

The

November
2001



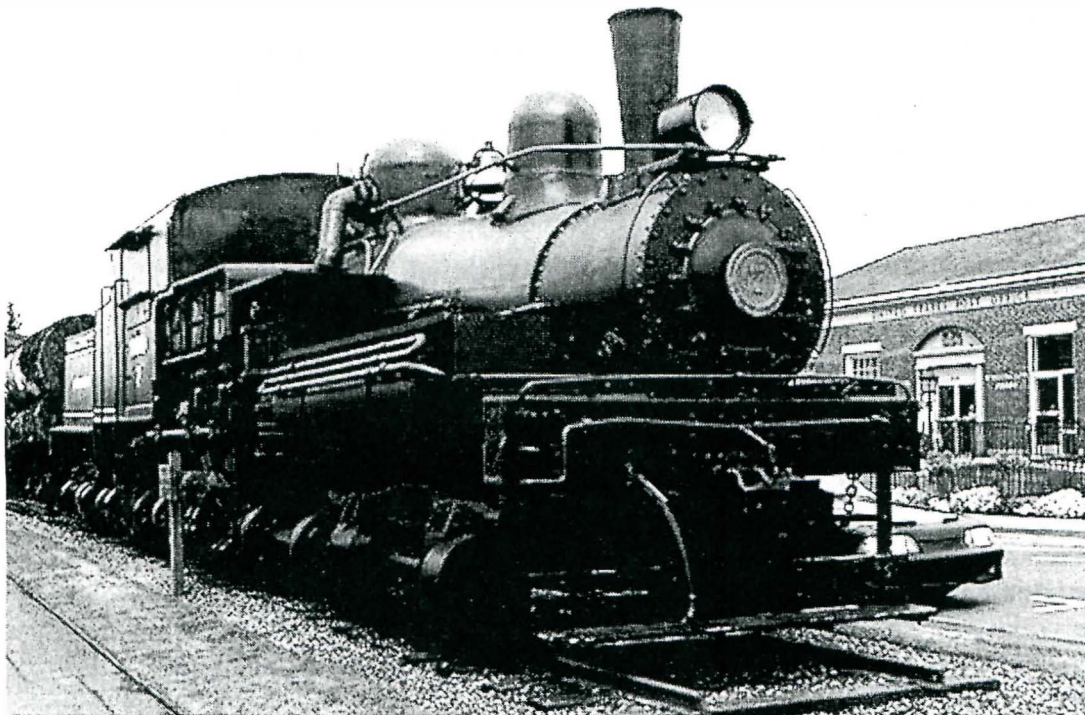
Trainmaster

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



Board of Directors Meetings: Nov 8, Dec 13 Room 208, Portland Union Station, 7:30 PM
Membership Meetings: Nov 16, Dec 21 St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM
PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS for security. If you arrive after 7:30 the parking lot door will be locked. You will need use the basement door on the West side of the building.

A Visit to Simpson's Logging Railroad A Northwest Forest Survivor, by Tom Smith



The history of Simpson's Logging operations isn't completely lost. This shay sits in the center of Shelton, Washington. Photo from Washington State Railroad Historical Society web site: <http://www.cbvcp.com/wsrhs>

In late July I paid a visit to the Simpson Timber Co.'s railroad on the Olympic Peninsula to see one of America's last logging railroads in operation. Simpson's resemblance to the traditional concept of a logging railroad is that it hauls logs on a private, purpose-built railroad of about 35 miles reaching westward from Shelton, Washington, to the boundaries of the the Olympic National Forest. However, the image we often associate of a railroad logging camp where logs are loaded onto log cars is a relic of the past even here, since trucks bring the logs to "reloads" where they are transferred to rail cars. Simpson has two reloads, Cook (MP23) and Frank's (MP34), and between them and the Dry Sort Yard (MP9), they account for virtually all of the logs handled on the railroad. Trackage has been cut back from the times there were spurs to the individual logging camps, and now only the mainline remains.

