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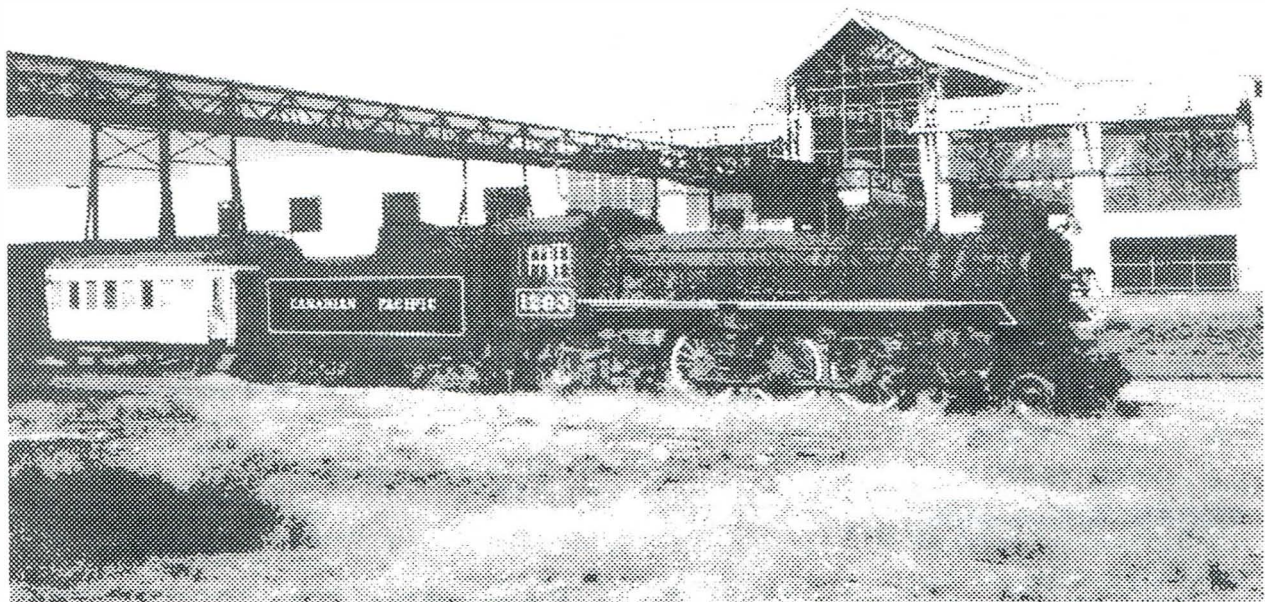
TRAINMASTER

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

JUNE 1994

RAILPHOTO '93

photo-story by Rob Piecuch



Few railroad preservation sites in America have caused as much public debate over their significance and continued existence as the Steamtown National Historic Site in Scranton, Pennsylvania. The site, located in the former Delaware, Lackawanna & Western yards and shop facilities is operated by the National Park Service. The rail site has been the subject of endless criticism in the news media, which frequently regard it as a "pork barrel project", due to federal funding for development of the park.

While such accusations may be more-or less-accurate, Steamtown is far more valid than the majority of the so-called pork barrel projects the government wastes money on. Upon its completion, Steamtown will offer an interpretive view of the history and operations of the railroads in days gone by. While there is still much to debate over the validity of Steamtown, few dispute that strong progress has been made towards the site being taken seriously both inside and out of the rail preservation community. Despite the loss of the famed "highline" trackage and the classic city backdrop to the new Lackawanna

Avenue Mall, much ground has been gained in the past two years towards completion of the park. This year, restoration of the 13-stall roundhouse and turntable is virtually complete, which will allow the bulk of the 29 steam locomotives owned by Steamtown to be kept out of the elements, displayed first

In August 1993, unrestored Canadian Pacific 4-6-2 #1293, sits in the ex-DL&W yard now owned by the National Park Service/Steamtown. The new mall in Scranton can be seen in the background behind the relocated former Lackawanna mainline.

A pedestrian walkway connects the mall to the Steamtown site.

