

The



Trainmaster

April,
1999

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



April/ May Meetings:

Board of Directors Meetings:

April 8, May 13, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

April 16, May 21, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

The Railroad Books Nobody Reads, by Wayne Halling

For a long time I've been concerned that we have hundreds of books that nobody reads. While working at our library in Room 1 of the adjoining building to the Union Station, I have been amazed at the number of books which have never been checked out, judging by the unused library cards. I intentionally pick books no one has checked out. I hope to find something of interest in each one and tell about it in a few simple words. Here comes a short review:

Diesels West, by David P. Morgan

No mystery here. Who wants to read about the first diesels on the Burlington? Surprise! Morgan, being a steam fan, started his book with wood burners of the 1850's and takes us through the really significant inventions which made steam what it became. From the Burlington's little 4-2-0 Pioneer, whose single drivers ran on 100 pounds of steam pressure, he moved through the stages of 4-4-0's, 4-6-0's, automatic couplers and Westinghouse brakes. If you haven't heard about Big Alice the Goon, her picture is in it, too. He finally gets to diesels because the Burlington made them famous with its Zephyrs. Well written, lots of pictures, and a sense of humor. - contributed by Wayne Halling

The Copper Spike, by David P. Morgan

This book deals with railroads which were attempted in order to bring coal and copper ore from the mountains to tidewater. It is really intended for Alaska history buffs. One choice chapter is a good yarn about two little railroads who wanted to eliminate each other. It is called "The Battle of B.S. Hill". The pictures are worth seeing. - contributed by Wayne Halling

Library Thumbnail Sketches , By Judy Hall

If you're planning your next vacation around railroading then you may want to consult the copy of Guide To Tourist Railroads and Museums located in our library reference area. It's a wealth of information with 100's of entries and even the advertisements are informative! This 422 page guide, produced by the Empire State Railway Museum, lists the States alphabetically making it easy to find your way around. Included are diesel, electric and steam railroads, as well as model railroads, trolleys, and of course museums. You'll find the address, phone number, hours of operation and fee for each facility. Happy Train Riding!

Among the wonderful publications that members can check out and take home to enjoy is A Northwest Rail Pictorial. Inside are 160 pages of photographs taken by Warren W. Wing and other well known Northwest photographers. Wing chronicles the interurban rail transportation of the Puget Sound area. Also here are photographs of the Northwest's four trans-continental railroads, the Great Northern, Northern Pacific, Union Pacific and the Milwaukee Road, also smaller roads like the Pacific Coast Railway. You'll see plenty of steam trains from the 1920's and 1930's. All Aboard!

The Chapter is going to start work on an updated membership roster. If you have a very recent address change, please send it to our Room 1, Union Station address, Attn. Memberships. Also, the chapter has decided to add electronic mail addresses to the list. If you have an electronic mail address you would like to have printed in the new Roster, please send it to this address as well so that it may be added.

Mailbag



Photos of Trains in Washington State Wanted

I'm interested in what freight trains looked like in Washington state during the early 60:s. I'm doing research for a movie and would appreciate any help I can get!

If some of your members would be willing to send me some photographs I really would appreciate all help I could get! Perhaps some of them are interested in internet and could give me some tips of good websites to visit with photographs.

The best would be if they could send me the photographs to the office.

The address is:

Trolleywood

Daniel Ahlqvist

Åkerssjövägen 4

461 55 Trollhättan

Sweden

daniel.ahlqvist@swipnet.se

Thanks in advance!

Daniel Ahlqvist

Information on Klamath Machine & Locomotive Works Wanted



Photo of brass plate contributed by John Gerstner

I am looking for any information about the Klamath Machine & Locomotive Works.

I have a brass plate with this name on it and an indian head.

I know that they made logging equipment. Did they make any locomotives?

Thanks,

John Gerstner,

mmahl1@aol.com

Photos of American Freedom Train Wanted

I'm currently developing a web site that's devoted to the American Freedom Train 1975-1976 and am interested to see if anyone can help me.

I've just started my research/investigation into obtaining copyright clearance on material that I've already included, and for obtaining additional material to include in the site. Specifically, I'm looking for historical photos, newspaper and magazine articles, film, and video related to the Freedom Train.

I'd appreciate any assistance or direction to other resources. If you have any information, please reply to me directly at swierski@uswest.net

The URL is:

<http://www.public.asu.edu/~swierski/aft/aftmenu.htm>

Listed at the end of this message are photos scanned from the 1984 booklet 4449 Album. I would like to use these photos in the above-mentioned web pages and want to know what I need to do to obtain permission from your organization.

