

# The



# TRAINMASTER

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



## DECEMBER 1990

### Book Review

### WEST FROM OMAHA - A RAILROADER'S ODYSSEY

by Jack Pfeifer.

Published 1990 by Pacific Fast Mail.

This is an all-color book of photos taken by Chapter member Jack Pfeifer during his career as a claims agent for the Union Pacific. Jack moved West over the years and made the most of railroad photo opportunities on a continuing basis.

The quality of photo composition is consistently good throughout the book with three-quarter front views being the most common format. As you might imagine, emphasis is quite heavy on Union Pacific power but with a variety, in lesser numbers, of other roads. It should be said that this is not a book about the Union Pacific in the Northwest. A large number of the photos are from the Midwest and the mountain states.

Color reproduction is generally good to excellent with some steam locomotive photos on the dark side. On pages 186 and 187 the photo of SP&S 700 came out better than an 8 x 10 color print this writer had made from the same slide.

*Continued on page 7*

### CONTENTS

Timetable .....	1
Chapter Business .....	3
Minutes of Meetings ..	4
News-Events-Travel ..	6

## CHAPTER TIMETABLE NO. 339

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, December 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, December 21 Friday, 7:30pm**, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. **ELECTION OF OFFICERS.** The business meeting will start promptly at 7:30, with the newsreel and program 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 SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

**ROLLING STOCK WORK SESSIONS, every Tuesday and Saturday**, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

**ARCHIVES WORK SESSIONS, Thursday, December 13 & Saturday, December 22, 1 to 4pm** at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 659-9201 for more information—or just show up! There's lots of work to do.

**CHAPTER LIBRARY OPEN HOURS, Saturday, December 22 noon to 3pm** at Room 1, Union Station. On duty: Jim Loomis. Closed December 29 for the holidays.

### EXTRA BOARD

**PNWC MUSEUM CAR 76 AT DRAIN HOLIDAY PREVIEW, DRAIN Oregon, December 1-2.** Helpers are needed for this trip—contact Dave Stimac at 656-9392.

**LEWIS & CLARK RR CHRISTMAS TREE TRAINS, December 1, 2, 7, 8, 9, 14, 15, 16, 21, 22, 23.** PNWC has been asked to provide car hosts on most of these trains. If you would like to help, all Jerry Webb at (503) 298-8163. Regular fares: adults \$15, children \$8. Trees are \$16 - \$23.

**ANNUAL CHAPTER BANQUET, Saturday, January 26, 7pm** at the Mallory Hotel. Be ready to make your reservations for this. More information on page 2.

**RESURRECTION OF STEAM: THE LADY, February 1991** in the Silver Gallery of the Smith Memorial Center at PSU. Photo exhibition on the SP&S 700, by Kyrian Gray.

**ANNUAL PNWC-COLUMBIA GORGE SWAP MEET, Saturday, March 2, 1991.** Workers are needed—it's never too early to volunteer. Contact Esther Rosu at 659-5157.

### DECEMBER MEETING PROGRAM

#### *Changes to Brooklyn Yards*

*by Richard Parks*

*Program begins after business meeting.*

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Esther Rosu at 659-5157.

## 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:

Attn. TM Editor  
PNWC-NRHS  
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Portland, OR 97209-3715

### EDITOR:

Russell Schoof - 829-7269  
17777 S. Ramsby Rd.  
Molalla, OR 97038

### CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$25/yr.  
Joint...\$30/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 thirty-second—and last—as editor. Many members have contributed material for *The Trainmaster* over the nearly three years that I have been at the helm. I wish to thank you who have done so, both for myself and on behalf of the Chapter members. What keeps *The Trainmaster* going is those members who take the time to write or clip or otherwise provide items for its pages. I am sure you will continue your strong support of our newsletter under incoming editor Michael Callanan.

Thank you all!

