

The



TRAINMASTER

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



MAY 1993



Southbound Northern Pacific passenger train, Number 19, makes a stop at Castle Rock, Wa to pick up passengers and mail, some time around 1912. -Terry Parker collection

On February 11, 1931 my good friend Kenny and I decided to visit our friend Charles, who was attending the University of Washington on a athletic scholarship. We were both very short of funds so we decided a freight train would be good transportation.

We found a north bound Northern Pacific freight train coming into the Vancouver, Washington yard and it stopped to set out some cars and pick up some to add to the train, its locomotive was a coal burner. Both of us climbed on board. As we approached an overhead wooden structure--carrying the highway at Vancouver Lake Jct--we were both on top of box cars, not having found a suitable spot to ride in.

My friend Kenny was one car ahead of me, and we were approaching the dangling cords above the tracks which warned people of the structure ahead. I waved at Kenny to lie down and he just waved back thinking I was just being friendly. When he made contact with the dangling cords, he looked toward the front of the train and he caught a hot coal cinder in his eye. To say the least, this was unpleasant.

We found an open hatch in a reefer car and climbed down into the compartment. We were shocked and frightened as we had entered the privacy of a big black man who was no stranger to riding the rails. He had a bottle of Green River whiskey and offered us a drink. Kenny and I accepted his hospitality and I think we started breathing again about twenty minutes later. Boy, that was a far cry from Crown Royal!

**NORTH
TO
SEATTLE**
*-by
Howard C.
Sawyer*

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. 368

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, May 13, 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, May 21, 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 WORK SESSION Thursday, May 13, 1 to 4pm & Saturday, April 22, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jim Loomis at 253-3926 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, May 22 & 29, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

Salem Swap Meet: Sponsored by The Willamette Valley Model RR Club, Saturday & Sunday October 2nd & 3rd at the Jackman-Long Building, Oregon State Fairgrounds 2330 17th Street NE, Salem, Oregon. Admission: \$2.00, Time: 10:00am to 4:00pm both days. Contact Bill Geisler, Chairman 2550 Wayside Terrace NE Salem, Oregon 97303 (503) 362-0582.

6th Annual Great Falls Railroad Show-Sunday June 20, 1993 at the Great Falls Civic Center Great Falls, Montana. Exhibitors \$17.50 per table. Admission: \$2.00, \$1.00 12 and under. For more information, contact Les Schmidt 211 S. Delaware Conrad, Montana 59425, (406) 278-7567.

May MEETING PROGRAM

Program begins after business meeting
EAST BROAD TOP RE-VISITED

LAST NARROW GAGE SAVED FROM CRAPPERS

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 THE PRESIDENT

FUTURES REPORT

About a year ago, a Long Range Planning (LRP), or "Futures Committee" was appointed to study the Chapter's mission, and how to get there. They completed a detailed report, which was submitted to the then Board, and later to members at several Chapter meetings. The present Board now wishes to reactivate this project, and further consider the recommendations. Some of these recommendations may involve By-Law changes. Consequently, a new By-Laws Committee has been appointed. Members on this committee are: Janet Larson, Chairperson, Ed Ackerman, Terry Parker, Joyce Reese, and John Willworth. Gerald Schuler will be the Board Contact.

Before the Committee begins its job, we felt it would be beneficial to get more input from the membership concerning the Futures Report. We are attempting to reduce postage cost, so a supply of these reports will be available for members at the April 16 meeting. If you are unable to attend that meeting to get your copy to study, please let a By-Laws committee member or a Board member know of any recommendations you may have. Please give your comments in writing so recommendations don't get changed from ear to ear. Comments may also be sent to our office at Room 1, Union Station.

Please sign your comments so if we have a question, we can get back to you, to make sure we understand your intent. Remember that our By-Laws are our legal laws for governing our Chapter. Deadline for this membership response is June 1. The success of this endeavor depends upon your participation.

Thank you--Bob Hoffman, President

FROM NATIONAL

Highlights from the Spring 1993

BoD Meeting

The NRHS Board of Directors met on March 28, 1993, in Little Rock, Arkansas. A preliminary count was (72) voting directors with total attendance of (96). Here is a summary of some of the things that happened.

