



August 1996

Casey Jones: After 96 Years, Still in Railroaders' Memories

The following report was reprinted from the Heart of Dixie Chapter, NRHS, and The Dispatcher, of the Central Oklahoma Rail Club, Ltd.

CASEY JONES

The following report submitted by Wilder Bames is said to be from the railroad files. It is presented for the anniversary of the famous wreck.

Chicago, May 10, 1900

SUBJECT: Collision of Trains 1 and 83, Vaughan, 4-30-1900

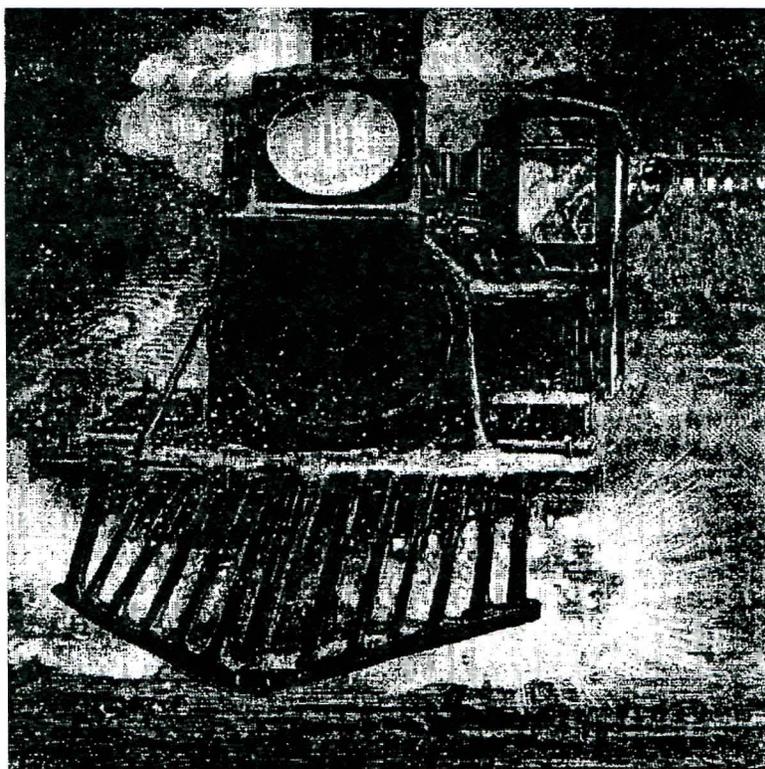
Mr J T Harahan Second Vice President

Dear sir:

Referring to 478 report No 26 of the Water Valley District, Mississippi Division and various telegrams from Asst Supt Gilleas covering case of passenger train No 1, Engine No 382, Conductor J. C. Turner, Engineer J. L. Jones, running into rear of freight train No 83, Engine Nos 870 and 871, Engineers L. Markette and C. W. Marchison, Conductor E. Hoke, at Vaughan, Miss, 3:52 a.m., April 30 1900, in which engineer Jones of No 1 was killed and [four] persons injured.

Reports received to date indicate that engineer Jones of the passenger train, who lost his life in the accident, was alone responsible for the accident as train No 83 which was obstructing the main track at Vaughan, sawing by train No 26, was properly protected by flagman, who had gone back a distance of 3000 feet, where he had placed tor-

pedoes on the rail; then continued north a further distance of 500 to 800 feet, where he stood and gave signals to train No 1; which signals, however, were apparently not observed by engineer Jones; nor is it believed he heard the explosion of torpedoes as his train continued toward the station at a high rate of speed, notwithstanding the fact it was moving up grade; collision occurring at a point 240 feet north of the north passing track switch. It is also stated that engineer Jones of train No 1 failed to sound whistle for the station when passing the whistling board.



