



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



FEBRUARY 1991

Swap Meet

Our annual swap meet is coming up in March. Each year we team up with the Columbia Gorge model railroaders for a one day rail enthusiasts bazaar.

This is one way we have of acquiring the much needed capital to support our fiscal responsibilities and restoration projects and is only one of many ways that you can become better acquainted with your fellow chapter members.

If you like to meet people, selling tickets might interest you. For those who feel more at ease in the kitchen, Nita Rhegitto or Christy Schoof will direct you in the very special art of keeping your buns toasted, and weenies roasted. If you like to keep a low profile, we need help friday night for set-up and Saturday after everybody's gone to take it all back down.

We would like to be able to rotate people, so nobody has to put in a full day. With a high turn-out we can give everybody short shifts so you will have time to browse and talk.

So, if your father hasn't died, or your sister didn't just get married, call Chuck Bukowsky at 284-7277 for your assignment. We'll be glad you did!

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CHAPTER TIMETABLE NO. 341

REGULAR RUNS

BOARD OF DIRECTORS MEETING, February 7, 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, February 15, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. 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, February 7 & Saturday, February 16, 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, February 16 & February 23rd 1 to 4pm at Room 1, Union Station.

EXTRA BOARD

RESURRECTION OF STEAM: THE LADY, February 5 thru March 5, 1991 in the Silver Gallery of the Smith Memorial Center at PSU. Photo exhibition on the SP&S 700, by Kyrian Gray. Open regular campus hours.

ANNUAL PNWC-COLUMBIA GORGE SWAP MEET, Saturday, March 2, 1991. 10:00am to 4:00pm. Adults \$2.00 Children under 12 *FREE*. Workers are still needed—it's never too early to volunteer. Contact Chuck Bukowsky 284-7277

FEBRUARY MEETING PROGRAM

Trolley Vallhalla

by Al Haig

featuring the last of the interurbans being burned at Oaks Park.

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

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
Room 1, Union Station
Portland, OR 97209-3715

EDITOR:

Michael J. Callanan
1020 NE 131st Pl.
Portland, Oregon 97230
281-1824

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!

—MC

Resurrection of Steam*The Lady*

a look at the restoration of
the SP&S 700
from Oaks Park
to her first revenue run
in over 30 years
through the lens of
Kyrian Gray

Reception - February 7th
Silver Gallery-Smith Memorial Center-PSU
5:00 to 7:00 pm

Apply Yourself

Part of the fun in belonging to the chapter is getting to know the other wild eyed crazy people who for some reason never outgrew their love for railroads. Some like electricians, while others prefer steam. A few of our people have become quite proficient in photography and a handful have managed to turn their pastime into a profession.

We have several positions available at this time that need to be occupied in order to keep our chapter running smoothly. Activities director Esther Rosu had to step down because of increased responsibilities at work, with Pat Barbour just recently accepting the post. A meeting program coordinator is still needed and the bylaws chair is vacant.

The pay is low and the work sometimes long and tedious but your efforts are rewarded by the friends you meet in this organization called the National Railway Historical Society.

CHAPTER BUSINESS

Committee Reports

Membership

Fred Dorsett, Chair

Please welcome the following new members to the chapter:

Greg D. Briese
214 NE 72nd
Portland, Oregon 97213

James W. Gilman
15411 SE Mill Plain Blvd. #C14
Vancouver, Washington 98684

H. Douglas & Sharon Simmons
11301 NE 7th St. Apt.X-2
Vancouver, Washington 98684

Alfred William Wagner, MD
8200 SW 147th Terrace
Beaverton, Oregon 97002

Howard C. Woodworth
2008 E 12th St.
Vancouver, Washington 98661-4114

Library

Walt Grande, Chair

The Chapter Library will be open on February 16th and 23rd between the hours of 1 p.m. and 4 p.m. to check out and return books and videotapes. There will be library work parties on February 7th and February 16th from 1 p.m. to 4 p.m. Anyone interested in working on the library committee is urged to attend.

