

The



TRAINMASTER

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



APRIL 1989

Railfan Notes

From the *West Coast Railway Association News* (Vancouver, B.C.), comes word that B.C. Rail has ordered 22 new GE Dash 8-40 CM engines to replace its fleet of MLW six-axle units, types C630/M630/M630W. Delivery is expected later this year. If you want to get a last look at these rare Alco/MLW units, better scoot on up to B.C. this summer to be sure they'll be there.

From the Central Sierra Chapter NRHS, we have news of the **Second Annual Logging Modelers Convention**, to be held **April 22, 1989** in Tuolumne, Calif., put on by West Side Reunion. Activities include movies/slides, clinics, commercial displays, swap meet. Possible tours on the 23rd. Basic fee is \$12/adult, \$8/child. Registration forms are on the bulletin board in Room 1. For more info: John Swiger (209)358-7897 or Joseph Bispo (209)268-7968.

The Rollins Pass Restoration Association has a new **guide book to Rollins Pass**: a mile-by-mile description of the Moffat Road's Hill Route. To get one, send \$1.50 to the Association at P.O. Box 1082, Longmont, CO 80502.

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CHAPTER TIMETABLE NO. 319

REGULAR RUNS

BOARD OF DIRECTORS MEETING, April 13, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, April 21, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The newsreel and program 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. The program is listed below.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon, at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORKSESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm, with lunch at the Semaphore. There's a lot of work of all kinds to be done, and your contribution would be welcome. **We're also looking for people who could work on Saturdays.** Contact Bob Hoffman at 659-8402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, April 22 & 29, 1 to 4pm at Room 1, Union Station. On duty: Dale Miller. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

CPR TRAINING FOR CAR HOSTS, Saturday, April 8, 2:00pm, at the Hollywood Dance Studio, 4419 NE Sandy Blvd. Fee: \$5.00.

RAILCON 89, Friday-Sunday April 28-30, in Tacoma, Wash. A railfan/historian/preservationist fest sponsored by the Tacoma Chapter, NRHS. Local excursions, steam engines, clinics, displays, etc. For information: Tel. (206) 581-4453, noon to 7:00pm.

Deschutes Rail Excursion, Saturday-Sunday April 29-30. Details of the trip and ticket order forms for the Chapter's excursion to Bend were printed in the March *Trainmaster*. It's not too late to get on board—do it today!

APRIL MEETING PROGRAM

Mountain Grades in the East by Paul Hudek

Program begins at 7:30

Notice: *Programs needed for future meetings.* 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.

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:

Regular...\$23/yr.
Joint...\$28/yr.

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

DEADLINES

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

From the Editor

This issue of *The Trainmaster* is my twelfth as editor; thus it marks the conclusion of the first year of my term. It seems appropriate at this time to acknowledge all who have contributed to make up the newsletter that has appeared in your mailbox each month.

Many thanks

I have received a number of compliments on *The Trainmaster*, both as to its appearance and its contents. I'm grateful to those of you who have taken the time to tell me what you like about what appears on these pages. Much of the satisfaction of putting out *The Trainmaster* comes from knowing that you find it interesting and enjoyable. I like to hear your criticisms, as well—they keep me on my toes.

For the appearance and quality of presentation, I'll take the credit—and the blame. After being launched on the microcomputer seas by Doug Auburg and grappling for a year with what sometimes seemed a monstrous, thousand-armed *desktop-publishingpus*, I finally have reached the point where I can get the computer to do what I want it to do more often than not. Thank you, Doug, for getting the hardware and software together and for helping keep the machine running.

As for the contents of *The Trainmaster*, clearly the authors deserve the bulk of the credit. As a cracker barrel philosopher might observe, "You cain't print what you ain't got." I've been very fortunate to have "got" an abundance of quality material from our members over the past year—always enough to fill the pages with informative and enjoyable items.

Particular recognition must go to **Jerry Webb** for his outstanding contribution to *The Trainmaster*. Jerry has been an editor's dream: a steady source of a nice variety of excellent material, and willing to let it be shaped to fit the editor's format. I should mention that Jerry has a national audience, as a number of his pieces have been reprinted in other NRHS chapter newsletters. From your many readers, and most especially from me, *thank you, Jerry*.

