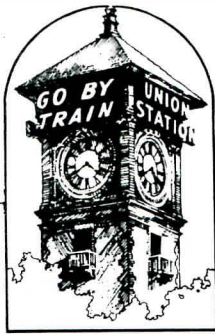


The



TRAINMASTER

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



APRIL 1991

Springtime in the North

BCRail system tour - May 25 to June 2, 1991

Nine day tour of the entire BCRail system. Chartered train goes everywhere BCRail operates, including Fort St.James, Tumbler Ridge, Dawson Creek, and end of steel at Fort Nelson.

Trip will be first class. All travel is by daylight, hotel accommodation every night. Pace is Relaxed, with scenic stops, photo run-bys, meets, etc. Industrial tours, entertainment and meals all included.

The price is \$1495.00 based on double occupancy - \$200.00 single supplement.

Get you \$100.00 deposit in now to reserve your seat. VISA/MC welcome.

Contact West Coast Railway Association, Box 2790, Vancouver, B.C., V6B 3X2.

Stampede Pass Revisited

A report in the West Coast Railway Association's newsletter says that BN has rebuilt fire damaged track at both ends of Stampede Tunnel on the ex-NP route. Reason is unknown at this time. That would make a nice excursion route for the Washington Central.

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CHAPTER TIMETABLE NO. 343

REGULAR RUNS

BOARD OF DIRECTORS MEETING, April 11, 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 19, Friday, 7:30pm, at Grout School, 3119SE 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 SESSION, Thursday, April 11, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS, Saturday, April 20 & April 27, 1 to 4pm at Room 1, Union Station. Jim Loomis will be your host.

EXTRA BOARD

4449 EXCURSION TO RAILFAIR '91, April 27-28, May 18-19; for ticket information contact th Northwest Rail Museum at 641-4514

RAILFAIR '91, CALIFORNIA STATE RAILROAD MUSEUM, Sacramento, May 3 - 12, Come see 21 steam locomotives, excursions, and more at the museums 10th anniversary call (916) 323-3153 or 445-7387 for prices and schedule.

EXCURSION TO MISSOULA, July 5,6,7, Our train departs from Portland with a flag stop at Spokane. We will be utilizing our own equipment on this trip.

APRIL MEETING PROGRAM

All Steamed up in Colorado

-by Jerry Schuler

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:

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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

from the President

Here it is the end of March, and the swap meet has been a success, the war is over, and the recession has not hit us as hard as other parts of the country.

Our excursion committee is busily making plans for some fun trips that should help us meet our financial needs for the Archives library, Rolling Stock, and the museum. More on excursions later.

We hope the 10th Anniversary of the California State Rail Museum will be a success. With all the historic locomotives there, it should be a winner. Doyle McCormack is readying the 4449 with a consist of historic SP Daylight cars. We are leasing our Red River (6800). Unfortunately, the 3300 is not repaired and may not be ready this season. Unfortunate, too, is the cancellation of "The Lady" 700's trip, down for a number of reasons. We had hoped to be a part of that excursion.

The last meeting was held at Brooklyn School. I felt it was a comfortable room--free, too. Seats were on the hard side. April's meeting will be at Grout School; hopefully, as nice as Brooklyn. Number of good comments--meeting was nice and quiet--carpeting made it.

-Chuck Bukowsky

Change of Venue

We will be travelling again this month to yet another meeting place. Everybody needs a change of scenery once in a while. The names are the same only the auditorium is different.

We will be at Grout School, 3119 SE Holgate, just up the street from Brooklyn Yard.

Many Thanks

The Swap meet is over for another year and I think the kitchen crew of the Little Toot Cafe had a lot of fun.

We have a lot of people to thank for their contributions: Tammy Auburg, Clifton Belloit, Marge, Chuck and Kurt Bukowsky, Mike Callanan, Fred Dorsett, Barbara Dougherty, Marilyn and Jim Edgar, Connie McCreedy, Mildred Missmer, Eli Nelson, Tony Reghitto, Esther Rosu, Shirley Schmeider, Russ Schoof, Beverly Staley, Freida Webb, and Maxine Rodabaugh.

Thank you all for your generosity and laughter. Without you, success and a profit to the chapter of \$437.00 would not have been possible.

-Nita Reghitto and Chris Schoof

And without the tireless calling and planning of Chris, and Russ' expertise in the menu department, we couldn't have pulled it off. My very special thanks to both of them.

-Nita Reghitto

CHAPTER BUSINESS

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

S. Bruce Allen
Portland Development Commission
1120 S.W. 5th Avenue Suite 1100
Portland, Oregon 97204

Raymond Beau Duvall III
6362 S.W. 153rd Avenue
Beaverton, Oregon 97007

David James & Kee Alane Schilling
P.O. Box 16923
North Hollywood, California 91605

LIBRARY

Walt Grande, Chair

There will be a Library Committee meeting on April 20th in Room 208 of the Union Station starting at 1:30 p.m.

The hard-working members of our committee invested nearly 50 volunteer hours on the chapter's book, magazine and manuscript collection during March.

We have received a donation of 19 railroad books from Mr. & Mrs. Alan Thayer in memory of Father Lee Young. We also have received another donation of several hundred more SP right of way and station maps through Mike Strider.

Al Haij and Dale Miller continued to update the public timetables inventories. They improved access to the collection by rearranging the archives boxes and shelving.

Dale Miller will be establishing a file of articles that appear in various publications on railroading in the Pacific Northwest. If you see an article in a publication on railroading the Pacific Northwest, make a copy and send it to Dale Miller at Room 1, Union Station. The Chapter has files on the major railfan publications--TRAINS, RAILFAN AND RAILROAD, CTC BOARD, PACIFIC RAIL NEWS, etc. We are mainly interested in articles that appear in other publications.

Chris Schoof and Tammie Auberg catalogued additional SP&S mechanical department drawings. They flattened some of the smaller drawings for storage in acid-free map folders.

Jerry Webb, Ken McFarland and Clytis Beloit worked together to move the Southern Pacific engineering department drawings, plans and maps into archives boxes and map folders for their protection. Nick White gave us our first preliminary count of this collection, which contains over 2,000 items.

Clytis Belloit and Walt Grande will be attending a seminar sponsored by the Oregon Historical Society on Oral Histories. After they have completed this seminar we will be establishing a program to collect oral histories. If you are interested in this program, or can suggest people to be interviewed, please call Clytis at 232-8814.

Using our photo data sheets Ken McFarland described many of the Northern Pacific Railway steam locomotive photographs from the Peck collection.

Bud Parks began arranging the miscellaneous material in the "Railroads A to Z" file drawer. This collection, gathered in the 1960s and '70s consists of clippings, timetables, brochures, annual reports and other paper items with historical research value.

Nick White will be in charge of maintaining a newspaper clipping file on railroad matters. He organized the file using acid-free folders. Since Nick only has access to the *OREGONIAN*, he hopes that chapter members will clip out and save railroad news items from their local papers. If you live in a town with a newspaper, send copies of any articles on Pacific Northwest railroading that might appear in local newspapers to Nick at Room 1, Union Station. Do not send articles that have an AP or UPI byline. We are particularly interested in feature articles in local newspapers.

Russ Schoof began developing computer data bases for the printed material, plans, maps and manuscripts in the library.

Freda Webb dusted and cleaned the old SP&S mechanical department record boxes. This manuscript collection is still in its original containers. Dust is an enemy of archival material, and these boxes accumulated over 20 years of it. We can now safely begin to arrange and describe this collection.

The Library Committee has received over \$150 in memorial gifts in honor of Jay Blair. Remember the Chapter in making out your will and also consider the chapter for "In memorium" gifts.

We continue to offer surplus books for sale to our members at regular chapter meetings.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MARCH 7, 1991

The meeting was called to order by President Chuck Bukowsky at 7:06 PM.

CHAPTER BUSINESS

The board of directors passed the following motions at its March meeting: 1) Adopted a policy stating that memorials, cash donations or gifts be used for the purpose designated by the donor even though the donation may be above the amount of the Chapter budget for that purpose or activity for the year the donation is received. 2) Authorized continued negotiations with John Palmer for a lease on his car, the "PLUM CREEK". 3) Authorized expenses for a member of the rolling stock committee to travel to Minneapolis, MN to inspect the car Plum Creek before it moves to Portland, OR. 4) Authorized a letter of invitation to the NRHS national board inviting the board to hold its spring, 1993 meeting in Portland, OR. 5) Authorized the library committee to spend \$662 from its 1991 budget for a list of supplies. 6) Adopted as Chapter policy a "Library and Archives Collection Policy" as proposed by the library committee. 7) Directed that all memorials to late Chapter member Jay Blair be designated for library use. 8) Approved a start-up budget of \$1500 for the Missoula excursion and recommended its approval by the membership.

Rolling Stock: Peter Rodabaugh reported that work continuing on cars 4461 and 6800. Ken Keeler will begin work on the three damaged cars one at a time beginning about March 15. The boxcar donated by S.P. has arrived. The Baldwin diesel at Hines, OR has been serviced and arrangements are being made with the U.P. for its movement. The two RDC cars arrived about three weeks ago and work has begun on cleaning them. The rolling stock committee is still working on proposed car rental rates.

Car Rationalization Committee: Ray Myer asked for guidance from the board on the question of car rationalization. Ray questioned restoring: 1) N.P. caboose - already in very poor condition; 2) Santa Ynez - would require much time and money; 3) diner Twin Grove.

Union Station Tracks: Rich Carlson described for the board the latest proposal for the Union Station tracks: Five tracks with greater clearance to accommodate freights on tracks 4 & 5. It appears that the PDC is set on this as final.

Library Committee: Bob Weaver and Bob Slover presented a request for money to microfilm about 1000 drawings and maps (those thought to be most popular for research purposes). A special appropriation of \$3248.48 was requested in order to begin preservation of these drawings and maps. The request was referred to the finance committee.

Excursions: Chuck Bukowsky reported that trip insurance for the Missoula trip may cost less than anticipated. John von Gaertner has requested \$1500 for Missoula trip start up costs. The 1991 Astoria Jazz trip will be on Oct. 12 and 13.

Oral History: Jerry Webb reported that the library committee will spend \$70.00 to send Walt Grande and Cletis Beloit to an oral history seminar at OHS.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MARCH 15, 1991

The meeting was called to order by President Chuck Bukowsky at 7:30 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 2/28/91: General Checking Account: \$25,440.32. Excursion Account \$644.57. Car Restoration Account \$2,576.32. Chuck Bukowsky reported that the snack bar at the swap meet made at least \$297 over the \$550 budgeted for its operation.

The membership passed the following motions at its March meeting: 1) Unanimously endorsed the formation of a new NRHS chapter in the Tri-Cities area of Washington. 2) Approved a startup budget of \$1500 for the Missoula excursion. 3) Authorized expenses of \$825 for two members of the rolling stock committee to travel to Ketchikan, AK to load spare parts for the locomotive donated by Ketchikan Pulp & Paper.

Rolling Stock: Peter Rodabaugh reported that a cooling system is now being installed in car 4461. Holding tanks are being installed under several cars. The three damaged cars may go to either to Ken Keeler's shop or to Tillamook. Work has begun on the two RDC cars. The engine on one has been started.

Open House: Chuck Bukowsky announced that an open house on all the Chapter's cars is planned when the car Plum Creek arrives.

Excursions: Chuck Bukowsky reported for John von Gaertner that a brochure is being prepared for the Missoula excursion.

Library: Jerry Webb reported that the library committee is beginning a program to collect oral history from local railroad figures.

Museum: Dave Stimac reported that the Columbia Gorge Scenic Highway Commission has asked for the use of cars 76 and Mt. Hood for a display on four weekends in May. Dave said that he is working with the U.P. on moving the Baldwin locomotive from Hines to Portland. The Alco switcher from Alaska is ready to move but will cost \$800 to \$1000 in both Seattle to load on a flat and Portland to unload.

Jay Blair Memorials: Maxine Rodabaugh reported receipt of \$215 in memorials to the memory of late Chapter member Jay Blair. The money will be spent for the Chapter library.

Activities Committee: Chuck Bukowsky introduced new activities Chair Pat Barbour. He asked for more volunteers for the activities committee.

Respectfully submitted, Chuck Storz, Secretary

CHAPTER BUSINESS

f o r u m

Dear Mr. Callanan:

As a rule I detest nit pickers, but the FORUM piece in the March '91 Issue relative to the RDC's ... "these kind of cars have never been in the northwest" is a bit misleading.

RDC's, or if you prefer Budd Cars, were in service on the Esquimalt & Nanaimo (CPR) between Victoria and Courtenay, British Columbia for several years. Also these cars were used on the Pacific Great Eastern.

Our good neighbors to the North in B.C. might be a bit miffed at our thinking they are not a part of the Pacific Northwest.

-F. Ray McKnight

Thank you for your observation, I've also been told that Northern Pacific operated RDC's out of Spokane on the branch to Lewiston, Idaho. It has been suggested that we put an NP logo them.

-editor



*The children of
Mr. & Mrs. Leland Jackson
request the pleasure of your company
at a reception in honor of the
50th Anniversary
of the marriage of their parents*

**Saturday April 13th, 1991
2:00pm - 5:00pm
Montavilla Baptist Church
9204 SE Hawthorne
Portland, Oregon**

Railroad Widow

Appearances can be deceiving.

Five years ago when my husband and I eloped down the matrimonial path I thought I was marrying a cute, outgoing musician who happened to be a sheetmetal worker. Little did I know what lurked behind that "hip" facade was a man destined to discover the past; a super sleuth in stripes. Unlike most wives in America who complain of their couch potato husbands perennially glued to the big screen from September to Super Bowl Sunday, and who lament of their status as football widows, I am resigned to the fact that I am a railroad widow.

It began innocently enough. We used to take long Sunday drives out to the country, enjoying the sunny days and our conversation together. But every once in a while we would detour...driving aimlessly until we would stop and my husband would gaze wistfully at what I assumed was a bunch of overgrown blackberry bushes, or just wild grass. "Oh no!," my husband would exclaim, "That isn't just any grass with weeds in it! There used to be a railroad track right there!" Next, it would be humps in the roads. "Yep, the old trains used to run right down this street right here." "Yes, dear. That's nice," I'd mechanically reply as I looked up from my decorating magazines (I've since learned to carry a stash of them in the car...just in case).

Then, we would stop at places like Oaks Park, Woodburn, Vancouver, Maryhill, Garibaldi. Do you know what these places all have in common? Steam Engines!

I guess the last straw came when my husband had to show me the old Wilson River Highway that ran from Portland to Tillamook via Timber. We had to dodge broken gravel, potholes, and boulders for hours. Why? Because the railroad tracks were right beside us. I think I really saw my husband's true colors when he found an old access road up in the Coastal range that one of the members had told him about. It was supposed to lead to an old town called Cochran. We never managed to find it, but we did have a doozy of an argument. (Later, upon further investigation with a friend, he learned that we had driven right by it.)

Since that time, he has walked the rails for miles with his dog Maggie; explored bridges; hosted excursions; and restored old cars. Although I don't always share his enthusiasm for the Iron Horse, I am grateful for organizations such as the NHRS, which provide an outlet for railfans and their reluctant spouses to learn and enjoy such an important part of America's history. Yes, I am becoming more appreciative of the history of rail travel. Why, just the other day I was out riding with a friend of mine and spied a bump running the length of the street. She noticed my eyes glaze over as I said, "Look! Guess what? There used to be a trolley car that traveled here!"

-Tina Callanan

NEWS—HISTORY—TRAVEL

Railroad work crew raises a stink

The job's tough enough without the showers of raw sewage, say Burlington Northern track workers who are tired of being dumped on by Amtrak passenger trains.

One BN crew is considering taking the government-owned rail service to court. Corporate officials say they're just as angry and will formally protest Amtrak's loose ways.

Michael Spalding, a 12-year Burlington Northern veteran, said his six-man repair crew frequently has been sprayed by passing Amtrak trains.

"They've dumped raw sewage on the tracks, on our work materials. On our tools, everything we handle," Spalding said. "It gets on your face. You get hit with tampons, everything that comes out of the restrooms. It's pathetic."

The latest incident occurred Oct. 11, while the crew worked in Ridgefield just north of Vancouver, he said.

The incident especially angered Spalding's crew because BN issues safety orders to all who use the tracks. The orders notify all operators, including Amtrak, that the crew is in the area.

Amtrak ignored the orders, said spokesman Howard Kallio of Dallas-based BN.

"We're in the process to stopping it, but it takes time and money," Amtrak spokesman Arthur Lloyd said of the track-side dumping.

Lloyd said toilets in Amtrak trains have holding tanks, but limited capacity. Under present operations, the contents of the tanks can be expelled when the train exceeds 35 mph, he said from San Francisco.

Washington, D.C.-based Amtrak has been testing new sewage systems to end track-side dumping and expects to make its selection this month, Lloyd said.

The current congressional budget includes money to start retrofitting trains, he said.

Spalding's crew has contacted an attorney and plans to meet with him this weekend to study possible legal action.

"We're tired of it, too, Kallio said. "We back our employees. It's been going on in the entire railroad industry for too long.

"The freight railroads were required by federal law in the early 1970s to retrofit all locomotives and cabooses with retention-type toilets. And we've done that, but the federal law exempted Amtrak. Burlington Northern and other railroads have been having words with Amtrak for a long time."

Kallio said one incident particularly upset Burlington Northern, when railroad employees and a private contractor were rebuilding a bridge over the Willamette River in Oregon.

"We had employees working under the bridge and Amtrak

dumped on them several times over a period of weeks," Kallio said. "Amtrak kept promising they would shut the toilets off while it passed over the bridge, but it didn't, so the contractors walked off the job."

The temporary walkout delayed the project, Kallio said.

Partly as a result, BN no longer allows Amtrak to operate special excursion trains on its lines.

"We've been sending Amtrak nasty letters for two year," he said.

As a result of last week's incident in Ridgefield, BN plans to mail a protest letter to Amtrak and ask that both companies investigate the matter to determine whether the passenger train crew should be suspended as punishment.

Amtrak runs 10 trains a day in Washington, including six a day between Portland and Seattle.

-Source, The Columbian, Vancouver, WA dated October, 19, 1990



Amtrak created 20 years ago

October 30th, 1990, was the 20th anniversary of the National Railroad Passenger Act that created Amtrak. This act was Congress' way of preserving and reviving a national rail passenger system. The act gave railroads the opportunity to transfer their passenger operations to the new rail passenger system.

Amtrak began operating May 1, 1971, so the company will celebrate its 20th anniversary this next month.

(Source-Amtrak News)

Chicago Bridges

We have in our magazine rack at Room 1 a newsletter called *The Railroad Capital*. This month it contains quite a lengthy article named the DEVELOPMENT OF THE CHICAGO TYPE BASCULE BRIDGE. It was reprinted from the American Society of Civil Engineers journal published in February 1943. I would imagine this would be quite interesting reading for our bridge buffs.



Laugh Track

Let's go back to May 1939 and see what the people were laughing at...as picked from "CABOOSE HOPS" page in THE RAILROAD TRAINMAN published by the Brotherhood of Railroad Trainmen

First, this railroad story:

A railroad agent had been "bawled out" for doing things without orders from headquarters. One day his boss received the following startling telegram:

Job Cuts

Rio Grande officials announced in early December 1990, that SP's system heavy backshop at Sacramento and it's smaller shop at Taylor yards in Los Angeles will both be closed and their work moved to Rio Grande's Burnham Shops in Denver, as early as mid-1991. Some 400 SP jobs will be abolished.

(Source-Steam Echoes)

Sumpter Valley

Aided by \$75,000 in donations, the Sumpter Valley Restoration Railroad now has the surviving coach of the SV, #20. It was originally built for the Utah & Northern in 1882, acquired by SV in 1901.

The centennial of the Sumpter Valley and the 20th anniversary of the formation of the restoration group were really celebrated last year. Among outstanding donations was \$356,610 from the granddaughter of the railroad's founder, David Eccles. With the funds a depot is being built and the line extended again to Sumpter.

(Source-Iron Horse News)

Dining car

In the spirit of pranks, jokes, and foolishness that the First of April always brings, herewith ladies is a taste tempting tongue in cheek treat right out of the SP Dining Car Best Recipes published in 1955. I'm sure Mike will love this one...April Fool's!

Lima Bean Health Muffins
(1 1/2 dozen Medium-Sized Muffins)

2 cupfuls wheat flour
2 cupfuls lima bean flour
1/4 cupful sugar
1/4 cupful butter
4 teaspoonfuls baking powder
1 teaspoonful salt
1 egg
1 cupful milk

Blend butter and flour. Fold in baking powder, sugar and salt. Beat egg into milk and mix with dry ingredients. Dough must be medium soft. Fill into buttered muffin pans and bake in hot oven for about twelve minutes.

-Tina Callanan

*How come eating healthy
sounds so terrible?*

"Tiger on platform eating conductor, Wire instructions.

And there was this prophetic story:

"Some people are never amused by the radio", says a writer. Perhaps when television comes they will be able to see the jokes.

And, some things never change-

VISITOR: "Don't you find that a baby brightens up a home wonderfully?"

YOUNG FATHER: "I do, we have the electric light on most of the night, now."

And there was the cartoon of the

lady of the house in the open door talking with a hobo---

"Your the first tramp thats ever dared come to my front door."

He answers: "That me, lady. Ever the Pioneer."

Then, there was the Sunday School teacher:

"And why did Noah take two of each kind of animal into the Ark?"

The so-called bright child (You know, you've seen them on TV sitcoms) answered:

"Because he didn't believe the story about the stork."

Yep, these were printed in 1939.

—Jerry Webb

COMMITTEE CHAIRS

Activities: Pat Barbour, 255-6390
Meeting Program Coordinator: Vacant
Bylaws: Russ Schoof, 829-7269
Concessions: Marilyn Edgar, 236-7271
Excursions: John Von Gaertner, 639-0978
Finance: Al Viewig, 228-8655
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246-3254
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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
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Advisory Group: Bob Hoffman, 659-0914
Chapter representative, Northwest Rail Museum
Board: Chuck Bukowsky, 284-7277

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