There have been a number of new books and videotapes pertaining to railroading in the Pacific Northwest that have been released in the past few months. With a new year and a new budget we will be buying many of these books for the chapter library.

Remember, some of these books and videotapes are available at chapter meetings. If you want a particular book or videotape brought to a chapter meeting, leave a message on the chapter phone.

We will dispose of some of our surplus books, where we have more than one copy. These books will be offered to chapter members at chapter meetings first. Any books not taken, will be disposed of at swap meetings or other events.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JANUARY 10, 1991

The meeting was called to order by President Chuck Bukowsky at 7:24 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 12/31/90: Checking \$9604.12. Excursion \$23,944.71. Rehabilitation \$2114.42. Maxine reported that bond sales total \$45,100 to date. The Chapter cleared \$6021.97 on the Astoria excursion and \$17,120 on the Seattle trip.

The Chapter board passed the following motions at its January meeting: 1) Authorized the purchase of Oregon Northwestern locomotive #2 and a large quantity of spare parts for \$5,000 with the money to be loaned by two members. Further, recommended the purchase for approval by the general membership. 2) Approved payment to the Oregon Historical Society of \$643.00 for new display photos for museum car #76. 3) Approved nominations of Terry Parker, Chuck Hayden and Peter Rodabaugh as candidates for the board seat vacated by Chuck Bukowsky.

Finance Committee: Chuck Bukowsky announced the appointment of Alan Viewig as finance committee chair. Jim Buckley and Maxine Rodabaugh will also be on the committee. Alan questioned how actual expenditures are authorized even though the amount is budgeted. He suggested returning to the use of an outside book-keeper.

Bond Program: In answer to a question from Al Viewig, Bob Hoffman and Chuck Storz acknowledged that the actual issuing of bond is going slowly but that it will be current very soon. Al requested that, as bond trustee, some system of reporting to him and the bond holders be set up. President Chuck Bukowsky asked Maxine Rodabaugh and Bob Hoffman to meet with Al to discuss the matter.

Rolling Stock: Bob Hoffman reported that the committee is working on ways to speed up work on the Chapter's cars. Bob advised that he will be organizing projects for work on the cars. Bob also reported that Ken Keeler will probably be doing the repair work on the three damaged cars. Richard Gray reported that he is working with the S.P. for the donation of a boxcar for storage and that the S.P. has offered the use of another track at Brooklyn for car storage.

Excursions: Bob Hoffman reported that a number of questions have come up in the process of negotiating an agreement with PRPA for the excursion to Sacramento. A written agreement is being drafted to cover the trip. The agreement tentatively specifies that the proceeds from the trip will be split three ways: 1/3 to PRPA, 1/3

CHAPTER BUSINESS

to the Chapter and 1/3 to a fund for a building to house locomotive 700 in the Union Station area.

Meeting Cancellation Policy: Because of the confusion caused by the short notice cancellation of the December meeting the hospitality committee will work out a procedure to cover future meeting cancellations.

Locomotive 700 Feedwater Pump: Bob Hoffman reported that PRPA has requested an advance of \$6000 to repair or replace the feedwater pump on locomotive 700. The advance is to be repaid from Sacramento trip revenues. Referred to the finance committee for a recommendation.

The meeting was adjourned at 10:55 PM.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JANUARY 18, 1991

The meeting was called to order by President Chuck Bukowsky at 7:35 PM.

NRHS Northwest V.P. Jerry Webb reported that Chapter V.P. Dr. Dave Van Sickle has been called up by his Army reserve medical unit. There may be a new NRHS chapter in the Tri-Cities, WA area.

Chapter President Chuck Bukowsky issued a call for more Chapter members to volunteer for projects and activities. Signup sheets will be out at the February meeting for volunteers.

