

The



TRAINMASTER

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



MAY 1988

Editor:

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CHAPTER TIMETABLE NO. 308

REGULAR RUNS

BOARD OF DIRECTOR'S MEETING, May 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 to attend.

MONTHLY MEMBERSHIP MEETING, May 20, Friday, 7:30pm, at the Portland General Electric Auditorium on SE 17th Avenue between Powell and Holgate. The newsreel and program (see listing below) will start promptly at 7:30, with the business meeting following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. **This is one of two meetings each year at which you can get your name on the car host roster; see Jerry or Freda Webb during the meeting.**

EXTRA BOARD

ANNUAL CHAPTER PICNIC, June 17, Saturday, at the the usual spot in the Washington Park Zoo picnic area. Menu: verboot sausages, saurkraut, and pop furnished; bring extras for yourself, or bring a passing dish to serve ten. Zoo train is reserved for Chapter use during the afternoon. Come on out! (More details, including a map, in the June *Trainmaster*.)

SEATTLE STEAMBOAT EXCURSION, July 9-10. A repeat of last year's popular trip to ride the steamer *Virginia V*. This one sold out very quickly, and space is limited by the boat's capacity, so if you want to go be ready to move when the fliers come out. Fares currently are estimated to be \$195 single and \$175 double.

MAY MEETING PROGRAM

PASSENGER TRAINS IN EUROPE by Don Munger
Program begins at 7:30

Notice: *Programs needed for later in the year.* Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Hugh Robertson at 252-3315. Work with Hugh to choose your month and subject—and have fun!

CHAPTER BUSINESS

Summary of Minutes - Regular Chapter Meeting - April 15, 1988

The meeting was called to order by President Bob Hoffman at 7:30 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of March 31, 1988: Checking \$66,022.26. Savings \$6,831.27. Available funds were \$41,513.80 after subtracting designated and emergency funds.

Election for Vice President: Irv Ewen reported for the Election Committee on the results of the election for Chapter Vice President: Doug Auburg 27, Terry Parker 15, Dave Stimac 13. Doug Auburg elected.

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

Excursions: Kerrigan Gray reported that 384 tickets have been sold as of today for the Chapter's excursion in May. Projected total sales are approximately 500. Seattle-Steamboat Trip: Doug Auburg reported that most of the arrangements including the Virginia V and the hotel have been completed for the Seattle trip. It will be on the weekend of July 9 and 10. Approximate prices are \$175 double and \$195 single.

Museum Committee: Dave Stimac reported that the Salem Statesman Journal carried an article on the Chapter's museum car. Display of the car in Salem went well. Over 1000 students are expected to go through the car in Eugene.

The Trainmaster: Editor Russ Schoof advised that changes in the appearance of The Trainmaster are likely as the desktop publishing program is learned. Russ asked the members to use The Trainmaster as a way of sharing with others their knowledge of railroads. The 25th of the month will be the deadline for material. There is the possibility of using a few photographs.

Library Committee: Walt Grande reported that Bob Slover has completed the shelving in Room 1A. A large number of ICC reports donated by the Union Pacific have been moved to Room 1A. The magazines in Room 1 will be moved to Room 1A at the next committee meeting and the library books into the alcoves in Room 1.

President Bob Hoffman reported as follows: 1. The Portland Development Commission has asked the Chapter to form an ad hoc committee to work with the PDC on the future of the Union Station. The PDC also hopes to set up a formal tenants advisory committee for the station. 2. The Chapter's application for exemption from Multnomah County personal property tax was filed on April 1. The Chapter must file a request

for exemption within 30 days after the acquisition of all large collections. 3. A lease has been signed for use of the armory for the 1989 swap meet. 4. The Chapter has made a final payment to Attorney Steve Bennett for his services as counsel in the suit against Powell Travel. 5. A letter has been received from the Oregon Electric Railway Historical Society thanking the Chapter for its \$5000 donation to the Willamette Shore Railway project.

Respectfully submitted, Chuck Storz, Secretary
M a y 1 9 8 8

Summary of Minutes - Board of Directors Meeting - April 7, 1988

The meeting was called to order by President Bob Hoffman at 7:12 PM.

