



May 1995

## *Rail Police Have Hard Life Along Tracks*

*by Tom Hallman Jr.  
of the Oregonian staff*

**Because of the lack of backup officers, railroad police often feel like the 'Lone Ranger' while protecting trains from thieves.**

*Courtesy of the author*

One of the enduring myths about railroad police agents is that their only job is shooing away harmless tramps who want a free ride.

"I've never seen a hobo like that," said Bob Spinks, a special agent with the Union Pacific Railroad. "But I've sure run into a lot of felons, prostitutes, drug users and other crooks."

Railroad police are a hidden subculture within the law enforcement community in Portland and other cities.

They are the only corporations in the United States to be granted full police powers, and their agents receive the same training as city police officers.

Union Pacific has 106 special agents in 19 states. Three agents and a supervisor are stationed in Portland.

Sometimes their work can be dangerous.

A few weeks ago, for example, a man wandering around on railroad property attacked Spinks by swiping at him with a knife he had strapped to a walking stick.

Sometimes their work can seem trivial.



Mary Tapogna/The Oregonian

**Tom Morrison (left) and Bob Spinks of the Union Pacific Railroad police patrol company railyards for thieves.**

They spend just as much effort looking for vandals who cut air hoses on the train as they do thieves.

Spinks, who has worked as a police officer in the state of Washington, said the biggest difference between being a city cop and a special agent is the lack of backup officers.

"We work in some dangerous areas and we're alone," he said. "If I call for help, it's hard to find me because I'm down along the rail line and there are no streets or landmarks."

"One time I chased two guys into the Woods alone," he said. "Sometimes I feel like the Lone Ranger."

Another difference is that the crime scene moves.

"Let's say a local police officer has a burglary," said Tom Morrison, the Portland office's supervising agent. "He can tie the crime scene up to look for evidence. We have to worry about the crime, getting the train moving and getting products shipped."

*-continued on page 6*

## 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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### **Circulation:**

Chuck Storz, 289-4529

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/her discretion.*

## **CHAPTER TIME TABLE No. 392**

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING** Thursday, May 11, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

**MONTHLY MEMBERSHIP MEETING** Friday, May 19, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

**WEEKLY NO-HOST LUNCHEON** every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

**ROLLING STOCK WORK SESSIONS** are planned to prepare cars for leases. Contact Richard Gray (452-8936), or Peter Rodabaugh (771-8545) for an update.

**LIBRARY/ARCHIVES WORK SESSION:** Thursday, May 11, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information-or just show up! There's a lot of work to do.

**CHAPTER LIBRARY OPEN HOURS** Saturday, May 20 & 27, 1:30 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

### EXTRA BOARD

**HIGH DESERT STEAM** trip to Redmond-Bend: July 22 & 23.

**SEATTLE -VIRGINIA V-SPIRIT OF WASHINGTON BRUNCH TRAIN-AIR MUSEUM:** September 9 & 10.

### **MAY MEETING PROGRAM**

*Program begins after business meeting*

**Milwaukee Road in Idaho & Montana  
and the  
1994 Milwaukee Road Historical Assoc.  
Convention at Gallatin Gateway**

**To be presented by:  
Dale Miller**

### **UPCOMING PROGRAM**

**Scheduled for June:**

**Last Run of a Cab Forward Over Donner**  
**To be presented by:  
Darel Mack**

**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 Directors Meeting April 13, 1995

The meeting was called to order by President Terkelsen at 7:10 pm.

**Present:** Board: Larson, Mack, Miller, Reese, Rodabaugh, Schuler, Terkelsen, White. Members: Doug Auburg, John Bartles, Richard Gray, Ralph Johnson, Jim Loomis, Richard Parks, Peter Rodabaugh. Guests: Bob Melbo and Bruce Carswell.

