

December 1996

Southern Pacific 0-8-0 Switchers

Reprinted from the November, 1996 issue of *The Ferroequinologist*, Central Coast Chapter, NRHS

Up until recent years, switch engines have played an important part on the rail scene. Steam switch engines ranged from diminutive 0-4-0s up to massive 0-10-0s and 0-10-2s. Southern Pacific rostered an extensive fleet of 0-6-0s, which were assigned to yard and industry switching duties throughout the SP system. The Pacific Lines had 309 0-6-0s numbered in the 1000, 1100 and 1200 series. The Texas & New Orleans (Atlantic Lines) had a total of 158 0-6-0s while the Southern Pacific de Mexico rostered 11 0-6-0s.

Most large railroads rostered large fleets of 0-8-0 switchers for heavy yard switching and transfer service. The SP employed comparatively few 0-8-0s, instead electing to equip a small number of 2-8-0s with footboards and assigning these locomotives to heavy duty switching service. Twenty-seven 0-8-0s worked on the SP lines with 15 assigned to the Pacific Lines and 12 assigned to T&NO trackage east of El Paso, Texas.

1997 CONVENTION NOTE:
Please read Editor's Column on page 5.

The first group of 0-8-0s arrived from the El Paso & Southwestern. In 1924 SP acquired the EP&SW, which operated from Tucson, Arizona to Tucumcari, New Mexico via El Paso. Along with that transaction came seven 0-8-0s, the oldest of which was built by Baldwin in July 1898 as Almagordo & Sacramento Mountain RR 2-8-2T No. 101. This locomotive, ex-El Paso & Northeastern No. 401, was given SP number 1300. Ex-EP&SW 0-8-0s Nos. 50-54 were built by Baldwin in 1901 and given SP numbers 1301-1305. Ex-EP&SW No. 55, built by Baldwin in 1903, was given number 1306. All six were built as 2-8-0s. SP 1300 was assigned Class SE-1 while Nos. 1301-1306 became class SE-2.

The first of the former EP&SW 0-8-0 switchers to leave the roster was the 1300, which was vacated at Watsonville Junction July 30, 1932 and scrapped at West Oakland July 24, 1934. 1935 found four more of the 0-8-0s leaving the roster when Nos. 1301, 1303, 1304 and 1305 were scrapped in El Paso. In 1942 number 1302 was renumbered 1400 and 1306 was renumbered 1401. No. 1401 was vacated at Los Angeles May 19, 1947 and scrapped June 16, 1947. No. 1400(?) (poor print-editor) the last of the ex-EP&SW 0-8-

0s, was vacated August 14, 1950 and scrapped October 31, 1950 at Tucson as No. 4500.

In 1930, when the depression was beginning, SP elected to construct a small fleet of 0-8-0 switchers at its Sacramento and Houston shops. Between May and November 1930 the Sacramento Shops constructed six 0-8-0s using reclaimed boilers from 3000-series 4-4-2s. The locomotives were numbered 1307-1312.

In 1931, Sacramento Shops rolled out one more 0-8-0 numbered 1313. One last 0-8-0 was constructed by the Sacramento Shops when No. 1314, built in April 1937, was completed. The seven Sacramento Shop constructed locomotives were assigned class SE-4. The 'S' indicated switcher, the 'E' for eight wheels.

The T&NO lines were in need of heavy switching power at the same time and the Houston Shops took on the project of constructing 0-8-0s using boilers reclaimed from retired 2-6-6-2s. Between March and June 1930, Houston turned out six 0-8-0s numbered 175-180. Between March and June 1931, Houston turned out four more 0-8-0s numbered 181-184. The final two T&NO (see **SP 0-8-0 Switchers** on page 3, col. 1)

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....\$32/yr.

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For more information, contact the Membership Chairperson 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/her discretion.*

CHAPTER TIME TABLE No. 411

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, December 12 & Thursday, January 9, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, December 20 & Friday, January 17, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS are planned to prepare cars for leases. Contact Richard Gray (657-8250), or Peter Rodabaugh (771-8545) for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, December 12 & Thursday, January 9, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information.

CHAPTER LIBRARY OPEN HOURS Saturday, December 21 & 28, & Saturday, January 18 & 25, 1:00 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

CHAPTER ELECTION of OFFICERS: Friday, December 20, 1996, at the monthly membership meeting. If you can not attend, be sure your absentee ballot arrives at Room 1 before the meeting.