The board of directors passed the following motions at its April meeting: 1. Approved treasurer's report. (See general meeting minutes). 2. Authorized Walt Grande to reply to Douglas Cummings that the Chapter has attempted to find material in the Jack Holst collection belonging to Cummings, that two attempts have been made to locate the material, that it was not found and that the Chapter considers the matter to be closed. 3. Authorized issuing three keys to Room 1A to the library committee. 4. Approved the appointment of a Chapter ad hoc committee to work with and advise the PDC on the future of the Union Station. 5. Approved spending up to \$700 for an REA safe, a locomotive bell and a whistle and for transportation of the items. 6. Authorized Rich Carlson and Terry Parker to investigate the disposition of the Olivetti typewriter and the purchase of a good used typewriter.

National Bylaws: Bob Hoffman reported that Rich Carlson has provided copies of the new NRHS national bylaws to Jack Pfeifer so that the bylaws committee can propose changes to the Chapter bylaws to bring them into conformance with the national.

Public Relations: Al McCready reported that he and Rich Carlson have been working on publicity for the Spokane excursion and the display trip of car #76. The 76 is due to leave next Tuesday for Salem. Members in Salem and Eugene have been contacted to assist in those cities.

Museum Committee: Dave Stimac reported that a tour has been planned when taking school children through cars 76 and Mt. Hood. The berths on the Mt. Hood will be made up to display their use. The Columbia Gorge Model RR Club is loaning a U.P. locomotive bell to the Chapter for the O&C display project.

Continued on next page

Minutes, from page 3

Rolling Stock: Bob Jackson reported that the Alco FB unit is scheduled to move from B.C. on April 18. Bob Melbo is meeting with the U.P. terminal superintendent about moving the caboose donated by John Corno. Bob Jackson and Peter Rodabaugh are providing training for Mt. Hood RR. personnel in the operation of cars 6800 and 3300.

PDC and the Union Station: Bob Hoffman reported that Bruce Allen of the PDC has asked the

Chapter to set up an ad hoc advisory committee to work with the PDC on the future of the Union Station. Bob announced the appointment of the following members to the ad hoc committee: Terry Parker (Chair), Marilyn Rehm, Jim Edgar, Al Viewig and Rich Carlson. The committee is to report to the Chapter board of directors.

Membership: Bob Hoffman reported for Fred Dorset that 408 members have paid dues for 1988.

Respectfully submitted, Chuck Storz, Secretary

Letter of Thanks

Following is the text of a letter recently received by the Chapter from the Oregon Electric Railway Historical Society, Inc., addressed to Chapter President Bob Hoffman.

Dear President Hoffman:

Since October 1987, our society has been gratified to know that we, through your board of directors and President Auburg, had the support of your organization and membership

It was the intent, that your gift of \$5,000.00 to the Oregon Electric Railway Historical Society, be used to promote our activity as operators of the Willamette Shore Railway. We assure you that this IS our purpose and intent, and are making every effort to see that this operation continues to the benefit of the people of the city of Portland, and to the credit of railway historical groups such as NRHS represents, as well as our own/ (sic)

Please extend to your members and board of directors our sincere, though belated thank you, for this generous gift. Your group was one of the principal contributors (sic) towards our efforts with the Jefferson St. Project.

Yours very truly,
(signed)
Allan B. Plunkett, Pres.
(signed)
H. Lawrence Griffith, Mgr
of WSRy and Treasurer OERHS

CAR HOST SIGN-UP

The May business meeting is one of two each year at which members can add their names to the car host roster. Qualifications for car hosts are as published in the January issue of *The Trainmaster*, and include CPR certification, membership status, and minimum business meeting attendance. **To sign up for car host duty, see Jerry or Freda Webb during the business meeting on May 20.**

Committee Reports

LIBRARY COMMITTEE

The library committee held a work session on Saturday, April 30, during which the appearance of Room 1 was changed dramatically. All the magazines and other miscellaneous materials which had inhabited the alcoves in the outer room for such a long time were transported to Room 1a, where they were installed on the new shelves preparatory to cataloguing by Bob Weaver and his crew. Materials from the shelves along the wall were moved either to 1a or into the alcoves, and the shelves themselves were moved to 1a.

