

# The

January  
2001



# Trainmaster

The Official Publication of the  
Pacific Northwest Chapter,  
National Railway Historical Society  
Portland, Oregon



## Chapter Timetable:

**Monthly Membership Meetings:** January 19, February 16  
St Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 pm

*If you arrive after 7:30 you will need to  
enter the building using the basement  
door on the West side of the building.*

**Monthly Board of Directors Meetings:** January 11, February 8---7:30 pm Room 208, Union Station

**Chapter Library:** Open January 20 & 27 from 1 to 4 pm.

Please call the library first to be sure that someone is there. (503) 226-6747

**Rolling Stock Committee:** January 24---7:00 pm Room 208 Union Station

## January Meeting Program

Mr. Jim Davis (owner of the Santa Ynez) and Mr. Ron Peterson will update the Chapter on the restoration of the Santa Ynez Rail Car. They will bring photographs and talk about their progress toward restoring this car to her former glory.

## Jack Holst--Who Was He?--Find Out More Inside This Trainmaster

### Jack M. Holst Memorial Award Winners

Pacific Northwest Chapter National Railway Historical Society

At the Chapter's first annual banquet held in January 1982, Chapter President Ben Fredericks announced that member Mary Lou Weaver won the award-naming contest with her entry of the Jack M. Holst Memorial Award. The award is intended to recognize an outstanding Chapter member. A committee composed of the immediate past three-year award winners nominates members. The membership votes and the award is made at the Chapter Annual Banquet. Congratulations to the former winners:

1981 Charles W. Storz, Jr.	1987 Bob Slover	1993 Gerald K. Webb, Sr
1982 Irving G. Ewen	1988 Marilyn L. Edgar	1994 No award
1983 Edward E. Immel	1989 Peter M. Rodabaugh.	1995 James A. Loomis
1984 Walter R. Grande	1990 Bob Hoffman	1996 Frank J. Weiler
1985 John D. Holloway	1991 Roger A. White	1997 Darel H. Mack
1986 Mary Lou Weaver	1992 Bob Weaver	1998 George N. Hickok
		1999 Gerald A. Schuler

## December 15, 2000 - Membership Meeting Summary

President George Hickok called the meeting to order at approximately 7:45 p.m. The meeting was preceded by an excellent potluck. Robert McCoy, member from Olympia was welcomed.

**PRPA April 20-23, 2001 Excursion:** George updated the attendees on the upcoming "Homecoming Excursion" of the Pacific Railroad Preservation Association's SP&S 700. The trip will be Vancouver to Pasco, Pasco to Spokane, Spokane to Pasco, and Pasco to Vancouver for the four days. The Chapter will be providing on-board staffing, ticketing, and many other functions in cooperation with the PRPA. Members of each organization will have first shot at the tickets since the trip brochure will be mailed to them first. Members should expect to receive the brochure soon after Christmas. This will be a 600-seat excursion and is intended to raise significant funds for the continued operation of the SP&S 700. Darel Mack is the Chapter's new Car Host Chair. The Chapter will receive a fee for each ticket sold.

**P&W Shippers Special:** On December 17<sup>th</sup> the Portland & Western Railroad is running a shipper special from McMinnville to Tualatin and has requested the use of Chapter cars 6200 and 6800. George, Pete Rodabaugh and others have been busy getting the steam heat operational on these cars for this "winter" excursion since neither have electric heat. P&W is borrowing the Little Boy from the Friends of 4449 to provide steam for the cars.

**WAPI:** George noted that the information presented at the November membership meeting about a signed lease by the Western Antique Power land for additional property to the north and adjacent to the Willamette & Pacific Railroad is incorrect. The lease is being discussed but nothing is signed. Following the membership wishes, George, Al Hall and Arlen Sheldrake met with the WAPI Board on December 3<sup>rd</sup> to express the Chapter's interest in having discussions to locate Chapter facilities at WAPI. The WAPI Board was very receptive and asked that Chapter representatives meet with the WAPI Planning Committee on December 7<sup>th</sup>. George and Al attended this meeting and conversations continue.

**Rail Car Storage:** George noted that both our current storage track locations have attracted businesses that want to ship by rail thus necessitating our need to find new locations by this spring.

**Election:** During the meeting Election Chair Rich Carlson and brother Ron Carlson distributed ballots to attending members. At the prescribed deadline for balloting, a total of 48 ballots were cast including 10 absentee ballots. Rich announced the following 2001 results:

President: Arlen L. Sheldrake

Vice-President: Al Hall

Secretary: Judy Hall

Treasurer: Rick Banton

National Director: Gerald Schuler

Directors, 2001-2003: George Hickok & Dean Petshow

Rich and Ron were thanked for handling all the various aspects of our 2001 election!

