

The



TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

Please send correspondence and contributions to Room 1 (see address and phone no. below).

HELP WANTED DEPT.--Bryan Leeder will be leaving his post as TRAINMASTER editor after this issue is mailed. If you are interested in serving in this very important post and can spare the time, please contact President Doug Auburg (206-694-7769) or contact Bryan at 206-693-0976. Thanks.

CHAPTER TIMETABLE NO. 304--JANUARY 1988

January 7, 1988 Thursday 7:00 pm--January BOARD OF DIRECTORS MEETING at the Columbia Gorge Model Railroad Club at the corner of North Vancouver Avenue and Russell Street. All Chapter members are welcome to attend. If you wish to address the board, please check in with President Doug Auburg prior to the meeting. Much give-and-take goes on here. Runs until at least 10:00 pm.

January 15, 1988 Friday 7:30 pm--January MONTHLY MEMBERSHIP MEETING at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. Goodies between business meeting and entertainment. Please put some money in the "kitty" so we can continue to eat well. "Newsreel" before the program; bring slides of current railroad events. This month's program will be "Northwest Territories-Duluth Experience" by Gordon Zimmerman (see also "By Train to the Northwest Territories" by J. David Ingles, December 1987 "Trains").

Every Saturday 12 noon NO-HOST LUNCHEON at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in back.

Thanks to the WILLING WORKERS who helped the editor assemble THE TRAINMASTER last month: Al Haij, Fred Dorsett, Marilyn Rehm, and Jim Edgar.

NOTICE--PROGRAMS NEEDED!--Anyone who is willing to present a program (slides, film, etc.) at a Chapter membership meeting (every third Friday), please contact Hugh Robertson at 252-3315. Programs are needed for May or June. Choose your month and subject and let Hugh know. I'm sure that many of you have material which will make a great program and we all will appreciate your contribution.

COMMITTEE CHAIRS

Chapter representative to SP 4449 Advisory Committee: Bob Hofman, 236-7710.

Activities: Jim Edgar, 236-7271.

Meeting Program Coordinator: Hugh Robertson, 252-3315.

(continued on next page)

COMMITTEE CHAIRS (continued)

By-Laws: Jack Pfeifer, 644-0048.
Concessions: Marilyn Rehm, 236-7271.
Excursions: Kerrigan Gray, 777-6610.
Finance: Bob Landregan, 246-3710.
Library and Historical Foundation: Bob Slover, 692-4782.
Membership: Fred Dorsett, (206) 256-4981.
Museum: Dave Stimac, 288-2421.
Ad hoc "Permanent Home Committee": Kerrigan Gray, 777-6610.
Public Relations: Al Viewig, 223-2526.
Publications: Bob Weaver, 659-9201.
Rolling Stock: Bob Jackson, 233-2667.
Car Rental Agent: Carl Rodabaugh, 253-4241.

ANNOUNCEMENT:

It was announced at the December Membership meeting that the Chapter's Board had taken the serious step of voting to suspend a member from Chapter membership during 1988. The justification for their action was fully explained at the meeting.

However, a motion was made to have the general membership review the Board's decision at the January meeting. This matter will therefore be fully explained once again at the January meeting. Please make every effort to attend the January 15th meeting.

Dear Chapter Members:

At the January business meeting you will be asked to review a Board decision regarding my membership status for 1988. I realize that the Board must consider accusations presented by members, but I believe this decision made at the December Board Executive Session to suspend my membership for 1988 was made without thorough investigation, without due regard to its effect on the Chapter as a whole, and in error.

I would appreciate your presence at this meeting to consider this very serious matter. I regret that it is necessary, however, I cannot simply allow it to pass, as some of us have done with issues in the past few years in an effort to stop the bickering which has distracted us from cooperating and achieving our goals. If you cannot attend, I urge you to write to the Board to establish a clear, written policy about how and under what circumstances such investigations should occur in the future and add your encouragement to lead the Chapter as an example of cooperation and problem-solving rather than a forum for criticism and complaint.

I sincerely hope this unpleasant situation will cause all of us to take a harder look at ourselves and grow stronger for it.

Sincerely,

Mary Lou Weaver

MORE ABOUT THE OREGON ELECTRIC

by Jerry Webb

I have enjoyed the past two issues of THE TRAINMASTER, especially the stories about railroads. This is what I believe should be in each issue, as we are a railroad-oriented club. I also know how difficult it is to find something to put in each issue.