OPERATIONS

Simpson's main mill is in Shelton, about 18 miles north of Olympia on U.S. Highway 101. The large complex occupies the shoreline of Oakland Bay, and performs sawing, planing and kiln drying. The Simpson Timber Railroad's roundhouse, turntable, shop and dispatcher are located within the crowded mill complex, but are easily visible. Outside rail connections are provided by Puget Sound & Pacific over a former BN/NP branch. Besides logs brought to the mill by rail, logs are also floated into Oakland Bay. Simpson operates another sawmill, Mill 5, at the Dry Sort Yard which processes some of the incoming timber into rough green lumber that is loaded on flat cars for delivery to the Shelton mill for planing and

drying. The Dry Sort Yard is a receiving yard with extensive rail trackage where timber delivered by truck is either sent to Mill 5 or loaded on rail cars for delivery to the Shelton mill.

The rail line handles close to 20,000 cars per year mostly between the Shelton mill and the Dry Sort Yard where trains operate year round. Trains only operate west of the Dry Sort when one or the other of the reloads are in operation, which only occurs in warmer months when logging roads are passable. Operations are predictable. A crew usually comes on duty early in the morning, switches the mill complex with a single engine and makes a run to the Dry Sort. The Woods crew comes on duty shortly thereafter, and using two engines picks up its train and makes a trip to the Dry Sort where it performs switching operations. If a trip to one of the reloads is to be made, the Woods train takes empty log cars to the reload and returns with loads.

Traffic between Shelton and the Dry Sort Yard consists of empty and loaded log cars. When logs are poated into Oakland Bay they are often loaded on rail cars and taken to Mill 5, creating the unusual scenario of hauling logs into the woods. Empty log cars used for this purpose are then returned to Shelton, and empty log cars also travel from Shelton to the Dry Sort for loading or delivery to the reloads. Other traffic consists of rough cut green lumber from Mill 5 to Shelton, handled on A-frame flat cars.

The Woods train usually returns to the Mill in early afternoon, when another crew comes on duty to relieve the Mill switcher, and frequently makes still another Dry Sort trip about 3:30PM.

EQUIPMENT

In steam days, Simpson employed some formidable motive power, including Shays, Mikados, and a 2-6-6-2T Mallet. But Simpson was one of the first loggers to completely dieselize in 1955 with the acquisition of SW9 900 and SW1200's 1200 and 1201. These locomotives are equipped with dynamic brakes and are still the primary power, but are backed up by SW1200 1202 and Alco S3 600, both of which were acquired secondhand and are used when traffic requires or one of the primary units are in the shop.

Most log cars are skeleton cars rolling on friction bearing trucks of a variety of styles. Some cars were acquired from Weyerhaeuser, but most were built for Simpson in the early part of the last century. Some former Milwaukee Road flat cars equipped with log bunks are also used.

Green lumber is transported on "A-Frame" flat cars, many of which had been in interchange service at one time and are equipped with roller bearing trucks.

Company service cars include side dump cars, fire tank cars, a snow plow, and three cabooses.

VISITING SIMPSON

...is easy, with many opportunities to observe and photograph operations without going on company property, which is off limits. Although there are sometimes weekend operations in warm months, most operations are Monday-Friday. The key is to start early, so you can see what the jobs are doing. By arriving the night before, you can scout the line and be ready in the morning. The Shelton Inn Motel is in the heart of town, and close enough to the tracks so that you can hear trains blowing for crossings. A scanner is extremely helpful (freqs. 161.085 and 161.340) and will alert you to train movements as trains must call the dispatcher before leaving or arriving either Shelton or the Dry Sort Yard.

Railroad Ave., the main street through town, extends from the main gate of the mill to west of town, becoming the Shelton-Matlock Rd. A log train consisting of a skeleton log car, caboose, and Simpson Shay locomotive 7 is on display in front of the Post Office. The logging railroad crosses Railroad Ave. and enters Knight's Yard, a good photo location as the train passes the ancient log cars.