Excursions: Chuck Bukowsky reported that an agreement with PRPA for the Sacramento trip was to have been signed. However, the management of the BN has decided against the proposed BN/UP trip via BN tracks. A major factor in BN's decision was evidently a series of breakdowns of a steam locomotive which tied up a BN mainline in the Midwest. This means that a steam excursion to Sacramento with the 700 is off. John von Gaertner reported that other trips are being considered including an Oregon circle trip which would be via S.P. including the Siskiyou line to Black Butte and then north to the B.N. and the Deschutes line. Also being considered is a fall Amtrak trip to Redding, CA.

Jack Holst Award: Marilyn Edgar announced that the following are the nominees for the Jack Holst award to be voted on tonight: Terry Parker, Bob Hoffman, Tony Reghitto and Bob Weaver.

Member Recognition: Chuck Bukowsky announced that he is considering a member of the month award to give more recognition to outstanding members' efforts.

Oregon Northwestern Locomotive: Dave Stimac presented information on Oregon Northwestern loco-

tive #2 available for \$5000 including a large quantity of spare parts in the purchase price. Chapter members Terry Parker and Sam Merrill have each put up \$2500 loans so the purchase can be finalized promptly. Some or all of the purchase price would be recovered through the sale of extra spare parts to the museum at Portola, CA. (an offer in writing has been received). Moved by Ed Ackley, seconded by Richard Parks, Jr. to buy the locomotive and spare parts for \$5,000. Motion passed. The motion includes the following conditions: 1) That the rolling stock committee is responsible for recovering as much of the purchase price as possible through the sale of the spare parts. 2) That the \$5000 in loans be paid back by the end of 1991. 3) That the rolling stock committee not be limited to the selling of the spare parts to raise the money to pay back the loans.

Rolling Stock: Peter Rodabaugh reported that work is being concentrated on car 4461. Tentative plans are to have car 3300 repaired by Ken Keeler's shop in Portland. All the cars were drained before the recent freeze - there is no known freeze damage. Richard Gray reported that the S.P. has donated a boxcar to the Chapter.

Board Election: Peter Rodabaugh was elected to the vacant member-at-large seat on the board of directors.

Respectfully submitted, Chuck Storz, Secretary

something old, something new

The Oregon Railroad Association is a public relations firm sponsored by the three major carriers in this region, Burlington Northern, Union Pacific, and Southern Pacific. Everett Cutter, the director, has contacted the chapter to see if we would be interested in something he had recently found.

It seems that the offices were moving to new quarters when an old 16mm film was found. The film, *Science on the High Iron*, was produced by the AAR in the early 1960's. The last time it was viewed may have been 1963, according to recorded entries.

Jerry Webb will receive it for the chapter library of films and tapes. We will determine if it can be viewed and if so, make it available for one of the chapter meetings.

CHAPTER BUSINESS

f o r u m

this is the forum column, this is what it is going to look like. the members can use the forum as a way to voice their opinion on matters that concern them, direct questions to officers, or make suggestions on ways to improve or expand our society. hand written or type written notes mailed to room 1 by the deadline will appear in the next month's issue. author's names will be withheld if so requested. it is my hope to better understand the desires of the broad spectrum of our membership.

Reporter Wanted

It is sometimes difficult for the editor to know everything that is going on in the rail community around the Portland Metro area. I feel our readership would be best served by printing local rail news as well as our own chapter activities.

There are quite a few areas of interest around, the Woodburn steam engine, the Willamette Valley Railroad, the East Portland Traction Co., and I here a rumor about a steam engine being in Banks.

We at the *Trainmaster* are seeking persons to regularly contribute news facts. If you have the desire to go out and talk to the people and get the information, please contact the editor and we can teach you how write articles.

DLM

Some of us like to wander through Brooklyn Yard from time to time to see what's sitting on the tracks. Well in case you haven't noticed, Doyle McCormack's F-45 is no longer there.

It's been newly painted and renumbered and is in passenger "railcruise" service between San Francisco and Lake Tahoe.

A photo and short article is in this month's issue of *Railfan and Railroad* magazine.

New Director

At the last membership meeting we voted to fill the vacant seat on the board of directors. Peter Rodabaugh was chosen to serve. He's been quite active in the rolling stock department, being Chief Mechanical Officer.

