



THE TRAINMASTER

1955

1980

25th

Anniversary

March 1980

PACIFIC NORTHWEST CHAPTER TIMETABLE

Number 229

Friday
March 21
6:30 PM

25th ANNIVERSARY MEETING OF THE PACIFIC NORTHWEST CHAPTER

The meeting will begin with a banquet followed by a special 25th anniversary program. This meeting only will be held at the Airport Holiday Inn, 8439 N. E. Columbia Blvd., Portland. Cocktail hour: 6:30. Buffet style banquet: 7:30. Program: 8:30. Cost for the banquet is \$9.00 a person. Special invitations with a banquet reservation card have been mailed to the membership.

Saturday
March 22
10 AM to
5 PM

SECOND ANNUAL RAILRODIANA AND MODEL RAILROAD SWAP MEET

Location: Airport Holiday Inn, 8439 N. E. Columbia Blvd., Portland. This is YOUR opportunity to buy, trade or sell all types of railroad and model railroad items. Tables for sellers are \$5.00 each. Admission: \$1.00 for adults, 50¢ for children under 12. Contact the Pacific Northwest Chapter or the Columbia Gorge Model Railroad Club to reserve tables.

EDITORIAL

1955

The year was 1955 and the Columbia River Express left each morning around the same time as the local train to Seaside departed. The Shasta Daylight ran 14 cars long and the Cascade was still heavier with sleepers than coaches. The SP&S ran two lounge sleeping cars, the Mt. Hood and Mt. St. Helens on their trains while the best food on any dining car could be enjoyed each afternoon as the sun set over the Columbia River. Steam still could be found working the yards and freights but the PAs, FAs and GP9s were making inroads as fast as they could be obtained from the builders.

In 1955 a small group of people interested in recording the passing railroad scene met to form the Pacific Northwest Chapter of the National Railway Historical Society. The great majority of NRHS members probably believed Portland was located just south of Sitka, Alaska. To someone living in Maryland it was common knowledge that if one goes to the far west end of the platform at Paioli he will fall off the edge of the earth. Yet out in the fringes of civilization railfans were meeting.

As the Pacific Northwest Chapter celebrates its 25th anniversary a quick look should be taken at its accomplishments. In the past 25 years it has sponsored two national conventions, run trips to Goldendale, several Scandia Limited trips to Junction City, Oregon Trunk mixed trips, a Valley and Siletz excursion along with smaller tours to ride the flume railroads at Electron and Bull Run. The chapter has preserved several pieces of rail equipment and its lounge-sleeping car Mt. Hood has been behind the American Freedom Train and the Royal Hudson and in a movie. The baggage/dorm car #76 has been behind more big time steam (8444, 4449, 2101, 610) than probably any other piece of equipment. Chapter members helped put the Freedom Train engine 4449 into service and some remained with it during its two year tour of the United States. It was estimated that 30 million people saw the engine the Chapter helped restore.

Over the last 25 years we have established a library, collected many items of historical interest, helped found a railroad swap meet, assisted in Portland's award winning Transportation Week activities and worked to present the railroad story to the general public. Membership has grown to such an extent that a move from Room 208 Union Station was necessary years ago.

Only one thing enabled the Chapter to make the strides it has over the last 25 years and that is people. We have been blessed with outstanding members who have given of their time and money to help preserve what they believe in. When help was needed they turned out. Join with us on Friday, March 21, to celebrate the past 25 years! See where we have been and get ready to record where we are going in the next 25 years.

ED IMMEL
President

25th Anniversary Banquet Reservations: Invitations with reservation cards for the banquet have been mailed to the membership of the Chapter. Members who may not have received this mailing can make reservations for the banquet by calling the Chapter at 226-6747 (leave message) or by mailing a request to Room 1, Union Station, Portland, OR 97209. Tickets are \$9.00 a person. Tickets will be held at the door of the banquet room unless you wish them mailed to you.

