



**pacific northwest chapter**

# **THE TRAINMASTER**

PACIFIC NORTHWEST CHAPTER

Room 1, Union Station

Portland, OR 97209

November 1981

Chapter Phone (503) 226-6747

Number 244

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday Nov. 20  
7:30pm

The regular November of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse which is located at the south end of Albina Yard. It is one block south of the intersection of North Interstate and Russell Street on the west side of Interstate. Take Tri-Met bus #2 or 3.

The program will be 16mm movies by Rich Carlson of the 4449s test run and move to California. Rich has projector problems in January but has corrected the problem and will try again. Randy Nelson will show contemporary railroading in the Northwest slides along with the normal Newsreel.

December 1981

There is no December meeting of the Chapter nor is there an issue of the Trainmaster.

Friday Dec 4  
6:30pm

Chapter banquet and installation of new officers. See flyer elsewhere in this issue.

Thur Dec 31-  
Sun Jan 3

New Year's trip with private car Mt. Hood. Schedule calls for the car to be southbound on Amtrak #753 New Year's Eve, then northbound on #796 to Seattle, onto Spokane on the Empire Builder, layover one day in Spokane and then return to Portland via the old SP&S route. Costs to include meals with railroad chef, are \$210 for a single, \$325 for two sharing a roomette. \$50 deposit required by December 1st.

Friday Jan 15  
7:30pm

Regular January meeting of the Chapter at the Union Pacific Clubhouse.

July 9-18,  
1982

National convention of the Society "Colorado Rails '82". The Mt. Hood will be going to Denver to partake in the convention and will cost approximately \$360 from Portland. Departure from Portland will be Wednesday July 7, returning Tuesday July 20th. More details later.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - October 16, 1981

The meeting was called to order by President Ben Fredericks at 7:35 PM in the Union Pacific Clubhouse.

President Ben Fredericks reported on the following matters:

1. A letter has been sent over Portland Mayor Frank Ivancie's signature to the BN regional vice president in Seattle requesting the Hoyt St. roundhouse for a museum if the BN plans to discontinue use of the building.
2. Amtrak plans to use ex-Auto Liner observation car #100 instead of the car Mount Hood on the first run of its new train to Spokane on Oct. 26th.
3. S.P. Flanger. A letter and contract for the donation to the Chapter of S.P. flanger MW328 have been received. The contract has been signed and sent to the S.P. to be finalized.
4. Jeff Asay and Brian Leeder have volunteered to work on the Railfan's Guide to Oregon. They will aim for completion in March or April, 1982.

Roger Phillips reported for the nominating committee. Nominated for 1982 Chapter officers were: President, Ben Fredericks; Vice President, Duane Cramer; Secretary, Roger Phillips; Treasurer, Larry Miller; Chapter National Director, Bill Bain; Chapter Directors-at-Large: Pete Dorland, Irving Ewen, Jim Schmidt, Jim Whaley, Ken Armstrong and Chuck Hayden. President Ben Fredericks asked for nominations from the floor. Chuck Storz was nominated for Secretary. There were no other nominations floor.

Madras Excursion: Ed Immel explained how the excursion train had detoured south to return to Portland after the UP freight derailed north of Gateway on the Oregon Trunk. Ed related details of getting the Kentucky Fried Chicken dinners in Bend on very short notice. Another Madras excursion has been requested for next May 15th.

Car Mount Hood: Ed Immel advised that a major problem with the car is keeping it heated while in storage. Also, steam heat is no longer available when the car is moving. It would cost \$5,000 just to tap into Amtrak's power with additional cost for heating equipment. Ed said that he, John Holloway and Pete Dorland are checking on gas heating and other options. They will try to have a firm proposal ready for the November meeting.

Ben Fredericks reported that the Chapter has received a flyer from the Pacific Locomotive Association describing the scrapping by the City of San Francisco of S.P. 0-6-0 #1264. The flyer also asks for donations to buy parts from the scrapped locomotive for use on PLA's locomotive #1269 which is from the same class of locomotives. Roger Phillips moved that the Chapter donate \$100 to assist the Pacific Locomotive Assn. with the purchase of parts from locomotive #1264. The motion was seconded and passed.

President Ben Fredericks made the following announcements:

1. John Holloway has been appointed to the position of Chapter membership chairman beginning in January, 1982.
2. A free public showing of the Chapter's 4449 slide program has been scheduled for Tuesday, Nov. 3 at 8 PM in the Lloyd Center auditorium.

Respectfully submitted,

Chuck Storz, Secretary

PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
"Outstanding Member Award"  
Adopted Sept 17, 1981

ARTICLE I - Name

This instrument is to establish the "Outstanding Member Award" of the Pacific Northwest Chapter, National Railway Historical Society.

