

# The

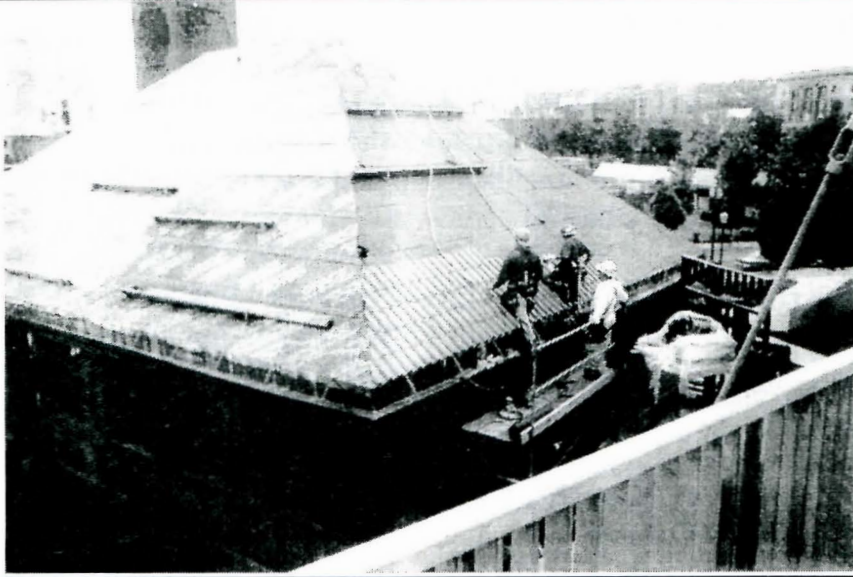
March

APR 2004



# Trainmaster

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



Crews install a new roof on the Union Station annex building, two rooms of which houses the chapter offices and archives. See article on page 3. Photo provided by Arlen Sheldrake

## Pacific Northwest Chapter Timetable #500

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

PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS If you arrive after 7:30 the parking lot door will be locked. You will need use the basement door on the West side of the building.

**April Program:** How restoration of the Most Famous of British Steam Locomotives Was Accomplished.

**June Program:** Watch for a **special off-site meeting and program** at the Forest Discovery Center (formerly World Forestry Center), Cheatham Hall, Topic: **Peggy's** (their shay locomotive) **Move and New Display Home.** Mark Reed, Operations Manager, Forest Discovery Center If you are interested in presenting material to the chapter at a membership meeting please contact Ralph Johnson at 503-654-1930

**Board of Directors Meetings:** April 8, May 13, Room 208, Union Station, 7:30 PM

**Lending Library:** 1:30 to 4 pm April 17 and 24, check-out subject to **loan agreement.**

**Excursion:** Port of Tillamook Bay Railroad excursion coming up in May. See Page 2.

**Excursion:** MAX Yellow Line Tour. **Only** for those chapter members who registered to go at the March membership meeting. Tuesday, April 13<sup>th</sup>. Time: 5:20 pm. \$5 suggested donation to Oregon Electric Railway Historical Society. Meet at Rose Quarter Yellow Line platform.

### **Notable Non-Chapter Events:**

**NPRHA & SP&S Historical Society Annual Conventions** July 14-18, 2004, Pasco Red Lion Hotel; more information on the Northern Pacific Historical web site at: [www.nprha.org](http://www.nprha.org)

**Thomas the Tank Engine** Mt. Hood Railroad - Hood River Oregon June 26 - July 4, 2004 10:00 a.m - 5:00 p.m. \$14 tickets available from 866.468.7623 or 800.872.4661

**PNWC SPRING 2004 EXCURSION**  
**THRU THE SCENIC SALMONBERRY RIVER CANYON**  
on the Port of Tillamook Bay Railroad

Okay railfans, get ready for another fantastic excursion brought to you by the *Pacific Northwest Chapter of the National Railway Historical Society*. This time we are going to Salmonberry and return. Last year's excursion was SOLD OUT so *please help us* by reserving your tickets early.

Be sure to be on board as we head out of Banks and climb the Coast Range to Cochran. We'll then descend the western slope through the magnificent Salmonberry River Canyon. This 10-hour fun-filled trip will feature trestles, tunnels, bridges, beautiful scenery and wildlife.

