

The



TRAINMASTER



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

JULY 1990

Car Workers Needed

There's a *lot* of work to be done on the Chapter's passenger cars to get them ready for the excursion to Astoria in October, and for continued excursion duty after that. All types of things need doing, from cleaning windows to installing heating and air conditioning systems.

If we are to have these cars ready in time, more help than is currently available will be required. That means that more Chapter members will have to contribute their time and talents. You don't necessarily need special skills to contribute—the range of tasks is so great that anyone who is willing to work will be put to good use.

If you can help, then just come to one of the Tuesday or Saturday work sessions (see the Timetable at left for details). If you have some particular thing that you can or would like to do, or simply a question about how you could contribute, contact Rolling Stock Committee Chair Richard Gray at 656-0260. Richard will be happy to talk to you—and even happier to see you at work on the cars!

Now is the time to pitch in to get this project rolling. You are needed!

CONTENTS

Timetable	1
Help Wanted	2
Chapter Business	3
Minutes of Meetings . .	4
News-Events-Travel . .	6

CHAPTER TIMETABLE NO. 334

REGULAR RUNS

BOARD OF DIRECTORS MEETING, July 12, 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 20, 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, July 12 & Saturday, July 21, 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, July 21 & 28, 1 to 4pm at Room 1, Union Station. On duty: Bob Fornoff

EXTRA BOARD

MUSEUM COMMITTEE MEETING, Tuesday, July 10, 7:30pm, in Room 1, Union Station.

CHAPTER EXCURSION ON THE SUMPTER VALLEY, Friday-Sunday, September 7-9. This trip is ready for 15 interested Chapter members. See page 5 for details.

PNWC MUSEUM CAR IN BAKER CITY, OREGON, August 17-19, for the Sumpter Valley Railroad Centennial celebration.

PNWC Seattle Steamboat Special, Friday-Saturday, September 29-30 Another steamboat excursion is in the works. Contact Doug Auburg at (206) 694-7769 if you would like to help get it going.

PNWC Jazz Special EXCURSION TO ASTORIA, OREGON, Saturday-Sunday October 6-7. This run over the former SP&S line will be made using our own rolling stock.

JULY MEETING PROGRAM

Colorado Springs and St. Louis
by Rich Carlson

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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Molalla, OR 97038

CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

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

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

DEADLINES

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

—RS

Help Wanted: Editor

My term as editor of *The Trainmaster* will expire with the current year. After nearly three years in the position, I would like to move on to other things. My original purpose in joining the Chapter was to work on the archives. Now that Bob Weaver has things moving so well on that front and we are ready to begin large-scale cataloging of our collection, I am anxious to devote more time to the work I have been doing to develop and maintain the data bases and related materials. I also would like to participate in some of the other Chapter activities which I have foregone for want of time.

Consequently, the Chapter is in need of an editor, to begin with the January, 1991 issue. If any of you would be interested in filling that position, please step forward.

What does it take to produce *The Trainmaster*?

It takes time. I currently spend about two full days a month on production: editing and writing copy, page layout on the computer, making masters on a laser printer, pasting up and delivering the final product to the printer. I spend some more time fiddling with the format and preparing such things as the heralds I use for filler. I also find it necessary to attend every business meeting, in order to get all the material pertaining to Chapter doings.

It takes some aptitude for using computers. The entire content of *The Trainmaster* is produced on an IBM-compatible personal computer, using word processing and desktop publishing software. Also used are scanner and paint program for the heralds. Several of our regular authors deliver their copy already typed on disk, which does much to ease the production burden. If you know nothing of computers, don't worry about it. I had never laid hands on a PC before I took on *The Trainmaster*. Most of the technical work has been done for you. All the formats are set and the computer is organized for ease of production, so learning this part of the process should be fairly simple. I would guess that a couple of months would be adequate preparation time for taking on the task. If you have had a hankering to learn how to use one of the things, it would prove to be an excellent opportunity to do so.

It takes some knowledge of the English language. Most of the material received requires minimal editing, but the editor should know how to construct an acceptable sentence. Minimal original writing is required, although there certainly is room for anyone who wanted to do more than I have.

