



The Columbia Gorge Gazette

For the Members and friends of
The Columbia Gorge Model Railroad Club

2505 N. Vancouver Ave. Portland, OR 97227-1986

(503)28-TRAIN

VOLUME XXIV, NUMBER III, NOVEMBER 2004

<http://www.cgmrc.com>

IN THIS ISSUE

Eric Bleak, Editor-in-Chief

We're right in the middle of Show, and boy, are we busy! This article would normally be Editorial material, but it needs to be said up front here as a reminder to all of us. There are some unwritten rules about Show, and if you follow them, it sure makes everybody's lives a little easier. Most of it is just plain common sense and having some consideration for others:

First, **Call In If You Can't Make It!** If you're signed up to be at the Club for a particular day and time and find you can't make it, please have the courtesy to call the Club at 503-28-TRAIN *AS SOON AS POSSIBLE* and leave a message for the Assistant Show Chairman. Your Assistant Show Chair spends countless hours making up the schedule so that it's fair to everyone, and it's just not fair to that person to just suddenly turn up missing. Even if it's on the morning of your duty, please CALL. Hearing from you is *way* better than **not** hearing from you.

Second, **Mind Your Schedule!** If you're supposed to be somewhere at a particular time, get there **ON TIME**. It's really tough on folks when they're not being replaced on time. If you're late, it has ripples through the entire duty roster. Maybe the guy you're replacing is heading out to Parking to relieve some poor fella that's been freezing out there this last hour and more.

Third, **Know Your Position!** Look through your assignments as soon as you get them and then Let The Assistant Show Chair Know if you don't know how to run a particular position. Maybe you're assigned to one of the yards, and you're really not familiar with that position. Let the Assistant Show Chair KNOW! He can change your assignment so that you are doing something you're comfortable with. It'll be more fun for you, and everyone else will have a better experience.

Fourth, **Take It Easy On the Dispatcher!** This poor guy has a lot of movements and situations that he is keeping in his head. The *last* thing he needs is to have to talk you through a series of movements while he's trying to manage about sixty other things happening on his side of the railroad. If you aren't that familiar with your Mainline Cab duties, ASK the guy next to you! Nine

times out of ten, he will know what you're supposed to be doing in any particular situation. And if you're *not* a Guest or one of our VIP Helper Groups, (like the Rose City Garden Railway Society), then where were you during all our training sessions? Remember, ASK the guy next to you, NOT the Dispatcher!

Fifth, **Keep The Work Area Clear!** If you're not on duty, keep out of the tower areas, unless you're cab-coaching. Check with the Assistant Show Chairman to see if you can fill in on any position for which you're qualified. If you're qualified to cab-coach, look for individuals who need it and then gently ask if they are doing okay. But if you truly are on the 'extra board', then go take it easy for this hour, unless you're qualified to help out in the aisle. Even then, make sure that folks who are here to see the show, get to see it - stay behind the rope at Troutdale for instance. Also make sure that you're not blocking someone's view to Logging or to Wishram.

Here's our issue for this Show month. Remember that elections are coming up and it's a neat way to really get to know the Club and its people. Even if you aren't sure you can do the job, there's lots and lots of support to help you through it. Go ahead, try it!
Enjoy the issue.

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FROM THE PRESIDENT

Ken Shipman

Your Outgoing Club President



Greetings fellow members,

The Co-Editor of this publication asked me to write a column on what it's like to be the club President. A tall order, but here are my thoughts. The Presidency is a job where one is simultaneously at the top of the heap

and the bottom of the pile. Many great and exciting times can come the President's way. A project successfully completed that was approved by the President may be one of the best times. On the other hand we've all heard what "flows down hill," and I now know whose lap it lands in. U.S. President Harry S. Truman once said, "The buck stops here", he wasn't joking.

Being the President of the Columbia Gorge is like steering a ship at sea; most of the time the ship holds the course on its own. Sometimes all that is necessary is a hand on the tiller to provide direction. There are also times when one must grasp the tiller with both arms and hold on for dear life as the ship weathers a storm or squall. Fortunately those times have been few and far between for me. There are many fellow club members, qualified or not who wish to assist with the steering, never forget that they all believe they are doing what is best for their club. The President of the club is a job that all members should experience when they feel their time is right. If you think your time is right, then it probably is.