Joseph O. Miller of North Florida Chapter will coordinate the Society's relationship with **Operation Life-saver**, and chapters were urged to get involved in this important program...*The Locomotive & Railway Preservation* discount program is announced to all members in Bulletin #1. Starting next year (1994), the Society will produce an Annual Report to be published in Bulletin #2 or #3 each year. The NRHS is making a \$2500 donation

to the **Gold Coast Railroad Museum**, and several chapters have also contributed to storm recovery efforts there.

Two new chapters were chartered: **Grand Canyon Chapter** in Williams, Arizona, and **Yaquina Pacific Chapter** in Toledo, Oregon.

Roanoke Chapter will operate the 1993 Independence Limited Knoxville-Richlands (VA)-Portsmouth-Ft. Wayne-Chicago July 17-20, using #611 to Ft. Wayne and then the (2) NK P engines. Brochures will be mailed 4/26; for more info call (703) 366-0916.

Administrative notes: Donations to the Society total almost \$8000, a 147% increase over the same time last year...A grant request is being prepared to restore (2) films in the library. Dave Ackerman reports the membership inquiries are running at record levels, and 71% of those who inquire join the Society. Of those who join at the National level, only 20% join chapters...Bruce Hodges reminded people interested in national office next year to contact him. The **Lancaster Chapter** has filed to renewed the 151.925 NRHS radio frequency.

A request from **Old Dominoin Chapter** to improve the billing procedures for family members additional to spouse (i.e. children) was also tabled to allow the national staff to investigate fully and report back at the Summer meeting. Two members asked that the Chicago meeting also address whether convention pre-registrations discriminate against some of the membership.

More details will be issued later with full minutes. In the meantime, direct questions to the Secretary, Gregory P. Molloy, 634 Flagstaff Dr., Cincinnati, OH 45215-2525.

In other news...

One of the Society's elder statesman passed away on March 12th. He was 103 years old. Harry D. Weaver, a retired teacher, was a member of the Central Pennsylvania Chapter. He was known for his skill at building scale locomotives, a tribute to his engineering talents he once plied at the PRR at Sunbury, Pennsylvania.

It was a fine publication but it wasn't meant to be. **RAILS**, the product of Texas-Wolverine Co. in Dallas, Texas, closed up shop with a special March 1993 letter to subscribers. Subscriptions did not meet the financial cost. The material covered by the newsletter was primarily of short line and regional rail news. We'll miss it.

From Bluewater Michigan Chapter "Bluewater Sentinel" comes word that the effort to restore GTW 6325 was dropped and the decision was made to sell the steam engine to the Ohio Central. The restoration project at Battle Creek, Michigan was started in 1985; as time went on volunteer help dwindled, theft and vandalism became a problem. Ohio Central plans to continue the restoration and eventually operate it on its lines.

CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - APRIL 8, 1993

The meeting was called to order by President Bob Hoffman at 7:05 PM.

The board passed the following motions at its April meeting: 1) Authorized the printing and mailing of up to 200 copies of the Chapter future report at a cost not to exceed \$200. 2) Approved the renewal of the lease with PDC and Axiom Real Estate Management for rooms 1 and 1A for two years. 3) Authorized the payment of supporting services costs by the treasurer as the costs come due. 4) Froze all program expense spending with requests to spend to go first to the finance committee and then to the board before any money is spent. 5) Approved requirement for use of "request for expenditure" form when money is requested for any purpose. 6) Approved budget of \$88,600 for the spring 1993 Spokane circle trip. 7) Approved payment of a bill for \$600 for shock absorbers for one of the RDC's. 8) Authorized transfer to Rail Sensation of the Union Station Improvement Fund upon receipt of proof that Rail Sensation has been granted 501-C-3 tax status.

NRHS Membership: Fred Dorsett and Al McCready reported that national counts only full memberships (and not family and Chapter only) in their count of a Chapter's membership. Also, the NRHS wants all dues for the coming year paid and remitted by Dec. 31st of the current year.