Bob Slover has installed doors in the openings to the alcoves. The Chapter's lending library will be kept there, with the doors locked for security. Library committee members will have access to the books so members can check them out. Also, the committee will hold the library open on Saturdays, beginning in June. So, if you want to take advantage of this membership benefit, Saturdays will be the best time to do so.

Recent library acquisitions:

Rio Grande: Ruler of the Rockies, R.C. Farwell

The Green Machine, R.P. Olmstead

AMTRAK at Milepost 10, Karl Zimmerman

Railroading Through Cajon Pass, Chanel

Milwaukee Electric, Noel Holley

Southern Pacific Country, Donald Sims

OVERDUE BOOKS

A number of members have library books which are overdue for return. Remember, books are checked out for 30 days. Please check any Chapter books you may have, and return overdue books either to Room 1, or to Walt Grande at the monthly business meeting—give others as chance to use them!

OTHER CHAPTERS SAY...

Here are bits of information from NRHS chapter newsletters and various other organizational publications that are sent to the Chapter...presented for what they are, and accuracy of content not guaranteed. Compiled by Jerry Webb and Russ Schoof.

The *Desert Rails* newsletter of the **Arizona Chapter** had a long story about the future of **Union Pacific steam operations for 1988**, saying a conversation with UP's Public Relations Department revealed there will be trips. The railroad knows a good thing when it sees it regarding PR--but the program must pay its own way. Barring any problems, the 3985 and 8444 will be pulling trains, but apparently **none west of Denver**. As for reports UP is selling its few remaining passenger cars--no decision as yet. But knowing the high cost of keeping those older cars in safe condition, the railroad may soon decide to dispose of them and to lease or purchase replacements. -J.W.

Our neighbor chapter in **Tacoma** has a story about their **Camp 6** operation in Tacoma's Point Defiance Park. The chapter may enter into an agreement with the Tacoma Metropolitan Park District for operating assistance. The District apparently has expressed interest in an agreement with the Western Forest Industries Museum so the Camp 6 complex would be open seven days a week. The story in the *Trainsheet* said that even though no formal agreement has been drawn up, things indicate a very good arrangement for the chapter. Included is some type of snack bar and/or gift shop. The museum site in the park has various logging exhibits and operates **Shay No.7**, built in 1927 and last run out of Klickitat, Washington, for St. Regis Paper Co. -J.W.

The *Trainsheet* also had a story by a chapter member to the effect that one should never be without one's camera. She told how she had unexpectedly come upon a rail grinding machine at work on the BN in Tacoma, really making the sparks fly. Now, a rail grinding operation in action is really something to see. Reminded me (Jerry) of one time driving between The Dalles and Hood River and spot-

ting a 10-wheel highway tank truck coming down the UP main. Needless to say, I took a second look, and determined it was a weed sprayer at work--but no camera in the car to record the event. -J.W.

The April issue of *The Souther* of the **Puget Sound Railway Historical Association** in Snoqualmie, Washington, carried word that the **Washington Central Railroad** will begin operating over the old **Northern Pacific** main through Stampede Pass in June of this year. The editor said the information was obtained when the Snoqualmie museum asked the WCR for a few semaphore signals that had been removed from the old NP line. Mike Davis of the railroad will be resignalling the Stampede Pass line to Auburn, and no surplus signals are available. -J.W.

There has been quite a lot of coverage in chapter newsletters and train fan magazine about California's new **Wine Train**. Coverage includes pictures of the train's cars purchased from the **Rio Grande** (who had used them for its famous winter Ski Trains), which were for the most part originally **Northern Pacific** cars. In the **Rochester, N.Y. Chapter's Semaphore**, a chapter member gave an apparent "first person" report of what he had seen this year of the operation, including a "neat blue engine house" in Napa, and the yard enclosed in a new chain-link fence. Highway crossings have had gate hardware installed to protect motorists who have not seen many trains on this **ex-Southern Pacific** branch for a while. The train is expected to begin operation sometime this summer (May 30, according to the **Pacific Railroad Society's Wheel Clicks**. -R.S.). The Napa Valley is located northeast of San Francisco and west of the Sacramento Valley. -J.W.

