

The



TRAINMASTER



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

JULY 1989

Railfan Notes

City of Prineville Ry.

Rimrock Scenic Rail Tours will operate passenger tours this summer on the City of Prineville Railway between Prineville and Prineville Junction.

Operations will be on Saturdays and Sundays, from July 1 through October 1, plus Labor Day. Departures for the 32-mile, 2-1/2 hour round trip will be at 11:00am and 2:00pm. Trains will leave from Ochoco Creek Park near downtown Prineville.

Rolling stock consists of a diesel engine pulling coaches (including at least our own 3300 and 6800) and a snack car. Scenic highlights include the Crooked River Valley, Rooster Rock, and the Rimrock Formations of the high desert country.

Fares are \$15 adults, \$7.50 for children age 3-12. Group rates and special charters are available.

For more information, call Norwester Tours at 223-9197.

Fan Mag

Those of you who absolutely *must* have the latest information on what is happening on railroads in the Northwest, *Northwest Railfan* may be just the thing. This monthly

Continued on page 5

CHAPTER TIMETABLE NO. 322

REGULAR RUNS

BOARD OF DIRECTORS MEETING, July 13, 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, July 21, 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 the corner of SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm, with lunch at the Semaphore. There's a lot of work of all kinds to be done, and your contribution would be welcome. **We're also looking for people who could work on Saturdays.** Contact Bob Hoffman at 659-8402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, July 22 & 29, 1 to 4pm at Room 1, Union Station. On duty: Bob Slover. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

PORT OF PORTLAND HARBOR TOUR, Saturday, July 22. Join fellow PNWC-NRHS members in a tour of the Port's harbor facilities, and enjoy a rare chance to see them all close up. We'll gather at Lloyd Center for this event, which is *by reservation only*. For reservations, call Jim or Marilyn Edgar at 236-7271 by July 20th.

PNWC-NRHS PICNIC AT SHADY DELL, Saturday, Aug 19, at the Pacific Northwest Live Steamers, near Molalla. A pot-luck picnic, live steam rides, plus our engines from the Jack Holst Collection — under steam! Details on page 2.

AMERICAN ASSOCIATION OF PRIVATE RAILROAD CAR OWNERS CONVENTION, October 4-8, in San Diego. This trip on the *Mt. Hood* is full. Details will be available as they are worked out.

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JULY MEETING PROGRAM

First Revenue Run on the New Mt. Hood Ry., and Northwestern of Mexico
An 8mm film by Brad Reese

NOTE NEW TIME: Program begins after business meeting.

Notice: Programs are full through November — but they are still needed for December and beyond. Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Dick Nock at 657-3868.

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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Russell Schoof - 829-7269
17777 S. Ramsby Rd.
Molalla, OR 97038

CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$23/yr.
Joint...\$28/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

Carl & Peter

One of the most important and happy days in the lives of two of our Chapter members was Saturday, May 27 of this year. They are Carl and Peter Rodabaugh. For Peter, his wedding day. For Carl, the first day outside the hospital following quadruple bypass surgery and subsequent strokes.

The scene: Sunnyside Methodist Church in Portland. All present see Peter waiting at the altar for his bride, Francine (Fran) Bogdanski, to join hands in marriage.

However, a few minutes before, the guests' attention was on Carl, walking to his seat with the aid of a walker, a little over three weeks since he was brought down by illness. All there had feelings of happiness and warmth as they watched Carl.

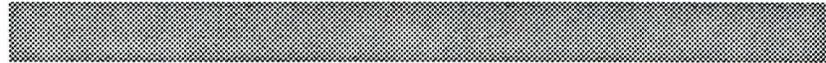
After the minister had presented Mr. and Mrs. Peter Rodabaugh to the world, the happy couple left the church to be driven to their wedding dinner and reception at a motel overlooking the Willamette River.

First for Carl, though, was a trip to home and his beloved cats, whom he had not seen since entering the hospital. Then he, too, was off to the motel to enjoy dinner and friendship and the happy event.

After dinner, it was back to the hospital bed for Carl. His wife, Maxine, said he was glad to be there to rest after a happy, but tiring, day. At the reception, Peter and Fran received the best wishes of the guests, and danced the traditional first dance of the evening.

Best wishes from all the Chapter members to Peter and Fran, and to Carl for a continued speedy recovery.