Going west, the railroad passes under US 101. Access to the railroad from the Shelton-Matlock Rd. is available at Carmen Rd. North, Dayton-Airport Rd. and the Mill 5 road that leads to a crossing at the east end of the Dry Sort Yard. If trains operate west of the Dry Sort Yard, further photo opportunities exist from side roads off the Shelton Matlock Rd. The deLorme Washington Atlas will help in finding these locations, all of which can easily be reached on mostly paved roads with an automobile.

The PS&P comes into town in the afternoon to interchange cars with Simpson, and can be monitored

on 161.475, providing additional photo opportunities.

Caution!!

Stand far back from the tracks!!! Trains move surprisingly fast, and those old log cars are rocking and rolling. Be vigilant for log trucks, and pull off the highway at photo stops. Also, traffic in Shelton is often heavy, so try to get in position ahead of time.

If you want to turn back the clock a few decades for a last look at what once was a colorful part of Northwest railroad history, plan a visit to Simpson. It is easily reached from Portland.

President's Update, By Arlen L. Sheldrake

The new **Portland Streetcar** system is the topic of a good 4-page article in the October 2001 issue of *Railfan & Railroad* magazine.

If you noticed that the Union Station tower **GO BY TRAIN & UNION STATION** neon signs are dark not to worry. To save energy, the neon signs are now on from 5:00 a.m. to 11:00 p.m.

In preparation for leasing, two of our coaches **6200** former Seaboard Air Line and **6800** originally the Great Northern Red River under went major cleaning and replacement of brake valves during late August and early September. Thanks to crew chief Pete Rodabaugh, George Mickelson, George and Bryan Hickok and the writer for they're many long hours. Give Pete a call if you can **help** out with our many work party needs, no expertise is necessary.

Hopefully you are enjoying and appreciating the monthly efforts that go into the publication and distribution of **The Trainmaster**. Join me in thanking our editor Glenn Laubaugh and our distribution team of Chuck Storz, Maxine Rodabaugh, Janet Larson, and Darel Mack. You folks are doing one fine job each and every month! Thanks also to our Chapter Secretary Judy Hall for her good writing skills and hitting a real tight *Trainmaster* deadline each month.

A good going award goes to the **Port of Tillamook Bay** for getting into the passenger train business and running excursions over their wonderfully scenic line through the Coast Range. Watch for additional runs: www.potb.org or 800-685-1719.

Did you respond to September's *Trainmaster* lead article **Railroad Museum in Brooks?** It isn't going to happen unless we get a lot of **new** people to help out. Call Glenn, 503.655.5466, now and volunteer!

Already overloaded with work projects, the Rolling Stock Committee faced the added task of removing graffiti following the Labor Day weekend move of our two RDCs. Both RDCs received heavy **graffiti vandalism**. Pete Rodabaugh, Randy Rock, Ken Peters and the writer spent over 30 hours removing some jerks (my most kind term) idea of art.

Sunset Coast Excursions has leased our 6200 coach for their **Salmonberry Fall Colors Excursions** over the POTB railroad in late October and early November. More information on future trips: 888-573-RAIL or www.trainweb.org/potb/fallcolors

Work to move and display the Chapter's **Flanger** and **Jordan Spreader** at Western Antique Powerland in Brooks continues with track installation work parties on September 16th and 22nd. Again, call Pete Rodabaugh if you can help out with future work parties!

With the failure of members to volunteer for the **Nominations Committee**, Al Hall has stepped forward to put together a slate of 2002 officer and board member candidates for the November vote.

On September 15th approximately 40 members and guests spent a most enjoyable day visiting the Mount Rainier Scenic Railroad and the Chehalis-Centralia Railroad. Thanks to our Activity Chair **Ron McCoy** and these wonderful local attractions for a truly great day! Letters of appreciation have gone to these great people who are keeping railroad history alive.

