

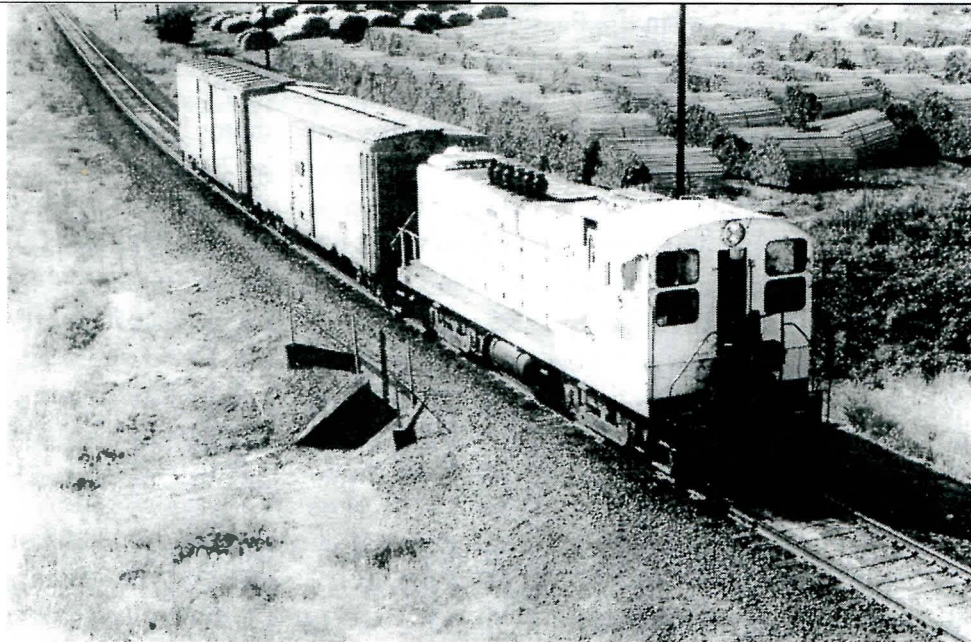
The

August
2002



Trainmaster

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



Southern Oregon Chapter's Baldwin on the Move

This photo of Southern Oregon Chapter's ex-Medco Baldwin S-8 switcher and their two ex-military boxcars was taken on June 29, 2002. The locomotive was being moved from their old storage location to their new location on the WCTU. Here they are approaching the White City Branch at Tolo. The photo was sent to us by Tony Johnson.

In Memory of Al Haij

Member Alfred Loran Haij passed away on May 25, 2002. A memorial service was held on Thursday, May 30, 2002 in the Chapel of Riverview Abbey Funeral Home. Entombment is in the Madrona Corridor of the Riverview Abbey Mausoleum. He is survived by his wife Marian, their son, David and three grandchildren. Many Chapter members and friends attended his services at the Abbey. Al was a faithful member of the Chapter since 1956.

As told to Judy Hall in an interview with Marian & Al Haij, May 8, 2002:

Al was born in Los Angeles on January 8, 1917. His father was a Swedish emigrant who migrated to Boxholm, Iowa and then to Los Angeles, California. There his father owned and operated a Swedish language newspaper. Al's special love of the Pacific Electric "interurbans" developed from riding the "Red Cars" with his father and "feeling and hearing the motors and hearing the whistles." He said the biggest day of the year for him was New Year's Day when interurban cars came from all over the area to Pasadena bringing passengers to the Rose

Chapter Timetable

480

Membership Meetings: Aug 16, Sept 20, 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.

Board of Directors Meetings: Aug 8, Sept 12, Room 208, Portland Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm August 17 & 24, check-out of materials subject to **new loan agreement.**

Notable Non-Chapter Events:

32nd Annual Great Oregon Steam-Up, will be July 27 & 28 and Aug 3 & 4, Western Antique Powerland Museum, Brooks. Come see how far the Oregon Electric Railway Historical Society has gotten in their track laying and car barn building efforts. Also come help celebrate the 50th Anniversary of the Western Steam Fiends Association.

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.

