

The



TRAINMASTER

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



JANUARY 1992

See the USA . . . the Amtrak way . . .



America is asking you to call...(Eat your heart out Dinah Shore and Chevrolet)

It's Thursday, August 29, 1991, I glance at the clock on the wall and it's 2 PM. So I close down my computer at Hyster, say my goodbyes to my fellow associates, and head for the elevator that will take me down to meet my wife, Carol. We take a cab down the short distance to Union Station where we will board the Coast Starlight to begin our 22 day adventure around the whole of our U.S. of A. With prayers of a safe journey to our Lord, we board the sleeper car, and find our econolbedroom ready for two excited travelers.

I have already started my videotaping of the trip with opening shots of Union Station, with its backdrop of a beautiful partially cloudy day in Portland (Preceded by a very rainy Wednesday). If this is an example of the type of weather we were hoping for, The Lord has not disappointed us.

After I get a frontal shot of our train and station, I again board our sleeper and we pour ourselves a glass of complimentary white wine, and toast a bon voyage. Unfortunately we had to wait half an our before our departure, due to an errant signal light.

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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...\$27/yr.
Joint...\$32/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

CHAPTER TIMETABLE NO. 352

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, January 9, 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, January 17, 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 (236-7710) to see what you can do.

ARCHIVES WORK SESSION, Thursday, January 9, 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, January 18 & 25, 1 to 4pm at Room 1, Union Station.

EXTRA BOARD

ANNUAL CHAPTER BANQUET Mallory Hotel, February 1, 1992

ANNUAL SWAP MEET coming up in March

REDDING EXCURSION on AMTRAK. April 25-26, 1992. Keep this weekend open

SP&S 700 STEAM TRAIN ADVENTURE Excursion up the Columbia Gorge scheduled for Memorial Day weekend, May 1992. PRPA (503)-283-3444

JANUARY MEETING PROGRAM

to be announced

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 Chuck Bukowsky 284-7277

*if your
pushing
fifty, that's
exercise
enough*

We are running a series of Burma Shave slogans which come to us by way of *The Keystone* newsletter, Pittsburgh Chapter NRHS.

The one this month is 1949 vintage.

CHAPTER BUSINESS

Notices

- » Please note the change of address and phone for the editor.

Committee Reports

LIBRARY/ARCHIVES

Jerry Webb, Chair

This is my first report as new Library Committee Chairman.

First, a bit of history. Three years ago, Walt Grande agreed to the Chairmanship. First items of business, name several sub-committees. Bob Weaver took on the job of cataloging the Archives Section. He studied, checked with other historical societies to determine policy of operations and preservation. His conclusions were presented to and passed by the Board and Membership. He identified items needed to make sure our collection would be preserved as long as possible. Needed items were purchased while others were donated thanks to members Dick Ordway, Mildred Messner and others.

Nick White has done work on the Chapter's Newspaper Clipping File. I wonder how many members knew the Chapter maintains a clipping file. We welcome contributions of rail items from anyone. Bring it to a Chapter meeting or mail it to Library Committee at Room One.

Al Haij worked on the Timetable Collection, cataloging each one of the hundreds of public railroad timetables from all over the US.

Bob Weaver and Russ Schoof first began the task of identifying and cataloging the thousands of prints, negatives and slides the Chapter has. Later Walt Grande and Al Haij took over this project and have had the help of members including Bud Parks and Ken Lantz.

Chris Schoof began work on the rolled-up plans, blueprints and other drawings stored up high in Room One. She continued until her fatal illness.

A young man who has been very helpful - but rarely seen - is Jim Loomis. He has been the fellow manning the open Library hours on many Saturdays as well as putting the library book information on computer, a very large and important job.

I know there are some I have neglected to mention ... including Dale Miller, Clytis Belloit, Jack Pfeifer and

Annual Chapter Banquet

Saturday, February 1, 1992

Mallory Hotel

Door Prizes

Special Feature

by a guest host

**Choice of Broiled chicken or
Salisbury steak dinner.**

Flyer will be sent by mail with complete information.