A whole train-full of passengers questioned by police and then fingerprinted!! That's the story in the **470** newsletter of the

470 Railroad Club in Portland, Maine. The story reported **AMTRAK's Adirondack**, running between **New York** and **Montreal**, was "impounded" by Canadian Customs inspectors on Nov 29, 1987, when 25 pounds of "crack" and 50 pounds of hashish were found on board. No report of anyone being arrested, but **everyone was fingerprinted**, delaying the train six hours. The drugs were believed to have been put aboard in New York for delivery to unknown persons in Montreal. -J.W.

Engine 4501 has been "retired" from **Norfolk Southern steam excursion service**--so says *Smoke and Cinders*, publication of the **Tennessee Valley Railroad Museum**. The Museum reports that NS has decided "to cease further repair expenditures" on the locomotive, which the Museum owns. The 4501 was moved back to the Museum grounds at Chattanooga last January, having sat in the NS shops in Birmingham since it made its last runs in 1985. There remains some chance that the pioneer of Southern Railway's steam excursion program could run again on the high rail, as "...NS retains the right for occasional use to run the Mikado should TVRM get it operational." Meanwhile, it will be on static display. -R.S.

Envy Department. The *Flatwheel*, **Central Florida Chapter** newsletter, published the 1988 **Norfolk Southern** excursion schedule for 1988--no fewer than 37 trips behind 4-8-4 No. 611, 2-6-6-4 No.1218, and FP-7's. The schedule spans five months, and ranges over the system from St. Thomas, Ontario, to Jacksonville, Florida. (Sigh...) When do you suppose we'll again see mainline steam operation in the Northwest? (Chris and I took a memorable ride down the Shenandoah Valley behind those FP's, capped by a high-speed run (80+ mph) back over the main line from Manassas to Alexandria--a great trip!) -R.S.

NEWS—EVENTS—TRAVEL

EVENTS OF INTEREST TO RAILFANS

NRHS NATIONAL CONVENTION: "GARDEN STATE IN '88" is scheduled for July 23-31, 1988. Brochures should be available now. Refundable preregistrations available for \$10 from: Tri-State Chapter, NRHS, P.O. Box 2243, Clifton, NJ 07015.

LEWIS & CLARK RAILWAY has begun operation for the season. Departs Battle Ground for Moulton Falls 11:00am and 2:30pm, Sat.-Sun.-Tues. during May and October, daily June-September. Fares: \$8 adults, \$6.50 seniors and students, \$5 children 2-11.

MOUNT HOOD RAILROAD 1988 passenger service is running out of Hood River, weekends May and October and daily June-September. Departs for Odell 10am, 12:30pm, 3pm, except 10am and 3pm Tuesdays for trip to Parkdale. Fares: \$9 adult, \$7 seniors, \$5 children 2-11.

OTHER REGIONAL ITEMS
(Compiled by Jerry Webb and Russ Schoof)

Eastern Oregon's best-known operation is the **Stump Dodger**, near Baker. The **Sumpter Valley Railroad** season opens May 28, running on weekends and holidays through September 25. On July 3 and again on September 4, special **Moonlight Runs** are scheduled for 8:00 and 8:30pm. The depot is southwest of Baker on State Highway 7.

Up north at Snoqualmie, Washington, the **Puget Sound Railway Historical Association** listed special events in the March issue of its *Sounder*. These include (for the general public) **Snoqualmie Railroad Days** on June 18-19. Saturday, June 25 is **Parade on Rails**, taking the best, most visual, and very popular happenings from the group's 30th celebration and having them on one day. On July 23-24 is **Rails and**

Trails. It's the second year for this hiking and train-riding event, and capacity crowds are expected. August 13-14 will bring **Northbend Alpine Days**. The annual **Sp-p-p-pook T-t-t-trains** will run this fall on October 29-30. Ending 1988 will be the **Santa Train** on December 3-4, 10-11.

EUREKA SOUTHERN RAILROAD's North Coast Daylight running Willits-Eureka, Cal. two- three- and four-day trips, June through October. Adult fares \$75 one-way, \$99 round-trip coach, \$110/\$160 parlor. For information: North Coast Daylight, P.O. Box 3666, Eureka, CA 95502-3666.