—Russ Schoof

## Jack Holst Award

Proposals are being solicited for candidates for the Jack Holst Award, which is awarded annually to a Chapter member for outstanding contributions to the Chapter during the previous year. Any Chapter member may put forward any other member for the Award. If you would like to propose a deserving member for the Award, contact one of the members of the Nominating Committee: Irv Ewen, Marilyn Edgar, or Peter Rodabaugh. Voting on the Award will take place at the January 1991 business meeting, and the presentation will be made at the Annual Chapter Banquet on January 26.

## Seattle on Mount Hood

Marilyn Edgar would like to hear from anyone who would be interested in taking the *Mount Hood* to Seattle on December 29 - 31. This is the last trip that the car will be able to make until it has its 40-year inspection, as required by Amtrak. Cost and other arrangements currently are unknown. If you are interested, call Marilyn at 236-7271.

## Annual Chapter Banquet

The Annual Chapter Banquet will be held January 26, 1991, at the Mallory Hotel in Portland at 7:00pm. The Jack Holst Award will be presented there, and there will be a program and door prizes. The menu and program will be announced at the December business meeting. Cost will be \$11.95 to \$13.95.

More information will appear in the January *Trainmaster*.

## 1991 Membership Dues

Now is the time to pay your membership dues for 1991. Dues notices are going out to PNWC members who hold their National membership through the Chapter. The 1991 dues are \$25.00 for an individual and \$5.00 for a spouse's membership.

National membership is required in order to qualify for local Chapter membership. That membership can be held either through this chapter or another NRHS chapter to which you belong.

### Chapter-only Members — NOTE!

Chapter-only dues are due now. They are \$13.00 annually for the individual, plus \$3.00 for a spouse's membership.

*This is the only notice you will receive.*

# CHAPTER BUSINESS

## 1991 Budget

The Chapter budget for 1991 was adopted by the membership at the November business meeting, as listed below.

### CASH RECEIPTS

ACCOUNT	1990 Budget	1991 Budget
0000 Cash Forward	\$16,000	\$16,000
3010 Interest, Checking	1,000	1,000
3020 Interest, Savings	3,000	0
3100 Membership Dues	6,000	7,000
3200 Stock Dividends	0	0
3300 Donations	0	0
3900 Extraordinary	0	0
4010 Activities, Chapter	0	0
4020 Activities, Public	2,000	2,000
4100 Concessions	4,000	4,000
4150 Swap Meet	0	0
4200 Library	0	0
4350 Net Spring Excursion	0	0
4360 Net Fall Excursion	0	0
4370 Other Net Excursion	0	0
4400 Rolling Stock	8,000	8,000
<b>TOTAL CASH RECEIPTS</b>	<b>\$40,000</b>	<b>\$48,000</b>

### CASH DISBURSEMENTS—Supporting Services

ACCOUNT	1990 Budget	1991 Budget
7000 Rent	\$5,000	\$4,000
7110 Dues, National	3,200	3,200
7120 Dues, Other	250	250
7200 Telephone	1,100	1,000
7310 Office Supplies	1,500	1,500
7320 Bulk Postage	1,000	1,000
7330 Stamps	500	500
7410 Trainmaster	3,000	3,000
7420 Editor's Stipend	900	900
7500 Insurance	6,000	18,000
7600 Treasury Function	800	800
7700 Extraordinary	500	500
<b>TOTAL SUPPORT SVCS</b>	<b>\$23,750</b>	<b>\$34,650</b>

### CASH DISBURSEMENTS—Program Expenses

ACCOUNT	1990 Budget	1991 Budget
6010 Activities, Public	\$2,000	0
6020 Activities, Chapter	0	0
6100 Concessions	2,000	2,000
6140 Swap Meet Expense	0	0
6200 Library	1,700	2,000
6400 Roll Stock Rent	3,550	3,550
6500 Roll Stock Acquisition	0	0
6510 Roll Stock Maintenance	3,000	3,000
6610 Nat'l Directors Mtgs	1,500	1,500
6620 Membership/Hospitality	0	800
6630 Historic Foundation	0	0
6640 Museum	500	500
6650 Publications	0	0
6660 Public Relations	0	0
6700 Excursions	2,000	0
6800 Union Station	0	0
Extraordinary	0	0
<b>TOTAL PROGRAM EXPENSES</b>	<b>\$16,250</b>	<b>\$13,350</b>