I want to correct one minor part of the Oregon Electric story that appeared in the December 1987 issue. The story was a good one, very interesting as well as educational to me. However, I found one part to be erroneous. First, let me tell you why I think so. I was there and saw it six times a week, at least.

The error is in the last paragraph where the writer states: "In 1946 the SP&S, owner of the Oregon Electric, started replacing the electrics with diesels..." The first change was from electric to steam locomotives.

The reason I know? I was there. On June 3, 1946, I started what was for some 33 years my career in broadcast radio at station KSLM in Salem. At that time and for at least two and a half more years the studio and transmitter were in a converted residence on Front Street just north of Union Street. The Oregon Electric ran north and south on Front Street and the Southern Pacific branch to Dallas and Falls City ran on Union Street east and west. As the railroads crossed in the intersection of the two streets, the trains had to stop, and the head brakeman would get off and walk into the center of the intersection to see that no train was coming from either direction on the other railroad. Then the train would proceed. Both railroads used steam engines.

The radio studios of KSLM were not soundproof. The owner had simply put radio equipment into the various rooms of the house, leaving windows and doors as they were. There was no air conditioning and in the summertime and on other warm days the windows and sometimes the doors were wide open. You can imagine the sounds that came into the studio when the steam engines arrived, being less than 50 feet from where we worked, made their stop, then whistled the "Go" signal and started up. If we were in the middle of a newscast or reading a commercial between network programs, we could only hope our voices were not drowned out by the trains.

As I remember both railroads had log trains, usually one a day and usually in the late afternoon. Southern Pacific would have loaded log trains going west, I think to a lumber mill in Falls City and the SP&S would have loaded trains going north, I never knew where. Empty trains went in the opposite directions.

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MORE ABOUT THE OREGON ELECTRIC (continued)

The SP also had a switching line on Front Street which gave that street a "double" track from about Trade Street to a couple blocks north of Union where a large vegetable cannery was served. In the middle of the block between Union and Division the Oregon Electric and the Southern Pacific switching line crossed, the SP&S from the north being on the east side crossing to the west side and vice-versa for the SP from the south which then had direct access to cannery which was on the river side (west) of Front Street.

I have no memory of any overhead trolley wires when I started in June 1946 and never remember seeing an electric locomotive. So, the evolution went from electric to steam to diesel.

I remember other things about these operations, such as the long log trains traveling about 10-15 mph on city streets with the Southern Pacific crossing all of the northbound city streets, including busy U. S. 99E, at grade and frequently during the evening rush hour. The SP&S also traveled about the same speed, and sometimes during the late afternoon. It tied up traffic by blocking the entrance to the West Salem bridge across the Willamette River, which at that time started from Front Street and not Commercial Street where the two bridges now come to grade. I also remember driving south on Front and seeing the rear of an empty log train derail, coming in contact with a dump truck. I proceeded to the head end of the train where the crew was looking back, and telling them what happened. I offered a ride to the head brakeman which he accepted, and I took him back to help get the train rerailed. Another vivid memory is the sound of the oil fuel fed into the firebox and the reflection of the fire during winter evenings. There were other freight trains, too....but it is the logging trains that stand out most in my memory.

PRESIDENT'S CORNER

by Doug Auburg

Those of you that attended our December monthly meeting already know that the Chapter was invited to take a ride on the Lake Oswego Trolley on the evening of December 30th. As I write this column the event has not taken place, so I can't tell you how it turned out. However, I expect that all those who attend will have a good time. At last word, the City and the Oregon Electric Railway Historical Society (who have operated the Lake Oswego Trolley this past year) have not reached agreement regarding possible operation of the trolley line in 1988. It is possible that they won't reach agreement and there will be no further operation, though that seems unlikely given the success of the 1987 operations.

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PRESIDENT'S CORNER (continued)

With January comes committee reconsideration. A few Committee Chairs have indicated that they would like to step down with the new year. I am looking for a volunteer to step forward to Chair: ACTIVITIES (this would be a good committee for a husband and wife to co-chair);

BY-LAWS (this is a low level committee which meets only when there is a By-Law suggestion to consider);

LIBRARY & HISTORICAL FOUNDATION--(This committee oversees the Chapter's rather impressive and growing collection of books and historic documents); and

PUBLICATIONS (this is an important committee that oversees all of the Chapter's publication activities, such as trip brochures, guides, the Trainmaster, and the SP&S Motive Power Book).