ANNUAL CHAPTER BANQUET: Tentatively scheduled for March, 1997. Further information as it becomes available, or contact Darel Mack, activities chair, at (503) 654-5017.

SWAP MEET: Saturday, March 8, 1997. See page 7 for information and vendor table order form.

NRHS SPRING 1997 BOARD MEETING: April 4, 5 & 6, 1997, in Portland, Oregon. Events are still in the planning stages. Contact Gerald Schuler, Chapter National Director, at (503) 285-7941 for more specifics.

DECEMBER 20 MEETING PROGRAM

Program begins after business meeting

Lumber Company Video

To be presented by:

Ed Ackerman

JANUARY 17 MEETING PROGRAM

A Library Rail Video

To be presented by:

Jim Loomis

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 President.

(Due to vacations and holidays, the minutes did not arrive at press time. They will appear along with the December minutes in the January issue-editor)

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SP 0-8-0 Switchers

(continued from page 1)

0-8-0s rolled out of Houston Shops in May 1936 and were given numbers 185-186.

With diesel switchers arriving on the property, the small fleet of 0-8-0s was renumbered twice to make way for the new arrivals. In 1938, Nos. 1307-1314 were renumbered to 1402-1409. Following the end of World War II, more diesel switchers were arriving and once again the 0-8-0s were renumbered. In 1948, Nos. 1402-1409 were renumbered to 4501-4508. In 1950 and 1951, the T&NO 0-8-0s were renumbered from 175-186 to 850-861.

● Assignments

Being heavy-duty switch engines, SP's 0-8-0s spent almost all their time working in the major yards on the system. On the T&NO, the 0-8-0s were usually assigned to El Paso, San Antonio and Houston in Texas and Avondale Yard in Louisiana. On the Pacific Lines, the 0-8-0s were assigned to Oakland, Roseville, Los Angeles and Tucson. In 1938 the Pacific Lines 0-8-0s were assigned as follows:

Roseville (2) 1402, 1408.

Sacramento (1) 1403.

Los Angeles (4) 1404, 1405, 1406, 1409.

Bayshore (1) 1407

In 1952 the eight Pacific Lines 0-8-0s were assigned as follows:

Sacramento Division (3) 4501, 4502, 4508

Los Angeles Division (4) 4504, 4505, 4506, 4507.

Tucson Division (1) 4503.

In 1952, the T&NO was well on the way to complete dieselization and found it had excess 0-8-0s. On July 22, 1952 T&NO 855 and 860 (ex-180 and 185) were transferred to the Pacific Lines and numbered 4509

and 4510. On October 26, 1953 two more T&NO 0-8-0s migrated west when 851 and 854 (ex-176 and 179) became SP 4511 and 4512. The four ex-T&NO 0-8-0s were class SE-3.

● End of the Road

By the 1950s, the Bay Area and Northern California became the last stand for steam power on the SP. First the 0-8-0 assigned to Tucson was moved to Roseville, then the 0-8-0s assigned to Los Angeles were transferred to Northern California. By the mid-1950s the fleet of 0-8-0s was working yards at Roseville, Fresno, Tracy and Oakland.

The first Sacramento-built 0-8-0 to depart was 4505 which was vacated on August 13, 1956 and sold for scrap September 18, 1956 to Luria Brothers at Richmond. Also being vacated in 1956 were 4502, 4506, 4510 and 4511. 1957 found four more 0-8-0s vacated; the 4501, 4504, 4508 and 4509. 1958 would see the last of the Pacific Lines 0-8-0s leave the roster. No. 4503 was vacated May 21, 1958 and scrapped at Bayshore June 22, 1960. No. 4507 was vacated June 21, 1958 and sold for scrap April 26, 1959 to California Metals at Pittsburgh. No. 4512 was vacated September 24, 1958 and sold for scrap June 15, 1959 to National Metals & Steel in Los Angeles. The date a locomotive was vacated is the official date the locomotive was retired from the roster. In many cases steam locomotives were stored in either serviceable or unserviceable condition for many months or even years before they were officially vacated from the roster. As the steam era on SP was coming to a close, yards at Bayshore, Oakland and Sacramento were filled with stored steam locomotives that had not turned a wheel in revenue service for many months.

