



pacific northwest chapter

THE TRAINMASTER

May 1979

Chapter Phone No.: 226-6747

Number 222

CONTRIBUTIONS TO THE TRAINMASTER are welcomed. Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to the editor's home address, 3562 SE Harrison St., Apt. E5; Portland, Oregon 97214.

PACIFIC NORTHWEST CHAPTER TIMETABLE

May 14-19 OREGON TRANSPORTATION WEEK

Locomotive 4449 and PNW Chapter dormitory-tool car 76 will be on display at Swan Island on Friday and Saturday, May 18 and 19. The Port of Portland's new drydock will be on display Saturday, May 19.

Friday
May 18
8 PM

REGULAR MONTHLY MEETING

The May meeting of PNW Chapter will be held at the BN Safety Assembly Room. Contact one of the Chapter officers or TRAINMASTER staff members if you don't know how to get there. Refreshments between business session and program—bring your quarters! "Newsreel" before the program—bring your slides! Program for this month's meeting will be light rail. Tri-Met planner Bill Leiberman will present a short 16mm movie on light rail in Cologne, Germany, followed by Bill's slides of light rail operations in the Netherlands, Switzerland, Germany, and Italy. Terry Parker will show his super 8mm movies of present day operations on the Yakima Valley Transportation Co.

Aug. 29-
Sept. 4

NRHS NATIONAL CONVENTION AT WASHINGTON, D. C.

"Capitol Limited 79," sponsored by the Washington, D. C. and Potomac Chapters. The official convention brochure will be mailed to all NRHS members early this summer.

"MYSTERY LOCOMOTIVE" IDENTIFIED

That ex-SP Alco S-6 ("CG 1235") spotted at Vancouver, WA on April 7 (see last month's T-M) has been identified as belonging to Continental Grain Co. in Tacoma. The locomotive was in transit to replace their ailing RS-1 206.—Ed Berntsen, Tacoma.

EMPIRE BUILDER DERAILS AT WASHOUT WEST OF PASCO

At 4:45am Sunday, May 6, Amtrak train 7, the westbound Empire Builder, derailed 19.6 miles west of Pasco, Wash., at a washout caused by a broken dike of an irrigation canal. About 100 passengers and crew members were aboard, and about 35 were injured, five requiring hospitalization. Press reports indicate speed of the train was about 70 mph in territory authorized for 79 mph. Consist of the train was (all Amtrak):

246	F40PH diesel	(not derailed)
242	" "	(derailed and upright)
664	Heater car	" " "
1118	Mail	(derailed, on side)
1012	Mail & baggage	(derailed and upright)
2267	Sleeper used as crew dorm.	(derailed, on side)
5697	Coach	(derailed and upright)
9461	Dome coach	" " "
4527	Coach	" " "
8353	Dome lounge	" " "
8045	Diner	" " "
2678	Sleeper	" " "
2675	"	(not derailed)

The derailment site is on Burlington Northern's ex-NP Auburn-Pasco main line. BN sources indicated wrecking derricks from Seattle, Vancouver, Wash., and Pasco were called in to assist rerailling operations. The line was opened 2:30 pm May 7, and in the meantime Amtrak train 8 out of Seattle May 6 was re-routed via Wenatchee.

WHO WORKED AT WHAT ON WHICH RAILROAD?--Quiz solution

George Drury, librarian for Kalmbach Publishing Company, receives two 4449 posters for supplying the correct answers to our quiz in the March TRAINMASTER. Before I hear any moans and groans from Chapter members, let me add that Mr. Drury was the only person to bother to send in a solution to that quiz.--Ed.

Solution: Let's find out who works on which railroad first. Since Chuck lives in The Dalles (clue 1) and Union Pacific is the only one of the five companies mentioned that operates there, Chuck must work for Union Pacific. The only train 459 to be found on any of the five railroads is the Portland-Seattle pool train of Great Northern. Therefore Roger (clue 2) must work for Great Northern. SP is the only railroad of those mentioned from which it is possible to see the falls at Oregon City, so Bill (clue 3) must work for the Southern Pacific. Of the two railroads left, the SP&S doesn't operate to Seattle. Therefore Jim (clue 4) works for the SP&S and through elimination we know that Ed must work for the Northern Pacific.