TRAINMASTER EDITOR, at this writing, no one has expressed firm interest in taking on the TRAINMASTER--either. Without a Trainmaster Editor, there will be no Trainmaster as we have known it, and without a Trainmaster you, the membership, will be deprived of your greatest source of information about what is going on in the Chapter. Please, give this important position some thought! UNCLE PNWC NEEDS YOU!

It has been said that you get as much out of an organization as you put into it. We've been making considerable progress of late in some areas that really count: (1) adding the Holst Collection to our archives, (2) last month's acquisition of a collection of over 400 top quality railroad books from an estate has significantly increased the size and breadth of our collection, (3) the progress that the Rolling Stock Committee has made with our collection during the past year, including realizing our oft stated desire to make some of our equipment pay for its own restoration costs, (4) the numerous activities that the Chapter has had a chance to participate in during the past year--special trip on the Lewis & Clark, another on the Lake Oswego Trolley, the annual banquet and a picnic, (5) two profitable (and fun) excursions, and (6) many many other activities. None of these accomplishments would have been possible without the dedication of Chapter members who have stepped forward to volunteer to serve on a committee or as a committee chair. How about it, if there's something you'd like to see accomplished or there's something in the Chapter that you'd like to change, let's talk about it. The Chapter's committees are its life's blood.

Elsewhere in this issue you will find a reprint of the Committee Interest Questionnaire. If you are now on a committee (or committees) that you're happy with, don't fill one out. However, if you'd like to apply to be on a different committee or to be on a committee for the first time, please fill it out and bring it to the January Membership Meeting or mail it to me at Room 1. I'll get back to you as soon as I can.

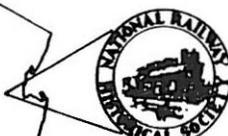
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PRESIDENT'S CORNER (continued)

THANKS ARE IN ORDER FOR EVERYONE WHO HAS WORKED FOR THE CHAPTER DURING THE PAST YEAR! Thank you one and all. My thanks particularly to the committee chairs for the past year:

- | | |
|------------------------------|----------------|
| ACTIVITIES: | JIM EDGAR |
| MONTHLY PROGRAM COORDINATOR: | HUGH ROBERTSON |
| BY-LAWS: | JACK PFEIFER |
| CONCESSIONS: | MARILYN REHM |
| EXCURSIONS: | KERRIGAN GRAY |
| FINANCE: | BOB LANDREGAN |
| LIBRARY/HISTORICAL FOUND: | BOB SLOVER |
| MEMBERSHIP: | FRED DORSETT |
| MUSEUM: | DAVE STIMAC |
| PUBLICATIONS: | BOB WEAVER |
| ROLLING STOCK: | BOB JACKSON |
| AD HOC "PERMANENT HOME": | KERRIGAN GRAY |
| CAR RENTAL AGENT: | CARL RODABAUGH |
| 4449 ADVISORY COMMITTEE REP: | BOB HOFFMAN |
| TRAINMASTER EDITOR: | BRYAN LEEDER |

Thanks to you one and all! If you've agreed to continue, a special thanks for your dedication. If you've decided to step down for now, a sincere thank you for your efforts and best of luck. I hope you'll consider taking up some other committee assignments sometime in the future.



GARDEN STATE
IN '88

**NATIONAL RAILWAY
HISTORICAL SOCIETY**

1988 NATIONAL CONVENTION

July 27 to July 31, 1988

with pre-convention activities from July 23.

Nine exciting days of railroad history with the Tri-State Chapter in New Jersey, New York and Pennsylvania.

IMPORTANT: Pre-registration is open now. Ask your NRHS Director or send SSAE to:

Tri-State Railway Historical Society
Post Office Box 2243
Clifton, New Jersey 07015-2243

TIMETABLE ODDITY by Carl Loucks, North Haven, CT (from Mr. Loucks' Oct. 1987 timetable catalog)

Timetable oddity: When I plotted [a trip to Denmark, Sweden, and Norway this summer] using Cook's Guide, I planned a boat trip from Flam to Bergen [in Norway.] The timetable shows a change of boats at "Midfjord." When we boarded in Flam I asked the ticket collector about the change and he said, "Third stop," and we expected to get off at the third port. No such thing; change at Midfjord meant just that. The ferry boat pulled alongside the hydrofoil in the middle of the fjord (bay), they put a gang plank between the two boats and one changes. Midfjord is probably the only timetable stop I have ever seen in any timetable that was not a physical point on the ground. There is a time given 7:20 am as this is approximately when the boats pass.