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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 Chairperson at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats.

The Editor reserves the right to edit or hold material at his discretion

-Kristopher

CHAPTER TIME TABLE No. 381

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, June 9, 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, June 17, 7:30pm, at St. David's Episcopal Church at 2800 SE Harrison. 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 the 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 Wednesday and Saturday, at the Chapter's tracks in Brooklyn Yard. Working hours are 9am to 3-4pm on Wednesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION: Saturday, 18, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, 18 & 25, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

1994 NMRA National Convention-August 14-21, 1994. Contact Columbia Gorge Express, 2505 N. Vamcouver Ave., Potland, OR 97277 (503)288-5289.

1994 RAILFAN RETREAT-September, 1994 on Willamette Pass in the Oregon Cascades. Contact Rocky Regula at 648-7904 for information.

MAY MEETING PROGRAM

Program begins after business meeting

**Presented by Dick Ordway
Video Bull Run
Watershed**

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

CHAPTER BUSINESS

SUMMARY of MINUTES BOARD of DIRECTORES MEETING MAY 12, 1994

The meeting was called to order by President Bob Terkelsen at 7:35 PM.

Treasurer's Report: Maxine Rodabaugh reported on the accounts. The Far West account is earning 3%. The Excursion account total is hard to report since funds are coming and going. The official report of last year's finances has still not been received. Shortly we will be paid for SP's share of the bill for damaged car repairs. Peter Rodabaugh is bringing a paper that needs to be signed releasing SP from further responsibility for two cars, but not the 3300.

National Director: Gerald Schular said his report of the National Director's meeting will be in the June TM. The 1996 Spring meeting will not come to Portland. Gerald knows now what we need to do. Do we want to try for the 1997 Spring Board meeting? The chapters attending the meeting from our area were Tacoma, Columbia River and Pacific Northwest.

VP Report: Marilyn Edgar reported the new locks will wait until after the Seattle trip since she is heavily involved in that. She brought Bob Hoffman's archives from his daughter, Patty, to Bob Terkelsen. The semaphore was moved to Brooks by a friend of Darel Mack, Gene Shrock. He donated his U-Haul and his labor and time to do this job for which we owe him a big thanks. A letter of appreciation will be sent. As indication of our ownership of it, we need to send Gerry Johnson a "caretaker loan letter" for the semaphore which his organization, the Willow Creek RR, will use at Brooks.

No Presidents Report since all items are elsewhere in the agenda.

Finance: The Treasurer was given the job of coordinating the Mutual Fund purchase with the Emergency Account. The Excursion Committee decided they should do the work on excursions rather than hiring an expert as has been suggested. Ed Ackerman recommended keeping in our files, an excellent Seattle trip ad in the *Columbian* for future use. The Finance Committee proposed and the Excursion committee concurs that to aid Chapter proceeds amount, car host, Board members and other staff, be requested to voluntarily contribute an additional \$50 to help cover cost that their participation

will incur. Discussion ensued.

Gerald Schuler, Ed Ackerman and Dick Ordway spoke to the need for a change in policy for car host and other staff payments for trips, including making the cost variable depending on the trip type and expenses. It was decided the Excursion Committee and Board should look at these policies.

Rolling Stock: Richard Parks reported the Lewis & Clark RR called an inspector to check the RDCs in preparation for moving them back to us. The wheels were condemned and need turning. The 6200 made it back. We need to get the *Red River* back from California; Doyle McCormick should be asked to do this soon. Shelving for storage is coming soon. We need our power jacks back from Doyle McCormick for our jobs. Less workers are coming on Wednesdays and Saturdays. A car-work coordinator is needed to replace Bob Hoffman.

Excursions: Marilyn Edgar reported the Seattle trip is moving along. A Tillamook trip is possible this year.

Short Trips: Bob Terkelsen said the Chehalis-Centralia RR has been mentioned. Nothing concrete yet, but Bob will gather information. The Sumpter Valley is another possibility.