Make your reservations early as space is limited.

**He Saw the
Train**

CHAPTER BUSINESS

others, but trying to remember everything that has happened over a three period is not the easiest thing to do. To those I have not mentioned, I say forgive me - and come out at the next work session, committee meeting or Saturday opening so we can get reacquainted.

Now, a very special thanks and acknowledgement to the lady who has put in many hours of work - my wife, Freda.

During 1992 we plan to continue having Room One open on the Saturday after each Membership meeting, plus the following Saturday. Come on down, check out a book, or spend an hour looking at a book, our collection of railfan magazines, newsletters from other chapters, and our timetable collection. Your welcome. Should your interest or curiosity include any other printed railroad item, give Bob Weaver a call to see what is now available to look at. He is very helpful and proud to show what the committee has been doing.

That's all for now, we do plan the first committee meeting the Saturday afternoon following the January membership meeting. Check in at Room One for location.

-Jerry Webb

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - DECEMBER 12, 1991

The meeting was called to order by President Chuck Bukowsky at 7:11 PM.

Treasurer Maxine Rodabaugh reported the following balances as of 11/30/91: Checking \$8771.05. Excursion \$10,411.61. Restoration \$2,962.89. CDIC Savings \$28,296.08. Bond Account \$5404.68. Emergency Reserve (3 CD's) \$24,938.15. Maxine reported a net of \$5450.00 from the Tillamook excursion. She also reported income of \$7000 during 1991 from rental of car 6800.

The Chapter board passed the following motions at its December meeting: 1) Authorized spending up to \$350 for the professionally printed version of the museum presentation booklet. 2) Approved a trade of the S.P. caboose to Dick Samuels in return for an ex- S.P. shop switcher. 3) Abolished the annual Jack Holst memorial award.

Concessions Sales: Marilyn Edgar reported concessions sales of \$437 on the Tillamook trip. Very little has been spent on new concessions inventory due to the tight condition of Chapter finances. Jerry Webb reported consignment of a number of 4449 merchandise items to Gordon Zimmerman in order to generate revenue for the

Chapter and to clear space in Room 1A. Ray Myer and Jerry Webb questioned whether or not the Chapter is actually making any money on concessions sales. President Chuck Bukowsky appointed an ad hoc committee consisting of board members Bob Hoffman, Maxine Rodabaugh and Dave Van Sickle to review concessions and report back to the January board meeting.

Library: Maxine Rodabaugh reported a donation of \$500 for the library from Tom Tabor of RLHS after he had seen the Chapter's library.

Museum: Bob Hoffman relayed a request from Dave Stimac for \$300 to pay for production of the museum presentation booklet (see motions). The board informally authorized Chuck Bukowsky to write a letter challenging the proposed road easement through the railroad museum site.

Rolling Stock: Bob Hoffman reported that work has been concentrated on the two RDC's including work on restrooms, heating and air conditioning. The car Red River has been winterized. Seats for the car 1220 are expected shortly. Bob estimated car rentals of \$100,000 during 1992 if enough of the Chapter's cars are ready.

Damaged Cars: Bob Hoffman reported that cars Mt. Hood, 76 and 3300 are being being watched while at Tillamook but that Bob Steele will not work on them. The Chapter's insurance company will front \$12,000 to begin work on the cars which will be brought back to Portland. Bob advised that it appears that the Chapter will have to repair the 3300. The S.P. will accept only the report of a recognized inspector on the damage to car 3300's trucks.

Future of the Chapter: Chuck Bukowsky advised that the committee looking into the Chapter's future direction, under Chair Dale Miller, will be making recommendations over the next four to six months.

Oregon Trail Celebration: Chuck Bukowsky reported that the Chapter has been contacted by the Oregon Trail Commission about the possibility of operating a train in 1993 to commemorate the Trail's 150th anniversary.