Annual Banquet

YOU ARE INVITED TO JOIN FELLOW CHAPTER MEMBERS AND FRIENDS FOR AN EVENING OF FOOD AND ENJOYMENT. THE CHOSEN PLACE IS AT THE MALLORY HOTEL LOCATED AT S.W. 15th and YAMHILLST...THE SELECTED DATE IS SATURDAY, JANUARY 23rd, 1988 STARTING WITH NO HOST COCKTAILS AT 6:30 P.M.: DINNER WILL BE SERVED ABOUT 7:30 P.M. IT WILL BE A COMPLETE DINNER FROM SALAD TO DESSERT, YOU NEED TO MAKE A CHOICE BETWEEN 3 ENTREES LISTED ON THE ORDER FORM BELOW.. THE PRICE OF \$11.00 INCLUDES GRATUITY.. PLEASE INCLUDE PAYMENT WITH ORDER FORM, CHECKS MADE OUT TO 'PNWC/NRHS BANQUET'. THIS WILL SPEED UP THE RESERVATION PROCESS FOR THAT EVENING.. THANKS!

PARKING IS AVAILABLE RIGHT ACROSS THE STREET ON THREE SIDES OF THE HOTEL. ALL RESERVATIONS MUST BE IN BY JANUARY 20, 1988. THERE WILL BE A \$2.00 SERVICE CHARGE FOR RESERVATIONS AFTER JANUARY 15, AND THERE IS A LIMIT TO THE FIRST 80 PEOPLE.

See You There! O.K.

PNWC/NRHS BANQUET

JANUARY 23, 1988

MALLORY HOTEL

6:30 P.M. cocktails

7:30 P.M. full dinner

NAME _____ PHONE # _____

NUMBER OF PERSONS _____ ENTREES CHOICE : BAKED CHICKEN _____

PRICE \$11 00 per person til Jan. 10. BAKED SWISS STEAK _____

2.00 service charge after Jan. 10 per person BAKED HAM _____

SEND TO JIM EDGAR, ACTIVITIES CHAIR. P.O. BOX 02902, PORT., ORE. 97202

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - DECEMBER 10, 1987

The meeting was called to order by President Doug Auburg at 7:00 PM.

The board of directors passed the following motions at the December meeting:

1. Approved an offer of \$50 to Dorothy Shull for two dozen of her late husband's S.P. time books dating from 1917 to 1943.
2. Authorized hiring an accountant who is familiar with non-profit organizations to audit the Chapter's books for 1987.
3. Adopted as board policy the car host policy prepared by the excursion committee.
4. Adopted as board policy that all future election ties be decided by a flip of a coin.
5. Approved adding the ex-SP&S Alco FB unit to the Chapter's APPRCO insurance policy for the move from British Columbia to Portland.

Rolling Stock Report: Bob Jackson reported that the car Mt. Hood has window leaks that need repair. A request has been received from Morrison-Knudson to lease the the car Red River in late Feb. or early March, 1988. No work has been received on a definite price for the motor-generator sets in Tillamook. The brake conversion on car 3300 is almost finished. Bob Jackson and Dave Stimac will move the interlocking machine from the Columbia Gorge clubhouse. The Mt. Hood Ry. has agreed to all the terms of the proposed lease of cars 3300 and 6800. They may want to run car 76 over the line to try a heavyweight 6-axle car on their line but negotiations on this are still in the preliminary stage.

Excursion Report: Kerrigan Gray reported that the May trip will be a circle excursion to Spokane and Seattle. He is working on a ferry boat trip in Seattle as part of the excursion. Kerrigan reported that there is an increasing shortage of Amtrak equipment. Only 680 seats will be available for the May trip. There is serious doubt about the future of excursions after 1988. The committee is looking at running two Seattle Steamboat excursions in 1988 instead of a circle trip to Bend. Kerrigan gave board members copies of the new car host policy developed by the excursion committee. There was a suggestion from the board that we add our cars to the back of an Amtrak train on excursions and furnish a deluxe trip at a premium price.

Library Committee: Bob Slover reported that he has a quotation from Best Lock Co. of \$100.80 for a new lock from Room 1A. At its last meeting the committee adopted a layout for Room 1A. Terry Parker suggested selling duplicate copies of books in the Chapter's library.

