

The



TRAINMASTER



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

AUGUST 1992

Farewell to the "E's"

The EMD "E" types were designed to haul a new generation of luxury, streamlined trains. These E9s were originally purchased by the CB&Q in the late '40s and early '50s to power the famous Zephers.

Join the Chicago Chapter NRHS on Sunday, August 30th, as three of these magnificent locomotives make one final run—their last in regular service anywhere in the world.

Our chartered train will make two round trips between Aurora and Chicago's Union Station. The trip will feature on board food service, souvenirs, and several scheduled photo run-bys.

The adult fare will be \$20.00 and allows one to ride all day, getting off and on at any point. For additional information, call the Chicago Chapter Hotline at (312) 342-4244 between Noon and 8:00pm Central time.

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CHAPTER TIMETABLE NO. 359

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, August 13, 7:00pm, at room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, August 21, 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 WORKSESSIONS 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.

LIBRARY/ ARCHIVES WORK SESSION Thursday, August 13, 1 to 4pm & Saturday, August 22, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jerry Webb at 298-8163 or Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, August 22 & 29, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

PNWC ANNUAL PICNIC Saturday, August 29th 10am to 6pm Glenwood Trolley Park

PNWC EXCURSION Seattle Steamboat trip with a visit to the *Spirit of Washington* dinner train. We will be travelling on Amtrak of course! September 12th - 13th

SALEM SWAP MEET & SHOW October 3rd & 4th sponsored by Willamette Valley Model Railroad Club Jackman Long Building 2330 17th Street NE Salem, Or

2nd ANNUAL PNWC TILLAMOOK "Salt-Air" EXCURSION October 17th -18th Leaving from Banks, Oregon

AUGUST 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

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

WANTED

EDITOR

It's amazing how fast time flies. In the past year and a half, I've been concentrating my chapter involvement mostly on the newsletter, and during that time I've discovered something new in myself. Before accepting this position I had no idea that I possessed a latent interest for this. I must say it has been very enjoyable and enlightening for me.

I regret to announce, though, that I cannot continue my mission any longer. In June, I made the decision to go back to night school in September and at that time the newsletter would have to go to make room for study time.

Being editor was fun and prompted me to start doing research for rail related articles, which I hope to continue in my free time. I had never done this before, I had never typed very much and never touched a computer, but when the position came opened something about it appealed to me.

The duties of the editor are:

- * Assemble and type current chapter information
- * Enter submitted stories
- * Deliver final copy to the printer
- * Pick up newsletters, fold and deliver to Chuck Storz

The process is relatively simple to pick up. The page formatting (programming) is already done, the editor just types in the stories and adjusts the monthly meeting dates. Unless you are a whiz at typing, you need to figure about 20 hours a month to put this together. The various chapter committee chairs leave information for publication in the Trainmaster box in Room 1, such as excursion dates, chapter functions, notices to the membership, etc. Many other organizations also send us information on things such as excursions, books for sale, exchange newsletters. Being short of material is not a problem. The printer *will deliver* the finished newsletter within the core area.

The minutes of the meetings are delivered by Chuck Storz on a floppy, you just load them. Chuck is also in charge of mailing the Trainmaster.

So if you are out there, maybe you never even thought of doing something like this before, but something about it kind-a grabs you, give me a call or drop me a letter. I would be happy to answer any questions or discuss any concerns that you might have. My address is in the column on the left.

CHAPTER BUSINESS

from the President

I finally overcame a virus after 2 months of battle. The doctor kept saying it takes time and may reappear several times. The flu is the pits -- but it's past.

The chapter has run the Redding trip and leased some cars in the last several months. Our cash flow position has improved somewhat, but our accounts payable is still not in sync with our income.

The Futures Committee still has some work ahead in which we all have a part--the PNWC's future.

We continue to be frustrated by our lack of ability to run extras on BN or SP with our own cars. Maybe someday management will see the PR value to a string of well preserved vintage coaches on their rails. We still have friends at the local level that are interested in our goals.

By the time you read this, the San Jose Convention will be history. Hope all attendees had a good time. Hope to see you all at our annual picnic.

