



pacific northwest chapter

THE TRAINMASTER

March 1979

Chapter Phone No.: 226-6747 (226-NRHS)

Number 220

CONTRIBUTIONS TO THE TRAINMASTER are welcomed. Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to the editor's home address, 3562 SE Harrison St., Apt. 15; Portland, Oregon 97214.

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
March 16
8 PM

REGULAR MONTHLY MEETING

The March meeting of PNW Chapter will be held at the BN Safety Assembly Room. Contact one of the Chapter officers or TRAINMASTER staff members if you don't know how to get there. Refreshments between business session and program—bring your quarters!

"Newsreel" before the program—bring your slides!

Program for this month's meeting will be "Winter Railroading Spectacular," presented by Al Zimmerman. First there will be a short clinic on railfan photography in the winter, followed by "Blue Mountain Extravaganza: UP vs. Winter Snow," a slide show.

Friday
April 20
8 PM

APRIL MONTHLY MEETING

Rail quiz slide show presented by Gil Hulin. Reserve the date now.

May 14-19

OREGON TRANSPORTATION WEEK

Locomotive 4449 and PNW Chapter dormitory-tool car 76 will be on display at Swan Island on Friday and Saturday, May 18 and 19. The Port of Portland's new drydock will be on display on Sat., May 19.

Aug. 29-Sept. 4 NRHS NATIONAL CONVENTION AT WASHINGTON, D. C.

If you're going to the convention, you'd better start planning now.

WHO WORKED AT WHAT ON WHICH RAILROAD?—A QUIZ

Five railroaders were eating lunch at Portland's Hoyt Hotel in the early 1960's, years before the Burlington Northern merger and Amtrak. They were Bill, Chuck, Ed, Jim, and Roger, a conductor, a switchman, a brakeman, an engineer, and a fireman, although not necessarily in that order. They worked for Union Pacific, Great Northern, Northern Pacific, Southern Pacific, and Spokane, Portland, and Seattle, again not necessarily in that order. The following information, none of it irrelevant, will enable you to sort out who does what for which railroad:

Clue 1: Chuck lives in The Dalles.

Clue 2: Roger told the engineer, "I'll be on the diesel of #459 when it pulls out this afternoon."

Clue 3: "The falls at Oregon City were sure beautiful this morning," Bill told the conductor.

Clue 4: Jim said to the engineer, "The weather is too cold around Puget Sound. I'm sure glad we don't go to Seattle."

Clue 5: Bill picked up the checks for the switchman and brakeman.

Clue 6: Chuck said to the conductor, "I mislaid my uniform coat. Do you have an extra one that would fit me?" Ed interrupted, "I'd lend you one if I owned one."

This quiz has been adapted by Gil Hulin for THE TRAINMASTER from a similar Chicago-based one in the December 1959 issue of Model Trains magazine. The solution will appear in the May TRAINMASTER. Members are encouraged to send their answers on a postcard or letter to: TRAINMASTER Quiz; Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209. The first correct answer bearing the earliest postmark will be declared the winner. The winner will be announced in the May issue and will receive two large 4449 posters, one in American Freedom Train colors, the other in Daylight dress.

50TH ANNIVERSARY CASCADE TUNNEL (from the February 1979 issue of NRHS News Extra)

A special banquet on January 13th, hosted by the Tacoma Chapter membership, honored the fiftieth anniversary of the opening of Cascade Tunnel on the Great Northern Railway. Held in the Red Lion Inn at Seattle, a fine turnout of 158 people was on hand for the event.

Slides of the tunnel's history from construction to the present time were shown during the dinner, and each dinner guest received an exact reprint of the program for the original banquet 50 years ago for the opening ceremonies.

Principal speaker for the event was Thomas J. Lamphier, President of the Transportation Division, Burlington Northern Inc. (most of us call it the "railroad") and presented very interesting commentary and played portions of the original broadcast on NBC radio of the opening of the tunnel, which included an address by President Hoover. Thought to be destroyed for many years, the old Victor Talking Machine Company recording was found recently in the old GN building in St. Paul.

Mr Lamphier delighted the guests with his candid and relaxed presentation, which in addition to the vintage recording included a film from the 1930's featuring the then-new Empire Builder and the Cascade Tunnel's role in the railway progress of the era.

50TH ANNIVERSARY CASCADE TUNNEL (continued)

A time capsule will be buried at the tunnel this coming spring and everyone present at the banquet signed a special book that will be included in the memorabilia to be opened on the occasion of the tunnel's centennial. Central Region Vice President Jerry Hilton taped the entire evening and a copy of the tape will likewise be placed in the capsule. (Condensed from Central Region Limited)

ITEMS STOLEN

A number of items were stolen during October from the California Railway Museum at Rio Vista Junction, California. Included in the stolen items were several old-style (1920's) Pullman chairs. They are a faded red, blue, or green. A small brass number plate is affixed to the top of the back of each chair. Painted underneath on the bottom of the chairs are one of the following: #651, #652, #653, or the name "Minorca." Also stolen was a wooden Victrola approximately 32 inches long by 30 inches high. It has a folding lid and a large horn.

If any of these items are spotted please call the museum at (707) 374-2978 or contact any Chapter officer. Do not try to alert anyone currently connected with the stolen items. Let the museum take legal action to recover them.

SOUTHERN LEASES ROYAL HUDSON 2839 (from the February 1979 issue of Cinders, Philadelphia Chapter)

In another spectacular coup, Southern Railway has added ex-Canadian Pacific Royal Hudson 2839 to its stable of operating steam locomotives. Thus, for the 1979 season at least, Southern will be able to field a formidable lineup of excursion power: Montreal-built 4-6-4 2839, former Texas & Pacific 2-10-4 610 (Lima 1927), and its own famed 2-8-2 4501 (Baldwin 1911) -- not to mention green-and-gold FP7 diesel-electric units 6133 and 6141 (EMD 1950).

During the first week of February the sleek, red-trimmed Hudson was to steam out of Northampton, Pennsylvania, its storage site for the past six years, bound for Birmingham, Alabama and a new chapter in its long career as a mainline passenger locomotive. At press time, it was learned that Southern would apply its green-and-gold paint scheme to the 2839. Built in 1937, the engine is jointly owned by two railfan groups, Atlantic Central Steam Company and Royal Hudson Locomotive Company, which for years have tried without success to arrange steam excursions in the Allentown area. It is leased to Southern for a one-year period.

Acquisition of the Royal Hudson could mean that this year's NRHS convention in Washington, D.C. will be even more of a drawing card than expected -- with the powerful 2839 and huge Texas-type 610 competing for attention! Expect ex-Florida East Coast, ex-Savannah & Atlanta 750 to be ready to run in 1979 also.

INFORMATION AND HELP WANTED (from the January 1979 issue of NRHS News Extra)

The history of Union Pacific wooden cabooses is being explored in depth by our newest chapter, Snake River. They are anxious to hear from anyone who has any kind of data, pictures, diagrams, etc. of the wooden crummies of the UP. Write to Snake R. Chap., NRHS; John W. Sorenson, Nat. Dir.; P.O. Box 271; Meridian, Idaho 83642.

NEW AD SERVICE FOR PNW CHAPTER MEMBERS--by Jim Schmidt

Beginning this month in THE TRAINMASTER there will be a new service for members of the Pacific Northwest Chapter. We will be starting an advertising section to be known as "The Transfer Table," which will be a regular feature in each issue of THE TRAINMASTER for those who want to swap, sell, or buy items of railroad interest. "The Transfer Table" is a service, available to members only, of the Pacific Northwest Chapter. Ads will be run free of charge.

When placing an ad in "The Transfer Table" send it soon enough to reach us by the first week of the month for it to be included in that month's issue of THE TRAINMASTER. If it does not make our deadline we will place your ad in the next issue. Send your ad to: Transfer Table-TRAINMASTER; Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209. Be sure to include your name, address, and/or your phone number, and a brief description of the items that you want to swap, sell, or buy.

THE TRANSFER TABLE

For Sale: Genuine SP&S data processing equipment. Operational system with some work, or good for parts (motors, relays, power supply, etc.). Must see to appreciate. For more information contact John Holloway, 246-5752, evenings.

For Sale: Reversible coach seat, last used on Alaska RR. Gray upholstery, good condition, \$45. Contact Gary Oslund, 287-4869, evenings.

PAPER

For Sale: Excess 8½"x11" from Room 1. Assorted weights, colors, and textures. Six reams yellow, five reams buff, ten reams blue, eight reams medium blue heavy stock, eight reams green, and approximately six reams assorted colors. Five reams white duplicator, six reams plain white, and approximately seven reams medium weight textured white. Also a few odds and ends. Great for typing, scratch paper, or kids. \$1.00 per ream for white, .50¢ per ream for colored, or make offer on entire lot. Contact TRAINMASTER staff or leave message on Chapter phone, 226-6747.

Wanted: 1958 SP Coast Lines timetable, mint condition. Also Shasta Daylight trip folder. Call Ben Fredericks at 256-4503, evenings.

Wanted: Information and photographs of SP "Red Electrics" in the Lake Oswego and Monmouth areas. Current scenic shots on SP Cascade Line between Oakridge and Chemult. Also information and photos of Astoria and South Coast Rwy. locomotive #26. Contact Walt Grande, 246-3254, evenings.

OPINION (from the February 1979 issue of NRPS News Extra)

The following is an interesting quotation from remarks made by Adriana Gianturco, Director of the California Department of Transportation, and especially timely in the wake of recent announcements on the future of the existing Amtrak system: "Amtrak now costs the taxpayer \$600 million per year while highways cost \$23 billion a year. The current subsidy of the U.S. Air Traffic Control system is \$1.8 billion annually, and this represents only a small fraction of the public subsidy to airlines. Former Transportation Secretary William Coleman estimated that air travelers pay only 1/3 the cost of their transportation. Amtrak passengers,

OPINION (continued)

by comparison, pay almost 40%. The subsidy of U.S. highways by non-highway revenue since 1920 totals well over \$150 billion, and this does not take into account the social and environmental damages, or the \$46 billion we spend annually to import petroleum from the OPEC nations."

THE SOUTHERN CRESCENT (from the February 1979 issue of NRHS News Extra)

The last Southern-operated Southern Crescent slipped into the quiet of New Orleans' mural and black marble-decorated terminal and another page of rail history was inked and dried. The nation marked the demise of the last privately-owned overnight passenger train with the last run of the train. The Southern Crescent left Washington, D.C. three minutes behind schedule and pulled up to the bumping post in New Orleans an hour off the advertised. The general public took little notice of the historic event but railfans, reporters, and officials of both the Southern Railway and Amtrak attended the brief ceremony at Atlanta where the train was met by the Best Friend of Charleston. With 85 passengers aboard, many of them reporters and rail enthusiasts, the train pulled out of Atlanta in 18-degree weather for the final green-and-gold run through the pine forests, harvested cotton fields, cattle farms, and pecan orchards. From track-side it appeared as just another run of the Southern Crescent, though television crews were on hand at Anniston and Birmingham. (Condensed from UPI release)

EPILOGUE....The train continues to run as simply The Crescent. It no longer has the master room or the dome, but it now operates daily between New Orleans and Atlanta. Service and equipment will soon become Amtrak procedure. With the train continuing to operate, what then really changed except the name? Something that lies beneath the surface, the little extra touches and traditions the public probably didn't notice except for the discerning traveler who knew and appreciated the "Southern touch"—the touch of a Lewis Price, rest his soul. We pass no judgment on what will come to pass, but a corner of our favorite leisure and business life has passed and only those who have felt the "Southern touch" will ever understand.—V.A.V.

TWO MORE AUTOMATIC GATES SET FOR OREGON CROSSINGS (from the February 1979 issue of Burlington Northern Sea-Port Region News)

Automatic gates and flashing lights are planned for two more BN grade crossings in Oregon under agreements with the State Department of Transportation.

BN will bear 20 per cent of the estimated \$57,000 cost for the new safety devices at the intersection of Southwest Tualatin Road at Tualatin. The state will provide seventy-five per cent of the cost and the city and the county will each provide 2.5 per cent.

The Oregon Department of Transportation will provide ninety per cent of the cost of gates at Northwest 107th Avenue in Portland and the state grade crossing protection account will bear ten percent.

Burlington Northern is paying the entire cost of moving tracks for Water Street in Albany, relocating them behind a curb between Lafayette and Main streets. There have been only three train-vehicle accidents at the Main, Hill, Madison, Lafayette, and Thurston street crossings in the past ten years.

SUMMARY OF MINUTES - REGULAR MEETING FEBRUARY 16, 1979

The meeting was called to order by President Ed Immel at 8:10 pm.

Treasurer Roger Sackett reported that 116 members have paid dues for 1979.

Mechanical Supt. Bob Slover reported on the car Mount Hood: Four new batteries were installed on Sat., Feb. 10. The Chapter is looking for a source of heat for the car - a small Vapor boiler is being considered. Help is needed on Thursday evening, Feb. 22nd to clean up the car.

Chuck Storz announced that four people are needed to help set up tables at 8 am on the day of the Swap Meet.

4449 Rose Festival Trips: Ed Immel reported that he has spoken to the VP of marketing of Amtrak but received no commitment. We are still waiting for a final decision from the BN.

Ed Immel reported that the Chapter board has authorized a donation of \$25.00 to the Friends of Union Station, a new group formed to encourage the use of Union Station as part of a transportation center.

National Transportation Week: Ed Immel reported that the Chapter will assist with the 1979 display which will be on Swan Island. Locomotive 4449 and the car Mount Hood, if here, will be on display. Dates this year are May 18 and 19. A large crowd is expected due to the fact that the new dry dock will be open for viewing. An Amtrak bi-level car may be included in the display.

Ed Immel advised that the Chapter has been contacted by the Port of Cascade Locks for assistance in restoring the historic locomotive, the Oregon Pony. The Port is researching at what point in its life the locomotive is to be restored to.

Ed Immel displayed a collection of passes donated to the Chapter by Donald J. Russell. The passes, with dates between 1900 and 1910, are from various railroads.

Terry Parker announced that the March program will be slides of winter railroad-
ing presented by Al Zimmerman and Ben Fredericks.

Program: 1. Newsreel. 2. Locomotive 4449: Slides by Bob Slover. Movies of test runs by Duane Cramer.

The meeting was adjourned at 9:10 pm.

Respectfully submitted,

Chuck Storz
Secretary

Spokane, Portland and Seattle Ry. Co.

Cars marked "Spokane, Portland & Seattle" unless otherwise indicated in column headed "Markings and Kind of Cars"

Send reports of passenger train cars interchanged and address correspondence regarding passenger train car mileage or portion statements to H. L. Kendall, Auditor Disbursements, Portland 7, Ore.

The passenger train cars of this Company are numbered and classified as follows:

A. A. R. Mech. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap.			Length of Comp't		LENGTH OF CAR		RATE		No. of Cars	
			Bag. Exp.	Mail	Mail	ft.	in.	ft.	in.	Mileage	Per Diem		
	Note X												
MB...e	Bagg. & Mail, Steel.	40	...	85	30	69	278	0	102	\$25.65		1	
MB...e	" " "	45 to 47	...	49	30	72	1089	4	102	25.05		3	
MB...e	" " "	48, 49	...	42	30	72	1082	4	102	25.05		2	
MR...o	Mail Storage, Steel	50, 51	...	...	...	...	69	273	0	0.086	10.16	2
MR...e	" " "	55 to 57	...	...	...	...	72	1082	4	0.080	16.16	3
MR...e	" " "	58	...	...	...	...	60	104	2	0.007	13.30	1
MR...e	" " "	59	...	...	...	...	60	108	11	0.007	13.30	1
BE...e	Baggage, Steel...	60 to 69	...	...	...	...	72	1082	4	0.080	16.16	10
CSB...e	Baggage-Dormitory, Light-weight Steel, Note ACⓐ	75	...	44	...	...	82	285	...	191	25.15	1
ME...e	Baggage & Express, Steel.	90, 91	...	...	...	...	80	473	0	0.080	16.16	2
PB...e	Couch, Steel.....	272 to 274	80	...	...	...	72	681	7	1.102	25.05	3
PB...e	" " Note ACⓐ	275, 276	64	...	...	...	72	681	7	1.191	35.16	2
PB...e	" " Note ACⓐ	277, 278	60	...	...	...	72	681	7	1.175	29.95	2
PB...e	" " Note ACⓐ	279, 280	60	...	...	...	75	...	...	1.175	29.95	2
PB...e	Couch, DeLuxe, Light-weight Steel, Note ACⓐ	300	50	...	...	...	78	685	...	191	35.16	1
PB...e	Couch, DeLuxe, Light-weight Steel, Note ACⓐ	301 to 305	64	...	...	...	78	685	...	191	35.16	5
PB...e	Couch, DeLuxe, Light-weight Steel, Note ACⓐ	350	48	...	...	...	78	685	...	191	35.16	1
PS...e	Sleeper, Light-weight Steel, Notes A, H, ACⓐ	366	22	...	...	...	78	685	...	191	35.15	1
DA...e	Diner, Steel, Note ACⓐ	404	36	...	...	...	80	183	10	1.175	29.95	1
DA...e	Diner, Light-weight Steel, Note ACⓐ	405	48	...	...	...	82	285	...	191	35.16	1
DA...e	Diner, Steel, Note ACⓐ	406	80	...	...	...	72	1081	8	1.191	35.16	1
PO...e	Lounge-Sleeper, Light-weight Steel, Notes B, H, ACⓐ	Mt. Hood (600) Mt. St. Helens (601)	37	...	...	...	78	285	...	191	35.15	2
PO...e	Sleeper-Lounge, Steel, Notes C, H, ACⓐ	Mt. Adams (Mt. Jefferson)	62	77	...	89	10	1.101	35.16	2
PS...e	Sleeper, Light-weight Steel, Notes D, H, ACⓐ	Indian Pass (700)	24	...	...	...	78	685	...	191	35.15	1
PS...e	Sleeper, Light-weight Steel, Notes E, H, ACⓐ	Wapinitia Pass (701)	20	...	...	...	78	685	...	191	35.16	1
PS...e	Sleeper, Light-weight Steel, Note F, H, ACⓐ	Snake River (702)	23	...	...	...	78	685	...	191	35.16	1
	Total.....											58	

Note A—Sleeper No. 366 has 6 Roomettes, 4 Bedrooms and 8 Duplex Roomettes.

Note B—Named Sleeper-Lounge cars "Mt. Hood (600)" and "Mt. St. Helens (601)" have 6 Roomettes, 3 Double Bedrooms, Buffet and Seating capacity for 25 in observation end.

Note C—Named Sleeper-Lounge cars "Mt. Adams" and "Mt. Jefferson" have 8 Berth sections, Buffet and Seating capacity for 20 in observation end.

Note D—Named Sleeper "Indian Pass (700)" has 8 Duplex Roomettes, 4 Bedrooms and 4 Standard Sections.

Note E—Named Sleeper "Wapinitia Pass (701)" has 2 Compartments, 5 Bedrooms and 6 Roomettes.

Note F—Named Sleeper "Snake River (702)" has 1 Compartment, 3 Bedrooms, 7 Duplex Roomettes and 4 Sections.

Note H—Named Sleepers or numbered cars in these series are leased to the Pullman Co. All mileage reports and charges incurred incident to repairs and operation should be made to the Pullman Co., Chicago, Ill.

Spokane, Portland and Seattle Ry. Co.—Cont'd.

Note X—All the head end passenger train cars of this Company are equipped with small door each end to permit passage from one car to another.

Baggage, Mail and Express cars have generator equipment as follows: Axle generators—Nos. 40, 45 to 49, 60 to 69, 75, 90, 91.

Mail Storage cars Nos. 50, 51, 58 and 59 are equipped with electric generators.

Mail Storage cars Nos. 55 to 57 are not equipped with electric generators.

Passenger carrying cars (Coaches, Cafe-Observation and Sleepers) are equipped as follows:

2 vestibules, no generator, 2 flush toilets, 2 wash stands—Nos. 272 to 274.

2 vestibules, axle generator, 2 flush toilets, 2 wash stands—Nos. 275, 276.

2 vestibules, electric generator, 2 flush toilets, 2 wash stands—Nos. 277, 278, 279, 280.

1 vestibule, 1 blind end, axle generator, 2 flush toilets, 4 wash stands—Nos. 300 to 305.

1 vestibule, 1 blind end, electric generator, 3 flush toilets (1 in Men's Lounge, 2 in Ladies Lounge), 4 wash stands (2 in each Lounge)—No. 350.

1 vestibule, 1 blind end, axle generator, 10 flush toilets, 1 stationary wash stand, 13 folding wash stands—No. 386.

1 vestibule, 1 blind end, axle generator, 10 flush toilets (9 private and 1 public), 10 wash stands—Named cars "Mt. Hood (600)" and "Mt. St. Helens (601)."

1 vestibule, 1 blind end, axle generator, 2 flush toilets, 5 wash stands—Named cars "Mt. Adams" and "Mt. Jefferson."

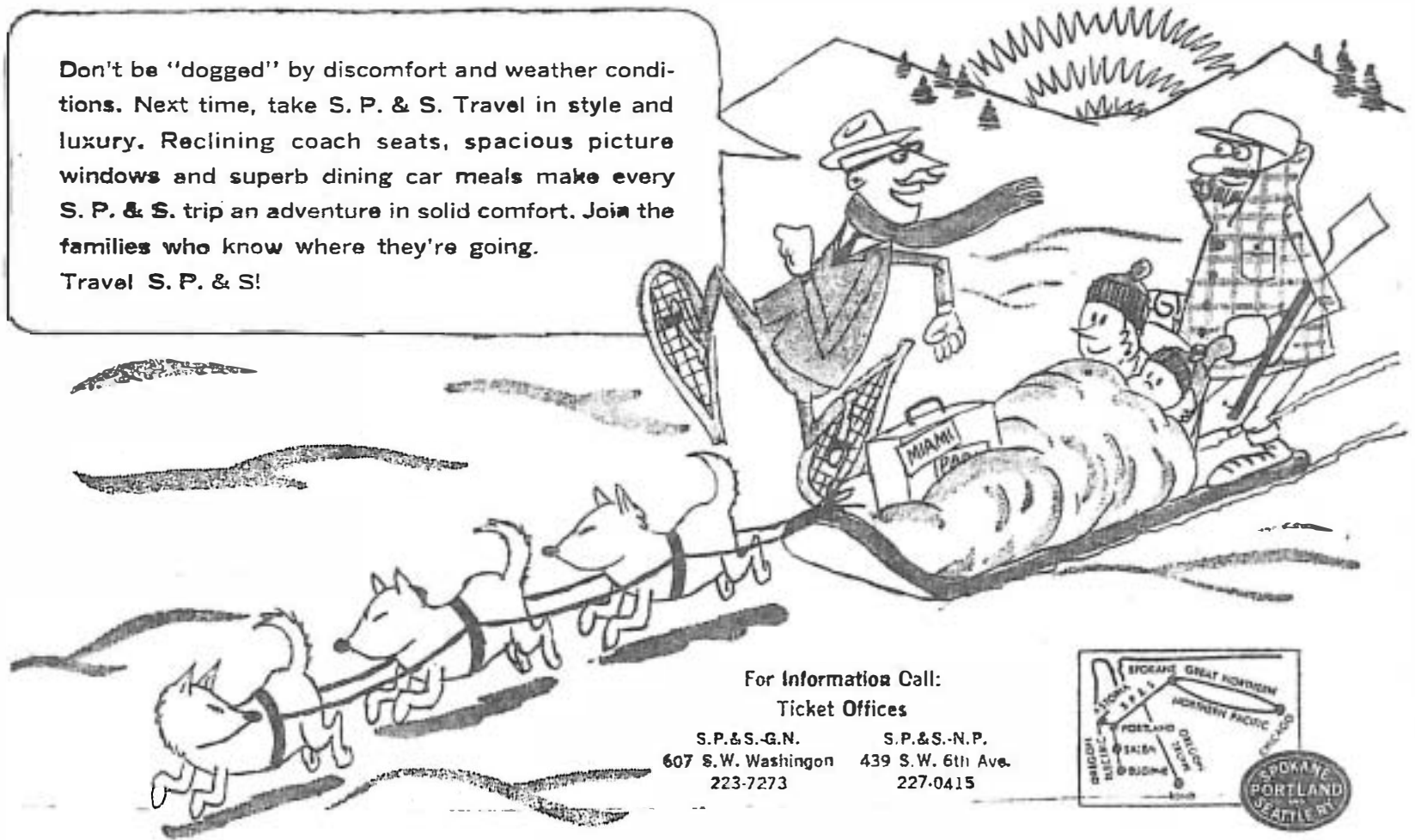
1 vestibule, 1 blind end, electric generator, 14 flush toilets, 16 wash stands—Named car "Indian Pass (700)."

1 vestibule, 1 blind end, electric generator—Named cars "Wapinitia Pass (701)" and "Snake River (702)."

(Jan., 1954)

Reprinted from:
The Official Register of
Passenger Train Equipment
Number 19, January 1954

Don't be "dogged" by discomfort and weather conditions. Next time, take S. P. & S. Travel in style and luxury. Reclining coach seats, spacious picture windows and superb dining car meals make every S. P. & S. trip an adventure in solid comfort. Join the families who know where they're going. Travel S. P. & S!



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223-7273	227-0415



SPOKANE, PORTLAND and SEATTLE RAILWAY SYSTEM

General Offices: American Bank Building, Portland, Oregon

Advertisement appearing in the "Oregon Journal" Portland, Oregon September 20, 1966

NOTICE OF SALE OF LIBRARY SURPLUS

The following magazines and publications that are surplus to the chapter's collection will be on sale to chapter members prior to the Swap Meet. Room 1 will be open from 5:00PM until meeting time on March 16, 1979 for this purpose. bring your surplus issues as I will trade for issues that fill gaps in the chapter's collection. If you cannot make it at this time leave a message on the chapter phone recorder and I will try to make arrangements to accomodate you. The chapter phone number is 226-6747
Jim Gilmore, Chapter Librarian.

TRAINS MAGAZINE

53, Jul, Nov; 54, Mar, Apr, May, Oct; 55, Aug, Nov; 57, Jan, May; 59, Feb, May; 60, May, Nov; 61, Feb, Mar, May, Jun, Oct; 62, Feb, Apr, Jul, Oct; 63, Jan, Sep, Oct; 64, Feb THRU Sep; 65, Feb, Mar, May, Jun, Jul, Sep; 66, Jan, Mar, May THRU Nov; 67, Feb, Mar, May THRU Sep; 68, Jan, Mar THRU Nov; 69, Jan THRU Aug, Oct, Nov; 70, Mar, Apr, Jun, Oct; 71, Feb THRU Dec; 72, Jan, Apr THRU Dec; 73, Jan THRU Jun, Aug THRU Dec; 74, Jan, Feb, Jun, Jul, Sep, Nov, Dec; 75, Jan, Mar THRU Jun, Aug; 76, Jan.

MODEL RAILROADER MAGAZINE

51, Jan; 53, Dec; 55, Jan, Feb, Jun THRU Oct; 56, Jun, Aug; 57, Dec; 58, May, Aug, Dec; 59, Mar, Sep THRU Dec; 60, Jan, Feb, Apr, May; 61, Mar, Apr, Dec; 62, May, Jul, Sep, Nov, Dec; 63, Feb, May, Jun, Sep, Oct; 64, Apr, May, Sep, Oct; 65, Jan; 66, Jan, Apr, May, Jul, Nov; 67, Jan, Mar, Jun; 68, Oct, Dec; 69, Feb; 72, Mar; 75, Jan THRU Apr.

RAILROAD MAGAZINE

37, Apr; 38, Mar; 42, Jun; 43, Jul; 44, Jul; 52, Oct, Nov, Dec; 62, Aug; 63, Apr, Dec; 64, Apr, Jun, Aug, Oct, Dec; 65, Jan, Mar THRU Jul, Sep, Dec; 66, Jan THRU Nov; 67, Jan, Feb, Mar, May, Jul, Oct, Nov; 68, Jan, Jul, Sep, Oct, Nov; 69, Feb, Mar, May, Jun, Aug THRU Dec; 70, Jan, Apr, May, Aug THRU Dec; 71, Jan, Mar, Jun THRU Sep; 72, Jan, Feb, Apr THRU Aug; 74, Oct, Dec; 75, Dec.

RAILROAD MODEL CRAFTSMAN

56, Jun; 59, Jul; 60, Oct; 61, Jun, Dec; 62, Nov, Dec; 63, Jan, Mar, Jun, Jul, Sep, Oct, Dec; 64, Jan, Feb, Mar, Jun THRU Nov; 65, Apr, Oct, Nov, Dec; 66, Apr, Oct, Nov, Dec; 67, Feb, Mar, Apr, Jun; 68, Oct; 69, Feb; 75, Feb.

MODEL TRAINS MAGAZINE

56, Aug, Oct; 59, Summer, Dec; 60, Spring, Summer; 61, Spring, Dec; 62, Mar.

RAILWAY PROGRESS

53, Jan THRU Dec; 54, Mar, Apr, May, Jun; 55, Jan, May THRU Dec; 56, Jan THRU Jun, Aug THRU Dec; 57, Jan, Mar, May THRU Dec; 58, Jan, Feb, Mar, May;

MODERN RAILROADS

52, Dec; 53, Jan, Feb, Mar; 54, May; 55, May; 56, Jan, Aug, Nov; 57, Feb THRU May, Jul THRU Nov; 58, Feb THRU Dec; 59, Jan THRU Jul; 61, Feb, Mar, May, Jun, Jul, Sep, Oct, Nov; 62, Oct, Dec; 63, May, Jul, Dec; 64, Feb, May, Jul, Aug, Sep, Nov, Dec; 65, Jan, Jul, Oct, Dec; 66, Jan, Jun; 70, Nov, Dec; 71, Jan, Mar, May, Jun.

NORTHERN PACIFIC TELL TALE

51, Aug, Sep; 52, Jan, Feb, Apr, May, Jul, Aug, Sep; 53, Jan, May, Jun, Jul, Aug; 54, Feb, Mar, Apr, Jun THRU Oct; 55, Mar THRU Oct; 56, Jan, Feb, Apr, May, Jun, Aug, Sep, Oct; 57, Mar, Apr, May, Jun, Aug, Oct, Dec; 58, Jun, Aug.

SOUTHERN PACIFIC BULLETIN

36, Nov; 37, Mar, Dec; 38, Feb THRU Dec; 39, Mar, May, Jul THRU Dec; 40, Jan THRU Apr, Jun THRU Nov; 41, Jan THRU Oct, Dec; 42, Jan, Apr, Jun, Jul, Aug, Oct, Nov, Dec; 43, Jan, Feb, Apr, May, Jul, THRU Dec; 44, Jan THRU Apr, Jun THRU Sep, Nov, Dec; 45, Jan THRU Jun, Aug, Oct, Nov, Dec; 46, Jan THRU Jun, Nov/Dec; 47, Jan/Feb, Mar/Apr, Sep/Oct, Nov/Dec; 48, Jan/Feb, May/June, Nov/Dec; 49, Mar/Apr, May/June, Jul/Aug, Sep/Oct, Nov/Dec; 50, Jan/Feb, Mar/Apr, May/June, Jul/Aug, Nov/Dec; 51, Jan THRU Aug, Oct, Nov, Dec; 52, Jan, Mar THRU Jul, Sep THRU Dec; 53, Jan, Feb, Apr THRU Dec; 54, Jan THRU Jul, Sep THRU Dec; 55, Jan THRU Jul, Sep THRU Dec; 56, Jan THRU Jun, Aug THRU Dec; 57, Jan, Feb, Mar, May, Jun, Aug THRU Dec; 58, Jan, Apr, May, Jun/Jul, Aug, Nov, Dec; 59, Jan, Feb, Mar, May THRU Oct, Dec; 60, Jan/Feb, Mar THRU Nov; 61, Jan, Mar, Jun/Jul, Sep, Dec; 62, Jan, Apr THRU Sep, Nov, Dec; 63, Jan/Feb, Mar THRU Jun, Aug, Sep/Oct, Nov, Dec; 64, Mar THRU Jun; 65, Jan/Feb, Mar THRU Jul, Nov, Dec; 66, Jan, Apr, May, Jun; 67, Oct/Nov; 68, Feb, Mar; 69, May/June; 78, Mar.

Also the following full year sets are available;
39, 40, 46, 48, 51, 52, 53, 54, 55, 56, 57, 58, 59, 61, 62, 63.

UNION PACIFIC INFO

70, Jul, Sep, Oct, Nov, Dec; 71, Feb THRU Dec; 72, Jan THRU Dec; 73, Jan; 74, Feb, Mar, Jul, Aug, Sep, Oct, Dec.

THE OFFICIAL RAILWAY EQUIPMENT REGISTER

68, Apr; 69, Jan, Apr, Jul, Oct; 70, Jan, Oct.

THE OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT

60, Jan.

THE OFFICIAL GUIDE

46, Jan; 58, Oct; 69, Sep.

RAILWAY AGE

Many issues approx. from 30's to 60's but not catalogued.

EMPLOYEE TIMETABLES

Mainly Southern Pacific (Many Divisions), Union Pacific And Burlington Northern.

PASSENGER TIMETABLES

Many railroads, Many copies, too numerous to list.

Even if you don't plan to buy anything come on down anyway and use this chance to look at your library, it's really starting to look like a library.

NOTE: this may be your last chance to get some of the items left over from the 4449 sales campaign as the quantities of some are getting low and will probably be sold out at the Swap Meet.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
(An Oregon Non-Profit Corporation)

Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 226-6747

1979 CHAPTER OFFICERS

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