**Minutes:** The March minutes were accepted as corrected.

**Treasurer's Report:** Maxine Rodabaugh reported the balances.

**President's Report:** Bob Terkelsen distributed mail before the meeting for reading and reviewed it in his report.

**National Director's Report:** Gerald Schuler passed out copies of the "Three Year Financial Summary" of NRHS. He reported that national membership is leveling off. The 1997 National Spring Board Meet will be here. His slide program was well-received. The 1997 National Convention will be in Utah.

**Guests Bob Melbo & Bruce Carswell** began our meeting with discussion of our rolling stock problems and plans by new regional railroads coming on line. They provided us with information and numerous ideas about how to repair our broken rolling stock.

**1996 Swap Meet:** Doug Auburg described his letter proposal to us. It will give much better space and table needs at less cost.

### **STANDING COMMITTEE REPORTS:**

**Rolling Stock:** Pete Rodabaugh reported he has not found a swing hanger for the 6200 but has learned there are sources in Seattle for making one. Possibilities were discussed for getting the 6200 repaired and back in use. Bob asked Pete how the members could help in repair of the cars. Ed Ackerman, the Board contact for the Rolling Stock Committee, can be contacted to pass on information or make requests for help. Richard Gray was asked if he has any jobs for members. He said the site around the firehouse needs to be leveled. Members should bring shovels for this. He will set up work crew arrival with W&P about going in to level the so the foundation can be laid. Then members can set up the firehouse. Bob will ask for people at the membership meeting to help on this project.

**Excursions:** The committee will work through the membership to see where member interests lie for trips. The next committee meeting is April 26. There are no short trip plans at this time.

**Library:** Jim Loomis reported a donation of magazines, public time-tables, etc., by Mr. & Mrs. Harold Rice. Harold is a 58-year member of the NRHS.

**Activities:** Darel Mack reported that the 40th Anniversary banquet is all set. He has reserved 20 seats on the Mt. Hood train for Saturday, April 22, the day of the banquet, after breakfast at 7:30 am, at Marilyn Edgar's son's restaurant. Board members are invited, and any remaining space for members who want it. Gary Johnson has said our date, August 19, for the annual picnic at Brooks is probably okay.

### **AD HOC COMMITTEES:**

**TRAINMASTER:** Stan Woolard was thanked for his work on the **TRAINMASTER**. Jim Loomis has begun doing the editing again. He was

thanked for the April issue appearance.

**Programs:** Bob Terkelsen reported the programs which are listed in the agenda. April is the Banquet with old chapter pictures program after Greg Molloy speaks. The April membership meeting will have Dick Ordway's program. May will be Dale Miller's slides of Gallatin Gateway.

**New Business: PNWC Office:** Portland Development Commission is proposing use of the Union Station annex, where our office is, for another purpose. We received a letter to this effect. Maxine Rodabaugh said our lease is up at the end of April, and she was told that from then on we'll be on a month-to-month basis at least until year end. It might be a long time or maybe soon when we'll need a new office.

**Museum Mission Statement:** Bob Terkelsen said the statement is needed for grant applications, so he has been rewording one from the Orange Empire Railway Museum newsletter [attached to minutes] He will get their permission, if he decides to use it.

### **GOOD OF THE ORDER:**

Bob Terkelsen will not be present at the Membership Meeting on April 21, so Vice-President Marilyn Edgar will chair the meeting. Richard Gray has been asked if he would like to do an "Operation Lifesaver" at McMinnville. Richard asked if the chapter would be interested, with use of the historical display and some of our cars. Gerald Schuler asked if the board would like Rail Sensations to be involved. They have an Operation Lifesaver person. Rail items could be sold. Discussion and decision will come later.

Meeting was adjourned at 10:10 pm.

*Respectfully submitted,*

*Joyce E. Reese, Secretary*

# CHAPTER BUSINESS

## Summary of Minutes Chapter Meeting April 21, 1995

The meeting was called to order by Vice-President Marilyn Edgar at 7:40 P.M. Two guests were greeted.