Of the T&NO 0-8-0s, the first to leave the roster were the 855 (ex-180) and 860 (ex-185) in 1952 when they were transferred to the Pacific Lines. This was followed in 1953 with 851 (ex-176) and 854 (ex-179) coming to the Pacific Lines while No. 853 was scrapped at Houston.

The first T&NO 0-8-0 scrapped was the 853 in 1953. 1954 found two T&NO 0-8-0s scrapped followed in 1956 with four more of the locomotives being sold for scrap. The last of the T&NO 0-8-0s, No. 852 was sold for scrap January 7, 1957 to Houston Compressed Steel.

-continued on page 4, col. 1

SP 0-8-0 Switchers

(continued from page 3, col. 2)

When originally built, the 0-8-0s were given rectangular tenders. As the years went by, the original tenders were replaced by cylinder-type tenders from retired 0-6-0s.

One of the things that make this small group of 0-8-0s unique is the fact that they were the last new steam switch engines acquired by the SP. In 1924 Lima Locomotive Works turned out twenty new 0-6-0 switchers for SP. Ten of the 0-6-0s were assigned to the Pacific Lines and given numbers 1285-1294 and ten went to T&NO as numbers 147-156. In 1926 SP's Houston Shops turned out ten additional 0-6-0s for T&NO service, numbered 157-166. No. 4508, originally numbered 1314, was the last of the 0-8-0s built by the Sacramento Shops, constructed in April, 1937 and placed in service April 26, 1937. The 0-8-0s built at the Sacramento Shops featured the so-called "spot cab" with a slight slant at the boiler end of the cab.

The small fleet of SP 0-8-0s had a short career on SP, even though they were the newest and most modern steam switchers on SP's roster. The arrival of massive fleets of EMD NW-2, Alco S-1, S-2 and S4, Baldwin S-12 and Fairbanks-Morse H1244 diesel switchers from the early 1940s until the late 1950s brought an untimely end to SP's 0-8-0s. Because of their small number and the fact they spent most of their working career in yards, the 0-8-0s were often overlooked and seldom photographed by most railfans. The end of steam operation on SP took place on October 19, 1958, but even before that date several of the 0-8-0s were already stored out of service in deadlines at Bayshore, Oakland, Sacramento and Roseville. From the deadlines they were towed dead to scrap yards in Pittsburgh, South San Francisco and Los Angeles. While several 0-6-0s were donated to cities, no 0-8-0s were saved.

SOURCES:

Southern Pacific Company Steam Locomotive Compendium by Timothy S. Diebert and Joseph A. Strapac, published by Shade Tree Books 1987.

A Century of Southern Pacific Steam Locomotives by Guy L. Dunscomb, published by the author 1963.

Southern Pacific Review 1952-1982 by Joseph A. Strapac, published by the Pacific Coast Chapter of the Railway & Locomotive Historical Society and Shade Tree Books, 1983.

PLIGHTS OF FELLOW NRHS CHAPTERS

Homeless ... after many years, our Chapter is looking for a new place to hang our hats and go about the business of being what is arguably one of the best groups of railfans and rail historians in the country. We will miss Union Station for many reasons. Let's face it, there is something truly magical about having a railfans' club offices in a real live train station complete with daily Amtrak service.

There was a time when lots of cheap, or even free parking was available, and our members came down on Friday nights to spend time together and do all of the many chores that must be done. In those days, when the train was on time, we would leave our office at nine o'clock and walk through a darkened waiting room and past the lonely guard who would follow us out and lock up for the night.

Of course, we always knew how cool it was to be in Lower Downtown Denver long before it caught the fancy of developers and mushroomed into the exciting although expensive area it has become. In the past few years, we have seen parking go from being available and almost always free, to the current \$10.00 'game day' fees and hard to find even at that price.

Today, Union Station houses Amtrak, the Ski Train, the beautiful but amazingly loud Flat Pennies Grill and the even more lovely, but usually empty T.G.I. Fridays restaurant. Grandpa's is long gone, moved over to the Oxford. The Station is going through a renaissance as developers struggle to find the best way to squeeze as much money out of the old girl as they can.

Make no mistake about it, I am very sad about leaving Union Station. The view of the tracks from the office was wonderful. I can't imagine what it will be like to look at that marvelous, old building from the outside ... homeless.

