

February 1996

Redwood City Shop Keeps Fine Old Railroad Cars On Track

Vintage coaches lovingly restored

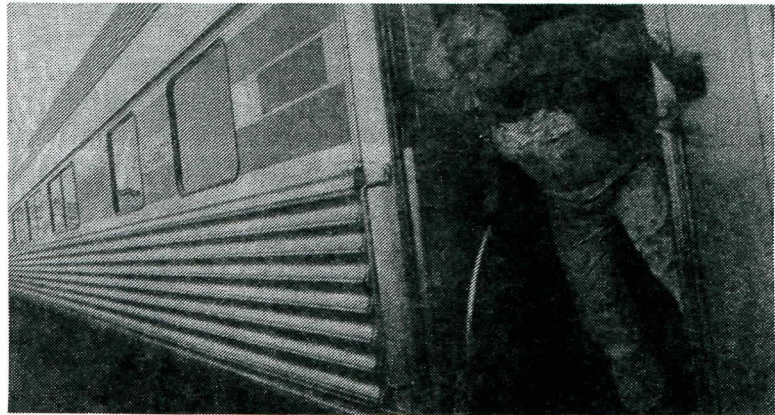
By Eve Mitchell
SPECIAL TO THE EXAMINER

Redwood City - They once rumbled day and night along train tracks that crisscrossed the American landscape. Now, old railcars whose last trip might have been to the scrap heap are instead being bought and lovingly restored by rail buffs.

At the Port of Redwood City, the Pacific Railcar Services Inc. is busy bringing new life to the mammoth metal hulks - once the dominant mode of travel before the advent of transcontinental flight and interstate highways. The company operates next to an abandoned rail platform and, since 1990, has been fixing up old rail cars that have been retired from the nation's railroad system.

Started by San Bruno resident Ken Schreiner, Pacific Railcar is one of only four businesses in the country that restore the cars for use by private owners. Its workshop, stocked with tools and train parts, is tucked in the corner of a corrugated-metal building that houses a feed store. Nearby, parked on a Southern Pacific freight track that serves the port, are five passenger cars, a retired Cotton Belt line caboose and a U.S. Army World War II locomotive.

"It's a great way to travel," said Rich Ferro, a Redwood City firefighter who works at Pacific Railcar on his days off. "You can really see the country very well."



Ken Schreiner of Pacific Railcar Services leans out from a passenger car in the company's Redwood City work yard. EXAMINER/MARK CONSTANTINI

There are about 300 privately owned railroad cars in the United States, and about half of them are operational, according to the American Association of Private Railcar Owners. Those that aren't are turned into homes, restaurants and offices, or used for business and entertainment functions.

"Everybody that has cars keeps in touch with each other," said Schreiner. "We always stockpile stuff. If we take something apart, nothing gets thrown away." Train buffs also use the Internet to put out the word for hard-to-find parts.

Every year association members convene a "rolling convention" of restored railcars. Last fall, train caravans departed from Chicago and Los Angeles on a route that took them to Nelson, British Colum-

bia, a former stop on the trans-Canada railroad. Once it got past Oakland, the caravan that had departed from Los Angeles traveled on a Union Pacific freight line that Schreiner said hadn't seen passenger trains for 20 years.

Schreiner's restored 85-foot-long sleeper car, *Cascade Nights*, was along for the trip. Purchased in 1992 for \$30,000 Canadian, the 1948 car once transported passengers between New York and Miami before it was put into service for the Canadian National Railroad.

Private cars also can hitch up to Amtrak locomotives for \$2 a mile and travel on regular routes.

"Normally, they just tag onto the rear end of the train that's already scheduled," said Schreiner.

-see Redwood City, page 5, col. 3

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.....\$35/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. 401

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, February 8, 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, February 16, 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 (657-8250), or Peter Rodabaugh (771-8545) for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, February 8, 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.

CHAPTER LIBRARY OPEN HOURS Saturday, February 17 & 24, 1:00 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

PORTLAND UNION STATION'S 100th ANNIVERSARY: February 14, 1996 with a major celebration May 10, 11 & 12, 1996. Events are still in the planning stages.