Parade. Al was an avid photographer and this gathering of cars presented a special opportunity to photograph many different types of cars. While attending Los Angeles High School, he and five friends formed the Railroad Booster Club that later became the Pacific Railroad Society, Inc. which still functions today. Al began working for the Southern Pacific RR in 1942 as a messenger delivery "boy" delivering messages to passengers on the train. Later he worked in the 7th Street ticket office in Los Angeles and met his future wife Marian there when he sold her a ticket to Portland. They married in 1945 and moved to Portland in 1950. Al transferred with the SP and worked in the 6th & Yamhill *Pacific Building* in the Passenger Service Dept. making travel reservations and later worked for Dick Ordway's father in the freight department. Al retired from the SP in 1977 after 35 years of service. He fondly remembered riding the Oregon Electric to Oregon City in the days of Portland's "interurbans" and said they had a "special whistle." Al's personal library of photos, slides and books was extensive. The Chapter members enjoyed a small portion of this slide collection at the 2002 annual banquet. Al also enjoyed working with his HO layout, set up in his garage. He was instrumental in recruiting many members into the PNWC. Al Hajj was a unique individual with great talents and will be greatly missed by our Chapter.

Submitted by Judy Hall

Medco No. 8 Moves Again by Tony Johnson

On June 29, 2002 in Southern Oregon, a rare Baldwin-Lima-Hamilton diesel switcher moved from its 5-year storage site in Central Point to a new location in White City, Oregon. The locomotive is Medford Corporation (Medco) No. 8, a 1952-built, 800-horsepower S-8 switcher, now the property of the Southern Oregon Chapter, NRHS.

Medco No. 8 is unique in that it's the only Baldwin-built switcher equipped with dynamic brakes. This was necessary to keep in check the heavy loaded log trains as the train made its way down the 32-mile route between Butte Falls and Medford, Oregon. Medco No. 8 was the only diesel locomotive on Medco's locomotive roster. Up until 1952 the Medford Logging Railroad used only steam locomotives to move harvested timber from the Butte Falls region to the large Medco mill in Medford. Then in 1952 the decision was made to purchase a new diesel locomotive from the Baldwin-Lima-Hamilton Corporation. Medco ordered a 'switcher type' locomotive for several reasons: (1) its relatively light weight (100 tons) would be easy on the rough and often wobbly logging railroad tracks between Butte Falls and Medford, and (2) this type of locomotive has a cab located at one end, allowing better visibility for engine crews when switching log cars.

When B-L-H constructed this diesel locomotive it was assigned Medco No. 8, numbered right after the logging railroad's highest numbered steam locomotive (No. 7). Medco No. 8 was in continuous service on the logging railroad until 1962 when it was shut down in favor of using trucks to haul the logs. For the next six years No. 8 sat outside the Medco mill, awaiting an uncertain future.

In July 1968, Medco No. 8 was sold to the Magma Arizona Railroad of Superior, Arizona. The Magma Arizona is a 28-mile railroad east of Phoenix that hauled copper ore and perlite, a volcanic material used in gardening. Just as Medco did when they got their diesel, Magma Arizona decided to assign No. 8 a number right after its highest numbered steam locomotive - it remained No. 8, as the highest Magma Arizona steam engine was their No. 7.

The Magma Arizona Railroad eventually acquired two more diesel locomotives (Nos. 9 and 10) - this time from the McCloud River Railway in California. There the three diesels closed out steam operations and toiled in the hot Arizona desert sun.

In 1992, Magma Arizona No. 8 suffered a main generator failure while in service, so it was set aside for repairs. The railroad even acquired a replacement main generator for No. 8; however, a downturn in business meant the other two locomotives could handle what business there was. Suddenly No. 8 became surplus.

In August 1995 the Southern Oregon Chapter, National Railway Historical Society in Medford purchased No. 8, a spare main generator, spare axle and other components from the Magma Arizona Railroad. These were transported back by railroad flatcar and gondola car to the Willamette & Pacific Railroad shops in Albany,

Oregon. It was a nice show unloading No. 8 using W&P's 'Big Hook' and Doyle McCormack's Alco RSD-5 locomotive.