<b>TOTAL EXPENSES</b>	<b>\$40,000</b>	<b>\$48,000</b>
<b>RECEIPTS</b>	<b>\$40,000</b>	<b>\$48,000</b>

## Notices

### 1991 OFFICERS

Chapter officers for 1991 were elected at the November business meeting. They are:

President	Chuck Bukowsky
Vice President	Dave Van Sickle
Treasurer	Maxine Rodabaugh
Secretary	Chuck Storz
National Director	Bob Hoffman
Directors-at-Large	Fred Dorsett Ray Myer

### JACK HOLST AWARD COMMITTEE

President Bob Hoffman has appointed a committee to handle the nomination of Jack Holst Award nominees for this year. Nominations for the Award are solicited, and should be forwarded to the Committee. Members are:

Irv Ewen, Chair  
Marilyn Edgar  
Peter Rodabaugh

### ROOM 105 UNION STATION AD HOC COMMITTEE

President Bob Hoffman has appointed a new ad hoc committee to work with the Portland Development Commission on using Room 105 in Union Station for a museum display and concessions sales. Members are:

Dave Van Sickle, Chair  
Chuck Bukowsky  
Marilyn Edgar  
Tom Green  
Dave Stimac

## Committee Reports

### MEMBERSHIP

*Fred Dorsett, Chair*

Please welcome the following new member to the Chapter:

THOMAS SMITH  
Camas, WA

## CHAPTER BUSINESS

Please note that it is time to pay your dues for 1991. (Details are on page 2 —*Ed.*)

### National Director's Report

The report on the Fall 1990 National Board meeting appears on page 6.

### Summary of Minutes - Board of Directors Meeting - November 8, 1990

The meeting was called to order by President Bob Hoffman at 7:18 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 10/31/90: Checking \$12,153.81. Excursion \$27,580.06. \$37,596.57 of bond sales money has been spent on the dedicated cars to date.

The Chapter board passed the following motions at its November meeting: 1. Approved the 1991 Chapter budget as proposed by the finance committee and recommended approval by the membership. 2. Authorized spending \$530 to purchase a Ventura software program to be used to produce *The Trainmaster* and recommended approval by the membership.

Excursions: Bill Carter reported that the excursion committee has critiqued the Seattle and Astoria excursions and feels that both came off well. Work has begun on the Sacramento excursion with the question of a two- or three-day trip yet to be answered. Al McCready pointed out that a request must be sent to the B.N. for permission to run over their tracks. Bill Carter reported that other trips for 1991 are being considered including a fall Amtrak trip to Redding.

Finance Committee: Dave Van Sickle passed out copies of a proposed travel reimbursement policy. The board agreed in general with the proposal but felt that board approval should be required before travel expenses were incurred. The proposal was referred back to finance for more work.

Museum: Dave Stimac reported to the board on a number of items. The U.P. has turned down the Chapter's request for an RPO car. Cars 76 and Mt. Hood are ready for the Drain, OR display. An Oregon

Northwestern AS 616 is still available for \$8500 if the Chapter is interested. Dave reviewed possible museum sites including the Union Station and Portland Traction yard, both under PDC control and a new possibility at Brooks, OR. Dave reported that the Columbia Gorge Commission is actively interested in a round trip steam train operation in the gorge.