Thanks as well to **Rich Carlson**, who has been a frequent contributor, and some of whose material also has been picked up by other chapters. Followers of the changes at Union Station and collectors of railroad-theme postage stamps particularly are indebted to Rich.

I also want to gratefully acknowledge others whose writing has graced these pages in the past year: **Walt Grande, Ray Hewitt, Jack Pfeifer, Kenny Praeger, Jack Runciman, Dave Stimac, and Kermit Williams**. Thanks as well, on behalf of all PNWC members, to Chapter officers and committee chairs who take the time to write out reports for publication in *The Trainmaster*, so that we are kept informed of Chapter activities.

Thanks also to those who have contributed items that have not been printed. Most of those are news items that have appeared in other journals. My preference for *The Trainmaster* is original material, and of that I have published nearly all I have received. I have reprinted a few items, though, that seemed would be of particular interest to our members. The unused material goes into a reading file in Room 1.

The final acknowledgement goes to Circulation Manager **Chuck Storz**, who does the unglamorous chores of maintaining the circulation list, printing and applying the mailing labels, folding, stapling, and mailing the 500-plus copies of *The Trainmaster* that go out every month. Thank you, Chuck.

Mea culpa

A blanket apology. During the course of these twelve issues, *The Trainmaster* has—Alas!—contained many errors of presentation, including typographical errors, omissions of credit for material printed, erroneous or omitted facts, and other sins. Most of the errors were my fault. I sincerely regret any inconvenience or displeasure they may have caused.

Continued on page 4

CHAPTER BUSINESS

Notices

Notice Regard Car Hosts

This is a reminder for members interested in being a car host on Chapter excursions. Applications for car host are available twice each year, at the May and November regular business meetings. If you are interested, look up Jerry or Freda Webb at the May business meeting for your application form.

—Jerry Webb

Committee Reports

ACTIVITIES

Jim Edgar, Chair

A very enjoyable evening was had by all 72 members and friends who attended the Chapter's Annual Banquet, held at the Mallory Hotel on January 28. Amtrak's representative and Chapter member Dan Kuhn was a most enjoyable narrator for his slide show, a widely-varied program ranging from his early experiences with trains to the present day. Rich Carlson introduced our other guest, Mr. Everett Cutter, lobbyist for Rail Transportation in the Oregon Legislature. President Bob Hoffman announced the winner of the Jack Holst Award, also known as "Member of the Year," to be Marilyn Edgar. There was a nice selection of door prizes given out; many thanks to the donors, including Hobbyhouse, Jim's Whistle Stop, Aerosports at Tanasbourne, Dan Kuhn (Amtrak representative and Chapter member), and Hugh Robertson (chapter member).

At the February business meeting we introduced member Jeff Honeyman, who had been invited by the personnel at the Washington Park Zoo to become involved, with perhaps one or two others, in helping plan and carry out a 30th anniversary celebration of the Zoo Train. This idea interested us and we will pursue it.

The Swap Meet took place as scheduled on March 11 at the Jackson Armory. All tables were sold and attendance was good.

April dates to keep in mind are 28-29-30, for the Railcon in Tacoma, Wash. This event will include seminars, train rides, slide shows, and a Railfeed. If you would like more information, call Jim Edgar at 236-7271. Yes, this is the same weekend as our own Bend-Deschutes excursion!

Oriental Limited

MEMBERSHIP

Fred Dorset, Chair

Please welcome the following new member into the Chapter:

JOHN A. SCHMIEDER
522 SE 157th Ave. Loop #15
Vancouver, WA 98684

SUMMARY OF MINUTES BOARD OF DIRECTORS MEETING MARCH 9, 1989

The meeting was called to order by President Bob Hoffman at 7:09 PM.

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 2/28/89: Checking \$44,837.32. Savings \$54,451.59.

The Board passed the following motions at its March meeting: 1) Authorized moving \$6,000 from the excursion checking account to the regular checking account, subject to approval of the Finance committee. 2) Accepted \$52 donation from Doug Auburg and authorized payment to him of \$148 for a new 20 megabyte hard disc and controller for the Trainmaster computer. 3) Motion of commendation to Hugh Robertson for his efforts organizing programs for regular Chapter meetings. 4) Authorized Russ Schoof to dispose of surplus computer parts for the Chapter. 5) Recommended to the membership payment of \$504.61 for repairs to car 3300. 6) Authorized \$650 for National Director Rich Carlson to attend the spring NRHS national board meeting. 7) Denied request from Waverly children's fund to use the car Mt. Hood for one day at no charge. 8) Authorized a charge of \$200 a day for use of the Chapter's auxiliary tender, the charge to be waived by majority vote of the board of directors if appropriate compensation is given to the Chapter. 9) Instructed Bob Hoffman and Rich Carlson jointly to prepare a letter describing the Chapter's past participation and association with S.P. locomotive 4449, stating the Chapter's appreciation for the S.P. now taking an active interest in the locomotive, the letter to be sent to Philip Anschutz along with one of the display models from concessions.

Rolling Stock: Bob Jackson reported that the Chapter made \$2730 in car lease income from the Washington Centennial Winter Games excursions. The cars performed well including steam lines. Arrangements have been made with Bruce Moore for the Chapter to provide most of the labor for the brake conversion on car 6800.

Excursions: Bill Carter reported that 212 tickets have

CHAPTER BUSINESS

been sold for the Bend trip. Bill gave the board copies of the personnel roster for the trip.

Railcon '89: Dave Stimac reported that the organizers of Railcon '89 want the Chapter's cars for their excursion but that there is much confusion about making the needed arrangements.

Zoo Railway Birthday Party: Dave Stimac reported that the Portland Zoo will have a birthday party for the Zoo railway in June. The museum committee has offered to prepare a static display for the celebration.

Finance Committee: Dave Van Sickle reported that the Finance Committee has recommended that committee chairs be clearly advised of their budgets and be required to track expenses as they occur.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES REGULAR CHAPTER MEETING MARCH 17, 1989

The meeting was called to order by President Bob Hoffman at 8:50 PM.

The membership passed the following motions at its March meeting: 1) Authorized payment of \$504.61 in repair costs for car 3300. 2) Authorized the transfer of \$3000 to the rolling stock budget

Treasurer Alan Viewig reported that the Finance Committee has reviewed and approved his current book-keeping practices. Al stated that he will be trying to follow rolling stock expenditures closely this year.

National Director Rich Carlson reported that the Oregon legislature is considering a bill that would create a 26 member state rail development commission.

Rolling Stock: Bob Hoffman announced the appointment of Richard Gray as Rolling Stock Committee chairman. Volunteers are needed to start a Saturday work party. A structural engineer's help is needed to design supports for the generator to be placed under car 6200.

Membership: Fred Dorsett reported that about 350 members have paid dues for 1989. A CPR class will be held at 2 PM on Sat., April 8 at the same location in the Hollywood district as last year.

Excursions: Bill Carter reported that 388 tickets have been sold for the Bend trip as of today. Orders continue to come in at a good rate. Bus arrangements for the trip have been finalized. Randy Nelson asked for pictures from the membership for use in the trip guide.

Railcon '89: Marilyn Edgar reported that use of the Chapter's cars for the Railcon excursion is in doubt due to an impasse over the cost of moving the cars to Tacoma. The Chapter will have a display at Railcon whether or not the cars go.

NRM Director: Bob Hoffman reported that the Northwest Rail Museum will be having a brain storming

session soon to develop a theme for the museum. Bob asked for nominations for the board post to be filled by the Chapter.

Respectfully submitted, Chuck Storz, Secretary

In our library...

New Books

The Los Angeles and Salt Lake Railroad Company

This 252-page book has lots of old and new photos of UP's Salt Lake City-Los Angeles line. Included are good maps, pictures of many stations (some long-gone), and even coverage of UP's bus connection in the Los Angeles area. The book contains a detailed history of the line. No section of the route is left out: Utah, Nevada (including a section on the building of Hoover Dam and the branch built to Boulder City), the California desert crossing, through Barstow and Cajon Pass, and the LA Harbor branch line (including its realignment to take it off downtown Long Beach city streets.

Graphically told is the story of the big flood of 1938, when six inches of rain fell in 24 hours. It played heck with just about everything.

A good-to-excellent book for UP and Southern California area railroad fans.

—Jerry Webb

Northern Pacific Books

The Chapter Library has available for loan the following books on the Northern Pacific.