THE BATTLE OF JASPER by Ed Immel

Many battles have been recorded in the world but few people probably have ever heard of the battle of Jasper. It was fought in February 1980 and was between the Mt. Hood and Canadian National Railway. The story unfolds.....

The time is June 1979 and the Chapter requests a movement with VIA to take the Mt. Hood to Jasper over George Washington's Birthday weekend. Months of silence followed and then a letter from VIA asking for clearances on the car. A diagram was sent and again a period of silence. It was explained that the car had just been to Jasper during the spring of 1979 over the same tracks that we would be using. In November a letter comes from VIA saying that the CN needed the measurements put on their own form. We related that the car was in CP's Drake Street Yard and could be inspected by CN personnel at any time. CN replies that CN personnel could not go on CP property to take the measurements. We then made arrangements with CP to allow a CN employee to measure the Mt. Hood. The result was that CN found no impairments to movement.

Specific instructions were given to VIA that all we needed was a quote for movement between Vancouver and Jasper and that we would make arrangements to move the car between Drake Street Yards and the CN station. It was estimated that the tariff would be 20 regular fares in each direction plus two days of storage at \$150 per day for a total of around \$1,500. Three weeks before the trip was scheduled to leave VIA informed us that the total cost for the trip would be \$3750.00! Via was asked what was included in the total figure but we were told that they did not have to tell us.

A call was made to the president of the Private Railroad Car Owners Association and he told us that a certain person in Montreal with the CN was responsible for figuring out movement costs and we should talk to him. A call was placed the following day and we were informed that the difference between VIA's charge of \$1,500 and the \$3750 was for switching at Jasper and Vancouver. The charge at Jasper was \$900 to turn the car. We asked him why the car needed turning since it was a mid-train car. He then said that that would reduce the cost quite a bit but we still were assessed \$1,100 for switching in Vancouver to bring the car from Drake Street to the CN station - a distance of around 3 miles!

The next day VIA informed us that the switching at Jasper had been reduced from \$900 to \$600 since all they had to do was to dig the car out of the middle of the train (mid-train car info.). No explanation was ever given about how two hours of switching could be done during the 20 minute station stop of the train at Jasper.

CP was asked how much it cost to move a car from Drake Street to the CN station and we were quoted a price of \$81 per an agreement between all the carriers serving Vancouver. CN stated that they were no longer in the passenger business and therefore the agreement no longer applied. CP then asked for the car to be moved under a tariff which called for \$1.96 a mile (minimum 75 miles) for a "passenger car on its own wheels". CN refused to move the car under that tariff even though they were a party to it.

In the meantime VIA was asked to block enough space in the regular train since

THE BATTLE OF JASPER (continued)

movement of the Mt. Hood was looking dimmer all the time. Space was reserved and held under the Chapter's name.

By Wednesday, February 13th, we were informed that the price was \$3750, take-it-or-leave-it! We asked VIA for the space reserved in our name. A check into the computer revealed that the space had not been protected and some of it had been sold! Eighteen people on their way to Vancouver and no space.....

Thursday afternoon VIA informed us that they had secured the necessary space but it would be spread out in three different cars and we could pick up the tickets Saturday morning in Vancouver.

The decision was made not to take the Mt. Hood and a quick call to Jasper was made to secure rooms for our day stay in Jasper. By Friday everyone was on their way to Vancouver by train and plane and the great Jasper trip was about to begin.

The tickets were at the VIA office in Vancouver as promised. Sunday is a no-drinking-except-with-food day in Alberta and Monday was National Election Day. A trip was made to the local Provincial Package Store to obtain supplies for the weekend. Three cabs transported the party to the CN station. All three cabs left from the same spot and took the exact same route but we ended up with three different fares!

The party scrambled aboard the train after a few photos were taken of the equipment of the Super Continental and The Canadian. The dome-lounge was bad order so we had one of the cars that had been converted from an open-end observation car. The party started at 12:20 $\frac{1}{2}$.