Finance: Treasurer Al Viewig reported that the finance committee met last night with Bob Hoffman as chair. The committee took the following action: 1) Approved a new two year lease for rooms 1 and 1A at a cost of \$442 a month. 2) Set up a requirement that all program expenses go through the finance committee and then the board with "request to spend" forms to be used. 3) The IRS audit came out okay. 4) The Rail Sensation organization will be required to show proof of IRS 501-C-3 status before it received the funds held by the Chapter. 5) Rolling stock petty cash fund replenishment is to be approved by the finance committee. 6) There is approx. \$2800 in the bond/car rehab. account.

Bond Program: Al McCready brought up the point that \$28,000 in face value of the rolling stock bonds are still outstanding at 8% interest.

Excursions: Dick Ordway reported that the July Seattle trip is in question because Amtrak is only promising 100 seats. The excursion committee has met with Bob Melbo of the Willamette & Pacific about possible excursions over that new company's lines.

Rail Sensation: Bob Hoffman reported that Rail Sensation has applied for 501-C-3 tax status. Bob also said

that he and Rich Carlson represent the Chapter on the Rail Sensation board.

Adjourned at 12 midnight.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 16, 1993

The meeting was called to order by President Bob Hoffman at 7:37 PM.

The membership passed a motion approving a budget of \$88,600 for the spring Spokane circle trip (this was to permit payment of one bill for brochures).

Treasurer Al Viewig reported that only \$4100 is left in the checking account as of today (\$11,000 on 1/1/93). All budgeted program expenses have been frozen by the board due to the critically short cash situation.

Futures Committee Report: Gerry Schuler said that the future report was prepared over a year ago and that only a few copies have been given out. Copies are available at tonight's meeting. Gerry asked for suggestions for changes to the by laws (should be submitted in writing).

Insurance: Bob Hoffman reported that the Chapter's insurance coverage is due for renewal. The policy will be same but will cost \$1500 less (\$5500 vs \$7200).

IRS Audit: Bob Hoffman reported receipt of a letter dated 4/2/93 from the IRS confirming the Chapter's continued 501-C-3 tax status after the audit.

Rolling Stock: Ed Ackerman reported that work is continuing on car 6200. The cars 76 and Mt. Hood have been moved to the garden tracks for truck work. Bob Hoffman reported that an advance payment check is expected next week to help with repairs to the cars to be used on the Montana lease.

Rail Sensation: Bob Hoffman reported that the Rail Sensation board is meeting weekly. Terry Parker is the Chapter's representative for planning the details of the railfair to be held during the 1993 Rose Festival.

Respectfully submitted, Chuck Storz, Secretary

Railway Gauges Used Throughout The World

Standard Gauge and Larger

4'-8.5" (1435MM)-Standard Gauge. UK, Western Europe, USA, Canada, Mexico, Australia--V/Line, SRA-NSW, AN, Westrail, QR--Interstate, Argentina, Spain, Turkey, Iran, Iraq, Saudia Arabia, Syria, Peru, Uruguay, Paraguay, both Koreas, China, Japan (Shinkansen), Egypt, Algeria, Morocco, Tunisia, New Zealand (early days), South Africa (early days).

4'-10.875" (1495MM)-Toronto, Canada including the subway.

5'-0" (1524MM)-(UK-Braithwaite's Eastern Counties Railway), USSR, Finland, Mongolia, (Manchuria), (old USA).

5'-3" (1600mm)-Australia--V/Line & AN, Ireland, Brazil (Tasmania & New Zealand--in early days).

5'-6" (1676mm)-India, Pakistan, Bangladesh, Sri Lanka, Spain, Portugal, Argentina (some old US lines), modern Bart system in San Francisco, Chile.

5'-8.5" (1740mm)-USA--Gulala R, Ca.

6'-0" (1829mm)-USA--old Erie, Oregon, some Southern lines.

6'-4.375" (1945mm)-Netherlands--Old Dutch State Railway 1839 to 1855.

7'-0.25" (2140mm)-UK--Brunei Old Great Western Railway.

-submitted by Chuck Storz

BACK TRACK

PNWC members' railway experiences

Leo J. Henlin and his wife Isabel, of Salem, have been members of the PNWC since 1989. At the age of 81, Leo loves the sound of steam engines, "I thrill at each whistle, each chug, each steam and smoke plume, and I look for them whenever I can" Leo says.