PNWC ANNUAL BANQUET: Saturday, March 2, 1996 (rescheduled from January 27th and February 3, due to inclement weather) at the **Mallory Hotel, 729 S.W. 15th Avenue.** No-host bar opens at 6:30 P.M., with dinner to follow at 7:00 P.M. See page 7 for additional information. The 1995 Jack Holst Award will be presented at the banquet.

PNWC SWAP MEET: Saturday, March 9, 1996, at the former Jantzen Beach G.I. Joe's / Pay'N Pak. Contact Darel Mack (654-5017) for more information. More information will be published as it becomes available.

FEBRUARY MEETING PROGRAM

Program begins after business meeting

Great Railway Excursions

To be presented by:

Ed Ackerman

MARCH MEETING PROGRAM

Program To Be Announced

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

PCNWC-NRHS BOARD MEETING JANUARY 11, 1996

SUMMARY of MINUTES

Call to Order: President Bob Terkelsen called the meeting to order at 7:16 P.M. President Terkelsen welcomed new officers (Ed Ackerman, Vice-President; George Hickok, Secretary) and new board members (Ralph Johnson and Frank Weiler), as well as members and guests.

Reading of Minutes: The minutes of the 12/7/1995 board meeting and 12/15/95 membership meeting were approved as read.

President's Report: President Terkelsen deferred to Old and New Business.

Vice-President's Report: Ed Ackerman reported he has received a number of annual reports from various standing (Finance, Rolling Stock, Excursions, Activities) and ad hoc (Library, Concessions, Membership, Elections) committee chairpersons. Outgoing VP Marilyn Edgar also contributed several reports. The reports that were available were read. The VP will hold the originals of the reports, and arrange for summaries to be published in *The TRAINMASTER*. The secretary will also receive copies of the reports for inclusion in a permanent file.

A discussion followed on the status of chapter keys and locks, policy for issuing of keys, and the possible need to re-key some or all of the chapter locks. The secretary received an original of a letter to Best Lock Company regarding purchase of additional key blanks and cylinder parts. The letter will be held in the permanent file until such time as it becomes necessary to obtain additional key/lock components. (The spare keys, locks, lock cylinders, and records relating thereto were passed to the new VP after the meeting.).

Treasurer's Report: Maxine Rodabaugh reported the account balances. Expense for food for the Hopmere members special was stated. Discussion

followed on details of how the expense/proceeds from the Hopmere trip are to be distributed. The board re-stated it's position that all proceeds are to go towards the Museum. The finance committee needs to meet to prepare the budget for this year. Discussion followed on the history of the funds owed the chapter from a railcar lease contract. The secretary asked any person who conducts business on behalf of the chapter please consider providing a copy of the paperwork to the secretary for inclusion in the permanent file.

National Director's Report: Gerald Schuler reported little if anything has changed since the last report. A discussion followed on the Railway Heritage Grants from National. These are grants in a maximum amount of \$5,000.00. President Terkelsen proposed the chapter apply for a grant to improve the condition of the library collection. It was suggested that if successful, local matching funds be sought.

STANDING COMMITTEE

REPORTS

Finance Committee: A number of small bills associated with preparation for the membership special have been submitted.

MSC: to pay bills per Finance Committee recommendation.

Rolling Stock: Still no progress on getting a date for the replacement of the car windows. (This is the replacement that is covered by insurance.) The Davenport switcher needs a new radiator. The new one that we have is the wrong size. The committee will attempt to arrange to swap the radiator at no cost for one of the correct size. Work on the RDC brakes has been completed, and they are ready for air test. There are a number of items still at Brooklyn Yard that need to be removed, including an electric service, forklift, and a section of the interlocking plant. The concessions committee has asked that the caboose be prepared for service. An air test will be required at a minimum. It was suggested that if a compressor

must be rented to perform air tests, as many cars as possible should be tested at one time to minimize the expense.