The first repairs we performed at W&P's shop was replacing the failed main generator with the spare one we got from Magma Arizona Railroad. After this was done then we checked over the prime mover and electrical parts. On August 24, 1996 we started up Medco No. 8 for the first time in nearly four years. What a wonderful sound and smoke screen!

The next project was replacing the one remaining solid bearing axle journal with a new roller bearing journal. Magma Arizona replaced the other three solid bearing journals with roller bearing journals, but they never got around to that last axle. We sent the axle to Livingston Rebuild Center of Livingston, Montana and they did the conversion for us with their large wheel press.

October 5, 1996 - a special day for No. 8. While at lunch the employees at Willamette & Pacific decided it was a good time to see if our restoration work was good enough by trying out No. 8 in yard switching service. When we came back from lunch there was No. 8 ready to go to work. We watched No. 8 run around their yard, pushing and pulling as many as 25 cars at a time. It was a beautiful sight. One interesting sidelight was the horn on No. 8. It was originally equipped with a Nathan five-chime horn until a minor accident caused a crack to appear at the horn's base. What Magma Arizona Railroad personnel did was replace the Nathan horn with one from their blacksmith shop. When we first blew the horn that day in Albany it sounded like a barge asking a bridgetender to raise the bridge. Years later we sold a copy of our No. 8 videotape to Dr. Bob Packer of Littleton, Colorado. I told him the horn story and he said it should sound like a barge. The horn from the blacksmith shop is a Kalenburg Bros. four-chime tugboat horn! We were correct and didn't know it. The Nathan five-chime horn was repaired for us by Pete Replinger and is back on the locomotive. It sounds great!

In December 1997, the good people of the Willamette & Pacific Railroad informed us that with their increasing business they needed the space around their shop where No. 8 was sitting. Since the locomotive was in running condition the W&P people suggested running an excursion train as a fund-raiser from Albany to Corvallis, then up to McMinnville and return. We agreed and so on February 23, 1997, Medco No. 8 was ready to pull her first railfan excursion train.

The day before and the day of the trip, Chapter president Jerry Hellinga took out two of the famous Medco's diamond logo stencils and quickly painted them on the sides of the cab. We were ready to go, but bad luck struck. About 6 miles out of Albany the main generator acted up and eventually fried itself, stranding the passengers and train. A W&P Railroad engineer thumbed a ride back to Albany and brought back a spare locomotive to complete the day's trip. Thank you W&P!

We still needed to move No. 8 to Medford so arrangements were made between the W&P and Central Oregon & Pacific Railroad to tow the locomotive from Albany to Medford. On July 11, 1997 Medco No. 8 arrived back home after an absence of 29 years.

In 1997 our chapter made arrangements with Eastern Electric in Portland to rebuild the main generator at a cost of over \$16,000. Eastern Electric hadn't seen anything that old in many years. It even had wooden parts in it! In January 1998 we installed the rebuilt main generator and No. 8 was ready to run again, and run it did!

Of all the tests our Chapter performed, one we never had the opportunity to test was the dynamic brakes. On May 17, 1998, Medco No. 8 made a run from Central Point to Ashland with one boxcar and one CORP locomotive for weight. The dynamic brakes worked so well it brought the train to a stop. Then on June 6, 1998 we tested No. 8 in yard switching service - this time in Medford, right where she did it 36 years earlier. After two hours of successful switching of loaded log cars and other railroad cars, our Chapter placed No. 8 in storage on an old Superior Lumber Co. spur in Central Point. For the next four years No. 8 sat unused, except to move once when we brought in two former military boxcars we acquired in Utah. While in storage we replaced the worn out batteries with eight new ones at a cost of \$3,400 and we would occasionally start the engine to keep her batteries charged. Last year Superior Lumber mentioned they would be looking for a buyer for the property so we began searching for a new storage location for the locomotive and boxcars. We found the closed Burrill

Lumber Company's mill site in White City to be an ideal location. One chapter member moved his two Santa Fe cabooses and SP baggage car there, while our chapter moved its SP baggage car there also.