The Chapter provides most of the physical tools to do the job. The editor has custody of the Chapter-owned computer, loaded with all the requisite software, for use at home—very convenient. The laser printer, alas, is not included. I take my floppy disk with the completed issue to a firm located in downtown Portland at the Galleria to have the masters run off. There are other Postscript printers around town, and another could probably be located if the current one were not convenient. The printer is located in Milwaukie. Mailing is handled by the circulation manager, the Chapter Secretary.

Material to print should not be a problem. Jerry Webb and Kenny Prager are regular and frequent contributors; several others make periodic contributions. I have received a number of unsolicited manuscripts from members who had stories or information of interest and were inspired to send it along for all of us to enjoy. And there are, I am sure, other sources of good material that I have not tapped.

What does one get from being editor? I suppose that would depend pretty much on the individual. Certainly there is satisfaction in producing the only Chapter benefit that goes to all members. I have particularly enjoyed being able to publish so much original material, provided by our members, which would not otherwise have appeared. You might find that reporting on current railroad events or writing of your experiences or any of a number of other things would make all the work worthwhile.

Think about it.

—Russ Schoof

CHAPTER BUSINESS

Committee Reports

LIBRARY

Walt Grande, Chair

Archives report, by Bob Weaver:

Archives preservation needs. The Archives badly need "capital improvements" to deal with critical problems with the preservation of the photographic materials (negatives and prints) and the paper records. These needs include a *recording thermometer/hygrometer* to chart the fluctuations of temperature and humidity; a *dehumidifier* to lower the humidity to safer levels and smooth out fluctuations; a *vacuum cleaner* to remove harmful dust from the shelves and the collections themselves; and *flat storage cabinets* to properly store and protect the Chapter's unique and valuable collection of steam locomotive and other drawings.

Researchers use the Archives. John Rosu found documentation of the use and maintenance of SP&S 700 in our collection of the SP&S Mechanical Department cab cards (periodic inspection reports to the ICC). Terry Parker used four photos of the *Shasta Daylight* to help illustrate the trip guide for the Redding excursion. The Chapter's Rolling Stock Committee obtained copies of documents that will help them maintain the *Mount Hood*. Bob Hoffman located information to help us document ownership of the *Mount Hood* in the library's collection of *The Trainmaster*.

Recent donations to the Library and Archives. Nancy Clevinger donated scrapbooks, *Trains* magazines and railroad books collected by her father, Arthur Kuelthau.

George Miller donated a collection of Southern Pacific steam locomotive drawings. Mr. Miller also gave the Chapter's library collections of *Southern Pacific Bulletin*, *Railroad* magazine, *Railway Progress* and *Locomotive Fireman and Engine Men's Magazine*. Jim Whaley helped the Chapter obtain these collections, and Jerry Webb typed up a comprehensive inventory.

Bob Kurkinen and Ed Maas donated a rich collection of over 450 photographic prints of mostly Southern Pacific steam locomotives, which they took in the 1930's and '40s in Oregon, California, and other locations. This fine collection includes images of early diesels, electrics and diesel-electric cars. Other lines represented include Clackamas Eastern, Great Northern, H.E. Noble Lumber Co., Mount Hood, Northern Pacific, Oregon-Washington Railroad & Navigation narrow gauge, Portland Dock Commission, Spokane, Portland & Seattle, Union Pacific and Valley & Siletz railroads.

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members to the Chapter:

Robert Barrett
Portland, OR

Leon Chapmen
Portland, OR

Leo Henlin
Salem, OR

William Johnson
Elkton, OR

Matthew Katzer and Barbara Dawson
Beaverton, OR

Kenneth McFarling
Portland, OR

Phillip Parthemer
Portland, OR

John Reppeto
Salem, OR

Robert Strebin, Jr.
Troutdale, OR

MUSEUM

Dave Stimic, Chair

The Chapter's museum car 76 is scheduled for four exhibitions during the remainder of the year:

Aug. 17-19

Baker, OR

Sept. ?

Prosser, WA

Oct. 6-7

Astoria, OR

Dec. 1-2

Drain, OR

Summary of Minutes - Board of Directors Meeting - June 7, 1990

The meeting was called to order by President Bob Hoffman at 7:15 PM.

The Chapter board passed the following motion at its June meeting: Adopted as a model a resolution from the Columbia Daily Income Co. empowering designated officers to sell, assign or transfer securities owned by the Chapter.