Excursion: A request has been made to Amtrak for equipment for a trip to Vancouver, B.C. and return on May 3-5, 1996. Any available equipment has been requested. It is not clear when or if we will receive a reply. Results from 1995 excursions: proceeds from Descutes Canyon, High Desert Steam, Membership Special and Shasta Daylight were reported to the board. The Seattle trip that was canceled lost a sizeable amount, primarily on advertising. The committee is interested in ideas for future activities. A possible New Year's Sleeper special was suggested, although it is not clear what track this might run over.

Activities: Mark your calendars for the following events: Annual banquet on 1/27/96, Swap Meet on 3/9/96, Picnic at Brooks on 8/17/96. A trip on the Mt. Hood Scenic Ry in June has also been proposed.

Public Relations: Not much has changed since last month. Still no word from National on a replacement for the tape that was not good enough for broadcast.

Museum: An effort to contact the person in charge of the possible chapter museum property in Washington County has not been successful.

Library: Committee will meet on 1/20/95. Library will be open regular hours this month. Work on the air conditioner continues.

Concessions: The PRPA has asked about purchase of the SP&S 700 bumper stickers that the chapter owns. It was suggested that we sell as many as they are willing to take outright, rather than place them out on commission. The committee has a limited number of calendars and a new bear (Bigfoot, wearing a U.P. cap) for sale.

-continued on page 4, col. 1

CHAPTER BUSINESS

BOARD MEETING

SUMMARY of MINUTES

-continued from page 3, col. 3

Membership: The membership renewal forms have at long last been received from National, but considerable work will be needed before they will be ready for distribution. The forms were received in order of membership number, rather than in alphabetical order. The committee will work on getting the forms ready for distribution at the next membership meeting (1/19/96). A discussion followed on the possibility of using the extra donation to the chapter to retire bonds, since it has not been possible to lease chapter equipment. It was not clear if this would be allowed under the terms and conditions of the bond program. The committee asks that persons who receive two copies of the national bulletin bring the extra copy to regular meetings so that members who have not yet gotten into the national computer can still receive the *Bulletin*.

TRAINMASTER: A few preview copies were distributed at the meeting. The press run will be completed AT noon on 1/12/95. President Terkelsen is working on getting Tammy Auburg to assist Jim Loomis with the publication of *The TRAINMASTER*.

Programs: January will be Doug Auburg with slides from a trip "down under." February will be Ed Ackerman with excerpts from Great Railway Excursions. Future programs are needed.

Rail Sensations: There will be a one-day celebration on 2/14/96. The plaque is on hold pending permission from the building owner to place the plaque. The full-blown event will be celebrated in May.

OLD BUSINESS

There was a discussion regarding the situation at the Trolley Park in Glenwood. There is some equipment on the site that is owned by the chapter, and needs to be recovered. Title to all of the equipment on the property is being disputed. The present owner ap-

pears to be claiming ownership of everything on the property.

NEW BUSINESS

Committee chairpersons and board contacts are being resolved for 1996. President Terkelsen has proposed a board retreat for 2/3/96 at 2:30 P.M. at Market Street Cafe. This will be a get acquainted/work session.

GOOD of the ORDER

A portable booth in the form of a passenger railcar observation platform is under construction.

Meeting Adjourned at 10:22 P.M.

*Respectfully submitted,
George Hickok, secretary*

PNWC-NRHS

MEMBERSHIP MEETING

JANUARY 19, 1996

SUMMARY of MINUTES

Call to Order: President Bob Terkelsen called the meeting to order at 7:40 P.M. Bob Terkelsen welcomed members and guests, and wished everyone a happy new year. Members and guests were reminded to sign in.

Minutes: Minutes from the last board and membership meetings were posted.

President's Report: Bob Terkelsen reported 67 out of 319 members voted in the chapter election. Thanks to everyone who voted. Thanks were extended to the outgoing officers and board members, and welcome extended to new officers: George Hickok as secretary & Ed Ackerman as Vice-President, and Frank Weiler & Ralph Johnson as board members.

Vice-President's Report: Ed Ackerman reported that all committees have submitted annual reports, except for the Museum committee, which is in need of a new chairperson.

Treasurer's Report: Maxine Rodabaugh reported the balances of the accounts. The membership renewal forms are available in the back of the room. The forms were late from National due to problems with a new computer system. Persons wishing to contribute additional funds to the Chapter or Na-

tional over and above dues are encouraged to do so.