Before we could move No. 8 and the boxcars we first needed a FRA waiver for the two friction bearing boxcars. We received the waiver on June 26th and on Saturday, June 29th we made the move. Chapter member Gordon French, who is also an engineer for CORP, brought the engine and two cars out on the Siskiyou Line main and headed for the White City Branch switch at Tolo. After throwing the switch the train made the 6-mile run to the WCTU Railway interchange in White City, where a WCTU Railway pilot was ready to throw the switches and guide us into the Burrill Lumber storage location. The trip went very smoothly. No. 8 operated perfectly and the two boxcar's bearing ran cool. Now we have two long tracks to use inside the mill to occasionally operate No. 8. In addition, the motive power fleet of WCTU is old and they said they would be willing to lease our Baldwin if ever the time comes. (It almost came 2 weeks before moving it to White City!)

The one remaining project left to do on Medco No. 8 is to repaint it back to its original red-yellow-black paint scheme and letter it for 'Medford Corporation', just like she looked when she left Baldwin 50 years ago. If this story interests you we have a 61-minute videotape on No. 8. The video shows some footage in log train service on the Medford Logging Railroad in 1952. It also shows us loading No. 8 at Superior, Arizona for movement back to Oregon (including being towed behind a Magma Arizona RS-3); the unloading at Albany using the 'Big Hook' and Doyle's RSD-5, and the repair and start-up of the engine for the first time. We also show No. 8 in yard service in Albany and on her ill-fated excursion. The tape also shows No. 8 back running on the Siskiyou Line and in Medford yard duty. This highly unprofessional video is a collection of footage shot by chapter members and assembled for this tape. You won't confuse it with a Pentrex video, but it's a lot of fun and all proceeds raised go towards painting No. 8 back to her original colors.

The cost of the tape is only \$10 + \$5 postage and packaging. Send to Tony Johnson, treasurer, SOC-NRHS, PO Box 622, Medford, OR, 97501. Checks may be made to 'SOC-NRHS'. Any questions contact Tony Johnson at (541) 830-1187 or at SPFlimsie@aol.com.

The Gordon N. Zimmerman

The Friends of 4449 recently re-painted their car used for souvenir sales into a red and orange Daylight paint scheme. Doyle McCormack and all other members of the engine crew felt the car should be named the *Gordon N. Zimmerman*. This car is the 5659, a baggage car from the Union Pacific Streamliner fleet.

This recognition was given because Mr. Zimmerman was active in selling souvenirs on every trip the 4449 has made since 1981. He also coordinated the souvenirs so they were ready to sell at the time of the various trips. With his powerful speaking voice, he was well suited to sell both on and off the train.

Over the years, there were other cars he helped to restore for use on the trips behind this engine. They were the 3300, a car used on the original 1937 Daylight owned by the Chapter. Gordon installed the shower, rebuilt all the plumbing and scraped paint throughout the car. The 5811 a former UP mail/baggage car now used as an engine support car. He removed a complete RPO section during work on

this car. Work was also done on a second water car (auxiliary tender) that gives the engine an extra 30,000 gallons of water. Many hours were spent scraping rust and plumbing work on the Daylight observation car and the former GN 282, a baggage car used in earlier years as a souvenir sales car that was subsequently sold.

Earlier Gordon worked on the 2901 Clackamas River, a sleeper, including going to Sioux Falls and spending 3 weeks getting three cars ready for the trip back to Portland. Work on the 2901 included repairing all the blinds. Gordon arranged for the purchase of these cars for the newly formed Friends of 4449.

The *Gordon N. Zimmerman* made its public debut along with the SP 4449 in Freedom Train colors in Hillsboro during the Artrain USA exhibit June 29th thru July 4th. Mr. Zimmerman has been a NRHS member since 1967 and is a member of the Pacific NW Chapter and the Central Coast Chapter.

Gordon and Arlen Sheldrake collaborated on this article.



The Recently Dedicated *Gordon N. Zimmerman* with Friends of 4449 Crew. It is a rare honor to watch your name be added to the side of a railroad car, but not for Chapter member Gordon Zimmerman.

Mailbag

NRHS Convention From Your Home?

Dear NRHS Chapters and Chapter Officers:

I hope you will be able to attend the 2002 Convention in Williams, Arizona this year and/or participate in the inbound and outbound convention specials. Canyon Rails 2002 will be a great

From The Wire

ARPA Holds Benefit Concert on 21st.

As of this writing, the Astoria Railroad Preservation Association was planning to have a benefit concert and BBQ, and to show off all the work they have done on their steam locomotive's boiler.

Bands that were planned to be in attendance were: Uhunaude, Columbia Crew, Steve Estes, Jonny Cat, Salty Dogs, and others.

The Metrorail Rodeo

On May 11, 7 a.m. to 2 p.m., Metrorail operators and mechanics gathered at the Greenbelt S&I Shop, 5801 Sunnyside Avenue, College Park, Maryland, for the 8th Annual Rail Rodeo. In addition to competing in various categories of rail operations and car maintenance, the competitors were judged on professional appearance and how well they do on a written test.

This concept of having an open house and competition of some sort for transit operators might be an interesting one sometime for MAX.

Railfanning Northern California

Hello Railfans & Train Lovers:

This past holiday I put a trip together to take advantage of several opportunities to see old steam in action plus just get away up in the mountains of Northern California. On July 3rd I headed for the former railroad town of Dunsmuir, California some 400 miles north of where I live. I arrived at the Railroad Park Resort just south of the city of Dunsmuir. This site is made up 24 old cabooses restored from the outside and renovated on the inside to be very comfortable. All have tongue-in-grove pine installed walls and ceilings and are very comfortable. I stayed in the "McCloud Railroad Caboose" which was very comfortable. It is about nine feet wide and forty feet long. It is very self contained and has all the amenities of any smaller hotel room and is very comfortable. Many old railroads are represented by these cabooses and they include Southern Pacific, McCloud Railroad, Erie Railroad, Union Pacific, Northern Pacific, Burlington, Great Northern, Cotton Belt and Santa Fe.

This Railroad Park is located very near the base of Castle Crags Mountain (elevation of 6,500 feet) and is especially awesome in the early morning. There are timber forests all around this outcrop of solid rock so the majestic granite mountain looks especially inspiring as it bursts straight up out of the forests. It was especially relaxing to have a cup of coffee early in the morning and relax outside the caboose and enjoy the scenery in the morning and in the evening as the sun set and the stars came out to glitter. The Little Crag River runs in back of our cabooses so the constant gurgling of the river is very soothing too. Only about half mile away the Little Crag River dumps into the Sacramento River. Union Pacific's rail road follows along side the Sacramento River and so during the night one can sometimes hear the faint sounds of the freight trains passing by. Interstate 5 also passes by the Railroad Park and so much of time the highway traffic downs out the sounds of the working railroad.

There was an interesting article in the caboose room about the history of the word caboose. It comes from the Dutch word *kabuis* which means "cabin house." The first caboose goes back to the 1840s when a conductor set up shop in the last boxcar of a freight train. It happened in New York. He stored flags, lanterns and wrote his reports on a wooden box using an upended barrel as a desk. Other conductors followed and by the 1880s the caboose had evolved into the piece of railroad equipment we have seen in the past.

On the 4th I drove up to the McCloud Railroad located at the small town of McCloud, California. This railroad has been working since 1896 and was once a very busy lumber site. Now it carries some rail freight to connections with Union Pacific on one side of their trackage and Burlington Northern Santa Fe on the other end of the trackage. The McCloud Railroad has reinvented itself and now is more of a Tourist railroad. They do have several events each year where they get out one of their two steam engines (#25 & #18) and run to the end of part of their 120 miles of track. They also have a very well run dinner train that is also a pleasure to enjoy. I have come to enjoy both types of trains.

First, I board steam engine #18 which is a 2-8-2 Baldwin engine (built in October of 1914) around 11 AM and we head over to Shasta City some 18 miles away but requiring some very steep

grades as well as the necessity to use one of the remaining switchbacks(in the US) located at Signal Butte (4,200 feet). At this location the forests are so green and abundant. We also can see the snow capped Mount Lassen (10,457 feet) some 70 miles away. We are also at almost the foot of Mount Shasta about 5 miles away that is still snow capped with active glaciers and just towers over the entire area at 14,162 feet. As one drives towards Mount Shasta the view of the majestic mountain seems to fill the entire windshield both heading north or heading south.