On October 5th Rita and I are departing for a trip to Malaysia with our return scheduled for 10/24 so this is being written in early October. Our first leg is on the new Airport MAX line.

Candidates to Fill Chapter Offices are NEEDED! Its Your Chapter!! Contact Al Hall 503.699.5042

From The Wire



End of Steam on BC Rail

For some years now, one of the longest steam excursion trips available in North America has been the trip from North Vancouver to Squamish, British Columbia, over the British Columbia Railroad. The trains used province of BC owned Royal Hudson #2860 and #3716.

Since 1999, 2860 has been out of service. The substitute locomotive, 3716, had a breakdown in May. Ex- Canadian Pacific 4069, a classic "F" series diesel locomotive, has been providing service this year. BC Rail will instead preserve the locomotives in a stationary state. BC Rail will not be receiving any money from the province of BC to carry out needed rebuilding, and ridership has apparently dropped off due to recent economic problems. Therefore, BC Rail does not have sufficient funds to rebuild the locomotives.

The BC Rail steam shop will be closed down, effecting four employees.

According to one report, the 2860 needs a new boiler and the 3716 needs to have its firebox and boiler rebuilt. This report states that the work on 2860 will probably cost about \$1 million, but does not state if that is in Canadian or US dollars.

The article also discusses some of the training problems at BC Rail, and thoughts by some that the problems with the locomotives are largely related to crews not knowing how to properly operate steam locomotives.

- summarized from an article on North Shore News, Original Article © Mainland Publishing Group Inc., A Canwest Company:
<http://www.nsnews.com/issues01/w101401/103201/news/103201nn1.html>

Innovative Culvert in The Dalles

In The Dalles, there was a need to install a pedestrian underpass under the Union Pacific main line, which can average 30 trains a day.

Wasco County had built a path on the south side of the tracks and the U.S. Forest Service built from the Columbia Gorge Discovery Center to the tracks.

The original plan for constructing a pedestrian underpass called for injecting concrete grout into the bank to flow around the rock and bind it

together. The embankment was comprised of mostly sand, and the contractor proposed a freeze technology as another way to stabilize the embankment during construction.

Holes were drilled through the bank, tubes installed, installing tubes, and a mixture of 30 percent calcium chloride dissolved in water was circulated in a closed system through the pipes to freeze a four-foot arch in the embankment. The portion of material near the railroad tracks froze into a solid block of ice with little threat of cave-in or movement of soil.

This is the first time ODOT has attempted this method.

Once the ground was frozen, it took about 30 hours to install the culvert.

From the ODOT Web site at:

<http://www.odot.state.or.us/news/2001-07-freezetechnology1.htm>

Trains and Coffee in Northwest Portland

Should you find yourself somewhere in Portland, Oregon, and should you feel the urge between now and the first part of November to grab a coffee at Torrefazione Italia at 838 NW 23rd Street in Northwest Portland (on the corner of 23rd and Kearny), and should you notice 9 or so steam locomotive images hanging ever so nicely on the wall, you could claim to know who's work it is. Or Not.

I have black and white images from the Brooklyn Roundhouse and St. Mary's Crossing on display there at Torrefazione Italia. If you make your way to coffee and would like to send feedback to me, I'm curious to learn what y'all might think.

- Chris

<http://www.hevanet.com/cperez/trains/oldtrains.html>

Fund Raising for Non-Profits at CCRA

The Chehalis-Centralia Railroad Association invites groups to take advantage of their newly established fund raising opportunity for non-profit organizations. They have a chance to offer both an enjoyable train ride behind a vintage steam locomotive with a first class dinner, and raise money at the same time.

Tickets will include the train ride and dinner at 5 pm on selected Saturdays not otherwise scheduled.

