeeping, the vacuum will help us control dirt and dust which can damage archival materials. Not only are the surfaces of photographs, paper records and books damaged through abrasive action, but over time, the particles become imbedded in the paper fibers, causing them to break down.

Dust and dirt also carry acidic gaseous pollutants which they deposit on archival material, causing their slow destruction. Thanks to Mildred we'll be able to remove much of this before it damages our collections. With all the cleaning we'll need to do in Room 1A, her gift will get a lot of use.

Archives processing. Chris Schoof began using our new map folders to flatten out and store Spokane, Portland & Seattle Mechanical Department steam locomotive drawings.

Jim Loomis worked on the SP&S records survey project, recording the contents of boxes of Mechanical Department records.

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members into the Chapter:

ROBERT & LINDA GLASER
Eugene, OR

CHAPTER BUSINESS

KRISTOPHER LUNDT
Vancouver, WA

RICHARD & CAROL WASHBURN
Talent, OR

Car Appraisal

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

PNWC 4461

CAR TYPE AND HISTORY

Coach--built by the Budd Company in March, 1938 as parlor observation 3244 for the AT&SF as part of lot 996. It was immediately converted to a coach observation. In 1962 it was reconstructed as an ordinary 44-seat coach and renumbered 2959. In 1971 it was transferred to Amtrak and numbered 4461. Subsequently it was acquired by PNWC. This car was inspected in out of service condition in Portland, OR.

RUNNING GEAR

This car has Commonwealth cast pedestal trucks, equipped with double equalizers and semi-elliptic bolster springs. All wheels are equipped with Timken 5¹/₂ x 10 roller bearings and have between 2¹/₂" and 2³/₄" tread thickness. These wheelsets are equipped with Budd disc brakes and decelostats. The air brake valves are schedule D-22-A and the relay valve is J-1. The car is equipped with CS type tightlock couplers.

AUXILIARIES

Electricity for this coach is provided by a belt driven generator and storage batteries. Electrical locker equipment is intact, as are the batteries, however their condition is unknown. The air conditioning system is of the steam ejector type, which is practically useless in present day operating environments. The car steam heat system is intact. The operating condition of this system is unknown.

BODY AND INTERIOR

The body of this car is of lightweight fluted stainless steel construction. Roof and sides are in good condition, although there is some loose fluting on one side. The diaphragm and buffer are missing from the B end of the car, and are poorly fitted on the opposite end. Work is evident in the vestibule of the car, as the ceiling is missing, along with the door hardware. The vestibule is fitted with rollover entrance steps.

The interior of this car is decorated in the Amtrak style. There are 44 seats, which are of the legrest type. Upholstery and carpeting are blue and in fair condition. Windows are of lexan, and are in poor condition. All cable curtains are intact, and appear to be in good condition. Bathrooms are intact and are in the process of being converted to holding tank style toilets. All light fixtures are intact.

Summary of Minutes - Board of Directors Meeting September 13, 1990

The meeting was called to order by President Bob Hoffman at 7:16 PM.

The board passed the following motions at its September meeting: 1) Appropriated \$500 to pay part of the costs of depositions taken for the federal court suit to retain the Union Station tracks and shed. 2) Accepted and recommended to the membership a proposal from the firm of Kendall, Sauer, Jones and Peterson to provide all the Chapter's insurance coverage for one year, effective 10/1/90, for \$16,065. 3) Accepted a proposal from the Columbia Gorge Model RR Club for Columbia Gorge to manage on a permanent basis the annual joint swap meet, with the split of the proceeds to continue as before. 4) Approved and recommended to the membership the permanent loan of a Chapter owned wigwag signal to the Columbia Gorge Model RR Club. 5) Authorized the rolling stock committee to spend up to \$250 to repaint museum car 76 in time for the Oct. 6 excursion to Astoria. 6) Authorized the concessions committee to spend \$1350 to lay in a stock of Chapter member Jack Pfeifer's new book. 7) Approved and recommended to the membership a request from the library committee to purchase and air conditioner, a dehumidifier and a hygromograph for a total of \$1260 for installation in Room 1A.