In any case, the little steam engine pulls one old passenger car (formerly used on the VIA railroad system in Canada) and one open car that was custom built so there are sitting areas on two levels. It is a somewhat hot day so being outside is the place to be. The little engine pulls our small consist up the mountain and the barking cadence of the engine and the echo in the forest is marvelous to listen too. We head up the mountain and then at the switchback we back the rest of the way down into the small community of Shasta City. We arrive just in time to see the July 4th parade on one side and a fast traveling Union Pacific freight train passing on the other side of the train. It takes about 90 minutes to make the trip from McCloud to Shasta City. I get off and video the train as it makes two short round trips part way up the mountain. Lots of folks and their kids board the train for the short excursion which lasts about an hour. Finally at 4 PM we reboard our steam train and head back to the town of McCloud. I might mention that the McCloud Railroad was used in a movie a few year's back called "Stand By Me" in which engine #25 chased three small kids across a bridge. The kids escaped but it was a magic moment in that film.

That evening I board the Mount Shasta Dinner train pulled by a diesel from the 1960s. The dining cars are originally from the Illinois Central Railroad and were built around 1916. They were brought to the McCloud Railroad Shops and internally redone to resemble the romance of fine dining on one of the historic and famous passenger trains of the past. The food and service is amongst the best I have ever had on a train and well worth doing. We departed at 7 PM and headed back the same way we had gone in the morning and were served a wonderful meal. At the top of the mountain we had finished our meal and adjourned to the open air car to watch the fireworks some three miles away as they exploded over Lake Siskiyou. It was a glorious evening and wonderful way to celebrate our countries birthday. We arrived back at the town of McCloud around 11 PM. I drove back to my caboose and as I fell asleep I wondered about my caboose as to where had it traveled and who were the characters who had worked in the caboose over the many years it was in service.

The next day I drove up to the small town of Yreka, California some 40 miles away to photograph the steam engine affectionally referred too as "The Blue Goose." This engine was built by Baldwin in April of 1914 and is also a 2-8-2. I had ridden this train before so this day I just wanted to video it as it headed for a short run over to the small town of Montague (population of just over 2,000). This railroad (Yreka Western) was started in 1898 after the Southern Pacific decided to bypass this area. It has some freight service but is mostly a tourist train. The roadbed is very bad so the train goes very slow so chasing the train was easy and the view of Mount Shasta in the distance was awesome. This

area is more flat and has little timber on it so the view of the mountain is mostly unobstructed.

I drove back to my caboose and relaxed and then headed back to the Shasta Dinner train for a second evening aboard their dinner train. The evening was just as enjoyable as the previous night had been. The crew provides great service and really enjoy serving us. Lots of train fans on both dinner trains. Some have come from all over the USA but lots come up from Sacramento to enjoy the weekend.

On Saturday I check out of my caboose at the Railroad Park in Dunsmuir and head back home. I make two stops on the way home. First I stop to see how the rebuilding of Baldwin steam engine built in 1918 is coming along. It is undergoing major repairs to the boiler and operates during the year as part of the Yolo Shortline Railroad. As I stand by the old steam engine, the diesel tourist train comes by with lots of waving and happy passengers. I have ridden this short line before and so just choose to video the passing train and wave back at the passengers. This trip on the Yolo Shortline goes out about 15 miles along the Sacramento River and at times is very scenic. The Yolk Shoreline operates out of the town of Woodland, California and is about 20 miles north of the capitol of California at Sacramento.