The most memorable thing about railroading for Leo was to see the SP Daylight 4449 first hand. Between 1939 to 1941, Leo worked at SPs shops in LA. "As a boilermaker helper in my youth, I helped refurbish several 4400's, but not the 4449. None the less--being brothers under the streamlinery--it is a thrill to me just to see one on the road."

Joe and Robyn Wright join the Chapter in 1990. Joe tells us that he is interested in "all aspects" of railroading. Everything from model trains and tourist railroads to narrow gage and European trains.

The most memorable experience Joe recalls, was riding the Super Chief from Arizona to Chicago in 1957, and riding the inner-city 125 from London to Northern Scotland and back in the late 1980's. Joe also remembers the Talgo trains on the Rock Island RR in Chicago.

Darel Mack, of Milwaukie, joined the Chapter in 1985. Darel enjoys excursions and does some modeling, also he likes to locate and trace old rail lines of all types. His current project is retaking photos of locations taken by his dad in the 1920s and 1930s.

Darels most memorable experience is from working for the SP on B&B gang #8 on the Coos Bay Line in 1955 & 1956.

Darel has been helping out on the Rolling Stock Committee with his carpentry and plumbing skills.

X2000 NW ITINERARY

Amtrak's X2000 is coming to the Pacific NW in June.

Thurs. June 24.....Seattle

Fri. June 25.....PNW demo run

Sat. June 26.....Seattle public event (open house)

Sun. June 27.....Portland public event (open house)

Mon. June 28.....Leave PDX for Chicago

-from OreARP

GREAT
NORTHERN



A 1000 PARDONS

In the April TM, in the story on the 1992 Chapter Dinner there were several errors. Daniel Kuhn does not go by the nickname that was attach to his name in the story. The nickname was attached to Dan by the local rail groups, and Dan would appreciate the nickname not being used. Also his last name was misspelled several times. Also, the 3985 was converted to burn oil, not diesel. On behalf of the Chapter, my apologies to Daniel Kuhn for the mistakes, no disrespect was intended. As Editor of the TM, I take full responsibility for the errors. I hope this incident will not repeat it self.

-Kristopher Lundt, TM Editor

SWAP MEET

Saturday March 13, 1992 the was day for this years big swap meet at Jackson Armory in Portland. Each year the chapter operates the "Little Toot Cafe" in the kitchen during the swap meet. The Cafe sells everything from



hot dogs and coffee to pastry and orange juice. Juanita Reghitto was in charge of the staff--which included Barbara Dougherty, Connie McCready,

Clytis Belloit, Tammy Auburg, Louise Ordway, Jane Regula, Julie Regula, Michael Rosu, Janet & Brent Larson, Maxine Rodabaugh, Mildred Messmer, Marilyn Edgar and Kristopher Lundt. Everyone had a good time working together, everyone had a chance to take a brake and look around during the day. -Kristopher Lundt

BOOKREVIEW-NORTHWEST'S OWN RAILWAY

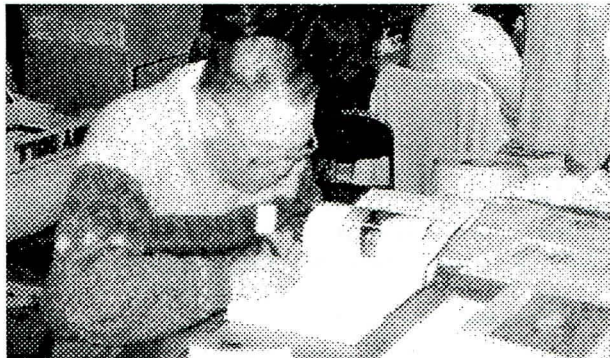
By Walter R. Grande

What can you say about a project that is a "labor of love"? Really nothing, just sit back and enjoy. That is what I did when I received "The Northwest's Own Railroad"--Spokane, Portland & Seattle Railway and its subsidiaries". It's a big book, laid out in a horizontal 9-1/2 x 11 inch format with some 300 black and white photos, 16 pages of color photos and Fogg paintings, dozens of maps and drawings. The pages are slick coated which reproduces these pictures sharply and beautifully. This book has a large selection of steam action photos. There are 132 photos of various steam engines in Walts book.