National Director Rich Carlson reported that the Portland City Council has adopted proposal #2A which preserves the Union Station tracks and shed. Rich also reported that Amtrak has agreed to assume the cost of maintaining the sign on the Union Station tower.

N.W. V.P. Jerry Webb reported that the Inland Empire Chapter in Spokane is ready to vote to end requiring NRHS national membership to belong to that Chapter. The members feel that the dues money would be better spent locally.

1994 NMRA Convention Excursion: Doug Auburg proposed that the Chapter put together a steam excursion for the 1994 National Model RR Assn. convention

CHAPTER BUSINESS

to be held in Portland. This would be on a partnership basis with the Columbia Gorge Model RR Club which is sponsoring the convention. The board was generally in favor of the proposal.

Excursions: Doug Auburg reported the Seattle Steamboat trip is sold out with about 325 tickets sold as of today. Al McCready reported that 138 tickets sold for the Astoria excursion as of two days ago with a break even point of about 190.

More Seats Needed: Bob Hoffman told the board that the Chapter is still short of the 400 seats needed to run successful excursions. Bob advised that two Budd RDC's have been offered to the Chapter for \$15,000 each, with extended terms of payment also offered. The cars are now in the Boston, MA area and are owned by Bob Jackson, Dave Duncan and Steven Zuiderveen. The board was interested but only if the Chapter can be absolutely sure of getting two good cars. The offer is to be referred to the membership without a recommendation pro or con. The current seating total in Chapter cars is about 300.

The meeting was adjourned at 12 midnight.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minuters - Regular Chapter Meeting September 21, 1990

The meeting was called to order by President Bob Hoffman at 7:40 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 8/31/90: Checking \$29,975.35. Bond Sales \$33,300. Excursion \$66,501.45. A check for \$750 has finally been received from the Washington Central.

The membership passed the following motions at the September meeting: 1) Approved the library committee request for \$1260 to install equipment in Room 1A to protect the Chapter's collection (see Sept. board motions). 2) Approved the permanent loan of a Chapter wigwag signal to the Columbia Gorge Model RR Club. 3) Approved spending \$500 to assist with Federal court costs in connection with the suit over the Union Station tracks and shed. 4) Approved the insurance package for \$15,565 as recommended by the board (see Sept. board motions). 5) Approved the proposal to buy two RDC cars for \$15,000 each, on terms, as recommended by the board (see Sept. board motions). 6) Approved a motion to explore selling or leasing the car Twin Grove to help pay for the Budd cars, and to prepare an estimate of the cost of preparing the Twin Grove for service.

Rolling Stock: Bob Jackson reported that the glass

needed for the cars will be shipped next week. Bob Hoffman reported that the 4461 will be the first of the silver side cars ready for service. Seats for car 6200 are being done by a professional upholsterer. Rewiring is being done on car 3300. Bob also reported that the ex-UP car which was being considered for purchase was in much poorer condition than first thought.

Excursions: Bill Carter reported that the Seattle trip is sold out, but that the Astoria trip has only 164 sold as of today with break even at about 180. Work is beginning with the PRPA and the railroads on the Sacramento trip.

Nominations: Bob Hoffman reported the nominations committee's candidates for 1991 Chapter offices: President: Chuck Bukowsky and Terry Parker. Vice President: Dave Van Sickle and Irv Ewen. Secretary: Chuck Storz. Treasurer: Maxine Rodabaugh and Mildred Messmer. National Director: Rich Carlson and Bob Hoffman. Directors at Large: Fred Dorsett, Marilyn Edgar, Peter Rodabaugh and Ray Myers.

Bob Hoffman announced the elections committee: Janet Rodabaugh, Chair, Helen Jack, Ralph Jack, Barbara Dougherty and Juanita Regetto.

Bob Hoffman reported that PRPA is working with the PDC on a possible site for a museum with a restoration shop on the Union Station property.

Bond Sales: Bob Hoffman reported bond sales of over \$30,000 with a current goal of \$50,000 needed for work on Chapter cars.

Respectfully submitted, Chuck Storz, Secretary.

New Trainmaster

Back in the older days, before flashlights, the engineers used a little kerosene torch to oil around the steam engines when it was dark. They were a small pot, built something like what is shown as Aladdin's lamp, with a handle and a spout with a wick in it that was lit for light to see by.