Library: Jim Loomis reported his committee cannot find storage in Room 1A for Concessions material. Bob Terkelsen said he has already brought 10 boxes which have to go somewhere. More material is still at Gordon Zimmerman's, who is willing to continue storing it. Jim Loomis said the committee is awaiting input from other libraries about policies on books and tapes rental and deposits before acting.

Museum: Since David Stimac does not have time, we need an interim committee chair. Richard Parks is being considered by the President.

Activities: Darel Mack reported that for the September 18 membership picnic. Salads and desserts will be potluck. Darel was informed that hamburger condiments are already on hand.

Bylaws: The President noted that we are on schedule; announcements have been made in *The Trainmaster* about the by-laws.

Concessions: Marilyn Edgar displayed the new shirts. Some old merchandise and some new will be sold on the trip.

"Trainmaster": We must find a new

editor. Editor Kristopher Lundt is quitting at the first of June.

Rail Sensations: Gerald Schular reported poor attendees at the meeting. Gerald is not sure how effective the committee is but will continue to attend.

OLD BUSINESS Grants: Bob Terkelsen will talk to Orin Knee, who is compiling information. Bob has received information about Grants requested from the President of the Yaquina Chapter.

40th Anniversary Chair: Maxine Rodabaugh suggested Rich Carlson, soon to retire, who will have the time.

Inventory: The Chapter needs an inventory to keep track of what we own and to show ownership. A "caretaker loan" letter will go to Garry Johnson for the semaphore. We need a Sorting-inventory Committee.

Brookly Yard move: We do not have the letter telling us to move, but it's coming! We need to find a new place now!

Museum site review: Bob Terkelsen feels he should view the prospective sites and new home sites, but needs a knowledgeable person to accompany him. Terry Parker says we should save two of the electric engines at Glenwood and get rid of the other two.

NEW BUSINESS: The Board agreed the minutes should not be read, but posted at meetings. Marilyn Edgar suggested all chairs with reports should go up front to give them, briefly.

Member Commemoration: The BoD discussed naming the 6200 after Bob Hoffman, preparation of a plaque with Bob Hoffman, Tony Reghitto and Brad Reese's names, and a maintenance fund set up with any Bob Hoffman memorial donations.

Meeting adjourned at 11:17 PM. Respectfully submitted, Joyce Reese, Secretary.

SUMMARY of MINUTES CHAPTER MEETING MAY 20, 1994

The meeting was called to order by President Bob Terkelsen at 7:45 PM.

Treasurer's Report: Maxine Rodabaugh said we received the total amount from SP for the wrecked cars, the *Mt. Hood* & #76. The matter of the damage to the 3300 is to be settled. Another quarter of rent has been paid to SP and half the insurance premium has been

CHAPTER BUSINESS

paid.

National Director: Gerald Schuler explained the loss of hosting the 1996 National Spring Board meeting to the St. Paul, MN Chapter.

VP Report: Marilyn Edgar read a thank you letter from Bob Hoffmans daughter, Patty, for the video tape from Dick Ordway. A copy of the tape will be in the library. The Finance Committee needs representatives. The Seattle trip did not sell out, we had 216 people.

Rolling Stock: Ed Ackerman reported the RDCs are in Lake Yard. They cannot be moved until the wheels are repaired. Workers are needed on work days. Why the wheels are going to Tacoma instead of Gundersons was discussed. Gundersons is too busy to do the work. Richard Parks offered pictures of the Jordan spreader working on the W & P. Richard Gray was told by SP they want us out of Brooklyn by August 15.

Excursion: Marilyn Edgar reported Dave Duncan has offered us a trip to Tillamook on the first or last weekend in October. Our homemade Seattle trip breakfasts were successful and lots of fun to put together. Short, one day trips are coming.

Membership: Sara Ackerman reported 34 members at the meeting with two guest.

Library: Donations of Max line material has been received. The committee is still unrolling drawings for flat storage.

