

The

May
2002



Trainmaster

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



President's Update By Arlen L. Sheldrake

Thanks to all of you who have completed the **Membership Interest Survey!** Those that haven't yet completed the survey, copies in both the March and April *Trainmasters* as well as available at the same membership meetings, should expect a reminder call. We need many helping hands!

The **Wilsonville-Beaverton Commuter Rail** project continues to move ahead according to the March 14th Washington County Weekly Hillsboro-Forest Grove Edition of the *Oregonian*. The planned 15.5-mile route on Portland & Western Railroad would run 34 trains on weekdays, 16 each during morning and evening rush hours, and two at midday. The lease agreement between Washington County and PNWR is in the final stages of negotiation. Operations are planned to begin in 2004.

The March 2002 issue of PRPA's *Whistle Up the Columbia* newsletter reports one of many SP&S 700 projects to be the installation of a Multiple Unit Control box in the 700 which will give the crew the ability to control one or more slave diesels.

Included in this issue is a compilation in summary form of the **Chapter's History**. I found this to be a most fascinating project and I learned a great deal. This evolving document will also be included in our Information & Membership Directory that will again be published this summer and is being used with our development efforts. It would be great if some members would take on the development of a more extensive (put some meat on these bullets) Chapter History document, anyone interested?

Since 1988 the Chapter has maintained the **Oregon Railroad Museum** as a registered Oregon corporate name. This name will now be used as the corporate name umbrella for railroad developments at the Antique Powerland Museum.

Have you ever visited the wonderfully restored Salem Amtrak passenger station and wondered what was going on with the "*cocooned*" building to the south of the station? The building is a former REA freight building, currently owned by the Oregon Department of Transportation. The building has been environmentally wrapped to contain the flaking exterior lead paint. So far no one including ODOT has found the funding to move and/or restore the building. Just the moving cost has been estimated at \$50,000.

Trick question: what do you have when you add 50 to 1955?

The March 23-24 Friends of 4449/Northwest Rail Museum **Columbia-Deschutes Excursion** behind the SP4449 was a most

Chapter Timetable # 477

Membership Meetings: May 17, June 21, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM **PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS** 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.

May Meeting Program: Glenn Laubaugh is going to show some slides of some trains he rode in South America.

Board of Directors Meetings: May 9, June 13, Room 208, Portland Union Station, 7:30 PM

Lending Library: 1 to 4 pm May 18, and 25, check-out of materials subject to **new loan agreement**.

Notable Non-Chapter Events:

Ex SP&S 700 will have trip on the Montana Rail Link in October. For more information contact 1-800-519-7245, or information@montanarailtours.com.

Western Washington Steam-up June 15th & 16th sponsored by Mt. Rainier Scenic Railroad, excursions, Climax #10 pow

ered, depart Mineral Washington. More information: 888-steam11 or www.mrsr.com

Mike Gelhaus's annual open house at his Northern Pacific passenger cars off the list. This will be May 4 and 5, 1 p.m.-5 p.m., just north of BNSF Yardley yard office, Spokane.

For other interesting events, please see the Inland Empire Chapter's Pacific Northwest Railroad Events at: <http://www.ierhs.50megs.com/11.htm>

enjoyable trip for many Chapter members. Great equipment, flawless 4449 operation in 1976 Freedom Train colors, wonderful scenery, mostly great weather, good, timely bus transportation, good runby locations both days, nicely designed new souvenirs, and lots of trackside flags and people waving; it just doesn't get any better. And yes, no diesel in the consist and arrivals back in Vancouver and Portland were exactly on the advertised time.

Thanks to Ron McCoy for spotting on page 16 of the booklet *America's Bicentennial Queen, Engine 4449*, published in 1975, a picture of the Chapter's **SP 3300** combine car with long-gone fluted siding.

PNWC #76: The 76 is a heavyweight baggage-dorm built by Pullman as a 12-section 1-drawing room sleeper in 1917. It was rebuilt into a baggage-mail in 1947 and then into a baggage-dorm in 1966. Commonly referred to as the Chapter museum car since it saw service for the Chapter in this way. 3 axles, rolling bearings, 82' long, 152,340 lbs. This car has had many notable trips including being the crew car for the 1976 American Freedom Train's entire trip. The car has a sheet metal roof that is rusting. There is also considerable rust in the sides of the car. ~~BN donated as SP&S 76 to the Chapter in late 1971. Last used between Portland and Spokane on BN passenger trains through May 1, 1971. Currently configured as a museum car although materials have been removed.~~ *Installment #5 of our continuing rolling stock descriptions.*

We are saddened to learn that member **Naomi Gray** (1987) passed away on March 23rd. Best wishes to member and husband Richard (1975) during these difficult times.

