

The



Trainmaster

December,
1998

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



December/January Meetings:

Board of Directors Meetings:

December 10 and January 7, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

December 18 and January 15, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Mailbag



Information on Forest Products equipment

To the editor:

We are attempting to compile a comprehensive list of all surviving railroad machinery used in the Douglas fir forest products industry. We want a complete, up-to-date history of each surviving locomotive and car. Our hope is that the published list will describe all of the machinery resources available for those interested in creating Pacific coast industrial and railroad museums. As the area covered is quite large, we could use a good deal of help.

Our list has 1/3 the number of internal combustion locomotives as steam locomotives, and the former have required twice the work to acquire histories. I was shocked to discover that our list of surviving cars from the Douglas fir industry has grown to nearly 2000. The documentation and mention in the literature of cars is far less comprehensive than locomotives.

In Oregon our principal source is the article in the Short Line from April, 1985. We would appreciate hearing from anyone interested in helping to update and correct our listings.

John Boykin, johncb@u.washington.edu

John Taubeneck, jtaub@juno.com

4212 Pasadena PI NE #3, Seattle, WA 98105.

New Western Railroad Magazine to Start

I am the publisher of the West's newest rail magazine. We will begin publication with the January 1999 issue.

I am after a couple of things from you. My magazine will be geared for railfans from Texarkana and Omaha west, and we are looking for subscriptions. Would you be able to mention that we exist in your publication for October, November, or December and also mention that I will send a trial issue free to anyone who mentions that they heard about me from you?

Additionally, I would like to send your organization one subscription in return for receiving your publication and being able to quote from it as a news source, with proper credit given.

One final thing I am looking for is a news monitor in your area. This would be someone who would send me news from local newspapers. This person would [receive] the Western Rail Gazette as long as he is sending me information. He would have to write to me before starting at the address [below], Dept. N, so I can coordinate coverage.

I am trying to make this the best magazine in the west, and [I] need a little help to get going. I appreciate your attention to these matters, and hope to hear from you soon.

Jerry Schwengel, Editor

Western Rail Gazete

PO Box 544

Los Alamos, NM 87544-0544

(P.S. - of all the chapters and businesses I've contacted, you guys have the classiest address!)

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

From The Wire

("ALL THE NEWS THAT'S PRINTED TO FIT")

Portland & Western, Willamette & Pacific

Danny Lee Harnandez, 35, a Willamette & Pacific car inspector, died on-duty October 13th in a two vehicle collision near Monmouth.

The financial picture for the W&P and P&W railroads has been very positive. Third-quarter gross revenue exceeded forecast by 9%. Operating income was 10.2% above projections.

About 11:30 pm September 19th, the eastward Linnton Turn on the United Railways District was slowing as it entered the curve leading to the portal of the Tunnel No. 1, start of the 15 MPH descent down Cornelius Pass. As the train passed over Rock Creek Road it encountered 20 or so automobiles parked near the crossing. Shortly thereafter, Engineer Lynn Underhill, Conductor Jeremiah Dill, and Trainman Richard Crete observed two girls waving their arms as they ran toward the engine yelling something. After stopping the train, the crew was advised that there were people and a bon fire in the tunnel. Pulling up to the portal for a second stop, the crew used fire extinguishers in an unsuccessful attempt to douse the fire that was approximately six feet high, eight to 10 ties in depth, and was the width of the track. Fire and sheriff's departments were called. Deputies contacted 19 teenagers at the scene and cited most of them for curfew violations or for being minors in possession of alcohol. P&W is pressing Washington County authorities to also charge all participants with criminal trespass. If the fire builders can be identified, the P&W has requested filing of Class C felony charges under Oregon law prohibiting interference with and damage to a railroad. The train was delayed 2 1/2 hours.

John A. (Jack) Stolarczyk, a veteran of more than 25 years with Consolidated Rail Corporation (Conrail) and predecessor Penn Central Railroad, has been selected by Genessee & Wyoming as head of safety.

The new safety handbook for Willamette & Pacific and Portland & Western railroads is being distributed to all employees. Individual

departments plan safety meetings to discuss adoption of the new rules and help further knowledge and understanding of their application. In operating safe railroads, the most important safety tool we have is each [employee]. In that regard, I believe safety is more a state of mind and attitude than anything else. It is life-as-we-expect-it-to-be rather than some glitzy stuff we can hold in our hands. There is no substitute for knowledge and application of safe work practices, and vigilance in all that we do at work and at home.