**Break-In:** George reported that rail car #55 suffered a break-in early the weekend of December 2<sup>nd</sup>. Nothing seemed to be taken other than the lock and hasp. The Beaverton Police responded quickly when notified.

**Membership:** Membership Chair Maxine Rodabaugh distributed to attending members the 2001 renewal notice. The rest of the renewals will be mailed to the members shortly. Chapter and National donations are VERY much needed and appreciated.

**2001 Budget:** Rick Banton, Treasurer, distributed the Board approved and proposed budget for 2001. It was noted that our revenue for 2000 is down significantly since we were unable to do a "for profit" excursion and many members who made significant donations have passed away. The Board has squeezed the expenditure items but increases in track rental, office space rental, and insurance costs have caused our expenditures to increase. It was also noted that postage costs are going up in January. Scott Bruce moved, Ed Ackerman seconded a motion to approve the 2001 budget as proposed. Motion passed unanimously. Rick was thanked for his work on the budget and answers to members questions. (continued next page)

(12-15-00 meeting minutes continued)

**Special Tribute:** Our retiring President George Hickok was honored by many statements of appreciation and a standing ovation for his four years of Chapter leadership. The Board of Directors presented him with a plaque stating: "*Presented to George N. Hickok for outstanding service and dedication as president for 4 years: 1997-2000; Pacific Northwest Chapter, National Railway Historical Society*". The 6 X 8 inch plaque included an etching of our Chapter "*Go By Train, Union Station*" logo. It was also noted that in the Chapter's 45-year history, George is the only President to serve 4 years.

**Programs:** Al Hall asked members to suggest future meeting topics and noted that the January meeting will be on the rail car Santa Ynez history and restoration by the new owner Jim Davis and/or his representative.

The meeting was adjourned at approximately 9:45 p.m. and followed by a holiday gift exchange.

*Respectfully submitted by Arlen L. Sheldrake, Secretary.*

## **RECENT DONATIONS TO THE CHAPTER LIBRARY**

The Chapter appreciates the following donations:

**Orin & Karyl Knee** donated 11 commercially produced video tapes including *Slim Guage Logging in Tuolumme County*, *Chicago Steam Celebration*, and *The Silver Streak* (1934).

**James Loomis** donated a 7 videotape set of *American Railroads, The Steam Train Legacy*.

**Wayne Halling** donated a two tape video set *Sacramento Steam '99*.

**Elizabeth Russell** donated some copies of the publication *The Grapevine*.

**Laurel Prager** donated a copy of her late husbands book *That Reminds Me of Another Story*.

**Ruth Wentzein** donated many copies of publications including *The Dope Bucket*.

### **Missing Grand Central Terminal Fixtures Found**

In October, the Associated Press reported another find----really a theft. Frank J. Prial, Jr. an architect who worked on the renovation of Grand Central Terminal, was looking for postcards and photos when he spotted two light fixtures from the building up for sale on an Internet auction site.

Prial's discovery led to the arrest on Oct. 5 of an electrical contractor from Chester, NY and the recovery of more than \$100,000 worth of artifacts.

On September 28, Mr. Prial noticed two bronze fixtures featuring an acorn and oak leaf design being offered for an opening bid of one dollar. He notified the Metropolitan Transportation Authority, which investigated the eBay listing: "Original NY Grand Central Station Ceiling Lamp".

On the 29<sup>th</sup>, MTA police found the two pieces on consignment at an antiques store in Corn-Wall-on-Hudson, NY. The dealer named the consignee; the MTA executed a search warrant at the alleged thief's home where they also found a track indicator and a chandelier that one hung outside the terminal's famed Oyster Bar. The investigation continues. Where possible the original pieces will be reinstalled. *From Tower Topics Nov.2000 and The Semaphore Sept.2000 Rochester NY NRHS*

## Jack M. Holst Memorial Award

Yearly since 1981 the Chapter has made an award to an outstanding Chapter member identified as the Jack M. Holst Memorial Award. Many Chapter members did not have the pleasure of knowing Jack nor knowing his contributions to the Chapter and railroad history. The following information is reprinted from issue #157, September 1972, of *The Trainmaster*:

### Jack M. Holst

John Monterey ("Jack") Holst, Western News Editor of the NRHS Bulletin passed away suddenly on August 26, 1972 in Portland, Oregon following surgery. He was 38.

Jack was born in Dallas, Oregon, but grew up in the logging town of Bend where he developed an active interest in steam railroading. After graduating from Oregon State University in 1956 with a Bachelor of Science degree in Natural Resources, he began a career in planning with the Multnomah County Planning Commission. In 1968 Jack moved on to a private consulting firm, Barnard & Burke of Oregon, Inc. In 1971 he became planning manager for Robert E. Meyer Engineers, Inc.