Museum: We received the semaphore signal. Richard Parks is storing the lens for us. The Chapter wishes to recognize and thank Mr. Bigelow of Bigelow Machinery for the most generous donation of a "Railway Express Wagon" and a signal blade semaphore 'order board'. The wagon will join our fleet that helps transport the heavy parts and machinery in the yard for our Rolling Stock Committee and the semaphore 'order board' will be on a caretaker loan to the Willow Creek RR at the Antique Powerland in Brooks, Oregon until such time as the Chapter has a permanent place or other use for it. Gerry Johnson, Chapter member, is primary caretaker at Willow Creek. A letter of donation and value for the semaphore for Wilkins Trucking was required before we were allowed to move it off the property at Columbia Blvd. Again we thank Mr. Jim Bigalow!

LIBRARY COMMITTEE REPORT

James Loomis, Chairperson

The committee discussed the policy for books and tapes approved by the BoD at the March meeting. The policy requires a non-refundable deposit of \$5.00 for each book or tape, plus a refundable deposit for each tape or book. The committee discussed the policy and suggested instead a one-time fee, plus a "library card" for members to use when checking out items.

The committee has appointed Bob Weaver to research what other libraries are doing and if it is possible for our Chapter library to adopt those ideas. Bob will report back with his findings at the June meeting. The committee will also research our **legal rights to recover missing property**. A motion was made, and seconded, to hold off implementing the new policy until these concerns are addressed. The motion carried with no dissenting vote.

The library recently received a donation of materials relating to the Westside MAX line. I regret I do not currently have the donor's name, but Bob Weaver has it in the archives listings.

Bob Weaver presented the latest in his continuing effort to catalogue the historical items in our archives. He has five binders listing donations, gifts and accession agreements. Also, he has inventoried manuscripts and archives. Bob hopes to create a simplified "public" version of about 100 pages. The cataloging is now 2/3 complete. Bob is currently unrolling the many drawings we have in Room 1 and it is indeed a slow process. The next meeting will take place on Saturday, June 18, at 1:30 PM in Room 1. **We could certainly use some help in the archives!!!**

-James Loomis

Bylaws: The proposed changes were handed out. We will vote on them next month.

Programs: Terry Parker explained upcoming programs and asked to be relieved of "program finding" since he had only volunteered unit August. Everyone was invited to present a program.

Concessions: Jim Edgar presented the new T-shirts. They sold well on the Seattle trip, even to Amtrak passengers. Concessions sales were around \$800 on the trip.

"Trainmaster": Kristopher Lundt reported that he ends his editorship duties with the June issue. Anyone interested in the job should contact the President. Al McCready also offered training help.

Refreshments: Nita White reported the menu for the evening, and "we were requested to please feed the kitty so the kitty can feed us".

OLD BUSINESS

Grants: Orin Knee is providing information.

Chapter's 40th Anniversary: We need a committee. Anyone interested in serving, please contact the President.

Brooklyn Yard: Since we are going to be asked to be out by August 15, several people are looking at sites. Richard Gray hopes it will be the W & P.

NEW BUSINESS:

Memorials to Bob Hoffman: Changing names on cars may not be proper, but Richard Parks suggested a memorial plaque on the *Red River*. Gordon Zimmerman thought we could change the name of the *Red River* to "Bob Hoffman" since the *Red River* is a Minnesota railroad not an Oregon one.

Marilyn Edgar offered commendations to Kris Lundt for all his good work *The Trainmaster*. Please let Bob Terkelden know if you are interested in being editor of *The Trainmaster*.

Marilyn Edgar made correction about Bob Hoffman. "Bob" comes from Robins, Bob's mother's maiden name, not from Robert as we printed.

Meeting adjourned at 8:55 PM. Respectfully submitted, Joyce Reese, Secretary.

St. Louis Spring Nation Board Meeting

The regular National Spring Board Meeting this year was held in St. Louis, MO, April 15-17. Our Chapters delegates were Richard Carlson, Regional VP and Gerald Schular, National Director. Besides the National Officers, there were delegates from most of the other Chapters around the country, totaling about 150 people.

For the technical activities, those that wished could take a tour through the National Museum of Transport. They also had a very interesting tour through the shop of the new Metro-Link Light Rail transit system, followed by a ride on a chartered car throughout the now completed sections. When completed, this 17-mile system will be unique because it will connect two airports with cities in tow states on opposite sides of the Mississippi River.