[The acting TM editor would like to point out that, while this is addressed to the railroads' employees, it should be taken to include those of us who work as staffing volunteers on any passenger trains that the chapter may operate over the Portland & Western or the Willamette & Pacific.]

At a corporate budget meeting in Philadelphia, GWI regional managers received a presentation from John A. (Jack) Stolarczyk and formulated the following company safety policy:

GWIS SAFETY POLICY

- Safety is priority one in our work and in our life.
- All injuries can be prevented.
- Management is committed to provide a safe work environment.
- All employees are responsible for maintaining a safe work environment and for preventing personal injuries.
- Compliance with safety policy and procedures is a condition of employment.

Portland & Western operated 22 shuttle trains between Wilsonville, Tualatin, Tigard and Beaverton Creek light rail station the weekend of September 12-13. The three-car commutes, sponsored by the Washington County Commuter Rail steering committee and Oregon's Department of Transportation, ran on time both days and carried 5,996 passengers as tallied by "official" count at Beaverton Creek. Special thanks are in order for Pat Duling and Tom Matlock who orchestrated the free service both days, and John Smeltzer and R.W. Melbo who perfected

the running times on Saturday. On Sunday, Dave Farrell and Bruce Carswell helped Pat and Tom. The Pacific Northwest Chapter of the National Railway Historical Society provided coaches and volunteer to staff them, and the Cities of Wilsonville, Tualatin, Tigard, and Beaverton provided volunteers aboard trains and at stations to distribute information about the on-going study of proposed year 2000 commuter service over the 18 mile route.

As of September 24, heavy grading for Morse Brothers' new spur between Hopmere and Reed Pit was nearly complete, with actual track grading scheduled to start soon afterward. Two test shipments of rock in beat-up coal hoppers from Deer Island on the Astoria Line to Lakeside Industries, Hillsboro were less than stellar. While a car of one-inch minus material dumped okay, a carload of half-inch minus rock, which contained lots of "fines," didn't. The demonstration indicates that Morse' rock will require cars with steeper slope sheets to be effectively transported by rail.

- Provided by Bob Melbo, P&W / W&P

Amtrak Movements

The small fleet of Amtrak West's Amfleet cars has mostly migrated to the Pacific Northwest, where the cars will once again equip Seattle Seahawks' special trains between Portland and Seattle. Two Amcafes, seven standard Amcoaches and four ADA Amcoaches are up there, while two other Amcafes remain on the San Diegans. On the San Diego trains, an additional round-trip has been added, and the existing eight consists have been re-arranged to cover the runs. Two California car and six Horizon/Amfleet consists are required, plus spares.

Amtrak has experienced some problems with the shock absorbers recently fitted to many of its express box cars. A fix has been developed, but until each car has been retrofitted, speed limits for trains hauling empty express box cars have been reduced, a rather unfortunate development as the heavy holiday travel season approaches.

Assembly of Amtrak's new high-speed trainsets is being split between LaPocatiere, Quebec (initial assembly), Barre, VT (cars) and Plattsburgh, NY (locomotives and power units). Testing of the prototype trainset is expected to begin at Pueblo, CO by year's end, with acceptance of the first trainset expected in about one year (and all 20 trainsets on line by the fall of 2000). The 15 new high-horsepower electric locomotives should arrive concurrently.

While the equipment and the supporting servicing facilities are under construction, plans are moving forward with employee training. Here's how it's to work:

- Labor and management teams develop assessment tests for each craft.
- Employees who wish to take this test, and if they qualify, will be placed on the high-speed roster in seniority order.
- Those who do not pass will receive additional training and another chance to pass the test.
- When jobs become available, they'll be advertised and filled on a seniority basis.
- When awarded a position, each employee will go to an appropriate technical training class which they must also pass to remain in the high-speed rail program (Re-tests will again be available.).

- From the November, 1998 "On the Scene", a regular column by El Simon, in the *Cinders*, the newsletter of the Philadelphia Chapter, NRHS

Last SP Steam Run, 40 Years Ago

Excursion changes happened fast in the fall of 1958. With the news that the Southern Pacific was retiring all steamers, Cal-Nevada found themselves short-dated on their projected trip to Gerber. Joining with the Pacific Coast Chapter, Railway & Locomotive Historical Society, they chose to operate Southern Pacific 4-8-4 No. 4460 twice more before its final deadline of October 25, 1958.