This will be my last column as your President and I would once again like to thank everyone who encouraged me to run for this office. I especially wish to thank everyone who provided counsel and wisdom to me over the last two years. I couldn't have done it without you. It has been a great experience being your President; I look forward to serving as your Chairman of the board of Directors.

Thanks for listening.

Your Lame-Duck President,
Ken Shipman

THE NEW YARD OPENS AT THE DALLES

Ken Young



The new yard at The Dalles was placed into service during the regular Tuesday evening training session, on October 5th. This was preceded by a short orientation session in the clubroom, where the features, and some limitations, of the new yard were discussed.

The trackage of the new yard has the two main lines separated, with the yard tracks located in the middle, between the main lines. Main Line #1, the eastbound main, is located next to the aisle. Then, working towards the south wall, yard tracks 1 thru 5, and finally Main Line #2, the westbound main. (A new branch line is also under construction between M/L-2 and the south wall, for future use.)

At each end of the yard, a yard ladder track connects each of the yard tracks to both main line tracks. This allows trains to run directly to or from either main line to/from any of the 5 yard tracks, without fouling the other main line. Because of this feature, it is expected that the double main line crossovers located just beyond each end of the yard, Crates and Biggs, will get very little use in the future.

Each of the 5 yard tracks are designed to have 2 power blocks, for the east and west portions of the track. However, because of initial electrical limitations on the number of new power blocks, yard tracks 1, 2, and 3 have been wired with only 1 power block per track. Yard tracks 4 and 5 have 2 power blocks per track. The east and west ladder tracks each have their own power blocks. Block 7, on M/L-1 eastbound has been temporarily eliminated, with its trackage being powered from block 8. These temporary limitations will continue in effect thru the rest of this year.

The middle section of the 5 yard tracks have been built with numerous crossovers between tracks, to facilitate future prototype switching operations. However, for this year, the crossovers are all locked in the normal position, and no control circuits have been installed for them.

A new feature, "safety stop sections," have been installed at each end of the 5 yard tracks, where they connect to the yard ladders. These short sections of track are designed to allow the locomotives of a train to simply go dead, when approaching a turnout, if that turnout is not lined correctly for the movement of the train. The train will stop before fouling the turnout, without short circuiting itself or any other trains. This feature will also be added to the M/L blocks, wherever they approach the back side of the yard entry turnouts.

During a recent evening training session, at the discretion of the dispatchers, both main lines were closed to traffic, thus forcing all trains to go thru the yard trackage. This gave the operators a training opportunity to learn about the new yard, and also served as a shakedown for the track, turnouts, and electrical circuits. It helped to locate a few things that needed fixing, which

will be done promptly. The closing of both main lines, so as to force all trains to go thru the yard, was only for the one evening, and at the discretion of the dispatchers.

In the days until show, electronics was working diligently to complete the installation of new detection circuit output feeders to the dispatcher's panel. Much of the yard is "dark territory" for them, at present.

During the last few days, we have fully installed all of the new detection sections in the new yard. The output LEDs from these new detection sections have been wired to the downstairs dispatcher's panel, so that the panel now shows all old and new detection sections.

However, none of these new detection LEDs have been connected yet, on either the revised tower panel upstairs, or on the cab operators' detection display at the back of the cab panels. Operators are cautioned not to attempt to use the detection indications for the yard area. Instead, just turn around and look behind you at the yard trackage.

Let me say that again, especially when things can get hectic during show: Cab Operators should not use the detection indication for the yard area. Instead watch where you are in the yard.

Bob McRae has cut out and removed the lower section of the Tower Panel, which formerly controlled the old Dalles Yard. He has put in place a new panel section, redesigned for the New Dalles Yard.

The tower's turnout toggles for the yard turnouts are now connected, as are the turnout indication LEDs. When the downstairs dispatcher's panels are turned off, you may control the yard from the upstairs tower. The mid-yard crossovers are not yet wired for control from either panel.

SCANNER ANTENNAS

Rick Koehler

During a recent railfan trip I could not help noticing the fellow across the isle from me was hearing more on his scanner than I was hearing on mine. Since we had each programmed (essentially) the same frequencies, I felt compelled to pursue the matter.