AROUND THE DEPOT

Rich Carlson contributed these three items concerning Portland Union Station and the Portland Terminal Railroad.

CHANGES AT PORTLAND UNION STATION

Clear Windows; No More Pay Toilets

Six months have now passed since Union Station was purchased by the Portland Development Commission. Changes continue to occur, and while some missteps have been made, for the most part things have moved in a positive direction.

The landscaping work is resulting in a steadily improving appearance, as crews regularly mow and tend the grounds. The landscape architect working for PDC has recommended moving or removing the blue spruce tree located near NW Sixth and Johnson. It is located in the "island" across from the depot entrance (where the *Oregon Pony* was once displayed) and has grown to a size that interferes with views of the station.

Old pictures and drawings of

the depot show that the original Victorian-era landscaping included plantings that were restrained and complementary to the physical structure. Over the years some species of trees and shrubs have been planted that were not wise choices. For the most part, however, the existing shrubs, flowers, and trees appear slated for retention.

Inside the station, the most noticeable change is in the south lobby, where for the first time in probably fifty years, one now can look out the windows and see the trains! After three days in mid-April spent scraping paint off the glass panels, the old waiting area is once again visible. This area, immediately to the east of the lobby, was rented for many decades by Southern Pacific to store records. Now it is cleared out, an open view to trackside exists, and, as a result, Pringle employees and waiting passengers can see all the trackside action.

The waiting area between the south lobby and Track 1 is subject to lease, but for now its vacancy allows one a much better opportunity than before for train-watching. It certainly removes the somewhat claustrophobic feeling previously given by the south lobby.

The station restrooms are slated for remodeling this summer, and I asked Bruce Allen of PDC to let us save as a piece of Americana one of the old marble stalls (less the "throne"), complete with nickel-plated hardware and a 10-cent-per-patron pay toilet sign. It would make a nice museum exhibit in a "fun" way. The pay locks, already removed by PDC, were leased from **NK-O-LOK** of Indianapolis, Ind., and I am trying to get one donated to us. I learned that the first pay toilet in America was in the Terre Haute, Ind. railroad depot. It was there that the first flush toilet was installed in 1910. To discourage local farmers from monopolizing the toilet (to the detriment of railroad pas-

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sengers) a five-cent pay lock was installed (hence the name of the company). For 78 years, NIK-O-LOK, now employing about 110 workers, has leased its locks for facilities across the land.

PTRR MOVES OUT OF UNIONSTATION

Chapter Acquires Equipment

On April 29, Portland Terminal Railroad Company completed the move of its offices to the the Guild's Lake Yard location, 3500NW Yeon. Their move out of Union Station marks the end of many decades in that building. They and their predecessor company, Northern Pacific Terminal Company, have been in Union Station for most of its existence. Most of their offices were on the second floor, south wing.

In recent months, PTRR has donated to the Chapter a number of pieces of office equipment and furniture as they have prepared for the move. They include an oak typewriter desk-table, a coat rack, a manual typewriter, a ledger binder, and other materials. We also purchased a few other pieces, for a small sum.

The Chapter enjoyed a long relationship with the Terminal Company. Their departure is but one of the many noteworthy changes occurring in the railroad industry today.

Chapter members will remember that it was with the cooperation of the PTRR that we were able to restore the neon signs on the Union Station clock tower, get the passenger sheds repainted, and enjoy a long relationship involving moves and parking of Chapter railroad passenger equipment. Additional high points included displays of the 4449, the 1985 American Association of Private Railroad Car Owners convention, Railfair, and other special events.

We can but wish the Company well as it enters on a new period in its history.

MERRY ANNA MUCKEN DONATES PTRR LOCOMOTIVE EMBLEM PLATE

On April 22, Merry Anna Mucken, an employee of Portland Terminal Railroad Company, personally donated a metal emblem plate to the chapter. The plate bears the the image of the Union Station clock tower (pre-neon sign) encircled by the words, "PORTLAND TERMINAL RAILROAD COMPANY." It measures 22 inches in diameter.