Engineer Jones was promoted to position of engineer in February, 1890, and had a reasonably good record, not having been disciplined for the past three years. He had been assigned to passenger service between Memphis and Canton about 60 days before collision occurred, and at the first opportunity thereafter Supt. King had talked to him about the importance of the trains to which he had been assigned, instructing him to use good judgement, especially in stormy weather; to keep close lookout for signals at all times,

(see CASEY on page 6)

The TRAINMASTER

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

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MEMBERSHIP in the PNWC-NRHS is available as follows:

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

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The Editor reserves the right to edit or hold material at his/her discretion.*

CHAPTER TIME TABLE No. 407

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, August 8 and Thursday, September 12, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, August 16 and Friday, September 20, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS are planned to prepare cars for leases. Contact **Richard Gray (657-8250)**, or **Peter Rodabaugh (771-8545)** for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, August 8 and Thursday, September 12, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact **Bob Weaver (654-4274)** for more information.

CHAPTER LIBRARY OPEN HOURS: Saturday, August 17 & 24 and September 21 & 28 1:00 to 4:00 P.M. at Room 1, Union Station. Call **Jim Loomis (253-3926)** for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

PNWC-NRHS ANNUAL PICNIC: Saturday, August 17, 1996 at Antique Powerland, Brooks, OR. Contact **Darel Mack** at (503) 654-5017 for more details.

MOTIVE POWER FESTIVAL: September 7 & 8, 1996, in Willits, CA. Call **Jack Wade (707) 459-9036** or **Bobbie Yokum (707) 459-2736** for sign-up or additional information

PNWC-NRHS SPAGHETTI FEED: September 20, 1996, at St. David's Episcopal Church, 2800 S.E. Harrison St., Portland, OR. Dinner will start at 6:00 P.M., followed by the chapter meeting and program. See page 7 for details.

GREAT NORTHWEST RAIL ADVENTURE: Saturday & Sunday, October 19 & 20, 1996. Brochure and order form available from the excursion committee, c/o Room 1.

AUGUST 16 MEETING PROGRAM *Program begins after business meeting* **Electric Traction Action**

To be presented by:
Bob Terkelsen

SEPTEMBER 20 MEETING PROGRAM **Operation Lifesaver**

To be presented by:
Everett Cutter

NOTICE: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the President.

CHAPTER BUSINESS

PNWC, NRHS BOARD MEETING

11 July, 1996

SUMMARY of MINUTES

Call to Order: President Bob Terkelsen called the meeting to order at 7:08 P.M. Present were Terkelsen, Hickok, Rodabaugh, Larson, Schuler, Mack, Johnson, Weiler, White & Ordway.

Reading of Minutes: The minutes of the 5/9 & 6/13 board meetings and 5/17 & 6/21/1996 membership meetings were approved, with one typo corrected.

Vice-President's Report: President Terkelsen reported for Ed Ackerman: The second letter that was sent to the Glenwood Park attorney has been acknowledged, and a reply has been received. A telephone conference with the attorney was held prior to the receipt of the letter, clarifying several points in the letter which are not correct. The board has directed the secretary to prepare a response to this letter which re-states the facts of the matter, and the position of the Chapter. President Terkelsen reported that the board of directors of OERHS have clarified their willingness to accept the equipment. We will need to make arrangements to move this equipment at our earliest convenience.

National Director's Report: Gerald Schuler reported on a letter that he has submitted detailing his activities at the convention. The full text will be published in the Trainmaster.

Standing Committee Reports

Finance Committee: President Terkelsen reported for Ed Ackerman: A letter and bill have been received from Friends of the 4449 for costs associated with the COTS on the 6800 that was required before the car could be returned to the Chapter. A discussion followed detailing the history of the situation, and a copy of the car lease was offered. The terms of the lease make it clear that the party leasing the car is responsible for this expense. **MSC Mack/Ordway** directing the secretary to prepare a letter in response that will clarify the situation.

Treasurer's Report: Maxine Rodabaugh reported the account balances. A payment has been received from the POTB for car leases.

Excursion: Dick Ordway reported that the committee met, and will be meeting again on Tuesday, 7/16/96 at 7:30 PM in Room

208. The circle trip is still on. Hotel space has been booked. The selling price will be set soon. It has been suggested that people board in Vancouver, where parking is available and free. The committee has been asked to consider possible connections with the valley train for people coming from the south.