Experience rail travel while riding in our historic vintage coaches. You'll see the familiar faces of our knowledgeable and entertaining PNWC Excursion Team and the POTB Engine Crew who will ensure that you enjoy your trip, answer your questions and provide for your safety.

Departure date/time: Saturday May 15<sup>th</sup>, 8:00 A.M.  
Departure point: Banks, Oregon  
Destination: Salmonberry, Oregon  
Return to departure point: 6 P.M. (approximate)

**Ticket prices**

Coach Adult: \$69 (includes box lunch, drink and late afternoon snack)  
Coach Child: \$39 (includes box lunch, drink and late afternoon snack)  
1<sup>st</sup> Class Lounge Car \$129 (includes first class buffet and "attentive service")

Due to the "Vintage" equipment being used, we regret that mobility impaired passengers can not be accommodated on this trip. Due to circumstances beyond our control, we reserve the right to make changes of the date, time, equipment, and or power.

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**Ticket Order Form**

Number of 1<sup>st</sup> Class Tickets: \_\_\_\_\_ Amount \$ \_\_\_\_\_  
Number of Coach Tickets: Adult \_\_\_\_\_ Child \_\_\_\_\_ Amount \$ \_\_\_\_\_  
Name: First \_\_\_\_\_ Last \_\_\_\_\_  
Street Address: \_\_\_\_\_ City \_\_\_\_\_  
State, Zip: \_\_\_\_\_ Phone \_\_\_\_\_  
Email address: \_\_\_\_\_

Please remit ASAP by check or money order. Deadline is April 30<sup>th</sup>. Send to:  
PNWC-NRHS  
15683 S.E. Andys Ct.  
Milwaukie, Oregon 97267 Questions? Call 503 723-3345



## The True Spreader Story

By Arlen L. Shel Drake

The story has circulated around the Chapter that the Chapter's Jordan Spreader while under lease to the Portland & Western Railroad was used in 1999 to break asphalt laid over the rails in downtown Astoria.

While developing an interpretive sign for the Jordan Spreader now located at Antique Powerland Museum in Brooks Oregon I repeated this story to Bob Melbo. As you know Bob has a lot of historical information on Oregon railroads and in many cases has been a first-hand participant in the most recent 30 or so years of this history. The following is information from Bob.

"Breaking asphalt on the trip to Astoria? The Spreader? I have not heard about this. I don't recall that the Spreader ever broke any asphalt when Engine 1201 named *St. Helens* pushed it through the blackberries and under brush in late April 1999, the truly "first" train to reach Astoria depot since 1994 or 1995. And I don't recall the Spreader going any further west than the Maritime Museum on that one and only trip (I was there and rode the Spreader into town).

So, I'm wondering if you are referring to the SD9 asphalt-breaking journey from the Astoria depot to the Port of Astoria, specifically designed to groove flangeways in the new paving on the main track through the Astoria Warehouse grounds? It was feared by the City that the soon-to-be running trolley would not be heavy enough to do this. The SD9 was in town with the business car *Casper Mountain* and baggage car 262, which had a photo exhibit inside, for a weekend display. We ran this train for an official "the line is reopened" ceremony in May 1999. On the afternoon of the train's arrival there was a little business car platform speech by the Mayor and other dignitaries. On Sunday, before taking an afternoon departure for Portland the SD9 was cut off and did a trail-breaking run westerly to the end of the line and back as a favor to the City of Astoria, Trainmaster Bob Carskadon at the throttle. But this assignment was not related to the Spreader's trip the previous month.

The problem area necessitating the trail breaking run was paving behind the Astoria Warehouse where there's probably 300 to 400 feet of main track embedded in asphalt. It was new or nearly new pavement in 1999 and it was an excellent job (not over the top of the rail) save the failure to create flangeways. But the paving was no match for that 358,000-pound SD9 and it did a fine job of cutting the needed grooves. The other thing I remember about that task was the little wood barriers put by the City to discourage motor vehicles from entering the river front boardwalk where it is built on trestles downtown. They had to be removed to allow the engine to pass but fortunately they were designed to be removable so it wasn't a major problem."