The meeting was adjourned at 10:35 PM.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - DECEMBER 20, 1991

And Tried to Duck it

CHAPTER BUSINESS

The meeting was called to order by President Chuck Bukowsky at 7:40 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapters accounts as of 11/30/91:

Checking	\$ 7,961.05
" " - 12/20/91	11,962.00
Excursion	10,411.61
Car Restoration	2,962.89
Rolling Stock Petty Cash	236.00
CDIC Bond Account	5,404.00
CDIC Savings	29,000.00
Far West CD's (3) (Emergency Reserve)	25,000.00

Maxine reported net income of \$5450 from the Tillamook trip.

Chapter Property Inventory: President Chuck Bukowsky asked members with Chapter property in their possession to send him a description of the property.

Excursions: Chuck Bukowsky reported that Amtrak has approved the Redding trip for next spring but has not yet asked for the required \$7400 advance deposit. Moved by Doug Auburg, seconded by Dale Miller to authorize payment of the deposit when required pending request for a full budget for the trip. Motion passed.

Chapter Banquet: Chuck Bukowsky announced that the annual Chapter banquet will be on Saturday, February 1, 1992.

Rolling Stock: Peter Rodabaugh reported that the three cars damaged by the S.P., now at Tillamook, will be returned to Portland. The S.P. has lately agreed that the Chapter can do its own repair work on the cars. It appears that the Chapter will have to repair car 3300, subcontracting out the work that Chapter members cannot handle. The Chapter's insurance company will provide seed money to begin repairs, especially the truck and draft gear inspection.

Trips for Chapter Members Only: Chuck Bukowsky asked for a show of hands from members present of interest in trips for Chapter members only. Some interest was shown. Steve Howes has proposed a five day trip to Baker City and the Sumpter Valley Restoration, probably in late summer, to assist in operation including locomotive operation.

Publications: Irv Ewen announced that Feb. 1, 1992 will be the cutoff date for including names in the new edition of the Chapter directory.

Meeting Location: Chuck Bukowsky announced a search for a new meeting location due to rent increases by PGE for the present meeting room. A room at the Bonneville Power Administration building is one possibility.

Respectfully submitted, Chuck Storz, Secretary

1992 Dates Set

West Coast Railway
Association's 1992 Tours Program
is as follows:

Sunday, April 5	Spring Day Trip on the E&N
Saturday, May 30 to Sunday, June 7	"Spring in the North" BCRail system tour
Saturday, June 6	Judge Begbie Days in Lillooet with overnight option returning June 7
Saturday, July 18	Lake Whatcom Day Trip
Saturday, August 15	E&N Day Trip
Saturday, Sept 12 to Sunday, Sept 20	"Fall Colour" BCRail system tour
October	Cariboo Overnight Tour to Williams Lake

for information contact:

**West Coast Railway Assn.
Box 2790
Vancouver, BC V6B 3X2**

**Kicked First the
Gas**

NEWS—HISTORY—TRAVEL

See the USA . . . The Amtrak Way . . .

...continued from page 1

Finally, about 3:30 we were on our way down the Willamette Valley. The weather was so cooperative at the start of our traveling, that the golden Pioneer on top of our State Capital building in Salem just glistened as we made a short stop for passengers.

Down the rails we rolled as we passed through our home state of Oregon, stopping momentarily at Albany, Eugene, and Chemult before the sun slid below the horizon leaving a beautiful residue of a golden sky with painted clouds reflected in the backwaters of a passing dam, entering the Willamette Pass, where we will be passing through 28 tunnels before reaching Klamath Falls. It has always disappointed me that we are not able to properly appreciate this heavily forested region from here to Northern California (except when traveling north from Klamath Falls). Maybe the next time we have a special run down to Redding, CA we will be sure to be part of the group.

After reacquiring our sea (train) legs and getting our bodies used to the new sounds and vibrations, we bed ourselves down for our first of many nights away from home. Before I get too far ahead of myself, let me take a moment to inform you of what this journey will be. We made arrangements some six months earlier to travel from Portland to LA, from LA to New Orleans, and from New Orleans up to Boston, MA, where we will be a part of a New England craft tour, sponsored by Country Magazine and World Wide Tours. We then will cross the Northern part of the states from Boston to Chicago to Portland. The exhausting and time consuming pre-trip organizing was accomplished by my bride, Carol.

The fun has just begun.

The sun is yet to break over the Central California hills as we approach Sacramento, waiting for switching instructions. After comfortably winding our way through the Siskiyou and Northern California we awake to our first of many bright and gorgeous mornings. When we reach the Sacramento station, I step from the train to continue my video documentary of the various architectural features of the many train stations in the hopes that it will provide a good record so I can possibly present an edited version to the members of the Portland Chapter the NRHS.

While we were at our first morning's breakfast, I had to excuse myself so that I could get a shot of Davis, Calif., and Martinez. It seems that this is going to be my habit throughout this journey. Unfortunately I'm not

going to get the front views of most of the stations simply because the stops are not long enough, and I probably couldn't run fast enough anyway. Believe me, the car attendants know how to tether an overzealous passenger who's popping in and out with his video camera.

Oakland is the first extended stop we come to. Here, I'm able to stretch these wobbly sea legs and tape the unfortunate station in it's disrepair. Two things impressed me about this stopover. First, the old station, with the paint peeling, and windows boarded up (apparently due to damage from the earthquake) gave me a sad feeling. I'm sure the station could return to its former appeal if the structural damage had not happened. It was told to me by the conductor that a new Amtrak station was being considered further south in a new industrial park area.

Secondly, I was amazed that while we were sitting in the lounge car waiting for departure, a vehicle on the outside came along washing the windows like passing through a car wash. Well, I couldn't let this go by without getting my camera in action. I jumped out of the train to

catch it washing the next car up towards the engine. This vehicle was equipped with two whirling brushes and splashing water, removing the accumulated dirt from the two levels of windows. This was on the boarding platform of the station. Now how are they going to get the other side? As the train slowly began to move away from the station, it passed our little vertical window washer, sitting on its own concrete platform on the other side of the train. We were informed that it took an extra 10 minutes scheduled time to accomplish this operation. And it sure did the trick. We were able to enjoy the Southern California run with clean windows.

So down the San Joaquin Valley we went, passing through San Jose, Salinas, and a working oil and gas farm at the end of the valley. The brown grassed hills, with their green tree lined ravines and the working farms and ranches makes the scenery pass by pleasantly. We pass through the tunneled hills, and as we approach the San Luis Obispo Valley, we come to a very interesting point. The rails make an 180 degree turn in such a way that while sitting in the upper, full windowed deck of the lounge car, you can see both the front and tail ends of the train, as we pass a federal prison. Camera up and recording. (I cheated a little bit, too.)

Believe me, the car attendants know how to tether an overzealous passenger

And Then the Bucket

Steadily down the valley through San Luis Obispo, and on to the fog shrouded coast hills of California, stopping momentarily at Santa Barbara. We were met along this stretch of rails with a beautiful sunset and clear skies, until we again started inward towards Oxnard. Here in this coastal town we made an important rendezvous with Carol's brother and sister-in-law, who are joining us on the next leg of our journey from LA to New Orleans.

Stay tuned for the next episode of USA...The Amtrak Way.

-by John and Carol Lukens

MORRISON KNUDSEN Shutting Doors

On August 3rd, Morrison Knudsen announced in a letter to employees at Mountaintop facility, the plant would shut down in October. The 164 employees will lose their jobs.

A spokesman at MK's Boise, Idaho headquarters, said the plant will shut down temporarily, until the economy picks up and MK gets more orders for locomotives. A staff of 12 to 15 maintenance workers will stay.