A Historical event was scheduled during the meeting so that delegates could attend the presentation of a NRHS Plaque commemorating the 100th anniversary of the St. Louis Union Station, and honoring the building as a National Historical Landmark. Speakers at the presentation included Allan Vaugn, Chairman NRHS, Freeman Bosely, Mayor of St. Louis, and Dr. Raymond Wood, President NRHS. In its prime, this building was one of the busiest train stations in the country. As train service was reduced after WWII, the building was practically abandoned. After several attempts to reclaim and reuse the building, it has now been restored into a unique downtown shopping mall that retains all of the original architectural features. The night before, delegates were shown a movie and slide program about the earlier train service in and around the Union Depot. The Banquet program completed the coordinated events, with an excellent slide program about the history of the St. Louis Union Depot building.

Significant items during the Business Meeting, was a report that the National Society has a suitable repository for proper storage of Railroad Memorabilia and historical artifacts. The Society's membership recruitment is up by 10%. The Board approved a Charter for formation of the **Carolina Clinchfield Chapter** in Bostic, NC, #184. A proposal for term limits for elected officers was referred to the By-Laws Committee for study. The report of the 1993 National Convention in Chicago was approved. Mailings have been sent out for the June 22-25, 1994 Convention in Atlanta. Members that plan to attend should send in their registration forms soon. The **Pacific Northwest** and the **North Star Chapters** were both extending invitations to host the Spring 1996 Board meeting. The delegates voted to accept the St. Paul, MN invitation for April 12-14. Later, several members expressed an interest in coming to Portland and urged the PNWC to invite for the 1997 meeting.

-Gerald A. Schular, National Director

ROLLING STOCK COMMITTEE

Richard Gray, Chairperson

Work is progressing on the new floor and shelving in car #55. This will create much needed storage space for parts and loose items during the move of equipment.

The two RDCs have been moved from Battle Ground, WA to Lake Yard (BN); the next move will be to Brooklyn Yard (SP). BN inspections have bad-ordered the wheels on both cars, so extensive work will have to be done before the cars can move further.

Car 6200 may go to the Mt. Hood RR in June and can go as is although some plumbing repairs are needed.

Don't forget the work parties on Wednesdays and Saturdays, 10 AM to 4 PM. A lot of work needs to be done and there is something for everyone, especially with the upcoming move! Please come down and lend a hand when you can. *-Darel Mack*

NEW EDITOR NEEDED

This issue of *The Trainmaster* will be my last. If anyone is interested in taking over the job, they should contact the President.

If someone does take over, the membership will receive a newsletter next month. If nobody does, then the membership won't receive a newsletter next month.