Thanks Bob for correcting the Spreader story and giving us the *rest of the story* about a trip that must have been very enjoyable. When you take your next trip on the Astoria trolley, remember this story and picture a big 358,000-pound SD9 rumbling along Astoria's waterfront and shops. Due to FRA safety concerns requiring the physical separation of the trolley and train operations, the railroad now ends just west of the depot.

As you drive I-5 just north of the Brooks exit, give a hearty wave and honk to that big orange *bulldozer on steel wheels* clearly visible next to the steam crane.

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## 108-Year-Old Roof Replaced

By Arlen L. Shel Drake

In early February, Lake Oswego Construction completed the \$400,000+ re-roofing and seismic wall/roof attachment project on the Union Station Annex building.

This is the first time since original construction in 1895 that the roof has been replaced. Square nails, and the very fatigued metal roof tiles came off and new tiles, after three attempts at manufacture, went on. It was common during medium to strong winds to have the old tiles blowing off and landing in either the parking lot or on the rails. During moderate to heavy rains the roof leaked like a sieve. Buckets in the attic had to be constantly emptied to keep water damage to our archives in room 1A under control. Plastic tarps covered many of the shelves in case the buckets overflowed.

Except for the very ugly chimney installed when the furnace was replaced a few years ago, the Annex

roof has returned to its original as built appearance. The manufacture of the metal roof tiles was not an easy task especially for the distinctive southern round end of the building. The City of Portland hired a very competent contractor Lake Oswego Construction. Owner Steve Mitchell and his crew including his son were very concerned about the preservation of the historic structure and were concerned to keep our facilities dry during the unanticipated long construction period.

Funding for this project came from tenant revenues. All rental income stays with Union Station to pay on-going costs as well as these very occasional major maintenance projects. Thanks go also to Tom Dethloff, Union Station Building Superintendent, City of Portland for his assistance in getting this project identified and implemented.

Many other major Union Station building preservation needs remain un-funded including seismic re-enforcing, electrical system replacement, plumbing upgrades, and replacement of dry rot window frames. Hopefully the owner Portland Development Commission along with the City of Portland will continue the pursuit of funds to preserve this Portland treasure. The beauty of this treasure is truly only skin deep!

Portland's Union Station has been the home of the Chapter since 1965.

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## **Members Assist Louise Grande (Walter Grande's widow) Move**

from Chapter President Ron McCoy

What a great job, folks! I was so impressed to see the neatly stacked pallets of books all ready for shipment. Louise Grande (and family) were so appreciative. Since I work Monday - Friday and have little mid-day flexibility I did not expect to be able to stop by, but found myself able to do just that on the way from a customer's factory. I am so glad I did. Besides having a couple fresh baked chocolate chip cookies, it just made me feel good to see members honoring the work of former member Walter. The donation of books is wonderful. That will be super for our concessions tables.

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## **Response to Marion Haij Article**

Thanks for your letter about Marion's recent death. I do remember both of them very well. I was privileged to provide their transportation to the annual meeting you mentioned and visited with them in their home in Vancouver and got to see Al's model railroad layout in his garage. I guess my "relationship" with Al goes back many, many years. Somewhere near the time I first joined the NRHS he approached me at a meeting to ask if my father was Edgar C. Ordway. I replied that he was. This occurred in the early nineties or maybe earlier. My dad passed away in 1976 and had retired from the S. P. in the mid sixties. The Southern Pacific had their northern div. offices in the office building facing pioneer sq. in downtown Portland. (have forgotten the building name). Dad retired as the S. P. Northern Div manager, freight and sales. Al Haij worked in my fathers office which covered the entire 7th floor of this building. (the Pacific Bldg.-- just remembered that name) Dad had the "corner office" and I have his name sign that was on his private office door as well as his desk name sign. On the day of his retirement the office held a party for him and Al took several photos. About 20 to 25 yrs. later when Al and I met at the NRHS meeting he said he would bring copies of these to me and he did !! Back about that time I would sometimes take mom to these meeting with me. She knew the Tom Greens, the McCready's as well as Al Haij and others from her days with dad and the Rose City Yacht club. Incidentally, I did see Marions obituary on the internet via a connection to the Columbian newspaper I watch frequently while away. We plan on being home again about late March or so. Thanks again, Dick Richard Ordway