The author Walter Grande is a life long resident of Oregon. He has worked for railroads all his life and has been active in several railroad fan and historical organizations for years.

The book begins with a corporate history of the SP&S, then is divided into operating sections of the railroad followed by sections on Finance, Traffic Patterns, Operations and Equipment. It also has pictures of every class of engine ever operated by the railroad.

This book has been in the making for 30 years and with Walt's personal knowledge of the line, plus his access to historical collections from many sources. This is both entertaining and historical bonanza for the railfan. It is 100% USA product having been produced, printed and published by the Grande Press right here in Oregon. Pick up a copy soon, then do as I did, sit back and enjoy--often. -Jerry Webb



During the swap meet, Walt Grande autographed copies of his new book for customer. - Janet Larson

-FROM PAGE 1

We made a stop at Chehalis, Washington to set out some cars. Kenny and I both climbed out of the reefer car, when I spotted a restaurant close to the tracks. I approached the lighted restaurant and in my best persuasive manner, asked the waitress if she had any old bread which we could have as we were both very hungry. A very warmhearted customer sitting at the counter overheard my conversation with the waitress and he had just been served a huge steak which overhung the platter. He insisted I take the steak as he could order a



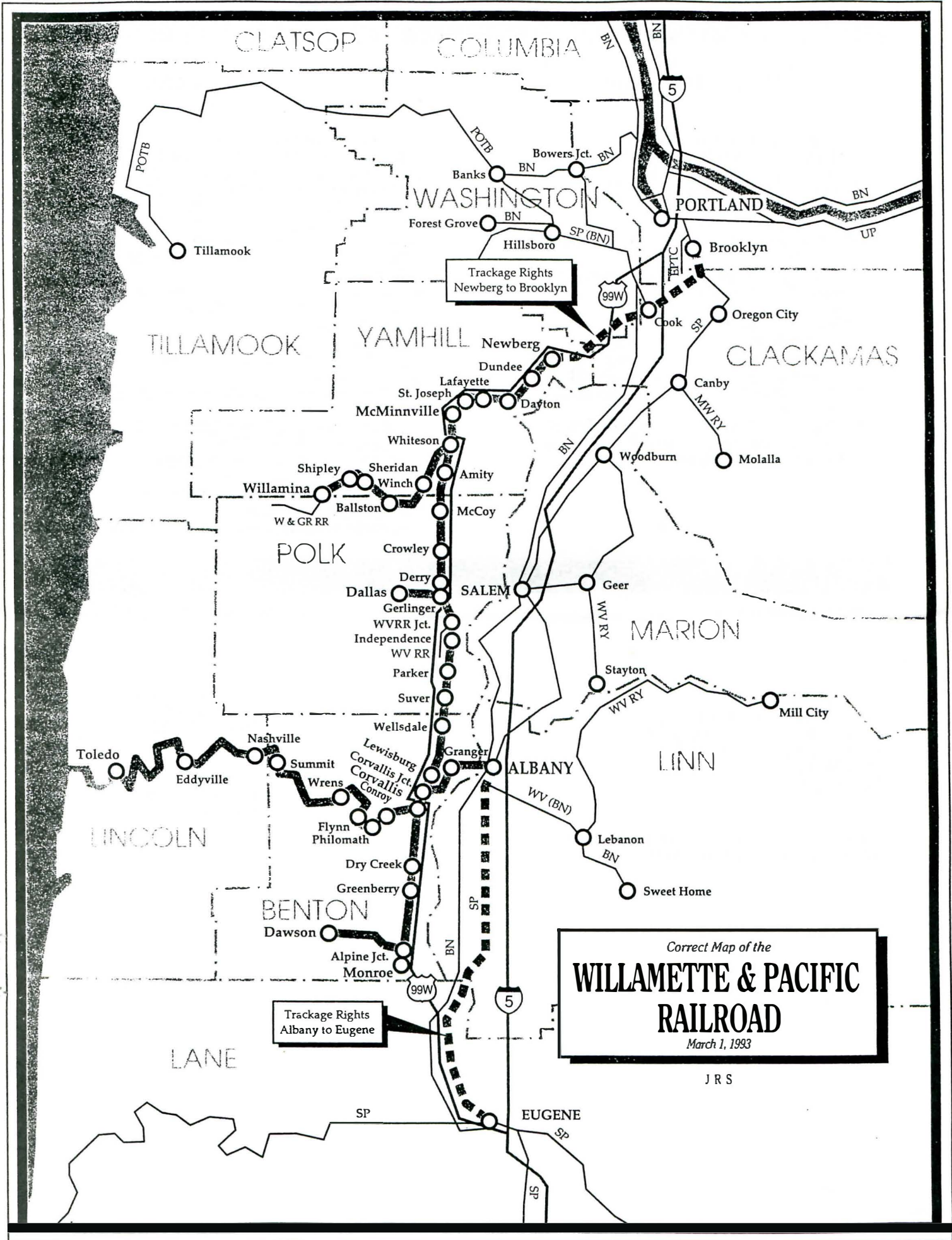
replacem ent. I accepted his offer and back to the train I ran with the steak flopping in my