Northern Pacific A Class 4-8-4
The Northern Pacific Railway of McGee & Nixon
Northern Pacific Supersteam Era
Northern Pacific—Main Street of the Northwest

Editor, from page 2

An Appeal

Finally, a look to the future. *The Trainmaster* is what you, the members of the Pacific Northwest Chapter make it. There are many of you who have good photos to show or stories to tell, small or large bits of historical information that should be set down in print for present use and for posterity. *Please*, sit down, take pen or typewriter or word processor in hand, and *write! Do it now!* I assure you that you won't regret having done so.

—Russ Schoof

NEWS—HISTORY—TRAVEL

Portland UP Dispatcher Is Modern-day Pioneer

When Union Pacific's new \$55 million central computerized dispatching center in Omaha opens on April 1, a young mother of two from Portland will be the first train dispatcher to work in the facility.

The January/February 1989 issue of UP's employee magazine *Info* says Cathy Andrews will be paving the way for her fellow Portland dispatchers, while carving out her niche in railroad history. The Portland dispatch center is to be completely cut over to Omaha by the first of May.

Andrew's dispatch position covering Seattle-Portland and Portland-Hinkle is the first of six Portland positions to transfer. UP's other nine regional centers will be cut over at two-month intervals. The process is to be completed by October 1990, with the Sacramento, Calif. center the last to make the switch.

The Portland center has served as the prototype of the new centralized system. For the past three years, Portland dispatchers have been using a computerized system similar to the new one, but on a much smaller scale.

Andrews says the Portland dispatchers who are heading for Omaha are "...excited about laying the foundation. Portland dispatchers are the opinion leaders and will set the tone for everyone else."

About 250 new dispatchers will be in the new center, controlling up to 700 trains a day. Dispatchers from other regional centers will be looking to Portland people for guidance. As Andrews says, "We'll have solid footing on the system, and a jump on adjusting to the move to Omaha."

Andrews is personally excited about the move and spring is an ideal time for her husband to make such a move. His is a self-employed cement contractor and spring is the peak season in Omaha for that kind

of work. Her two boys are three and six, and the six-year-old will immediately start kindergarten.

Andrews says when the new Portland center opened three years ago, dispatchers were overwhelmed by the new equipment and the increased size of the district each was to handle. She says her territory tripled. However, they all gained confidence and learned how the system works. She feels the same will happen with the new Omaha operation. "We keep hearing it can't possibly work," she says. "It will. It's like a new car; the bugs have to be worked out."

Not all Portland dispatchers are making the move. Some are taking early retirement. Among the latter is Carl Marsh, whom Chapter members met on a recent visit to the Portland center. He also covers the Seattle-Portland and Portland-Hinkle section. Marsh says he does not want to leave. He has put in some 30 years with the UP, including duty at now long-closed stations at the east end of the Columbia Gorge. He has grandchildren who would like to see more of Grand-Dad, and some fish in the Deschutes and other streams waiting for his baited hook.

The Portland center controls UP operations in Oregon, Washington, Idaho, and parts of Wyoming and Utah. The nine other regional dispatch centers are in Salt Lake City; Cheyenne; North Platte; Kansas City, Kan.; Kansas City, Mo.; Little Rock; Spring, Tex.; Denison, Tex.; and Sacramento.

The Omaha center is the first attempt by a railroad to consolidate its entire dispatching operation into one location. Other railroads worldwide are watching closely. As one of the members of the committee overseeing the project said, "This is not a prototype for a center. This is it."

—Jerry Webb

You Never Know Who You'll See

Recently, while arranging railroad magazines in the Chapter's library, I saw on the cover of the 1955 *Railroad* magazine the name "Stewart Holbrook." Knowing that he wrote about railroads in the northwest, I turned to the contents page to find the story's page number.

There, listed as co-author of the story, was the name "Al McReady."

I said to myself, "Now, there is a familiar name. Could it be?" So I started looking for the story. Before I got there, I saw on page 6 a familiar—but very young-looking—face. Again to myself: "Sure, it has to be."

I read the short piece there, in the biographical section on authors. It said, "Al McReady in 1955 was Associate Editor and Editorial writer for the *Portland Oregonian*." Bingo! It was! The same Al McReady who is a member of our chapter.

The story the two authored was "Engine Smoke in the Big Woods," about Shay, Heisler, and Climax geared locomotives used in the woods to haul logs to the mill.