Rolling Stock: Richard Gray reported that the windows in car 4461 are almost complete. Bob Jackson is handling the move of the two RDC cars which are still somewhere east of Chicago. There is the possibility of a lease of several Chapter cars in December for a shopping excursion from Seattle to Leavenworth, WA. Car 1220 is being prepared for painting in the same colors as the Mt. Hood.

Respectfully submitted, Chuck Storz, Secretary

### Summary of Minutes - Regular Chapter Meeting - November 16, 1990

The meeting was called to order by President Bob Hoffman at 7:37 PM.

Treasurer Maxine Rodabaugh reported bond sales of \$43,400 to date.

The following motions were passed by the membership at the November meeting: 1. Approval of the budget for 1991 as referred by the board. 2. Approval of the expenditure of \$530 to purchase the Ventura software program to be used to edit *The Trainmaster*.

Rolling Stock: Peter Rodabaugh reported that cars 3300, 6800 and 4461 have been leased for a Seattle to Leavenworth excursion. The two RDC's are due in Portland in about seven days. Work parties continue on Tuesdays and Saturdays.

Excursions: Bill Carter reported that both the Seattle and Astoria trips went well. For 1991 details of a Sacramento trip are being worked on. Other possible 1991 trips include a fall Amtrak trip to Redding, CA. Overall the Chapter had a good year with its excursions in 1990.

Membership: Fred Dorsett reported that the 1991 dues notices are on hand. Notices not picked up at Chapter meetings will be mailed.

Museum Committee: Dave Stimac reported that work is needed on the displays in car 76 before it goes to Drain, OR. Dave also relayed word from the PDC that there would be not be a railroad museum in the Union Station area unless and until all the rail groups in the area agree to work on it together.

## CHAPTER BUSINESS

PRPA/700: Randal O'Toole of PRPA reported that locomotive 700 needs boiler work before the trip to Sacramento. There were 700 passengers on 14 cars on one of the recent Washington Central trips out of Yakima.

Holst Award: Bob Hoffman appointed Irv Ewen, Marilyn Edgar and Peter Rodabaugh as the committee to handle the Jack Holst award for 1990.

Elections Results: Elections Chair Janet Rodabaugh reported the following results of tonight's election of 1991 officers and directors: President: Chuck Bukowsky; Vice President: Dave Van Sickle; Treasurer: Maxine Rodabaugh; Secretary: Chuck Storz; National Director: Bob Hoffman; Directors-at-Large: Fred Dorsett and Ray Myer.

Respectfully submitted, Chuck Storz, Secretary

### Car Appraisal

*Editor's note: This continues the series of evaluations of Chapter passenger cars made in preparation for the bond sale.*

#### PNWC 1220

##### CAR TYPE AND HISTORY

Coach--Built by Pullman Standard at Worcester, MA, in October of 1950 for the second lightweight *Empire Builder* of the Great Northern as part of lot W6880 to plan 4109A. Sold in 1973 to New Jersey DOT and rebuilt to 108 seat commuter coach 103. It was acquired by PNWC in 1988. The car was inspected in out of service condition in Portland, OR.

##### RUNNING GEAR

The car has Commonwealth cast pedestal trucks, with single equalizers and coil spring suspension. Wheelsets are 6x11; two with Hyatt roller bearings (2<sup>1</sup>/<sub>4</sub>" thickness each) and two with Timkens (2<sup>1</sup>/<sub>4</sub>" and new). These wheels are equipped with cast iron tread brakes actuated by D-22 schedule valves. The car is equipped with type H tightlock couplers.

##### AUXILIARIES

The car is equipped with conventional genmotor and storage battery electrical systems. The air conditioning has been upgraded to Carrier 5F40 compressor and dry condenser. The steam heat system is intact. The operating condition of these systems is unknown.

##### BODY AND INTERIOR

The body of this car is of lightweight carbon steel smoothside construction. Body and roof are good to fair, with some rust in the vestibule and on the window line. The paint finish is adequate, but has suffered graffiti. The interior has been stripped in anticipation of restoration, but little work has yet progressed. The commuter walkover seats have been stored. The floor is covered with rubber transit flooring and is in good condition. The walls are painted and are in poor condition. Windows are of lexan and are in poor condition. The window shades were eliminated by NJDOT.