On March 28th Tom Detloff, Union Station Maintenance Superintendent, launched an interim effort to stop the leaks and reduce the incidence of metal tiles blowing off the **Union Station Annex** that houses our archives and offices. The roof is in terrible shape with lots of the metal tiles rusting out and

deterioration of the tarpaper underlay. The long-term roof solution waits for finding the estimated \$30 million to fund the seismic/ADA/utility upgrades to both the station and annex. Much of the station and annex, without seismic re-enforcing, will be ruined when (not if) Portland gets an expected significant earthquake.

Millersburg, March 29th, 10:15 a.m. southbound 3-unit container freight, second and third units none other than UP's **Olympic Torch** EMD SD70Ms.

Back in December the Chapter received a letter from Burton Eisenberg, Library Volunteer working with the NRHS Library indicating that copies of Chapter newsletter *The Trainmaster* were not to be found in the Library. This was quite a shock, so with the help of Judy Hall and Chuck McGaffey copies of 6 years (1996-2001) were sent to Burton in March. We have now ensured that the NRHS Library is on our newsletter mailing list and the Archives Committee will take on the task of getting copies of the remaining years, 1955-1995, included at our national headquarters library. Our newsletter collection is truly a rich resource of railroad and Chapter historical information.

Mark your calendars for visiting the **Artrain USA Artistry of Space** exhibit coming to downtown Hillsboro June 29 to July 2, 2002. And according to Railfan magazine the 4449 will be doing the Portland to Hillsboro pull on June 28th and returning June 30th. The Artrain is a non-profit organization working to bring art to communities without existing art museums. Other area stops include Lewiston, Wishram, Walla Walla, Deer Park, and Blaine. If the art isn't your bag, plan to visit just to see the refurbished rail equipment, much of it done by our own Northwest Rail Electric. Ron McCoy and the Activities Committee are working to have a special Chapter tour. In 2004 the traveling exhibit will focus on Native American art. More information on the Artrain USA is available: www.artrain.org.

From The Wire



The 286,000-Pound Dilemma By Arlen L. Shel Drake

As the Class 1 railroads and rail car manufacturers move to 286,000-pound (HAL – heavy axle loading) rail cars America's "feeder" railroads are facing major upgrade costs. Currently conventional rail cars are

rated at 263,000 so the increase is only 10% but this 10% increase translates into track structure damage that is as much as 20% higher.

The history of most "feeder" or short line railroads is that they obtained their trackage from Class 1 railroads that determined the low-density and/or marginal trackage was not going to generate enough

profit. In many instances this trackage received very little maintenance to the rails, roadbed, and structures and in many cases were lightly built with 60 to 80 pound rail that was adequate for the wheel loading when built. With sometimes-severe speed restrictions the short lines are able to continue to use this trackage while delivering personal service to line side users.

Railroad customers like the new generation of 286,000 cars since they transport almost 10% more commodities than conventional cars while per car switch charges remain the same as the lighter 263,000-pound cars.

A study commissioned by the American Short Line and Regional Railroad Association, which was completed in 2000, found that extensive commercial use of the 286,000 rail cars would require the following short line and regional railroad investment:

- 22% of existing rail must be replaced,
- 43% of track miles will require at least some ties,
- 23% of track miles will require some ballast and surfacing,
- 38% of turnouts/switches will require replacement, and
- 22% of bridges require replacement, with another 27% requiring some repair or upgrade.

This translates to an almost \$7 billion investment.

For short line railroads such as our Port of Tillamook Bay and Portland & Western Railroad who have lots and lots of bridges and trestles in addition to miles of tie replacement needs, this required investment may not be possible without help. Federal legislation in the form of H.R. 1020 has been proposed that would provide some needed funding to make the needed infrastructure upgrades. HAL cars are here to stay, the railroads have got to accommodate them or perish.

The dilemma faced by the nations short line railroads is where to get the needed revenue to maintain their infrastructure as more and more HALcars move into the car pool.

Mailbag

Chapter Member Urges Letter Writing

May I suggest that the membership write a brief note to both senators in Oregon and/or Washington as well as to their appropriate House of Representative for whatever District the various members of the

Information for this article was obtained from the American Short Line and Regional Railroad Association position paper on the High Speed Rail Infrastructure Act which resides on their web site: www.aslrra.org. Valuable input was also received from Robert I. Melbo.

Important West Coast Port Line Opens

On April 13, 2002, the first container train operated over the Alameda Corridor on Friday, opening a new line between the country's busiest port complex and downtown rail yards.