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## **AWARDS PRESENTED AT BANQUET**

By Gerald Schuler

Two members were presented with Award pins and letters for 25 years continuous service from Larry Eastwood, Director Membership Awards. They were presented at the Chapters Annual Banquet March 13. The Members were Leonard Morgan and Kenneth Peters. Congratulations go to these two members. The 2003 Jack Holst Member of the Year award was also presented at the Banquet. This year the Award was given to past President George Hickok in absentia. Since he was unable to attend, it will be presented to him at a future Chapter meeting. George has spent many hours repairing and servicing our cars to make them ready for excursion service on the POTB RR. He has also made many trips to Tillamook to work on



our leased cars there. Sometimes this has even involved participation of family members. Because of his many hours of willing work to keep the cars functional the Chapter has gained a much needed source of income. This is only the second time in the Member of the Year program that it has been presented to a previous winner. Congratulations go to George on receiving this very deserved award.

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**My Father was an Engineer in the Salmonberry River canyon**  
correspondence from Bill White

My father, George White, 83 years young this year, was a railroad engineer most of his life. I have already ordered him and his lady friend 1st class tickets on the Salmonberry River Canyon trip in May.

During his railroad career, which included many years for the SP, running Japanese trains after WW-II and a chance to drive 4449 (Freedom Bi-centennial train in 1976), it also included running steam engines along the Salmonberry River Canyon for 8 years hauling mostly timber I believe during the late 30s and early 40s. I just got off the phone with him and he would love to provide his assistance anyway he could in making this Salmonberry River Canyon run the best ever.

He is extremely intellegent and I don't think he has ever forgotten anything in his life. He has lots of historical, first hand knowledge, of the Salmonberry River Canyon area railroads.

Just as an example or his railroad knowledge, about 4 years ago my father, my son, and myself made a trip to Washington DC. At the Smithsonian Railroad museum he was explaining to us the different things on the engines and the next thing we knew there was literally 20 people around listening and asking questions. This went on for about 2 hours. He loved every minute of it. And when we started to leave people were asking when the next lecture was and then were surprised when he told them that he didn't work for the Smithsonian. I think that if you gave my father a call, and possibly invite him to one of your PNWC meetings that he would definitely prove to be a great asset to your chapter. He lives in Gresham and when he worked for the SP he worked out of the Brooklyn yard.

Thank you,  
Bill White

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**PNWC-NRHS Membership meeting  
minutes March 19, 2004**

Chapter President Ron McCoy called the meeting to order and led the meeting attendees in the Pledge of Allegiance. Stefan Valian was introduced as a guest of Ralph Johnson, and Ron announced that Bill and Wendy Splane had recently joined the Chapter. The sad news of the passing of Chapter member Lloyd Zentner was made easier to bear by the fact that his widow Audrey will be continuing her membership in Lloyd's absence.

Leonard Morgan made a motion to approve the December and January minutes as published in the February Trainmaster, and the February minutes as published in the March Trainmaster. Ted Ahlberg seconded the motion, and the motion passed. Ron announced that Chapter Secretary Jim Long would be absent for the April and July membership meetings. Arlen Sheldrake has volunteered to record the April minutes, and Mark Moore volunteered later in the evening to take minutes at the July meeting. The secretary thanks them both.

Ron recapped the Annual Banquet held March 13, and expressed the Chapter's gratitude to Guest

Speaker Claudia Howells and banquet organizers Darel and Diana Mack. National Director Gerald Schuler presented the 2003 Jack Holst Award to George Hickok, who was not able to attend the banquet. George's many hours of work on the Chapter rolling stock, thousands of miles driving to and from the coast, and his skills as liaison between the Chapter and local railroads were invaluable in ensuring the Chapter's success in 2003. Also recognized were 25-year members Leonard Morgan and Ken Peters. Congratulations to all!