**Minutes:** The March minutes were accepted as posted.

**Treasurer's Report:** Brent Larson reported the account balances on behalf of the treasurer.

**President's Report:** Marilyn Edgar reported. Letters from Bob Melbo, general manager of the Willamette & Pacific Railroad, regarding help in acquiring a place to perform work on the chapter cars, and Roy Bonn, of the Oregon Electric Railway Historical Society, regarding a proposal to us to move to the Brooks Antique Powerland, were explained to members.

**National Director's Report:** The chapter will be hosting the Spring 1997 National Board of Directors meeting.

## STANDING COMMITTEES REPORT

**Rolling Stock:** Board liaison, Ed Ackerman, reported that he is working on the air conditioning of car 4461, and that the insurance adjuster has been out to assess the vandalism damage. The RDC's need wheel turning, but how and where is getting complicated. The flanger needs the roof covered again.

**Excursions:** Irv Ewen reported the three trips are still in the planning stages. The Seattle trip, Sept 9 & 10, will reverse events: the brunch train Sunday morning, and the Virginia V trip Saturday evening. The Union Pacific trip to Bend, Sept. 30 & Oct. 1, will include motels in Bend.

**Membership:** Sara Ackerman reported no new members. Two guests are Dick Welk, a UP employee friend of member Ralph Johnson, and Greg (last name not supplied).

**Activities:** Darel Mack reported. There are about 4 tickets left for the 40th Anniversary Banquet April 22. National NRHS President Greg Molloy will be our guest speaker. Our August 19 picnic date at the Brooks Antique Powerland appears to be available.

**Museum:** Marilyn Edgar reported that grant committee members have their packets and are on their way to applying for grants.

## AD HOC COMMITTEES

**Concessions:** The Edgar's reported that concessions did well at the swap meet. Next year the swap meet is being moved to a former Pay N Pak store. Food service will not be provided by us, but it will be good and inexpensive. The advantages of the new site are more space and more tables. The disadvantages include small toilet facilities and no wall space. The Board has agreed to the move. Neil McKie has offered extension cords for the swap meet.

**TRAINMASTER:** Jim Loomis is back to editing. Stan Woolard was thanked for his interim editing. Jim was thanked for the history article and the whole April issue.

**Programs:** Programs were announced. April: a video of hand-operated bridges on the Astoria branch of the Burlington Northern Railroad, presented by Dick Ordway. May: Slides of Montana railroads, presented by Dale Miller. June: A video of the Southern Pacific over Donner Pass, presented by Darel Mack.

**Rail Advisory Board:** Frank Weiler has volunteered to be our representative.

## Old Business:

1. The chapter has been given notice that the annex to Union Station, where our office and library are located, may be used for a community center. After some discussion, Terry Parker offered to investigate on the timing of this possible move, as well as any other pertinent information.

2. The Willamette & Pacific Railroad has offered a reward of \$500.00 for information leading to the arrest & conviction of the vandal(s) involved in the damage to

rail cars on their property.

## GOOD OF THE ORDER:

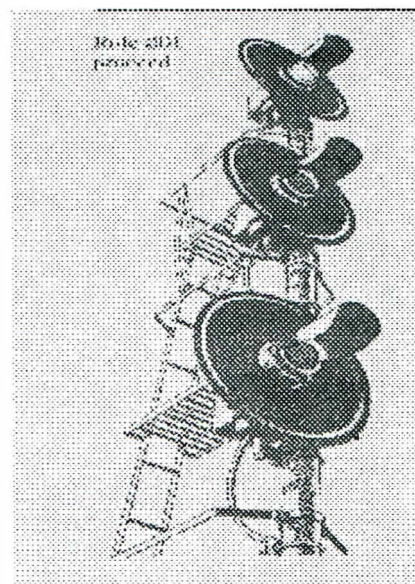
The Talgo Train is back again for a short run. It will travel from Portland to Salem from April 21st through the 26th. Most of the tickets are sold, but it is still available for photography. It will run from Seattle to Vancouver, B.C. later. Two Talgo sets may be bought for our rail corridor.

