

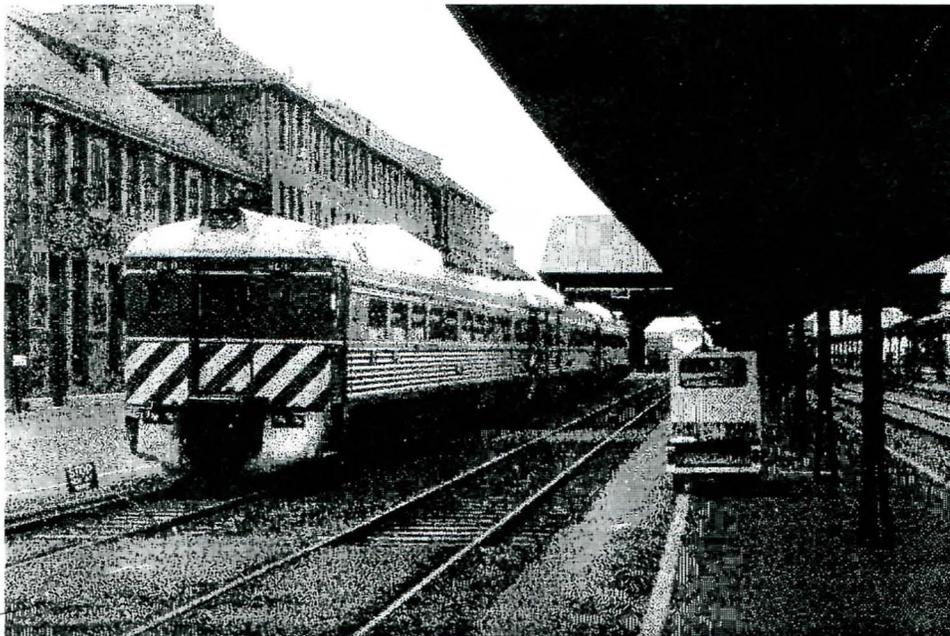
The

July
2003



Trainmaster

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



Ex-BC Rail Diesel Cars sit at Union Station soon after their arrival in Oregon in March of 2003. The cars are currently used on the Lewis & Clark Explorer train between Linnton and Astoria. Chapter members took a trip to Astoria on these cars on June 14, which went extremely well. Photo by Arlen Sheldrake.

Timetable #491

Membership Meetings: July 18, Aug 15, 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.

Program for July: Jerry Schuler presents the NRHS 2002 Convention in Arizona

Program for August: Roger While presents trip on BC Rail

Board of Directors Meetings: July 10, Aug 7, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm July 19, 26, check-out subject to loan agreement.

Notable Non-Chapter Events

Great Oregon Steam Up at the Western Antique Powerland in Brooks. The 33rd Annual Show will be the last weekend of July and the first weekend in August.

The Trainmaster editor will be out of town in late July, as well as late August to Early September. The deadline for the August Trainmaster has therefore been moved to the 15th of the July.

Presidents Update, By Arlen L. Sheldrake

Many thanks to all that helped make our two recent events a roaring success. The May 31st *West to Wheeler* excursion and the June 14th *Lewis & Clark Explorer* train/Astoria visit activity didn't just happen. The many, many hours of behind the scenes work by many volunteers are the only reason that these events could happen and be enjoyed by members and the public.

The July 2003 issue of *Railfan and Railroad Magazine* has a picture and caption on page 66 that is very appropriate to our Chapter functions whether it is the Banquet, Lewis & Clark Explorer June 14th activity, or the May 31st *West to Wheeler* Excursion. The many, many hours of **volunteer time** needed to prepare for

these functions is not understood by many of those participating in the function. Most of us sign up, pay our money, and enjoy not thinking much about all the work that went in to putting the function on. We don't think much about such things as how the windows and toilet got cleaned or why the coach air conditioning/heating/lighting/toilet works. In most cases the behind the scenes work doesn't end when the function is over. Whether it is writing thank you letters or emptying the holding tanks, the work continues. The Chapter members doing these non-glamorous tasks don't get anything but an occasional thank you. Please make sure that you recognize their efforts.