Ron also announced that voting would begin during the intermission to fill the board vacancies created by the resignation of Al Hall (whose term runs through 2005) and the death of Chuck Bukowsky (whose term runs through 2004). After some discussion about how the two positions would be filled, the candidates were announced as follows: George Hickok was running unopposed for Al Hall's position; Irv Ewing, Ralph Johnson, and write-in candidate Jean Hickok were running for Chuck Bukowsky's position. Thanks to Jim Loomis and Bill Hyde for preparing and tabulating the ballots.

The Oregon Electric Railway Historical Society has invited Chapter members to participate in a preview

run over the new Yellow Line from the Rose Quarter to the Expo Center and return on April 13. Space is limited, and a \$5 donation to the OERHS is suggested. Email Mark Kavanagh at kavanaghtransit@comcast.net if you are interested in attending. A \$5 donation to the OERHS is requested. At this writing, the train is scheduled to depart promptly at 5:30 pm from the Rose Quarter, and passengers must be at trainside no later than 5:20. Members without access to email should phone Ron at 503 / 244 - 4315 and Ron will email a request on your behalf.

George Hickok provided a glimpse of what members could expect to enjoy on the March 20th Rolling Stock Tour. He said the tour would be a rare chance to actually get inside the majority of the Chapter's rolling stock to see the work in progress and the amount of work which remains to be done. Many of the dual-pane windows in the 6800 have become fogged with condensation, and are awaiting replacement, with the May POTB excursion rapidly approaching. The RDCs are awaiting inspection prior to movement off of the NW Industrial spur where they currently sit. George opened the floor to questions, and lots of members got to ask about the current state of the Chapter's rolling stock. Kerrigan Gray asked about the future of the 3300. George said that after the May trip, it is planned that the 3300 will have its trucks removed for disassembly, inspection and repair. On a brighter note, the 6800's trucks have been found to be in better condition than previously thought, although the 6200 needs attention.

Ron announced that a generous donation from an anonymous party has been received to fund the replacement of the windows in the 6800. Volunteer labor is always welcome -- anyone who can operate a screwdriver is qualified!

Ken Peters gave a brief Treasurer's report noting that donations still are needed for the Maintenance of Way fund to pay our bill for moving the Jordan Spreader to the APMA grounds at Brooks, and for the upcoming movement of the flanger to the same site. As expected, the Chapter banquet broke even, taking in just enough to cover costs.

Darel Mack and Kerrigan Gray gave an Excursions update. The Mt. Hood is now full of first-class passengers, and a group of Scouts will be riding in coach, so space is beginning to fill. The number of cars in the consist is still flexible, though, so it's not

too late to purchase either first-class or coach tickets, but hurry while there's still time.

Volunteer help is still needed to inventory Chapter materials stored off-site in members' homes. Contact Ron, or Dave Van Sickle to get involved and spearhead this project.

Leonard Morgan spoke about the outstanding deeds performed by Washington Park & Zoo Railway station master Ben Harris in returning the WP&Z 4-4-0 steamer "Oregon" to service. Leonard made a motion that the Chapter fund a one-year membership in the NRHS and the Pacific NW Chapter for Mr. Harris. Ken Lantz seconded the motion and the motion passed. The Chapter thanks Mr. Harris for his work in preserving a locomotive which holds a unique place in the history of the Chapter and the State of Oregon. Show your support by riding the WP&Z soon. Springtime is a great time to tour the Oregon Zoo and visit Washington Park by train.

Ron announced the winner of the March "Unsung Hero" award, which recognizes the efforts of volunteers whose work often doesn't get the recognition it deserves. The March winner is John Willworth of the Chapter's Lending Library, who tirelessly hauls books, videos and other materials to (and from!) Chapter meetings for members to check out and enjoy. Any member who has a signed library lending agreement on file with the Chapter can check out a book from John's table and return it at the next month's meeting, or drop it by Room 1 on a Saturday when the room is staffed. Even members who don't check out materials benefit from browsing through the varied selections John brings to each month's meeting.

In other news....

The librarians on duty for March 20 were announced as Ted and Cora Ahlberg.

A work party of volunteers was assembled to help move books belonging to Louise Grande, widow of Walt Grande.

Ted Ahlberg auctioned off a Lionel display model of a 2-8-4 Berkshire #726, raising \$47.50 for the Maintenance of Way fund. Thanks to Bill McCready for donating this fine display piece. Judging from how nice the model looked, the winning bidder got a great deal!