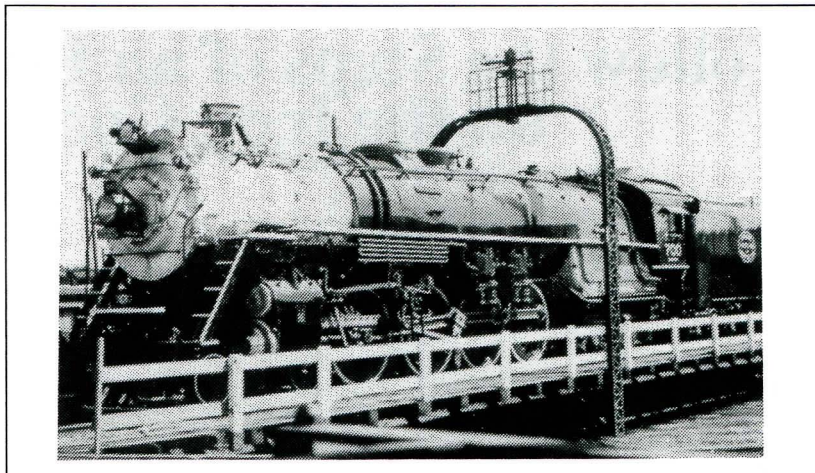
(The Green Block)

Sunken Train Discovered

In the October Issue of *Locomotive and Railway Preservation*, we read of a steam engine along with a small string of coal cars recently discovered at the bottom of Lake Washington by salvage divers. It is presumed that the train slipped off a barge. There are no plans to recover the locomotive.

Page One Photo - Amtrak Promotional Shot

"SP&S 700" Photo - Fred Dorsett



Columbia River Gorge SP&S 700 Steam Train Adventure

Come experience the splendor of the historic Columbia River Gorge on our Memorial Day Steam Train Adventures, May 1992!!

Ride in classic passenger cars behind the largest operating steam locomotive in the Northwest, the Spokane, Portland, & Seattle Railway #700.

You will enjoy the splendid vistas of the Oregon shoreline across the river, Mt. Hood looming impressively over the towboat river traffic on the Columbia, the haunting whistle and roar of "The Lady" as we charge up the Gorge over the fast "North Bank Road"!

As our train turns at the rail hub of Wishram, Washington for the return trip to Vancouver, you will view the Columbia River from the Fall Bridge at mid-stream!!!

Two round trips from Vancouver to Wishram are offered the same day at the all-inclusive fare of \$165 per person. Tour groups are welcome.

The first trip in the morning includes a Continental Breakfast and Lunch. Lunch and Supper will be served on the afternoon trip. Both trips include an illustrated Trip Guide and collectible cloisonne lapel pin commemorating your Steam Train Adventure!!

First Class passage in the dome-diner and observation car is available for an additional \$40. Space is limited, so order this option early.

Reserve your place in this sure-to-be-sold-out historic rail adventure now!!

For information inquire of the personnel at the Pacific Railroad Preservation Association, call (503) 283-3444, or write to:

Columbia River Steam Train

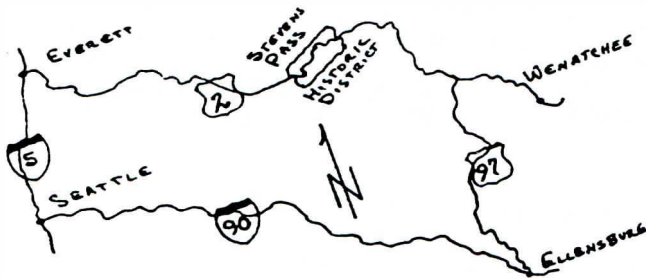
7325 N. Wayland

Portland, Oregon 97203

Burma Shave

Follow the Steps of an Empire Builder on the Iron Goat Trail

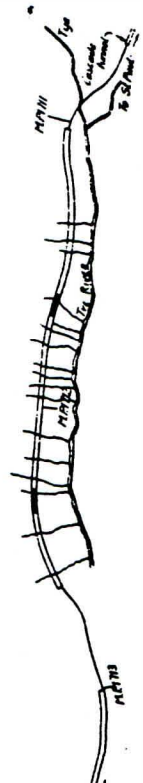
STEVENS PASS HISTORIC DISTRICT



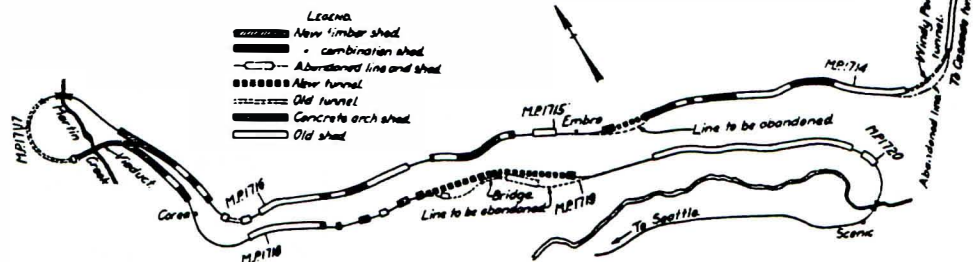
In 1976 the Stevens Pass Historic District was placed on the National, state and county registers of Historic Places. The purpose of the National Historic Register is to preserve the artifacts as valuable cultural resources which enable us to understand and appreciate our past. The Forest Service has the responsibility of protecting these resources for future generations. The Alpine Lake Management Plan adopted by the Forest Service in 1981 calls for a hiking trail in the Historic District.

DON'T MISS THE TRAIN! VOLUNTEER TO HELP.

- Brush-out access route on original right of way abandoned for over sixty years
- Identify and inventory plants
- Locate original drainage systems on the ground from Great Northern maps
- Propose solutions to drainage problems of structures and right of way
- Reestablish proper drainage to preserve existing structures
- Install signs indicating points of historical interest as well as hazards
- Identify and inventory habitat of birds and animals along the route
- Be a crew leader
- Do historical research on railroad construction and operations 1890-1929
- Find diaries, photos and mementos of those who built and rode the early trains
- Locate trail on right of way
- Learn basic trail survey and design work required for trail construction
- Write grant proposals for funding
- Participate in publicity and media relations
- Develop education curriculum K-12 for Stevens Pass Historic District



Railway Age Gazette
Dec 14, 1917



Great Northern Railway Documents Wanted

Volunteers for Outdoor Washington, working in partnership with the US Forest Service in the planning and construction of the "Iron Goat Trail" needs to copy portions of the GN: Documents, Right-of-way maps, Station maps, Track profiles, Construction drawings, Original location survey notes, etc.

If you have any of these documents that could assist with this project between the old stations of Berne and Scenic (pre-1929), please contact:

Larry Reed
Iron Goat Trail Technical Consultant
Volunteers for Outdoor Washington
3642 Interlake Avenue North
Seattle, Washington 98103
(206) 431-4446
(206) 663-2307 (home)

For further volunteer information contact:

Volunteers for Outdoor Washington
4516 University Way NE Seattle 98115-4511
(206) 545-4868 or
Ruth Ittner, Iron Goat Coordinator
(206) 282-8737

WILL YOU MARRY ME?

WANTED: Unusual Marriage Proposals

For a book collecting 100 unique marriage proposals, I want to hear your story. Did your marriage proposal have an unusual setting (time, place, atmosphere)? Did it involve certain hobbies or passions? Was it just downright odd? Tell me about it!

You can write a letter or make a tape and mail that to me. Please include your full name and address, so I can verify details if necessary. All whose stories are selected will receive an autographed copy of the book.

Unique Marriage Proposals

J. Clayton

P.O. Box 1222

Red Lodge, MT 59068

TRAVELING BY TRAIN?