The May 23rd inaugural run of the **Lewis & Clark Explorer** was a fantastic trip enjoyed by something like 80 revenue passengers which included Chapter members: Kent Hutchens, Ron Peterson, Leonard Morgan, Ed Bernsten, and Arlen Sheldrake. This was the first passenger revenue run to Astoria since 1952 (51 years!). The trip went off almost without a hitch, which was amazing since Amtrak pulled the plug on their operating the trip just 8 days before. The only hitch was a reluctant drawbridge on the return at the John Day River. An amazing effort by the ODOT Rail Division staff to recover and work out the many, many details! Thanks also to the quick support from organizations like Tri-Met, Morse Brothers and Portland & Western Railroad. The weather in Astoria was outstanding! The Columbia River was like glass and anything more than shirtsleeves were too much for the nice temperature. You and I can help make sure this wonderful seasonal experience continues by encouraging riders. If a single day trip is too quick, book a hotel and stay over a night or two before returning on the **Explorer**. Absolutely nothing wrong with being a tourist in your own backyard! Tickets are available from Amtrak for trains 998 Portland-Astoria and 999 Astoria-Portland. *Correction:* Last month I reported that Oregon Legislature funding effective July 1st is needed to continue this service, this information is not correct.

The Oregon Zoo is recruiting for temporary on-call **Railroad Engineers**. Beginning wage is \$16.59 per hour. Duties include: operation of Zoo railroad equipment, safely operating a locomotive over a prescribed route on a designated schedule, taking train tickets and loading/unloading passengers, tending to lost children, assist in making mechanical repairs, and other duties. Applications may be made on-line at: www.oregonzoo.org under the employment section for Guest Services or applications may be picked up at the front reception desk at the Oregon Zoo. No closing date was included in the announcement.

For you that are "web enabled", an excellent site is www.nwownrailfan.com. Alexander B. Craghead's article on the **Lewis & Clark Explorer** in the Summer 2003 issue is an excellent historical overview of the A-Line and the current passenger train service. With Alexander's kind permission this made a nice handout for our June 14th trip.

The June 3rd *Portland Tribune* newspaper reported that 121 years of **inner-city rail service** ended with the last freight train leaving the 1220 N.W. Marshall Street Wilbur-Ellis feed plant early June 1st pulled by the Portland Terminal Railroad. Wilbur-Ellis has operated at the site for 50-years making bone and blood meal pet food; they will be moving their operation to Terminal 4 at the Port of Portland. The building Wilbur-Ellis is leaving was constructed in the late 1800s. It was nice this media source recognized the significance of the "final commercial direct-rail delivery to a central Portland industrial site".

Help Needed: The Chapter is in dire need for someone to step up and chair our **Concession Committee**. We have willing helpers but no one willing to chair the function. We also need a **Safety Officer** person to help ensure that the Chapter functions following adopted safety rules. Contact me to volunteer for either of these positions. At the June 12th Board of Directors meeting it was decided to bring the **Baggage car #76** (sometimes called museum car) back into operational shape. Keith Fleschner has agreed to head this project.

All skill levels are needed, contact Keith at 503.632.0267 to help out. The 76 was built in 1917 and toured what we think is the entire length of the 1976 American Freedom Train national romp.

And speaking of volunteers, many thanks to **Ron McCoy** for organizing the June 14th Lewis & Clark Explorer Chapter member and guest activity. Did you know that Astoria is the location of the first post office (established March 9, 1847) west of the Rocky Mountains? Thanks also to Ron for agreeing to serve again as our Activities Committee Chair. The Activities Committee plans and executes functions for members and guests; they are budgeted to break even.

And many thanks to **Al Hall**, our Excursion Co-Chair, who along with our Rolling Stock crew got all the many tasks completed for a very successful *West to Wheeler* excursion on May 31st. The passenger reviews indicate that once again the Chapter provided an excellent excursion. The many smiling faces de-training in Banks ahead of schedule also told the story.