#### PNWC 7117

##### CAR TYPE AND HISTORY

Sleeper Lounge Solarium--Built by Pullman Car and Mfg. in August, 1928 as part of lot 6183 to plan 3974A for use on the CNW *NorthWestern Limited* and named *Minneapolis*. As originally built it had six single bedrooms, a lounge, and a solarium. In 1934 the car was renamed *Mission Santa Ynez* and assigned to the SP. In 1936 it was rebuilt to its present plan as an eight double bedroom lounge solarium. It was retired into work train service in Eugene, OR on the SP from which it was acquired by PNWC. The car was inspected in out of service condition in Portland, OR.

##### RUNNING GEAR

This car has Commonwealth cast pedestal six wheel trucks, with outside arch side bearings, drop equalizers and semi-elliptical friction bearings. These wheels are uniformly 1<sup>3</sup>/<sub>8</sub>" thick. Cast iron brake shoes are actuated by two body mounted 16" brake cylinders and U-12 schedule brake valves. The car is equipped with type E couplers.

##### AUXILIARIES

All self-contained hotel capabilities have been stripped from the car. It was once equipped with a Waukesha ice engine for air conditioning.

##### BODY AND INTERIOR

The body of this car is of heavyweight carbon steel riveted construction. Body sides are in good condition and the roof is fair. There are no diaphragms or buffers

*Continued on page 7*

## NEWS—HISTORY—TRAVEL

### Fall 1990 NRHS Board of Directors Meeting

*Rich Carlson, National Director*

The Fall 1990 meeting of the NRHS National Board of Directors was held at the Executive Inn Rivermont in Owensboro, Kentucky, over the weekend of November 9 through 11. At the business meeting on Sunday, there were approximately 100 persons in attendance, about 70 of whom were National Directors, Regional Vice Presidents and other national officers. Given the relatively remote location of Owensboro, this was an excellent turnout.

The meeting was hosted by the Owensboro Chapter, and all eight of the charter members who founded the group in 1964 are still active! Owensboro is located on the Ohio River about 40 miles east-southeast of Evansville, Indiana, and was first settled in 1797 by a man who followed a buffalo trail that led to the south bank of the river.

Owensboro is a small town but, like all too many cities in America today, its downtown consists mostly of court and government offices, county, state and local. What few retail businesses remain are mostly second-hand and specialty stores. The most viable place I saw was a stationery store, which serves the banks, insurance companies, legal firms and other offices that dominate the downtown economy.

One downtown sight that captivated me was an old outdoor advertising sign about 20 high by 30 feet long painted on the south wall of an old brick building on Allen between 2nd and 3rd streets. It featured a huge package of Wrigley Spearmint gum, with inscriptions such as "The Flavor Lasts" and "5 cents—Sold Everywhere—5 cents." I was mystified as to how it could have survived so long and yet be in such excellent condition. The answer came on my way out of town when I was informed that

about six months ago an adjoining brick building had been demolished to make a parking lot! For at least three-score years the sign had been protected from the elements, leaving the paint in incredibly great shape! I urged the guy who told me about it, who says he is a friend of the Owensboro mayor, to restore the sign just as was done here in Portland on the Albers Mills signs that abut the Broadway Bridge. It really is a true piece of Americana that should not be lost.

Friday the 9th it rained from start to finish, but NRHS members were on their own and I sold two other directors on the idea of driving over to Fort Knox, home of the army's First Armored Cavalry as well as the site of much of our nation's gold stock. Some 75 miles east of Owensboro, Fort Knox is also the location of the General George S. Patton Museum.