Though we had different scanners; his a Radio Shack, mine a Uniden Bearcat, he indicated the real difference lay in our choice of antennas. Mine was a Amphenol model #31-202-1006, factory tuned for 160-161MHz and available locally; his was a Diamond model #RH77CA, 2m/70m for receiving and transmitting and 120/150/300/450/800/900 bands receiving for handheld transceivers available on-line from Universal Radio at sales@universal-radio.com. Their stock number is 2368 and the price is \$21.95 +s/h. Universal indicates more of these antennas are bought for scanners than for radios.

CHARLES STORZ INTERVIEW

Jeff Pape

As a result of the interview last year with Charter Member Gary Zenk about the early days of the club I was contacted by Chuck Storz. Chuck wanted to add a few points of information and possibly a clarification or two to the story of our club's origins. I was able to interview Chuck during the late Spring of 2004.

One of the key figures in the founding of the club was Ed Lindquist. He worked as a representative for Geigy, a maker of dyestuffs. Another early leader was Lyle Keeler.

The building of the club's building on N. Montana St. was enabled by a loan of \$1200 by Jack Henderson. The lot cost \$250 at tax auction. After the club building was completed the club room on the West end was added as an afterthought. The club room portion was funded by \$100 loans from several members.

The tradition of the sign-in book came about during the construction. The stock plan was adopted when the first phase of construction was complete. Chuck does not know who originally thought up the idea of the stock plan.

The earliest signaling on the club was installed by Gordon Haack and Joe Perelle. This was before a technology for detection was available.

Chuck Storz joined the club in February or March of 1948. He then went to college and served in the Army in Korea. He had a leave in Japan and bought an early brass engine at the Tenshodo showroom in Tokyo. He was a message center clerk in the Army. In 1954 he returned to Portland and has been in the club ever since.

Chuck has served the club at various times as president and secretary.

The tradition of an annual show began in 1955. The club tried shows twice a year for a couple of years.

Chuck thinks that one key to the long term success of the club is the high quality of leadership and management delivered by the officers and supported by the members.

GBM

Steven Watkins
Your Club Secretary

CTO at 7 PM on 9/28/04 (Ken Shipman)

Minutes: Moved by Bill Morse, second by Steve Eichman:

Approve the minutes as posted at the club. *Passed*



Treasurer Report (Tammy Auburg)

Please see the Treasurer's Report on the wall of the Club Room.
Moved by Russ Lusk, second by Steve Eichman:
Approve. *Passed*

Membership (Bill Morse)

Bev Gemeinhardt has resigned due to other commitments
John Beall was introduced as a new member
Congratulations to 2 new Senior members:
John Howell and Doug O'Grady

Welcome aboard!!!

Moved by Gene Nedrow second by Isaac Harpole II to move Jeff Pape to a 'Life' member. There was a lot of discussion – NOT.
Passed easily! Jeff has been a member for 29 years.
Congratulations!

1st VP Report - None

2nd VP Report – (Gene Nedrow) Track 7-8 and 22 at The Dalles is operational;

Work has been done in Morse Gulch. A new bridge mock up and scenery has been done in the area. Thanks to Mark, Adam and Steven.

As a 2-year plan – 2 more mainline cabs will be added to the tower plus a Trainmaster panel that will be located in the middle of the mainline panels. Also, the Oregon Trunk mainline panels will be put in the tower.

3rd VP Report - None

4th VP Report – (Jim Whaley) Show fliers have been printed and need to be distributed to hobby shops.

Committee Reports:

P & E – A shoo-fly has been proposed on the Oregon Trunk. It would connect near Madras and link in behind the operators. The area has no grade and would have to be a reverse section. Turnouts would not be readily accessible, but probable installable. The purpose would be to keep trains in public view and would be used at show.

Moved by Doug Auburg second by Jim Whaley to approve the concept and work out the engineering as needed. *Passed*

Nominating: A committee of Jeff Pape, Clint Anderson, and Terry Beahan will be putting together the ballot for 2005. If

you're interested in running for President, 2nd VP, 4th VP, Treasurer, and the two members at large, see one of the committee.

Show Improvement Committee – (Sandra Lusk) The Operation manuals are available. This is a work in progress and please give all suggestions for changes to anyone on the SIC.