UP Man and Wife

I suppose a husband and wife both working for the same railroad is not particularly rare. But on the Union Pacific there is a couple who do the same job, at the same time, side-by-side. They work on what is called the "service unit," which is a modern way of referring to "track gang" or "gandy dancers."

In a recent issued of UP's *Info* magazine, under the title "Rail Ties that Bind," we learn that Jim and Shauna Irvin of Aberdeen, Idaho, were married in 1979. He was employed on the Pocatello Service Unit. After spending their honeymoon at the Railway Inn at Kemmerer, Wyoming, she decided on a UP job. So, she spent two days in line "...so I could get an interview for a railroad job." Why? As she said, "I wanted to be close to him."

She got the job! But it took until 1984 before their roster positions put them together on the same unit, where they remain.

Now Jim takes over. "We love our job, and we love being together. But you have to have a special way of looking at things when you spend 24 hours a day with one person."

They have learned never to take a personal argument to work. Jim is usually up first, starting the daily routine. They have no children, but do have a cat named Foreman, so named because "he runs the household." Jim says they eat out a lot, because it is "not fair to expect Shauna to cook after working all day." She does cook on weekends.

On the job, Shauna pulls her own weight. As she says, "Nobody takes up the slack for me." A high official in Pocatello who knows, says, "She swings the spike maul, carries ties, and handles every other job as well as any other gang member."

The couple's fellow employees agree and no complaints are heard. No special provisions are made for them, even when jobs require overnight stays away from home. The railroad did assign them their own bunk car once, but it was a rare situation.

Why does this 24-hour togetherness work for this hard-working couple? "Because we are best friends," Jim says. Shauna adds, "I love him that much."

—Jerry Webb

NEWS—HISTORY—TRAVEL

A Traditional Train into a Land of Change

There is excitement and anticipation as train 93 leaves Winnipeg, Manitoba at 9:55 pm.

It looks like any other train, but it is not like any other train. It departs from a city of more than a half million people, but it terminates 1,055 miles and 34 hours, 25 minutes later at the Hudson Bay seaport town of Churchill, population 1186. During its trip it passes through land with fewer and fewer people, and more and more sheer wonder for the traveler.

Less than an hour under way the lightning came thick and fast and rain was boiling down. Settling into a darkened sleeping car berth and watching a lightning-illuminated, rain-drenched countryside has got to be the most toasty warm, the most cozy feeling in the world.

Known for years as the Muskeg Express, train 93 begins its voyage any Sunday, Tuesday, or Thursday into a great, empty land of mystery. It starts across the rich black soil of the Red River bottomland, the location of a wide diversity of crops. Farther along, the soil becomes lighter and grain production predominates. Then comes a parkland area of alternating grass and trees, followed by a huge expanse of trees and lakes, finally breaking into tundra. It is an astounding example of changes of plant communities.

Morning found us at The Pas. The train has an occasional long stop as a cushion for holding the schedule. Hence, there is an hour and twenty-five minutes here. The local tourism people sometimes provide a girl to take passengers on a walking tour of the town. That day there was no guide, so we started out on our own.

Along the Saskatchewan River they were holding canoe races. The river here is confined between rather high and stable banks, making it easy for the highway and railway to bridge. Thus it was predestined that this crossroads between water and land travel would become a town.

From The Pas, the train passed through interminable forest, trees small, but close together making land travel difficult. From time to time, we skirted huge lakes. These and the rivers made it evident that early explorers would have found canoes to be the transportation of choice.

At Waboden, 2:45 pm, we were met by a bus which took us to a spectacular waterfall, the nickel mines and smelter, and the planned city of Thompson. This is a city of over 14,000, neatly laid out in curved streets, California styling in the midst of a vast boreal forest set on permafrost. At 7:10 pm we were returned to our same train, which reached here by a more circuitous route.

Thompson is connected to the outside world by a paved road. Beyond there, roads are sketchy, and finally there are none at all. A group of truck trailers on flatcars have been added to the train for hauling to Churchill.