We toured the museum, which in addition to all kinds of things associated with General Patton, also houses a wonderful collection of armor, tanks and the like dating back to World War I and before. While there are tanks and armored vehicles both inside and outside on the base, visitors are not allowed to observe tanks operating on the range. A lot of the men and equipment are now in Saudi Arabia for Operation Desert Shield, but schooling and training continue at this home of mechanized warfare.

I enjoyed seeing the 1939 Cadillac four-door sedan in which the general was fatally injured, as well as many of his personal possessions. There is an original battle plan personally drawn by General Rommel, and the collection of tanks includes examples from Germany, the Soviet Union and Japan, as well as a comprehensive display of American tanks and military vehicles. If you ever get to that area, don't miss taking this place in. Admission is free and the museum is

but a short distance inside the main gate of the base.

I saw the Fort Knox Bullion Depository—from a considerable distance. The impressive two-story granite, steel and concrete structure is well protected by several fences, TV surveillance cameras, etc. and the public gets nowhere as close to the building as in earlier times. Needless to say, there are no public tours and no free samples!

Saturday morning we woke to clearing skies and drying conditions. I like that about weather in the central part of the country. It may rain like hell, but it gets it over with and nice sunny skies return. In fact, I got to enjoy 71-degree weather under clear skies in Chicago on my way back to Portland!

We were taken on a tour of Yankeetown Dock, located ten miles or so downriver from Owensboro near Newburgh, Indiana. The dock is owned 60% by Amax Coal Company and 40% by Peabody Coal Company. They own all of their coal gondolas which they run over a 27-mile line from the Ayrshire Mine to their facility on the river, where the coal is loaded onto barges for transport to coal-burning electric utilities throughout the region. Interestingly, although they run as many as 25 trains a day of 35 to 135 cars each, which will carry some 3.9 millions tons of coal in 1990, the incorporation letters specifically state that Yankeetown Dock is not a railroad and will not conduct a railroad business! All train movements are handled by the dock's train dispatchers via radio communications and blocking limits with appropriate dispatching sheets and lighted control board (their version of CTC).

Saturday night we had a buffet dinner aboard a diesel-powered cruise boat named the *Executive Queen*. The weather was on the

cool side, and while some hardy souls spent a lot of time on deck, most stayed inside on either of the two deck levels enjoying the food and company of fellow NRHS members. We docked about 7:45 pm and I rushed to see Country-Western star Tammy Wynette, who was appearing in a huge showroom lounge that is part of the hotel complex. I enjoyed the show along with close to 800 others who virtually filled the place.

#### Business Meeting

The business meeting on Sunday convened at 8:37 am, Dr. Raymond A. Wood presiding. He reported on the ongoing activities being performed by members of the national society, as did other officers and directors.

Two new chapters were voted into the NRHS. One, the Southern California Chapter, located in Barstow, joins us with 132 charter members! They sent four representatives to participate in the formal installation. The other, the Gold Spike Chapter, is headquartered in West Jordan, Utah.

David Ackerman, Director of Membership Development, reported there has been a gain of 770 members (up 4%) in national membership over the same period a year ago, resulting in a total, including spouses, of 19,481 persons.

Secretary Gregory Molloy pointed out that the NRHS By-Laws were amended as of June 16, 1990, and cautioned that all old

copies of by-laws should be marked "Obsolete."

Reports made on previous national conventions reveal that Tri-State still has not made a final report on the 1988 Convention and that people are still owed money. Mark Cedeck reported on the 1990 Convention in St. Louis, which was very successful. Over 2,100 registered and it is anticipated that close to an \$80,000 profit will be realized. Only the last day's trip was not a sell-out.

Interestingly, the best turnout came from NRHS members living on the East and West Coasts!

The 1991 Convention, scheduled for August 7 through 10 in Huntington, West Virginia, will feature trips behind three different steam locomotives, namely Norfolk & Western 611, Nickel Plate 865 and Pere Marquette 1225.