Now for their jobs. Roger is not an engineer (clue 2), but works on the locomotive of a passenger train, so he can't be the head brakeman. He must be the fireman. Bill is not the conductor (clue 3), nor the switchman nor brakeman (clue 5). Since we know that Roger is the fireman, this leaves only the engineer's job for Bill. Chuck is not the switchman, since he wears a uniform like the conductor's. This leaves only Ed who can qualify for the switchman's job. Chuck is not the conductor (clue 6). This leaves only the brakeman's job for him, and by elimination we find that Jim is the conductor.

THE TRANSFER TABLE

"The Transfer Table" is a regular monthly feature of THE TRAINMASTER for those members that want to swap, sell, or buy items of railroad interest. "The Transfer Table" is a service available to PNW Chapter members only, free of charge. Ads will be run for one issue. If you have no results and want your ad run again, please notify us. Your ad should reach us by the end of the first week of the month to insure inclusion in that month's issue. Include your name, address, and/or telephone number, and a brief description of the item.

Send your ads to: TRAINMASTER-Transfer Table; Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209.

WANTED: Passenger Train Journal Photo Annual No. 2. Contact Ben Fredericks, P.O. Box 20313, Portland, Oregon 97220.

WANTED: Black and white and color prints, slides of SP&S Baldwin diesel switchers numbers 30-34. Contact Chuck Storz, 146 NE Bryant St., Portland OR 97211. Phone 289-4529, evenings.

WANTED: The Pacific Northwest Chapter is still looking for action photos for the upcoming SP&S motive power book. Especially wanted are photos from the period 1945 to 1955. Contact Chuck Storz, c/o PNW Chapter, or at his home address (see above ad).

WANTED: Large softcover book, Rails to the Pacific Northwest, published in 1965. Will pay good price for one in good condition. Contact Jim Schmidt, 13525 SE 111 St., Portland, Oregon 97233. Phone 253-4196 evenings.

FOR SALE: ¹⁰⁻Sets of 8"x10" black and white glossy photographs of logging locomotives in Oregon. Sent in protected mailer, \$12.00 postpaid. Contact Walt Grande, 4243 SW Admiral St., Portland, Oregon 97221.

FOR SALE: Late 1920's rail passes--NWP, PE, UP, WP, Bamberger Electric, McCloud River, SN, Kansas City, Mexico, and Orient; Pullman Co. pass, 1950, \$3.50 each. Call Terry Parker, 284-8742.

UPDATE ON ROYAL HUDSON 2839 (adapted from the Long Island-Sunrise Trail Chapter Semaphore, April 1979)

Remember that article in THE TRAINMASTER back in arch about Southern painting Royal Hudson 2839 green and gold? Well, it seems that we received erroneous information, since the 2839 is keeping its CPR paint scheme, with the only change being the addition of Southern lettering. According to Doug Cotts, "The Royal Hudson made its first revenue run on arch 3-4 (part of a very successful two-trip opening of the new Southern steam season) traveling from Alexandria to Atlanta, stopping overnight in Salisbury, N. C. By all accounts, the trip was excellent and encountered few problems. Speeds of up to 75 mph were officially reported. Chasers had a hard time keeping up with the train. This performance reflects great credit on those who restored the engine and on the Southern."

UPDATE ON 4-8-4 2101 (from the Interchange, Baltimore Chapter)

According to Chessie Vice-President Bill Howes, 4-8-4 2101, damaged in that roundhouse fire recently, will be sent east to the Baltimore & Ohio Museum in Baltimore. It will be cosmetically repaired so it can be put in the Museum. The FRA has said that 2101 cannot be restored to safe operating condition. The C&O Greenbrier 4-8-4 611 now in the B&O Museum will be released to Ross Rowland for his use, and after a period of years, it will be returned to Chessie control. While in Ross Rowland's hands, the Chessie System will have first call on its use. Steam will return to the Chessie. Baltimore Chapter assures us that this is true!

SCI ACQUIRES A BERKSHIRE FOR EXCURSIONS! (from the NRHS News Extra)

Ex-C&O 2716 has been removed from the Kentucky Railway Museum in Louisville, whisked away via the L&N-CRR to the Erwin, Tennessee shops where it is presently being groomed for excursion service on the Family Lines System.