McReady is quoted in the biographical piece as saying he had an uncle whose farm was bisected by the **Valley & Siletz Railroad**, running from Independence to Siletz in the Coastal Range. Another uncle was an engineer on that line. When the young Al visited the farm he always ran down by the railroad to wave to his uncle.

Al is best known for his newspaper career, but in the article he says he also had a short career in railroading, serving as an apprentice carman in Union Pacific's Albina Shop in 1937—a career, he says, that ended suddenly when a red-hot rivet dropped down the open neck of his jumper.

As the saying goes: you never know who is going to turn up.

—Jerry Webb

Railfan Notes, from page 1

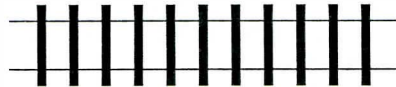
A. Philip Randolph

25



USPS has issued another stamp with a railroad theme: the 25-cent A. Philip Randolph commemorative, one of its Black Heritage Series. Randolph organized the Brotherhood of Sleeping Car Porters (1937) and later became vice-president of the AFofL-CIO (1957). A tireless fighter for civil rights, Randolph at age 74 directed the massive 1963 March on Washington for Jobs and Freedom.

The stamp was issued February 3, 1989, during Black History Month. Details of the release are posted on the bulletin board in Room 1.



Laugh Track

WARNING: Some of the following material may be unsuitable for today's sophisticated reader. Caution advised. —Ed.

Part of the process of preparing stories for *The Trainmaster* is my going through old periodicals related to railroading. Several contain pages of jokes. As *The Trainmaster* is a railroad periodical, I thought we should join the group. So here is some of the humor that entertained folks in days gone by.

Memories from Union Station Tracks

The tracks of Portland Union Station in their 100-year history have felt the weight of untold railroad engines, cars, and equipment, through several floods, wars, and many busy years.

In early years, there was a temporary passenger station, a six-stall engine house, with one mile of siding and eight tracks leading to the Steel Bridge. The facilities were all along N.W. Front Avenue. A turntable to turn engines and passenger cars was located just below and north of the Steel Bridge. At one time there were three freight houses: the Northern Pacific, Southern Pacific, and Union Pacific.

From about 1915 to 1925, electric trains left the Union Station tracks to travel to Beaverton, Hillsboro, Forest Grove, McMinnville, and way points. (MAX, take note!) Many steam trains also left Union Station bound for Tillamook, via Fourth Avenue, Tigard, Banks and to Rockaway. Others traveled to Roseburg, Cottage Grove, Salem, Coos Bay, Astoria, Seaside, Pendleton, Walla Walla, Spokane, and Seattle.

The largest share of freight and passenger trains leaving the station were handled by the UP, GN, SP,

and SP&S. Four million passengers passed through in 1944 alone! In 1949, 520,000 freight cars, 162,000 passenger cars, and 261,000 tons of U.S. Mail moved over those tracks.

The Portland Terminal Railroad Company (previously the Northern Pacific Terminal Company) handled all the switching over eleven depot tracks and twelve more tracks over toward Front Ave. For years, our Company handled and serviced engines for the SP and the NP. The Northern Pacific Terminal Co. owned their own switch engines. For years, there were three switching crews working three shifts, starting out of the yard office at Ninth and Front Streets.

Now the tracks are being removed. As each spike is pulled up and thrown on the scrap pile, it could bear the name of a former Terminal Co. employee—each with his own happy memories, starting in the days before 1917 when Union Station was called Grand Central Station.

After all the dust has cleared, seven tracks will remain next to the Station. Here is hoping for shining rails and a bright future for the Union Station properties.

—John K. Runciman

From a 1930s-era **Locomotive Engineers Journal** are these that I hope are as entertaining to you as to me.

"Who gave the bride away?"

Came the answer: "Her little brother. He stood up in the middle of the ceremony and yelled, 'Hurrah, Fanny, you've got him at last!'"

In the 1930s, a place for male socializing was the barber shop—the theme for this one:

Hubby: "I picked up that joke this morning at the barber shop."

Wife: "It must have gone there to get rid of its whiskers."

Now that you have stopped laughing over that one, read on...

Tess: "You can't believe everything you hear."

Rose: "No, but you can repeat it."

And this one:

The young man at a dance lost a wallet containing \$600. He got up on a chair and announced:

"Gentlemen, I lost my pocket-book with \$600 in it. To the man who finds it I will give \$50."