(Intermountain Chapter, NRHS, Denver, Colorado, by way of *The SHORTLINE*, Champlain Valley Chapter, NRHS, November, 1996)

Editor's Note: Our chapter is facing the same problems. With the rental costs constantly increasing at Portland Union Station, we need a permanent home for the chapter offices, as well as the library, archives, concessions supplies, museum and rolling stock. Any financial donations you can provide to help the chapter attain this goal would be greatly appreciated.

Editor's Column

In the November issue, an article was reprinted from the Promontory Chapter's newsletter, *The Golden Spike*. The article contained erroneous information relating to the 1997 NRHS Convention in Salt Lake City, UT. A letter was received by your editor from Thomas R. Moss, Regional Vice President, Mountain Plains, informing your editor of the error, and requesting a retraction.

On page 6 is a copy of the letter from NRHS President Greg Molloy to the editor of *The Golden Spike*. This letter contains the facts relating to the article in question. Your editor expresses thanks to Mr. Moss for providing a copy of the letter.

Your editor, after reviewing the article in question, feels that he received what he believed was proper information, as it was printed in a chapter newsletter, by the very chapter hosting the convention. This information was **not** received by word-of-mouth or Internet chatter.

Your editor, therefore, after careful consideration, expresses apologies to the NRHS for the misinformation, but feels a retraction is not properly justified from this point of view.

The editor reserves the right to determine the articles used in *The TRAINMASTER*, and expects articles supplied, *especially from other chapter newsletters*, to at least be already verified for content.

-Jim Loomis

Important Candidate Statement

To the Editor:

Since I was out of town, I missed the deadline for the Voter's Guide, but I am a serious candidate for treasurer. My 14 years involved with the Chapter has ranged from Concessions worker and chairperson, to Museum committee worker, Rolling Stock committee member and worker, Excursion committee member and worker and holding the office of Vice-President in 1994-1995. I am deeply concerned regarding some critical decisions to be made in the near future, and would like to be involved in those discussions on the high level, because our financial future is one of the major points of this discussion. With a National meeting occurring here in only five more months, it would be nice to be well on our way to resolving everything. Please help **YOUR BOARD** in whatever way you are asked to. We need members willing to be involved!!!

Marilyn Edgar
For Treasurer!

AMTRAK UPDATE

Amtrak got a much-needed boost from a joint House-Senate Conference Committee when they voted to increase Amtrak's funds by \$82.5 million as part of a stopgap funding measure covering several agencies whose fiscal year 1997 budgets have not yet been approved.

The additional money allows continued service on previously announced cut backs of four lines for six months and for the Northeast Corridor Improvement Project. Staying on are The Pioneer, The Texas Eagle, the Desert Wind and the Lake Shore extension between Boston and Albany. The ax would have fallen on them on November 10.

-from the November, 1996 issue of the *Lancaster Dispatcher*, Lancaster Chapter, NRHS

FACTS ON AMERICAN FREIGHT RAILROADS TODAY

RAILROADS IN THE U.S.
today carry:

65% of all autos and auto parts
60% of all coal
50% of all pulp and paper 49%
of all farm products 40% of chemicals
40% of food products

A corollary graphic in "USA Today", from the Association of American Railroads shows the division of how freight is shipped in the U.S., by volume:

Rail	40.6%
Truck	27.2%
Pipelines (oil, nat. gas)	17.7%
Ships	14.1%
Air	0.4%

-from the November, 1996 issue of *The SHORTLINE*, Champlain Valley Chapter, NRHS



GREGORY P. MOLLOY
PRESIDENT

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CINCINNATI, OH 45215-2525
(513) 729-5392

October 24, 1996

Dr. Stephen L. Carr, Editor
Promontory Chapter NRHS
2180 E. 4500 South, Suite #205
Salt Lake City, UT 84117-4434

Thomas R.
NGV X · 1996
Moss

Dear Dr. Carr,

I recently came across the September-October 1996 issue of the Golden Spike, and I must admit the article titled "1997 Convention News" causes me some concern. The article engages in public speculation, apparently made without checking out the rumors, and at the same time makes several inaccurate statements. There have been no "lawsuits" filed and no action taken "on behalf of the NRHS" in opposition to the UP/SP merger.