The following message was sent on June 17th to Steve Barry, Managing Editor of *Railfan & Railroad* magazine: "On page 12 of the August 2003 issue of *Railfan & Railroad* in the article titled *Peggy*, credit is given the Pacific Northwest Chapter, NRHS for the current *Peggy* cosmetic restoration project. While we appreciate the credit, our efforts were historic and the current project is being done solely by the Forest Discovery Center (formerly World Forestry Center). Sorry if our May 2003 *Trainmaster* article was misleading. Thanks, Arlen.....President" Also in the August issue, pages 54-55 is an excellent article about the Mount Hood Dinner Train. Only thing missing in the article is that Chapter member (1978) Leonard Morgan may be the engineer giving the diners all that neat grade crossing horn in the beautiful Hood River Valley.

As this issue is going to press a whole lot of work is going on by a whole lot of people to make the **Springwater on the Willamette Trail** grand opening event on June 28th a successful within the City of Portland excursion debut of Portland's two operating steam locomotives (SP 4449 & SP&S 700). Operating normal excursions takes a bunch of work, operating excursions within the City of Portland with the crowd control, parking, street closures, trail safety, and business impairment issues sure adds complexity. So far it is proving to be a successful test of the Oregon Rail Heritage Foundation (ORHF) partnership between seven organizations (Brooklyn Acton Corp., Northwest Rail Museum, Friends of 4449, Pacific Railroad Preservation Association, City of Portland Parks, OR&N 197, and the Chapter.

Sometimes it takes a while to connect the dots... The beautiful poster being sold on board the Lewis & Clark Explorer train with the same title is from a oil-on-canvas painting done this year by artist **J. Craig Thorpe** of Portland. This painting was commissioned by the Lewis & Clark Bicentennial in Oregon and supported by ODOT. The poster depicts the RDC units crossing a drawbridge with fishing shacks, boats, old pilings with the backdrop of the mighty Columbia River. Anyway, Craig is also the artist that was commissioned by Rail Sensations Events Inc. (RSE) to paint a picture for the Railfair '96 that was held May 10-12, 1996 in celebration of the centennial of Portland's Union Station. Note cards with this picture may be purchased at the Union Station snack shop or at an ORHF event booth. The members of RSE, AORTA – PRPA – PNWC, are in the process of disbanding the organization as it's functions either no longer exist or have been taken up by others. Assets of RSE are being donated to ORHF. The original Railfair '96 painting may be donated to the City and hung in Union Station. I think you will agree that Craig is a very talented artist.

Astoria Line Drawbridges

By Arlen L. Sheldrake

The rail line between Portland and Astoria has three “armstrong” (manually operated) drawbridges. These bridges may, if funding becomes available, be converted to automatic operation. Meanwhile the following procedure is in place:

The operator typically shows up at least 30 minutes before the scheduled train time, and usually has the drawbridge in position and ready for use at least 15 minutes before the scheduled train time. As soon as the train passes, the bridge is opened for river traffic.

	Westward	Eastward	MP
Clatskanie River	1020	1815	62.7
Blind Slough	1115	1730	84.8
John Day River	1135	1705	94.9

If you are interested in seeing the bridge operate, plan accordingly. And remember: Oregon has a very strong railroad trespass law. Be very careful, and if you are asked to leave, do so.

Article contributors: Bob Melbo, George Hickok, & Arlen Sheldrake

Mail Bag

April 30, 2003 question to PNWC email address:

From: Jim Ebenhoh, AICP; Policy Analyst/Economist, ECONorthwest, Providence RI

I am researching the transportation network in Coos County and am wondering if you could help me. Approximately when was the line from Coos Bay southeast to Coquille built, and whether this line extended further to the south or east (say, to Roseburg, or south to California. I can't find any information on this stretch of rail from your history section, but I do know that CORP currently operates from Coos Bay to Coquille. Thanks for any info you can provide.

April 30, 2003 answer to Jim and PNWC from Robert I. Melbo:

I'm the unofficial historian here at the Rail Division of ODOT and can provide you with a little background on the Coos Bay Line.

Interestingly enough, the line segment you specifically mention (Coos Bay-Coquille) first existed as an insular railroad (i.e. not connected to the national rail system) and owes its origin mainly to coal mining in Coos County. The idea being to rail coal from mines to ships docked in Coos Bay harbor.