Article II - Purpose

The objective of this award is to recognize the person, in the Pacific Northwest Chapter, who fulfills the requirements for "Outstanding Member of the Year". The person must promote the National Railway Historical Society on the local level, be actively involved in the Pacific Northwest Chapter and reflect the technical enjoyment of railroading in general.

Article III - Schedule

- (1) The September issue of the "Trainmaster" will contain an announcement on the award.
- (2) The general membership will present their choices, in writing, including a brief resume of the nominee's railroading activities, to the Award chairman between October 1st and 30th.
- (3) The Award committee will meet in November to review candidates and select the best qualified members as the recipient of the Award.
- (4) The award will be presented at the Chapter's December Banquet or if no banquet is held at the regular January meeting.

Article IV - Committee Membership

Any vacancies in the Award Committee will be filled by the Award Committee chairman, or if he is unable to, the appointment will be made by the Pacific Northwest Chapter president. If possible, the chairman will be an Award recipient. No member of the Awards committee is eligible for the award.

Year I - The Award committee will be appointed by the Chapter president from the members who voluntarily disqualify themselves from nomination. All nominations for the award will be sent to the chairman. The two remaining members of the committee will be appointed by the president from a list of members whose names have not been submitted as nominees for the Award.

Year II - The chairman will be the Award recipient of the prior year. If he is unable to serve, the chairman will be selected by the procedure in Year I.

Year III - The chairman will be the last past Award recipient; if he is unable to serve, the procedure of Year II will be used. The two remaining members will be an Award recipient and a member selected by the procedure of Year I.

Year IV - The chairman will be the most recent past Award recipient able to serve. The two committee members will be past Award recipients; if unable to serve, members will be appointed by the procedure of Year I. The most recent past Award recipient will be appointed to membership preferentially.

Article V - Award

The award will consist of two parts:

(1) A certificate duly signed by the chairman of the Award committee and the president of the Pacific Northwest Chapter.

(2) A wooden plaque with an engraved plate affixed to it. The plate will be engraved with the recipients name and year of award.

Article VI - Past Nominations

Those members receiving a nomination for the Award, but not receiving it, will be held over for three years and considered with new nominations during that period.

NAME THE OUTSTANDING MEMBER AWARD

Fellow Members,

Elsewhere in this issue you have seen the announcement for the 1st Annual Pacific Northwest Chapter installation of officers banquet and the rules for a new award for outstanding member of the year. I ask you to get behind this award/activity and back it fully. These types of activities can only be successful if you do so. On the nomination blank below and on the next page I ask you to (1) Select a member who has done an outstanding job of promoting the Chapter and NRHS in all areas noted on the award rules. (2) Submit a name for this award. Something which you think will be appropriate for such an award. There will be a prize for the members that submits the winning name. All suggestions and nominations should be sent to Jim Whaley, 3106 S.W. Beaverton Highway, Portland, Oregon 97201. All nominations and suggestions should be received no later than November 30th. You may also hand them to me at the regular November Chapter meeting.

Jim Whaley  
Banquet Chairman

NAME THE AWARD FOR OUTSTANDING MEMBER

I think the award should be called \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_ telephone \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Send this form to the address above or hand to Jim Whaley at the November meeting.

Mail or present this form to Jim Whaley, 3106 S.W. Beaverton Highway, Portland Oregon 97201.

I wish to nominate \_\_\_\_\_ for the outstanding member of the year award 1981.

The person has promoted the National Railway Historical Society on the local level in the following ways:

The person is actively involved in the Pacific Northwest Chapter in the following ways:

The person reflects the outstanding ability to excel in the promotion of the technical and historical objectives of the Chapter in the following ways:

Other factors which I feel qualifies the person to be the outstanding member of the year:

Nominator Information

Name \_\_\_\_\_ phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

NOMINATIONS FOR 1982 OFFICERS

The nominating committee has returned the following names for consideration as candidates for 1982 Officers. Elections will take place at the November Chapter meeting.

President	- Ben Fredericks	Directors-at-large (vote for four)
Vice Pres	- Duane Cramer	Irving Ewen
Treasurer	- Larry Miller	Jim Schmidt
Secretary	- Roger Phillips	Pete Dorland
	Chuck Storz	Jim Whaley
Natl Dir	- Bill Bain	Chuck Hayden
		Ken Armstrong

AMTRAKING

Amtrak has taken delivery of its first new generation of Amfleet cars. The arrival of the Amfleet II cars will reduce the average age of Amtrak's equipment to 3.3 years. This counts the rebuilt Heritage fleet as being 'new'. Thus, Amtrak will have the most modern fleet of intercity rail passenger equipment of any major country. The new cars are being built by Budd.

The Amfleet II cars are being delivered in two different types - 125 coaches and 25 lounges. The new Amfleet cars differ from the first Amfleet cars in several respects. The window glass is 22% larger with the size of each window being  $\frac{1}{2}$  inch higher and  $3\frac{1}{2}$  inches lower. Each coach seats 59 people including one seat for handicapped passengers. The new seats will not have the 'wing backs' like the first series due to complaints from passengers. Each seat will feature leg and foot rests, reading lights and a fold down tray table.

The major external difference is that the Amfleet II cars have only one vestibule. Since they will operate on long distance trains there was no need to allow for rapid, high volume loading and unloading. The vestibule doors will have a sliding window which will drop down so that train crewmen can pick up orders and inspect the train without having to completely open the door.

The cafe-lounge cars resemble Amdinette cars except they have booths at one end and lounge seating at the other. The galley includes a grill to allow more variety of foods to be prepared. The cars are designed to provide supplementary food service on long distance trains to augment the regular diner.

The Amfleet II cars are being delivered in sets of one food service car for every five coaches so sets can be put in service. Delivery is expected to be completed by July 1982.

Total Fleet Size: 1,582

**Amfleet I—450**

270 leg rest coaches  
90 high capacity coaches  
37 Amdinettes and Amlounges  
53 Amcafe  
32 Amclub/coach  
8 Amclub

**Amfleet II—150**

125 leg-rest coaches  
25 cafe-lounges

**Heritage Fleet—447**

114 leg-rest coaches  
23 slumbercoaches  
85 sleepers  
27 diners  
27 lounges  
24 baggage/dormitory  
147 baggage

**Superliner—264**

102 coaches (leg-rest)  
48 coach/baggage  
39 diners  
25 lounges  
70 sleepers

**Hi-Level (ex-ATSF; Superliner compatible)—64**

6 lounges  
37 dormitory/coach (transition to single level cars)  
21 leg-rest coaches

**Metroliners—58**

**Turbos—65 including power cars**  
35 Rohr (7 train sets)  
30 French-built in storage

**SPV-2000—12 owned by Connecticut**

**BI-level (ex-C&NW)—12**



Pacific Northwest Chapter/Amtrak Deschutes River Excursion Train Eastbound at Mosier, Oregon, Saturday, October 10, 1981.

photo by Greg Stoddard

Consist---- #216 engine  
 226 engine  
 34086 coach  
 34034 coach  
 34075 coach  
 33021 lounge/cafe

34039 coach  
 31013 coach baggage  
 34011 coach/snack bar  
 34010 coach  
 34097 coach

All equipment Superliner

Bend Bulletin 10/12/81

# Railroad Fans Sidetracked On Excursion Trip

The Dalles Chronicle 10/12/81

By GEORGE LINDSAY  
For The Chronicle

What began as a one-day passenger train ride from Portland to Madras and return literally got sidetracked Saturday afternoon and 668 railroad fans found their day almost twice as long.

Nine cars of a northbound freight train derailed plugging the Deschutes Canyon trunk line forcing the railroad fans to take a bus.

There were 38 passengers who had boarded at The Dalles.

The derailment on the Oregon Trunk Line was four miles north of Gateway and 12 miles north of Madras.

For the 630 who had boarded the train at Portland it meant extension of daytime trip to overnight. The train was rerouted from Gateway south through Madras, Redmond, Bend, LaPine and Chemult where it moved onto the Southern Pacific main line over the Cascades to Eugene and then north to Portland.

The 38 passengers who had boarded the train at The Dalles at 9:30 a.m. Saturday were returned to the Amtrak station parking area by a chartered Trailways bus from Bend, arriving here at 11:20 p.m. The Dalles was the only intermediate stop for passengers on the run. Those getting on here expected to be back on the train at about 7:30 p.m.

Conductor Bob Palmer, a member of the crew, all from The Dalles, who operated the train from here to Bend, stopped the train at Gateway when he had the message of the derailment on his radio speaker. Nine cars had left the rails, with four on their sides and the caboose blocking the tunnel.

At Gateway he was informed a wrecking train was being dispatched from Vancouver, Washington, with Sunday afternoon the estimated time for reopening the line.

Passengers were then told over the train's communication system the train would be backed to Paxton, where the two engine units would be moved to the other end for the run to the Madras depot. It was announced "the game plan for remainder of the trip" would then be revealed.