Show – Please bring in your equipment and get it through standards. Forms for show have been handed and mailed out. Training sessions are continuing on Tuesdays and Saturdays, please come and learn or help.

Gazette – (Eric Bleak) Please get your articles in. Send any articles, photographs, Letters To the Editor, to: CGMRRCGAZETTE@AOL.COM.

Delays in getting your articles in, delay the paper!

Show – (Mike Durr) Please fill out your scheduling forms so manpower needs can be accessed.

Electronics – (Bob Mc Rae) The Dalles yard is all working. Tim Anderson is programming the computer to accept turnout control functions.

Infrared LEDs have been installed at the head of the spirals so cameras can show the trains on the video monitors.

Redundant Business – (Steven Watkins) We have been approved by the Rose Festival Association to sponsor a sanctioned event in 2005.

Moved by Jack Taylor second by Doug Auburg to have a show at our club on Friday June 10th and Saturday June 11th, time to be determined. *Passed*

Please plan on taking a day of vacation next year on Friday June 10th from your work. We hopefully will be very busy!

Old Business – None

New Business- (Jim Russell) – On Sat. Oct 30th the St. Helens, Oregon, Kids Fair will be held and we will be participating. This is a great chance to get our name out to the public and get people to our show. The show runs from 10 AM on, set up is at 9.

Moved by Gene Nedrow second by Doug Auburg to authorize this – *Passed*

Clean up will be on Saturday Oct. 30th also. This is very important to get done so we put our best face forward to the public.

Good of the order – Jack Taylor went on vacation and did a tour of Canada and the Midwest. In Wisconsin, on the Canadian boarder one could see the BNSF on the American side and the CP on the Canadian side. Really neat!

Moved by Jeff Pape, second by Bruce Jones to adjourn. *Passed*

SHOW

*Sandra Lusk,
Your Show Chair*

Show is here now and we've been busy holding training and rehearsal sessions every Saturday for the past several weeks. After much effort by numerous members, we have published our latest operating manual called Operating on the Columbia Gorge Model Railroad. This manual provides not only the basics of operating our railroad but also specifics about most of the positions. Future updates are planned to finish any incomplete sections.

Saturday, October 23 was our last Saturday rehearsal with our formal Dress Rehearsal on Tuesday, November 2.

If you have any late changes to your availability, please get these to Mike Durr so that he can plan staffing for the rest of our show dates. If you have updates to the list of the equipment you plan to run at show, please send it to me at lusksg@msn.com.

BOOK REPORT

Jeff Pape

Playing With Trains, A Passion Beyond Scale by Sam Posey.

Random House, 2004. 214 pages

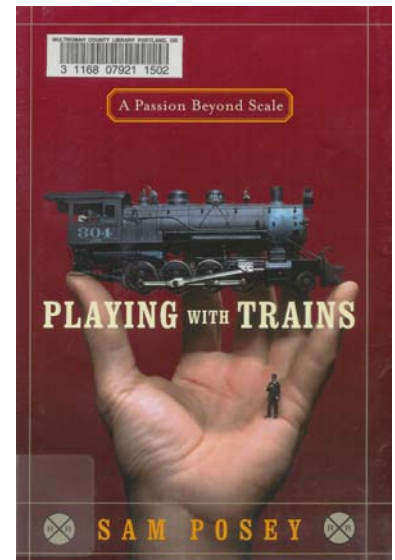
This book is recently released and one copy is in the Multnomah County Library.

Sam Posey is a retired race car driver and television sports commentator. The author proves to be a well educated former race car driver with excellent self expression via the written word.

In this personal story about his life with model trains Sam bridges between childhood Lionel trains and his adult experience of HO scale modeling. Sam discusses how he got restarted in model railroading when his son was nearing school age and how he, the real model railroader, stayed with the hobby as the son gradually lost interest as he grew. Discussed are the origins of the modern model railroading hobby from John Allen, Al Kalmbach and Wm. K. Walthers to the present. The layouts of several prominent authors in the hobby are described.



Sam tells of how he slowly came to be more prototype oriented and less 'big train board' centered in his approach to the hobby. His discovery that the scenery of Colorado inspired him in a way similar to the way that the same scenes inspired John Allen was an important revelation as he selected the Colorado Midland as his favorite prototype to model. Actually he interprets the Colorado Midland rather than slavishly reproducing it in miniature.