This project is for a post-master's graduate class in web development that I'm taking at Arizona State University. I'm not looking to make a profit on this but am interested in finding a permanent home for it and would, therefore, also appreciate any suggestions on finding free server space or an individual or organization that would be willing to own or sponsor this web site.

Also, there was a PNWC flyer that I received years ago that has a black and white photo of the 4449 in AFT colors. Do you know who owns the photo? I'd like to get copyright clearance. And, are there any other photos or miscellaneous items that are available from your group of the 4449 during its AFT days? The previously-mentioned flyer listed some items (belt buckle, key ring, etc.) that would be interesting to add to my AFT web pages.

There are some photos that are included in a booklet that I have "4449 Album" published in 1984 that I would also like copyright clearance with photos of the 4449 in AFT colors. Can you help me work this out, too? The photographers include Al Zimmerman, Walt Grande, Steve Patterson, Pete Replinger and Doyle McCormack.

Thanks for any assistance.

Robert Swierski

swierski@uswest.net

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

News from the Willamette & Pacific and Portland & Western railroads

Starting in late 1998, there was a significant decline in carloadings on the entire system. This resulting in a freeze on wages and salaries going into 1999. This decision was announced at the Employee Association meeting in Albany on December 17th, 1998.

October was a reasonably good month for the two railroads: 3,590 carloads for the W&P, and 2,009 for the P&W. November results were low (2,894 carloads for the W&P, and 1,818 for the P&W). Estimates based on the first 15 days of December suggested that W&P would handle only 2,319 carloads, and the P&W only 1,578. These results would have been the lowest amount ever in the W&P's 70 months of being in business. This would also have been a sudden and severe 35.4% decline in business for the W&P, and 21.4% for the P&W.

The final count for December was a drop of about 30% for the W&P, and 21% for the P&W. Both figures set second all-time low records for the companies. It was the second all-time low for the Portland & Western since it started operating in its current size. It was the second all-time low for the Willamette & Pacific in the entire 70 months the company has been in business.

Despite the bad ending of the year, 1998 wound up being the best year ever for both railroads. Indeed, thanks to the traffic level in October, the fourth quarter of 1998 wound up being a profitable one. Combined carloadings for all of 1998 were up 11.9 percent over 1997 figures. Gross revenue rose 17.6 percent. In a letter to all employees near the end of the year, General Manager Bob Melbo stated:

"In this business percentage growth measured in the double digits is something about which you all can be proud. You all played a role in helping to make it happen. For comparison, Central Oregon & Pacific Railroad, operating the former Southern Pacific Siskiyou and Coos Bay branches, expects to end 1998 with a seven percent carload increase over 1997. They are forecasting similar growth for 1999 despite the loss of three major customers this year."

1998 also saw the loss of several shippers on the W&P / P&W system. The Cargill salt warehouse, which normally received about 36 inbound boxcars of salt per month during the first part of 1998, relocated to a warehouse in Milwaukie that is directly served by the Union Pacific. Valley Wines

used to receive from 5 to 11 cars of California wine per month, but lost its wine contract to another distributor located directly on the Union Pacific in Portland. Philomath Forest Products is technically closed temporarily, but given the present lumber industry problems this might not be the case.

In late October the Oregon Department of Transportation entered a final order regarding a number of grade crossing changes in what has become the "Independence Corridor Project". Warning signals will be installed on three crossings, and three others will be closed off. As part of the project, the W&P will perform needed track work on the line down Second Street in Independence. Because of the high cost of the proposed work the W&P is exploring ways of reducing the cost, including creating "open track" in a median strip in a one block section at each end of the downtown district.

The WPRR 15000 series gondolas that have been circulating in scap steel service were withdrawn in early February when one of the cars suffered a catastrophic collapse while being loaded in Eugene. These 48 cars were acquired for Eugene to McMinnville service, but five were diverted for use on sister railroads in the northeast. After post-failure inspection of the remaining 42 cars, six of them were accepted for continued service and two more were determined to be able to continue in service after repair work is completed. 28 of the remaining cars are available for sale, or for movements (such as logs) that won't require the cars to leave W&P/P&W's lines. Arrangements have been made for the temporary use of 30 Union Pacific gondolas. UP has a surplus of gons.

Grade crossing collisions on the W&P/P&W increase significantly in the last few weeks of 1998. From November 25 to December 23 there were four collisions. On January 5, 1999 there was another in Hillsboro. There were 12 grade crossing collisions in 1998 on the system, which is about 1/4 the state total of 49.