Arrival in Jasper was at an early 5:00am Pacific Time (to make one feel better the local time was 6:00am Mountain Time). Our ragged group stumbled into the lobby of the Athabasca Hotel and stared at each other until the coffee shop opened. After breakfast some of the party adjourned to the rooms for a shower and a nap while the more rugged members tramped over to the CN Yards to take pictures in the early morning light. The CN cooperated with a steady parade of trains both east and west.

The local bus company was contacted to see if they ran a tour. "Only in the summer time" was the answer. "But, we have fourteen people!" "Be at the station at 10:00".

The bus took us on a two hour tour of the local area which included photographing some massive elk camped in a person's front yard across the street from the Jasper Recreation Center. A request was made to go around the CN yard. The bus driver remarked that it was the first time anyone had ever wanted to see a railroad yard.

Ben Fredericks, Al Zimmerman and Ed Berntsen jumped into a cab and told the driver to "Follow that train", and pointed to an empty eastbound coal drag. The driver informed his dispatcher he was eastbound on the Yellowhead Highway, but did not know where he was going. A long period of silence follows from the dispatcher on the radio.

Later on in the evening everyone broke up to go to dinner. Around 7:00 it started to snow and by 8 o'clock it was coming down hard. The snow continued to pile up

THE BATTLE OF JASPER (concluded)

as train time got closer. Irv Ewen and Pete Dorland managed to wangle cab rides from Jasper to Blue River. The remainder headed for their respective sleeping cars and crashed. Up front Pete and Irv were being treated to quite a ride as the ditch lights and headlights tried to pierce the blizzard.

When everyone awoke the next morning they found the countryside covered with snow. Some ate breakfast in the beautiful CP diner as the train wound down the Fraser River canyon. It was one of the more spectacular places to eat a meal.

The party picked up around 10:00 as the bedroom suites were opened and the attendant brought buckets of ice from the diner. Someone remarked "I wonder how many people could fit into a roomette?" A suitable roomette was selected and 14 people crowded into it. Does anyone know what the Guinness record is for roomette stuffing?

The arrival in Vancouver is not what one could term fast - 2½ hours to go the last 45 miles! By the time the train arrived in Vancouver everyone was ready to turn around and do it all over again. But common sense prevailed.

EXTRA BOARD :

The Coast Starlight now has no two lounge cars alike. A "Great Dome" runs on one set while an ex-Santa Fe Super Chief dome is on another train. A Budd shorty dome runs on a third train while a flat top lounge is on the fourth set..... BN ran the "New Orient Express" on Friday, Feb. 29, 1980 with a complete train of piggy back cars containing the first cargo shipped through Portland from China in almost thirty years. It was a big public relations event for the BN and they put the Jefferson Pass, Como and Columbia River on the rear end to carry guests and company officers for the trip to Chicago.....The Southern Pacific also ran its first train over the new Klamath River bridge south of the Oregon/California border on Friday the 29th. The concrete pile bridge replaces the steel span that was destroyed when several helper engines in the middle of a train derailed and tore down the bridge.....SP is also running trains once again over the Geer Branch between Salem and Geer.....The Union Pacific is planning on constructing a track to connect the Graham Line to the SP mainline near the east end of the Steel Bridge. UP crews would take trains all the way into Brooklyn yard, thereby eliminating the several hour delay in getting a train from Albina Yard to Brooklyn Yard.....BN has been storing much of their ALCO power around the 9th Street roundhouse. All are reportedly up for sale and it is doubtful they will ever see service on the BN again.....What city in Oregon has street car tracks but never had streetcars? The answer in next month's TM..... BC Railway has ordered their first non-ALCO/MLW engines by placing an order for 10 units with GMD of Canada.....Oregon's first 403B service may start April 27th with the addition of two Portland to Eugene roundtrips. SP approval is still needed before the trains can run.....Agreement is near for a plan to run Oregon Electric trains through Beaverton on the SP. A new connecting track would be built just west of Beaverton thereby eliminating the terrible bottleneck created by OE trains in the center of town.....The Union Railroad of Oregon has applied for federal assistance to upgrade 1.2 miles of its track. *Ed Immel*

Since 2-1-80 (see Feb. Trainmaster) ten more BN Alcos have been placed in storage.