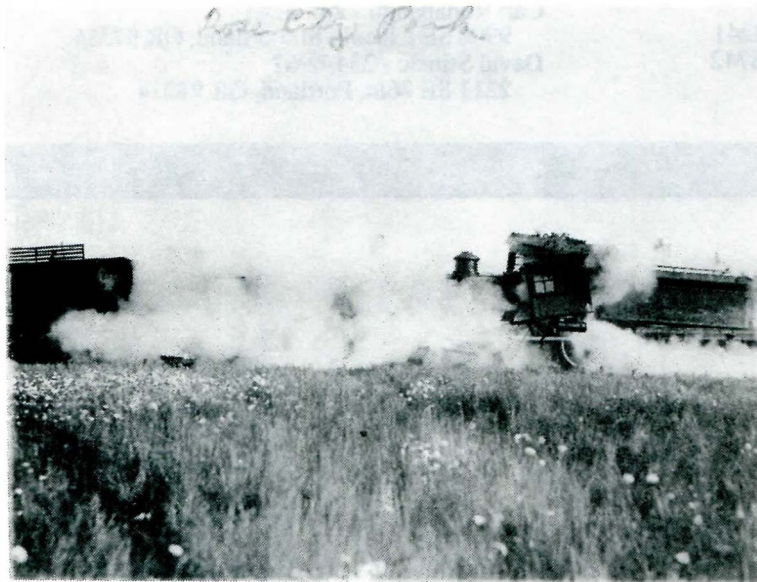
Voice from the rear: "I'll give \$75."

That's all for this month!

—Jerry Webb

The Great Locomotive Crash:

In Jerry Webb's February article on the steam locomotive crash staged in 1922 at the Rose City Speedway, he urged anyone with more information to step forward.



The first result of Jerry's appeal was the letter from Merritt (Bud) Parks that appeared in the March *Trainmaster*. The next result was the pictures seen on this page, which member Terry Parker dug up from his collection.

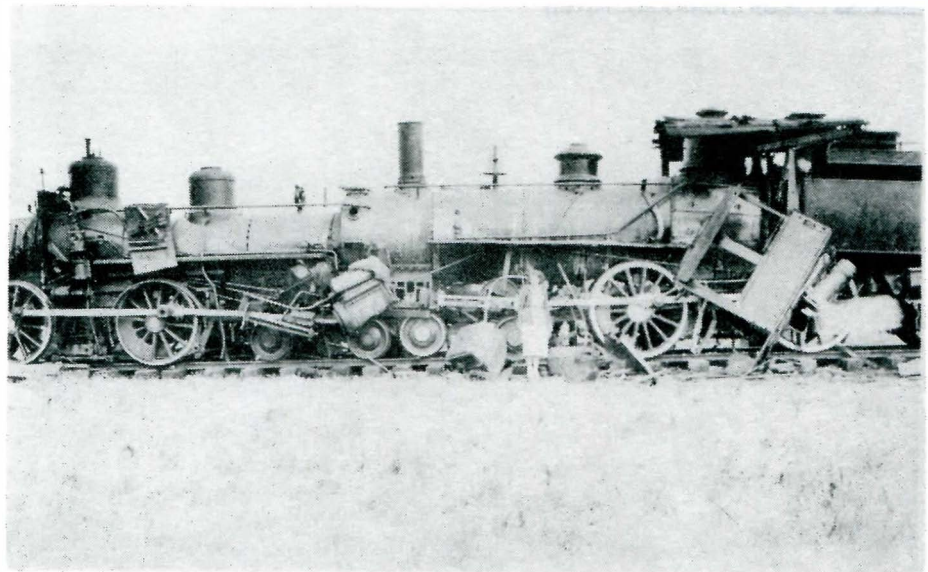
Unfortunately, there is no information to accompany the photos. They do confirm Bud Parks' recollection that the crowd was kept well away

Part III

from the point of impact.

Quite a bump!

—R.S.



COMMITTEE CHAIRS

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Meeting Program Coordinator:
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Concessions: Marilyn Edgar, 236-7271
Excursions: Bill Carter, 646-8116
Finance: Dave Van Sickle, 297-3807
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 McCready, 281-2415
Publications: Vacant
Rolling Stock: Richard Gray, 656-0260
Car Rental Agent: Carl Rodabaugh, 253-4241
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