As of late 1998, Charlie Kettenring, the new maintenance of way department head, had walked more than 100 miles of WPRR and PNWR track since arriving on November 9th. He says that this is the best way to see the condition of the facilities.

Bid packages have been distributed to contractors interested in clearing the Aldrich Point landslide blocking the P&W's line to Astoria. Charlie Kettenring plans to award the contract around March 15, and the City and Port of Astoria has been told that the W&P/P&W will have a locomotive parked in downtown Astoria no later than April 30, 1999. It is estimated that the amount of material necessary to remove from the track is 28,000 cubic yards.

The United Transportation Union has continued to fight the P&W's operation of ex-BN and BNSF lines. The UTU has fought the transfer of operations in almost every way possible. In mid-December, the Surface Transportation Board dismissed a petition filed in July, 1998 by the UTU in an attempt to overthrow the P&W's 1997 purchase of the Astoria Line. The UTU had until January 21, 1999 to file an appeal with the Surface Transportation Board and apparently decided not to do so.

- from correspondence with Bob Melbo, General Manager, Willamette & Pacific Railroad

UTU Fails to Organize CORP

Speaking of the UTU: Rumors circulating in January that the United Transportation Union had successfully organized employees of the Central Oregon & Pacific Railroad are not true. According to Bob Libby, CORP's general manager, the UTU was soliciting "A" cards to force a representation election but failed to generate enough interest to require a vote.

- from correspondence with Bob Melbo, General Manager, Willamette & Pacific Railroad

Excursion News : Inland Empire Chapter

The Pend Oreille Valley Railway (POVA), operated by the Port of Pend Oreille in Pend Oreille County, in the northeast corner of Washington, expanded by 22 plus miles a year ago when it leased to operate the former Great Northern line from Newport, Wash., through Priest River, Idaho, to Dover, which is two miles west of Sandpoint, Idaho.

POVA operations on this line are based at the Riley Creek Lumber Company sawmill at Laclede, Idaho. The Monday-Friday train goes east, enters the BNSF at Dover to interchange its cars at North Sandpoint.

Other POVA operations are based from the POVA shop at Usk, Wash.

This year, POVA is interested in excursion operations and at present the Newport, Wash.-Priest River, Idaho Rotary Club is putting together excursions for July 3 and 4, using the North Pend Oreille Valley Lions Club equipment from Ione, Wash.

Details will be announced when the excursions are confirmed.

The NPO Lions themselves will operate from Ione to Metaline Falls and return on several weekends, beginning on June 19 and 20:

North Pend Oreille Valley Lions will operate passenger train excursions on the following weekends, with departures at 11 a.m., 1 p.m. and 3 p.m. Pacific Daylight Time

Ticket reservations are strongly recommended; call 509-442-3397. This phone is in operation noon-6 p.m. daily, beginning two weeks prior to each weekend.

Ione, Wash. is 90 miles north of Spokane via U.S., State Route 211 and State Route 31 -- allow nearly two hours to get there.

Trips depart the new Lions Club depot at Ione, Wash. (except as noted below) head north to Metaline Falls and return (with stop on the bridge over Box Canyon Dam on the northbound trip.) Most of this trip is in forested country and includes two tunnels and a couple of large wood trestles.

June 19, 20; July 24, 25, Sept. 25, 26, Oct. 2, 3, Oct. 16, 17, the latter three weekends being in celebration of Autumn Colors!

Sept. 4 and 5, depart from Metaline Falls (to Ione and return).

Equipment will consist of POVN diesel, usually a GP-10; and coaches and converted covered freight cars and a caboose, owned by North Pend Oreille Valley Lions and the Inland Empire Railway Historical Society.

Included are former Great Northern coaches 960 and 971 and a former Pullman 12-1 sleeper, converted to a coach.

- from Mike Denuty, Inland Empire Chapter newsletter editor, Spokane.

Railway Children Locomotive Back

An antique locomotive, famous world-wide for its starring role in *The Railway Children*, will steam along the tracks of a heritage railway again after 20 years in the doldrums.

The Green Dragon, which featured in the classic film shot around Keighley, will start to pull passengers again on the Keighley & Worth Valley Railway, where the movie was filmed in 1970 - this time in its original black and red livery.

It is back on track thanks to Bradford businessman Roger Bowers, boss of a measuring instrument engineering company in Thornton, who set up a trust to purchase and restore the engine.

He said: "I celebrated my 50th birthday on the line and liked it so much I decided to put some sponsorship into the railway. I'm a sentimental enthusiast who enjoys the railway and an admirer of our engineering heritage."