But it seems that this particular night the engineer did not see fit to use the torch, using a lit fusee instead to be able to see when he oiled around before leaving the roundhouse.

The new trainmaster, hired just out of school by the front office by some relative, saw this, and walked over to confront the engineer about the use of the fusee instead of the kerosene torch. "Mr. Jones, do you realize that those fusees cost the company thirty cents apiece." The engineer turning around said, "Well worth it, my boy, well worth it." And went on oiling the engine with the fusee.

—Kenny Prager

NEWS—HISTORY—TRAVEL

WE WON!

RAIL ADVOCATES STOP PDC DEAD IN ITS TRACKS; UNION STATION FACILITIES SAVED FROM DESTRUCTION

Editor's note: the following article is reprinted from the September 1990 issue of the OreARP Bulletin, monthly publication of the Oregon Association of Railway Passengers.

The Oregon Association of Railway Passengers scored the winning blow against the Portland Development Commission and its plans to remove tracks and demolish a historic passenger shelter at Union Station.

The Portland City Council rejected the PDC plan by a 4-1 vote at its August 22 meeting and called for retention of the seven existing tracks and two passenger platforms in their current configuration. "People told us no one beats the PDC, but we did it," said OreARP President Rod Aho. "This is an unprecedented victory for rail passenger service in our state."

After hearing much testimony at city council hearings on August 8 and 9, the council directed PDC to work with OreARP to develop a series of alternative track layouts. The result was four options: the PDC plan ("Option 1"), a status-quo option that would maintain and enhance existing facilities ("Option 2A"), and two OreARP counter-proposals that would preserve six tracks and maintain both passenger platforms. However, after two weeks of intensive discussions, both parties agreed only two options should be considered by the council — Options 1 and 2A.

OreARP Director Jim Howell urged the council to adopt Option 2A, explaining that other "add-ons"

and options could be pursued later, including a six-track option.

"If you proceed with Option 1, you have lost the potential for future improvements," said Howell. "The only way passenger facilities could be improved in the future is to move the [freight] railroads back again. It would cost the taxpayers a tremendous amount of money."

Commissioner Earl Blumenauer said he was concerned the city has not "come forward with any coherent vision as to what we want Union Station to be." He called for the city to study long-term transportation options.

Mayor Bud Clark objected, stating there had already been enough study. "I really feel this [PDC] plan addresses these things," said Clark. "It brings modernization and needed safety to the station."

Amtrak district supervisor Anthony R. Buscemi testified that Amtrak could "live with" either option, but "supports" Option 2A because there is "no impact on operations." He also stated the railroad did not "completely" support Option 1 because it would preclude passing two trains at the same time, resulting in passenger train delays.

After a motion by City Commissioner Bob Koch in support of the PDC plan failed for lack of a second, Blumenauer introduced a counter-resolution to adopt Option 2A. Koch then reversed himself and joined Blumenauer, and Commissioners Dick Bogle and Mike Lindberg in the final vote to adopt the OreARP option. Clark voted nay.

The PDC indicated it could redirect approximately \$800,000 in remaining funds to improving the existing facilities.

OreARP has called on the PDC to immediately implement the fol-

lowing rail rehabilitation and safety improvements:

- Rehabilitate tracks 1-4
- Repair and re-roof both passenger shelters
- Install 480-volt service south of the high shed
- Replace the deteriorated crosswalk and netting under the high shed
- Install additional crossings for baggage handling equipment
- Upgrade the trackside lighting, train watering, and public address systems
- Rehabilitate both passenger platforms

OreARP has also recommended that future improvements include realignment of freight tracks to permit dual use of track 5 for freight and passenger trains, rehabilitation of turnouts at the south end of the property, and installation of remote-control power switches at the north end of the property.

The council also commissioned a short-term study to evaluate future rail needs. According to a Portland Office of Transportation memorandum introduced by Blumenauer at the hearing, the city should (1) establish passenger train travel as a goal for the PDC's Union Station project, (2) evaluate the long-term railroad needs at Union Station, including expanded Amtrak service, and (3) hire a consultant to evaluate other possible track configurations.

Aho subsequently wrote to Blumenauer, whose transportation office would direct the study, asking that OreARP be allowed to help define the scope and goals of the study, review proposals, and participate in the development of recommendations.

Said Howell, "It sure feels good to win. Glad it's over."

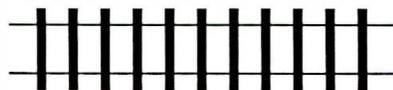
Union Pacific Wants You

Sixty years ago, the Union Pacific Railroad was touting its "Deluxe service at no extra cost" for travel from the Midwest to California. A full-page ad in the December 1929 *National Geographic* singled out the *Los Angeles Limited*, "...Union Pacific's famous train to Southern California," offering extras that add so much to travel enjoyment.

UP's ad writers said it was a deluxe all-Pullman train, "63 hours Chicago to L.A. with Barber, Valet, Bath and Manicure, the highest standards of service, courtesy and cuisine." It was described as "...a fine train--a route of scenic grandeur--a roadbed that is marvelously smooth! What more could be desired?" The ad declared that after one trip you would be a regular patron.

The ad also mentioned the "58-hour extra fare *Overland Limited*, the finest and fastest train between Chicago and San Francisco." Other trains mentioned were the "63-hour all-Pullman *San Francisco Limited*; the *Gold Coast Limited*; *Continental Limited*, *Pacific Limited*; *Pacific Coast Limited*."

A drawing in the upper right



Laugh Track

Scotty and Earl

Earl was firing for Scotty on the East side switch engine job in Portland one time. This job worked the east Third Street in Portland servicing the many produce houses that used to be over there. Third Street crossed many busy streets such as Madison, Morrison, Haw-

A Railroad Car's Last Trip

How is a railroad passenger car treated when it is sent to a scrap yard? Don't know about you, but tentative thoughts of this have flashed through my mind, but just as quickly, they kept on going.

Recently, I ran across an extremely graphic description of such an event. Brian Peters wrote it for the *Sandhouse*, publication of the Pacific Coast Division, Canadian Railroad Historical Association. Here is part of it.

corner showed a rather risqué (for the times) depiction of a man in a shower, the curtain parted so half the man's body (his back) was shown. However, the main picture was of an open-end observation car traveling through Southern California with orange groves on the left, tall palm trees on the right, and in the distance the snow-covered Sierra Madre Mountains.

There was also a coupon to send in to the railroad's Omaha address to obtain "complete information and booklets on...California, Hawaii or Death Valley"--the last described as "California's unique winter resort."

—Jerry Webb

I spent the other day at the morgue. To be more precise, it was the scrap yard...I sat and observed the post mortem of an ex-Canadian Pacific Railway sleeping car.

One week after CPR pushed the car into the scrap yard, she was unceremoniously pushed over onto her side by a giant log loader. Her trucks and wheel sets were the first to feel the cutter's torch. They, at least, were set aside and will be used for a future restoration project. The loader operator ran his machine the length of the roof member, breaking the steel braces like dry spaghetti. Again, the torch moved in and literally cut the car into 3 equal pieces. The two ends and mid-section were picked up by the loader and methodically shaken upside down until all the loose seats, broken toilets and all manner of assorted material was spread over the ground. The remaining steel framework was picked up like a dog picks up a bone and carried away to be further chopped to bits.

Did you feel a sense of loss, as I did? I have never even seen the car. I guess it is something I did not want to know, but couldn't stop reading once I began. Kind of how I feel when I buy my favorite cut of steak — I don't want to know what happened to get it to me.

—Jerry Webb

thorne and others. It was always a busy time working on the street looking out for the trucks and cars that were continually darting to and fro. Third Street had a hill downward toward the south. As you were switching along the way, the air brakes on the cars had been bled off and you only had the engine brake on the little diesel switch engine to control the speed.

This particular evening as they

were slowly approaching a crossing--possibly around Madison--Earl called out, "Truck", so Scotty set the engine brakes to slow down for the crossing. As they got close Scotty saw that the truck was going to get over ahead of them all right, so he released the brakes just as Earl called out, "And trailer."

Crunch.

—Kenny Prager

COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157
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Vacant
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