-Kristopher Lundt

EXCURSION

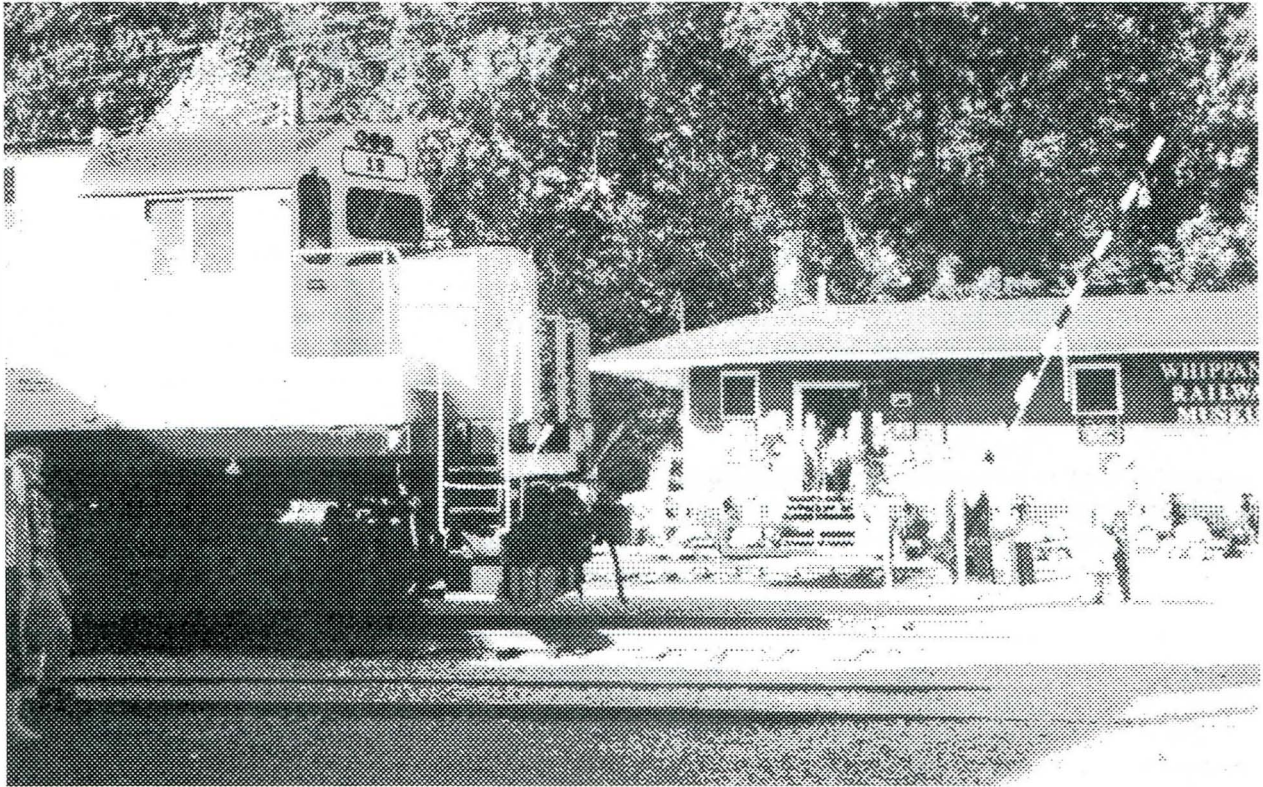
COMMITTEE REPORT

Irv Ewen, Chairperson

The committee completed preparations for the 1994 Seattle Steamboat/Dinner Train Adventure. The total passenger count 192 and 24 staff. Not a sell-out, but certainly a good number. There will be a report on highlights of the trip over the next few months.

For now, I will say the trip was very exciting. However, with all of the work involved in preparing a trip of this nature, the Excursion Committee could use some more help from time to time gathering materials ready, and helping load items at various points as necessary.

-James Loomis

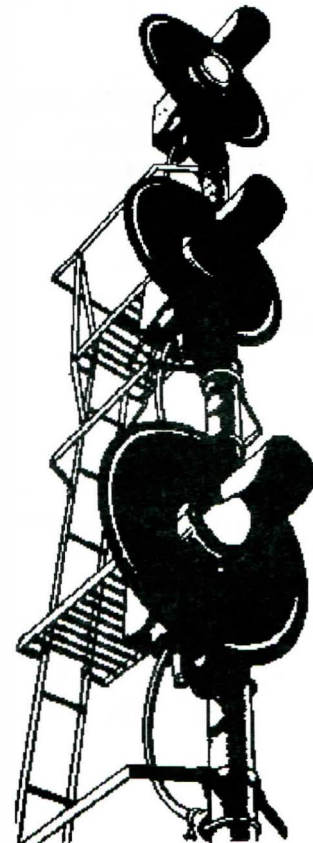


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hand for the visiting public. Work on the new visitors center is progressing, and should be completed this year. 1993 also marked the first time in nearly six years that excursions have operated over county owned trackage to Moscow, Pennsylvania. Due to track and bridge conditions, previous years' excursions operated to Kingsly, Pennsylvania over former Lackawanna trackage owned by the Delaware & Hudson and now operated by D&H parent Canadian Pacific. Excursions over the restored route were set to start over the Memorial Day weekend, but were delayed for various reasons until August 28. There have also been discussions towards operating Steamtown excursions to the Delaware Water Gap in the near future. The pending restoration of rail passenger service to Scranton could increase chances of such off-line excursions. One frequent criticism of Steamtown is its collection of equipment. Regrettably, unlike many railroads that, upon dieselizing, saved examples of steam locomotives for preservation, the Lackawanna failed to do so. Only two former Lackawanna