Railway chairman Graham Mitchell said the Lancashire & Yorkshire Railway Co engine had been in storage on the line for about 20 years.

Mr Bowers wanted to see the engine running again and he invested a substantial amount of money into the venture and the Bowers 957 Trust was set up.

He said: "The engine was sent away to the Severn Valley Railway for restoration. We could

have done it at Haworth but it would have been difficult to fit into the schedule and to have got it ready to return to traffic in 1999."

The engine's return is featured in the newly published Keighley & Worth Valley timetable.

- Bryan Melton, Brackley, Northants., UK.

Tacoma Railfan Days

The following was forwarded from Chris Stubblefield by Chapter Member Neil McKie. The information originally came from Bob Harbison.

It's official, Tacoma Railfan Days will be held the first weekend in May, with double-headed Mikado Steam Locomotives #5 & #17 on the famous Tacoma Hill.

All trains depart from E 25th and D St at Freighthouse Square, 2 blocks North of the Tacoma Dome in Tacoma, WA.

Saturday, May 1st, 9 AM to 4 PM Tacoma to Skookumchuck (Western Junction) 80 mile round trip. \$80 per person, food service included in fare.

Sunday, May 2nd, 11 AM to 2 PM Tacoma to Frederickson Jct. 22 mile round trip, \$25 per person. Food service available on board train as extra fare, reservations required.

Tickets for these two excursions are available from these outlets:

Mt Rainier Scenic RR, Dept W
P.O. Box 921, Elbe, WA 98330
Call 1-888 STEAM 11

Tacoma Visitors and Convention Bureau
(800) 272-2662 or (253) 627-2836

Mt Rainer Scenic Railroad website:
<http://www.mrsr.com>

Steam train chasing in South Africa

We are currently putting together a steam train chase itinerary here in South Africa, whereby visitors are afforded the rare opportunity to follow, chase and photograph The Union Limited during it's "Golden Thread Safari" along the world famous Garden Route. We will be looking to offer this programme on a monthly basis, with the possibility to extend to bi-monthly, should there be sufficient demand.

The itinerary is 6 days and can be extended with pre and post tours from Cape Town.

Our company, Jabulani Africa Tours & Safaris, a division of Jabulani Africa Leisure & Tourism Limited, is a destination management company and tour operator, providing travel and touring services for the southern Africa destination.

We provide a one stop travel shop for all southern African travel requirements. Our fleet of luxury vehicles are available for tour and transfer requirements.

Our services cover South Africa, Swaziland, Mozambique, Zimbabwe, Botswana and Namibia as well as the Indian Ocean Islands.

Should you find that there may be interest from your side for people wishing to partake on a trip of this nature, please feel free to contact us and we will be more than happy to forward further details.

Otto de Vries
Manager

Former Southern Pacific Business Car Oregon

was in the Missoula, Montana yard on January 29, 1999. It is thought that the car was on its way to the Livingston Rebuild Center. The car is a heavyweight Pullman.

- from reports in the February, 1999 issue of *Catenary & Coal*, the newsletter of the Western Montana Chapter of the NRHS

BNSF Testing Intermodal Reservation System

FORT WORTH, Texas, March 18, 1999, The Burlington Northern and Santa Fe Railway Company (BNSF) today announced it will begin testing a new intermodal capacity management system this month for customers using selected eastbound services from California to the Midwest.

Called RSVP and designed by BNSF, the new system allows capacity to be established for certain intermodal trains according to destination, equipment type and service level. Customers will be asked to make reservations for train service prior to bringing loads to intermodal facilities. BNSF will use the reservations to ensure train capacity is available for the units customers have reserved.

The test of the RSVP system will be conducted in the Southern California (Los Angeles, San Bernardino and Barstow) to Chicago, Kansas City, St. Louis and Harvard (Memphis) corridors, eastbound only. Testing will begin in stages from March 19 through April 5 and will continue through June 1999.

"We will be able to improve the consistency and reliability of our services if we know in advance how much freight our customers need us to move, and when they will bring it to us," says Chuck Schultz, senior vice president, BNSF Intermodal and Automotive Business Unit. "Today, the amount of freight tendered to us on any given day can vary significantly from week to week, making it difficult to align the right equipment to make service commitments. RSVP is designed to improve BNSF service and reliability by ensuring capacity is available for those customers who have reserved space for freight prior to train departure."

- BNSF Press Release

Membership meeting February 19, 1999

Called to order by President Hickok at 7:37 p.m.