I head on in to Sacramento and make a stop to revisit the California State Railroad Museum again. I am a member of this organization and usually get to visit this excellent museum maybe two or three times a year. It is located right next to the Sacramento at a place referred to as "Old Town." Lots of old restored buildings and an old paddle wheeler converted to a permanent hotel and restaurant. On the weekends, there is a train ride available along their right-of-way which at the moment goes out about three and a half miles before returning. The museum is currently working on extending their right-of-way another three miles further. The museum is also located near the old Southern Pacific Railroad Building now used by Amtrak and each day sees 48 passenger trains come and go from this station. Lots of Union Pacific freight traffic thru this location too. As I arrive at the passenger station to park I see that the long distance Amtrak Train "California Zephyr" is in the station. Besides the various passenger cars and freight cars in tow, I am elated to see two beautiful restored Union Pacific Railroad Passenger cars majestically bringing up the end of the train and proudly showing off their famous UP color scheme but mostly that brilliant yellow. Each car has an open platform and have been used most probably for recent UP customer use. I believe these cars are kept and maintained at the Union Pacific yard in Omaha, Nebraska. The names of the cars are "Sunset" and "Stanford." As the Amtrak train pulls out of the station it is a beautiful sight to see these old restored passenger cars bringing up the year and heading down the track. I move over to the operating railroad that is maintained by the Sacramento State Railroad Museum. Today they are using their small steam engine #10 which was built by Porter in 1942 for shipment overseas but never was shipped. It is a small yard switching engine with a 0-6-0 wheel alignment. It carries no tender and instead has the fuel in a tank behind the fireman and engineer and water is carried on tanks built on both sides of the boiler. It was used by the Granite Construction Company for many years before it was donated to

the museum along with enough money to completely rebuild it. This little engine will pull four old restored passenger cars from the 1940s originally used by Southern Pacific on the passenger trains several times during the day and with seemingly little effort.

All in all, my 4th has been one with lots of railroad experiences and enjoying the scenery around me. I am fortunate to have so many examples of operating railroad history so close by to see, ride and enjoy. I do not take them for granted and so try to support these various organizations. It is said that the railroad museums and operating railroads run on three things: Water, Fuel and MONEY. We do need to support these organizations while they are still available. I just wish you all could have come along for the holiday and celebrate the 4th in a very unique way.

"All Aboard" Choo Choo Joe

PNWC - NRHS Membership Meeting July 19, 2002: Due to the Departure of the Trainmaster Editor for work on the mission field in Russia, the *Trainmaster* had to be sent to the printer before the meeting. We plan to have a complete issue in September.



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Attn.: Trainmaster Editor

PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue, Portland, Oregon 97209-3794

Voice: (503) 226-6747, Fax: (503) 230-0572

Chapter E-Mail: pnwc@pnwc-nrhs.org

Trainmaster E-Mail: trainmaster@pnwc-nrhs.org

<http://www.pnwc-nrhs.org>

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Editor: Glenn Laubaugh, (503) 655-5466

Circulation: Chuck Storz, (503) 289-4529

Mailing & Distribution: Maxine Rodabaugh (503) 253-4241

Janet Larson (503) 253-7436

Darel Mack (503) 723-3345

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.

Committee Chairs

Activities: *Vacant*
Meeting Programs: See *Vice President*
Concessions: *Vacant*
Excursions: Al Hall 503.699.5042
Janet Larson 503.253.7436
Car Host: Darel Mack 503.723.3345
Finance: See *Vice President*
Library: Irv Ewen 503.232-2441
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
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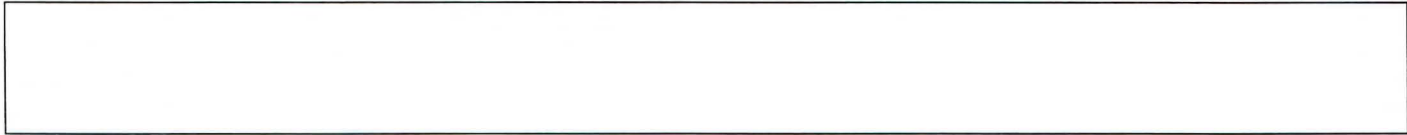
Chapter Officers

President: Arlen Sheldrake ('01,'02.) 503.223.7006
Vice President: David Van Sickle ('02)
503.297.3807
Treasurer: Rick Banton ('00-'02) 503.642.7366
Secretary: Judy Hall ('01, '02) 503.699.5042
National Director: Gerald Schuler 503.285.7491

Chapter Directors-at-Large

Dean Petshow (01,02,03) 503.359.9453
George Hickok (01,02,03) 503.649.5762
Chuck Bukowsky (02,03,04) 503.284-7277
Darel Mack (02,03,04) 503.723-3345
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



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The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3794

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