steamers are still extant: DL&W 2-6-0 565 is part of the Steamtown collection and is presently in the roundhouse awaiting cosmetic restoration and display. The other, camelback 4-4-0 952, is at the National Museum of Transportation in St. Louis. A proposed trade of Steamtown's Union Pacific 4-4-0 737 for the 952 has been offered, and would improve the collection at Scranton greatly. On September 17-19, 1993, Steamtown held its annual railfan weekend. This was the fourth "Railphoto" weekend held at Steamtown since the National Park Service became operators of the park. The highlights of the three-day event included numerous excursions operated with the restored Canadian Pacific 4-6-2 #2317 and Canadian National 2-8-2 #3254. In addition to the steam engines, several vintage diesel locomotives operated on selected trips as well. A large collection of visiting rail equipment, both classic and contemporary, was open to the public. The festivities began on Friday with a round trip from Scranton to Pocono Summit, Pennsylvania, with the New York Susquehanna & Western Technical and Historical Soci-

Morristown & Erie C424 #19 is on display at the Whippany Railway Museum during the M&E Railroad Festival '93



to the RDC trip, the regularly scheduled steam excursion train to Moscow, Pennsylvania, as well as a dinner train powered by restored Central Railroad of New Jersey F3 diesels boarded and departed the former Lackawanna Station in Scranton, now used as a hotel. Also held on Friday evening was the night photo session at the SNHS yard. Saturday's events began at 8:00 AM when the numerous displays and visiting locomotives on hand were opened to the public.

The festivities continued with a special excursion to Moscow at 10:00. At 7:30 PM a banquet was held at the Lackawanna Station Hotel featuring special guest speaker Steve Lee of the Union Pacific steam program. On Sunday the 19th, the weather was an improvement to the previous two days: Sunny, but slightly cool and breezy. In addition to the many displays open over the weekend, this day's activities also included a double-headed steam excursion to Moscow behind the former CP and CN steam locomotives. Passengers boarded the train early in the day (around 9:45 AM) at the SNHS running track adjacent to the new mall. Later in the day, the excursion train returned to Scranton behind diesel power. In this case, the honors went to Central New York Chapter NHRS's Lackawanna liveried E8A #808 and