Leaving Thompson, it became more apparent that train 93 is a significant part of the area. Campers and fishermen got off at rivers or lakes far from any town or habitation. The train can be flagged to a stop at any point. At Thicket Portage town dogs—mostly huskies—awaited the train and were fed dining car scraps. Apparently this ritual has been understood by several generations of local dogs. They appeared to know that the train comes Mondays, Wednesdays and Fridays, and stays away other days.

We have aboard people from Hawaii and elsewhere who have expressed interest in the Northern Lights. After dark, the lights appeared, but only mildly. I knocked on doors, anyway. That evening we paralleled the Nelson River traveling eastward, and bedrooms of both cars were on the south side of the train. I got people into my and any unoccupied roomettes on the north side. Sure enough, at 11:45 the Aurora burst into life in all its glory.

Arrival in Churchill came at 8:20 the second morning. There were many sightseeing options. We chose the Beluga whale viewing, and crossing the river to the stone-masonry Fort Prince of Wales, built in the late 1700's

The white whales came amazingly close to the open boats. While we were on the river a Greek freighter entered the harbor and tied up at the grain elevator, joining another ship already loading.

We also took the tundra buggy about three hours out into the barrens. We saw no polar bears, but there was an immense variety of bird life. Plant buffs enjoyed photographing more species than at first met the eye. While the surface is thawed, tundra buggies stay on the same trail because of the fragile environment. The vehicle's huge tires spread the weight. It crosses large expanses of water so clear that the driver picks his way around large boulders just as he would on land.

Eskimo Point offered a glimpse into Inuit culture. We got there on an airline called Calm Air. It was hard to hold the Churchill airport door open against the wind, and listening to the howling winds aloft made the airline seem grossly misnamed. Then we learned that the name is taken from the first letters of the name of the founder, Carl Arnold Lawrence Morberg. For those tired of the usual tourist destinations it is refreshing to know that this line offers service to places like Igloolik, Gjoa Haven, and God's Lake Narrows.

At Eskimo Point automobiles are few and limited as to where they can go. Instead, everyone has a three-wheeler and they cruise around like teenagers on a Saturday night. The day seemed cold and windy to us, but Mom and Pop

and a couple of kids clung to those all-terrain vehicles, plainly joyriding around the town and along the beach, or hauling sacks of groceries home from the store.

We were met by Don Baker, for many years a resident of the community. He interpreted the people with sensitivity and caring. Susan Anglehauk, who goes to high school in Yellowknife, modeled Inuit apparel. Her high school is 660 straight-line miles away. Airfare is \$1,200, with the trip to and from, and also home for Christmas, paid for by the territorial government.

Susan demonstrated how much faster it is to write in the native language—which is symbolic, like shorthand—than in English. She was lightning fast in writing and speaking. Delightfully uninhibited, she laughed and offered an occasional comment to her kid sister in the native tongue, never losing the train of thought in her narrative. We were served a fine lunch featuring Arctic Char and Caribou.

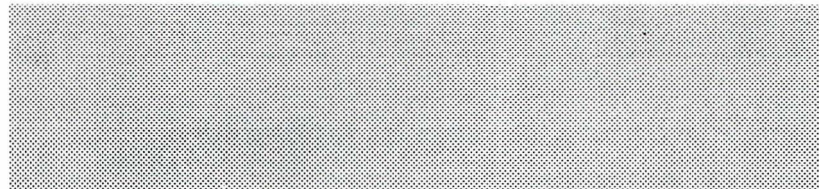
Churchill has some shrubs and plants behind fences around homes,

but there is very little vegetation. Our short stay had weather ranging from cold and windy to warm and sunny, and a few light showers.

Churchill has air service in 135-passenger jets, but with nearly all seats filled the travel is something to be endured. By comparison, the train is gracious and spacious. The train alone offers tangible contact with the great variety of scenes—the mystique of the Canadian North. It is right there, just outside the window: pristine beauty stretching out in endless magnificence.