The \$2.4 billion corridor is designed to speed movement of a large amount of goods each year and give a major boost to U.S. trade with the Pacific Rim.

Construction of the line was "one of America's most significant transportation projects," said U.S. Transportation Secretary Norman Mineta, who joined other dignitaries in turning on the green signal that set the ceremonial first train in motion.

- from Associated Press reports

The **Astoria Railroad Preservation Association** has now completed the repainting of the cab of their steam locomotive. The newly repainted cab will be on display at the upcoming crab festival, and we hope increases public awareness of the efforts of the group.

Some pictures of recent work are on their website at: <http://www.astoriarr.org/>

Thanks to Martin Adams for the information

Naturally, during the April freight and commuter train collision in California, there was also a considerable discussion on network computer discussion group **misc.transport.rail.americas** about train dispatching, and how these signals actually work. It was noted that there is a web site operating in the northwest about train dispatching at:

<http://www.halcyon.com/tawhite>

This web site includes a lot of interesting information, including some transcriptions from the daily log kept by a Great Northern train dispatcher operating in Seattle from the 1950s to the early 1970s.

Pacific Northwest Chapter may live in for the purpose of getting the necessary funding needed to maintain a national railroad system and hopefully bring it up to a reasonable standard we can all be proud of. Eliminating a form of mass transportation just doesn't make sense. Congress gives so little to Amtrak

compared to all other forms of transportation and highway maintenance.

My concern is that the long distance Amtrak trains may well be discontinued as early as October of this year. What a shame it would be not to have "The Empire Builder" and "The Coast Starlight" to ride anymore not to mention the disappearance of "The Southwest Chief", "The California Zephyr" and "The Sunset Limited" just to mention a couple of other famous long distance trains also in peril.

Each person who has an available PC can go put the words "Library of Congress" in their search engine and the names of the senators and house of representatives can be easily found. Each elected congressional rep can be sent an email directly. I

would also suggest that each person send a hard copy of that email to their elected reps too as sometimes emails have a habit of sometimes being discontinued.

For those members that don't have a PC, below are the mailing addresses of the Senators and House of Representatives:

The Honorable..... U.S. Senate Washington, DC 20510	The Honorable..... U.S. House of Representatives Washington, DC 20515
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The President The White House Washington, DC 20500

Thanks for your consideration.

Sincerely, Joe Harper

Pacific Northwest Chapter – National Railway Historical Society	<i>A Brief History</i>
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The National Railway Historical Society is a non-profit corporation that was formed in 1935 for historical and educational purposes and has 19,461 members as of October 2000 and 177 active chapters. The Pacific Northwest Chapter (PNWC) was formed in March 1955, the first Chapter west of the Mississippi, as a non-profit (501 C 3) Oregon corporation and currently has 250 members.

The purpose which PNWC-NRHS is formed and the objectives to be promoted and carried out by it are mainly historical, educational, and not for profit. The specific objectives are:

- a) to preserve the historical materials of railway transportation primarily relating to the Pacific Northwest.
- b) to collect data on the history of transportation and to issue publicity in any media form relating to this subject.
- c) to encourage rail transportation; and
- d) to acquire by purchase, lease, or otherwise manage same in a manner appropriate for museum and the above-mentioned purposes.

The small group of people who formed the Chapter in 1955 were witnessing a major change in railroading as steam locomotive use was dwindling rapidly. Passenger trains still ran to Astoria and Seaside, and the Shasta Daylight ran 14 cars long. The need to preserve this passing history was a driving force.

Some of the Chapter's notable events:

- 1958 – Golden Spike driven by Chapter President Keenan & City Commissioner Bean upon delivery and dedication of UP 3203 and SP&S 700 at Oaks Park January 14, 1958.
- 1959 – Members help build the Portland (now Oregon) Zoo Railway steam locomotive Oregon to help celebrate Oregon's Centennial.
- 1965 – Hosts the NRHS annual convention that included a field trip to Oaks Pioneer Park to view Portland Park Bureau's transportation exhibit (UP 3203, SP 4449 & SP&S 700). Also a rail fan trip to Seaside.
- 1966 – First public excursion, Portland to Goldendale, 253 miles, \$6.95 adult, \$3.95 child.
- 1968 – Offices established in Portland's Union Station.
- 1971 – Major restoration work begun on Stimson Timber Company's #1 42-ton 2-truck Shay "Peggy" damaged by the Old Forestry Building fire, subsequently moved to Oaks Park. Hydrostat test passed 5/71. Moved in 1972 to Western (now World) Forestry Center.
- 1972 – Emperor of the North Pole filmmakers enlist the Chapter's help to locate 1930s era rail cars.
- 1972 – BN celebrates the donation of the Mt. Hood, SP&S lounge-sleeper, at Union Station ceremony.
- 1974 – Thousands of hours of volunteer labor restoring the ex-SP4449 for the American Freedom Train.
- 1975 – Baggage-dormitory car #76 leased to American Freedom Train Foundation & will be the 4449 crew car.
- 1975 – Portland's SP4449 restored to operation and with PNWC #76 baggage-dormitory car goes to Chicago to join the American Freedom Train.
- 1978 – Hosted the NRHS annual convention "inter/rail78" which included excursions to Yakima, Seattle, & B.C.
- 1979 – SP4449 & PNWC #76 at Swan Island for Oregon Transportation Week celebration.