EXTRA BOARD (continued)

Several of the stored Alcos have been moved to track near 10th and Hoyt in Portland (behind the BN safety room). As of 3-1-80 RS-11's 4180, 4181, 4182, 4190, 4193 and C-425's 4252, 4255, 4256 and 4257 are the only Alcos that remain in service with 38 units stored on the BN.

BN's first new locomotives, GP-38's 2072-2077, have been reassigned to Vancouver, WA after eight years of absence from the Northwest. The units had been assigned to Lincoln, NE and Minneapolis, MN. These were originally ordered by the SP&S but delivered as BN locomotives.

Former SP&S passenger engines 801-806 still are in active freight service 10 years after merger. Now numbered BN 710, 712, 714, 716, 718 and 722 respectively. The 710 and 722 are assigned to Dilworth, MN and 714, 716 and 718 are assigned to Grand Forks, ND while 712 calls Spokane (Parkwater), WA home. *Paul Guernsey*

BN ALCOS STORED AS OF 3-1-80 - Information furnished by Paul Guernsey

<u>No.</u>	<u>Type</u>	<u>Status*</u>	<u>Location</u>	<u>Date Stored</u>	
4010	C-415	SS	Portland, OR	1-22-80	
4011	C-415	SS	Portland, OR	1-18-80	
4056	RS-3	SS	Portland, OR	1-19-80	
4064	RS-3	SS	Portland, OR	1-18-80	*SS: STORED
4068	RS-3	SS	Portland, OR	1-18-80	SERVICEABLE
4078	RS-3	SU	Livingston, MT	1-15-79	*SU: STORED
4184	RS-11	SU	Livingston, MT	12-15-79	UNSERVICEABLE
4185	RS-11	SS	Portland, OR	1-18-80	
4186	RS-11	SS	Portland, OR	1-20-80	
4187	RS-11	SS	Portland, OR	1-22-80	
4188	RS-11	SS	Portland, OR	1-17-80	
4192	RS-11	SU	Vancouver, WA	12-30-79	
4194	RS-11	SU	Livingston, MT	10-17-79	
4195	RS-11	SS	Vancouver, WA	1-24-80	
4197	RS-11	SS	Portland, OR	1-22-80	
4240	C-424	SS	Portland, OR	2-17-80	
4241	C-424	SU	Livingston, MT	10-14-79	
4243	C-424	SS	Portland, OR	2-20-80	
4244	C-424	SU	Vancouver, WA	2-01-80	
4246	C-424	SS	Portland, OR	2-19-80	
4253	C-425	SU	Livingston, MT	2-12-79	
4254	C-425	SU	Vancouver, WA	7-16-79	
4258	C-425	SS	Portland, OR	2-20-80	
4259	C-425	SU	Portland, OR	2-26-80	
4260	C-425	SS	Portland, OR	2-19-80	
4262	C-425	SS	Portland, OR	2-20-80	
4263	C-425	SS	Portland, OR	2-22-80	
4264	C-425	SS	Portland, OR	2-20-80	
4360	C-636	SU	Livingston, MT	2-15-79	
4361	C-636	SS	Portland, OR	1-16-80	
4362	C-636	SS	Portland, OR	1-17-80	
4363	C-636	SU	Livingston, MT	10-03-79	
4364	C-636	SS	Portland, OR	1-16-80	
4365	C-636	SU	Hillyard, WA	3-14-77	
4366	C-636	SS	Portland, OR	1-22-80	
4367	C-636	SU	Livingston, MT	5-04-78	
4368	C-636	SS	Portland, OR	1-19-80	
4369	C-636	SS	Livingston, MT	12-21-79.	