The culture of the model railroad community is described. Most of the well known model railroaders who publish frequently have beards, for example. The average age of the model railroaders seems to go up a little under a year every twelve months leading to the question of how will the hobby renew itself through time?

The serious adherence to prototype fidelity typified by Tony Koester is contrasted with the free-lance impressionism of Malcolm Furlow. Sam poses questions such as how does one know when the layout is done, was building it the primary experience or is it operating a finished layout?

The book is an enjoyable reading experience. The insight into the hobby as experienced in America is valuable. I strongly recommend the book.

TIMETABLE

Compiled by Jeff Pape, Editor-at-Large

Dec. 4, 2004

**Rail Tales at the Troutdale Historical Society
Troutdale Rail Depot
From 2 PM until 4:30 PM.**

Retired railroaders tells stories of life on the rails. The depot is located between the UPRR line and E. Columbia St. in Troutdale at the east end of the business district.

Directions: Go East on I-84, take the Troutdale exit, proceed past the gas stations to Graham Rd., turn right. Go over the tracks and turn left on E. Columbia St. It is about 3 blocks to the depot on the left. At railroad historical society meetings these talks are referred to as "true lies". They are usually very interesting.

GOING TO BEANS, OR MAYBE NOT

Kenneth E. Young

In the mid-1970s, I was newly divorced and changing careers, and so I had a lot of free time on my hands. I did a lot of railfanning in those days. And, I often kept the radio scanner on softly at night, when I went to bed, tuned only to the SP PBX frequencies. I lived within sight of the SP's Mt. Scott transmitter towers, and radio reception was great. The radio usually stayed quiet all night, until around 6 A.M. when things started waking up. But if anything major happened, the radio would get very busy.

In those days, the SP operated 2 and sometimes 3 Westsider trains, which operated from Brooklyn to Albany, via the various west side branches, then down the main line to Eugene Yard. These trains started out from Brooklyn either as a caboose hop, or with very light tonnage, but always powered by several SD9s. As they worked south (RR west) they picked up all of the local traffic, sometimes including the entire Tillamook hauler's train. By the time these trains reached Albany, it wasn't unusual for them to have 120 to 140 cars.

One summer night, I was awakened at dawn by the radio. The valley dispatcher was calling trainmaster Bob Melbo, who was driving from his home to his office at Brooklyn Yard. The dispatcher was having trouble with the conductor (we'll call him Jones) of one of the Westsider trains.

The story, as related to Melbo by the Valley Dispatcher, was that when the Westsider was approaching Albany, the Valley Dispatcher had advised Conductor Jones that he was facing a minimum of two hours delay, before he would allowed to move his train onto the main line, so he should consider going to beans during this delay. However, Jones had other ideas, and wanted to wait for beans until he got down the main line a ways.

The two hour delay stretched out to almost three hours, but finally the train got out onto the main, and headed for Eugene. Now Conductor Jones wanted to go to beans. But the dispatcher said absolutely not, his train was so long that it didn't fit into any of the available sidings. He'd just have to wait until he got safely into Eugene Yard. At this, Jones pitched a fit, and the dispatcher called Trainmaster Melbo.

Melbo listened to this tale over the PBX radio channel, which could not be heard by the train crew. Then he asked the dispatcher to patch him thru to the train radio, so he could talk to Jones. The conversation went as follows:

Melbo: Mr. Jones, I understand that you were advised to go to beans before Albany, where you were facing a long delay, but that you declined to do that. Now you are out on the main line, where you have the entire railroad tied up, and you want to go to beans. Is that correct?

Jones: Yes sir.

Melbo: Mr. Jones, I have instructed the dispatcher to make sure that your train has nothing but green signals all the way to Eugene Yard. You are to stay on your train, and keep it moving at the maximum safe speed that you can manage, until your train is in the clear on its assigned track at Eugene Yard. Then, and only then, you may go to beans, and I will authorize you terminal delay time for that. Is that clear?

Jones: Yes sir.

Melbo: And Mr. Jones, on your return trip to Brooklyn, immediately upon your arrival at Brooklyn Yard, you are to present yourself at my office. You might want to have your union grievener join you there. We are going to have a serious discussion about your qualifications to continue as a conductor on this railroad. Is that understood?