- 1981 – Excursion pulled by SP4449 to Sacramento for the grand opening of the California State Railroad Museum.
- 1983 – Organized the 75th anniversary of the SP&S Golden Spike; special train, ceremony & sign at Sheridan's Point.
- 1984 – SP4449 7,477 mile 51-day excursion to Louisiana World's Fair in New Orleans with cars Mt. Hood & 3300.
- 1985 – Chapter joins with Oregon Assn. of Railway Passengers to restore neon UNION STATION / GO BY TRAIN signs on Union Station clock tower. Signs originally installed 1948, turned off 1971.
- 1985 – Special SP train to Toledo with 3300 containing Walt Grande picture display celebrating 100th anniversary of the first passenger train arrival.
- 1985 – American Association of Private Railroad Car Owners hosted at Union Station, passenger sheds restored.
- 1985 – Chapter supports proposal to City of Portland from Pacific Railroad Preservation Assn. (PRPA) to be designated the official custodian of the SP&S 700 and UP 3203 (OR&N 197).
- 1985 – Deschutes River Rail Excursion, day 1 passenger count 800.
- 1986 – SP4449 & 3300 used in the movie Tough Guys starring Kirk Douglas and Burt Lancaster.
- 1987 – SP4449 management moves from Chapter to the City of Portland and advisory committee.
- 1987 – 76 converted to Museum car & goes to Ashland with exhibit for Oregon & Calif. RR completion centennial.
- 1987 – \$5,000 donated to Oregon Electric Railway Historical Soc. to preserve SP Jefferson line for trolley operations.
- 1988 – 3300 & 6800 leased to newly formed Mt. Hood Railroad.
- 1988 – Closed Victoria Station Restaurant artifacts donated to Chapter.
- 1988 – Chapter lease of Brooklyn "roundhouse" is replaced by a City of Portland lease.
- 1989 – 3300 & 6800 leased to Rimrock Excursions to run on the City of Prineville Railroad.
- 1990 – Mt. Hood, 3300 & 6800 go to Wishram behind SP&S 700.
- 1990 – Wigwag crossing signal to Columbia Gorge Model Railroad club on loan.
- 1990 – SP switch crew runs cars through a miss-aligned switch, 3300 derailed & heavily damaged.
- 1991 – Oregon and Northwestern Baldwin AS-616 purchased.
- 1992 – Regional Light Rail System resolution supporting a 20-year completion schedule.
- 1993 – Rail Sensation '93, an official Rose Festival event, co-sponsored with OreARP & PRPA.
- 1993 – RELCO donates two Portland Terminal Company ALCO S-2 locomotives.
- 1994 – Semaphore loaned to Willow Creek Railroad for display at Western Antique Powerland.
- 1994 – Chapter moves out of the Brooklyn "roundhouse" area.
- 1994 – Lathe donated to Vernonia Restoration and Preservation Association for work on their Shay 102.
- 1996 – 100th anniversary of the February 14, 1896 opening of Union Station celebrated, NRHS Historic Plaque Commission plaque placed indicating placement on the National Register of Historic Places by U.S. Dept. of Interior; "one of the oldest continuously-operated railroad stations in the US".
- 1996 – Internet WEB presence established.
- 1997 – Railroad history display at the Washington County Historical Society.
- 1997 – Hosted Spring NRHS National Board of Directors meeting including touring the under-construction Westside MAX light rail tunnel.
- 1997 – Display at OMSI's "Holiday Junction".
- 1998 – ex-NP Speeder goes on loan to Canby Historical Society for cosmetic restoration and display.
- 1998 – Six sold-out mini-excursions operated on 3-days between St. Mary's and Hopmere.
- 1998 – Wilsonville-Beaverton Commuter Rail demo., 22 runs (5996 passengers) during Westside MAX opening.
- 1998 – Display at OMSI's "Holiday Junction".
- 1998 – AS 616 sold to the Museum of Transportation in St. Louis.
- 1999 – Jordan Spreader arrives in Astoria in front of the first train since 1996.
- 1999 – Two coaches provided for Morse Brothers/Portland & Western RR rock train dedication.
- 1999 – Taste of Beaverton excursions carry more than 2,500 behind PRPA operated SP&S 700.
- 1999 – Display at OMSI's "Holiday Junction".
- 2000 – Mission Santa Ynez sold to Jim Davis who plans to restore the railcar.
- 2000 – Mt. Hood and staff help with the grand opening of the St. Helens-Scappoose Chamber of Commerce housed in the refurbished ex-BN/SP&S depot in St. Helens.
- 2000 – Research materials donated from noted author and member (1957-1999) Walter R. Grande who died in 1999.
- 2000 – Continued working with Western Antique Powerland to establish railroading as part of their development.
- 2001 – Joined Oregon Steam Heritage Foundation to site a permanent home for a museum & Portland's locomotives.