The big 2-8-4 will be refurbished by the Clinchfield folks and will begin powering excursions this autumn on the Clinchfield's scenic 275-mile mainline, as well as elsewhere along the Family Lines System.

The engine was built in 1943 as one of ninety identical engines the Chesapeake and Ohio placed in service to move wartime freight and passenger trains. Replaced in 1959 by Dr. Diesel's remarkable invention, the 2716 was donated to the Kentucky Railway Museum located on the riverfront at Louisville. Under a lease agreement, the engine is undergoing overhaul at Erwin for its fall debut.

NRHS General Counsel, C. Alex Rose, participated in the lease arrangements in his capacity as KRM counsel, and joined Clinchfield Executive Vice President, T. D. Moore, Jr., in the signing ceremonies along with KRM officials held recently in Louisville.

CHESSIE+SCI=FIVE CATS? (or, ROANOKE CHAPTER TRIES ITS HAND AT DESIGNING CORPORATE LOGOS)

Roanoke Chapter's Turntable Times comes out with this tongue-in-cheek prediction when Chessie merges with the Seaboard Coast Line:

The new name will be something like "Chessie Family System".

The new corporate symbol will be a basket filled with five cats, as follows:

"Chessie" will symbolize the Chessie System;

A siamese will symbolize the twin mergers of the Seaboard Air Line and

Atlantic Coast Line into each other and then into the new system;

A black cat will symbolize the coal hauling Clinchfield;

An alley cat will symbolize the small-town connection of the Georgia RR;

A pole cat will represent the backwoods branches of the L&N.

A new TV ad is planned in which the cats, each in turn, emerge from the basket and do a two-step dance to a musical "choo-choo-choo" instead of "chow-chow-chow".

A new through train from Nashville to Baltimore via Atlanta will be called the FFV for Fast Flying Feline; Pullman porters will be addressed as "Morris" and not "George"; a new concept in freight service--the first unit train for movement of kitty litter; cats may travel free, no dogs allowed on board trains; all company cars, Bobcats or Cougars; all trucks will have "Cat" diesel engines, etc.

--Received via Central Pennsylvania Chapter's Susquehannock and Horseshoe Curve Chapter's Coal Bucket

A TON OF TOOLS (from The Railroad Capital, Railroad Club of Chicago, Feb. issue)

What the Best Friend of Charleston carried on its inaugural trip in 1830 to make repairs en route is not recorded, but by 1855 the engineers of the South Carolina Railroad were charged with quite a boxful. "Each engineman," said the rulebook, "will be provided with the following tools, for which he will be held responsible: 2 pinch bars, 1 bucket, oil and tallow cans, a large chain, jack screws, monkey wrench, hammer, cold chisels, and such other tools as are necessary, and such bolts, nuts, and screws and other duplicate parts as experience may have shown necessary in guarding against detention on the road, or a failure in the trip. For night trains, 2 lamps will also be provided-- one a white lamp, which, after dark, or during heavy fogs, must always be lighted and fixed in front of the train, the other a red light, placed behind the train." The vague "other duplicate parts" suggests that another locomotive might have been assembled in an emergency out on the road.

The height (and weight) of tool rules was perhaps reached in the Wisconsin Central "ton of tools" rule of 1892, which sternly provided: "Engineers must know that their engines are supplied with all proper tools, and extra links and pins, and that they are in good order for use." For those who had trouble remembering the proper tools, the following list was given:

One Spanner Wrench for air pump.	One Grate Shaker Bar.
One Spanner Wrench for injector checks.	One Packing Hook and Iron.
One Open End Wrench for feed pipes.	One Torch.
One Wrench for rod bolts.	Two White Lights.
One Wrench for rod set-screws.	Two Red Lights.
One Wrench for eccentric straps.	Two Green Lights.
One Wrench for eccentric set-screws.	One Blue Light (for work trains only).
One Wrench for cylinder heads.	One Extra Globe for each signal color.
One Packing Wrench for piston rods.	Two Red Flags.
One Packing Wrench for valve stems.	Two Green Flags.
One Follow Bolt Wrench.	Six Torpedoes.
One Wrench for pedestal brace bolts.	Three Fusees.
One Wrench for wedge bolts.	Two One-Quart Oilers.
One 15-inch Monkey Wrench.	One Two-Gallon Engine Oil Can.
One 10-inch Monkey Wrench.	One One-Gallon Valve Oil Can.
One Scoop Shovel.	One Half-Gallon Signal Oil Can.
One Coal Pick.	One One-Gallon Headlight Oil Can.
One Ash Hoe.	One Hand Valve Oil Can.
One Splice Bar.	Six Flue Plugs.
One Broom.	Two Tender Truck Brasses.
One Water Bucket.	One Engine Truck Brass.
One Switch Chain.	Two Wedge Blocks for raising engine.
Two Wrecking Frogs.	One set Hardwood Blocks for guides.
One Pinch Bar.	One Bell Cord for guide blocks.
One flat Cold Chisel.	Two Crank Pin Collars.
Two Engine Jacks with Levers.	One Relief Valve Plug.
One Small Jack with Lever.	One Extra Air Brake Hose.
One Hard Hammer.	One Extra Water Hose.
One Soft Hammer.	Three Extra Links and Pins.
One Hand Saw.	Five Extra Headlight Chimneys.
One Axe.	One Ball Candle Wicking.

With all that stuff on the engine, where was there room for the engineer, fireman, head brakeman, and the fuel?—C. H. S.

SUMMARY OF MINUTES OF REGULAR MEETING OF PNWC, APRIL 20, 1979

The meeting was called to order by President Ed Immel at 8:20 PM.

Ed Immel reported that the request to operate the 4449-Rose Festival trips has been turned down by the Southern Pacific. There will be no trips this year.

Ed Immel advised the membership that guides are needed on Friday, May 18th at 9 AM to handle groups of school children who will be touring the Transportation Week display. Ed asked any available volunteers to sign up.

Bob Slover reported for the Chapter Mechanical Dept.: Doyle McCormack now has an air compressor which will be very useful for making repairs on the 4449. Locomotive 4449 will move to the Transportation Week display site either on Thursday evening or Friday morning. Car Mount Hood: The power converter and train line cable have been installed on the car. Plugs for the cable are being shipped from Seattle. There is a possibility that the Mount Hood may be stored in British Columbia during the coming winter if the province decides to use it again next year.

Ed Immel said that if the car Mount Hood stays in Canada next winter the New Years trip may be from Vancouver to Calgary.

Jim Gilmore reported on the Swap Meet. Receipts at the door were \$204.00 (408 paid admissions). Sales at the Chapter's table were \$516.55. The Chapter is working with the Columbia Gorge Model Railroad Club on plans for a larger site for the next Swap Meet.

Jim Gilmore reported that a copy of the new Book on the Great Northern by Woods has been purchased for the Chapter library.

Ed Immel reported that the Railfan's Guide to Oregon is in the latter stages of preparation.

Terry Parker reported that the Chapter board has agreed to take over the publication of his Southern Pacific steam locomotive calendar. He is looking for roster and action photos of SP steam for the 1980 calendar.

The May program will be slides and movies of light rail in Europe.

Program: Gil Hulin presented a multiple choice slide quiz consisting of 25 questions with between three and six choices.

The meeting was adjourned at 9 PM.

Respectfully submitted,

Chuck Storz
Secretary

WITH PERMISSION FROM THE AUTHOR

SP and the Pacific Northwest

He Saw America and Settled on the Best

During his two years as an engineer on the American Freedom Train, Doyle McCormack traveled throughout the United States. At the end of the tour, the Pacific Northwest and SP were what impressed him the most.

Doyle McCormack, 35, who supervised the rebuilding in Portland of the veteran SP steam locomotive which powered the American Freedom Train, served as engineer of the 4449 for two years. Last year he gave up 13 years seniority — eight of them as a locomotive engineer with the Norfolk & Western — to join SP as an Oregon Division fireman.

During his years with the Freedom Train, McCormack covered 35,000 miles over 27 railroads from coast to coast. He is one of the youngest, steam-qualified engineers on any Class One railroad in the nation.

When the Freedom Train ended its run on December 31, 1976, McCormack and his wife, Laurie, returned to their home in Conneaut, Ohio. However, they missed the excitement and adventure of the Freedom Train, as well as the many friendships they had developed in the Pacific Northwest.

"We found we had grown during our stay in Portland and especially during our run around the country. We no longer had much in common with our friends in Conneaut. Laurie and I talked it over."

Doyle recounts how they decided to give up everything in the Midwest if he could sign onto the SP roster in Portland.

"With the Freedom Train, we'd spent a lot of time in Southern Pacific's territory and had worked closely with its officers in Portland. I found Southern Pacific had just about the best working relationships between management and the employees of any of the roads I traveled over."

So, on March 11 of last year, he wrote to then Superintendent Joseph E. Neal, inquiring about job opportu-



nities. Neal responded quickly and told McCormack to come to Portland and submit his application. He was hired as a fireman May 19. After completing his engine service training program at Cerritos, Calif., he passed his oral examinations at Brooklyn on January 24 and is now working in the fireman's pool between Brooklyn and Eugene.

McCormack is very impressed with SP's motive power. "It's a lot nicer than anything we used in the Midwest where we ran a lot of those little four-axle jobs. Southern Pacific provides the very best — even down to the seats the men sit in. Believe me, it's not like that everywhere. It shows a real respect for the employees."

He also discussed the differences in operations. The Midwest is flat, he said, and the traffic mix is totally different — "a lot of coal, stone, steel products, autos and auto parts — whereas here the bulk of what we move is forest products. On the N&W, because of the level terrain, we ran longer and heavier trains — much more so than here. It makes a lot of difference in operating."

"What really impresses me though," McCormack says, "is that SP is really a good railroad. Physically it's in very

good shape — far better than most people realize and better than many of the other railroads in the country. Believe me, I know, because I've been over most of them. I'd always heard that SP's branch lines are as good or better than lots of the main lines in the Midwest and elsewhere, and now I know that it's true."

Doyle and Laurie have purchased a large rustic house on a 1¼-acre plot in a small, wooded valley with a stream near Oregon City, about 12 miles from Brooklyn. Deer and other wildlife frequently graze under the trees just below their living room and deck.

"People ask me why I gave up all that seniority to come here. But we didn't give up a thing, except for a little security," McCormack declares. "Laurie and I are convinced that there is a better future for us here on the Southern Pacific. I'm happy with the job here. Even the way of life here is different — and better. There's less congestion, the countryside is beautiful and the people are fine — especially the ones I work with." □

—George Kraus



Photograph by Walt Grande

(May 17, 1975)

American Freedom Train Locomotive # 4449 was dedicated in ceremonies four years ago this month, on May 16, 1975. Following the dedication, the former Southern Pacific Daylight Locomotive was moved to Swan Island for display during the National Transportation Week Exhibit. Pictured above, near Burlington Northern's Ninth Street Roundhouse in Portland, after its display on Swan Island, the 4449 is seen here with the Pacific Northwest Chapter owned sleeper - lounge car, Mount Hood.

Again this year, the 4449 will be on display during the National Transportation Week Exhibit, May 18th and 19th, on Swan Island.

Jim Schmidt



CITY TREASURE REDISCOVERED--By Terry Parker

About four years ago, a friend of mine employed by the City of Portland told me about an unopened wooden box he found when he was cleaning the carpenter shop at the city storehouse on S.E. 64th and Division. He opened the box and found the above plaque.

About two and one half years later, I checked with him to see if the plaque was still at the city storehouse. He checked for me, but was unable to locate it. The following week I telephoned the city storehouse and talked to a man named Dale who had no knowledge of the plaque. Dale said there had been about three complete changes of personnel in the last year or so, that actually worked in the building and that chances were not too good in finding the plaque. A week or so later he telephoned me back and said the plaque was found in a back warehouse at the zoo and had just arrived back at the city storehouse. Apparently the plaque had been sent to the zoo to somehow be used in conjunction with the Portland Zoo Railroad.

Through the efforts of other members of the chapter and several city employees, a city council resolution was passed and the plaque was presented to Pacific Northwest Chapter of the NRHS as caretakers, by Portland City Commissioner Mildred Schwab at the Transportation Week Ceremonies last year. The plaque, all brass, was one of the last items to be cast at the Southern Pacific Foundry in Sacramento, California, and was originally presented to the City of Portland with the locomotive 4449 in 1958.