-Chuck Bukowsky

Committee Reports

LIBRARY/ARCHIVES

Jerry Webb, Chairman

This month's report by Bob Weaver

James Mattson of Seattle gave the chapter library a printout of his employee timetable database. This catalog, consisting of 286 pages, lists all the employees timetables and special instructions known to exist of the railroads serving the Pacific Northwest. Many of these timetables reside in the collection of the Museum of History and Industry of Seattle, which has probably the largest set of Pacific Northwest timetables in existence, consisting of over 4,500 issues. Mr. Mattson manages the collection for the museum.

Included in the catalog are lists of timetables of the Burlington Northern; Chicago, Milwaukee, St. Paul and Pacific; Great Northern; Northern Pacific; Southern

Annual **-PNWC CHAPTER-** *Picnic*

WHEN: Saturday, August 29 10am - 6pm

WHERE: Trolley Park on Highway 6 towards Tillamook, on the banks of Gales Creek

WHAT TO SEE: Old trolleys to ride, PNWC's own electric engines, Museum, Artifacts, Trees, Gales Creek to wade in

WHAT TO BRING: PotLuck-Enough food for you and your family plus three others, electric hookups for crockpots

NO Pets

NO Open fires

BARGAIN RATES!

COST: \$5.00 per family
\$3.00 per person
\$2.00 Senior citizens
Under 5 free

Charge is for park entrance and trolley rides all day

Pacific (Portland and Shasta Divisions); Spokane, Portland and Seattle and Union Pacific (Northwestern District). It also includes Canadian lines in British Columbia, shortlines interurban electric; Pacific Northwest and Middle West subsidiaries and predecessors of the major carriers.

The Timetable Catalog lists items in the museum's collections plus issues in large institutional collections such as California Railroad Museum, Minnesota Historical Society and Milwaukee Public Library. Also inventoried were some large private collections.

The entries include the timetable number, date of issue, location code (if not in the museum's collection), notes on size color changes or historical changes in the railroad divisions.

The Museum of History and Industry's collection is available for research use. Contact Jim Mattson at (206)

CHAPTER BUSINESS

324-9567 to arrange to use the collection. The Timetable Catalog can be consulted at the PNWC library. Thanks again to Mr. Mattson for his generous gift.

Thank you to Mildred Messmer who donated a Quebec, Northshore and Labrador Railway timetable to our public timetables collection, which contains over 2,000 items from railroads all over North America.

Thanks to William Gibson of Grants Pass who donated his collection of over 60 photographs of Canadian Pacific and Pacific Great Eastern passenger trains, cars, work equipment, steam and diesel-electric locomotives, stations, facilities, freight equipment and track-side scenes from a trip he made in 1952. Contact Walt Grande at 246-3254, if you would like to arrange to see this collection.

Mr. Gibson also gave the library a Canadian Pacific-Pacific Region employees timetable, 1952, which is now part of our operating timetables collection.

Chuck Bukowsky donated a set of 34 architectural and design blueprint drawings of the Tacoma passenger station that Amtrak built in the 1980's to replace the old Tacoma Union Depot. The set includes site plans, signage standards, landscaping plans, floor plans, building elevations and interior details, structural detail plans, electrical and mechanical plans.

Russ Schoof gave the library a 1901 book titled A Textbook on Electric Lighting and Railways regarding lighting on electric railroads, and The Locomotive Up to Date published by Charles McShane in 1899. We've added these volumes to our reference collection of older, technical books.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JULY 9, 1992

The meeting was called to order by President Chuck Bukowsky at 7:15 PM.

Treasurer Maxine Rodabaugh reported receipt of the \$1000 donation from Sam Merrell toward the cost of moving the locomotive from Hines, OR to Ontario. Payment of \$3900 has been received from the May car leases to the Port of Tillamook Bay RR. The net from the Redding trip is \$8113.84.

The Chapter board passed the following motions at its July meeting: 1) To follow up on the Service America food overcharge for the Redding trip, first through the Better Business Bureau and then possibly through legal counsel. 2) Approved a budget of \$22,170 for the upcoming Seattle excursion. 3) Approved a budget of \$20,650 for the fall Tillamook trip. 4) Established as board policy a requirement for written contracts for outside services purchased by the Chapter.

Rolling Stock: Peter Rodabaugh reported work is under way to prepare cars Mt. Hood, 4461 and RDC 6905 for the lease for the G.N. Historical Society trip. Also the car Red River is being prepared for the 4449 trip to San Jose. The O.N.W. locomotive is at Albina yard on two flats with demurrage accumulating at \$24 a day. Unloading has been delayed due to administrative problems at the U.P. The locomotive may have to be brought to Brooklyn for unloading.