The first trip was scheduled for October 12, 1958 between San Francisco and Fresno. The second and last steam excursion was held Saturday and Sunday, October 18-19, between

Oakland and Reno. Riders participated in the dedication ceremonies for Cab-Forward 4-8-8-2 No. 4294, SP's last new steam locomotive to be placed in service. The ceremony was held at the Sacramento SP depot on the return trip and was a fitting end to Southern Pacific's 103 year steam locomotive era.

- Wade Frasch, Central Coast Chapter, NRHS chapter historian, in the October *Ferroequinologist*, that chapter's newsletter.

Vermont railroad Documents Gifted, Saved

The large collection of Vermont railroad documents, salvaged from the State of

Vermont by the late Champlian Valley Chapter, NRHS member Stearns Jenkins, has been gifted to the University of Vermont Bailey-Howe Library Special Collections department. Gerry Fox has contracted to inventory the collection. Chapter members and railfans may breathe a sigh of relief that these precious records have been saved by Stearns, and directed to the prestigious archives at UVM for cataloging and examination.

- From the October, 1998 *Shortline*, the newsletter of the Champlian Valley Chapter, NRHS.

FALL BOARD OF DIRECTORS MEETING, KANSAS CITY, KANSAS

NOVEMBER 6 - 8, 1998, by Chapter National Director Gerald Schuler

The meeting was called to order by President Greg Molloy. He explained that due to scheduling problems beyond his control, the normal pre-Board meeting could not be held. He called for the opening prayer to be given by Rev. Howard Walker. Bruce Hodges, Secretary, explained the sign in procedure by the delegates and alternates for the Roll Call. Minutes of the previous board meeting in Syracuse July 10 were approved as mailed. Election of Officers and Regional Vice Presidents was conducted. President Molloy declared the Eastern Regional Vice Presidents position as vacant due to the sudden death of Bill Mathews. The Website work he had done will continue. The position will be filled during the normal election procedure. Then President Molloy made some Presidential appointments and re-appointments that will be listed in the minutes.

Next President Molloy gave his society report. He gave thanks to the Kansas City Chapter for all their hard work and efforts to make this Board meeting a success. He also thanked the Board for their confidence in him as President for another year. NRHS is an organization with some depth that has many dedicated volunteers handling delegated responsibilities. Therefore we can get much work done by those who are thoughtfully assigned considering the abilities and personalities of the individuals. He has had to deal with some problems involving

personality clashes that divert the Society efforts from their goals. We must keep our efforts on the results instead of the process, and constructively manage our differences. He is looking forward to working together with all members in the year ahead.

During the National Officers Reports, Lee Dietrich presented Warren Olt, National Director, Baltimore Chapter with a 50 yr. Membership Certificate and Gold pin. Then he presented Dave Ackerman, past Society Secretary, with a 25 year Certificate and pin. Next Larry Eastwood told about the main office activities and the large number of historical research requests they are receiving. In Bulletin #5 soon to be sent out he mentioned several new books that are being offered at a discount. He also mentioned the Lancaster Chapter has a program for memorial funds to be donated to the Chapter. Terry Holdeman, VP for Public Relations, was introduced by Greg Molloy. He has assumed the responsibility of publishing the Newsletter with bigger and better things to come. He has also started publishing an Associates Newsletter, to be published 4 times per year. Bob Heavenrich gave the financial report in the absence of Dick Billings. He mentioned the Society is trying to keep as much money as possible in interest bearing accounts. The work continues with the careful expenditure of funds. Greg Molloy mentioned the Society has received a bequest of \$25,000 from the George

