

The

May
2005



Trainmaster

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



Pacific Northwest Chapter Timetable #514

Membership Meetings: May 20, June 17, 7:30 PM,
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

May Program: Jonathan A. Hutchison, Intercity Passenger Rail Coordinator for Oregon

If you know of any good program subjects for future call Ralph H. Johnson at 503-654-1930

Board of Directors Meetings: May 12, June 9, Room 208, Union Station, 7:30 PM

Lending Library: May 21 & 28, June 18 & 25, 1:30 to 4 pm, check-out subject to **loan agreement**.

Notable Non-Chapter Events:

Safety Faire featuring SP&S 700, May 14, Salem Riverfront Park, see page 2

GorgeRail 2005, May 20-22, The Dalles, Oregon. Information at www.gorgerail.com or phone 360-696-0320 or e-mail ahockley@gmail.com

Portland Rose Festival Model Railroad Show, June 10-11, noon to 8 PM, Columbia Gorge Model RR Club, 2505 N. Vancouver Avenue, Adults \$4, kids 3 to 11 \$2. 503.288.7246 or www.cgmrc.com

Annual Cruisin' Sherwood, SP 4449 on static display plus 650+ cool autos, June 11, 15th, Sherwood.

Mt. Hood Railroad Thomas the Tank Engine Visit June 25th to July 3

Day Out With Thomas, July 8-10 & 15-17, Northwest Railway Museum, Snoqualmie, Washington. 423-888-3030 or www.trainmuseum.org



On October 28, 1957, a 7x10 steam donkey is seen working at the log dump near Independence, Oregon on the Valley & Siletz Railroad. Salem Public Library, Ben Maxwell collection

Corrections for the April Issue:

Arlen Sheldrake sends us a note that the Astoria Line does, in fact, have a tunnel on it. The *Final Season* article incorrectly states that there is no tunnel.

James Hall sends us a note that there are at least two drover's cabooses preserved at museums in California. The *1880 Train* article in last month's *Trainmaster* incorrectly stated that there are only two preserved, period. The incorrect information came from an article in the March-April 2005 *Deadwood Magazine* (Black Hills, South Dakota Magazine). See page 5 for details.

SP&S 700 TO STEAM INTO DOWNTOWN SALEM

Most of this information came from an e-mail message from Arlen Sheldrake, but a near-duplicate is found on the Pacific Railroad Preservation Association web site at <http://www.sps700.org>

Salem, OR -- It's not often Downtown Salem gets a visitor quite as large or as historically significant as the Spokane, Portland & Seattle (SP&S) 700. On May 14th, this behemoth of transportation expertise will come to the Capitol city towing a vintage lounge car called the "Plum Creek", owned and operated by the group responsible for the SP&S 700 and pulling a vintage privately owned caboose. It will make quite a sight as it backs into the siding along side Salem's Riverfront Park and A.C. Gilbert's Discovery Village. On hand will be the Salem Senateaires and perhaps thousands of local railfans.

This giant engine is heavier than a Boeing 747 weighing in at a not-so-trim 879,700 pounds. It stretches its long, sleek black body over 110 feet in length. Built in 1938, it can pull over 1,000 passengers or 2,000 tons of freight. When it was built, it brought the latest technology to the Pacific Northwest. The 700 is one of 1,400 surviving steam locomotives in the United States and Canada and is the third largest operational steam locomotive in North America.

In an effort coordinated by the Salem Downtown Association, whose marketing director, Valerie Sovern, is a railroad enthusiast, the event will bring together a host of partners to offer the community an educational "Safety Faire". Using a grant from South Salem's WalMart store and SDA/City of Salem grant funding, Sovern has coordinated the visit of the SP&S 700 with Portland & Western management for track use. Volunteers with the PRPA (Pacific Railroad Preservation Association), the group who maintains the engine, are coordinating the train's transit, supplying the crew and expertise for the event. D.C. Gilbert's Discovery Village will play host to ODOT's Operation Lifesaver coordinated state wide by Claudia Howells. The City of Salem Fire Department will be on hand to offer safety tips. A highlight of the Fire Department efforts will be the filling of the engine's tender by their tanker and hoses.

Below is an outline of the agenda for the May 14, 2005 "Safety Faire". While visitors will be allowed close-up views of the train, there will be no vehicle stopping or pedestrian access allowed on the highway offramp from West Salem to Front Street. Parking along Front Street will also be prohibited. Normal rail traffic on the Portland & Western line will take place during Saturday's Safety Faire. Vehicle parking will be available in both the North and South lots of Riverfront Park and also at the three Downtown Parkades.