S.P. Wig Wag Signal: The board discussed the need for documentation of Chapter ownership of the wig wag signal presently located outside the Columbia Gorge Model RR Club building. Chuck Bukowsky will send a letter to the attention of Doug Auburg declaring Chapter ownership and stating that the signal is on loan to the Columbia Gorge club.

Chapter Futures Report: Ray Myer asked that at least a summary of the Chapter futures committee report be published in The Trainmaster. The board discussed ways of publishing the report at lowest cost. The consensus of the board was to publish the future report complete with the Chapter by laws and send the combined document to all the members. The board also discussed the publication of a new membership list.

The meeting was adjourned at 9:32 PM.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JULY 17, 1992

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

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 6/30/92:

Checking	\$ 9,533.72
Visa and Excursion	19,052.89
Restoration	3,018.07
Rolling Stock Petty Cash	136.60
CDIC Bond Account	696.71
CDIC Savings	23,845.93
Emergency Reserve (3 Far West CD's)	25,649.88

Museum: Dave Stimac explained the status of the property needed for the proposed railroad museum. Due to the need for parking for OMSI the shape of the rail museum site will change. Georgia Pacific will move the railroad shop equipment up for donation in Powers, OR but the Chapter must load and unload it.

Excursions: Marilyn Edgar reported that the coming Seattle trip will include the dinner train. Brochures for

CHAPTER BUSINESS

both the Seattle and Tillamook trips have been printed and are being prepared for a combined mailing.

The Chapter membership passed the following motion at the July meeting: Approved the budgets as proposed for both the Seattle and Tillamook trips (see board minutes).

Publications: President Chuck Bukowsky announced the resignation of Mike Callanan as Trainmaster editor after the September issue is completed. A new editor is needed. Kris Lundt will assist the new editor.

Rolling Stock: Richard Gray reported that the Chapter's S.P. tender and car 6800 will be in the 4449's train going to San Jose. One of the Chapter's RDC's is still at Tillamook. Work is continuing on cars 6200 and Twin Grove. The ONW diesel will be unloaded next week at Albina. Bob Hoffman reported that a relatively few Chapter members are accomplishing a lot of work on the Chapter's cars.

Respectfully submitted, Chuck Storz, Secretary

Attention Kodachrome Slide Photographers

As active users of Kodachrome slide film know Eastman has sold its processing business to a company known as Kodalux. The September, 1992 issue of Railfan and Railroad magazine has an article on the current status of Kodachrome processing which all users should read. The biggest change for Northwest photographers is the closing of the Palo Alto, CA plant. It appears that film sent to Kodalux or its related company Qualex in California is sent to a plant in Dallas, TX for processing. The writer of the article comments mostly on his recent experience in the Eastern part of the U.S. Kodalux has begun returning processed film by bulk mail instead of first class mail formerly used by Kodak. A reading of the article will provide a good, current picture of how Kodachrome processing is handled.

-Chuck Storz.

AMTRAK POLICE

They now have a toll-free nationwide number to report incidents along Amtrak's lines.

It is 1-800-331-0008

-Arkansas Railroader

One Last Ride...

Three Romanians sat their dead uncle's corpse upright on a railway seat for a 500km journey to the family graveyard because they could not afford a hearse. The relatives doused the clothed body with cheap alcohol to conceal the smell and told the conductor their uncle was drunk. They took the night train from Bucharest to their uncle's native area of Caransebes in western Romania, because carrying the body in a hearse would cost 30 times more than a train ticket. The scheme worked because the train, like most in Romania, was unheated and had no lights.

-Callboard

Bungee Bump

The dangerous sport of bungee jumping has found a popular home on the east coast. Carbon County owned Hometown railroad bridge has recently attracted bungee jumpers from all over the country. The bridge is used by the C&SKR RR for freight and passenger excursion trains. Recently, a jumper tied a 150ft. bungee cord around his ankles and jumped off the bridge. The cord stretched to 155ft. The jumpers head bounced off several rocks but was not seriously injured. Railroad and county officials were to meet to discuss ways to keep pedestrians off the bridge.

-Keystone

Do You Have Any Grey Poupon Too?