There was one guest, Daryl Andrews.

The offsite meeting was held January 30, 1999. We got quite a bit done for this year.

W&P and P&W excursions in planning stages for the year:

Special train (wedding train) goes from Milwaukie to McMinnville and back. The wedding will be at a winery. The Newberg branch will be available after June 5, the wedding date, due to this. The track is in exempt status as of now.

American short line regional operators are having a convention in June in the Portland area. Might have an excursion from the St. Johns Bridge to Trojan and back. PNWC excursions are also a possibility.

Longview Transportation Club is planning an excursion June 12. This will go from the St. Johns Bridge to Trojan and up over Cornelius Pass and back to the St. Johns Bridge.

PNWC formalized relations with the PRPA. We have a joint steering committee.

PNWC might get industries to help us.

The Brooklyn Roundhouse is still going away. PNWC is still looking for a home site, maybe at St. Marys. It doesn't look like there will be an environmental hazard like so many of the other sites we checked.

National Director report

Still waiting for the last 2 newsletters from national. 1300 reservations for the national convention in Sacramento.

Activities report

We have 6 rooms at the national convention. The chapter banquet is at the Red Lion Coliseum March 20. 6:30 happy hour, 7:30 dinner and program to follow.

Ralph Johnson brought videos to chapter library. Library committee is meeting at room 1 February 20, 1999 at 9 a.m.

Treasurers Report

General Account Emergency Account

Donations of \$2,200 with dues.

Bond payments are done and copies to the IRS by March 1, 1999.

? said that we could save money through the E-mail web site. We need a contact for the excursions.

PNWC elected a new board member. This was due to a board member moving up to take the Secretary position. Board member candidates were Roger White and Scott Bruce. Scott Bruce was elected.

Good of the Order

Program

Video of the SP&S 700 from tv station KOIN. Also, a video from the spruce division of the Army Steam Whistle, Sawdust and Salt Air

Senator Wyden(D) Oregon is talking with Amtrak to get the Pioneer back.

San Francisco bought 9 cars from Italy to go from the Embarcadero to Fishermans Warf (the F line)

Adjourn at 8:22 p.m.

Respectfully submitted

John Willwalt

Chapter Timetable #438 - April 1999

Monthly Board of Directors Meetings:

April 8, May 13, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the membership meeting.

Monthly Membership Meetings:

April 16, May 21, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

The first chapter meeting potluck will be at the April membership meeting. Activities will start at 6:30 pm. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Library:

The Library will be open on April 17, from 1:30 to 4 pm. There will be a special Library Committee meeting on April 10th, at 9:00am.

Upcoming Membership Meeting Programs :

April: "The Little Railroad that Could" video on the White Pass and Yukon from Skagway to Whitehorse.

May: Slide by Rocky Regula, subjects include locomotive "700", Mt. Rainier RR, Prineville RR, and Donner Pass.

June: Video from collection of Naomi Gray, Willamette & Pacific RR from Corvallis to Hull Oakes Lumber Co in Dawson, OR.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President

The Columbia Gorge Model Railroad Spring Swap Meet will be Saturday, May 22, 1999 from 10:00 am to 4:00 pm at the Pay-N-Pak Antique & Collectors Market, 8900 N. Vancouver Avenue, Portland. For More information, contact Doug Auburg, c/o CGMRC, 2505 N. Vancouver Avenue, Portland, OR 97227 or call (503) 288-7246 any time (leave a message) or (360) 694-7769, or dauburg@worldaccessnet.com

The Chapter is going to start work on an updated membership roster. If you have a very recent address change, please send it to our Room 1, Union Station address, Attn. Memberships. Also, the chapter has decided to add electronic mail addresses to the list. If you have an electronic mail address you would like to have printed in the new Roster, please send it to this address as well so that it may be added.



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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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor

PNWC-NRHS

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Portland, Oregon 97209-3715

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http://www.easystreet.com/pnwc

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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

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

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

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (**3 1/2" disk**, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
Library & Historical Foundation: vacant
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: *Vacant*
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('97, '98, '99): George Hickok, (503) 649-5762
Vice-President ('99): Darel Mack, (503) 723-3345
Secretary ('99): John Willworth (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98, '99):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Scott Bruce ('99): (503) 297-6319
(Filled Vacancy, position opens at end of 1999)
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Al Hall ('99, '00, '01): (503) 699-5042
Ralph Johnson ('99, '00, '01): (503) 654-1930

The *TRAINMASTER*
Pacific Northwest Chapter
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