May 14th:

6am (appx.)**** The SP&S 700, pulling the Plum Creek car and a privately owned caboose will leave Brooklyn Yard (Portland) and proceed south to Salem.

11am (appx.)* The train arrives in Salem and will pull into the siding adjacent to Salem's Riverfront Park and D.C. Gilbert's Discovery Village.

11am-4pm**** The event organizers will host a "Safety Faire" which will educate the public (specifically children) in rail safety and fire safety.

6-8pm The event organizers will host a private party aboard the Plum Creek for sponsor recognition and fund raising efforts.

Sunday, May 15th

AM -- The SP&S 700 will move to the mainline and return to Brooklyn Yard.

For more information on the event, contact Valerie Sovern, SDA Marketing Director (503) 371-4000 or email Jim Vanderbeck, PRPA at: James.R.Vanderbeck@state.or.us

Oporto, Portugal Tram STCP #210 has been donated to the Oregon Electric Railway Museum. Now, comes the hard part: raising the funds to move this car from Oporto to Oregon. The tram lines in Oporto remained in operation long enough to become preserved lines: short routes 18 and 1E continue to use 19 traditional cars in 1950s colors, down from 193 cars and 21 routes in the 1950s. Those interested in the project of bringing this car to Oregon should contact the Oregon Electric Railway Museum, 3995 Brooklake Road NE., Brooks, Oregon 97303 www.oregonelectricrailway.org

Customer Service by Arlen L. Sheldrake

When it comes to customer service, the potential Convention attendees should be raving about the services being provided by members of the Chapter's Convention Planning Team. Just a few of the many examples:

1) A NRHS member from the United Kingdom (England) pre-registered and was all set to receive his Registration packet in the UK. The timeline for the mailing got firmed up and guess what, this NRHS member would be in Cumberland Maryland attending the NRHS Board meeting at the same time the packet would arrive at his home. Since he didn't want to delay his event order, he asked for help. To the rescue came George Hickok and Gerald & Olive Schuler. George arranged for another packet to be delivered to Gerald & Olive before they boarded the Empire Builder (bus to Spokane) on their way to the National Board meeting. Gerald is the Chapter's National Director and also our Regional Vice President. While in Cumberland the UK NRHS member received his hand delivered Registration packet and mailed in his event orders before returning home.

2) Another NRHS member indicated that he would be driving a U-Haul truck from the east coast to his new home in Beaverton Oregon during the packet mailing but the Beaverton address wasn't yet activated and wondered if there was a way to get his Registration packet. To the rescue came Kimberly Hickok who drove by his new apartment at least daily and sometimes twice a day to see if the fellow had yet arrived, when activity was found Kimberly asked if they knew the soon to be arriving fellow and yes the packet got to him.

3) After waiting 8 days for the receipt of his Registration packet, a NRHS member messaged that it must be lost in the mail and that it wasn't uncommon for things to get miss-directed at his post office. To the rescue came George Hickok with an expedited/delivery receipt requested mailing of a second packet.

4) A Chapter member indicated that during the Registration packet mailing period he would be on the east coast, a second packet was mailed to his temporary address and he was able to expedite his event orders.

I mention these examples to give you a flavor of the "opportunities" that abound from what on the surface seems like a very simple process. Simple quickly turns into complicated when one deals with all the variations that can develop when dealing with 1,100+ humans and their many varied personal situations. These examples also reflect very positively on the priority many people give to their railroad and railroad history interest. Having people like George Hickok and Gerald & Olive Schuler who consider providing excellent customer service to be the norm makes this excellent service a reality. Their attitude is: *what can we do to help our client.*

This is the same service attitude that all volunteers will carry into the Convention while delivering services to our Convention attendee clients. In addition to some great event venues our Convention attendees will go home with memories of receiving excellent customer services while attending the *Go By Train 2005* NRHS Convention hosted by the members of the Pacific Northwest Chapter. Yes, people make the difference!

Go By Train 2005 Update by Arlen L. Sheldrake

If you haven't yet registered for the *Go By Train 2005* NRHS convention in Portland July 5-9, time is quickly running out. Requests for convention registration packets are still being taken until June 1st by sending your request to one of the following:

- Enter information on our Web site: www.nrhs2005.com.
- Postal mail: *Go By Train 2005*, PO Box 6212, Aloha OR 97007-0212 USA.
- E-Mail: nrhs2005@msn.com

Registrations and event orders must be submitted by June 1st or you may take the chance that tickets will be available and register at the Lloyd Center DoubleTree Hotel convention registration desk beginning at noon on July 4th.

If you have already volunteered to help during the Convention, thank you. Keith Fleschner has agreed to be our Volunteer Coordinator and has been working with the Convention Event Managers to get the volunteer needs identified. Very soon Keith will begin the process of contacting volunteers to fill the many needed volunteer positions. Our volunteer needs begin on Sunday July 3rd as we stuff the registrant *goodie* tote bags so even if you can't join us during your work week, our volunteer opportunities abound on both July 3rd and

the 4th. Contact Keith at 503.632.0267 or keithfleschner@msn.com to get on our volunteer list. Remember, there is something to do for every helping hand.

Darel Mack, our Car Host Manager, is busy putting together the orientation and training program which will again include Medic/First Aid training for all Car Hosts.

As this article is being written on April 17th, registrations and event orders have been coming in quite heavily for the last two weeks. As reported to the April 15th Membership meeting, packets to all 1,049 paid pre-registrants (225 pounds) were delivered in daily waves by the "Hickok Family Mailing Services" to the main Portland Post Office during the week of March 27th. The daily waves were designed to get deliveries close to the same date for all pre-registrants. The packets were over 3 ounces each and included the Registration Booklet, cover letter, hotel reservation form, ticket order form, a special needs form, and a stamped pre-addressed return envelope. Both the cover letter and the event order form were custom printed with the pre-registrants name and address information. While I will admit to some bias, I believe we sent out an outstanding packet (both looking and in content) to our fellow NRHS members in 49 of the 50 states (no one pre-registered from Rhode Island) and 10 foreign countries.

Again I would like to thank our Oregon Rail Heritage Foundation organization partners for their continued outstanding help with this Convention. Special thanks to the volunteers with the Pacific Railroad Preservation Association, Friends of SP 4449 and Northwest Rail Museum. Some specific individuals: Jim Vanderbeck, Doyle McCormack, and Ed Immel. These organizations and individuals have really embraced the goal of putting on a Portland Convention show that will go down as one of the great events in attendee and volunteer memories.

Commuter Rail Update by Arlen Sheldrakeate

TriMet's Washington County Commuter Rail Project running between Beaverton and Wilsonville while delayed from the original timeline is still progressing.

Current project timeline: Winter 2005 = Full funding grant agreement; 2006 = Construction begins; 2008 = Service begins. Apparently Colorado Railcar won the Fall 2004 RFP competition since the TriMet web site says that they are working with Colorado Railcar to "design and build the vehicles" (self-propelled diesel train cars - DMU).

The 14.7-mile line will share train tracks with the Portland & Western Railroad and serve five stations: Beaverton, Washington Square, Tigard, Tualatin and Wilsonville. A short section of new track will be constructed in Lombard Avenue between Farmington Road and the Beaverton Transit Center. Connections at the Beaverton TC include 11 bus lines and the MAX light rail Red and Blue lines. Average daily ridership is estimated between 3,000 and 4,000 trips by 2020 with half of the riders new to transit.

The \$103.5 million project will be funded by: \$51.75 million in federal funding, \$35 million from state lottery bond proceeds, \$10.25 million from the Metro Transportation Improvement Program, and \$6.5 million from local cities and Washington County. TriMet and Washington County will contribute a total of \$4.1 million toward annual operating costs.

This will be Oregon's first Commuter rail operation. *Information extracted from TriMet's web site 2/7/2005.*

Union Station Repairs

The City of Portland has received a \$1.2 million grant from the Oregon Department of Transportation's Transportation Enhancement Program for work at Portland's historic Union Station. The goals of the project are to address immediate problems associated with water infiltration and protection of the building's historic fabric. The State Historic Preservation Office will act in an advisory capacity.

The 2000 Facility Assessment and Seismic Work Plan report prepared by Degenkolb Engineers hired by the City identified some \$20 million of needed architectural, structural, geotechnical, electrical, and mechanical improvements. This project will implement a small part of the work identified in this report.

The specific tasks expected to be completed by this project are:

- Replace the low slope roof diaphragm at the baggage area and at Wilf's restaurant.
- Replace the low slope roof at the shop area and at Wilf's restaurant.
- Replace the flat roof over the baggage area and at Wilf's restaurant.