SUMMARY OF MINUTES OF REGULAR MEETING 2-15-80

The meeting was called to order by President Ed Immel at 8:10 PM in the Union Pacific Clubhouse.

Ed Immel advised that the formal announcements of the Chapter's 25th anniversary banquet will be mailed to the membership next week. A reservation card for the banquet will be enclosed with the announcement. The special meeting will begin at 6:30 and end between 10 and 10:30. Walt Grande requested that members who have pictures for the anniversary program meet at Room 1 on Sat., Feb. 23 at 1:30 PM.

Terry Parker announced that brochures and posters for the Swap Meet are available. Twenty one tables out of 68 available have been reserved.

Ed Immel reported on train and excursion operations: The Royal Hudson trip to the U.S. scheduled for March and April has been cancelled. The locomotive will operate as usual in B.C. this coming summer. Caltrans-4449 trip: The contract between Cantrans and the S.P. has not been finalized. When it is Caltrans will approach the S.P. about using the 4449 to open operation. Jasper trip: The Chapter's car Mt. Hood will not be on the trip. The Chapter has been having considerable trouble with the CN over switching costs in Vancouver. The CN wants \$2200 to switch the car in Vancouver. The return of the car Mt. Hood to Portland is now indefinite.

Terry Parker reported on sales of the S.P. steam locomotive calendar. About 1000 have been sold out of 1500 printed. Approximately \$2500 cost and \$3100 sales to date. About 80 orders were received as a result of the Trains and Pacific News. Over 200 orders were received after the notice appeared in the S.P. Bulletin.

Mechanical Department: Ed Immel reported that as of 12/31/80 private cars must have cables through the cars to handle Amtrak's 480 volt service. The Chapter's car Mount Hood already has one cable. A self-contained Vapor steam heater and electric base-board heat are being considered for the car.

John Holloway reported that Transportation Week displays will be set up on May 15 and 16, 1980. The 4449 will probably be displayed again.

Program: Railroadians auction followed by a movie of first runs of famous passenger trains presented by David Swart.

The meeting was adjourned at 9:50 PM.

Respectfully submitted,
Chuck Storz, Secretary

1980 Dues Now Overdue

Treasurer John Holloway reports that 30 members still have not paid their dues for 1980. Payment should be made at once to be listed in the 1980 edition of the Chapter membership list.

If you move or change address for some other reason be sure to notify the Chapter. You will miss mailings of The Trainmaster until the post office notifies us of your new address. Also each copy returned by the post office costs the Chapter 25¢ for their notification of an address change.

THE TRAINMASTER

Volume 1 - Number 1

Portland, Oregon

March 31, 1956

CHAPTER OFFICERS - 1956

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DIRECTOR.....	C. J. Keenan, 6354 N.E. Cleveland Ave.	

CHAPTER NOTES

Harry Bedwell, one of our charter members, passed away on October 4, 1955. Mourned by his widow Lorraine and members of this chapter, he will be missed by millions of readers. Harry Bedwell ranked second to none as a railroad fictioneer. Railroad Magazine, Saturday Evening Post, and other periodicals published his many stories, most of which have become classics. As a small tribute to a great author Railroad Magazine reprinted one of them, "Sun and Silence" in the April issue. His close friend, Bill Knapke, found in his desk an unpublished manuscript, "The Sound of an Avalanche", and sold it to The Saturday Evening Post for a price that ran well into four figures. The next issue of Railroad Magazine will carry another famous Bedwell yarn from long ago, "On the Night Wire".

Honorable Richard L. Neuberger, United States Senator from Oregon, whose by-line is railroads, is a charter member.

Damon Trout, widely known for his interest in railroading, has applied for membership. Damon has his own transportation museum at Cedar Mill, which includes a cable car formerly operated in San Francisco.