—Jerry Webb



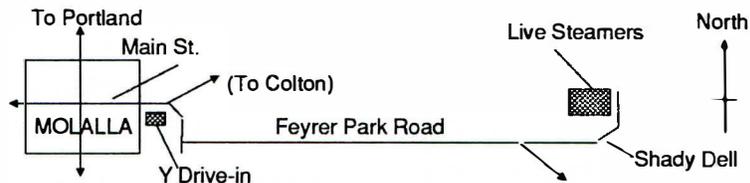
PNWC-NRHS...

LIVE STEAM PICNIC

Come out to Shady Dell, home of the Pacific Northwest Live Steamers, for an afternoon of trains and fun. We'll ride the Live Steamers' trains through the neatly landscaped grounds, and enjoy a picnic lunch in the country.

Saturday, August 19 12:00 noon

Also on hand will be the Chapter's own live steam locomotives: the 1/2"-scale Big Boy and Japanese prototype. We've never tried to run them — unitl now. You'll want to be there to see them under steam!



Fare: FREE. Bring your own picnic lunch and tableware, and a passing dish for the pot-luck. See you there!

CHAPTER BUSINESS

Committee Reports

ACTIVITIES

Jim Edgar, chair

STATEMENT — CHAPTER PICNIC

EXPENSES

Picnic site with electricity	\$ 35
Steam train charter (special rate)	200
30lb. hot dogs (150 @ 2/person)	45
20 packages buns	10
10 cases soda	60
Condiments, napkins, etc.	10
Total	\$360

REVENUES

72 People @ \$5/person	\$360
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COMPARISONS

Zoo admission: \$3 adult
Zoo train ticket: \$2 each ride

LIBRARY

Walt Grande, Chair

ARCHIVES REPORT

The library committee has almost completed the task of placing the Chapter's archival collections in covered, acid-free containers. This will protect them from deterioration caused by ultraviolet radiation, dust contaminants and acid migration from the old cardboard apple crates. Many thanks to Bob Fornoff, Jim Loomis, Dale Miller, Jerry and Freda Webb, and Nick White for working on this project.

We continue to go through the Chapter's collection of manuscript material. Jim Loomis and Freda Webb inventoried reports and notes from the SP&S Mechanical Department describing its maintenance of steam locomotive counterbalances, rod and valve gears, and tire renewals for the years 1936 to 1948. Included are records on SP&S number 700.

Jerry Webb inventoried a collection of rule books and employee information booklets from the SP&S, NP, GN, and SP spanning the years 1925 to 1960.

With Terry Parker's help, the Chapter acquired a complete run of employee timetables of the Southern Pacific Portland Division covering the years 1917 to 1946.

We want to thank the Union Pacific Railroad Company for its donation of a collection of legal briefs and other material from its Portland law department. These document some of the lawsuits the railroad's

lawyers handled in the 1920s, '30s, and '40s. Walt Grande helped arrange this donation.

Chapter members are welcome to help out with the inventory project. Our work parties take place at Room 1 on the Thursday afternoon of the monthly Chapter Board of Directors meeting, from 1 to 4 p.m. Next work parties: July 13 and August 10.

—*Bob Weaver*

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members into the Chapter:

MATTHEW & THELMA NEILL
7017 NE Sumner St., Portland OR 97218

MAYNARD E. ORME
2776 SW Riven Dell Dr., Lake Oswego OR 97034

MARGARETE & GEORGE PICKARD
10720 Heron Cr., Beaverton OR 97003

JAMES E. ROWSE
2687 Elm Drive, Lynwood, WA 98036

AD HOC UNION STATION

Terry Parker, chair

Tracks 1 and 2 at Portland Union Station came alive on Friday, May 19th in celebration of National Transportation Week. The celebration came after several months of planning the events and working to obtain the necessary permits and insurance. About 3,000 people attended the three-day event, which included the Chapter's museum display car and sleeper-lounge *Mount Hood*.

The Union Pacific brought out their only remaining E-9 streamlined passenger locomotive for display, along with a Missouri Pacific box car, a lumber car, and a GE Dash 8-40C locomotive.

Southern Pacific displayed an extremely clean SD45-2 tunnel motor — a fresh rebuild from the Sacramento Shops. Behind that was an intermodal flat car with a Rio Grande trailer and a Southern Pacific trailer, and two center-beam lumber cars, one of which carried a load from Hampton Lumber Company of Willamina.

Burlington Northern supplied a GP50 locomotive and a caboose, both open for public viewing. Many young engineers were seen dragging their parents down the station platform for a chance to sit in the engineer's seat.