The plate comes from one of the PTRR's diesel locomotives and is painted in a two-color scheme of red and gray. It carries a reflectorized surface as a safety feature.

Added to our growing collection of artifacts and collectibles, it hopefully will one day grace an exhibit of Portland railroaders in a local railway museum.

We can thank Merry Anna for her generosity and thoughtfulness in donating this historic item to the Pacific Northwest Chapter.

A VISIT TO THE GOLDEN SPIKE

by Jerry Webb

In 1982 my wife & I were in Utah to visit some of the State's tourist attractions. Uppermost in my mind was the "mecca" for any red blooded railfan interested in rail history: the Golden Spike National Historic Site. It is located 30 miles from the nearest city on a barren section of ground. Which, in its own way, shows the real hardships endured by the men who built the first transcontinental railroad.

The National Park Service has built and maintains a fascinating operation complete with a beautiful visitor center that blends with the natural surroundings. About 4,000 feet of railroad track has been constructed and steam powered engines, replicas of the Central Pacific's JUPITER and the Union Pacific's 119, daily reenact how they took part in the

completion of construction on May 10, 1869.

The site entrance is about 5 miles east of the visitor center. We arrived early, about 8:30am, on a beautiful late May day with the sun shining brightly and only high thin clouds to mar an otherwise bright blue sky. The site is long and thin, a good part of it only the width of the railroad right-of-way. There are wider sections, such as the visitor center and engine house, and the area around Promontory Point, east of the center. Of special notice is the entrance sign, typically National Park Service issue, but with a base made of a railroad rail laid on cross ties.

After driving through Promontory Pass with its fascinating views of both graded rights-of-way, the entrance road ends at the visitor center, a low level, rambling style building that blends in well with the Utah desert country. You enter through a covered half-open entry way. Inside is the entrance to a viewing room, where you stand facing a curtain covered picture window. After a recorded presentation telling about events on May 10, 1869, the curtain parts and you are looking north to the actual location of the Gold Spike driving ceremony. Beyond is the gently sloping land, ending with the relatively low North Promontory Mountains in the background. We were early so we missed the full impact of the picture the engines were not there yet! We went back later for a second look and got the full impact of seeing the engines facing each other. To a true rail fan, this picture sends chills up and down your spine and the goosebumps really stand out! Very Moving!

The visitor center has many interesting displays, a concession stand, murals and pictures, including replicas of the Golden Spike.

You walk outside toward the tracks. By arriving early in the day, we saw a performance missed by those who arrive later. We saw the crews bringing the steam engines from the engine house lo-

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cated about a half-mile away. Off in the distance comes the sound of that old fashioned steam whistle--Whooooo-Whooooo-Who-Whooooo---blowing for the crossing of the road into the visitor center. You turn toward the sound, and coming down the track, smoke billowing from the diamond stack, is a phantom from 1869 ... The Central Pacific's JUPITER. Shiny black boiler, bright red tender, and gold striping is backing to its location in history. A little later the scene is repeated as the crews bring the U.P.'s recreated 119 with its tall straight stack, shiny black boiler and bright red wheels and tender. Only it is coming pilot first toward you so it will be face-to-face with the JUPITER. The engines are kept under cover in the engine house every night and given loving care by those folks in charge. They are assisted by a dog riding each engine, proudly standing on the tender or with the crew inside the cab. Included in the scene is the two-wire telegraph line that sent the news of the driving of the Golden Spike to the nation.

Throughout the area, interpretive signs give meaning to what you are seeing. To the west is a "banjo" style switch stand. The two tracks extending to the west for a couple hundred feet or so ending just over the brow of the descending westward grade. Even the telegraph line has been extended to a point over the brow of the grade, appearing to continue on the Sacramento. So by standing in the center of the track looking west past the "banjo" switch stand, letting your eye follow the track as it curves to the left out of sight, your imagination sees the smoke of an east bound 4-4-0 coming up the grade pulling a string of passenger cars, ready to stop at Promontory Summit.