Other members of the train crew included Bob Sallee, engineer, the woman fireman Evelyn Cox Fandrey, who was recently married and now lives

in Mosier. Dan Crofoot, brakeman, and Les Workinger, head-end brakeman.

Train crews from here are assigned for runs south over the Burlington Northern line to Bend under a joint-use of track agreement with the Union Pacific Railroad. This has been in effect since July 10, 1923, when an agreement was signed for use of the Deschutes line (UP) between South Junction and Metolius by the Oregon Trunk. All traffic began moving over a single line about 12 years later.

The excursion was sponsored by the Pacific Northwest Chapter of the National Railway Historical Society, with an orange-jacketed train crew aboard to assist the travelers, under the direction of Ed Immel, the chapter's director of special projects.

Passengers all had 12-page booklets giving information on features of the river, names of sidings, stories on the various towns in the Columbia River Gorge and Deschutes River canyon and historical notes including news articles published during the years from 1909 to 1911 when construction crews built the original lines up both sides of the river, the Oregon Trunk (now Burlington Northern) mainly on the west bank, and the Deschutes line.

Before leaving Bend, the bus passengers for The Dalles had dinner at North's Chuck Wagon, a plus for them since box dinners on the train were to have been served when the train departed on the Portland leg of its trip.

The order had gone in to Kentucky Fried Chicken here for 630 boxes of the chicken dinners and about half had been prepared when cancelled at the conference at the Madras depot, it was reported.

Also at the conference, arrangements were made for taking on fuel for the engines at Bend, and the preparation of chicken dinners there to be served on the train. The train and excursion crews said this would delay departure of the train for about an hour.

When the train pulled into the Bend station, a Trailways bus was alongside and was immediately loaded.

The most popular car on the train was the lounge car, four cars behind Coach 1 where The Dalles contingent was seated, along with a few from Portland.

Mostly in this car passengers stayed in their seats and watched the scenery pass by the large view windows. There were two meetings with freights, one with six units, the other with seven.

Mileage markers could be observed only from the river-side of the train as it made its way down the Deschutes and this information was relayed for the benefit of passengers on the other side of the car. Arrangements had been for the passengers to trade seals with those opposite from them at Madras for the return trip to permit a view of the river for all, but this was not to be since the train moved north only to Gateway, several miles from the river gorge.

There was a photo stop for train passengers at Gateway, some of whom missed the locomotive smoke as the train pulled by.

## Kentucky Fried train ride

Derailment leads to finger lickin' good time for 660 in Bend

By Dave Cash  
Bulletin Staff Writer

An Amtrak excursion train with 10 double-decker "Superliner" cars and 660 passengers arrived unexpectedly in Bend Saturday evening, attracting spectators to the train station and setting a "biggest single order" record at a local fast-food restaurant.

The train, chartered out of Portland by the Northwest Chapter of the National Railway Historical Society to tour the Deschutes River canyon, was routed through Bend when a derailed freight train blocked its path back to The Dalles from Madras.

With the one-day excursion turning into an overnight adventure, society representatives called ahead from Madras to order 600 dinners "to go" from Kentucky Fried Chicken in Bend.

In case you're curious, KFC prepares about 120 dinners in a normal day, according to manager Dorothy Wilkinson. Saturday night's order totaled 1,600 pieces of chicken.

The society, whose members volunteer their time and resources to preserve railway history and artifacts, picked up the \$1,734 tab.

About 95 percent of the people on the train are "general public" who'd signed up for the trip, explained Ed Bernsten, the society's regional vice president, as he waited at the Bend Burlington Northern freight depot. They're the people who rode

the train to see the Deschutes River canyon and other scenery, he said, adding that the five percent aboard who are society members "are riding because it's a train and they don't care where it goes."

Standing nearby and nodding in agreement was Jim Whaley, a furloughed Burlington Northern worker who said he once drove 1,490 miles from Portland to Calgary just to take a photograph of a particular locomotive.

"We're industrial archeologists," grinned Bernsten. For example, the society's northwest chapter, based in Portland, volunteered 100,000 hours of labor to restore Engine No. 4449, the steam locomotive that pulled the American Freedom Train around its 30,000 mile tour of the country.

For railway enthusiasts such as Whaley and Bernsten, a detour through Bend to Chemult, then over to the Willamette Valley and back home to Portland, mattered not, even if it did mean arriving in Portland about eight hours late.

Presumably, other passengers on the train savored their chicken dinner and had a good night's sleep.

The derailment that started the whole adventure occurred about 8:30 p.m. and involved nine cars in a Union Pacific freight train, company officials said. No injuries or hazardous cargo damage were reported. Crews were expected to have the track back in service sometime early today.