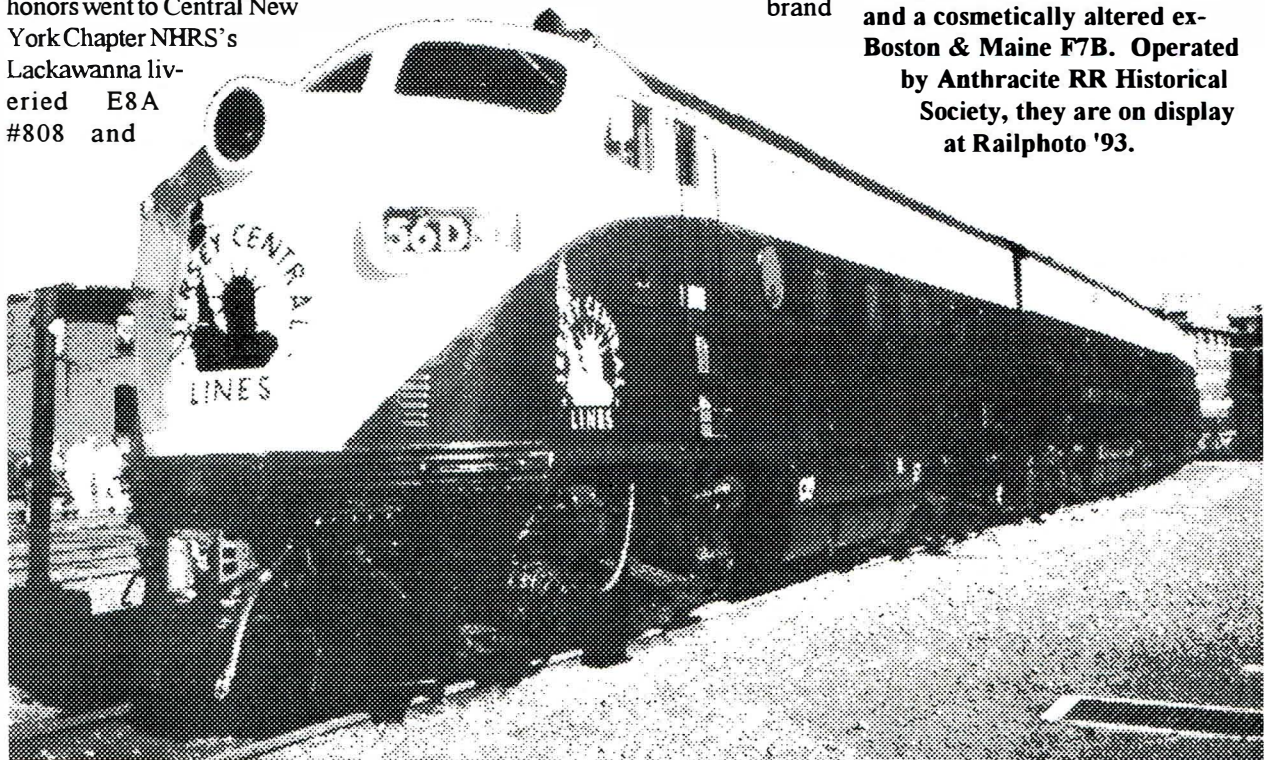
Alco C425 #811 of the Delaware-Lackawanna Railway, the new contract operator of forty miles of trackage in the Scranton area. The C425 was once again on home turf, since it is a former Erie Lackawanna unit and recently repainted in DL Railway's EL inspired yellow, maroon and gray livery. Plans call for the eventual renumbering of the 811 and sister 802 to their original EL. The units will be used in freight service in the Scranton area. At the tail end of the excursion train were four privately owned cars. Former New York Central business car #3, Morristown & Erie Railroad's Morris County", and ex-Pennsylvania RR sleeper-lounge Adler Falls, and observation car Mountain View, both restored to their original Pennsylvanian livery.

The visiting equipment this year was quite an impressive array of diesel locomotives and other historical equipment. In addition to the private cars, CP Rail System sent freshly painted SD40-2F cowl unit #9000, the only locomotive of this class painted in the new colors; and the one of a kind Alco RSD17 #8921. Two CP display cars were also on hand. Conrail was represented with its Operation Lifesaver train and a brand

new SD60M wide cab locomotive. The Morristown & Erie Railroad displayed one of its Alco C424s, #19. The United Railroad Historical Society of New Jersey sent restored Reading RS3 3492. The New York, Susquehanna & Western Technical and Historical Society sent their finely restored NYS&W Budd RDC, the M-1. The A-B-A set of Central Railroad of New Jersey liveried F3s, the only operable set of F3s in the US, as well as several cabooses of Erie Lackawanna and Lehigh Valley heritage were also on display. Supporters of Steamtown are eagerly anticipating the spring of 1995. This is when Steamtown will officially be designated an historic site.

Construction of the site is to be completed and the grand opening set for May of 1995. Steamtown has progressed tremendously in recent years and upon its completion and official opening, will be quite an attraction for railfans and the general public in the very near future. I'm looking forward to it!

The only operable set of F3s in existence-Central RR of New Jersey 56, D, 56. These are ex-Bangor & Aroostook cab units and a cosmetically altered ex-Boston & Maine F7B. Operated by Anthracite RR Historical Society, they are on display at Railphoto '93.



COMMITTEE CHAIRS

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Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: *Vacant*
Library & Historical Foundation: James Loomis,
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Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: *Vacant*
Publications: *Vacant*
Rolling Stock: Richard Gray, 656-0260
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