Rolling Stock: George Hickok reported for Ed Ackerman: The committee is working on getting the work done at Terminal 4 so that the locomotives stored there can be moved out by the 8/30 deadline. There is some brake and truck work that must be completed before the equipment can move. There has been another break-in at Hoody's. Because of this, the W&P has moved the cars. The committee is also investigating the cost of fencing the storage area. The cost is high because of the complex gates needed to provide clearance for access to all tracks. Work will continue on this. The OERHS has agreed to accept the narrow gauge equipment that is currently at Glenwood., and may help with the move of the equipment as well. No progress on the repair of the 3300. Work parties will continue: we have plenty to do while the weather holds.

Activities: Darel Mack reported that the picnic at Brooks on 8/17/96 will run from 11 A.M. to 5 P.M., with lunch served at 1:00 P.M.. Letters of invitation have been sent to all of the other groups, and a good turnout is expected. The booth will be set up for the Steamup, and will remain at the site for the picnic. The Spaghetti Feed is planned for the September (20th) meeting. It is suggested that the August program be moved to September (Everett Cutter, *Operation Lifesaver*). There was some discussion on the date and location for the banquet, but nothing has been set yet.

Public Relations: Gerald Schuler reported that National has acknowledged our problem with the quality of the PSA video.

Library: Jim Loomis reported that some additional donations have been received. The air conditioner, which had previously been reported as repaired, was not quite finished (*not installed in the window-ed.*). It is now working. A meeting of the library committee will be held on 7/20/1996 in Room 208 at 1:00 P.M. Interested persons are encouraged to attend.

Membership: Ralph Johnson reported one new member in Canada.

TRAINMASTER: Jim Loomis reported *The TRAINMASTER* is in the mail. Copies were distributed for review.

Concessions: Marilyn Edgar reported that the booth will be used at the Steamup at Brooks, as well as at the Picnic. The committee is recommending we buy additional t-shirts and cups. **MSC Schuler/Mack** to authorize purchase of materials for concession, not to exceed a set amount. **MSC Mack/Johnson** to authorize purchase of two cases of cups.

Programs: July will be Ed Ackerman with a video on the *Westside Lumber Company*, August is now open, September we will try and have Everett Cutter on *Operation Lifesaver*. Additional programs are needed: contact Bob Terkelsen if interested.

1997 Spring Board Meeting: Gerald Schuler reported that the committee will be meeting again soon. Goal is to have all of the details worked out by November. It looks like it will not be possible to do the Mt. Hood Railroad and Tri-Met tunnel activities on the same day. There are still some details to be worked out regarding transportation to the activities. Gray Line tours can do the Mt. Hood Railroad. Amtrak has been contacted regarding a discount for persons who come to the meeting via rail.

Museum: Glenn Laubaugh provided a list of committee members to the board. The list will be published in *The TRAINMASTER*.

Old Business: Frank Weiler is still working with a group in Troutdale. They will be invited to make a presentation at an upcoming board meeting. Ralph Johnson is working on getting the movie screen at the church repaired, hopefully before the next meeting.

New Business: George Hickok reported a request from Patty Hoffman, who has requested permission to sell some of the items from the Bob Hoffman estate at a membership meeting to benefit the estate. The item has been tabled pending further investigation, with the hope of approving this in time for the September membership meeting/spaghetti feed. Dennis Murrell reminded the board that we no longer have batteries for the 4461 and the RDC's. The batteries in the Mt. Hood, 6200, and 6800 are not in very good shape, either. Linda Smith has approached the chapter regarding lease of cars for a fall foliage train from Wheeler to Enright on the POTB. The parties involved

-continued on page 4, col. 1

CHAPTER BUSINESS

BOARD MEETING SUMMARY of MINUTES

-continued from page 3, col. 3
have been asked to submit a request in writing for consideration.

Meeting Adjourned at 9:16 P.M.

Call Board: Membership meeting 7/19, Library committee 7/20, Excursion committee 7/30, Board meeting 8/8, Membership meeting 8/16, Picnic 8/17.

*Respectfully submitted,
George Hickok, Secretary*

PNWC, NRHS MEMBERSHIP MEETING July 19, 1996 SUMMARY of MINUTES

Call to Order: President Bob Terkelsen called the meeting to order at 7:42 P.M. Members and guests were welcomed and reminded to sign in please.