What actually happened is this:

- An individual member of the Society registered an objection to the UP/SP merger during the Surface Transportation Board's public comments period. The wording of the letter implied it spoke for the individual's chapter and/or the National Society. The individual's actions were not malicious. His intent was to obtain a complete set of documentation on the merger case for a historical library. Apparently, he had filed similar objections (also without our knowledge) in past merger cases with the ICC for the same purpose. As far as we know, these past actions caused no problems with any of the parties involved.
- A few people at Union Pacific became aware of this filing and reacted negatively. They brought it to the attention of the NRHS national for the first time.
- The national officers investigated the matter immediately. We asked the individual to formally withdraw the objection, which he did, and to not take such actions in the future. We then exchanged letters with top UP management explaining that this filing had been made without the authorization, knowledge, or approval of the NRHS or its officers and that the Society has not taken and does not intend to take a public position on this or any other merger case.
- We have avoided publicizing this matter in order to not fan the flames over what we believe to be a simple misunderstanding. The key people at UP and the NRHS understand the situation.

As a former NRHS convention chairman (Cincinnati, 1984), I am very much aware that the railfan rumor mill can take up a lot of time and energy people would much rather be spending on the upcoming convention. I have already responded to one media source who heard from a railroad official that the NRHS was considering pulling the convention out of Salt Lake City. I assured him this was not the case. I can't say that the Golden Spike story was the source of that rumor, but we need to be careful, especially in a convention city. I would urge you to check out stories involving the National Society with Tom Moss, me or another national officer before publishing them. We will share any information we can.

Gregory P. Molloy

cc: Les Tippie, Hans Koehler, Tom Moss, Judy Calvert, National Officers

Saturday, March 8, 1997 Portland's Nineteenth Annual Railroadiana & Model Railroad Swap Meet

ADMISSION:

Adults: \$3.00
Children under 12 FREE

FOR INFORMATION WRITE:

Swap Meet Chairman
o/o CGMRC
2505 N. VANCOUVER AVENUE
Portland, OR 97227-1949
or (360)694-7769 evenings

TABLE RENTAL:
\$14.00 for first table (6'X30")
\$10.00 for each additional table.
Payment required in advance.

300 Tables available
to vendors.

HOURS:

General Public: 10 AM to 4 PM
Sellers: 8 AM to 4 PM

Please note NEW LOCATION:

**PAY-N-PAK ANTIQUE & COLLECTORS MARKET
8900 N. VANCOUVER AVE.
(Delta Park)**

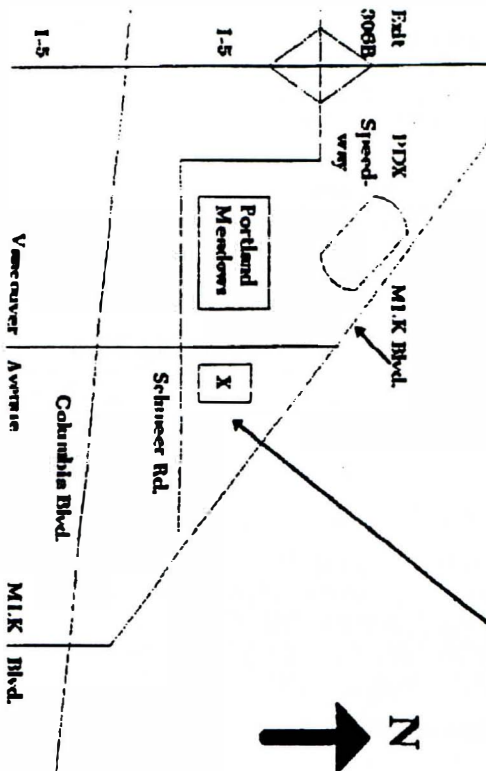


TABLE RESERVATION FORM

Name: _____ Phone: (____) _____

Address: _____

City/State/ZIP: _____

First table at \$14 and ONLY \$10 for each additional table (rented in the same name and located adjacent to one another). A very limited number of wall tables are available in this new location. We will attempt to provide wall tables or electricity, when requested (first come, first served). Your table rental entitles you to two worker tickets. Additional worker tickets are available at \$3 each. (This fee, coupled with the \$4 discount on extra tables allows you to choose only the number of worker tickets you need and minimize your total cost.) Please indicate how many tickets you need (include yourself in the count). Make checks payable to: CGMRC.

No. of tables: 1 @ \$14 plus _____ @ \$10 = \$ _____

No. of worker tickets: _____ (2 max.) free + _____ @ \$3 = \$ _____

Total with this order: \$ _____

Wall table(s)? Yes or No (please circle one)

Electricity? Yes or No (please circle one)

Other special needs: _____

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Advisory Group:** Frank Weiler,

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