CHAPTER BUSINESS

On Sunday, display visitors had a rare opportunity to see passenger trains being switched at Union Station. Due to a derailment between Seattle and Spokane, Amtrak passengers between those points were rerouted through Portland.

Inside the Station, room 105 (located between the tracks and the South part of the waiting room) was used for displays and information tables. In addition to the Chapter's table, the Pacific Railroad Preservation Association (the 700 group) set up a display showing the restoration work they are doing. On Saturday, a group from Tillamook County handed out information on the *Oregon Coastline Express*. The Pacific Northwest Division of the Toy Train Operating Society set up an operating standard- and O-gauge layout. While operating all weekend, it was the delight of young and old alike. An example of this was when a group of Japanese children came in, screamed with glee when they first saw the trains, and waved good-by to them when they left.

Many thanks to the railroads, groups, and organizations that participated; to the Chapter members who helped host the event; and to the Portland Development Commission, who allowed us to put on the display. Special thanks to Chapter members Chuck Bukowsky and Ed Berntsen for the help in organizing the event. In only "Oscar" could have been there!

Summary Of Minutes - Board Of Directors Meeting - June 8, 1989

The meeting was called to order by President Bob Hoffman at 7:10 PM.

The board passed the following motions at its June meeting: 1. Recommended to the membership that the Chapter's auxiliary tender be leased to the City of Portland for \$1 a year for use with locomotive 4449 with the following provisions: A) That it carry Chapter reporting marks, B) That the City provide maintenance and storage, C) That the lease be for a term of 10 years, and D) That the Chapter be held harmless in the event of any insurance actions. 2) Paid Richard Gray \$45 in miscellaneous expenses incurred to move a generator box. 3) Authorized changing the cores on all rolling stock padlocks at a cost not to exceed \$100, to come from the rolling stock budget. 4) Authorized a Chapter master key for Richard Gray. 5) Authorized use of the car Mt. Hood for a group of Chapter members to travel to the AAPRCO convention in San Diego, rent for the car to be \$1000 with the \$600 registration fee for the convention to come out of the \$1000, and all operational expenses to be borne by those using the car. 6) Authorized two keys to Room 1A for Marilyn Edgar for

concessions use. 7) Authorized the excursion committee to spend \$850 on preparations for an excursion to Redding, CA if the S.P. approves the idea. 8) Authorized spending up to \$50 for decorations for the Portland Zoo Ry. birth-day party. 9) Recommended to the membership approval of leasing cars 3300 and 6800 to Rimrock Excursion Train for use on the City of Prineville Ry. with rental charges of \$75 per day per car.

Excursions: Bill Carter reported that Spokane and Vancouver, B.C. excursions are out due to B.N. not running any special movements for Amtrak. A Seattle steamboat trip is still possible. Bill advised that he has asked Amtrak for a two day trip to Redding, CA. John von Gaertner has already begun contacting motels in Redding and has volunteered to take charge of the trip.

Finance Committee: Dave Van Sickle reported that the finance committee has approved the purchase of a wheel set for the car Mt. Hood and the leasing of the tender to the City of Portland. Terry Parker asked the committee to suggest ways of raising more revenue for the Chapter.

Library: Bob Weaver asked the board to consider adopting the policy proposed by the library committee for the Chapter library. The board agreed to consider adopting the policy at its next meeting.

Transportation Week: Terry Parker and Dave Stimac reported that there was a good turnout by the public for the transportation week display but that very few students visited the museum car due to coordinating problems.

NRM Board Report: Chuck Bukowski reported that he met with a member of the business community about the possibility of a temporary museum in room 105 of the station to show businessmen that a museum can be a significant draw. The board expressed interest in the idea as long as the NRM agrees with it.

Respectfully submitted, Chuck Storz, Secretary.

Summary Of Minutes - Regular Chapter Meeting - June 16, 1989

The meeting was called to order by President Bob Hoffman at 9:05 PM.

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of May 31, 1989: Checking \$14,914.34. Savings \$55,627.55. Al stated that the Chapter's yearly overhead expense is \$30,000. Because anticipated income has not materialized spending for next year may have to be greatly restricted.

The Chapter membership passed the following motions at the June meeting: 1) Approved the lease of cars 3300 and 6800 to Rimrock Excursion Train for operation on the City of Prineville Ry. 2) Approved the

CHAPTER BUSINESS

concept of leasing the Chapter's auxiliary tender to the City of Portland for use with locomotive 4449. 3) Changed the order of business at regular meetings to have the business meeting before the program except that the Chapter president may at his discretion have the program first.