- Provide stone patching and preservation of the exterior masonry at the exterior walls, clock tower, and chimneys as needed. Repair loose balustrades at the tower balcony.
- Repair existing historic doors and provide new historically sensitive replacements.
- Repair interior finishes at public spaces as needed including travertine, terrazzo flooring, plaster, carpentry, door, and paint repairs.
- Anchor marble veneers over two window locations at main concourse.

Portland's Union Station is owned by the Portland Development Commission and is managed by the City of Portland. It has been in continuous use as a passenger terminal since its construction in 1896 and has not received a major renovation since 1930. It is the oldest major passenger terminal on the West Coast and the oldest of the grand "Union" stations west of St. Louis. The Station is on the National Register of Historic Places and is one of the most important historic structures in the city and the state.

The timelines for this project:

- Design phase completed by the end of 2005.
- Bidding February-March 2006.
- Construction begins April-May 2006.
- Project completed end of 2006.

In case you are wondering what the construction staging is all about at the Fire Station just southeast of Union Station, it is the contractor's construction equipment for the cosmetic street improvements on 3rd Avenue.

By Tom Dethloff, Union Station Building Superintendent & Arlen Sheldrake; April 6, 2005.

Preserved Drovers Cabooses? By Glenn Laubaugh

In the April issue, there was an article about the 1880s Train in South Dakota, its locomotive used in a TV mini-series / movie, and noting that the locomotive used was not the ex-Peninsula Terminal locomotive this popular tourist railroad has in its collection. That same article mentioned that there were only two drovers cabooses preserved. This information originated from the in the it was reported that there were only two drovers cabooses that had been preserved. This information was obtained from the March-April 2005 issue of Deadwood Magazine. This article is available on the web at:

http://www.deadwoodmagazine.com/1880_mar05.htm

With regard to the drover's caboose, the article states that the Black Hills Central's drover's caboose "...is one of two still in existence and the only one currently in use. The other one is in a museum, according to Meg Warder, 1880 Train president and general manager."

Apparently there are more than two still around, though. We received a message from Jim Hall, stating that he knows of at least two that are preserved in southern California alone:

Ex-ATSF #918, a 40 foot car built in 1929 from scrap materials (#917 and 918), donated to the Orange Empire Railway Museum in 1969. Jim reports that "I was a member of OERM for 17 years and was inside the D918 many times. It is actually a converted boxcar that is half padded seats and half steel bunkbeds."

Ex-ATSF #932, a 41 foot car built in 1931 and donated to the city of Barstow in 1970.

His source for historic information on these cars came from the book *Coach, Cabbage & Caboose – Santa Fe Mixed Train* by John B. McCall, Kachina Press, 1979.

PNWC-NRHS

Membership meeting minutes

April 15, 2005

Chapter President Ron McCoy called the meeting to order at 7:35, and welcomed guests Leo Wayman and Steven Cougan, along with new members Jim Churchill, Al Baker, Jim Price, Max Mayer. Ron recognized the names of three more new members: John Dudley, Jimmy Sparrowgrove, and Nicholas White.

Leonard Morgan made a motion to approve the minutes of the February 2005 membership meetings, as published in the April Trainmaster. Kerrigan Gray seconded the motion, and the motion passed.

Ron announced that the Chapter has completed a re-keying project.

George Hickok as devised a lock keying system which will both improve security and reduce the number of keys needed to access Chapter facilities.

Members who have keys which they no longer require are urged to turn them in to George or Dave Van Sickle to claim their \$10 key deposit.

Convention Chair Arlen Sheldrake gave an update on the 2005 National Convention, and distributed copies of the report prepared by George Hickok for the recent National Board of Directors meeting in Cumberland, Maryland. 1,049 registration packets weighing a total of 225 pounds were mailed to 49 of the United States and several foreign countries. Arlen commented on a nice ad promoting the convention, which National placed in the magazine "True West." Ron thanked Arlen for the update, and also for the many articles he continues to produce for publication in *The Trainmaster*.

Treasurer Ken Peters gave a brief report, saying that the recent Annual Banquet basically broke even, and that some membership dues are still outstanding. Be sure to renew if you plan to join in the fun for the convention, and several other activities and events planned for the coming months.

Keith Fleschner said the Rolling Stock committee will be holding a work party on April 16 to jack up the 6200 to remove the car's axles for shipping to Tacoma to be turned. This work is on a tight timeline to be completed in time to have the 6200 available for the Port of Tillamook Bay excursion during the convention. It was also announced that convention car hosts will be undergoing a Red Cross-certified CPR and First Aid training program. The Chapter has funded Keith Fleschner's training to become a certified instructor, to save on individual training costs for each car host.