White foundation which is not reflected in the current report. Frank Tatnall, Bulletin Editor mentioned that Bulletin #5 is now in the mail. It contains several articles and pictures about the advent of the Diesel passenger trains. He appealed for more articles to be submitted, especially from the West. Bulletin #6, now being worked on, will have an article about the Santa Fe Red Ball freight service. The Bulletin is operating well within its budget. Chapter Annual Reports to be published in #3 will be due February 28. Convention Reports will probably be in issue #1. Next, Martin Swan, director of Emblem Sales was introduced. He mentioned that sales have exceeded \$2,000. An order of Polo Shirts with the NRHS emblem over the left pocket has been submitted, but the shipment did not arrive in time for this meeting. The discount for ten or more items will be discontinued on December 31. Director of Chapter Development, Bill Cude, reported that there are presently no new Chapter Charter requests. Tom Moss then gave a synopsis of the Regional Vice Presidents meeting. He mentioned they are the oversight group over the Chapters, and are the liason between the National Directors and the National Office. If there is a problem, the National Director should inform the Regional VP. He commended Frank Tatnall for publishing a good looking Bulletin and appealed for more submissions by members. The Chapter Operations Manual hopefully will have a new draft by the Spring Board meeting. They made some suggestions for changes in management of the Historic Grants program. The Convention Planning Manual is being worked on by Judy Calvert. Lynn Burshtin's Office Managers report. As we approach the dues renewal season, requests for help from the National office may take a little longer to obtain an answer. Chapters are asked to please keep a watch on membership records and notify the Philadelphia office immediately upon the death of a member, or other Chapter member changes. There is a form for such notification. Greg Molloy had asked several months ago for any suggestions in changes in timekeeping of BOD meetings. There were too

few responses to indicate a trend, so he was asking again for any ideas.

Bob Pinsky gave a report on the Rail Camp, which was held at Steamtown last July 25-31. They were hoping to develop a new generation of rail preservationists and historians. This was a joint project between NRHS and the National Park Service. The NPS involvement was far beyond the Committee's expectations for help. There were 19 young students. Tuition was approximately \$500 per person. A complete financial report of the Camp will be included with the minutes of this meeting. Plans are proceeding for another Rail Camp in 1999. Contacts are being made to obtain outside funding for this Camp. He asked for a show of hands from Chapters which were considering sponsoring students for the next Camp. He showed some slides of last summers training sessions. Pinsky continued with a report about the Headquarters Search project. Several possible locations have been researched, with no final decision being made yet. Then Greg Molloy gave a report on the results of an Associate Member Survey, with a possible dues increase to fund an Associates Newsletter. The first Newsletter has been sent out with a lead article about the survey.

Under Old Business, John Fiorilla reported on the status of the Alco Historic Photo project with the Mohawk and Hudson Chapter. The Society approved turning the responsibility for this project over to the Chapter. The next item was the request from the Lancaster Chapter to withdraw their offer to host the year 2000 Convention. The agreement to initially accept their offer was rescinded. Under New Business, the first item was the 1999 Budget which had been distributed in delegate packets for study. The motion to adopt this budget was passed. Thanks were given by Joe Heffron to the Committee for their work on preparing the budget. A second New Business item was the saving and preservation of the Hagerstown, Maryland Roundhouse. A report on this was given by John Fiorilla.

Under Convention reports, Judy Calvert reported that a Convention Manual is being

updated. Chapters that are interested in hosting future meetings should talk to her. The final report on the 1997 Convention at Salt Lake City should be given at the spring Board Meeting. The Syracuse Chapter delegate could not attend this meeting, so he too will report in the spring. The 1999 Convention is to be held in Sacramento. An updated flyer was in our packet. The Headquarters Hotel will be the Capitol Holiday Inn. No reservations will be made for the Hotel until after the registration packets are sent out in January. The Central Coast Chapter will first validate the membership of those requesting space. Main line excursions are now verbally agreed with the Chapter. Written agreements are expected soon. Discount tickets will be available for the California Museum. Next Joe Williams, National Director of the Western Connecticut Chapter, submitted a bid to host the Convention in Stamford, July 12-16, 2000. They have selected a Headquarters Hotel and have several rail tours planned, including a High Speed Rail trip. The Board voted to accept this bid. Next the St. Louis Chapter bid on the 2001 Convention to commemorate the 150th Anniversary of groundbreaking for the first railroad west of the Mississippi. The Board also voted to accept this bid. The Chicago Chapter then mentioned plans for the Spring Board of Directors meeting April 23-25.

A closing announcement was given about the Directory of rail oriented Museums and Activities offering discounts to NRHS Members. This will be published in the spring. Delegates who know of any discounts available should report them to the Headquarters so they can be included. The meeting was then closed with the Benediction.

The Kansas City Chapter had arranged for a luncheon trip on restored cars of the "Southern Belle" Executive train. Due to Depot and later freight congestion the trip did not travel as far as expected, but it was nevertheless enjoyable over some rare trackage. The evening Banquet speaker was Mike Haverty of the Kansas City Southern, who told about the expansion of their Railroad.