Jones: Yes sir.

Bob Melbo went on up the corporate ladder to assistant division superintendent, and I believe finally superintendent. He was said to be the author of the plan by which SP later spun off all of the valley branch lines to short line operators. And he then left SP to run the Willamette and Pacific and the Portland and Western railroad operations, from their Albany headquarters.



MODEL RAILROAD TERMS:

Jeff Pape

Today's term is HERNIATED HELIX.

NO – it is not a medical condition. If it was, you would not want it. A herniated helix is a term that describes a feature of some track helixes. Helixes are often built in an enclosure to hide their non-prototypical character. The fact that the train cannot be seen is sometimes an operating or reliability problem. The builder can expand the radius of the curve in mid-helix for part of a level and thus cause the track to stick out from the 'stack'. The protrubence (Isaac, that's the part that sticks out) is referred to as the hernia. The track thus is made visible in a portion of a turn to allow inspection of trains that otherwise are hidden inside the enclosure of the helix.

The editors gratefully thank the Kalmbach publishing Company for their permission to use the image from their new book: *Realistic Model Railroad Design* by Tony Koester.

We understand that the primary asset of a publishing company is intellectual property. Thus their grant of permission is equivalent to a store giving away inventory. We strongly recommend this book for anyone considering building or adding to a model railroad. A complex set of ideas such as how to design a model railroad is difficult to impart in a book. This book benefits from good research and writing in the first place and then particularly from the use of photos and diagrams executed to Kalmbach's usual high standard.

OPERATIONS TRAINING FOR SHOW

Jeff Pape

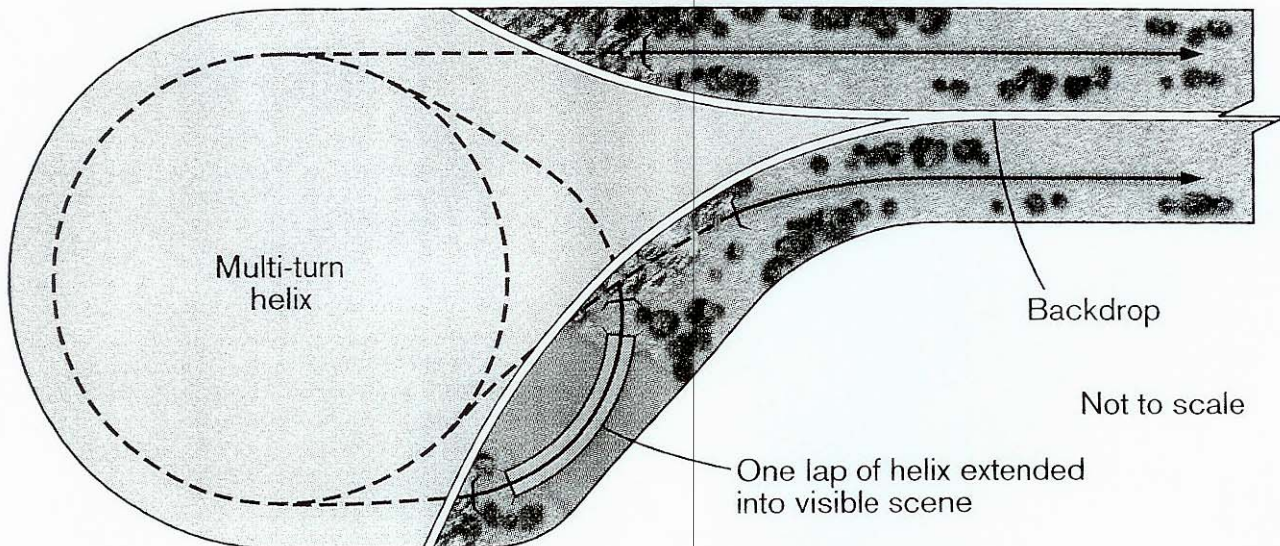
This year the Show Chair and her staff have gone all-out to provide opportunities for members and visiting operators to learn to run our railroad under show conditions.

In addition to operating almost every Tuesday evening since late September there have been three five Saturday sessions. The sessions were on Sept 25, Oct 2, Oct. 9, 16, and 23, each starting at 9 AM and ending around 2 PM. New members, some more senior members and prospective guest operators attended each session to practice, to learn or to improve their skills. There were two groups of guest operators, some from the Rose City Garden Railway Society and from the Southwest Washington Model Railroaders.

For the last three each sessions Steven Watkins provided lunches; lasagna, then sandwiches and then soup and salad. It was very well received.

Show Chair Sandra Lusk was assisted by Asst. Chair Mike Durr, as well as Bill Morse, Don Riss and Ron Schroeder. Jeff Pape was able to attend two of the sessions and help as well.

The relatively new state of the new The Dalles Yard was a complicating factor. There were numerous glitches to be dealt with. Ken Young and Bob McRae did heroic repairs to improve one operating session. Russ Lusk and Gene Nedrow pitched in repeatedly to fix other glitches around the layout and keep traffic moving through and around the yard. With each passing week the features of the new yard at The Dalles were brought to completion and were put into use. The job is not yet fully done but we are now able to use the new yard.



COMMITTEES

Club Officers

President: Ken Shipman
1st VP: Russ Lusk
2nd VP: Gene Nedrow
3rd VP: Dennis Thompson
4th VP: Jim Whaley
Secretary: Steven Watkins
Treasurer: Tammy Auburg
Ass't Treas.: Mark Hynson

Board of Directors

Chairman: Bruce Jones
Members At Large:
Sandra Lusk, Rick Koehler

Members: Bruce Jones, Ken Shipman,
Russ Lusk, Gene Nedrow, Steven Wat-
kins, Tammy Auburg

Admin. Committee Chairs

Gazette: *Eric Bleak, Editor-In-Chief;
Jeff Pape, Editor-At-Large
Security: Doug Auburg
Swap Meet: Doug Auburg
Membership: Doug Auburg
Member Handbook Project: Open
Curator of Collections: Jeff Pape
Public Relations: Jim Whaley
Show: Gene Nedrow
Building Management: Russ Lusk
Equipment Roster: Mike Durr
Kitchen Commissary: Dennis Thompson
Library: Mike Kniss

* = Committee Chair

Layout Committee Chairs

General Chairman: Gene Nedrow
PDX Yard-Upper: Keith Loose
PDX Yard-Lower: *Rolland Rodway,
Ben Diron
City Streetcar Line: *Corey Piazzese,
Cat Ternaray
ML W. to M. Falls: Bill Morse
Logging & Hood River: *Tom Treanor &
Don Paulson, Rollan Logway
ML East/Home Valley to Avery:
Bill Morse
Ore. Trunk-Lower: Mike Durr
Ore. Trunk-Upper: Mike Durr
Underground-East Spiral: Mike Durr
Underground-Seattle: Mike Durr
Wishram/Block 15: Mike Durr
Control: Tim Anderson
Communications: Ed Foley

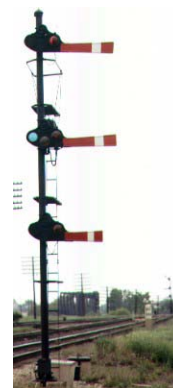
M of W Dept.:

Steel Gang: *Paul Swartzbacker
Ty Plate, Spike Hammer
Switch Gang: *Paul Swartzbacker
G. Andy Dancer
Motor Gang: Paul Swartzbacker
Bridges: Steven Watkins
Buildings: *Jim Whaley
Shorty Tubafore
Signal Dept.: *Don Gibson, Hi Green
Scenery: *Mark Hynson
Theatrical and Scenic Lighting, Animation:
Tim Anderson
Car Department: *Mike Durr, Stan Dard
Engineering Dept.: Gene Nedrow
Operations: Rolland Rodway
Training: Bill Morse
Stores Department: *Steven Watkins
Electronics: *Tim Anderson, Ken Young,
Reddy Kilowatt

RULE OF THE DAY

Jeff Pape,
Editor-at-Large
Rule 21.

The engine bell must be rung when an engine is about to move, and while approaching and passing public crossings or passageways at grade, also while in motion on station tracks, and when approaching persons on or near the track, or places where persons are likely to step out upon or near the track.



This rule has relevance to us now that there are sound equipped locos being run on our railroad.

*Operating Rules and General Instruc-
tions. Northern Pacific Terminal Com-
pany of Oregon, January 1, 1956*