Rolling Stock: Richard Gray reported that the wheel set for the car Mt. Hood is on its way from Texas. Tuesday work parties can use more help. Substantial work was done on car 3300 during its layover in Oakland, CA.

Excursions: Bob Hoffman reported that the B.N. has refused to let Amtrak run any special movements over its tracks which rules out a Spokane trip. The excursion committee is now working on a two day trip to Redding, CA with scenery as the main attraction. Also possible are a Seattle steamboat trip and a steam trip on the Mt. Rainier RR.

Activities: Marilyn Edgar reported that expenses for the Chapter picnic next week will be \$360 of which \$200 is for the steam train. Because of higher expenses the charge for the picnic will be \$5.00 a person.

Transportation Week Display: Terry Parker reported that about 3000 people went through the display during its three day run and that the Chapter received \$250 in donations on the car Mt. Hood. Marilyn Edgar reported concession sales of \$1500 at the display.

Respectfully submitted, Chuck Storz, Secretary



Former GN Line to Become Hiking Trail

The U.S. Forest Service is looking for volunteers this summer to help convert the abandoned Cascade Mountain Great Northern Railroad route into a hiking trail.

The March issue of the *Great Northern Goat* says the project is part of the Mt. Baker-Snoqualmie Nation Forest, Stevens Pass Historical District. Further information on volunteers can be obtained from Jim McDonald, Archeologist, Mt. Baker-Snoqualmie National Forest, 1022 1st Ave., Seattle, WA 98014.

Railfan Notes, from page 1

newsletter is edited by Dean Ferris of Snohomish, Washington, and is made up of reports of railroad doings sent in by correspondents scattered over the region, plus information useful to railfans in the pursuit of their hobby.

Issue 20, dated May 23, 1989, contains reports on the 8444's visit to Oregon and other UP activities, Amtrak stations in Hood River and The Dalles, a May 21 derailment on the BN and the BN operating schedule between Seattle and Vancouver, B.C., plus other items. Also included is a lengthy report on railroads running between Centralia and the coast, including operating times and details, and a map.

If this sounds like your cup of tea, send \$8 to Dean Ferris, 13118 163rd Ave. SE, Snohomish, WA 98290 for a year's worth of the brew. Send information or photos to the same address.

Ferrocarril del Pacifico

Let's Travel Tours is running a Mexican rail tour from Empalme to Guayamas over the Pacifico Region of the National Railway of Mexico over the Thanksgiving Day weekend Nov 24-26. Lots of GE's and ALCO's promised, including the last operating PA. See the flyer in the excursion file in Room 1, or contact: Let's Travel Tours, P.O. Box 2768, Riverside, CA 92516-2768; tel. (714) 787-8350.

GN Last Spike Marker

Another Northwest railroad event commemorating the driving of a "last spike" is planned for sometime this September.

The March edition of the *Great Northern Goat*, publication of the Great Northern Railway Historical Society, says the Great Northern was completed January 6, 1893. The last spike was driven at Scenic, Washington on that day.

Plans are for a suitable marker to be erected at that location this September; no day was specified in the *Goat's* story. The marker will also be a tribute to James J. Hill, Empire Builder, who built the GN.

Planning for the event is a joint effort of the GNRHS, the Burlington Northern, and the U.S. Forest Service. Chairman of the Last Spike Committee is GNRHS member Stewart Aldcroft. Money for the marker and its dedication is being raised by private donations. Contributions can be sent to:

Great Northern Last Spike Committee
C/O Frontier Bank
P.O. Box 2215
Everett, WA 98203

—Jerry Webb

NEWS—HISTORY—TRAVEL

Building Fires

One of the first jobs that a fellow got in the roundhouse when he wanted to go out in engine service was as a fire builder and engine watchman. This consisted of putting the fires in an engine that was to go out for service. As the Spokane, Portland & Seattle Ry. had all oil burners, it was a matter of getting the oil hot enough to flow through the pipe to the burner, then throwing in a big handful of kerosene-soaked waste and lighting a fire. This was easy if the oil was hot enough, but if not, you had to use the tank heater — a steam pipe to the oil tank — to heat it.

If there hadn't been a fire for several hours, it took a lot of watching to keep the fire burning properly for the first hour or so. The oil could warm up too fast and drop into the roundhouse pits and start a fire there. The poor fire builder who got a pit fire going was not very popular. Not only could he set the cab of the engine on fire, but the roundhouse as well. Even with a small pit fire you would catch hell from all the people working around because of the dirty black smoke that filled the area. When a fellow had three or more engines with new fires in them at the same time, it kept him on the run to keep up with them.

If the locomotive had been cold for several days and there was no steam pressure to heat the oil or to operate the tank heater, blower, and atomizer, you had to hook it up to the roundhouse steam line for steam. This always took several hours to get an engine hot. You would heat the oil until it was warm, then use the house steam to operate the tank heater, atomizer and blower until you had about 25 or 30 pounds boiler pressure and could change over to the locomotive's steam. This was a long process if the engine had been in for a boiler wash or for major

repairs and the boiler water was cold.

A couple of the fire builders in Wishram had a bet going as to who could get an engine hot the fastest. After I was out firing and in Wishram, one of them asked me how long it took me to get a cold "Malley" hot. I gave him a figure of several hours, probably a whole six or eight hours — I don't remember now. He said it couldn't be done. But he made a bet with the other fire builder that he could do it in that time.

When I got back to Wishram again, I asked the other fire builder how the bet came out and he said that the other fellow had got the "Malley" up to 200 lbs. pressure in the time that he had said, but when the hostler ran the engine outside the steam pressure had dropped to less than 100 lbs. It seems that the fellow had piped across to another engine next to the one that he was firing up and had taken the steam from it to get the pressure up. I don't know who paid the bet.

The first work that I had building fires was on the afternoon shift in Vancouver. I started work at 3:30pm, first taking the Company mail to the telegraph office and depot, and stopping by the yard office for any mail for the roundhouse, getting back to the roundhouse about 5:00, which was a quiet time there. The job of fire builder was as a laborer, so you could be doing many other chores. The night crews had not shown up yet, as they started about 7:00. But there always was a note from the day foreman to clean out a pit or, if there was an engine with fire in it, the day fire builder would be there for you to relieve.

Walking through the roundhouse in the quiet of the evening was always fun. You looked at the engines in various states of repair and checked on the ones with steam to see how soon

you would have to fire them up again to keep them hot; all those beasts so still and serene, knowing that soon they would come alive. Went outside to talk to the hostler and helper to see if they were going to have to leave soon for the yard or depot, because if they left, the engines that were outside became your babies. Nothing soon, so you go back inside and start to hook up the steam line to an engine that had the boiler washed that day, knowing that before the night was over the night foreman would be telling you to start a fire in it.

By now the night crew was showing up and the night foreman was already hollering at you with all the work he wanted done on your shift. So, "It's off to work you go," with the foreman wanting it all done ten minutes ago. It's 1942 and the ship yards are hiring for more money than the railroads pay, so the roundhouse is short of help and you see it probably will be daylight before you can go home again. But your love of being a part of railroading and the thought that you will become a fireman soon keeps you there night after night.

—Kenny Prager

More than one way...

Politicians pass laws; citizens figure out ways to get around the "intelligence of the lawmakers. For instance:

Back in the 1890's, one of the states passed a law that no freight train could operate on Sunday, unless it carried livestock — that latter to keep livestock from being harmed by the delay. Resourceful railroaders soon put an end to that law, by putting a mule aboard each Sunday freight!

(From Live Steam via the Callboard.)

—Jerry Webb

Mount Hood Railroad's New Season

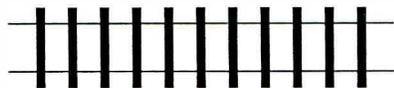
The folks at the Mount Hood Railroad in Hood River have entered their second year of operation hoping it will be a rousing success, as was last year.

President Jack Mills says their first days were sellouts. The 83-year-old railroad is historically important and has been "...blessed by nature, in that it links two of Oregon's most visited natural features, the Columbia River and Mt. Hood." The line begins on the Columbia in Hood River and ends 82 miles away in Parkdale, at the foot of Mount Hood.

The Railroad has a collection of 1908-1914 Pullman cars, and during the winter a crew of restoration experts has been putting finishing touches on them. Mills says an old diner named *Timberline* is making its debut on the line this year.

The goal of the railroad is to recreate a 1910-era passenger train to run on the "...most scenic tourist oriented railroad right-of-way in the country," to quote Mills. However, the road is using one or two of our Chapter's streamlined coaches, as it did last year, adding red and orange color to the otherwise Pullman green trains.

The historic depot in Hood River — purchased from the Union Pacific — has also been restored,



Laugh Track

Our first story falls under the heading of "With friends like this, who needs enemies."

The domineering wife of a sportsman prohibited her husband from backing horses, but he continued to gamble secretly. One evening a friend, unaware of the prohibition, dropped in and said, "Well, did you have any luck with Annabel yesterday?"

Instantly the wife shot her husband an ugly look and went out of the room.

NP's Last South Bend Passenger Run

Friday, March 19, 1954 was the date of Northern Pacific's last passenger train to South Bend on Washington's Willapa Harbor. The *Oregonian* Sunday edition of March 21, 1954 featured a full page of pictures. (Wonder if Al McReady had a hand in that?)

Train number 596-591 went from Centralia through Chehalis, then turned off the main line onto the 54-mile branch through Pe Ell, Pluvius (the Coast Range summit), Lebam, Menlo, Raymond, and finally South Bend.

The story said that when logging and lumbering were going strong in the early years of this century, there was no shortage of passengers. The train even sported a deluxe parlor car. But passenger traffic fell off and, at the last, the train was a "mixed" operation.

The paper had a picture of one of

and has been placed on the National Register of Historic Places.

Service Tuesday through Sunday will continue through Sept. 3, Saturday-Sunday Sept. 9 - Oct. 29, two trips a day. Hood River - Parkdale leaves 10am, returns at 2:30; Hood River - Odell leaves 3pm, returns at 5pm. Fares to Parkdale are \$15 adult, \$12 seniors, \$8 children 2-11. The Odell tariffs are \$9, \$7, \$5. All schedules and fares are subject to change.

—Jerry Webb

"You've torn it," groaned the husband, "My wife thinks I don't bet now. You'll have to square this with her."

In a few moments the wife returned, the friend said, breezily, "I say, Mrs. Brown, I'm awfully sorry if I misled you just now. Annabel isn't a horse, you know. She's only a barmaid."

And for what else engineers were reading in the Brotherhood's *Locomotive Engineers Journal* back in 1939, keep reading.

Suburban resident: "It's simply grand to wake up in the morning and

the last trips, with steam engine #1682 pulling one gondola car and a combination baggage-passenger car.

The line opened in 1893, and even though the photo captions did not say so, it is possible this combine was in existence then. One of the photos shows conductor R.B. Hedrick, standing spread-eagle on two seats checking "ornate" brass oil lamps. Another photo — a close-up of the lamp — shows just how ornate they were. They apparently were not used often, but were kept filled and ready should the train still be on its run after dark.

The car did have electric lights, but the story said it did not have a dynamo to generate electricity. The car was described as having stained glass, brass, and elegantly furnished green plush seats.

Another picture showed baggage man Dewey Stansfield sitting in a chair in his baggage area, apparently doing some paperwork. The caption said he didn't have much to do, as there was no baggage and only a few pieces of express. He was sitting by a large pot-bellied coal stove. The stove door was open, but there was no fire inside. However, it surely came in handy during western Washington's cold, rainy winters.

The newspaper clipping is part of the Roger H. Peck collection bequeathed to the Chapter.

Jerry Webb

hear the leaves whispering outside your windows."

City man: "It's all right to hear the leaves whisper, but I never could stand hearing the grass moan."

(Yeah, it took me a bit to understand, but I'm sure Irv got it right off.)

This can be called "Sure Cure."

"Does your husband walk in his sleep?"

"Not since I put a padlock on the ice-box."

For you youngsters — not everyone had a refrigerator in those days.

—Jerry Webb

COMMITTEE CHAIRS

Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-8402
Chapter representative Northwest Rail Museum
Board: Chuck Bukowsky, 223-2842
Activities: Jim Edgar, 236-7271
Meeting Program Coordinator:
Dick Nock, 657-3868
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Bill Carter, 646-8116
Finance: Dave Van Sickle, 297-3807
Library & Historical Foundation: Walt Grande,
246-3254
Membership: Fred Dorsett, (206) 256-4981
Museum: Dave Stimac, 288-2421
Ad Hoc "Permanent Home": Kerrigan Gray,
777-6610
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
Rolling Stock: Richard Gray, 656-0260
Car Rental Agent: Carl Rodabaugh, 253-4241
Ad Hoc "Union Station": Terry Parker, 284-8742

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2315 SE 104th Dr, Portland, OR 97216
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2211 SE 26th, Portland, OR 97214
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THE TRAINMASTER
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National Railway Historical Society
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