Gerald A. Schuler, □ National Director

Other NRHS chapters are planning various events in conjunction with the 1999 National Convention in Sacramento. Here are a few:

Cross-Country Trip by Private Car

The Washington D.C. chapter of the National Railway Historical Society will run its private car *Dover Harbor* (1923 Pullman) from Washington D.C. to Chicago by including it in the consist of Amtrak's *Capitol Limited*. The car will then run to Portland, Oregon via the *Empire Builder*, and south to Sacramento on the *Coast Starlight*. Although the primary purpose of the trip is to bring people to the Sacramento convention, the car will stay in Portland for part of Saturday and Sunday, June 19 and 20. Return to Washington D.C. will be via the *California Zephyr* out of Sacramento, and the *Capitol Limited* out of Chicago.

Ticket prices for a double occupancy room aboard the car range from \$1,839 for members of their chapter for one-way trips from Sacramento to Washington to \$4,299 for the whole trip for non-members.

For more information, contact the Washington D.C. chapter by phone at (301) 292-9592, or by e-mail at pullmanhb@erols.com

Lancaster's Alaska Cruise Adventure

The Lancaster Chapter, NRHS has organized (actual payment is made to Ridgeway Travel) an 8 day, 7 night cruise aboard Carnival's ship *Jubilee* from Anchorage, Alaska to Vancouver, B.C. Trip organization also includes options of including a 4 night, 3 day pre-cruise railroad excursion to Denali National Park, and/or a 3 day, 2 night trip including a rail excursion behind the *Royal Hudson* out of Vancouver, B.C. For those attending the convention in Sacramento, trip organizers have planned the events so that it is possible to depart Sacramento on Sunday morning and arrive in Fairbanks in time for the Denali trip. Trip organizers strongly urge those who purchase tickets to also purchase trip cancellation insurance.

The Chapter mailing address is: Lancaster Chapter, NRHS; 72 Stuart Run Road; Quarryville, PA 17566. Telephone: (717) 786-4932 or (717) 299-6405.

Chapter Timetable #434 - December, 1998

Monthly Board of Directors Meetings:

December 10, January 7, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:

December 18, January 15, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

December there will be a potluck the evening of the membership meeting. Activities will start at 6:30 pm. There will also be a Christmas gift exchange. Those wishing to participate: please bring a \$5 to \$10 gift marked if it is for a man or a woman. For information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Banquet:

Planning is underway for the annual chapter banquet. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Upcoming Membership Meeting Programs :

December: Potluck, Chapter Elections, and following the meeting video program "Choo Choo Christmas".

January: Newsreel style program featuring chapter members favorite slides. If you are interested in contributing, contact Ralph Johnson at (503) 654-1930.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, Please contact Ralph Johnson at (503) 654-1930.

Holiday Junction at Oregon Museum of Science and Industry:

OMSI is thrilled to announce **Holiday Junction: A Celebration of Pacific NW Railways**, the second-annual train event scheduled for **December 12-20, 1998** from 9:30 am to 5:30 pm. Holiday Junction will focus on the important history of the railway in the Pacific Northwest. OMSI will feature the Northwest's own SP&S 700, vintage train displays, an interactive Kid's Depot, and historic displays about the Northwest's railroads.

The Museum Committee Chair would like to encourage members to attend.



The Trainmaster



is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor

PNWC-NRHS

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(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

ISSN: 0041-0926

Editor: *Vacant*

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Circulation: Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (**3 1/2" disk**, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: Ralph Johnson, (503) 654-1930
Concessions: Jean Hickok, (503) 649-5762
Excursions: Darel Mack ('98): (503) 654-5017
Finance: Ralph Johnson, (503) 654-1930
Library & Historical Foundation: vacant
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: *Vacant*
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('98): George Hickok, (503) 649-5762
Vice-President ('98): Ralph Johnson, (503) 654-1930
Secretary ('98): Al Hall, (503) 699-5042
Treasurer ('98): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Darel Mack ('98): (503) 654-5017
(Filled vacancy, position opens at end of 1998)
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319

The *Trainmaster* would like to thank chapter member William Einzig for his donation of funds that will allow for first class mailing of this edition of the *Trainmaster* to chapter members.

The *TRAINMASTER*
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