Reading of Minutes: The minutes of the 7/11/1996 board meeting were posted. Persons having corrections or additions are asked to contact the secretary.

Treasurer's Report: Maxine Rodabaugh reported the account balances as of 5/96. A matching grant of \$2,500.00 has been received from U.S. West. We also received a payment from POTB.

National Director's Report: Gerald Schuler reported on numerous items related to the convention in Charlotte which he recently attended as representative of the chapter. The complete text of the report will be published in *The TRAINMASTER*.

Standing Committee Reports

Finance Committee: Ed Ackerman reported briefly on the bill from the 49 group that we received for the COTS that was needed before the 6800 (*Red River*) could be returned to the chapter. The board has directed the secretary to send a letter to the 49 group indicating the corrections on the bill for parts we provided, and that the remaining cost is the responsibility of the 49 group per the car lease contract covering the 6800.

Rolling Stock: Ed Ackerman reported on the work that Dennis Murrell and George Hickok have done in getting the 3300 ready to go for repairs. A work party will be held at Terminal 4 on Saturday, 7/27 at 1:00

P.M., to work on preparing the locomotives for removal from Terminal 4, as the deadline for the move is 8/31. In addition to some brake work, two brasses on the Alaska locomotive have been damaged. No progress on fencing at the Beaverton site, and no further damage to our equipment stored there. Frank Weiler noted that he has asked a fencing contractor to contact the committee to submit a bid. Bob Terkelsen reported on the status of the narrow gauge locomotives at Glenwood. The OERHS board has agreed to accept the movement of the equipment to the Brooks site, and to assist in whatever way they can. The equipment is thought to be on the ground at the moment, and a crane may be needed to get it onto track so it can be moved. The locomotives are thought to weigh about 15 tons each.

Excursion: Irv Ewen reported that the Great Northwest Rail Excursion, our Spokane circle trip, is moving along. Brochures are going to print, and will be mailed soon. The trip is on for October 19 & 20, and is expected to draw at least 250 passengers. Cost has been set at \$345.00 per person, double occupancy, and \$375.00 per person single occupancy. Departure for Portland is expected to be at 7:30 A.M., with an afternoon arrival in Spokane. Departure from Spokane will be at 8:00 A.M. (**NOTE: Spokane departure has been changed to 7:30 A.M.**-ed.), with arrival in Portland in the early evening.

Activities: Darel Mack reported that the picnic will be held at Brooks on 8/17. Cost will be \$2.00 for a quarter chicken and a can of pop. Details on the picnic will be in the next *TRAINMASTER*. Things are also shaping up for the spaghetti dinner on 9/20. Cora Jackson will be in charge of the kitchen. Contact Cora if you would like to help with preparation, serving, or cleanup.

Public Relations: Jerry Schuler reported that National has at last acknowledged the problem with the poor quality of the video tape that was intended to be used for public service announcements on local television. No word on when we might get a replacement tape.

Library: Jim Loomis reported that the library committee will be meeting in Room 208 at 1:30 PM on Saturday, 7/20. It is not clear if the library will remain open during the meeting.

Museum: Glenn Laubaugh reported that the museum committee has been contacting other museums in the area to see if space might be available for the display of some

of our material. The discussions are described as simply establishing contact at this point in time. The number of hits on the chapter home page continues to grow - from 30 to 40 a day to 300 to 400 a day. Committees are encouraged to submit material for inclusion on the home page. The U.P. *Portland Rose* sign from Union Station has been donated to the chapter.

Membership: Ed Ackerman reported that 31 members have signed in so far, and there are no guests.

The TRAINMASTER: Jim Loomis reported that the next issue is in the works.

Concessions: Marilyn Edgar reported that several items have been stocked for sale at the steamup in Brooks, which runs for the weekends of July 27 & 28, and August 3 & 4. Pictures from the banquet and some items from the convention were also displayed.

Programs: Tonight will be Ed Ackerman presenting a video: *Westside Lumber Company*. August will be Bob Terkelsen with a slide presentation on electric traction. September will be Everett Cutter with *Operation Lifesaver*. Additional programs are needed: contact Bob Terkelsen if interested.