Here's the capsule history. Coos Bay Roseburg and Eastern Railroad and Navigation Company, incorporated May 19, 1890 and dissolved January 7, 1916, built Marshfield (now Coos Bay) south to Dunham (5 miles) in 1891; then to Cedar Point (near Coquille) in May 1893; to Myrtle Point in August 1893. The railroad was sold to J.D. Spreckles and Bros. Co. (the Spreckles sugar family) May 16, 1909, and then to Southern Pacific July 1, 1915. An extension from Myrtle Point to Powers was built prior to the 1920s as a logging railroad. A 1920s era map shows this line segment as “PL Co.” (perhaps Powers Lumber Co.?). A 1941 map identifies the line as “C.B. Lbr. Co.” (Coos Bay Lumber Co.?). It was last operated by Georgia-Pacific. The line never went further south than Powers that I know of.

The Willamette Pacific Railroad Co. (no relation to today's Willamette & Pacific Railroad in the Willamette Valley) started construction of the Eugene end of the Coos Bay Branch in 1913. Construction reached Transfer (outskirts of Eugene) in September 1913; Walton, April 16, 1914; Nekoma, September 20, 1914.

About 1906 the Oregon Western Railroad Company began construction of a railroad to the coast from a connection with Southern Pacific at Drain. About 10 to 15 miles of grade were constructed

including a tunnel used today by the Highway 38. When it became obvious that the Willamette Pacific would reach the coast sooner than the O.W., that railroad quit. A little of its track remains in use today to serve an industry near Drain.

Southern Pacific acquired the Willamette Pacific on July 1, 1915 and completed the line. Service between Eugene and Marshfield commenced April 2, 1916. The line includes six center pier swing drawbridges, a lot of fixed span structures and a number of tunnels. Of three Oregon rail lines crossing the Coast Range it has the lowest elevation summit. When built, the drawspan over the entrance to Coos Bay Harbor (the "North Bend Drawbridge") was the longest center swing span bridge in the world.

SP sold the line between Eugene down to but not including the North Bend Drawbridge to Central Oregon & Pacific Railroad on December 31, 1994. CORP leases the rest of the line from the bridge to Coquille. The International Port of Coos Bay now owns the bridge, which has a monumental deferred maintenance problem.

April 30, 2003 answer to Jim and PNWC from Glenn Laubaugh:

The line only ran to Powers, possibly slightly farther if you include the Coos Bay Lumber Company tracks.

The history of this line is covered in detail in the book "*The Southern Pacific in Oregon*". The information (author, publisher) you would need to obtain the book at your library is in our web site bibliography on the books about railroads in Oregon page.

www.pnwc-nrhs.org/rr-history/ref-biblio-OR.html

The book does not cover the history of the Coos Bay Lumber Company, and history of the lumber company railroads can be hard to track down because they were not part of the Interstate Commerce Commission regulated lines.

Single Rail and Saddle Truck Railway System??

Dear Sir/Madam:

In going through some boxes of family photos and relics I came across a Common stock certificate of 30 shares of "The Construction Company of the Single Rail and Saddle Truck Railway System" issued in July 1892. What do you know about this company? Of

course it would be fun if it was still worth something, but as business goes, that's doubtful. We would love to learn more about what became of the company.

Thanks for any help.

Susan Vockert-Burke

mbbsmv@aol.com

503-638-9951

Seeking Information on Bellrose Line

Hello, My name is Bruce Stanton and I am an Environmental health and Safety student at Mount Hood Community College and seeking information.

As a term project, I am conducting a Phase I Environmental Audit for the City of Gresham at their request. (Contact people from the City of Gresham -- Don Robertson (503) 618-2408 and Phillip Kidby (503) 618-2530. Both with the Parks and Recreation Division out of the City of Gresham Department of Environmental Services.) The City has asked an audit to be performed on a section of property they own which is a 100 foot wide strip of land following an old rail bed that is planned to be turned into a trail system that will start to connect the Springwater Corridor Trail to Fairview.