National Director's Report: Allen Vaughn passed away very suddenly on 1/8/95. Allen was past-president of National, and a significant contributor to the organization as a whole. He will be missed.

STANDING COMMITTEES

Budget Committee: The committee has not yet met. Work is needed on the 1996 budget.

Rolling Stock: Still waiting on a schedule date from RCR for the window replacement. The Davenport switcher needs more work before it can be moved. The RDC's are ready for air test so they can be moved. The 6200/4461/Mt. Hood were cleaned up after the membership special. Another work party will be held this weekend. The rolling stock committee will hold a meeting on Saturday, 2/3/96, at 1:30 P.M. on the Mt. Hood at Hoody's in Beaverton. Interested persons are encouraged to attend. (**Due to imlement weather, the meeting was relocated to Market St. Cafe-editor**). There is a need to get the material at Roger White's inventoried. The OERHS is moving the museum from the Trolley Park at Glenwood to a new site at Antique Powerland in Brooks. The chapter has several pieces of equipment at Glenwood, including a tower car and some narrow-gauge equipment that will need to be removed from the Glenwood property.

Excursion Committee: 1995 was a busy year for the committee: 15 meetings were held, and 5 trips were run, one of which didn't work out. For 1996, a trip to Vancouver, B.C. and return is planned for the weekend of May 3/4/5. Equipment has been requested from Amtrak; no response yet on availability. Thanks to Dale Miller for car host management in the past. Dale is stepping down, due to other commitments. Ralph Johnson is a possible replace-

-see CHAPTER MEETING

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CHAPTER MEETING

-continued from page 4, col. 3

ment. The committee is interested in ideas for additional trips. The Membership Special may be run again later in the spring when the weather is better.

Activities Committee: The annual banquet will be at the Mallory Hotel on 1/27/96, 37 persons have signed up so far. We have room for 80. (Due to inclement weather on both 1/27/96 and 2/3/96, the Banquet will be rescheduled for March-editor). The Swap Meet will be on 3/9/96 at 10:00 A.M. There will be a sign-up sheet at the next membership meeting for persons interested in helping. There will not be as many things to do this year because of the new location, which has better entrance/exit traffic control.

Public Relations: We are still waiting for a new tape from National for Public Service TV spots. The tape we received was not of good enough quality to be broadcast, and has been returned to National. A 20-minute tape promoting membership in NRHS is available, and may be used as a program at a future meeting.

Museum Committee: David Stimac is leaving the area, so a new chairperson is needed for the committee. Glen Laubagh has been appointed. The search for a site continues.

Library Committee: The committee will meet on 1/20/96 at 1:30 P.M. at Room 1. The library will be open regular hours this month. Ralph Johnson has been bringing a small number of items to the membership meetings for viewing and checkout. Members may also bring materials to be returned to the meeting if it's easier than coming by the library. Work on the air conditioner continues, no word from the landlord on repair of the roof leak.

AD HOC COMMITTEES

Membership: Renewals are here, they are due by 2/28/96. 45 members and no guests have signed in.

TRAINMASTER: Jim Loomis is still in need of an assistant to help with publication.

Concessions: Jim Edgar has turned the chair over to Marilyn Edgar. There are a few calendars and a new bear (Bigfoot, wearing a U.P. cap) available for purchase.

1997 Spring National Board Meeting Committee: The committee needs to meet.

Union Station 100th Anniversary: The kickoff event will be held on 2/14/1996, including a special postmark/cachet envelope. The umbrella organization (Rail Sensations) that is coordinating this event is working on a cache envelope for the event. The proposed artwork was displayed. There is a possibility that a poster may be done as well. The main event will be held at RailFair the second weekend in May. There is talk of bringing the *Royal Hudson* down from Vancouver, B.C., and talk of running with the *SP 4449*. No word from the building owner (Portland Development Commission) on permission for placement of a plaque at the building.