PASSING PARADE

March was quite a month for Portland. First was the arrival of Lucius Beebe and Charles Clegg in their ornate private railroad car. Finishing a tour of the United States, they're on the way back to home in Virginia City, Nevada. Author Stewart Holbrook, their host here, is a charter member of this chapter. Messrs. Beebe and Clegg say that the private car is the only one in the country owned by those who ride in it.

Next the futuristic aerotrain rolled into Portland over the Union Pacific. The present locomotive, designed for flat country, needed a helper over the Blue Mountains of eastern Oregon.

A few days later part of San Francisco's local color - a cable car passed through Portland to be transplanted in Forest Grove. It will be added to W. W. McCredy's "car barn".

AMERICAN RAILROAD SHRINE

One of the most stirring events in the romance of railroads will take place within a few days when the most celebrated of all 10-wheelers, "Old 382", will come down from the Cumberland mountains over the "Dixie Route" to its lasting resting place at the American Railroad Shrine in Jackson, Tennessee. "Old 382" carried Casey Jones to his death the morning of April 30, 1900, at Vaughan, Mississippi. The shrine, to be dedicated on April 30, will enthrone "Old 382" and also Casey's old home.

(EDITORS NOTE) Although the Pacific Northwest Chapter was founded in 1955, the first issue of THE TRAINMASTER did not appear until a year later.

PORTLAND'S SECOND ANNUAL

RAILROADIANA &

ADMISSION \$7.00

MODEL RAILROAD SWAP MEET

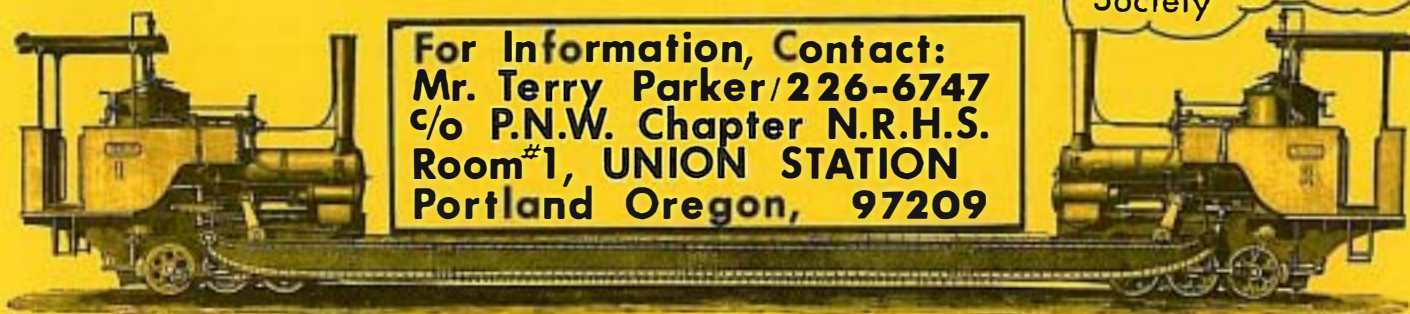
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**For Information, Contact:
Mr. Terry Parker / 226-6747
c/o P.N.W. Chapter N.R.H.S.
Room #1, UNION STATION
Portland Oregon, 97209**



Etching from Early American Locomotives
by John H. White, Jr. - used by permission of
Dover Publications, Inc., New York City

This remarkable double locomotive was the product of Charles
Brown and featured a lever drive. It was built in 1878 at
Brown's Winterthur factory for the narrow-gauge Villa Real and
Villa Regoa tramway in Portugal. (*Recent Locomotives*, Fig. 175)

SATURDAY, MARCH 22, 1980

Sellers : 9 am - 5 pm

General Public : 10 am - 5 pm

PACIFIC NORTHWEST CHAPTER

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(An Oregon Non-Profit Corporation)

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$13.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

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T H E T R A I N M A S T E R
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