Committee, has offered to speak with the PNWC Board about hosting the 2005 convention.

Committees Reporting:

Concessions: The Chapter is looking for someone to chair the Concessions Committee.

Membership: April 1 was the deadline for Chapter membership renewal before being dropped from the membership roster. Please send your renewals to Maxine Rodabaugh as soon as possible. Thank You.

Excursion: Al Hall said that plans are underway for a one-day trip on the Port of Tillamook Bay Railroad. It would be 8.5 to 9 hours long through the beautiful Salmonberry Canyon. The departure and return point may be Buxton. More details to come. Save the date: Saturday, September 14.

Activities: Ron McCoy said the Chapter banquet is Sunday, April 28, the social hour starts at 5:00 p.m. and dinner at 6:00 p.m. About 35 people have signed up. Come and have fun and bring your friends. He is also working on a trip for members to visit the Artrain in Hillsboro.

Library: Lending: Chairman Irv Ewen said that there would be a library meeting tomorrow at 9:00 a.m. in Room 1, Union Station. Everyone is invited. The committee will work on refining some procedures. John Willworth has brought videotapes and books to the meeting for members to check out. The library will be open from 1:30 to 4:00 p.m. *Archive:*

Rolling Stock: Al Viewig asked about the entities who owe the Chapter money and the status of rolling stock sales. The Sunset Coast Excursions owes money for rolling stock rented and have sent correspondence that they are having problems paying their bills but expect to pay them. The AS616 was sold to the Museum of Transportation in St. Louis. It is in Beaverton and it is the responsibility of the museum to move it. The Twin Groves contract of sale was extended to May 26 when it will be moved to Avery, ID.

For the Good of the Order: Ted and Cora have brought Burlington Northern RR note pads to sell for \$1 each. Ted Ahlberg brought old photos of the PRL&P to share. Several members shared information about the state of Amtrak and suggested writing to Congress to save the long distance trains. Roger White is looking for a good photo of the Mt. Hood. *Thomas the Tank Engine* will operate on the Mt. Hood Railroad from June 28-July 7. It does not have it's own power but will be pushed by a Mt. Hood diesel to the switch back and return. Reservations are necessary. Contact Mt. Hood Railroad for more information.

Program: Tonight's program is a slide presentation by Rocky Regula of his trips on Colorado Railways.

Motion to adjourn: Adjourned at 8:25. Chapter members enjoyed refreshments provided by Cora and Ted Ahlberg. *Respectfully submitted by Judy Hall, Secretary*



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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(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

ISSN: 0041-0926

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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: \$35/year, Joint: \$44/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Contributions for the Trainmaster are most welcome. Deadline for each issue is the 20th of the previous month. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or the mailbox in the door of Room 1, Union Station.

Arlen Sheldrake Last Minute Word:

Received April 22, 2002: This afternoon I visited about 20 minutes with Rich. He was in good spirits and was quite talkative. His mind is still very sharp. His address: Hopewell House Hospice Center, 6171 SW Capitol Highway Portland OR 97201-7099, Phone: 503.244.7890

Committee Chairs

Activities: *Vacant*
Meeting Programs: See *Vice President*
Concessions: *Vacant*
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Car Host: Darel Mack 503.723.3345
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Richard Carlson, 503.292.0975

ITS YOUR CHAPTER, AND ITS PROBABLY GOING TO BE A BUSY YEAR. PLEASE CONSIDER VOLUNTEERING TO HELP OUT WITH EXCURSIONS, WORK AT BROOKS, EQUIPMENT REPAIR, AND NEEDED POSITIONS.

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