One should not wait too long to sample this opportunity. The comfortable rail service, with a high ratio of service personnel to passengers, is a drain on Canadian taxpayers. And, of course, when the highway is extended to Churchill it will sound the death knell for the train. While it lasts, for any who care about the relation of plants and living creatures to their environment, the rail trip to and from Churchill will provide memories for a lifetime.

—Bud Parks



Bigger trucks could cripple rails

A study by a leading academic expert on transportation has concluded that if bigger, longer trucks are allowed on the nation's highways, railroads could suffer severe financial hardships.

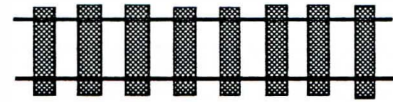
Gerard McCullough, deputy director of the Massachusetts Institute of Technology's Center for Transportation Studies, estimated that longer combination vehicles (LCVs) could slash railroad net operating revenues by more than

50% and total operating revenues by almost 13%.

Based on 1988 figures, the study estimated the industry's gross revenue loss at \$3.9 billion, out of total operating revenues of about \$30 billion that year. The study also estimated the industry's net revenue loss at \$1.7 billion a year. In 1988 railroads reported net operating revenue of \$3.12 billion.

The study found that LCVs would steal some of the railroad industry's most lucrative business, such as motor vehicles, paper and chemicals, and that railroads could expect to lose up to 25% of their intermodal business, their fastest growing segment.

(Source-UTU News)



Laugh Track

O.K. men, get ready. And you might hide this from the wife...as the April 1939 issue of THE RAILROAD TRAINMAN published by the Brotherhood of Railroad Trainmen, went after us fellows

First (with apologies to Doctor Dave)

FIRST DOCTOR: "Then we decide not to operate?"

SECOND DOCTOR: "Yes, what do you think we ought to charge him for deciding not to operate?"

In this next one, you could say Cora was not an admirer of Mike, who said:

"I shall never marry until I find a girl who is my exact mental opposite.

To which Cora replied: "Well, there are a lot of intelligent girls in the area."

"Then there was the day the following exchange took place.

BOSS--I notice there were 35,000 people present on the afternoon of your grandmother's funeral.

OFFICE BOY--I couldn't swear as to that, but grandma was always popular.

Did't get it? Neither did I at first. Read it again.

We close with:

Said the toe to the sock:

"Let me through, let me through."

Said the sock to the toe:

"I'll be darned if I do."

Yep, its been a long time since we wore "darned" socks, but I wore quite a few back in the 1930s. Still don't get it? Dig out the dictionary. See how educated you get reading LAUGH TRACKS/

—Jerry Webb

COMMITTEE CHAIRS

Activities: Pat Barbour
Meeting Program Coordinator: Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: John Von Gaertner, 639-0978
Finance: Al Viewig, 228-8655
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 Property Development: Al McCready,
281-2415
Ad Hoc Room 105: Dave Van Sickle, 297-3807
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-0914
Chapter representative, Northwest Rail Museum
Board: Chuck Bukowsky, 284-7277

CHAPTER OFFICERS:

President: Chuck Bukowsky - 284-7277
3004 NE 28th Ave., Portland, OR 97212
Vice President: Dave Van Sickle - 297-3807
9816 SW Arbor Crest Way, Portland, Or 97225
Secretary: Chuck Storz - 289-4529
146 NE Bryant St, Portland, OR 97211
Treasurer: Maxine Rodabaugh - 253-4241
2315 SE 104th Dr. Portland, OR 97216
National Director: Bob Hoffman - 654-0914
14105 SE Laurie, Milwaukie, OR, 97267
Directors-at-large:
Fred Dorsett - (206) 256-4981
P.O. Box 4202, Vancouver, WA 98662
Ray Myer - 659-0352
3407 SE Vineyard, Portland, Or 97222
Peter Rodabaugh - 771-8545
3945 SE Gladstone 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
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 NW 6th Avenue
Portland, OR 97209-3715

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