

The



TRAINMASTER



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

JULY 1991

CHAPTER TIMETABLE NO. 346

I Hear Bells

From the earliest days the bell has played an important part in lives of men. It has been a mechanical voice of joy and of sorrow, of religious fervor and of warning. From this last field it gained its Saxon name BELLAN, meaning to "howl" or "bellow".

No one can say exactly when the first bell was attached to a locomotive, but in all probability it did not lag far behind the whistle which made its debut in 1833.

Creating a tone less raucous than a whistle, it served its purpose no less effectively in yards and terminals, at stations and crossings. It also consumed less energy and so could be used for longer periods of time.

Experimenters tried many materials as a casting agent. Glass, iron and steel came in for their share of attention. Glass produced a tone of great clarity but was too brittle. Iron and steel were much more durable but produced a "flat" voice that is deficient in carrying power.

Foundry men hit upon a mixture of eight parts copper to twenty parts tin, heated to 1400 degrees and poured into a 3-section sand mold (head, outer shell and core).

-continued on page 7

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, July 11, 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, Friday, July 19, 7:30pm, at 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 SESSION, Thursday July 11 & Saturday July 20, 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, July 20 & 27, 1 to 4pm at Room 1, Union Station.

EXTRA BOARD

SCANDINAVIAN FESTIVAL EXCURSION - August 10, Ride to Junction City on the OE sponsored by NRM. Details on page 9.

CPR TRAINING CLASS - August 17, 1:00pm at Hollywood Dance and Fitness - 4419 NE Sandy

2nd ANNUAL Dixieland Jazz Special to ASTORIA - October 11 - 13, It's not too early to start planning. We had a great time last year.

CONTENTS

Notices	2
Chapter Business	3
Minutes of Meetings ..	4
News-Events-Travel ..	5

JULY MEETING PROGRAM

Railfan Night
by Dan Kuntz

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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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

Another month has slipped by and we are into summer! Our equipment is still under repair. The three cars that are in Tillamook are still not in the shops.

The good news is that it looks like we are going to get flat files for the archives, and SP has graciously offered us some file cabinets we desperately need. Also, we may get some office furniture for Room 1, which is much needed.

Our financial status is still the same--GRIM! SP did not give us our trips to Toledo, Coos Bay, or the Siskiyoues. However, all is not lost. We are back in conversation with them for 1992. It may have been too short a time frame to work with them. The relationship is cordial.

Your board directed the excursion committee to set up an Amtrak trip the weekend of September 14, 91 to Redding for fall colors. This was such a success last year, it was determined to be a go. Wish we could run a Deschutes trip, and a Spokane circle trip, but they have to wait until next year.

"Sensation At Union Station" June 14-16 was a success. While not a lot of money was made, lots of people came through our cars, very upbeat! The 700 was all steamed up, which really added to it. I would like to thank all the volunteers that car hosted, sold tickets, worked concessions, and walked the platform. We picked up much PR and had a close working relationship with OreARP, the PRPA and Amtrak. Thanks to the railroads for the engines on display, and Amtrak for it's great display of trains coming and going. Watch those passengers jump off the train--camera in hand, running the length of the platform to see the 700 and other equipment.

Remember--good programs coming up this summer. Our Jack Holst films this month; Dan Kuhn (Amtrak), Railfanning as only Dan does it for July; Jack Wilson, Amtrak's PDX Transportation Manager, ex-NHRS local Michigan Chapter President, giving us an Amtrak employee (brief but important) safety program. Should be interesting to all. We cordially invite the other rail groups to join us. FUN-FUN! This is '30' for this month. Join us.

-Chuck Bukowsky

Photographic Memory

Page one will be reserved in future issues for local/NW pictorial history. We would like to be able to have photos in every issue of *The TRAINMASTER*. Any one who is interested in submitting historic black and white photographs for publication, please contact the editor. A caption should be included, to explain it's significance.

CHAPTER BUSINESS

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

Arlene C. Hall
Portland, Oregon

William D. Muir
Portland, Oregon

William K. & Leena Riker MD
Portland, Oregon

David Siegle
Zillah, Washington

LIBRARY/ARCHIVES

Walt Grande, Chair

Regular Chapter Library hours for this month are July 20 & 27, 1-4pm. Archives work session is July 11 1-4pm, and the Library Committee meeting is scheduled for July 20, 1:30-3:30pm, Room 208.

Books and tapes are still being made available for borrowing at chapter meetings. There will also be some duplicate books for sale.