The rail line use to run between the Springwater Corridor Line (from Linmemann Station) and Fairview. (I am not 100% sure of the name of the line and all the actual owners through history. The last owner before the City of Gresham was, I believe, Tri-Met. Other owners have been Portalnd Traction, P.E.P. Co., O.W.P. Ry., and Mt. Hood R.R.. On one tax map the line is referred to as Banfield Light Rail.)

The section of concern is between Powell and Division. There currently six tax lots for this section. The tax lots are; 0 1S3E08AA 10201, 0 1S3E08AA 10200, 0 1S3E08A 901, 0 1S3E08A 900, 0 1S3E08D 701, AND 0 1S3E08D 700.

My inquiry is for historic information about this rail line -- what was its primary function, what did it primarily haul, what type of engines pulled on the line (diesel, steam, electric), previous owners and the years they owned, and in particular concern, any know events on the section between Powell and Division -- i.e. wrecks, spills, leaks, dumping. Are you aware of any former employees from the forties forward to present currently in the area? Any history Buffs in the area that know this rail's past? Any information you

could provide would be most interesting as well as helpful. Thank you for your time,

Bruce Stanton
bstanton5556@yahoo.com

Correction about Railfan & Railroad Article

On page 12 of the August 2003 issue of Railfan & Railroad in the article titled Peggy, credit is given the Pacific Northwest Chapter, NRHS for the current Peggy cosmetic restoration project. While we appreciate the credit, our efforts were historic and the current project is being done solely by the Forest Discovery Center (formerly World Forestry Center). Sorry if our May 2003 Trainmaster article was misleading. Thanks, Arlen L. Sheldrake
President, Pacific NW Chapter NRHS
503.223.7006

Oregon History Online Available

We have received word that a large collection of historical information is available in computer CD-ROM format. It is called Oregon History Online, and comes on 14 volumes at \$35.00 per CD. This collection also includes three volumes of Oregon Place Names, The Oregon Gazetteer, and copies of the 1870 Census for Polk and Benton counties. Apparently considerable number of photographs are also included on the CD-ROMs, supplied by Julie Hendricks of Tiller, Oregon. Apparently while the subject is the entire state, there is considerable focus on the Central Oregon Coast, with special interest given to East Lincoln County, Oregon, the author's adult home. We do not, however, know much else about this work, nor have we seen it, so we don't know how much railroad material is available.

PNWC-NRHS

Membership meeting minutes

June 20, 7:30 pm

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm, and led the membership in the Pledge of Allegiance. No guests were introduced.

The first order of business was the approval of the April minutes as published in the June Trainmaster. Leonard Morgan moved that the minutes be approved

as published. John Willworth seconded the motion, and the motion passed.

Treasurer Alan Viewig presented a report on the state of the Chapter's finances. Alan brought handouts detailing recent expenses and payment which he made available for inspection. Even with the success of the recent Port of Tillamook Bay excursion, expenses continue to exceed in- come.

Arlen spoke about the "Springwater on the Willamette" grand opening celebration coming up on June 27th and 28th. The Oregon Rail Heritage Foundation will be operating steam excursions on 3.1 miles of Oregon Pacific Railroad track between SE 4th and Division Place (just south of OMSI) and the Sellwood bridge using the SP 4449 and SP&S 700. Operations on Friday June 27th are limited to regional VIPs, and operations on Saturday the 28th will be open to the public. Darel Mack will be coordinating volunteer car hosts, and Arlen is spearheading the passenger ticketing operations. Ken Peters and Irv Ewen volunteered as car hosts, and Ted Ahlberg and Jim Long offered to help with ticketing.

Keith Fleschner and a small number of volunteers are continuing to work on the rejuvenation of PNWC 76, the Chapter's baggage/dorm car. Keith said that recent months' Chapter activities have diverted time away from working on the car, but work will be increasing soon, and many hands are needed to make light work. Anyone who wants to help with cleaning, scraping, painting and other basic restoration work should contact Keith at 503 / 632 - 0267 or keithfleschner@msn.com.