The entrée will be a choice of salmon, prime rib or chicken. A minimum of 30 diners will be required, and we can accommodate a maximum of 56 diners.

Reservations will be required 10 days in advance of the trip.

- May, 2001 *Makin' Tracks*, the CCRA newsletter

Mailbag

Dear Sirs;

I am trying to locate a steam locomotive that I practically grew up with. At one time it was owned by the Flora Logging Company around Carlton, Oregon.

The Tillamook Burn fires put them out of business but this engine stayed active around Carlton. I don't know who owned it but the trackage was owned by Southern Pacific.

It pulled lumber and logs as late as nineteen fifty or so.

My last information (Rumor or Paper) was that it made a run through McMinnville (my home now) about 10 years ago and was used in a Hollywood Movie.

I am quite certain I am not contacting the right people with my inquiry but I am just now starting my quest.

I have enclosed a SASE and hope someone can inform me who to contact.

Any help would certainly be appreciated.

Nothing is urgent, but I'm seventy years of age and my feelings for this old steamer are very sentimental and I would enjoy seeing it or maybe

learning what has become of it.

Thanks, Mr. Lyle M. Dix, McMinnville, OR

[*Any thoughts, anyone? Year and location suggests perhaps the movie Stand By Me, but no idea on current location of this locomotive. - GEL*]

Good morning,

I have recently learned that my great-grandfather, Jeremiah Sullivan, worked as a railroad "section boss." Since my great-grandmother was born in Harrisburg, Oregon, I'm assuming that he worked for the California-Oregon Railroad. He is listed in the 1880 census of the City of Harrisburg as being 50 years old, so he would have been born about 1830 (in Ireland). He was listed as the head of a household, so I assume he and his family lived there. Would the railroad archives have any kind of biographical information on him? I know he was married to Jessie Reams in 1873, and he was also referred to as J.W. Sullivan. We think he died in 1883. Thanks to your membership for any help they can give...mailing address is 3860 Greenbush Road, Charlotte, VT 05445.

Regards, Kathleen Manchester

PNWC/NRHS General Meeting Minutes September 21, 2001

CTO: 7:35 pm by Vice-President Al Hall

Pledge of Allegiance: Al led the pledge of allegiance to the flag.

Welcome members and guests: Please sign the register. Dick Thompson from the Oregon Electric Historical Society and new member Dave Crout. The Nelson's said they had a run in with a Freightliner truck but they said they are doing well.

Officer's Reports:

Secretary: There were no additions or corrections to the minutes as published in the Trainmaster. Kerrigan Gray moved and John Willworth seconded, that the minutes be approved. The motion carried.

Treasurer: Rick Banton was not present so Al gave a short report.

Vice-President: President Arlen Sheldrake is away at a retirement dinner. Al said he will keep the meeting time short due to the excellent program that Don Hunter will provide about the Milwaukee Electric Railroad following the meeting. The Chapter enjoyed a great excursion last weekend put on by Ron McCoy, the Activities Chairman. Thank you Ron. The Chapter is having serious conversations with WAPI (Western Antique Powerland) about the Chapter's role in helping to get a railroad exhibit included there. About 20,000 people attended the Steam Up at WAPI this summer. They have the ability to attract many people. Their goal is to have the Oregon Transportation Museum located at WAPI, in Brooks. The Oregon Electric has been a member there for 7 years.

Committees Reporting:

Nominations: Chuck Bukowski and Darel Mack have agreed to run for Board of Directors. All other officers have agreed to run for their positions again. Anyone who would like to run for an office, please volunteer!

Concessions: We are still looking for someone to chair the Concessions Committee.

Rolling Stock: Ron McCoy reported that there would be a work party at WAPI on Saturday at 9am to spike ties for the flanger/Jordan spreader exhibit. Please bring safety glasses, gloves, food & water. A special thank you goes to Pete Rodabaugh who steam cleaned the round house floor for the visit by the Union Pacific Historical Society Convention.