Recently the northbound and southbound 'Coast Starlights' met at Chorro Siding on the Cuesta Pass, north of San Luis Obispo, California to exchange pie. The southbound was in need of apple pie and other condiments, informed Southern Pacific dispatcher to arrange the meet for the across-the-track exchange by dining crews. The diners were spotted opposite one another and after a seven-minute pause, the trains continued on their journeys.

-Green Block

NEWS—HISTORY—TRAVEL

my favorite railroad book

One of my all-time favorite railroad books is "Railroad Avenue--Great Stories and Legends of American Railroad", by Freeman H. Hubbard, (longtime editor of "Railroad Magazine"), and published by Whittelsey House, McGraw-Hill Book Company, Inc. New York in 1945. The retail price of the book was \$3.75, but it is probably worth many times that amount now.

The book has a number of chapters, and includes such all-time favorite railroad stories as Casey Jones, Jawn Henry, and many other railroad legends. There is also a chapter on the origin of railroad logos, and a Vocabulary of Railroad Lingo.

One of my favorites is the chapter on Railroad Advertising, which particular reference to the New Haven ad titled: "The Kid in Upper 4." I would like to repeat this ad:

THE KID IN UPPER 4

It is 3:42 on a troop train. Men wrapped in blankets are breathing heavily. Two in every berth. One in every upper. This is no ordinary trip. It may be their last in the U.S.A., till the end of the war. Tomorrow they will be on the high seas. One is wide awake...listening...staring into the blackness. It is the kid in Upper 4.

Tonight he know, he is leaving behind a lot of things--and big ones. The taste of hamburgers and pop...the feel of driving a roadster over a six-lane highway... a dog named Shucks, or Spot, or Barnacle Bill...the pretty girl who writes so often...that gray haired man so proud and awkward at the station...the mother who knit the socks he'll wear soon. Tonight he's thinking them over. There's a lump in his throat. And maybe--a tear fills his eyes. "It doesn't matter,

Kid." Nobody will see...It's too dark.

A couple of thousand miles away, where he's going, they won't know him very well. But people all over the world are waiting, praying for him to come. And he will come, this kid in Upper 4. With new hope, peace and freedom for a tired, bleeding world.

Next time you are on the train, remember the kid in Upper 4. If you have to stand enroute--it is so he may have a seat. If there is no berth for you--it is so he may sleep. If you have to wait for a seat in the diner--it is so he...and thousands like him...may have a meal they won't forget in the days to come. For to treat him as your honored guest is the least we can do to pay a mighty debt of gratitude.

The book went on to describe the response to the ad:

Dull indeed, is the human being who would fail to be moved by such an appeal. The universal quality of "The Kid in Upper 4" strikes you instantly--and deeply. He is your son and mine, your brother and mine. The youth of America, of all the Allied Nations, fighting our war. Since the copywriter, Nelson C. Metcalf, Jr., laid this simple story on our doorstep we have understood a little more clearly than before why we couldn't get, in war-time, the kind of passenger-train service to which we normally felt entitled.

Countless other rail ads brought home a similar message, but that one was the cream of the crop. Public reaction to the "Kid in Upper 4" rolled in like a tidal wave. The ad first appeared in newspapers of lower New England on the Sunday before Thanksgiving, 1942. On that day phones started to ring all over the New Haven system--began

ringing early in the morning and kept ringing all day, all week, all month. Persons congratulated the New Haven on the ad, wanted copies to mail to their friends, mothers, dads, wives, sweethearts of servicemen desired to send it to their boys in uniform. A plastic company in Philadelphia requested 5000 reprints for its employees. The United States Wholesale Grocers' Association applied for 3000 copies for their food distributors. A Midwestern utility concern wanted copies to send to all their state legislators. The United State Treasury Department sought to use it in selling War Bonds. Eddie Cantor and Ben Bernie phoned for permission to read the text of that ad on their Christmas broadcasts. Kate Smith recommended "The Kid" to her million of radio listeners. In Tin Pan Alley a song writer named, ed Charles O'-Flynn wrote a lyric based on the ad and "The kids" picture was reproduced on the sheet-music cover. Sears, Roebuck & Company asked for 300 copies of "The Kid in Upper 4" to post in their plants...

The ad appeared in a dozen magazines and nearly 200 newspapers, besides being distributed by the thousands as a colored poster. I am told that the New Haven received more than 10,000 letters in connection with that one advertisement...

.....