The meeting was adjourned at 8:36 P.M.

*Respectfully Submitted,  
Joyce E. Reese, Secretary*

## NOTE FROM THE EDITOR:

Reports from committees are needed, as before, for inclusion in THE TRAINMASTER. Please submit them by the 20th of the month. The minutes do not, of editorial necessity, reflect the efforts of the various committees. Also, if you submit a story or article, be sure you have clearance to use that story, or include your written permission for your own story. If you have photos, a black & white has the best detail and contrast. Color will be acceptable.







**WILLAMETTE & PACIFIC RAILROAD, INC.**

# **\$500 REWARD**

Willamette & Pacific Railroad will pay a reward of Five Hundred Dollars (\$500) for information leading to the arrest and conviction of the person, or persons, responsible for vandalizing railroad passenger cars at Dallas, Oregon, during the Spring Break week of March 19th, 1995.

Windows, mirrors, chinaware and glassware were smashed. An axe or similar tool was used to destroy or heavily damage a bar, upholstered furniture, tables and kitchen furnishings. The ceiling of one car was pulled down. Bathroom fixtures were destroyed. Spray paint cans were discharged throughout the cars, and the initials "CTV" and words "Come to Vandalize" were inscribed.

Information should be furnished to Dallas Police, 187 S.E. Court, Dallas, Oregon, telephone 623-2338.

**R. I. Melbo**  
**General Manager**

**Albany, Oregon**  
**April 4, 1995**

## Rail Police

*-continued from page 1*

The local office covers the line from Portland east to The Dalles and north to Centralia, Wash. But when needed, they team up with agents from other parts of the country to work on special investigations.

The bulk of their work is split between keeping trespassers off railroad property and catching crooks who want to steal products off the trains.

"We had a load of cigarettes coming in from North Carolina and they were stolen from a boxcar," Morrison said. "They made off with \$15,000 worth of cigarettes.

"That doesn't make the manufacturer or my company happy," he said. "It's our job to make sure it doesn't happen again."

Morrison said his officers were involved in a case in Nevada where a gang of thieves waited near an incline where they knew the train would have to slow down. When it did, a few of them jumped onto the train, broke the locks on the boxcar and then began throwing out the contents.

"They were rolling the dice," he said. "Sometimes they'd hit the jackpot and get telephone answering machines or CD players. Whatever they found, they took."

Morrison's agents had to figure out where the cars were being broken into and then set a trap.

"We caught them and they got a stiff sentence," Morrison said. "When we bring a case to the system, it's tight. We will go to the ends of the earth to put a case together.

"By the time a prosecutor gets it, the case is wrapped up," he said. "And we never plea bargain. When we make an arrest, we're ready for trial."

Prime targets are boxcars and trailers that are shipped by rail and then transferred to trucks.

"High-risk items are beer and tires," said Morrison. "They have a high value and are easy to sell on the street.

"One thing we've learned is that advertising does not pay.

A few years ago, he said, Budweiser beer and Zenith television sets were shipped in boxcars that carried the company name on the outside.

"The thieves knew exactly what car to hit," Morrison said. "We got rid of the logos and that stopped the problem."

**NOTE:** Tom Hallman has just been nominated as a Pulitzer Prize finalist in beat reporting. Special thanks to Orin Knee for providing this month's story.

## National Board of Directors Meeting

The Spring 1995 National Board of Directors meeting was held in Baltimore March 24-26. It was attended by approximately 100 delegates and officers. Among the attendees was Rich Carlson, Regional VP, and Joe Geldmacher, National Director, Tacoma Chapter.

The first event was a historical slide presentation held on Friday night. The Saturday event started with a tour over the Baltimore light rail system including shops. Second was a tour through the Streetcar Museum with rides on several antique wide gauge cars. We ended up at the B & O Museum to attend the dedication ceremony honoring the museum as a National Historic Railroad Landmark. After free time to look around the museum, we were treated with a ride over the first mile of B & O track to a memorial plaque, and a photo run-by of the 1830 replica Tom Thumb locomotive. That evening was the traditional banquet. Speaker was John Ott, Executive Director of the Museum.