The meeting adjourned at 9:03 and voting began for two positions on the Board of Directors. The winners were announced as Ralph Johnson (to serve through December 2004) and George Hickok (to



server through December 2005). The Chapter thanks all those who volunteered to run for these positions.

After enjoying yet another fine spread provided by Cora Ahlberg, members were treated to the second half of Glenn Laubaugh's look at the trains of Brazil, this time focusing primarily on steam and diesel operations. Many of the diesels were American designs at heart, but with clever modifications and engineering innovations to fit say, a GP-9 onto a frame suitable for meter-gauge rails. Lots of wood burning steamers also, a 2-8-2 at Rio Negrinho and coal fired 2-10-2 on the Teresa Christina line, which also used 2-6-6-2's at one time. Got varnish? Glenn showed pictures of streamlined passenger cars with gleaming wooden exteriors, planed, sanded and

varnished to an immaculate wood-tone finish. Members also got to see: meter-gauge Budd RDCs running past waterfalls and through the lush mountain forests between Curitiba and Paranaguá; perhaps the most high-tech shortline in the world at Vitoria a Minas, with in-cab signals and satellite tracking; and a look at the operations on the last remaining 8 miles from Sao João del Rei to Tiradentes that runs brightly-painted steam power (4-6-0, 2-8-0) over 30-inch gauge track, with rolling stock that would make the 30-inch gauge WP&Z look austere by comparison!

Respectfully submitted,  
Jim Long

#### Committee Chairs

**Activities:** Ron McCoy 503.244.4315  
**Archives:** Chuck McGaffey 503.223.2227  
**Meeting Programs:** Ralph Johnson 503.654.1930  
**Concessions:** Ted Ahlberg 503.579.2131  
**Car #76 Restoration:** Keith Fleschner, 503.632.0267  
**Excursions:** Kerrigan Gray 503.735.1206  
Darel Mack 503.723.3345  
**Car Host:** Darel Mack 503.723.3345  
**Finance:** See *Vice President*  
**Library:** Irv Ewen 503.232-2441  
**Membership:** Diana Mack, 503.723.3345  
**Museum:** Glenn Laubaugh, 503.655.5466  
**Public Relations:** Gerald Schuler, 503.285.7941  
**Memorial Funds:** Gerald Schuler, 503.285.7941  
**Rolling Stock:** vacant, contact Ron McCoy  
**Chief Mechanical Officer:**  
Peter Rodabaugh, 503.771.8545  
**Car Rental Agent:** Bob Jackson, 503.231.4808  
**Safety Officer:** Keith Fleschner 503.632.0267

#### Chapter Officers

**President:** Ron McCoy (04) 503.244.4315  
**Vice President:** David Van Sickle ('02, '03, '04) 503.297.3807  
**Treasurer:** Kenneth I. Peters ('04)  
**Secretary:** Jim Long ('03, '04) 503.313.7382  
**National Director:** Gerald Schuler 503.285.7941

#### Chapter Directors-at-Large

**Vacancy to be filled in upcoming election (finish out 04)**  
**Darel Mack** (02, 03, 04) 503.723-3345  
**Vacancy to be filled in upcoming election (finish out 2004,05)**  
**Bob Jackson** (03,04,05) 503.231.4808  
**Keith L Fleschner** (04, 05, 06) 503.632.0267  
**William D. Hyde** (04, 05, 06) 503.666.5530

#### NRHS Regional Vice President:

Gerald Shuler, 503.285.7941

#### Chapter Rep., Oregon Rail Heritage Foundation:

Arlen Sheldrake 503.223.7006

#### 2005 NRHS Convention Chair:

Arlen Sheldrake 503.223.7006



**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, except in cases where the article originated in a third party publication and special permission was given to the *Trainmaster* to print the article here. Please address contributions, correspondence, and exchange copies of newsletters to:

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Darel Mack (503) 723-3345

**T-M Deadline:** 20<sup>th</sup> of previous month on most months.

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 our Organization is available.**  
**\$35 total - \$15 for Chapter, \$20 for National**

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