Programs: Doug Auburg will be presenting slides from this trip "down under" to New Zealand and Australia. Next month Ed Ackerman will be presenting excerpts from a tape on Great Fan Trips. Future programs are needed: contact Bob Terkelsen if interested.

OLD BUSINESS

Jack Holst Award: Pete Rodabaugh nominated David Stimac for the award. Marilyn passed out ballots and reminded everyone to vote. The winner will be announced at the banquet.

Brooklyn Neighborhood Association Meeting: Richard Parks reported that the rumor that the association was interested in a possible museum site was not correct. The meeting was concerned only with the proposed route for the north-south light rail. This association is concerned with the area between Brooklyn Yard and the river. There was discussion from the floor about the disposition of Brooklyn Yard after the UP/SP merger. The board is asked to pursue this matter with UP management, and see about the possibility of proposing the Brooklyn roundhouse as a museum site.

The membership was reminded that Cora Jackson at one time received what later became the Jack Holst award, and to consider this when voting.

A member, William Einzig, wrote to Amtrak proposing they become a stock corporation. He received a response that was not very encouraging.

The chapter has been offered support in the creation of a web site.

MSP: The board is directed to pursue the offer to create and maintain a PNWC home page.

GOOD of the ORDER

A kiosk is being built in the form of an observation car platform. Pictures are available for review. The design is based on a kiosk built by the Central Coast Chapter.

The new Amtrak menu for food service on the Coast Starlight is available for viewing.

Adjourned: The meeting was adjourned at 8:49 P.M.

Call Board: Board meeting 2/8/96, membership meeting 2/16/96.

*Respectfully submitted,
George Hickok, secretary*

Redwood City

-continued from page 1, col. 3

Any privately owned car older than 40 years has to undergo a rigorous Amtrak safety and mechanical inspection before it can roll on the rails again.

That's where the expertise of Schreiner, Ferro and two other part-time employees comes in. They use sheet metal, mechanical, electrical and restoration skills to help the cars meet Amtrak's standards. By the time a car is purchased, restored and brought up to code mechanically, the cost can approach \$100,000 to \$200,000.

Additionally, said Schreiner, whose company has worked on five cars since it opened for business, there's always ongoing maintenance.

Schreiner's "other job" is designing radio and television broadcasting facilities. But today he is dressed in grease-covered white overalls and tinkering with a 1953 Santa Fe line 48-passenger coach, working with Ferro to remove worn-out parts from the car's truck-wheel assembly.

-continued on page 7, col. 1

4th Annual Dunsmuir
WINTER RAIL FAIR

PRESIDENTS' DAY WEEKEND FEBRUARY 16, 17, 18, 1996

- Historic Diesel Engine #6051 from California State Railroad Museum
- Dynamometer Car
- Trackside events and displays
- Home of the Southern Pacific working winter equipment:

The Flanger

The Jordan Spreader

- See one of the last surviving turntables at work!
- Slide show featuring railroad photographers
Bob Church, Richard Steinheimer, Shirley Burman
- Historical downtown walking tour
- Photographic art exhibit: *Women in American Railroading*



• **NEW! PHOTOGRAPHY SELF-GUIDED TOUR** •

Some of the best train photographers have contributed the secret locations of their favorite train shots. This new information has been compiled into a handy brochure with tour map for railroad photographers.

• **BRING YOUR FAVORITE SCALE MODEL!** •

Rolling stock and small structures will be placed on display in protected cases.



The railroad and vacation town of Dunsmuir, California is located just off Interstate 5 approximately 300 miles North of San Francisco. Dunsmuir was established in 1886 and has been a "helper station." Extra engines assist trains up the Mt. Shasta grade from 1886 until the present.

*Dunsmuir Winter Rail Fair weekend cost: Adults, \$7.50; Family, \$12.00.
For a free Dunsmuir Winter Rail Fair packet and Dunsmuir Visitors Guide, call the
Dunsmuir Visitor Hotline at 1-800-Dunsmuir (1-800-386-7684)*

Redwood City

-continued from page 5, col. 3

"You got to love them to put up with them," said Ferro, whose first job out of high school was repairing Southern Pacific cars at a San Francisco yard that is now closed.

Before the Santa Fe car was retired, it traveled more than 2 million miles, including a stint on Amtrak's *Lake Shore Limited* route that stops in Chicago, New York, and Boston.

Tim Orazem of Menlo Park plunked down \$48,000 for the car at an Amtrak auction last May. Once his car passes muster with safety inspectors, he plans to launch a charter service that would make trips in Northern California and to Reno.

"If you're bit by the railroad bug, it's nice to own part of a railroad like the Santa Fe," said the Stanford University accountant. "You don't have that passenger fleet out there anymore."

Orazem grew up listening to the sound of freight trains that used to cross the old Dumbarton railroad bridge. Like many train buffs, he first became enchanted with trains when he got a miniature Lionel scale model set as a child.

Schreiner said that more old rail cars have become available in the last few years because Amtrak is upgrading its rolling stock and selling off its old cars.

The most famous car on the track is the opulent 1928 *Virginia City* rail car, which once belonged to railroad author and historian Lucius Beebe and his literary collaborator, Charles Clegg. Beebe, also a flamboyant *San Francisco Chronicle* columnist, bought the car in 1955 and had a Hollywood set designer restore it to its former Pullman glory. The parlor features a fireplace, a frescoed ceiling, chandeliers, ornate furniture and an antique black telephone.

The *Virginia City* was purchased by its current owner, Wade Pellizzer, 10 years ago and upgraded to meet Amtrak requirements. It can be rented for about \$3,000 a day, including food and the services of an on-board chef and steward.

The editor wishes to express appreciation to Pamela Scott, Metro editor of the San Francisco Examiner, for granting permission to reprint this article. The article appeared in the Sunday, January 7, 1996 edition of the Examiner, and was submitted by Frank Loomis and Nancy Loomis of Hayward, CA.

CHAPTER BANQUET

The annual chapter banquet has been rescheduled for **Saturday, March 2nd**. Cocktails at **6:30 P.M.** with dinner at **7:00 P.M.** Those members who have paid and cannot attend should contact me for refunds. Those who are now able to attend, and have cancelled or not made a reservation, should also contact me at **(503) 654-5017**. Checks should be made payable to **PNWC-NRHS**.

NOTE: All dinners will be served with oven-baked potatoes.

-Darel Mack, Activities Chair

In Memoriam:

Leland Jackson

As many of you may know, our long-time friend and member Lee Jackson passed away on Friday, February 2, 1996. Lee was also a loyal member of two toy train groups: TTOS and TCA. He and his wife Cora have been supportive members of our group since 1971. We will surely miss him and his expertise on our many projects. I'm sure you will join me in extending our good wishes and sympathy to Cora.

-Darel Mack

Allan Vaughn

It is with great sadness that we inform you that Allan Vaughn passed away early Sunday morning, January 14. He had suffered a stroke the week before, but we believed he was on the road to recovery. However, he lapsed into a coma on January 13, and died the next morning. His internment was January 18 at Oak Park, IL.

Allan devoted many, many hours each week to NRHS business, in both his capacities as Chairman of the Board and Director of Membership Services. It will undoubtedly take many individuals to fill Allan's shoes.

We have lost an irreplaceable friend, and we miss him.

In a letter to National Directors, National President Greg Molloy said: "Allan's passing is a great loss to the Society. He has served in numerous offices over the years, and he has been Chairman of the Board of the NRHS since 1983. As our Director of Membership Records, Allan worked long hours each week processing dues renewals and keeping our records up to date. His monthly NRHS News mailings have been an important source of information throughout the Society. Allan's extensive knowledge of the Society and the railroad industry made him an invaluable resource to all of us. He will be greatly missed."

A biographical sketch will be in Volume 61, Issue No. 1 of the *National Railway Bulletin*.

Memorials in Allan's name may be made to the NRHS Library, P.O. Box 58153, Philadelphia, PA 19102-8153

-from the NRHS News, Volume 26, Number 3, January, 1996

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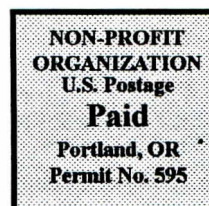
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The TRAINMASTER

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