The Amtrak special Saturday was a deluxe version, with all new equipment acquired the past two years to replace post-World War II cars the National Railway Passenger Service acquired when it took over the operation of passenger trains.

Travel on the new equipment was super, most riders agreed, with even air-conditioned temperatures, comfortable wide-spaced seats and huge windows that were perfectly clean. The wheel noise so common in older equipment was absent.

In The Dalles to make advance arrangements for the train's visit was Ben Fredericks, president of the Northwest Chapter of the Railroad Historical Society. Much of the time he was also in the car which carried The Dalles people, and spent his share of time on the loud speaker system.

When the train arrived in Portland he said the trip had added up to 580 miles over three railroad lines, UP, BN and SP. The original schedule was for about 400 miles on two lines. "But you know rail fans," he said "it was a great ride on a great train."

Anxious family members who had expected the riders to return earlier (in Portland, the night before) were informed of the bus trip by telephone calls from Bend. The chapter also put in a call to the Portland parking lot attendant where most of the cars of the travelers had been left to avoid tow-aways.

## Little train thought it could, finally did

By BOB OLMO  
of The Oregonian

Promotional statements referred to the Deschutes River Excursion as a "most picturesque rail adventure."

But little did the sponsoring Pacific Northwest chapter of the National Railway Historical Society realize just how much of an adventure it would turn out to be.

Before the Saturday trip was over, it was Sunday, the 10-car Amtrak train carrying 630 passengers had narrowly missed the derailment of another train, crews had lost 630 chicken dinners and then hurriedly found 630 more, and everyone had faced delay, confusion and comic panic.

The excursion, the first the chapter had sponsored through the Deschutes River Canyon in 10 years, began inauspiciously at Portland's Union Depot, where the train departed as scheduled at 7:30 a.m. Saturday.

The ride up the Columbia Gorge and through the picturesque Deschutes Canyon was enough to satisfy any railroad buff's heart but certainly nothing to enter into their diaries.

It was after leaving Madras, and as the train was making its way back to The Dalles, where 630 Kentucky Fried chicken dinners were to be brought aboard, that things started to happen.

The excursion train made an unscheduled stop about 12 miles from the Madras depot. Anxious society members soon learned that nine cars of a Union Pacific freight train — which had left the Madras depot minutes before the excursion train — had derailed. It was also reported that the freight train's caboose was stuck in Gateway Tunnel.

After an hour or so of waiting, the train, being pushed backward by its diesel engine, returned to the Madras de-

pot.

The engine was switched to the front of the train, and there was another delay as a route back to Portland was mapped out.

After the train had finally begun to roll, an announcement came over the loudspeaker that in a few minutes passengers would be told where the train was headed.

The remark caused passengers to dub the excursion "the train that's going to nowhere."

The route eventually was traced out from Madras to Bend to Chemult to Eugene to Portland, arriving in Portland at 6:30 a.m. Sunday.

Meanwhile, frantic society members were making arrangements for 630 chicken dinners to be cooked in Bend instead of The Dalles, and passengers laughed at visions of Kentucky Fried Chicken crews madly flying the fowl.

At Bend, droves of passengers descended to make telephone calls home.

"This is the most excitement we've had in Bend for a long time," said a waitress. "I walked outside, and it looked like New York."

About 11:30 p.m., the train stopped at Chemult to switch engines. Sleeping passengers were not asked to turn their seats around again, and they rode into Portland backward.

Dawn was breaking as the train made its way over the Union Pacific railroad bridge in Portland.

Ben Fredericks, president of the railway society chapter, announced over the loudspeaker that the train had traveled 580 miles over three railroad lines — Union Pacific, Burlington Northern and Southern Pacific.

The train reached the depot at 6:55 a.m., just 35 minutes short of having chalked up a 24-hour ride.

The Oregonian 10/12/81



1<sup>st</sup> Annual

N.R.H.S.

installation of officers

BANQUET

**FRIDAY DEC 4**

AIRPORT HOLIDAY INN  
8439 N.E. Columbia Blvd  
Portland, Oregon

Cocktail hour

6:30 - 7:30

Buffet Dinner

\$16.00

per person

\$30.00

a couple



PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$13.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

Nov 1981

THE TRAINMASTER STAFF

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The Trainmaster is the official publication of the Pacific Northwest Chapter.

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Articles which appear in The Trainmaster do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

All exchange news letters should be sent to the Chapter's business address:

Room 1, Union Station  
Portland, OR 97209

The Trainmaster is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter editor or Chapter National Director. Chapters wishing to have The Trainmaster sent to another officer are requested to notify the circulation manager.

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