Victoria Station Restaurant Artifacts: Al McCready reported that the items from the former Victoria Station restaurant are in Chapter storage and that there was no cost to move them.

Respectfully submitted,
Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - DECEMBER 18, 1987

The meeting was called to order by President Doug Auburg at 7:35 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 11/30/87: Checking \$96,510.57. Savings \$6,685.58.

The membership passed the following motions at the December meeting:

1. Adopted the 1988 Chapter budget as presented by Treasurer Kyrian Gray.
2. Allow the membership to review the new car host rules at the January meeting after the rules are published in The Trainmaster.
3. Appropriated \$4000 to purchase 400 books for the Chapter library from the estate of Blaine Seidel.
4. Defeated by law change #19 which would have increased officers' terms to two years and reduced director-at-large terms to two years.

President Doug Auburg made the following announcements:

- 1: A new editor for The Trainmaster is needed. If one is not found by Jan. 20 the Feb. and March issues will be handled by temporary editors and will be very small.
2. The Chapter's personal property inventory has been finalized and sent to Multnomah County.

Runoff Election for Secretary: Marilyn Rehm announced that Chuck Storz won over Allan Viewig in the runoff election for Chapter secretary.

Excursions: Kerrigan Gray reported that the Excursion Committee has finished a new car host policy and that the policy was adopted by the Chapter board at its December meeting. There will be a circle trip to Spokane on Mother's Day weekend. The committee is working with Amtrak on the details. Kerrigan warned that the Chapter must begin planning on other sources of income due to continuing cutbacks by Amtrak in the capacity of excursion trains.

Rolling Stock Report: Bob Jackson advised that the Chapter is just about ready to sign the lease with the Mt. Hood Ry. covering the use of Chapter cars 3300 and 6800. The Mt. Hood Ry. will take the 3300 early which will mean extra revenue for the Chapter. The U.P. and S.P. are still working on the move of the caboose donated by John Corno. The last lease payment has been received from the Lewis and Clark RR. An agreement has been reached with the L & C on payment for repairs of damage to the cars which occurred during the lease.

Room 208 Furniture: Rich Carlson reported that it will probably not be possible to recover the furniture from Room 208 of the Union Station which was sold by the PDC. The attorney who has the chairs will convey them if the table can be bought back at a reasonable price. However, the buyer of the table is firm on wanting \$2000 for it. This appears to kill chances of recovering the furniture.

Respectfully submitted,
Chuck Storz, Secretary



Pacific Northwest Chapter



National Railway Historical Society

TO: Board of Directors
General Membership

DT: 10 December 1987

FM: Excursion Committee

RE: REVISED CAR HOST & EXCURSION STAFF POLICY

In keeping with the responsibilities assigned the Excursion Committee under the Chapter By-laws, the Excursion Committee undertook the task earlier this year of reviewing and, if necessary, revising the Car Host & Excursion Staff Policy.

We of the Committee received and reviewed various inputs from the general membership and persons actively involved with the execution of the fund-raising rail excursions and in some cases incorporated the suggestions into the body of the new policy.

The revised policy is designed to give a 'fair shake' to those who are very involved in the chapter activities, not just those involved in excursions per se.

We have addressed the common displeasures with aspects of the old policy and made adjustments where necessary.

The Excursion Committee as a whole has reserved a more active role in the actual management of the personnel aspects of excursions.

The Car Host & Excursion Staff Policy has been adopted by a unanimous vote of the committee members present at the last meeting, including one 'absentee' vote; will be published in the next TRAINMASTER; and become effective 1 January 1988.

Thank you to the Committee members who gave the time, thought, and effort to the review/revision of this Excursion Committee Policy.

Kerrigan C Gray
Excursion Committee Chairman

cc: Excursion Committee
Trainmaster Editor
Vice-President (Policy Book)



CAR HOST POLICY - EFFECTIVE JANUARY 1, 1988

These rules will govern the selection and assignment of car hosts and staff on excursions run by the PNWC-NRHS.