Activities: Ron McCoy thanked the members who supported the excursion to the Mt. Rainier Scenic railroad and the Chehalis-Centraillia Railroads. It was a fun day of railroading.

Library: The library will be open from 1-4pm tomorrow. John Willworth has brought books and videos for members to check out.

Trainmaster: Please submit articles for the Trainmaster to Glenn by the 20th of the month.

For the Good of the Order: Member, Bill Thomasson said there will be a steam donkey in operation in the area out near Banks. It is a logging convention that is open to the public. Cora and Ted Ahlberg donated some Burlington Northern scratch pads to the Chapter which resulted in a donation of \$10. The Nelson's will be working on the Oregon Coast Explorer train over the Salmon Berry Pass. You can access the POTB on their website: www.potb.org.

Programs: Tonight's special slide program of the Milwaukee Road Electric by Don Hunter.

Motion to adjourn: We adjourned at 8:20 to enjoy refreshments provided by Cora and Ted Ahlberg. *Respectfully submitted by Judy Hall, Secretary*

PNWC/NRHS **General Meeting**
Minutes October 19, 2001

CTO: 7:40 pm by **Vice-President Al Hall**

Pledge of Allegiance: Al led the pledge of allegiance to the flag.

Welcome members and guests: No new members or guests. Maxine Rodabaugh is in the hospital but her daughter Janet said she is doing well and may come home tomorrow. Naomi Gray is recovering

from illness and may be reached c/o Milwaukie Convalescent Home, 12045 SE Stanley Ave., Milwaukie, OR 97222 or phone 503-659-2323. Wayne Halling is getting around quite well since his stroke and enjoys hearing from Chapter members.

Officer's Reports:

Secretary: The Sept. minutes were not printed in the Trainmaster since the editor was out of town.

Treasurer: Rick Banton said that the Chapter is still in the red. We have billed the PRPA for the excursion. The Chapter would like to thank Maxine Rodabaugh for her very generous donation of \$2500 to help pay the bills. The Chapter outing to the Mt. Rainier Scenic Railroad netted about \$45.

Vice-President: President Arlen Sheldrake is on vacation in Borneo. Al Hall and Chuck McGaffey performed an **audit of the 2000 books**. Al thanked the treasurers, Janet Larson and Rick Banton for keep the books in such good order. No irregularities were found. The Visa merchant account is costing the Chapter \$15 a month even if we don't use it. If anyone knows of a better option, please let Al know. Al gave a "state of the Chapter financial overview" of the on-going operating expenses and the dues income. The Chapter will have a big shortfall. The dues cannot support the on-going expenses. The Chapter is in danger of going below the \$50,000 emergency fund that is mandated in the by-laws. The meeting was suspended for 15 minutes while the attendees brainstormed for ideas to help the Chapter raise money.

Committees Reporting:

Nominations: Anyone who is interested in running for an office or board of directors, please let Al know immediately. No one may be nominated without his/her consent. The elections take place at the December meeting. Voter's pamphlets will be mailed by Nov. 25.

Concessions: The Chapter is still looking for a chairperson. This is a very important chair so if this is something you would like to do, please step forward and volunteer.

Rolling Stock: Thanks to the many hours of work by Pete Rodabaugh, George and Brian Hickok, George Mikelson and Arlen Sheldrake, the 6200 and the 6800 were ready to lease to the Port Of Tillamook Bay for their Salmonberry

Excursions. Rob Lewis of WAPI (Western Antique Powerland, Incorporated at Brooks)) met with the Oregon Steam Heritage Council. The WAPI organization would like to develop a transportation museum and include other rail groups. WAPI currently has about 62 acres of land and may be able to add another 160 acres. The Chapter's Jordan Spreader and flanger will move there soon. A big **Thank You to Pete Rodabaugh, Ken Peters and Rick Banton for getting the track work done at WAPI.**

Activities: Please mark your calendars for the Chapter Christmas party and potluck on Friday, Dec. 21.