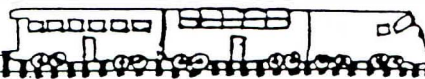


Mauris Emeka, an experienced passenger train employee, has written a helpful booklet,

"Getting The Most From Rail Travel"

Plan smartly, travel confidently with this 32-page handbook. You'll learn what you need to know to have enjoyable and hassle-free train travel.

Send \$7.50 postage paid to: Rail Passenger Service
4564 Oakhurst Lane SW
Port Orchard, WA 98366-9363



EXPERIENCE THE MAGIC
OF THE N.R.H.S.'s 1991 Convention
in HUNTINGTON, West Virginia.

as lensed by the BULLETIN's staff photographers.

These classic images, captured by E. Steven Barry, Alex Mayes, and Kermit E. Geary, Jr, will provide a lasting tribute to the fine efforts of the volunteers of the C.P.Huntington Chapter, N.R.H.S. and the employees of CSX Transportation and Norfolk Southern.

Unhappy with the lack of photo opportunities with the N&W's "A" ??? ENJOY these images of #1218 as she exits the many tunnels enroute to IAEGER WV. WITNESS the mighty "A" as she storms across the OHIO RIVER bound for Portsmouth Oh. RELIVE the magic that was as two mighty Berkshires run side-by-side on the C&O mainline from Huntington WV to Hurricane WV!!! OBSERVE a night photo session from the dry comfort of your living room. RE-EXPERIENCE the thrill of double-headed Berkshires pounding through the New River Gorge.

YES....FOR A LIMITED TIME, these and many more images can be yours for ONLY \$20.00.

That's right. 37 Quality Duplicate SLIDES for only \$20.00.
****Remember, This offer is for a limited time only.****

All orders must be received no later than February 28, 1992.

Pennsylvania residents: Please add 5% sales tax.

Please send check or money order to: Kermit E. Geary Jr.

P.O.Box 38

Walnutport, PA 18088

PROCEEDS WILL BENEFIT THE N.R.H.S.





NRHS JACKET ORDER



Date _____, 19 _____

Send To: Name _____
* Street _____ Apt. _____
City _____ State _____ Zip _____

**PLEASE
PRINT
OR TYPE
CLEARLY**

* STREET ADDRESS ONLY - NO P.O. BOX NUMBERS - UPS DELIVERY

Nylon Jacket with LINING ----- \$25.00 each
Nylon Jacket - UNLINED ----- \$20.00 each

- Specify Color: NAVY BLUE or SCARLET RED
- Available in Sizes: S, M, L, XL, XXL

QTY.	COLOR		DESCRIPTION		SIZE					ITEM PRICE		
	RED	BLUE	LINED	UNLINED	S	M	L	XL	XXL			
											\$	
Total Amount (check or money order)											\$	

Items are postpaid. Allow 6 weeks for delivery. Made in the U.S.A. Send Check or Money Order payable to DAVID W. SHORT, NRHS, Director - Emblem Sales, P.O. Box 58153, Philadelphia, PA 19102

NRHS
NEWS

Note: Tear Off Receipt And Retain For Reference

Receipt

Purchase of NRHS Jacket(s)

Date _____ Check No. _____ Amount \$ _____

Received By D.W. Short NRHS Emblem Sales,

P.O. Box 58153, Philadelphia, PA 19102

Please allow 6 weeks for delivery of jacket(s).



COMMITTEE CHAIRS

Activities: Vacant

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, 236-7710

Chapter representative, Northwest Rail Museum

Board: Chuck Bukowsky, 284-7277

CHAPTER OFFICERS:

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146 NE Bryant St, Portland, OR 97211

Treasurer: Maxine Rodabaugh - 253-4241

2315 SE 104th Dr. Portland, OR 97216

National Director: Bob Hoffman - 236-7710

545 NE Floral, Portland, OR, 97232

Directors-at-large:

Fred Dorsett - (206) 576-0762

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
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Portland, OR 97209-3715

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ORGANIZATION

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