The business meeting was opened by approving previously-mailed minutes of the Ronkonkoma, NY. meeting. The President gave his report, in which he stated new member growth had nearly leveled off at 1.3%. We need to make a renewed effort for new members. The National Officers have had a recent meeting, as have the Regional Vice-Presidents. Mr. Molloy is striving to improve more personal contact between the chapter members and national officers. This spring he will be visiting the PNWC, as well as Chapters in Hawaii and Louisville. There will be an officer open-house Thursday evening at the Lancaster convention, so that members can meet the officers. He mentioned that the long-range plan is now 10 years old, and needs to be re-studied and extended. The President closed by giving thanks to the Baltimore Chapter for a good program at this Board meeting.

During the committee reports, Dick Davis, PR Chairman announced that the video clips will be completed in a couple of weeks. The May *Trains* Magazine will carry an interview with Greg Molloy. He announced an orientation packet is being prepared. They are planning a Railroad photo contest at the Lancaster convention. Bob Heavenrich reported the Society is in sound financial condition. This has been a transition from a fiscal to a calendar year. Frank Tatnell, the editor of the *Bulletin* reported that 18,000 copies of each issue of the Bulletin were printed in 1994. A membership survey is being prepared to better serve the needs of the members. Judy Calvert described the Convention planning and activities. The Convention is only one national event every year, and members should support it. A Charter was presented to the new Paducah Chapter, which was approved at the last Board meeting.

Under Old Business, the subject of officer term limits was discussed. A proposed By-Law revision was given to the President for further action at the June Board meeting.

Under New Business, Joe Heffron distributed a budget report which had an interesting breakdown of the distribution of National dues. Nearly \$8 goes to the National Bulletin, approximately \$3.50 each to other operating expenses and office expenses, and \$2 each to record keeping and non-operating expenses. The committee is considering revising the long-term budget to obtain more space for better record storage. The audit committee report was approved.

A final report was given on the 1994 Atlanta convention, which ended up being self-supporting. About 1600 booklets have been sent out regarding the 1995 Lancaster convention. Ticket sales have been going well. Plans are proceeding for the 1996 convention in Charlotte, N.C. A presentation was made by the Salt Lake City Chapter to bid for the 1997 convention. This bid was accepted by the Board for June 25-29, 1997. The Chapter is hoping for some UP steam excursions at that time. Plans are proceeding for the spring 1996 Board meeting in St. Paul, and the fall 1996 meeting in Huntington, WV. Our PNWC presentation to bid for the April 4-6, 1997 Board meeting was accepted. The Dearborn, Michigan Chapter bid for the fall 1997 Board meeting was accepted. The Roanoke, WV Chapter had also bid for either of the 1997 Board meetings, but was not selected.

Gerald A. Schuler,  
National Director

# SAVE OUR TRAINS!

When the new Congress meets in January 1995, attempts to eliminate or significantly reduce funding for Amtrak—the only intercity passenger train service in the United States—are expected. Just like any other form of transportation, Amtrak depends on federal support. If that dries up, so will the trains.

The virtual elimination of Amtrak funding is on a list of suggested budget cuts prepared by the Republican staff of the important House Budget Committee. Also, it appears that the Clinton Administration's support for Amtrak may be weakening.