Arlen reported that the "West to Wheeler" Excursion on the Port of Tillamook Bay Railroad was "a resounding success." Lots of smiles and positive comments were seen and heard upon the return to Banks, and many more kind words have been mailed or emailed since then. The open-air car was nearly full at all times, no doubt due in part to the gorgeous north coast sunshine which graced the trip. Arlen hinted that more reciprocal agreements with the POTB are in the early negotiations phase, so stay tuned.

Ron McCoy talked about the Chapter's June 14th Astoria line activity aboard the Lewis & Clark Explorer. Of the 66 seats available, Ron sold 67 of them! Ron sold his seat on the train, and then had to buy a ticket for himself from Amtrak. With the 67

Chapter members and guests, plus the regular Saturday passenger load, the train was completely sold out. Ron pointed out that because Chapter activities are open to members and invited guests, they are an excellent membership recruitment tool. Members can invite friends, family, or co-workers on board to see how much fun Chapter members have on our railroad-related activities. Chapter activities are priced to just break even on expenses, and provide more "bang for the buck." Ron gave figures from the trip which showed that revenues matched expenses on this trip within about 3%. Members and their guests enjoyed wonderful Columbia river and estuary scenery, interpretive historical materials, and discounts at wonderful museums and restaurants in Astoria, all at a bargain group price.

Irv Ewen brought a wonderful model of Holland America's McKinley Explorer, which recently passed through Portland on their way to Seattle and ultimately, Alaska. The car was donated to the Chapter by Holland America. Like the 12-inch scale version, this HO model has a long wheel-base, so allow extra clearance on curves!

The 2005 Convention Hotel Committee has nearly finished negotiations with the Lloyd Center Doubletree hotel. Arlen said there are a few more details to hammer out before the convention dates and hotel will be final.

"The Trainmaster" editor Glenn Laubaugh will be going on a mission this summer, resulting in an early cutoff for the August issue, and a substitute editor for the September issue. Submissions for the August issue need to be to Glenn by July 15. Alan Viewig has volunteered to edit the September issue.

Bob McCoy has completed the 2002 audit of the Chapter's accounts.

Dave Van Sickle asked that members who are storing materials which belong to the Chapter please fill out a brief inventory form. While the Chapter is grateful to members who can donate storage space, it is vital that the stored items be inventoried. There is often no need to move the items, just list them. Dave can be reached at 503 / 297 - 3807.

Arlen had a framed poster from the inaugural run of the Lewis & Clark Explorer. Noted Northwest artist Craig Thorpe produced a fine painting of the Budd RDCs crossing a bridge near fishing boats and houseboats. The unframed poster is sold on board the

train for the very reasonable price of \$10. Other comments about the Astoria line service noted that many trains are sold out or nearly so, with all three RDCs in service. The Astoria Railroad Preservation Association is providing volunteers to serve as bridgetenders to operate two of the manually-cranked swing spans along the route.

At the June board meeting, Ron McCoy volunteered and was appointed to chair the Chapter's Activities Committee. Alan Viewig asked about the possibility of a summer picnic. Ron said he's willing to consider ideas for a summer function. Anyone with suggestions should contact Ron at 503 / 244 - 4315.

Everyone welcomed Maxine Rodabaugh back after a health-related absence.

The meeting adjourned at 8:06 for refreshments prepared by Cora Ahlberg, followed by Mark Reynolds' presentation on the rail-to-trail conversion of the old Olympian Hiawatha route near I-90 through Washington and Idaho. High trestles, interpretive kiosks, and numerous tunnels, including the 1.66-mile Taft tunnel make the Hiawatha Trail fun for hikers or bikers. While Mark prepared his slides, meeting attendees also got an impromptu look at Ron McCoy's pictures from the June 14th Astoria trip.

Respectfully submitted,
Jim Long Secretary, PNWC-NRHS June 22, 2003




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T-M Deadline: 20th of previous month on most months. Will be 15th of the month for August Issue.

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Concessions: *Vacant*
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Museum: Glenn Laubaugh, 503.655.5466
Public Relations: Gerald Schuler, 503.285.7941
Memorial Funds: Gerald Schuler, 503.285.7941
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Chief Mechanical Officer:
Peter Rodabaugh, 503.771.8545
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Safety: *vacant*

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National Director: Gerald Schuler 503.285.7491

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