Property Development/Bond Program: The board discussed details of the bond program including the

CHAPTER BUSINESS

interest rate to be paid and any possible change of cars designated to back the bonds. The question of liability insurance to cover the directors was brought up as part of a discussion of possible involvement of directors' personal assets to back the bonds. A special meeting of the board was scheduled for June 12 to review the indenture and private placement memo for the bond program.

Finance: Dave Van Sickle reported that the finance committee has recommended that a rate of 8% be paid on the bonds. The committee also has reviewed the Chapter's insurance coverage. The Chapter has liability insurance on its cars when stationary, \$22,500 in property loss on the contents of Rooms 1 and 1A, but no property loss insurance on any of its cars.

Rolling Stock: Richard Gray reported that one truck from the car Mt. Hood is back under the car and the car is operational. The paint in the baggage section of car 3300 has been touched up and the car cleaned. The car Red River has been thoroughly cleaned inside. Jerry Webb brought up the lack of use of hard hats when working around the cars.

Membership: Fred Dorsett suggested telephoning new members to encourage them to become involved in Chapter projects, especially car repair. The board discussed starting a special committee to handle the food at any Chapter function where food is served. Fred and Esther Rosu will work on this.

Library: Jerry Webb passed out copies of the May Chapter archives report. Bob Weaver has put up curtains in Room 1A to minimize damage to the Chapter collection from light. The board asked the library committee to develop a tentative policy for retention of Chapter records.

Museum: Dave Stimac reported that museum car 76 is scheduled to go to Baker August 16, 17 & 18 for the Sumpter Valley celebration.

Columbia Gorge Commission: Dave Stimac reported that he is working with David Jorling of the City of Portland and Tony Busceme of Amtrak to work up costs for running a special train for the Columbia Gorge Commission.

The meeting was adjourned at 11:15 PM.

Respectfully submitted, Chuck Storz, Secretary.

Summary of Minutes - Regular Chapter Meeting - June 15, 1990

The meeting was called to order by Chapter President Bob Hoffman at 7:42 PM.

Treasurer Maxine Rodabaugh reported a balance of \$9567.51 in the Chapter's checking account as of 6/1/90.

The appraisal of the Chapter's cars cost \$1060.00. The Chapter's share from the 1990 Swap Meet is about \$1600.

There were no motions passed by the membership at the June meeting.

Union Station Tracks: Bob Hoffman reported that the Oregon Association of Railroad Passengers and the Friends of Union Station have filed suit in federal court to block removal by the PDC of a shed and two tracks from the station. Dan McFarling of OreARP spoke about the need for letters to the Portland City Council and the Congressional delegation supporting preservation of station facilities. Ken McFarling explained that the PDC has agreed, without the force of an injunction, to suspend any removal work until after a court hearing scheduled for early July.

Rolling Stock: Richard Gray reported that work is continuing on cars Mt. Hood, 3300 and 4461. The SP&S 700 made a successful break-in run to Longview Jct. with the Mt. Hood in a short consist. Bob Hoffman announced that the 700 is tentatively scheduled to make a trip to Wishram, WA on June 28 with Chapter cars Mt. Hood, 3300 and 6800 in the consist. Members who have been working on the Chapter's cars will get preference to go on the trip. The B.N. will use the Mt. Hood, the PRPA will use the 6800 and the Chapter the 3300.

Excursions: Bill Carter announced that the excursion committee will meet next of June 21 and will discuss the Chapter car host policy. The Seattle Steamboat trip will be on Sept. 29 and 30. The Astoria Jazz trip will be the next weekend, Oct. 6 and 7. Capacity for the Seattle trip will be about 350, with a selling price of about \$225. The brochure will be mailed about July 1. Two ticket processing teams will be needed with the two trips only one week apart.

Museum: Dave Stimac reported that the Chapter has four requests for museum car 76: Baker, OR; Prosser, WA; Astoria, Or; and Drain, OR. The ex-S.P. Baldwin S-12 switcher being donated to the Chapter by Ketchikan Pulp & Paper will be shipped to the Chapter in the near future.

Respectfully submitted, Chuck Storz, Secretary

Events

Chapter Picnic

The 1990 Annual Chapter Picnic and Longest Day Train Ride went off on June 22 without a hitch. A well-filled six-car train of Chapter members and guests traveled the Louis & Clark Railway from Battleground to Yacolt and back, with a stop at Moulton Falls Park.

CHAPTER BUSINESS

It appeared to be a well-fed group, as the hot dogs and soda pop served in the baggage car were supplemented by carry-on goodies. On-board entertainment was provided by an old-time banjo band. Additional entertainment came at Yacolt from local boys who performed tricks on their bicycles for us while the engine ran around the train for the return leg. During the stop at Moulton Falls, most of the passengers detrained for the short stroll down to the falls.

The food and the music were fine, the lineside scenery was pleasant, and the train ride itself was the best of all. The weather cooperated reasonably well, being cloudy but temperate—good for riding in the open cars. A light mist that began falling as we neared Battleground on the return trip dampened the passengers' enjoyment of the proceedings only slightly.

Trip organizers Fred Dorsett and Esther Rosu merit thanks for giving us an excellent outing. It was by far the largest gathering for the Annual Picnic that I have seen since I have been in the Chapter and, if I can judge by the number of smiling faces I saw, it was enjoyed by all. Perhaps those of you who were unable to make it this year will have another chance in 1991. I hope so.

—RS

Car Appraisal

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

PNWC 600 - MOUNT HOOD

CAR TYPE AND HISTORY

Sleeper-Lounge — Originally built SP&S, then PNWC, same name and number, in 1971. Built by Pullman Standard in February, 1950 as part of lot 6829 to plan 4136, it and the **Mount St. Helens** were 6 roomette, 3 bedroom, buffet 25 seat lounge cars used on the Portland connection to the **Empire Builder**. The Amtrak P.V. number for the car is 800198. The car was inspected in in-service condition in Portland, OR.

RUNNING GEAR

This car has Commonwealth cast pedestal trucks, equipped with single equalizers and coil spring suspension. PNWC is also in possession of two parts trucks of identical design. The car has a grab bag of wheels including an EE Timken (1½"), a K Timken (1½"), and two misapplied 6x11 Hyatt axles (1½" and 27/8"). The parts truck has all Timken bearings of correct 5½ x10 size (13/8", 1¾", and [2] 2¼" thick rim). The truck under the B end of the car has a badly cut equalizer bar and has the

floating bolster rubbing against the underside of the truck frame. This car will require an Amtrak 40-year inspection in order to continue in P.V., Amtrak service. Braking is accomplished through tread acting composition brake shoes using ABDW valves adapted to passenger car use. Slack adjusters and F relay valve were removed for servicing at the time of the inspection. The car is also equipped with decelostats. The car is equipped with type H tightlock couplers.

AUXILIARIES

This car's hotel services operate in the conventional manner in which the car was built, with some improvements. A belt driven generator provides electricity for lead acid coach batteries. The batteries may also be charged through a stub 480 vac connector to head end power, or the output of a 6.5 kw propane fired generator set. This stub HEP connection is not acceptable under latest Amtrak rules. 110 vac for kitchen and car use is provided through an inverter, or directly from a tap on the propane generator. Air conditioning is provided via a Waukesha propane ice engine. The conventional steam heat system of this car is intact, also assisted by a propane fired overhead heat coil. Fuel for the propane systems is provided from four fuel bottles under the car. All of these systems appear to be operable.

BODY AND INTERIOR

The body of the car is of lightweight carbon steel smoothside construction. The car is presently painted in the GN **Empire Builder** paint scheme, which is in excellent condition. The sides and roof are in excellent condition. Double pane glass windows are in good to excellent condition. Both ends of the car are equipped with rubber tube diaphragms, which are Amtrak compatible.

The interior of the car is complete in its original parts and decoration. Paint and original Pullman carpeting are in good serviceable condition. The general toilet has been converted to a holding tank style toilet. Sleeping rooms are configured into six roomettes and three double bedrooms. The bedrooms are of the pre-war style that have folding toilets in the rooms. The buffet is original with the addition of a new oven, range, and microwave. The refrigerators are cooled mechanically. The lounge is equipped with the original furniture and radio. The furniture has been reupholstered. Shades are by cable curtains in the sleeper end and venetian blinds in the lounge end. All are in good condition.

NEWS—HISTORY—TRAVEL

Riding the Monkey Deck

I think one of the most formidable and impressive steam locomotives ever built was the Southern Pacific cab-forward. The front of the engine gave the impression of no-nonsense ability to get the train over the rails. The huge boiler said, "I've got the steam you need," and beneath it were 16 driving wheels to translate that steam power into movement.

Between the smokebox and the tender was a porch-like area over the rear trucks. Railroaders called it the *monkey deck*. This always looked like a pleasant place to put a deck chair and to enjoy a glass of iced tea while the monster carried you through the West.

During World War II, a young brakeman decided on a hot Los Angeles afternoon to take a ride on the *monkey deck*.

He remembered the trip in an article printed in a 1986 issue of the *Observation Platform*, from the Southern California Chapter, Railway & Locomotive Historical Society.

Company rules forbade riding there, of course, but he felt it would be better than riding in a closed-up caboose through long Tunnel 25. He admitted it was relatively dangerous, definitely deafening—but absolutely exhilarating.

His ride from San Fernando through Sylmar and into the canyon that led to the tunnel was pleasant at first, with warm breezes making for comfortable breathing. Now let him tell the story:

We were doing about 20 mph on entering the tunnel, so the exhaust went back over the tender and didn't bother me a bit. I can imagine it would have been much different had we been doing only 10 mph. However, the noise was deafening as the exhaust reverberated from the roof of the tunnel and the clank and pound of the

Ant — The Lost Locomotive

Ever hear the story of *Ant*? Not those little fellows who live in the ground, but a real steam locomotive. I ran across this yarn in a 1939 issue of a two-page mimeographed publication *Northwest Railroad Historical Society Bulletin*, a fan group in Tacoma, Washington. They took it from a story in *Sunset* magazine (issue and date not given).

The story begins in 1871, in San Francisco where *Ant* was built. (The story never does give detail as to wheel arrangement, size or anything technical.) *Ant* spent 3 years as a "tramway" locomotive pulling cars to fill San Francisco Bay mud flats and enlarge the ground area of the City by the Bay.

That job done, *Ant* traveled to Seattle, spending many years hauling logs from Northwest woods — where, exactly, the story never reveals. But she apparently was known far and wide, as people came from long distances just to watch *Ant* pull car loads of logs.



rods, valve gear and pistons was indeed an ear-splitting experience, bouncing off the sides of the tunnel just inches away. It was a trip that I have remembered to this day...

He did not say if he ever did that again. I am sure it is not the safest place to be, but can you just picture riding the *monkey deck* up the Sacramento River Canyon to Weed, or across the Cascades? What an experience that would be!

There is only one of these engines left, in the State Railroad Museum at Sacramento. It is worth the trip to see her and the *monkey deck*.

—Jerry Webb

Then, a fellow decided to build a brand new city on the north bank of the Columbia River next to an older town called Kelso. He also wanted to include a logging historical exhibit and thought *Ant* would be a major attraction. So, *Ant* came to the new city called Longview. As the exhibit had not been built, *Ant* was placed under lock and key in a shed for safe keeping. So much for best laid plans.

Sometime around 1937, permanent plans began for the exhibit in uptown Longview where *Ant* would easily be viewable to all. But when the committee checked on *Ant* — supposedly in her securely locked home, which was in a "machine yard" used to dispose of junk metal — they found the door open and NO *Ant*! What could have happened?

Those of you who lived near major seaports along the Pacific Coast remember in the mid-1930s the Japanese Government, having no raw material for making iron and steel, began buying scrap iron in the U.S. Almost daily, ships loaded with this "useless" stuff left for Japan. Junk men here knew a good thing and began looking for scrap anywhere they could find it.

One location was the "Machine yard" where *Ant* was stored. Permission was granted to clean out the yard, but nothing apparently was said about not touching *Ant*. Or, if there was, no one made sure such orders were carried out, and the only answer to *Ant*'s disappearance is that *Ant*'s home was opened, acetylene torches applied, and *Ant* was soon pieces of iron "junk."

History buffs probably have pretty good idea where *Ant* finally ended up.

The loss was felt by people who "cherished the picturesque little engine" but it is apparent these feelings lacked something.

—Jerry Webb

More of Wishram Departs

Seated one afternoon at my desk, I chance to look out the window in front of me. There is my regular great view of the Columbia River with its railroads on both sides and, across the River, Wishram.

But wait! Something is different! There, just west of Wishram, where the old "roundhouse" lead joins Number Two main, is an empty flat-bed barge, pushed endwise against the bank by a tug. What is going on?

Onshore, across three tracks (including two mains) and behind a pole line of railroad communications wires, a yellow mobile crane sits beside a pair of large, silver metal tanks. This bears watching.

So, grab the field-glasses, pull up a chair outside on the deck, and watch. Yep, looks like they are going to load the tanks on that barge. But, those wires. Are they

going to cut them? I'm sure the dispatcher has cleared them to block the main tracks, but those tanks are fifty, maybe sixty feet tall. What about the wires?

Shucks, nothing to it. Extend the crane boom as far in the air as you can...how far? I don't know—maybe eighty, even a hundred feet. Now, grab that tank and...up-and-over. Now, drive the truck, very slowly, a few feet across the tracks and set the tank down. Unhook and move the crane truck around to a different position on the river's bank. Hook onto the tank again, lift it a few feet, swing it over the end of the barge, and lower it carefully. Child's play!

Oh, yes, the day was perfect for such an operation. Mother Nature had shut off the wind. That tank could have done some interesting swinging if there been Columbia

Gorge winds of the kind the wind surfers like.

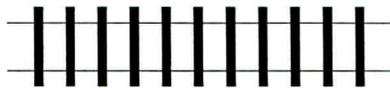
Okay, how about the other tank. No room on the end of the barge, and the crane isn't long enough to stretch over the first tank.

Nothing to it. The tug captain backs away from the bank, turns the barge loose after giving it a bit of a spin movement, then runs around to the other end, ties up, and shoves the empty end in to shore. Those guys know what they are doing.

Before you know it, the loading operation is repeated, both tanks are on the barge, and the tug backs away and turns upstream to...where? I don't know. Maybe Pasco; BN has huge rail yards there.

The last I see is a tug pushing a barge with two silver tanks around the bend of the Columbia, taking with it another part of Wishram's fabulous railroad history.

—Jerry Webb



Laugh Track

Brakeman

The wife of a new brakeman who had only been working for a short time was at a card party with some other ladies when one of them asked what her husband did for a living. She replied that he had gotten a job on the railroad shortly before and was a brakeman on a freight train. And he was doing really well, as he had only been working three weeks and was already the head man.

(New brakemen were assigned to the engine and called the "head man" as they worked the head end of the train.)

Then there is the one about the new brakeman at night who climbed up to the top of a boxcar without his lantern to release a hand

brake. The conductor was with him, and as he told him never to leave his lantern on the ground, tossed it up to him.

The fireman, looking back, saw this and exclaimed to the engineer, "If I hadn't seen this I wouldn't believe it. That new man jumped flat footed from the ground to the top of the car."

A student switchman learning to work with a crew was working with the regular "Pin Puller" (the man who works closest to the engine and uncouples the cars as they are kicked into the various track on the signals of the switch foreman).

The foreman had given a kick sign along with a "one car" sign to the engineer. The cars were gaining speed and the student was running alongside with the regular man beside him. The regular man kept hollering at him, "Let one go. Let one go." The student excitedly replied, "I know that, but which

one?"

There was this conductor who always seemed to have the proper thing to say at the proper time.

When chastising a new student brakeman who had just pulled some dumb thing that could have gotten him hurt, he said, "Ya don't wanna do that, 'cause you could get killed, and den they would fire you."

Another time when coming down the Oregon Trunk along the Deschutes river, he was riding in the cupola of the caboose on the river side watching the train. He suddenly saw the red hot hub of a journal roll down the bank toward the river. He turned to the brakeman on the other side and said, "Oh, Oh, I tink somebody's in trouble."

With that the air went into emergency and twenty-some cars went spilling all over the right-of-way and down the bank.

—Kenny Prager

COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157
Meeting Program Coordinator:
Vacant
Bylaws: Alan Viewig, 228-8655
Concessions: Marilyn Edgar, 236-7271
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Finance: Dave Van Sickle, 297-3807
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246-3254
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Museum: Dave Stimac, 288-2421
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Carl Rodabaugh, 253-4241
Ad Hoc "Union Station": Terry Parker, 284-8742
Ad Hoc Property Development: Al McCready,
281-2415
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-0914
Chapter representative Northwest Rail Museum
Board: Chuck Bukowsky, 284-7277

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THE TRAINMASTER
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