Good Of The Order: A train from Canada will be running to Tacoma on 8/10. TVRM is double heading the 610 & 4501 on 10/5/96. The C&O 614 will be running in New Jersey on 10/13/96. The *Jeremy O'Brien*, the last operating liberty ship, will be visiting Portland on 7/25/96. The Northwestern Pacific Railway located north of the bay area in California is operating again with a GP-9 in black widow colors. The railway has been purchased by the counties that it runs through. Rich Carlson reminded interested persons to attend the hearing on Monday regarding the pedestrian bridge over Union Station. Room 105 at Union Station is being rebuilt into an Amtrak first class departure lounge. This will be the first such lounge in the west. There have been several articles in the various editions of *The Oregonian* on the west side addressing the possibility of commuter traffic on the west side branch lines. The problems with SP not being supportive were noted. Area governments appear to be supportive of studying the idea further.

Meeting Adjourned at 8:42 P.M.

Call Board: Board meeting 8/8, membership meeting 8/16, picnic 8/17.

*Respectfully submitted,
George Hickok, Secretary*

BOARD OF DIRECTORS MEETING,
CONVENTION
and
ANNUAL MEMBERSHIP MEETING
CHARLOTTE, N.C.
JUNE 18 - 23, 1996

The Board of Directors meeting was held on Friday, June 21. It was called to order by President Greg Molloy and opened with Invocation. Minutes of the last meeting in St. Paul were approved.

In the President's report, he mentioned progress is being made in the transition of membership records, dues payments, grants, and Bulletin publication. The Society is still adjusting to the loss of a full time volunteer in the death of Allan Vaughn. Our long term focus is still on organization renewal. Gregg gave thanks to the host, Piedmont Carolinas Chapter for all their work in the success of the convention. The President mentioned the Heritage Grants program. The committee of five had received 28 requests for grants that totaled \$104,000. The committee had \$26,000 available to award, including an anonymous donation. The grants were awarded in varying amounts from \$800 to \$5000 to 10 Chapters.

In the other Committee reports, it was stated again the Membership and PR activities are moving to the Philadelphia office. The number of Chapter Annual Reports for the #3 Bulletin was down. The #5 and #6 issues of the Bulletin will be combined this one time to cut costs. Many videos and movies are available upon request from the Society Library. The dues income is down slightly. A second notice is due to be sent out to delinquent members soon. The amount of direct donations to the society is encouraging, but still small. An appeal for more donations is to be placed in a future issue of the Bulletin. Two chapter charter requests were approved by the Board. The first was the Western Montana Chapter in Missoula, and the second the North Texas Chapter in Dallas. The 1995 Audit Report was received. The Board voted for a \$3 national dues increase effective in 1997 to keep up with increasing expenses and inflation. It has been five years since the last dues increase. This was referred to the later Meeting of the Members where it was also passed. A proposal to move the banking activities to Philadelphia had been studied, but due to the additional costs that would incur it was decided to make no change from the present system. A new committee to explore the programs offered by rail insurance companies was named. They will send a survey form to the chapters to determine their needs, and would like the form returned ASAP. Leaflets from two insurance companies were available for any who requested them. There were no replies to an inquiry sent to all chapters requesting names for nomination for 1997 officers.

Carl Jensen, Appalachian Regional VP reported on the convention situation. He said we are suffering from images of what used to be. The Society has experienced a 60% loss in steam power available. Chapters must remain flexible in order to reschedule programs that are affected by changes in the railroads' support. This was best shown by the Piedmont Carolinas Chapter. They had to change convention tour plans five times due to conditions beyond their control. There was a time when they were even considering cancelling the Convention. Richard Shulby, Chapter Convention Chairman welcomed everyone in his report, and confirmed the above experience. He apologized for a computer glitch. The registration team had sent out about 700 program books. They could report on the number of persons at each separate event, but they did not have a count on the total attendance. It was announced that preregistration forms for the 1997 Convention June 25-29 in Salt Lake City were available. The committee was hoping the UP would still be able to provide the steam trips.

Following the board meeting the Membership meeting was convened. This was a condensed agenda from the board business. The Society has a total of 21,183 members. The treasurer reported that the organization is financially sound. but income is down slightly. The funds for the grant program were disbursed to ten chapters in accordance with the decisions of the committee. The \$3 dues increase referred by the board was passed. Officers and service directors were introduced to the members present.

Prior to the above board meeting, several seminars on selected subjects were held. The first one I attended was on Archiving. The speaker was Sarah Koonts, NC Division of Archives and History. She started by referring to the Bible, Jer. 32:14. "Take these deeds - - - and put them in an earthenware jar, that they may last for a long time." She mentioned the difference between conservation; storing material in its present form, and preservation; keeping the material in a suitable and safe environment. She continued on by emphasizing the importance of an even temperature, low humidity, and filtered light. Acid-free paper can still pick up acid by direct contact with some materials. Some ink used in printing will damage paper over the long term. Some wood shelves will give off gasses damaging to papers, and she suggested covering shelves with mylar. Folders for storing sorted papers should be of archival quality, as should boxes. Books should be stored on their backs, never with the binding up. Care should be used when removing books from a shelf not to tear the binding. Torn pages should not be patched with cellophane tape. Instead there is an archival quality tape that is better. Photographs should be stored in archival quality plastic sleeves. When framed, acid free mounting board should be used. The dry mounting tissue causes irreversible damage. The print should not touch the glass.

(see National Director's Report on page 6, col. 1)

National Director's Report

(continued from page 5, col. 3)

Another seminar I attended was on membership records. This was conducted by Larry Eastwood and Bob Pinsky. The Society is attempting to solve the problems of last year. Effective July 1, any membership records should be sent to the Philadelphia office. Copies of Dues Submittal and Membership Record change forms were distributed. Additional forms can be requested, or else copied locally. The same information can also be FAXed or E-mailed. They were asking for the assistance of every chapter to submit information correctly on these forms in a timely fashion. Information should not be held at the chapter level. One form should be used for each person. When a member transfers, the gaining chapter should send the form. Forms should be submitted by the chapter, not the individual member. The new NRHS address is: NRHS PO Box 58547, Philadelphia, PA 19102-8347.

There were a number of rail related activities available for the convention delegates. One of these was an officer reception and open house at the Charlotte Trolley Museum, which offered a brief ride on one of their restored trolleys. The Friday evening event was an outdoor barbecue on the grounds of the N. C. Transportation Museum at Spencer. Both a steam and diesel locomotive, were on display. Delegates could roam around a portion of the grounds to see the equipment. One of the tours chosen was an Amtrak powered trip through the Blue Ridge mountains to Asheville. The return trip was down Saluda mountain, the steepest mainline grade in the country.

Gerald A. Schuler, National Director

CASEY

(continued from page 1)

particularly in approaching and passing through stations and yards; adding that the trains he would handle had been successfully handled by other engineers who were on the runs and that satisfactory time had been made. He particularly instructed Jones not to attempt to do any reckless running with the view of establishing a record of making fast time, or better time than the other men on the runs. Jones' work up to the time of the accident had been satisfactory.

Trains 1st 72, 83, 1st 26 and 2nd 26 were at Vaughan Station for No 2. 1st and 2nd 26 occupied the house track which was clear, and 1st 72 and 83 occupied the passing track, which lacked about 10 car lengths of holding the two trains. After seeing the two sections of No 26 in at the south end, 1st 72 and 83, while moving south on passing track to clear No 1 at north end, stopped before going into the clear account air hose bursting on a car in 1st 72, the rear of No 83 fouling the main track.

Flagman J M Newberry of No 83 who was provided with the necessary signals had gone back to place torpedoes, also to signal engineer on No 1 to stop, and although he had an unobstructed view of the flagman for 1 1/2 miles,

he failed to heed the signals, and the train was not stopped until the collision occurred. The explosion was heard by crews of trains at Vaughan station, by fireman S Webb on No 1 and by the postal clerks and baggageman on the train. Fireman Webb states that between Pickens and Vaughan stations, after putting in a fire, he was called to the side of engineer Jones and they talked about the whistle that had been put on the engine at Memphis; Jones stated that going into Canton it would arouse the people of the town. Fireman Webb states that after talking with Jones, he stepped down to the deck to put in a fire; and just as he was in the act of stooping for the shovel, he heard the explosion of the torpedo. He immediately went to the gangway on engineer's side and saw a flagman with red and white lights standing alongside the tracks; going then to the fireman's side, he saw markers on caboose of No 83. He then called to the engineer, Jones, that there was a train ahead, and feeling that the engineer would not be able to stop the train in time to prevent an accident, told him that he was going to jump off, which he did about 300 feet from the caboose of No 83. Fireman Webb further states that when the torpedo exploded, train No 1 was running about 75 miles per hour; that engineer Jones immediately applied the air brakes and that when he left, the engine speed had been reduced to about 70 miles per hour. He also states that had he or engineer Jones looked ahead they could have seen the flagman in ample time to have stopped before striking No 83. Train 25 was also flagged by flagman Newberry and stopped where he stood, which was the same location from which train No 1 was flagged.

Train No 1 met train No 2 at Goodman station, No 1 arriving at Goodman on time and taking the siding; it left there 5 minutes late, and at the time of the collision was 2 minutes late. Trains 1st 72 and 83 would not have been at Vaughn station for train No 1 but for the fact that No 83, while pulling into the siding to let No 25 pass, pulled out two drawbars; which resulted in delay and prevented No 83 going beyond Vaughn station for the two sections of No 26 and No 1.

As shown above, engineer Jones was solely responsible for the collision by reason of having disregarded the signals given by flagman Newberry.

Is/ A W Sullivan

General Superintendent

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MEMBERSHIP RENEWALS?

Due to the death in January of Allan Vaughn, who handled Membership Services for National, second notices for renewals have not been sent as far as we know. My records show the following not yet paid for 1996:

J.W. Beardsley, Bridge, Buckley, Buffington, Burton, J.H. Carlson, Chubb, Cone, Fallon, Gilman, Richard Gross, Higgins, Howell, Huber, Jewell, Jones, Landwehr, McMillan Neet, Petshow, Replinger, Sedlacek, Spor, Stadter, Stimac, Thorn, Wegesend.

Dues are \$27 for Individual, \$35 for Family.

Maxine Rodabaugh, Treasurer

SPAGHETTI DINNER

**TO BE SERVED BY
THE PACIFIC NORTHWEST CHAPTER.
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY**

PUBLIC WELCOME

**DATE: SEPTEMBER 20, 1996 TIME: 6:00 P.M.
AT ST. DAVID'S EPISCOPAL CHURCH
2800 S.E. HARRISON ST. PORTLAND, OREGON**

ADULTS: \$5.00 CHILDREN 12 & UNDER: \$3.50

**A RAILROAD RELATED PROGRAM WILL BE
PRESENTED FOLLOWING THE DINNER**

ALL ARE WELCOME

COMMITTEE CHAIRS

Activities: Darel Mack, (503) 654-5017
Meeting Program Coordinator: Bob Terkelsen, (503) 399-1882
Bylaws: Janet Larson, (503) 253-7436
Concessions: Marilyn Edgar, (503) 236-7271
Excursions: Irv Ewen, (503) 232-2441
Finance: Ed Ackerman, (503) 649-6000
Library & Historical Foundation: Jim Loomis, (503) 253-3926
Membership: Sara Ackerman, (503) 649-6000
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: Richard Gray, (503) 657-8250
Chief Mech. Off.: Peter Rodabaugh, (503) 771-8545
Car Rental Agent: Bob Jackson, (503) 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker, (503) 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Frank Weiler, (503) 774-3319

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Vice President: Ed Ackerman, (503) 649-6000
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Secretary: George Hickok, (503) 649-5762
6380 SW Prospect Ct., Aloha, OR 97007
Treasurer: Maxine Rodabaugh, (503) 253-4241
2315 SE 104th Dr., Portland, OR 97216-3032
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2034 N Webster St., Portland, OR 97217-3841
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