The Central Coast Chapter (San Jose, California) National Convention in 1992 plans to have UP 844 and SP 4449. However, Chicago in 1993 also hopes to have the same locomotives, so there could be some changes there. A highlight of the Chicago Convention will be a special train out to the great railway museum in Union, Illinois. Atlanta, Georgia, was selected as the site of the 1994 Convention, and Lancaster, Pennsylvania, for 1995. Start saving now so that you may attend as many of these conventions as possible. They really are enjoyable affairs and Pacific Northwest Chapter members

generally have not participated in them as fully as they might.

Upcoming Board of Directors meetings are Bethlehem, Pennsylvania in Spring, 1991; Sharon, Pennsylvania in Fall, 1991; Savannah, Georgia in Spring, 1992; and Lexington, Kentucky in Fall, 1992.

The meeting was adjourned at 11:59 am.

As it turns out, this was the last Board of Directors Meeting where I represent the Pacific Northwest Chapter. I have enjoyed having the opportunity to serve in this capacity, and wish my successor, Bob Hoffman, well in taking over the duties and responsibilities of National Director. I am sure he will be equally impressed with the quality of the membership and the strength of the NRHS as it continues to grow in stature and national recognition.

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#### Review, from page 1

One reaction to the book is to remember all the photo opportunities missed over the years. Jack didn't miss many. The book covers quite a span of years with many photos of the steam-diesel (and -turbine on the U.P.) transition years. Highly recommended as an overall excellent value. Available to Pacific Northwest Chapter members through the December, 1990 meeting for \$49.50. The regular retail price is \$59.95.

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#### 7117, from page 5

on the car. The vestibule opens only to the right hand side of the car; this seems to have been as built.

The interior of the car has been modified for use in work train service, but not to the extent usually found. The double bedrooms are mostly intact, and it was reported that much of the hardware is extant but stored. Bedrooms C and D have been obliterated for a shower. The

general toilet is intact. Much of the wood molding from the lounge and solarium is intact. Most of the original windows and frames are intact. The car is not in too bad a state to make restoration feasible.



## COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157  
Meeting Program Coordinator:  
Vacant  
Bylaws: Vacant  
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, 656-9392  
Public Relations: Al McCready, 281-2415  
Publications: Irv Ewen, 232-2441  
Rolling Stock: Richard Gray, 656-0260  
Chief Mech. Off.: Peter Rodabaugh, 771-8545  
Car Rental Agent: Carl Rodabaugh, 253-4241  
Ad Hoc "Union Station": Terry Parker, 284-8742  
Ad Hoc Property Development: Al McCready,  
281-2415  
Chapter representative, Portland Rail Equipment  
Advisory Group: Bob Hoffman, 659-0914  
Chapter representative Northwest Rail Museum  
Board: Chuck Bukowsky, 284-7277

## CHAPTER OFFICERS:

President: Bob Hoffman - 654-0914  
14105 SE Laurie, Milwaukie, OR, 97267  
Vice President: Bill Carter - 646-8116  
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Secretary: Chuck Storz - 289-4529  
146 NE Bryant St, Portland, OR 97211  
Treasurer: Maxine Rodabaugh - 253-4241  
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National Director: Rich Carlson - 292-0975  
9110 NW Stark Ct, Portland, OR 97229  
*Directors-at-large:*  
Chuck Bukowsky - 284-7277  
3004 NE 28th Ave., Portland, OR 97212  
Fred Dorsett - (206) 256-4981  
P.O. Box 4202, Vancouver, WA 98662  
Bob Jackson - 233-2667  
2131 SE Tenino St, Portland, OR 97202  
Jerry Schuler - 285-7941  
2034 N Webster St., Portland, OR 97217  
David Stimac - 656-9392  
2136 SE 5th, West Linn, OR 97068  
Jerry Webb - 298-8163  
1402 Dry Hollow Rd., The Dalles, OR 97058

THE TRAINMASTER  
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