

The



TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

JANUARY 1993

Immediately following the Civil War, the railroad industry was a catalyst for the nation's economic reformation. The rails transformed small towns into business hubs, industrious labors into wealthy entrepreneurs, and greedy men into bandits. As the rails outdistanced their ability to be defended, miles of desolent track became a work place for the American outlaw.

Train robbers went about their work well-armed and well-mounted. They would either succeed in their holdup, or die with their boots on.

The bandits stopped trains, overpowered crews and claimed express-car contents. Some preferred to block the tracks, derail the train, or jump on top and hide in the tender until an opportune moment. But the most-effective and least-strenuous method was simply waving a red lantern and flagging the train to a stop. The crew then was escorted to the express car to persuade the express messenger to let the bandits aboard.

No road now comprised by the Union Pacific System was spared the attention of professional train robbers. The UP encountered such bandits as "Gentleman" Bill Carlisle, the Jones Brothers, Charlie Manning and George "Big Nose" Parrott. Heading the "most wanted" list was the Wild Bunch, led by the suave Robert LeRoy "Butch Cassidy" Parker and the debonair Harry "Sundance Kid" Longabaugh.

Because of their polish and charm, many passengers, especially women, felt privileged to be robbed by Butch and Sundance. Their publicized successes at Wilcox in 1899 and Tipton, Wyoming, in 1900 netted them more than \$100,000.

The Missouri Pacific fell prey to such treacherous villains as Sam Bass, Bill Doolin and Rube Burrow. But the MP's major concern was the notorious James-Younger Gang. Like Robin Hood, Jesse James and his gang were men of the people. Born and raised in the heart of anti-railroad Missouri, the brothers were shielded from the law by those who shared similar views of the rail industry. The efforts of these confederate irregulars resulted in Missouri's nickname, "The Outlaw State."

Further south, the Missouri, Kansas & Texas (Katy) line was hit hard by Nathaniel "Texas Jack" Reed, Al Spencer, Thomas Turlington and the Starr Gang. The Dalton Gang, however, proved the most bothersome thorn in the side of Superintendent J.J. Frey.

Once, the Daltons announced they would rob the Katy at Pryor, Oklahoma. Katy executives placed 15 deputy marshals on a train at Muskogee and 50 armed men in the Pryor Creek Depot. When the Katy Flyer arrived, not a Dalton was in sight. By the time the deputies reached Adair, six miles away, they were bragging and laughing about what would have happened had the Daltons shown. Suddenly, rifle fire erupted. Some deputies jumped and made tracks for the next county. Two fought and died. The rest hid their Winchesters under their seats. It took only 10 minutes to capture the train and 10 more to relieve the express car of \$27,000. The Daltons made a clean getaway.

The railroads lobbied for stiffer laws, hired outside security and built their own law enforcement agencies. William Pinkerton, a proponent of federal legislation stated, "The government should take charge of these cases, as the robbers are not likely able to control the United States officials as they control the local authorities."

State and territory legislatures began passing stiffer laws, some even mandating the death penalty. Finally in 1902,

LEGENDARY TRAIN ROBBERS WERE BIGGER THAN LIFE

by Loftin C. Woodiel

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position 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. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$27/yr.
Joint...\$32/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The editor reserves the right to edit or hold material at his discretion.*

—Kristopher

CHAPTER TIMETABLE NO. 364

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, January 7, 7:00pm, at room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, January 15, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

LIBRARY/ARCHIVES WORKSESSION Thursday, January 7, 1 to 4pm & Saturday, January 16, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jerry Webb at 298-8163 or Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, January 16 & 23, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

15th ANNUAL RAILROADIANA & MODEL RR SWAP MEET Saturday, March 13, 1993, 10:00am to 4:00pm at the Jackson Armory, 6255 NE Comfoot Road, Portland Or. For Information write to Doug Auburg, CGMRC, 2505 N. Vancouver Ave. Portland, Or 97227

GREAT AMERICAN TRAIN SHOW--March 20 & 21 at Multnomah County Expo Center, Portland, Or.

JANUARY MEETING PROGRAM

to be Announced

Program begins after business meeting

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the Meeting Program Coordinator.

CHAPTER BUSINESS

FROM NATIONAL

Four changes of leadership within the regional structure of your Society are listed below. The outgoing Veeps served well and we wish Don Jilson, Duncan Metcalfe, Bob Hainstock, and Jerry Webb the best. The incoming Veeps are looking forward to their tasks.

COASTAL PLAIN.....James M. Phillips

NORTHEAST.....Bruce J. Hodges

NORTHWEST.....Richard A. Carlson

OHIO VALLEY.....Wesley F. Ross

MEETING CALENDAR

Spring 1993--Little Rock, Arkansas March 26-28

Fall 1993----Wilmington, Delaware November 12-14

Spring 1994--St. Louis, Missouri April 17

Fall 1994----Ronkonkoma, New York November 12-

14

1993 Convention-Chicago, Illinois July 21-25

1994 Convention-Atlanta, Georgia June 22-26

1995 Convention-Lancaster, Pennsylvania June 29-

July 2

1996 Convention-Charlotte, North Carolina June 18-

23

AMTRAK ITEMS FOR SALE

Elsie Vickers Montano wants to sell the remaining material from the former Amtrak Historical Society location in Arizona. Her late husband had just started getting the organization in operation when he died. She has HO & N models, key rings, belt buckles and Amtrak calendars back to 1970. Write to her with your request at:

PO BOX 27894

Prescott Valley, AZ 86312. 602/772-9592

MEMBERSHIP REPORT

Tammy Auburg, Chairperson

Join me in a "Welcome" to our new members in our growing group.

Kenneth H. and Marion Brandes

16655 SW Queen Mary Ave.

Tigard, Or 97224 503/620-5704

Glenn Ratcliff

PO Box 1007

Bend, Or 97709 503/382-2448

Stewart D. & Bonnie Jean Johnson

2150 NE Francis Ct

Gresham, Or 97030 503/661-2971

Donald D. Leamy

3158 SE Lake Road

Milwaukie, Or 97222

Laurel Engeman & Robert J. Porter

13945 SW Ronald Ct

Beaverton, Or 97006 503/644-2908

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - DECEMBER 10, 1992

The meeting was called to order by President Chuck Bukowsky at 7:05 PM.

Treasurer Maxine Rodabaugh reported that a check has been received in advance for rental of RDC car 6905 to the Lewis & Clark Ry. this month.

No motions were passed by the board of directors at its December meeting.

Excursions: Dick Ordway reported that definite word about the Oregon Trail trip over the U.P. is expected by next Monday, Dec. 14. Planning for a Spokane trip will continue in case the U.P. trip does not happen. The question of the motive power preferred for the possible U.P. trip came up with E-unit diesels preferred over steam locomotive 3985. A number of groups are asking to operate the the Kansas City to Portland Oregon trail trip including state historical societies all along the way.

Rolling Stock: Richard Gray reported that work is proceeding on the car Twin Grove. Temporary roof repairs have been made on the SP&S 55 to stop any leaks. The B.N. has approved a trip being put on by Dave Duncan next June which will possibly result in the lease of six Chapter cars. An estimate of repair and preparation costs will be prepared shortly by the rolling stock committee. The locomotive in Seattle has still not moved due to damage to the flat cars on which it is loaded.

Museum: The subject of inventorying the contents of car 76 was brought up. The inventory has not been made. Al McCready said that he would work on the inventory.

Annual Banquet: Chuck Bukowsky proposed the last Saturday in January or the first Saturday in February for the annual Chapter banquet. Dick Ordway agreed to handle the arrangements for the banquet. Bob Hoffman advised that three members will be awarded NRHS 25 year pins at the banquet.

G.P. Shop Equipment: Chuck Bukowsky advised that Dave Stimac has a list of the items that the Chapter wants from the Georgia Pacific shop at Powers, OR. A number of the same items have been requested by a new group at Toledo, OR. Word is that a G.P. official in the Coos Bay area favors the Toledo group and may make it difficult for the Chapter to get the equipment it wants.

Jack Holst Award: Peter Rodabaugh announced that the election for the 1992 Jack Holst award will take place at the January, 1993 meeting with the award to be presented at the banquet.

The meeting was adjourned at 9 PM.

Respectfully submitted, Chuck Storz, Secretary

@subhead = SUMMARY OF MINUTES - REGULAR
CHAPTER MEETING - DECEMBER 18, 1992

The meeting was called to order by President Chuck Bukowsky at 7:40 PM.

Excursions: Irv Ewen reported that planning is proceeding for a Spokane triangle trip for May 8 and 9 with confirmation not yet received. The Oregon Trail trip is up in the air as is any trip with the U.P. equipment while it is in Portland.

Rolling Stock: Richard Gray reported that the Alco switcher finally arrived from Seattle last Tuesday. Work is proceeding on the Chapter's cars at Brooklyn.

Waiver of Liability: Moved by Bob Terkelson, seconded by Ed Ackerman to adopt a waiver of liability form to be signed by members working on Chapter equipment. Motion passed. (Secretary's note: This form is required as part of the Chapter's insurance coverage).

Chapter Banquet: Dick Ordway reported that the Mal-

lory Hotel is available for the annual banquet on Feb. 20 and Feb. 27. By motion the date of Feb. 27 was chosen for the banquet to be at the Mallory Hotel.

SP&S Book: Walt Grande presented the Chapter with a copy of his just published book "The Northwest's Own Railway" on the history of the Spokane, Portland & Seattle Ry.

Marilyn Edgar reported that both Lee Jackson and Ralph Jack are in the hospital and are in serious condition.

Annual Chapter Election: Results of the Chapter election, held tonight, are as follows:

.....Bob Hoffman	Vice President	Gerry Schuler	Secretary	Chuck Storz
Treasurer	Alan Viewig	National Director	...Al McCready	
Directors at Large ..		Ed Ackerman and Bob Terkelson.		

President Chuck Bukowsky thanked everyone on the

1992 Jack Holst Award Nominees

Doug Auburg has been an active and participating member of the PNWC/NRHS since 1976. He has held the office of president, vice-president, chaired concessions, membership and excursion committees, plus he has worked hard often behind the scene to bring our chapter into the computer generation and kept us as current as we could afford. He's at the ready with mail labels, or current voter list, or whatever a member needs for the asking. His work has made the chapters needs and projects possible because of the many silent hours he spends at the computer. Everything from swap meet to trainmaster to library to excursions to elections, can thank Doug for what he has done over the years. The Seattle Steamboat excursions have been his specialty and now he manages the swap meet which benefits our chapter along with C.G.M.R.R.C. His hard work over the years merits this nomination.

-Marilyn Edgar

Bob Weaver has been nominated for the Jack Holst Award. For many years Bob has worked hard, faithfully and diligently to fulfill one of the primary reasons for this chapters' existence--"To preserve historical materials of railway transportation". His primary interest is preserving railroad printed matter. Room 1-A is full of these priceless historical items and Bob, along with guiding others of the Library Committee, has put together hundreds of pages of inventory called "Archives Accession Record" a form developed by him after conferring with knowledgeable people from other historical societies. This form identifies and shows its location in Room 1-A. This requires hours and hours of work, a lot of it done at his home.

People from as far away as New Zealand have used this Chapter Archives for research, with Bob personally assisting in some cases and have called it one of the best! Time and space does not permit going into more detail about Bob's contribution preserving historical artifacts of railroading for the benefit of the Pacific Northwest Chapter. No one deserves recognition more for many years of effort towards the betterment of this Chapter than Bob Weaver.

-Jerry Webb

Brad Reese has been nominated for the 1992 Jack Holst Award. In the Years prior to his passing in July, 1992, Brad excelled in promoting the technical and historical objectives of the Chapter by devoting his skills as a Professional Engineer (PE) to the preservation and restoration of the chapter coaches. Brad's background was mechanical systems and he directed his efforts primarily to heating, ventilating and air conditioning equipment on the cars.

Often working with his wife Joyce, he tackled projects such as fabricating replacement ventilating boots, air conditioning engineering, water pump rebuilds, restroom plumbing modifications to allow holding tank installations, fresh water system restoration, and floor covering replacements in restrooms.

The #4461, #6200, #6800, #6905 and #6911 (two RDCs) have all benefited as a result of Brad's care, always with an underlying concern for historic preservation. Brad Reese's efforts are worthy of the recognition of the Jack Holst Award.

-Pete Rodabaugh

Freda Webb was also nominated from the floor at the November meeting. Freda is very flattered and appreciates the nomination, but respectfully declined it at this time.

Chapter for helping him during his two years as Chapter president. Chuck said that he and retiring Vice President Dave Van Sickle will now concentrate on the Chapter's museum site project.

The meeting was adjourned at 8:30 PM.

Respectfully submitted, Chuck Storz, Secretary

FAMOUS RAIL INVENTIONS #978

Early in this century an inventor named Joshua Lionel Cowen designed what he considered to be a more practical locomotive than the steam and electric locomotives of that day. Using electric power, the Cowen design called for a big motor extending up into a false boiler, with a direct gear drive to the axles. To eliminate the costly construction of a catenary system, Cowen planned on a three-rail track, with collector shoes picking up current from the center rail. Skeptical railroad men questioned the practicality of the design, and said, "Mr. Cowen, why don't you make an operating model, and then we will consider it".

Cowen did make a model, and had so much fun with it, he called in his friends and neighbors to see it. Everyone wanted one, so he forgot the railroad executives and never went back. Instead he started marketing his electric trains, using his middle name, Lionel, as a trade mark. Say I wonder how his design would have worked on a real railroad?

-*The Coal Bucket*

TRAIN TRIVIA

The November 1905 price of a round-trip weekend train ticket from Portland to Seaside, was \$4.

-*Clatsop Roundhouse, The official Newsletter of the Astoria Railroad Preservation Assoc.*

ADDRESS CHANGES

Please notify the Membership Chairperson at our Postal Box, that is:

MEMBERSHIP SERVICES

PO BOX 2384

PORTLAND, OR 97208-2384

of any change in the status of your address. This will assure you of receiving your Chapter mailings in a timely manner. You also must notify the National office of the NRHS of your change of address by sending them a notice at:

NRHS MEMBERSHIP SERVICES

PO BOX 4059

OAK PARK, IL 60303

To assist them in keeping track of your move, please return the "address portion" of a *BULLETIN* envelope together with your new address (remember, neatness counts). The *BULLETIN* is mailed to members under a bulk mailing permit and such mail is not ordinarily forwarded.

IMPORTANT to remember about Address Changes. If you do not want us to print your corrected address in the *TRAINMASTER*, tell us at the time you send us the correction.

Normally all address and phone changes will be printed in the *TRAINMASTER* so that members may update their directories. If you do not want such information printed, tell us at the time you send us the correction. Thanks.

Dues are based on the calendar year. If for some reason by January you have not heard from us about a renewal of your membership, please let us know at our Portland address.

OUR PURPOSE: TO GATHER UP RAILROAD HISTORY. If you find yourself in a position where you would like to share your collection of railroad artifacts, please consider the Pacific Northwest Chapter. We are a recognized IRS tax exempt non-profit organization and a donation to us of your railroad items should result in a tax savings to you. Help us preserve the history of the railroads, especially the history of the railroads in the Pacific Northwest.

CEREMONY MARKS 100 YEARS SINCE LAST SPIKE IN RAIL LINE

STEVENS PASS, WASHINGTON

Shortly before midnight on January 6, 1983, in frigid weather at the town of Scenic just west of Stevens Pass, the last spike was driven in the rail line crossing the pass.

Now, in preparation for the centennial of that event, the group Rails Northwest '93 is looking for employees of the former Great Northern Railway living in the Puget Sound area.

The employees will be honored in a "Last Spike Ceremony" on January 6, marking the 100th anniversary of the completion of the rail line.

A reenactment of the pounding of the last spike, and a telegrapher sending out the news, will be staged at the Snohomish County Administration building. When it actually happened in 1893, the last spike was hammered with out much notice. Due to the weather, GN delayed the ceremony until July.

Among the events planned are a nine-month series of exhibits and interpretive lectures, guided bus tours to excursion train festivities and a Snohomish County railroads photo calendar for 1993.

If you want information or know a former GN employee, call Louise Lindgren at (206) 388-3313.

-*from TRAINSHEET, Tacoma Chapter NRHS*

COLUMBIA GORGE MODEL RR CLUB INC.

15th Annual Railroadiana & Model RR Swap Meet, sponsored by the PNWC-NRHS and the CGMRC.

Saturday, March 13, 1993, 10:00am to 4:00pm

Cost: \$2.50 age 12 to adult, under 12 free with an adult.

Rent: \$13 per table (\$1 extra if electricity and/or a wall table is needed). Make checks payable to CGMRC.

Location: Jackson Armory, 6255 NE Cornfoot Road, Portland

For information write to Doug Auburg, c/o CGMRC, 2505 N. Vancouver Ave, Portland Or, 97227 or call (503) 28TRAIN anytime (leave msg) or (206) 694-7769 evenings

AN OPERATION LIFESAVER NEWS NOTE...OF THE WORST KIND: Two men and a child were killed while walking on BN tracks at Ft. Lewis's Solo Point Beach. They were hit by a fast UP freight train. The engineer blew his horn, but could not stop in time. Can anyone answer why these people were walking on a main line track?

PLEASE...STAY OFF ALL RR TRACKS!!!

-from the TRAINSHEET, Tacoma Chapter NRHS

UP NOT FINED FOR SMOKE EMISSION DURING SAN JOSE NRHS CONVENTION

Persistent rumors have been circulating that Union Pacific was fined for smoke emissions by Challenger 3985 during the NRHS Convention in July and that UP would not operate steam locomotives to California in the future...Chapter Rail Operations Manager Hal Lewis contacted both the Air Quality Management District and Union Pacific officials in Omaha to confirm the UP was **not** issued a citation or fined for smoke emission in California...The rumor that UP will not operate steam locomotives in the future is also false. The railroad is totally committed to the steam program and will continue to consider steam operations to California for special events that warrants the presence of steam locomotives...

-Central Coast Chapter NRHS

-from page 1

Congress signed the Federal Train Robbery Act, making it a federal offense to board a train with the intent to commit robbery or murder.

The railroads already had taken their first steps by contracting the Pinkerton Detective Agency in 1866 to protect shipments and investigate crimes against the railroad. It had operatives throughout the nation and once a file was opened on an outlaw, it was closed only upon confirmation of death. The agency was, however, oblivious to outlaws who committed crimes against non-client railroads.

By 1875, railroads began building their own law-enforcement agencies. Employing tough, fearless men capable of handling trouble, the agencies often were heavy on brawn.

The UP and MP made the most significant law-enforcement advancements. Following the Pinkertons' lead, the MP developed an integral network of rail and non-rail operatives known as Furlong's Secret Police. These undercover agents pooled their data into an intelligence network overseen by Chief Special Agent Thomas Furlong.

UP President E.H. Harriman vowed robberies would cease on his line. A centralized Ranger Force, under the direction of Chief Special Agent William T. Canada, was stationed in central Wyoming in 1889. Traveling in converted baggage cars, the mounted ranger posse traveled to robbery sites by special train, and were en route within one hour of each incident.

These simple, effective strategies led to the demise of train robberies. Bandits were eliminated or retired to safer employment.

For Butch and Sundance, the Union Pacific glory days ended with the creation of the Ranger Force, which made it impossible to make a clean getaway. The duo robbed a Great Northern train for travel money to high-tail it to South America.

The James-Younger and Dalton Gangs weren't so fortunate. The three Younger boys spent time in the Minnesota State Penitentiary following their historic Northfield Bank robbery attempt. Jesse James was assassinated in a contract between Missouri Gov. Crittenden and Bob Ford-the railroads paid for murder. Frank James surrendered to Gov. Crittenden, was tried and acquitted on all charges.

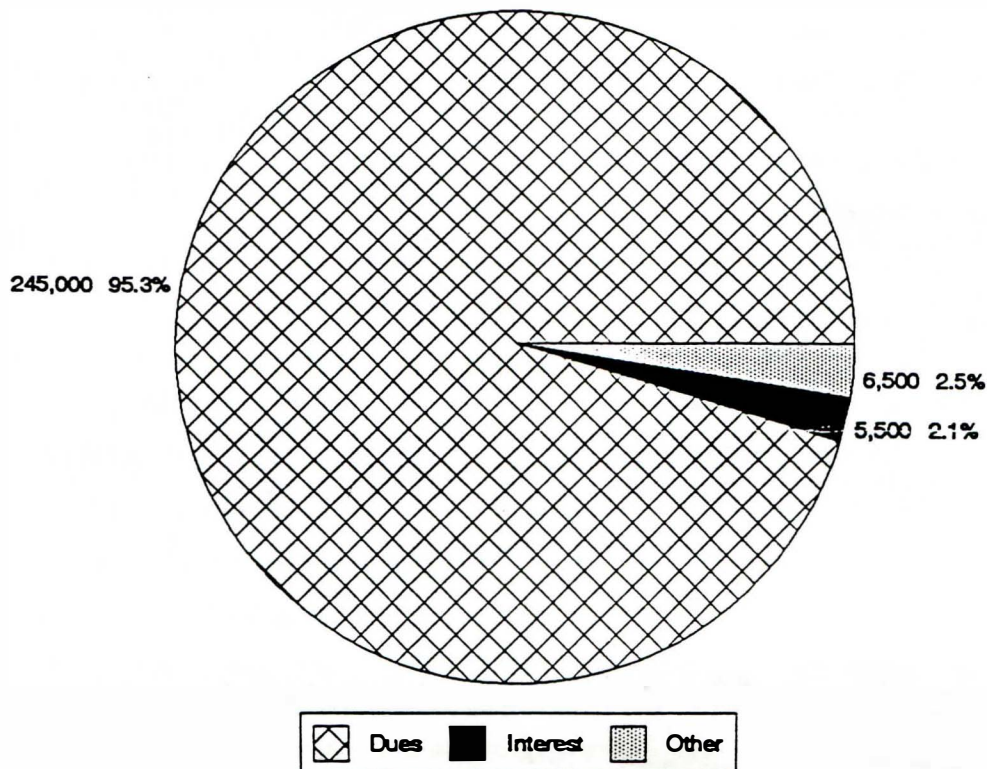
As for the Daltons, they were after some extra cash at the Coffeyville Bank on their way home from an extended vacation. Little did they know the railroad telegraph operator had telegraphed details of their whereabouts to surrounding communities. The Daltons were fitted for pine boxes as they left the Coffeyville Bank.

Over the years, millions of dollars and hundreds of lives were lost in the war between outlaws and railroads. Some outlaws were seen as Robin Hoods, avenging the common man's plight levied upon him by the robber-baron railroads. Others were viewed as cold-blooded killers and thieves. But when each died, a legend was born.

-Mr. Woodiel is a UP Online System Services Operations Control Specialist in the Information Technologies

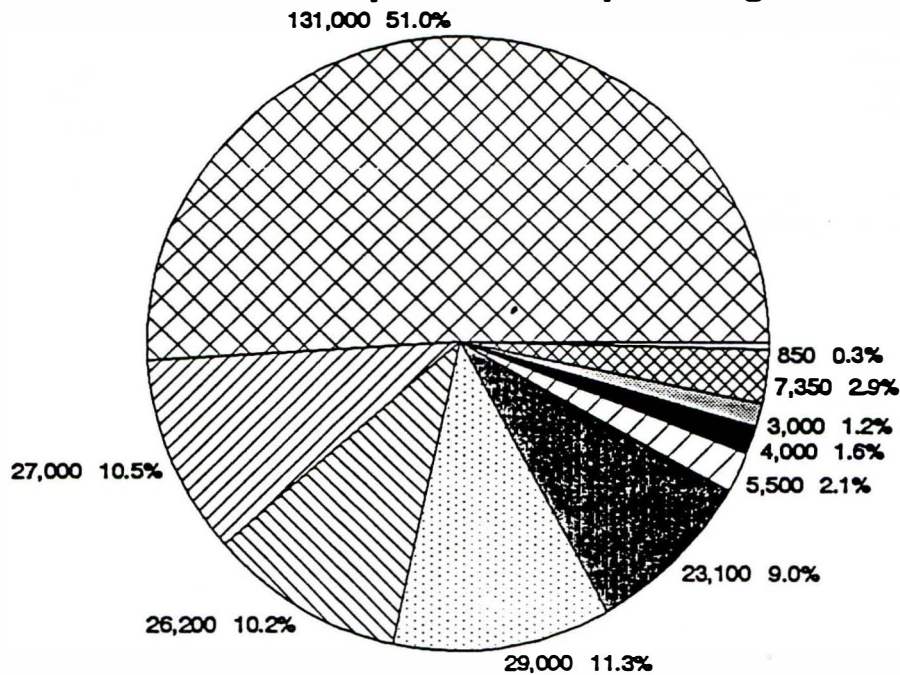
National Railway Historical Society

FY 1993 Operations Income



National Railway Historical Society

FY 1993 Operations Spending



COMMITTEE CHAIRS

Activities: Vacant
Meeting Program Coordinator: Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: Jerry Webb,
298-8163
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Vacant
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
Ad Hoc Property Development: Al McCready,
281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 236-7710

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