(PHOTO APROX. 1/4TH ACTUAL SIZE)



Last of her kind is Locomotive 5021, pictured as she was ready to pull out of the Portland area the morning of October 5, ending the employment of steam power on the northern part of our Portland Division. Inset shows Engineer A. B. Clancy, a veteran of 40 years with our railroad, as he tugged the whistle. With him were Ervin E. Schweiger, fireman, and Norman Park, brakeman.

Last Steam Engine Surrenders To Modern Diesels at Portland

“GOODBYE, 5021,” headlined the *Portland Oregonian* in an editorial last month, marking the end of steam power on the northern tip of our railroad. Engine 5021, a three-cylinder locomotive officially known as “Southern Pacific Type,” pulled proudly out of the city at the head of a freight train. Engineer A. B. Clancy declared she was “just as good as the day she was built” in the American Locomotive Works in Schenectady, N. Y., 1926.

Locomotives of this type were the largest non-articulated steam locomotives on our railroad. All but No. 5021 have been scrapped or partially dismantled. She has been promised to Southern California Chapter, Railway & Locomotive Historical Society, to be preserved as a spectacular relic of almost a century of steam on Southern Pacific.

“We are gratified in the manner of her passing,” the newspaper editorialized. “She did not roll away to the scrap heap, her boiler cold and pistons dead, coupled ignominiously behind a cocky young diesel, the way so many of her sisters have gone. She went a-working, the oil fire roaring in her firebox, her bell and number plates and headlight glistening, her three mighty cylinders chuffing easily, contemptuous of the load.

“There is nothing quite like a steam locomotive for glamor in motion. From belching stack to flashing drivers, from bluff and ugly snout to the light of the flames flickering beneath the cab, a steam engine is a thing of strength and mystery and excitement. And when is added to these the smell of smoke and steam and hot metal and grease, and the sound of the whistle and the clang of the bell and the clank of side rods and the puffing and hissing of the compressor, the effect on the senses is overwhelming.

“The diesel, however, more than makes up in efficiency what it lacks in romance. Its advantage in economy of operation and maintenance over the steam engine is immense. This is a competitive world, and railroads cannot survive on sentiment.

“This is but another chapter in a continuing and endless story. . . . There is no slowing the march of progress, and each man in his time perforce must fall in step with it.”

Our railroad expects to be completely dieselized in about three years. Even then, however, we may store some steam locomotives in reserve, to be brought out and used in periods of unusually heavy traffic when our diesel fleet may be unable to handle all the load. Those occasions will be loved by steam rail fans!

THE TRAINMASTER STAFF

EDITOR

Bryan Leeder (503) 236-6387
3562 S E Harrison Street, Apt. 15
Portland, OR 97214

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CIRCULATION MANAGER

Charles W Storz Jr
146 N E Bryant Street
Portland, OR 97211

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Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 226-6747

1979 CHAPTER OFFICERS

President EDWARD E IMMEL 715 S E Lexington Street Portland, OR 97202	(503) 233-9706	Director-at-Large DUANE CRAMER 1709 E 6th Street Vancouver, WA 98661	(206) 695-1640
Vice President TERRY PARKER 1527 N E 65th Avenue Portland, OR 97213	284-8742	Director-at-Large JAMES J GILMORE 2140 S W Palatine Street Portland, OR 97219	(503) 246-1202
Secretary CHARLES W STORZ JR 146 N E Bryant Street Portland, OR 97211	289-4529	Director-at-Large GARY S OSLUND 1908 N E Siskiyou Street Portland, OR 97212	287-4869
Treasurer ROGER W SACKETT 11550 S W Cardinal Terrace Beaverton, OR 97005	644-3437	Director-at-Large ROBERT SLOVER Route 1, Box 463S(A-1) Woodland, WA 98674	(206) 263-2269
Chapter National Director JOHN D HOLLOWAY 2201 S W Palatine Street Portland, OR 97219	246-5752		

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Chapter Librarian - Jim Gilmore

Chapter Excursion Director - Roger Phillips

Chapter Sales Dept. - Chuck Storz

Northwest Rail Journal Editor - Walt Grande

Chapter Mechanical Superintendent - Bob Slover

Car Mount Hood Marketing - Dave Morris