Library: Chairman Ralph Johnson said that the *Lending Library* meeting is postponed until Oct. 27, at 9am in Room 208, Union Station. John Willworth has brought books and videos for Chapter members to check out. Chuck McGaffey, Chairman of the *Archive Library* said that he and Bill Hyde spent about 30 hours cleaning and doing an inventory of recently donated items from Louise Grande. There is a lot of work to do so please come down and help. The Chapter must decide what to do with all the duplicate train and model railroad magazines. Archive meeting scheduled for Nov. 17, 11am-1pm.

Trainmaster: Glenn Laubaugh welcomes articles for the Trainmaster but reminds everyone that he cannot use articles from the newspaper. They must be summarized in your own words. Please have articles to him by the 20th of the month. Also he will be out of town and would like help getting the Jan. and Feb. Trainmasters put together.

For the Good of the Order: The Columbia Gorge Swap Meet is tomorrow at the Pay & Pack. The Tualatin Cable Access is giving classes on video taping programs for t.v. See A1 for more information.

Programs: "Wheels for the Westside" a video from the Washington County Land Use Council, which was aired on the Tualatin Community Access T.V. This video is about the proposed commuter rail link from Wilsonville to Beaverton. The Chapter ran trips over this link for the opening of the Westside Light Rail.

Motion to adjourn: We adjourned at 9:00 pm to enjoy refreshments provided by Cora and Ted Ahlberg. *Respectfully submitted by Judy Hall, Secretary*

Chapter Timetable #471 November 2001

Monthly Board of Directors Meetings:

Nov 8, Dec 13 7:30 pm. Rm 208, Union Station.

Monthly Membership Meeting:

Nov 16, Dec 21 7:30 p.m. St. Mark's Lutheran Church, 5415 S.E. Powell Blvd.

Rolling Stock Committee:

Nov 28, Room 208 Union Station. Committee meets on 4th Wednesday of each month, Work parties on the 2nd and 4th Saturdays, and 1st and 3rd Tuesdays. Information: Pete Rodabaugh at 503. 771.8545

Lending Library:

Library open Nov 17 and 24, 1:00 to 4:00 p.m.



The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization 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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Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

Regular: \$32/year, Joint: \$40/year

Trainmaster Contributions: by 20th of previous month

Committee Chairs

Activities: Ron McCoy, 503.244.4315
Archives: Chuck McGaffey, 503. 223.2227
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, 503.649.5762
Excursions: Al Hall 503.699.5042
Janet Larson 503. 253.7436
Car Host: Darel Mack 503. 723.3345
Finance: See *Vice President*
Lending Library: Ralph Johnson 503. 654.1930
Membership: Maxine Rodabaugh, 503. 253.4241
Museum: Glenn Laubaugh, 503. 655.5466
Public Relations: Gerald Schuler, 503. 285.7941
Memorial Funds: Gerald Schuler, 503.285.7941
Rolling Stock: vacant, contact Arlen Sheldrake
Chief Mechanical Officer:
Peter Rodabaugh, 503. 771.8545
Car Rental Agent: Bob Jackson, 503. 231.4808
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Secretary: Judy Hall (*01) 503. 699.5042
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Ralph Johnson (99,00,01) 503. 654.1930
Bob Jackson (00,01) 503. 244.4440
Ted Ahlberg (00.01.02) 503. 579.2131
Chuck McGaffey (00.01,02) 503. 223.2227

NRHS Regional Vice President:
Richard Carlson, 503. 292.0975

ITS YOUR CHAPTER. IF YOU HAVE EVER THOUGHT ABOUT RUNNING FOR AN OFFICE, PLEASE CONSIDER DOING SO. WE NEED MORE ACTIVE MEMBERS, AND PEOPLE TO HELP LEAD THE CHAPTER.

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