Probably many of the members of this Chapter have never heard of this ad. But to many of us who remember World War II and had relatives that served in the military, it still brings a lump to our throats.

There is a large amount of railroad legends that have appeared over the many years of railroading in this country. And if you enjoy that type of reading you will really enjoy this book.

-Walt Grande

Engine Buried in Tunnel Crew Escapes

*from the Denver Post
December 7, 1918
reprinted from Intermountain
News December 1991*

The derailment of a huge Mallet type engine in tunnel No. 16 near Crescent, which has tied up the Moffat road since the first of the week, was one of the most unusual wrecks in the history of mountain railroading, according to the report filed by the company with the utilities commission.

The engine left the track in the center of the tunnel and buried its nose in the dirt, according to the company's statement. Because the tunnel was dug through insecure rock, a framework had been built to prevent a cave-in. When the engine struck the side wall this support was torn down and a boulder which weighed at least a ton fell on the engine, yet neither the fireman nor the engineer were injured.

Progress in clearing the wreck has been slow, due to the fact that the ordinary wrecking machinery cannot be used. The only way the engine can be removed is by digging it out.

In the meantime freight traffic is completely tied up. Passengers which were just behind the wreck were taken back to Tabernash and left there two days. They then were returned to the mouth of the tunnel, where they alighted and climbed around the side of a mountain and met a stub train that had been sent out from Denver.

A corpse that was on the east-bound train was transferred to the stub by a dozen men, who carried the coffin more than half a mile around a narrow ledge overlooking a precipice.

It's Show Time...

The Atlanta Chapter's ex-A&WP heavy 4-6-2 No. 290 is a movie star, appearing in this movie "Fried Green Tomatoes", showing now in theaters. In one scene, #290 was re-numbered 526 under the cab window, but "290" was clearly visible under the headlight. Most movements in the movie were freight, one being mixed.

-Hot Box

SP in the Cascades

The June 1992 issue of Northwest Railfan has an outstanding description of the SP Cascade Line which is certainly mountain railroading at its best. It has everything; a long switchback, 22 tunnels, avalanche sheds, narrow shelf blasted from sheer cliff, a ruling grade of 1.8 percent on an ascending grade from near sea level to 4842 foot summit. The center spread features an excellent map showing forest roads to points favorable for photography. The writer points out that there are trails around the outside of all the tunnels. If you've ever noticed how quick you get a terrible headache standing in an open vestibule while passing through tunnels, it makes you wonder how long you could last if caught mid-tunnel with multiple units converting oxygen to carbon monoxide.

Scheduled freight times are noted at Oakridge with the comment that the traditional lumber traffic to the east is giving way to time sensitive operations such as the PCX trains, three times a week from Portland to Los Angeles with a 32-hour running time but they frequently make it in 28. The Coast Starlight takes 28.5 hours.

The 20-page booklet is available for \$1.00 plus postage from:

**Northwest Railfan
13118 Roosevelt Road
Snohomish, WA 98290**

-Bud Parks

Old Pig Droppings

The Tarantula Railroad's tourist line, the Fort Worth & Western Railroad, began operations January 18. But the tourist train's access to the Fort Worth Stockyards was delayed after construction workers discovered a mother lode of pig manure just south of the terminal. The pig poop apparently was used to fill a gully around 1911.

"You can't lay track across it, because it's like Jell-O. It shakes and quakes," FWW president Ed McLaughlin told the *Fort Worth Star Telegram*. The PIG POOP PIT is 350 feet long, 45 feet wide and 25 feet deep, or about 19,000 pickups

full. "The train comes around a curve and the tracks end in the abyss," he said.

Other than that, the steam tourist train carried about 1,000 passengers a day since it started.

The trains operate seven days a week, 3 to 4 times a day. They use SP ten-wheeler #2248 and two coaches. *-Arkansas Railroader*

Driver Gets Frigid Ride

A 41-year-old Detroit man drove his pickup truck into the side of a moving Grand Trunk freight, the truck was drug a mile before it dislodged and broke free. The driver climbed from his truck onto a flat car, where he remained until the train stopped - 17 miles from point of impact. He told fire department officials who found him warming up in the locomotive cab "It was one heck of a ride and it was very cold." He was ticketed for driving around a crossing barrier.

-Orderboard

COMMITTEE CHAIRS

Activities: Vacant
Meeting Program Coordinator: Vacant
Bylaws: Vacant
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ORGANIZATION

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