West of the visitor center you can drive over 7 miles of the original Central Pacific right-of-way. Pickup a folder at the center that describes the route and gives explanations of how it was constructed. Among other things, it quotes a reporter from a San Francisco newspaper describing in graphic detail the 1,000 men laying the ten miles of track in one day, advancing a mile an hour. You drive over a portion of this

section at 25 miles per hour (about the same speed as the trains in the late eighteen-hundreds, giving you the same view of the land as the passengers on those trains.

East of the visitor center, the track traversed more mountainous country with curves, bigger cuts and deeper fills ... all still there and most of the road bed driveable in your car.

There is so much to tell, but space is limited. While writing this, I stop and dream again of what I saw 6 years ago, and hoping to be there again, to see what I missed and to get more enjoyment out of seeing again the images in my mind that bring back such fond and enduring memories.

THOUGHTS OF A "DING-DONG" BELL RINGER IN EUGENE

by Jerry Webb

In mid-April, our chapter had the pleasure of taking the Museum car and the Mount Hood on visits to Salem, Eugene, and Roseburg.

When it became known about the trip, Freda and I thought we would like to help. We were assigned to assist while the cars were in Eugene.

We also assisted in getting the cars ready for the trip. While we were working on the cars in Brooklyn Yard, our fearless, leader, Dave Stimac, appeared one day with heavy pieces of iron, which he said were to be attached to the Museum car side to hold a huge steam-engine bell that could be rung by the school-age children who would tour the cars.

Can you imagine listening to that bell ringing all day? I thought for sure our leader—who is a UP engineer—had rung bells in engine cabs a few too many times.

The bell became a part of the Museum car, and kids of all ages rang it...and rang it...and rang it! And do you know what? The Museum car is so well insulated

that the sound did not bother those inside. Once again, our leader is proven correct.

In Eugene, it became my job to watch the bell (among other things) and help the little folks ring it. Did they have fun! The bell is heavy and it takes a bit of strength to ring it. Some of the 2- and 3-year-olds would grab the rope and, when they finally got it swinging, would almost be lifted off the ground on the bell's backswing. However, there was one lad about 3 or 4—a husky little guy—who quickly found the secret and rang the bell until I thought it might come off its rocker. His father told me he loved trains, and his favorite camping spot for the family was by the SP tracks near Oakridge. He said the youngster could hear trains coming before anyone else. A real train buff!!

So, for two-and-a-half days I was with the bell, and soon our fearless leader was calling me "Ding-Dong" Jerry.

Being just outside one of the sliding doors, the bell was visible from inside through the windows. People touring the car would watch for a while, observing the fun. One lady, after doing this, stopped to comment to me that, "I've been watching you, and I think you're having more fun than the kids!" And you know what...she was right!

WHY IS A PASSENGER CALLED A PASSENGER?

by Jerry Webb

In our everyday living we take for granted the words we use to express our thoughts. Sometimes we might wonder how words began. Take for instance, a word we use frequently in our chosen hobby, railroads. The word is *passenger*.

While going through some old paper items the Chapter has, I ran across a June 1962 issue of *The Coupler*, the newsletter of the Pacific Great Eastern Railway in British Columbia (now called BC Rail).

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The story traced the beginnings of the word *passenger* to the Crusades, the mass movement of men and boys to recapture the Holy Land from the Moslems. These people commonly trickled through Europe and gathered in coastal cities. They became known as *passagers*, from the old French expression for "one who

passes," and the term eventually attached to anyone who passed along the road in commercial vehicles.

It took the iron horse to give the word real vitality. Even though locomotives pulled passenger cars as early as 1833, it was not until later that riders became abundant enough to warrant special trains which, from their cargo, were naturally enough called *passengers*.

COMMITTEE CHAIRS

Chapter Representative to Steam Locomotive Advisory Committee: Bob Hoffman, 236-7710
 Activities: Jim Edgar, 236-7271
 Meeting Program Coordinator, Hugh Robertson, 252-3315
 Bylaws: Jack Pfeifer, 644-0048
 Concessions: Marilyn Rehm, 236-7271
 Excursions: Kerrigan Gray, 777-6610
 Finance: vacant
 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 Viewig, 223-2526
 Publications: vacant
 Rolling Stock: Bob Jackson, 233-2667
 Car Rental Agent: Carl Rodabaugh, 253-4241

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