June 18 and 19 the US Forest Service is hosting an event at Multnomah Falls they're calling "The Columbia Gorge History of Transportation." On display will be vintage cars, trucks, and the Chapter's replica "observation platform," where Chapter volunteers will talk with the public about the rail history of the Columbia Gorge. All Chapter members are encouraged to volunteer or to just come out and enjoy a day at Multnomah Falls. Contact Al Hall at 503-699-5042 to get involved.

Ron gave an update on his planned day trip to Seattle. The trip has been set for May 14th, and will begin

with a trip to Seattle on Amtrak Cascades train 500, followed by a hosted tour of unique Seattle attractions (waterfront streetcar, monorail, electric bus tunnel, and more), and concluding with a return trip on train 509.

Both of these trains travel through Eugene, so members anywhere between Eugene and Seattle can participate. This event is open to non-members as well, and those who want to explore Seattle on their own are also welcome to join us just for the train ride. Contact Ron at 503-244-4315 for details.

National Director Gerald Schuler gave a short report on his trip to Cumberland, Maryland for the National Board of Directors meeting. He said that George's convention report received numerous compliments at the meeting. He also encouraged all Chapter members to attend the National membership meeting on July 8th during the convention. Some important membership issues will be voted on at that time. Any NRHS member may attend the National membership meeting without having to register for the convention. There is no charge to attend.

Ron presented the "Unsung Hero" award for April 2005 to Bob McCoy of Olympia, Washington. Bob has donated his professional skills and time to provide financial audits for the Chapter for the past three years, and will also be auditing the Convention. This is a much-appreciated service, which the Chapter is legally obligated to undergo. Bob's volunteer efforts have been of great benefit to the Chapter.

In other news:

John Willworth had another great selection of videos available for members to check out: Feather River, the Mojave Sub, Cumbres & Toltec, and many others.

Joe Mayer is wrapping up the editing of a DVD recording of the Chapter's annual banquet last March 12.

Artist Leo Wayman announced he will have an exhibition during the Pearl District's First Thursday event on the evening of June 2nd at Bonnie Kahn's Western Art Gallery, 1524 NW 23rd Avenue, Suite 2. Leo describes himself as not quite a traditional

railroad artist, but one who uses railroad scenes and themes in some of his work.

Jan Zwerts said that Portland-area garden railway operators will have an open-house tour on July 9th, where G-scale railways at various locations will be open for viewing.

Bill Hyde had more copies of old trip guides available, as well as a small brochure on the Ballard Terminal Railroad in the Seattle and Puyallup areas, and the excellent new "All Aboard" bulletin produced by the Passenger Rail Division of the Oregon Department of Transportation. The trip guides are interesting just for their historical notes about stations

along the many rail routes throughout the region. Some guides also contain old maps and timetables.

The meeting adjourned at 8:26 and after enjoying Cora Jackson's refreshments, members got to view an excellent video documentary produced by Ray Summers entitled "Tracks in Time." This video gave a detailed look into the the history of Southern Pacific operations at Brooklyn Yard and south, along with the modern-day tenants at the roundhouse, namely the SP 4449, SP&S 700, and OR&N 197. The video included an extensive segment on the metalwork and pipefitting that went in to the restoration of the SP&S 700.

Respectfully submitted,
Jim Long

Chapter Officers

President: Ron McCoy (04, 05) 503.244.4315
Vice President: David Van Sickle ('04, '05) 503.297.3807
Treasurer: Kenneth I. Peters ('04, '05)
Secretary: Jim Long ('03, '04, '05) 503.313.7382
National Director: Gerald Schuler 503. 285.7941

Chapter Directors-at-Large

Ralph Johnson (05, 06, 07) 503.654.1930
Arlen Sheldrake (05, 06, 07) 503.223.7006
George Hickok (finish out term for 2004,05) 503.649-5762
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

Committee Chairs

Activities: Darel Mack 503.723.3345
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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
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T-M Deadline: 20th of previous month on most months.

Membership in our Organization is available to anyone with an interest in railroad history. Rates are: \$35 total - \$15 for Chapter, \$20 for National

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.

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!!! Car & Bus Hosts Needed !!!

The Convention is coming and there will be an increased need for more car and bus hosts. If you are able, please contact Darel Mack at 503-723-3345. Here is your chance to do a little work, ride some great trips, and have lots of fun!!

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