Mrs. John Runciman has donated the large amount of material and photographs on the Northern Pacific Terminal Company to the chapter library. We will begin cataloging and report on what we find.

Through the help of Bob Melbo, superintendent of SP in Oregon, some of the records and file cabinets from the Portland Traction Company were donated to the chapter. We will also be receiving some desks and a table used in the office. Portland Traction went out of business on May 31, 1991.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JUNE 13, 1991

The meeting was called to order by President Chuck Bukowsky at 8:07 PM.

The board of directors passed the following motions:
1) Authorized payment of two bills, totaling \$487.47,

which were on hold due to the freeze on spending. 2) Authorized the transfer of money in the Union Station sign fund to the train shed preservation fund.

Excursions: Chuck Bukowsky reported that the S.P. has turned down the Chapter's request for a Siskiyou line trip for this year. The board then discussed both the Astoria Jazz trip and an Amtrak Redding trip. Based on the revenue needed the board decided that work should begin at once on a Redding trip.

Library: Jerry Webb reported that the widow of late Chapter member John Runciman has donated his collection of material on the Portland Terminal RR. to the Chapter. Chuck Bukowsky reported that the donated flat file will be available for pickup soon.

Rolling Stock: Bob Hoffman reported that locomotive 700 and cars, including some of the Chapter's cars, will be on display at the Union Station on Saturday for the ORARP fund raiser to save the train shed. Bob said that more help continues to be needed to work on the Chapter's cars. If cars needed to be sold the rolling stock committee recommends sales of three cars in the following order: 1) Caboose, 2) Twin Grove, 3) #1220. Cars at Tillamook: Chuck Bukowsky reported that the Chapter's three damaged cars are still sitting outside due to a temporary shutdown of Bob Steele's shop. Chuck will be contacting Steele for more information on the situation.

Bond Program: Discussion by the board developed the fact that a definite yearly date for repayment of car restoration bonds needs to be set. No specific date is called out in the papers for the program.

Locomotive at Hines: Dave Stimac advised that the Chapter may have to begin paying storage charges if the locomotive at Hines is not moved very soon. Trucking to Portland would cost \$10,000. A motion was made, but was then tabled, that the Chapter approach the museum at Portola, CA to buy the locomotive for what the Chapter has in it.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JUNE 21, 1991.

The meeting was called to order by President Chuck Bukowsky at 7:38 PM.

Treasurer Maxine Rodabaugh reported a checking account balance of \$7731.49 as of 5/31/91. Since then several payments have been received raising the checking balance to about \$10,000 as of today.

No motions were passed by the membership at the May meeting.

CHAPTER BUSINESS

f o r u m

The BellRose line is now gone forever. The bridge over McLoughlin came down in the middle of June. Gone is the last remnant of east side suburban rail. The right of way is to become part of the 40-mile loop trail which will someday encircle Portland.

It seems increasingly difficult for me to witness the loss of our branch lines, one by one. Soon there will only be mainline and with insurance costs rocketing to the moon, our rolling stock will forever be bound to Brooklyn Yard.

Maybe we could build a loop around the yard and charge people to run a locomotive - like Portola (if we ever get either one of them delivered), or we could just couple our cars together sit in them and pretend they are going down the track.

-editor

NRHS Northwest V.P. Jerry Webb reported that national dues will probably be raised \$2.00 for 1992.

Finance: Al Viewig stated that it has been Chapter procedure to have a \$30,000 carryover each year for the next year's budget. The Chapter urgently needs an excursion to raise \$30,000 to \$40,000 yet this year.

Excursions: Chuck Bukowsky reported that Amtrak will have cars available for a Redding trip on the second weekend of September. Planning is also under way for an Astoria trip but obtaining the \$15 million in insurance is a problem. Jerry Webb announced that a CPR class is scheduled for Saturday, Aug. 17 at 1 PM. CPR training is required for car hosts and train staff. Chuck Bukowsky reported that the S.P. has said that its Siskiyou track is not in condition for a passenger trip over that line. Negotiations are under way with both the S.P. and B.N. for possible future trips.

Rolling Stock: Richard Gray reported installation of a holding tank under car 6200 which makes four Chapter cars with the tanks. Parts will be ordered soon for air conditioning for car 4461. A larger fuel tank is to be installed on car Red River. Chuck Bukowsky reported that no work has been done on the Chapter's damaged cars now at Tillamook. Bob Steele & Asso. is at least temporarily shut down due to financial problems. A repair operation in Denver is now being checked out. The

S.P. will move the cars to Denver at no cost to the Chapter. The cost of any repairs to the cars' trucks due to normal wear and tear is not covered by the S.P. claim.

Fred Nusbaum of ORARP thanked the Chapter for its efforts during the fund raiser at the Union Station to save the train shed. The gross at the gate was about \$4700. Corporate contributions total about \$1000. Prizes worth \$750 were donated.

Respectfully submitted, Chuck Storz, Secretary

CPR Class Scheduled

A CPR class for members who expect to be called for duty on upcoming excursion trips are asked to mark Saturday, August 17th at 1:00pm as the time to renew their CPR Certification. It will be conducted by Nancy Kern at Hollywood Dance & Fitness, 4419 NE Sandy Blvd. Price is unknown at this time. Remember, Car Host/Staff regulations require CPR certification unless a person excused by the Excursion Committee.

CAR HOST STANDINGS

As of October 8, 1990

SENIORS

Fred Dorsett
Richard A. Carlson
Chuck Storz
Bob Hoffman
Robert Slover
John Holloway
Walt Grande
Hugh Robertson
James A. Loomis
John Willworth
Jack Pheifer
Gerald Schuler
Esther Rosu
Kerrigan C. Gray
Kyrian Gray
Terry Parker
Doug Auburg
Albert McCready
Connie McCready
Michael Ackley
Michael Rosu
Richard Gray
Kenneth Peters
John Von Gaertner
Noel Nelson
Ellie Nelson
Roger White
Marilyn Edgar
Alfred Haij
Ray Myer
George Mickelson
Kent Hutchens
Janet (Rodabaugh) Larson
Russel Schoof

JUNIORS

Robert Jackson
Bill Carter
Nicholas White
Gerald K. Webb Sr
Richard Parks Jr
Richard Gross
Chuck Bukowsky
Ed Ackerman
Freda M. Webb
Steven Howes
Peter Rodabaugh
Alan Viewig
Naomi Gray
Paul McGinley
Rockford Regula
Tammy Auburg
Michael Callanan
Irv Ewen
Carl Rodabaugh
Barbara Dougherty
John Rosu
Ralph E. Jack
Helen I. Jack
Pat Barbour
Gordon Zimmerman
Dale Miller
Christine Schoof
Robert E. Fornoff

NEWS—HISTORY—TRAVEL

How to Be a Hoghead

In learning to be a "hoghead" on either a steam or diesel locomotive one must learn the following to be a complete success.

Probably the first and one of the most important is that before you go to work on any shift you must "suck a lemon." Who ever heard of a hoghead that wasn't grouchy to all those around him at work? After all, an engineer is a "success in life."

One of the first things, after getting to work and seeing the particular engine that has been assigned to you, is to immediately summon the roundhouse foreman and complain about having to take this particular "teakettle" out. After all you deserve the best! While looking the engine over, you naturally find that the sanders don't put out enough sand, there is some dirt on the windows, the bell cord is too high or too low, and it doesn't look like the left rear side rod pin has enough grease.

Then there is the fireman, who hasn't washed the cab out to suit you. There isn't enough ice in the drinking water cooler, the water glasses haven't been cleaned, the tallow pot hasn't been filled and put up on the boiler head to warm. You've used all the oil in the long-spouted oil can and you want it filled immediately. Has he checked the fuel oil and water tank to see if they are full and is he sure? How about the supplies, the extra oil, grease, flagging equipment, cotton waste; has he filled the lubricator for you, wiped any water off of your seatbox after washing the cab out? After all, you must impress all those mechanics about the importance of being the "Mr Engineer."

After all this showing of how important you are, it's about time to leave the roundhouse--late of course. But first, when the brakeman shows up, you must chew him out for being late. Of course you don't listen when he tells you that he has been waiting down at the switch for over twenty minutes wondering what was wrong that you didn't come out. After all, if the engine had been ready you would have left the roundhouse on time.

Leaving the roundhouse track you are so busy telling about the terrible incompetence of the fireman and the roundhouse people that you fail to see that the switch that the brakeman had thrown for you to leave had been taken away from you by a switch crew. And of course when the fireman hollers "Switch wrong!" you are going too fast to get stopped before you run through it and naturally that's the fireman's fault for not hollering sooner. After all, you can't be expected to see everything on both sides of the engine.

As the switchman who had thrown the switch shows up, you instantly blame him for taking it away from you. The fact that the switch is supposed to be lined for the yard lead and not the roundhouse track when not being used has nothing to do with it. Even when the switchman says that this particular switch is easy to fix and that he

will fix it with a couple of shims he can put in with no trouble, doesn't help as he should fix it anyway since he is the one responsible.

In your righteous indignation you open the throttle too far and the engine slips, picking up water into the dry steam and washing the lubrication from the cylinders--but that is the fireman's fault for having too much water in the boiler. After all, when you told him to fill up the boiler and tank, he should know that you didn't mean that full. Remember: no matter what happens, blame it on the fireman.

It's raining out and the brakeman is riding on the pilot step in the rain, to lead you to the track your train is on. Good enough for him: that's where he belongs. After all, there is no one out in the rain but the brakeman and the dogs, and the dogs are in under the porch.

As you get down into the yard where your train is made up, you stop by the track you think the train is in. But the brakeman doesn't get off the pilot. Instead he keeps giving you come-ahead signs. What a dummy! The train you are called for is always made up in this track. Finally after a lot of yelling, he walks back and tells you that the train is on number one track today, not number five track. What business has the yardmaster in making up your train on a different track?

So you open the throttle wide and slip the drivers again. By the time you get to number one track you are going too fast for the brakeman to get off safely. That will teach him! In stopping with a full application of the engine brakes, the wheels slide. Of course if the roundhouse had set the brake shoes up on the tender you wouldn't have had to set so much brake application, and the section man had probably slopped oil on the rail when he oiled some switch points.

As the brakeman walks back to the switch behind the engine you tell the fireman how useless brakemen are. As you are in a slight curve you can't see the cars you are going to couple into, but you know that when the dumb brakeman gives you a two-car sign that they are farther away than that. You don't slow down and next comes a one-car sign, then an easy sign followed by a violent stop sign as the brakeman jumps off the tender. *BAM, BANG*, as you couple into the cars. The bell goes around and around, ringing, and some oil cans fall over from the impact. That incompetent brakeman obviously didn't give you enough room.

Of course the carman doesn't put the blue flag, protecting the workman on the cars, where you think it should be so he moves it to the side of the cab under your window. That's better. Now you don't have to turn around to look when he takes it down after the air test. While you're waiting for the air test, the car foreman comes up and asks you what time you got on, for his report. Naturally you tell him a time about fifteen minutes earlier since

Additions to the Library

A son's devotion to his father who spent his entire working career in the shops and roundhouse of Toronto, Canada's Spadina Shops make up "Keep 'Em Rolling", a mostly picture book of Canadian National steam locomotives.

The father is Harry Watson. Born in England, he immigrated to Toronto in 1923, obtained work with the C.N., retiring in 1966 after working as a machinist. Shortly after beginning work he bought a Number 2 Kodak Brownie camera and started taking pictures with number 120 film. Later he progressed to a Kodak Vigilant Junior 620. It had a delay feature allowing him to be in some photos.

Mr. Watson meticulously filed negatives and pictures with appropriate records. The result...hundreds of steam locomotive pictures, views of the Spadina Shops, and many of his fellow workers who toiled in the shops. As Mr. Watson told his son, Ron, it is the shop and roundhouse workers who enable others to "Keep 'Em Rolling" over the rails. It is Ron, coming upon his father's pictures

some years after the elder Watson's death who put them together for this most fascinating book.

In his careful filing of all pictures, Mr. Watson kept records of when each steam locomotive was built and retired, and this is included in most picture captions.

The pictures of his fellow employees are interesting as they show how the workers dressed and felt about their jobs by observing facial expressions.

Not having any knowledge of Toronto railroads, I nevertheless found the book interesting and did not tire of looking at the black and white photos. A few maps helped. For a brief look into life keeping steam locos rolling in a part of the country not always blessed by good weather, check out "Keep 'Em Rolling" in the Canada section.

It is one of the books donated to the Chapter recently by Mr. and Mrs. Alan Thayer of Portland in memory of the Reverend Lee Young.

"Keep 'Em Rolling" is in the Canada Section of the library. Check it out!

-Jerry Webb

Hoghead

you don't want a record of how late you were. He gives you some argument about it but you yell him down. After all, you are the engineer

Waiting for the air test, you reach into your pocket for that big cigar to smoke while telling the fireman to cut down on the blower, get the oil in the tank hotter and you don't want any more than two inches of water in the water glass after you start running. Don't forget to mention that you want no smoke from the stack and you expect the steam pressure on the peg at all times. But of course never let the "pops" (safety valves) blow at anytime. Now you have gotten every one straightened up except

the conductor, but you'll get to him later, so you can relax.

You are off to a good start in being a "Success in life" as a "Hoghead". But don't forget the lemon!

--Kenny Prager

Super Hopper

The Santa Fe has begun testing the Super Hopper, a five-unit articulated covered hopper built by Thrall Car of Chicago. Because of its aerodynamic, articulated design, the Super Hopper offers 30% more holding capacity than conventional hoppers, easier handling, improved fuel efficiency and better utilization of track storage capacity at elevators and terminals, the carrier said. (UTU News)

To Serve Beer...

Here are 1939 Pullman Company Commissary instructions on how to serve beer:

1. Ascertain from passenger what kind of beer is desired.
2. Arrange set-up on bar tray in buffet: one cold bottle of beer, which has been wiped, standing upright; glass (No. 11) 2/3 full of finely chopped ice (for chilling purpose - making it a distinctive service); glass (No. 12); bottle opener, and paper cocktail napkin. Attendant should carry clean glass towel on his arm with fold pointing toward his hand while rendering service.
3. Proceed to passenger with above set-up.
4. Place bar tray with set-up on table.
5. Place paper cocktail napkin on table in front of passenger.
6. Present bottle of beer to passenger displaying label and cap. Return bottle to bar tray.
7. Pour ice from chilled glass (No. 11) into glass (No. 12).
8. Open bottle of beer with bottle opener in presence of passenger, (holding bottle at an angle) pointing neck of bottle away from passenger; wipe top of bottle with clean glass towel.
9. Pour beer into glass (No. 11) by placing top of bottle into glass, and slide the beer down the side until beer reaches about 2 inches from top -- then put a collar on the beer by dropping a little in the glass which now should be upright.
10. Place glass containing beer on paper cocktail napkin.
11. Place bottle containing remainder of beer on table before passenger, with label facing him.
12. Remove bar tray with equipment not needed by passenger and return to buffet.

-Harold Ahlstrom
(Lehigh Valley Chapter)

Some peoples train of thought never leaves the depot.

Scandinavian Festival Excursion

Saturday August 10, 1991

**One Day Round Trip
to
Junction City
on the**

Oregon Electric

\$75.00

**Northwest Rail Museum
PO Box 19342
Portland, Oregon 97280
Phone 244-4449**

Trip notes

A few interesting items on the upcoming OE trip need to be mentioned.

We will be traveling across the high trestle at Bowers Jct. which may not see traffic much longer.

The track from Orenco to Beaverton is on the proposed Light Rail Corridor.

Salem to Albany has been recently downgraded to Class 1, making it a prime subject for abandonment in three years.

The Scandinavian Festival is second in size (in Oregon) only to the Rose Festival.

The train will be wye'd at Eugene.

-by Gordon Zimmerman

Train Hits Airplane

It could have been the original "Shaggy Dog Story", but for Edmonton pilot Kevin Wolff it was only too true. On September 11, Wolff was forced to make an emergency landing on Canadian National trackage near Loon Lake, Ontario. No sooner had he managed to get his family and himself clear of the plane that it was struck by an eastbound freight train. No one was injured, but the plane sustained extensive damage.

(Branchline via Northstar News)

SP&S Railway Historical Society 1991 Annual Convention

August 16-18, 1991
Richland, Washington

Information Call or Write

Walt Grande
4243 SW Admiral St.
Portland, Oregon 97221
503-246-3254

30 years ago

There was a lot of activity on the railroad merger scene in the spring of 1961. Among those proposed or under active application with the ICC were:

B&O - C&O
N&W - Nickel Plate - Wabash
Pennsylvania - Lehigh Valley -
DT&I
Seaboard Air Line - Atlantic
Coast Line
Southern - Interstate - Central of
Georgia
C&NW - Milwaukee Road
Burlington - GN - NP - SP&S
Soo Line - Duluth, South Shore
& Atlantic

The proposal of both the Santa Fe and Southern Pacific to acquire Western Pacific was being heard by the ICC.

*-Lloyd Stagner
(Wichita NRHS)*

Bells

continued from page 1

A bell so constructed may be unflaked at the end of 6 hours, ready for machining.

Tone can be determined by turning a certain amount of material off the casting and repeated checking with a tuning fork.

-by Fred Dorsett

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
Library & Historical Foundation: Walt Grande,
246-3254
Membership: Tammy Auburg, (206) 694-7769
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

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THE TRAINMASTER
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