- 1) Must have a currently paid-up full membership in the Chapter for at least one year prior to excursion to be a car host or excursion staff.
- 2) No per diem will be given for working on an excursion trip. Car hosts and excursion staff will pay \$20 per day of excursion to defray actual costs incurred.
- 3) Must have attended four regular membership meetings within the prior 12 months from the date of the excursion. Car hosts are representatives of the Chapter and must be active in the organization.
- 4) Signup for the car host list is twice a year, at the May and November regular membership meetings.
- 5) Current CPR certification is required for all car hosts and staff.
- 6) If a carhost cancels with less than one week notice without a good reason the individual will be dropped from the car host list for one year.
- 7) Determination of Senior vs Junior car host status will be based upon excursion committee review of performance as well as the number of trips worked.
- 8) Excursion Committee will develop the final car host list for each trip, taking into consideration any extenuating circumstances.
- 9) Car host list rotation is by personnel working specifically as a car host on the excursion trip. Persons working in other capacities will hold their position on the car host list when the list is rotated.

THE FORGOTTEN ANNIVERSARY

by Bob Dubits

(from the November 1987 issue of "The Call Board," Mohawk & Hudson Chapter, NRHS, Schenectady, N. Y.)

Does anyone know what anniversary I am talking about? Well, let me tell you all about it. It was exactly 150 years ago that Alco (American Locomotive Company), through its predecessor Rogers, first produced a locomotive.

On October 6, 1837 at Paterson, N. J., a locomotive named "Sandusky" was completed. The engine was a 4-2-0 with 11"x16" cylinders and 54" drivers; the gauge was 4' 10". After a successful test on the Paterson & Hudson River Railroad, the engine was immediately sold to Mr. James, the president of the Mad River & Lake Erie Railroad. The little engine had hollow spokes, a first in this country, and counterbalancing for which Thomas Rogers filed a patent. The "Sandusky" was shipped via canal to Ohio, where not a single rail had been laid. Upon arrival the tracks were laid, and accordingly a measure passed in the Ohio state legislature that all future railroads built shall have the gauge of the "Sandusky." All this from an experiment of Thomas Rogers to build a locomotive.

With this beginning Rogers was in the locomotive business to stay. Through the many years that followed the business grew to huge proportions, and the only real rival was Baldwin in Philadelphia. During the 19th century Rogers produced over 5,600 locomotives, surpassed only by Baldwin and in 1900, Schenectady. Rogers entered the 20th century as an independent builder, but within five years was merged into the Alco family. During 1913 the plant was closed after producing another 1,700 engines.

As for it being a forgotten anniversary, most of the people here in Paterson don't know anything about the little locomotive that started it all. I hope that all in our Chapter remembered this event so that you could tell me that the title of this article should have read, "Remembering the Anniversary."

W A N T E D-----W A N T E D-----W A N T E D-----W A N T E D

NEW EDITOR FOR THE TRAINMASTER. SEE PAGE ONE.

PACIFIC NORTHWEST CHAPTER-NRHS Please mail or return this
1988 MEMBERSHIP QUESTIONNAIRE completed form to: President
Doug's Committee, NRHS, Room 1, Union Station, Portland, OR
97209, or bring it to the Friday, January 15 membership meeting.

NAME: PHONE (Home):
(Office):

COMMITTEES: List in order of preference (1, 2, 3, etc.) your
choices for serving as a member on the following committees:

Activities:	Museum:
Finance:	Rolling Stock:
Membership & Hospitality:	Excursions:
Public Relations:	Library:
Concessions:	Publications:
Historical Foundation:	

EVENTS: Please check if you are interested in planning or work-
ing on the following:

Annual Banquet Annual Picnic Parties

THE TRAINMASTER: Please check the positions for which you are
qualified and would like to work on for the monthly newsletter:

Editor Associate Editor Publisher (print and collate)
 Circulation Manager (get it mailed)

REPORTERS ARE ALSO NEEDED: Check which you could best inform the
members about:

<input type="checkbox"/> Local Rail News	<input type="checkbox"/> National Rail Events
<input type="checkbox"/> Historical Rail Events	<input type="checkbox"/> NW Rail Photo Hints
<input type="checkbox"/> Calendar of Upcoming Events	

SKILLS: List the personal, professional, trade or other skills
which you possess (degrees, schools, mechanical, electrical, en-
gineering, accounting, financing, typing, artistic, graphic arts,
social, political, etc.) which you feel would be helpful for
Chapter purposes:

INTEREST OR WHY YOU ARE HERE: What is the major interest that
you have in trains and railroads that relates to the purposes and
objectives of this historical society?

OTHER COMMENTS:

ADDRESS:

SIGNATURE:

DATE: