

The



Trainmaster

February
2001

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



Board of Directors Meetings: Feb 8, March 8, Room 208, Portland Union Station, 7:30 PM
Membership Meetings, Feb 16, Mar 16, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM
Please Arrive at or before 7:30 at our meetings For building security purposes please arrive for membership meetings at or before 7:30 p.m. If you arrive after 7:30 the parking lot entrance will be locked and you will need to enter the building using the basement door on the West side of the building.

Chapter Banquet Coming March 18th. See Enclosed Announcement!



British Columbia Railroad stopped using its Alco/MLW locomotives some years ago. However, in looking at these pictures from Mexico, it is obvious what the heritage of NdeM 718 (left) and 725 (right) is. See Mailbag.

Ex-Mayor and Chapter Member, Connie McCready, Passes Away

Connie passed away on Friday, December 22 in Portland of complications related to a stroke. She was 79 years old. Her husband, Albert, remembered her as someone "who loved to sing, and refused to be discouraged." They would have been married 55 years.

She was born in Pendleton, OR, the daughter of a well-known conservationist, Edgar Averill. She graduated from Grant High School in NE Portland and the University of Oregon School of Journalism in Eugene. Connie worked at the Oregonian newspaper as a reporter in the early 1940s and met her future husband there.

She served in the Oregon House of Representatives in 1967 and 1969. She began a 19-year career on the Portland City Council in 1970 and in 1979 was appointed to serve the remainder of Neil Goldschmidt's mayoral term. She was a member of the League of Women Voters, the National Railway Historical Society and the Friends of the Columbia Gorge, among others.

Thank You to the following members and friends for your Generous Donations to our library!

Judy Hall: A donation was made toward the new Library copy machine in memory of Juanita White. Judy said, "Nita was my first friend in the Chapter when I joined in 1997. I will never forget her kindness in helping me get acquainted. She was the reason I became a member and I miss her."

Wayne Halling: Two-tape video set "Sacramento Steam".

Orin & Karly Knee: Eleven video tapes: Moving On; Canada; Canadian Doubleheader Steam; Chicago Steam Celebration; Danger Lights (1930); Last of the Giants, Volume III; San Jose Steam Celebration;

The Silver Streak (1934); West Side: Slim Gauge Logging in Tuolumme County; Westbound Limited (1937); and Wheels a'rolling.

James Loomis: Seven-tape video set "American Railroads, The Steam Train Legacy".

Laurel Prager: "That Reminds Me of Another Story" by Kenny Prager.

Elizabeth Russell: Four copies of "The Grapevine".

Ruth Wentzein: 18 issues of "The Dope Bucket, 8 issues of "Model Railroader, and "Trains Magazine".

The Library Committee Solicits Donations:

The library is in dire need of a new copy machine. The one we have now is inoperative. We have had this machine since 1984 and it has served us well. After extensive research, member Chuck McGaffey with the help of other committee members has identified the machine that would best service the library and has the features we need. It is a laser-digital copier and printer with a 600x600 resolution. This machine costs about \$400 and if it lasts as long as our old machine that is about a \$25 per year investment.

The committee is asking the membership for donations toward this copier. You may make the donation in your name or as a memorial. All donors will be recognized in the Trainmaster and in the library. Thank you.

From The Wire



News from the Inland Empire Chapter

The Inland Empire Chapter, National Railway Historical Society, of Spokane, Wash., operated its Railway Museum Train and its 2 foot gauge train ride all 10 days of the Spokane County Interstate Fair, Sept. 8-17.

We could have used a little more help, but in general, things went pretty well. Our 2 foot gauge Plymouth four-wheel gas loco No. 2 (which was built in about 1930 to operate at a brick or cement plant at Chehalis, Wash., operated all 10 days, following a rebuilding by a local steam/gas tractor fan.

We were delayed a half-day because of a "red tag" because of a portion of fence wasn't up a few days before the fair and county inspector never bothered to come back to reinspect. Fair assistant manager ripped tag off and said "go ahead -- tell 'em to see me."

We demonstrated our newly-acquired hand-car, donated by Dan Eagle, a colorful local resident who owned rail and fire equipment and produced "unofficial, sarcastic" versions of the Spokane Lilac Festival pins. We did considerable track work at the east end of the property, in anticipation of these demonstrations.

Our museum train was highlighted by the continued upgrading of our Harriman-style lunch counter diner, UP 4057; plus some painting inside

stripped NP coach 589; and a few other new displays.

The weather was cool the first two days, miserable and wet on the first Sunday, and then gradually improving all week. Saturday, Sept. 16, was one of the nicest days and best attendance in recent years.

Overall, the fair is improving, with fair manager Dolly Hughes trying to carry out some of her promises to open things up all around the grounds and improve creature comforts -- thanks for the porta-potty in our area! A shark tank and pig races were two of the fair highlights.

We held three Saturday work days before the fair and this helped avoid the last minute rush, but there was still plenty of work. Production of "The Sidetrack" was delayed because there were things to do at the fairgrounds. We are always looking for a few more active members.

Our dry run is always the credit union picnic in August -- It is no longer the "Spokane Railway Credit Union" but "Numerica" Credit Union -- they say they won't forget their heritage and actually filmed the first TV commercial on our railroad cars. We hope they won't forget -- some of the railroaders aren't very happy about the change.

The Spokane, Portland & Seattle Railway Historical Society conventioners visited our museum in July -- and they also got to see the SP&S Mt. St. Helens and NP passenger cars which are owned by Mike Gelhaus -- these are

stored near BNSF Yardley, Wash., about a mile north of our displays (which are located along the UP-ex Milwaukee Road-yard.)

Our annual swap meet is Oct. 15, 10-4, at Spokane Community College, East Mission and Greene, on the east side of town.

"Sidetrack" should be out soon.

Our museum is at the fairgrounds all year around, but access is limited at times. Several of us work out there each Sunday morning if you care to visit. Best to call our national director, Lee Tillotson.

We have a number of new items -- big and small, on-site or coming soon -- that should be display for next year's fair. And we'll be working on more displays. I'll send an update in a few months.

- from Mike Denuty, Inland Empire Chapter, NRHS.

Music Festival to have Train Theme

I am writing to let you know about the 10-day music festival Oregon Festival of American Music will present in August 2001. The title is Loco-Motion: Music of Trains & Other Things

Mechanical and will feature jazz, classical, and popular music focusing primarily on trains. We will be including special speakers and educational activities in conjunction with the event. Our music directors are the great jazz pianist/composer Dick Hyman and conductor James Paul.

I am reaching out to a number of NW railroaders who might be interested in the project -- either simply in attending or by giving us some ideas of speakers/presentations that would be appealing to aficionados as well as youngsters who have never spent a day on a train.

My first speaker is John Reed, who was with the Santa Fe for 40+ years.

I would certainly welcome any ideas on your end that might bring our two organizations together!

Ginevra Ralph

Oregon Festival of American Music
PO Box 1497, 104 W. Broadway, Eugene OR
97440, Ph: 541/687-6526, Fax: 541/687-1589
www.ofam.org

Mailbag

BC Rail Units In Mexico Still Exist

In Mexico [there] still exist some ex BC rail units semi stenciled for NDEM. I send photos of 2 of them. If [you] need better quality photos or info about them write me.

Juan Viladrosa, Mexico, ndem@prodigy.net.mx

Information on Caboose?

The city of Fife is strongly considering obtaining a caboose from the O.W.R.&N. #25722 from camp six. The caboose is in bad shape but we believe we can restore it. Do you folks have any historical info on this caboose also on the line? I downloaded your brief history but have not found a map to download. Do you have any pics of this caboose in operation? We would like to get these items to set up promotional material to get help in the restoration. You can either e mail me or contact me direct at 253-922-7665 at Fife Pool.

David J. Cantlin c/o Fife Pool/5410-20th Street E./ Fife, WA 98424

Dodge Lantern Comes to Light

We recently requested an appraisal from Butterfields of what we consider to be an historically significant railroad item—the personal lantern of General Grenville Dodge. The globe is marked with his name and initials.

Butterfields could not locate a credentialed expert in railroadiana, and could not, therefore, provide us with a Fair Market Value appraisal.

Can you direct us to a credentialed expert who would be able to provide a Fair Market Value appraisal? We recognize that this is not your usual pursuit, but it has become glaringly evident that few credentialed experts are to be found!

Thank you for your assistance.

M/M I. Lee, millerly1@home.com

Date of Spikes?

My name is Dan Carbaugh and I am a student at Kettering University in Flint, MI. I am currently working on a project to identify the age of several railroad spikes. We know they are from a Western railroad and are at least 20 years old.

We were wondering if you would be able to point us in a good direction for identifying these spikes. We are also curious to discover how spikes have been manufactured throughout the years.

If you can help us with this project it would be greatly appreciated and thank you for your time.

Sincerely,

Dan Carbaugh

Wheel Profile Machine Article?

I have a unique request for a reprint of an article from Modern Railroad Publications of Chicago. This article would have been from a time frame of around 1970-1973. The article was about barcoding in the rail industry and how this technology, which was new at the time, could be applied to locomotive wheel reprofiling. The article referenced a Chicago shortline railroad by the name of "Chicago West Pullman and Southern". It also featured a picture of a "wheel reprofiling machine" which was built by my father. The magazine did not reference my father as the builder of the machine, nor did he expect it.

My father is a retired Railroad Mechanic. He spent 43 years on railroads in the Upper Peninsula of Michigan, the last being the Lake Superior and Ishpeming Railroad of Marquette, Michigan. Part of his duties included reprofiling wheels on a large "bull lathe", repressing them back onto axels, and then reinstalling them under the jacked up locomotives. Earlier in his career, on a small short line railroad that did not have reprofiling equipment, he played a major role in an effort to invent a small portable unit that clamped on the rail beneath a jacked up locomotive. The unit had two movable "ways" with a cutting tool holder on the top way. The cutter could be guided by the movable ways to reprofile the locomotive wheels. The unit was non-motorized. The locomotive traction motors were used to power the wheels of the jacked up locomotive while the cutting tool was manipulated to reprofile. This unit saved the railroad considerable money.

More of these units were made and used in Florida, Texas, and many other locations. No patents were ever sought.

My Uncle had brought a copy of the magazine issue to my father. My Uncle was an air brake specialist and accident investigator for the Soo Line railroad based in Stevens Point, Wisconsin. My father brought the issue into work to show it to his co-workers as an item for conversation. The magazine was misplaced and never returned. I am attempting to search for a copy or reprint of the issue that featured his "wheel machine" purely for sentimental reasons. I have pictures of one of the machines, but they are not of very high quality. I would like very much to surprise him with a copy of the publication as he was very proud of his accomplishment. I would appreciate any help you can give me or any direction you might be able to send me in to find a copy of the article or the magazine.

Mark Carlson, 17019 Firefly Ridge, West Olive, Michigan 49460 mac@pinehollow.net

Pufferbelly?

Would anyone know the origin & definition of the word "pufferbelly," as in "Down by the station early in the morning, see the little pufferbellies all in a row?" My daughter is most interested, as am I.

Thank you, Carla Lawrence carla@families.com

Help Wanted with Book

I am writing a story about a woman traveling from New York to a small homestead in Oregon in the year 1872. Can you tell me whether there was an operating railroad between the Transcontinental Railroad and Walton, Oregon at that time? I understand a rail road operated from Portland to near Roseberg that year, but would she have been able to travel directly from New York to Portland to connect? How far north could she have traveled that year from Sacramento by rail? Do you have any stories about the men who worked to build these rails from 1869 to 1872?

What kind of engines pulled the trains then, and how were the rail cars appointed per class? What connections would have been available to her from Sacramento to Eugene, Oregon in the year 1872? What engines would have Do you have maps available of the routes? If not, did the rails follow

the coast? Or were they further inland? Would my character have been able to see the ocean from the train? What towns would she have passed through?

What about trouble with Indians? Was this still a great danger to travelers in the 1870's? What tribes were near the routes?

Tell me about the men who built the rails. Would white men have worked alongside the blacks and Chinese? Or were they given more substantial positions? What was the pay scale?

Thank you so much for your very appreciated response.

Kyriela Scully scullytunes@hotmail.com

Bonus March of 1932

My name is Michael Wiesenfelder and I am a Research Assistant for the Brookings Institution which is located in Washington D.C. I am currently doing research on the Bonus March of 1932 which was a World War I Veterans March on Washington D.C. during the summer of 1932. These veterans came from every state in the Union in the hopes of petitioning Congress so that they could

Homecoming Excursion

You have all received a copy of the brochure announcing the PRPA's April 20-23, 2001 excursion to Pasco/Spokane. As promised the members of the Pacific Railroad Preservation Association and Pacific Northwest Chapter received the brochure first.

This excursion is a *huge* undertaking! We have 600 seats to be sold, so get your tickets purchased and get the word out to **all** of your friends and acquaintances. All the information is on the PRPA web site: www.sps700.org or contact any Board member to get more copies of the excursion brochure.

The PRPA is hoping that this excursion will generate enough funds to continue their excellent maintenance program on the SP&S 700 Northern class 4-8-4 steam locomotive.

The Chapter is partnering with PRPA to provide passenger support activities. This includes development of the brochure, ticketing, hotel arrangements, and car hosts. For this support the

secure a bonus that was originally due in 1945 but they needed it to be payable immediately because of the onset of the Depression. In many cases, these veterans commandeered trains and caused problems at Railroad yards all over the country and I am hoping you may have some information which may pertain to this. I am specifically interested in primary sources i.e. diaries, documents, letters, oral histories etc. and I was hoping that your collection might hold some of these materials or that you may know where I could find them. Any help that you could give to me would be greatly appreciated.

Thank you, Michael J. Wiesenfelder

Research Assistant, The Brookings Institution
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202-797-6082

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

Chapter is receiving money for each ticket sold that will go to our fund raising needs.

Our thanks to the following Chapter members who spent 5 hours on Saturday December 30th taping, labeling, and sorting the 10,000 brochures: Jim Loomis, Chuck Bukowsky, Fred Dorsett, Rick Banton, George-Jean-Brian-Kimberly Hickok, Al & Judy Hall, Dave Van Sickle, Darel Mack, and Arlen Sheldrake. Thanks also to Jim Loomis for his expert PageMaker and layout skills making for a nice brochure. This list of Chapter volunteer efforts is just the beginning; many other hours have and will be spent on this wonderful opportunity.

PNWC - NRHS

June 16, 2000 - Membership Meeting

CTO: 7:45 pm by Vice President Al Hall

Al Hall said that President Arlen Sheldrake had expressed his regrets for missing the meeting due to vacation plans which were made before his decision to run for president. Al asked that all veterans, former military personnel and spouses stand and all patriots to stand. As almost everyone in the room was standing, he asked that we say the Pledge of Allegiance to the

Flag. The Board of Directors had recommended that we say the pledge and there was a show of hands to support it.

Members & Guests: Jan and Darrel Matoon introduced themselves and Darrel commented that they had come because Jan wanted to purchase the Daylight 4449 static model for their 32nd wedding anniversary gift.

Officer's Reports:

Secretary: Judy Hall The minutes were not read. A thank you on behalf of the Chapter was sent (by Arlen Sheldrake) to out-going members Ed Ackerman and Glenn Laubaugh for their participation on the Board.

Treasurer: Rick Banton gave the treasurer's report.

National Director: Gerald Schuler said he is still waiting for directions from National regarding the year end report. He asked that all committee chairs hand in their reports by Wed. or Thurs.; mail or email. Those members who have received the pre-registration post card from National for the annual meeting in June are advised to send it in immediately.

VP: Al Hall asked that we remember recently deceased member Connie McCready. Members Dick Ordway and Rich Carlson talked about their fond memories of Connie. Alan Viewig asked the membership to call Connie's husband Al McCready to offer condolences and invite him out to Chapter functions. We then observed a moment of silence for Connie and other members we have lost this past year.

Al Hall mentioned that we happy to have Glenn Laubaugh back from his mission trip to Brazil and thanked Judy Hall for being the interim editor of the Trainmaster in Glenn's absence.

The two new Board members, George Hickok and Dean Petshow, were welcomed.

President: Presidential appointees Darel Mack, Car Host manager and Activities Chair, Ron McCoy were recognized.

Committees Reporting:

Rolling Stock: Scott Bruce said that the rolling stock meeting will be Feb. 7, 7:00pm at room 208, Union Station and a work party for Feb. 10, 10am at Willamette Industries near the grade crossing at Allen Road and Hwy. 217. Work will continue on the Twin Grove and the 76. There was vandalism to the Twin Grove windows and new plywood has been put in place. It needs to have the brakes fixed to get it ready to go by spring. There was an attempted break-in to the flanger, which was unsuccessful. The flanger is not operational and should be considered a museum piece.

George Hickok commended Pete Rodabaugh and George Mikelson for their hard work getting the Mt. Hood ready for it's trip with the Friends of the 4449 to Vancouver, B.C. to return the Hudson boiler. (Photo available at www.steamcentral.com) He also reported that after we have waited for seven months, the FRA did a courtesy inspection on the Davenport locomotive to see if it can be restored to operating condition. It is considered historic equipment and it will take some time to research the records.

Al Hall commended George Hickok for his hard work restoring the steam heat to the 6200 for its use in the Cascade Steel employee Christmas trip courtesy of the P&W RR. Also thanked were George Mikelson, George Hickok, Pete

Rodabaugh, Scott Bruce and Al Hall for their "team effort" in making this a success for the P&W.

Membership: Maxine Rodabaugh reported that 142 members and 41 family members have renewed their membership. Additional donations were made to the Chapter and also to National. If you have not renewed, please do so now.

Excursion: George Hickok reported that we are pleased with the response so far for the joint PRPA/PNWC Homecoming Excursion. A first-class mailing went out to our membership and the PRPA's and then the bulk mailing. Some new options have been added; a one-way Vancouver to Spokane and a one-way Spokane to (continued)

Vancouver. Bob Terkelson said he had informed the Central Coast Chapter and faxed them information for their newsletter. Ted Ahlberg said that the local hobby shops have brochures. Rich Carlson asked why alcohol would not be served on the excursion? Al Hall responded that there will be a nightly event with a no-host bar but alcohol will not be served on the train.

Library: Ralph Johnson reported that there is an important library meeting tomorrow, Sat. Jan. 20 from 10:00 am to 12 noon. John Willworth was brought books and videos for members to checkout. The Chapter is accepting donations of videos because we could use some new ones. Chuck McGaffey is making a list of railroad groups in the area. Any help is appreciated.

Activities: The Chapter banquet is March 18 at the Homebuilders Association. The Jack Holst award will be presented. Gerald Schuler explained that the selection process for the Jack Holst award has changed from time to time. The committee has selected the winner and it will not be voted on by the Chapter this year. Three 25-year pin recipients for membership in the Chapter will also be honored. Ron McCoy asked the membership for suggestions for programs during the year.

Programs: Tonight's program is presented by Jim Davis and Ron Peterson regarding their restoration of the Santa Ynez.

Old Business: WAPI---George Hickok and Al Hall have been meeting with WAPI and the discussions are positive and on-going. They are working with the PRPA and other rail groups to further the goal for a home for the Chapter rolling stock. With the changes in the management at the P&W this makes it even more important to find a speedy solution for the problem of where to store our rolling stock. _

New Business: Please fill out and mail in the Century Vision Survey that the Chapter mailed out last month so that your voice will be heard. The results will be discussed at the Chapter meeting in February or March. There has been a change in the management at the P&W. It is unknown how this change will affect the Chapter.

Good of the Order: Bob Terkelson said that the Oregon Electric has installed 10 lights in their new barn at WAPI and hope to have their rail "tied" out to the front parking lot by the next Steam Up. The trolley has it's own park now for our picnic this summer. Another member said that the Portland

City Council is considering development on property at the SE corner of Union Station that could obstruct the last good view of the station. Interested parties are urged to attend the council meeting on Wed. Jan. 24 to voice their opinions.

Motion to adjourn: The meeting was adjourned at 9:05 pm. The membership then enjoyed refreshments provided by Cora Jackson Ahlberg. *Respectfully submitted by Judy Hall, Secretary*

Restoration of the Santa Ynez

An informative and interesting program was provided by owner Jim Davis and his restoration chief, Ron Peterson. They brought photographs and line drawings of the original "Mission Santa Ynez" and also a video of what she looked like when she was acquired from the PNWC. Some photographs can be viewed, and the following comments, are from the website, <http://www.willamette.net/~highiron/>.

The solarium observation car "Mission Santa Ynez" was a sister to the "Mission Dolores." These cars were built in 1928 for the C&NW to run on the Northwest Limited, Chicago to the Twin Cities under the names of Minneapolis and Milwaukee respectively. In 1932 they were renamed and assigned to the "Owl" running from San Francisco to Los Angeles. Rebuilt and reconfigured slightly in 1936, they were downgraded to mid-train lounge cars for Pullman passengers. The cars were retired to M of W service in December of 1956. The "Mission Santa Ynez" was eventually acquired by the Pacific Northwest Chapter of the NRHS and then purchased by a private party in the fall of 1999. She is undergoing a complete historic restoration for short line use on the W&P&W. The "Mission Dolores" ended her career as a relief train car for a steam crane in El Paso and was scrapped about 1997. You may direct information, questions or comments to highiron@ordata.com

Jim Davis has graciously invited the Chapter to come out and see the progress on the "Mission Santa Ynez." To express his appreciation to the Chapter for their support, he presented each member attending the meeting with a lithograph of Union Station or a locomotive illustrated by his father.

Chapter Timetable #460 February 2001

Monthly Board of Directors Meetings:

Feb 8, Mar 8 7:30 pm. Rm 208, Union Station. (Usually Thursday evening of week prior to membership meeting.)

Monthly Membership Meetings:

Feb 16, Mar 16, 7:30 PM, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. (Usually Third Friday Evening of every month.)

Library Committee:

Feb. 17th 10:00am to 12noon;

Library will be open 17 and 24 from 1 to 4 pm.

Chapter Banquet Will be in March. See Enclosed Brochure For Details.



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.

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

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E-Mail: pnwc@easystreet.com

<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.

STATIC SP4449 MODELS AVAILABLE!! \$100 EACH, ONLY A FEW LEFT! CONTACT ARLEN SHELDRAKE

Committee Chairs

Activities: Ron McCoy
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*
Library & Historical Foundation: vacant
Membership: Maxine Rodabaugh, (503) 253-4241
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: Scott Bruce, (503) 297-6319
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: Arlen Sheldrake ('01) 503-223-7600
Vice President: Al Hall ('00, '01) (503) 699-5042
Treasurer: Rick Banton ('00,'01) (503) 642-7366
Secretary: Judy Hall ('01) (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
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

Has the Trainmaster been any easier for anyone to read these past few months? This is because the kind people over at Northwest Rail Electric (a local company that manufactures electrical equipment for the railroad industry) have donated access to a laser printer for the printing of the original copy before the process of making the printing press plates is done. Since our printing press plates are made using a photographic process, the better the original looks, the better the results look when you receive them.

Please note correspondence containing address changes on the exterior of the envelope for fastest processing.

The *TRAINMASTER*
Pacific Northwest Chapter
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