hand. When I climbed back up onto the reefer car, Kenny saw the huge steak. His eyes opened so wide, the cinder dropped out of his eye ball. We had a feast, and oh yes, we shared our delicacy with our large traveling companion, but no more Green River.

The train proceeded on north and we arrived in the South Seattle freight yard, still a long way from the University of Washington and our athletic friend.

But that is not the end of this episode. I was invited to a sweet-heart's dance by a beautiful young lady in Vancouver to be held at Vancouver High School that evening. She came in a taxi to pick me up, but I was a long way from Vancouver. Kenny and I tried to hitch hike and boy our luck was nil. When I did finally get home, my father gave me the lecture of my life and believe me, I was embarrassed at what I had done.

Well, my friend Kenny wound up marrying this girl. He has since passed away. They lived in Walnut Creek, California



COLUMBIA

CLATSOP

WASHINGTON

PORTLAND

TILLAMOOK

YAMHILL

CLACKAMAS

POLK

MARION

LINN

LINCOLN

BENTON

LANE

EUGENE

Bowers Jct.

Banks

Forest Grove

Hillsboro

Brooklyn

Oregon City

Newberg

Dundee

Lafayette

St. Joseph

McMinnville

Dayton

Whiteson

Shiple

Sheridan

Amity

Willamina

Ballston

McCoy

Woodburn

Molalla

Crowley

Derry

SALEM

Geer

Dallas

Gerlinger

WVRR Jct.

Independence

WV RR

Parker

Suver

Stayton

Mill City

Wellsdale

Granger

ALBANY

Toledo

Nashville

Eddyville

Summit

Wrens

Lewisburg

Corvallis Jct.

Corvallis

Conroy

Flynn

Philomath

Dry Creek

Greenberry

Lebanon

Sweet Home

Dawson

Alpine Jct.

Monroe

99W

5

Correct Map of the
**WILLAMETTE & PACIFIC
 RAILROAD**
 March 1, 1993

JRS

Trackage Rights
 Albany to Eugene

Trackage Rights
 Newberg to Brooklyn

COMMITTEE CHAIRS

Activities: Rocky Regula, 648-7904
Meeting Program Coordinator: Vacant
Bylaws: Janet Larson, 253-7436
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: James Loomis
253-3926
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Vacant
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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RAIL SENSATION '93

NEW ROSE FESTIVAL EVENT!!

To be held at Portland Union Station, June 11 through 13. Rail Sensation '93 will be a weekend sure to please anyone with an interest in rail transportation.



Friday, June 11 will be a Preview Day, with Saturday, June 12 and Sunday, June 13 being full days with live music, fired-up steam locomotive, historic and modern rail car displays, food, drink and exhibits by a wide variety of rail oriented groups, agencies and businesses.

As the last Rail Sensation event held in 1991, this one will focus on rail transportation, past, present, and future, but by being held at the peak of the Rose Festival Activities, it is timed to attract thousands of people of all ages who will be downtown for the Grand Floral Parade and other Portland Rose Festival events.

The Pacific Northwest Chapter, National Railway Historical Society, Pacific Railway Preservation Association, Oregon Association of Railway Passengers all have representatives on the board directing the event.

Be sure to mark that weekend on your calendar! Don't miss what promises to be the most exciting rail event held in Portland this year!