**Congressional efforts to dismember Amtrak must be nipped in the bud. If you want passenger trains to survive—tell Congress! Your representatives will listen to you! Write a brief note or post card to these four people—the President, your two Senators and your Representative:**

<b>The President</b>	<b>The Honorable _____</b>	<b>The Honorable _____</b>
<b>The White House</b>	<b>U.S. Senate</b>	<b>U.S. House of Representatives</b>
<b>Washington, DC 20500</b>	<b>Washington, DC 20510</b>	<b>Washington, DC 20515</b>

*Any local library, or city or town hall can tell you the names of your Members of Congress.*

#### *Some reasons to save Amtrak:*

- **Loss of Amtrak trains would harm peoples' mobility.** Many smaller communities served by Amtrak are poorly served by other forms of public transportation—or not served at all. Air travel to smaller places is expensive, and bus lines are disappearing. Many types of people—elderly, disabled, students, those with medical conditions who cannot fly—need trains as a travel option.
- **Federal investment in Amtrak has fallen, but investment in highways and aviation has grown.** Considering inflation, from 1982 to 1991, aviation spending is up 97%, highways up 25%, Amtrak down 36%. No mode of transportation can do without federal support. Had other federal government expenditures been reduced correspondingly, there would be no federal budget deficit.
- **Travel on Amtrak rose during nine straight years.** In 1991, Amtrak accounted for 6.3 billion passenger-miles, up from 4.2 billion in 1982. After dropping to 6.1 billion in 1992, Amtrak bounced back to 6.2 billion in 1993. Problems directly related to funding reductions have restrained further growth.
- **Use of Amtrak is greater than use of the pre-Amtrak rail system.** Amtrak's passenger-miles in 1993 were 24% above the 5.0 billion intercity passenger-miles handled by private railroads in 1970—when there were twice as many trains on a much larger route structure.
- **Amtrak's coverage of operating costs from commercial revenues has risen.** In 1983, Amtrak covered just 54% of its operating costs, but was up to 79% in 1991.
- **Amtrak is energy-efficient.** Amtrak consumes just 54% of the energy per-passenger-mile that domestic airlines consume (according to the Oak Ridge National Laboratory, *Transportation Energy Data Book: Edition 13.*) Amtrak's energy efficiency has improved over time, and will improve even more as corridor speeds rise and as new equipment arrives. Rail is the most energy-efficient mode capable of attracting people from cars and airplanes.
- **Amtrak is good for the environment.** Trains create less pollution because they use less energy. The same is true for work to improve tracks. Since most rail rights-of-way are underutilized, improving them costs less and has far less environmental impact than a new airport or highway, and can be done with much less disruption. One rail line can carry the equivalent of 16 highway lanes.
- **Amtrak is safe.** On a per-mile basis, motorists are eight times more likely to be killed than Amtrak passengers.
- **Amtrak workers and contractors pay taxes.** Amtrak employs nearly 25,000 people. Tens of thousands of car builders and supply workers depend on their employers' Amtrak contracts. The taxes on their salaries and on sales of supplies to Amtrak exceed Amtrak's Congressional funding.

National Association of Railroad Passengers  
900-2nd St., N.E., #308  
Washington, DC 20002  
Phone: 202/408-8362

The National Association of Railroad Passengers is an independent group supported by individual members. We seek to improve America's transportation system and environment by improving passenger trains. Write or call for membership information.



### COMMITTEE CHAIRS

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**Bylaws:** Janet Larson, 253-7436  
**Concessions:** Jim Edgar, 236-7271  
**Excursions:** Irv Ewen, 232-2441  
**Finance:** Marilyn Edgar, 236-7271  
**Library & Historical Foundation:** Jim Loomis, 253-3926  
**Membership:** Sara Ackerman, 649-6000  
**Museum:** David Stimac, 656-9392  
**Public Relations:** Gerald Schuler, 285-7941  
**Publications:** *Vacant*  
**Rolling Stock:** Richard Gray, 452-8936  
**Chief Mech. Off.:** Peter Rodabaugh, 771-8545  
**Car Rental Agent:** Bob Jackson, 231-4808  
**Ad Hoc Property Development:** *Vacant*  
**Ad Hoc "Union Station":** Terry Parker, 284-8742  
**Chapter representative, Portland Rail Equipment Advisory Group:** Frank Weiler, 774-3319

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