He was active in planning studies for various communities throughout the Pacific Northwest, including Chehalis-Centralia, Aberdeen-Hoquiam, and Klickitat County in Washington. In Oregon, areas included Sandy, Warrenton, and several others.

Joining NRHS in 1963, Jack played a major role in the success of the 1965 National NRHS Convention held in Portland. Jack later served as president and national director for the Pacific Northwest Chapter. In 1969 he was appointed Western News Editor for *The Bulletin*, the NRHS national publication.

At the time of his passing Jack was Chapter Mechanical Superintendent in charge of the restoration of "Peggy", a two-truck 40-ton Shay geared locomotive from the Stimson Lumber Company which is soon to be put on display at the Western Forestry Center in Portland.

As an historian, Jack was nationally known for his expertise in methodical research about logging railroads and little-known locomotives, often pioneering discoveries in these fields with Heisler locomotives, his specialty.

Jack was a primary organizer of the Pacific Northwest Railfan Conference (Railcon), an annual gathering of Northwest rail enthusiast organizations.

In addition to NRHS activities, Jack was also a member of the Alfa Romeo Owners of Oregon, Puget Sound Railway Historical Association, National Model Railroad Association, Pacific Locomotive Association, and the Delta Sigma Phi National Fraternity (Beta Epsilon Chapter).

The Pacific Northwest Chapter extends deepest sympathy to Jack's wife Shari, daughter Suzi, and mother Almeda J. Holst, all of Portland; and father Monterey Holst of Rhode Island.

Included in this issue of *The Trainmaster* is a copy of a letter received from Mr. Harry J. Surles, Regional Vice President of Burlington Northern, which expresses well the deep feeling of the Chapter members and of all those who knew Jack.

**John D. Holloway, President PNWC-NRHS**

August 29, 1972

(Letter received on BN letterhead)

Mr. John D. Holloway  
President, Pacific N.W. Chapter  
National Railway Historical Society  
Room 1, Union Station  
Portland, Oregon 97209

Dear Mr. Holloway:

The passing of Jack Holst is noted with great sorrow by all of us on the Burlington Northern who were fortunate to have shared in his life.

As we reflect on significant moments in the brief history of our company and that of its predecessors, we cannot help but observe that they were truly enriched by Jack's presence.

Many men in the course of answering needs of their day fail to grasp the historical consequence of their deeds and the time, thus losing to all who follow important threads in the fabric of life.

Such was not the case with Jack. He knew railroading. He grasped the significance of each development and change as new replaced the old. His untiring effort and personal dedication were matched by engaging warmth and spirit to win for all men preservation of railroading's past and present.

With hope that others whose lives were influenced by Jack's perceptiveness and enthusiasm will continue to be inspired by his goals and ambitions, we enclose a small memoriam for use as you and members of the Pacific Northwest Chapter of the National Railway Historical Society find appropriate.

Sincerely yours,  
(signed)

Harry J. Surles  
Vice President - Portland Region  
Burlington Northern Inc.  
American Bank Building  
Portland, Oregon 97205

## **From the wire-----P&W, W&P Railroad---November 2, 2000**

- October 30th Genesee & Wyoming announced that a newly formed joint venture, Australian Railroad Group Pty Ltd (ARG), has signed an agreement with the government of Western Australia to purchase Westrail Freight for approximately \$323 million including working capital and acquisition fees. Completion of the transaction is expected quickly, before the end of this year. ARG is a joint venture owned 50/50 by GWI and Wesfarmers Limited, a public corporation based in Perth, Western Australia. Westrail Freight is composed of the freight operations of the currently state-owned railroad of Western Australia. The railroad operates over 3,280 miles of standard and narrow gauge track and primary commodities hauled include grain, alumina, iron ore, nickel ore and wood chips. In connection with the acquisition of Westrail ARG will acquire 95 locomotives and approximately 2,500 cars, as well as a license to operate the track for 49 years. ARG plans to employ about 1,000 of Westrail's 1,125 employees, a staffing level that ARG has agreed to maintain for at least two years. To effect the acquisition, GWI will contribute its wholly owned Australia Southern Railroad (ASR) to ARG along with GWI's interest in Asia Pacific Transport Consortium (APTC), which was formed to construct and operate a new railway between Alice Springs and Darwin in the Northern Territory of Australia. ARG's combined freight operations, including those of Australia Southern and Westrail will serve the western half of the Australian continent and will be the nation's largest private rail operator. Wesfarmers' major businesses include energy (coal and gas), fertilizers and chemicals, rural merchandising, insurance and financial services, forest products and transportation. Its stock is traded on the Australian Stock Exchange. For the 12 months ended June 30, 2000 ASR and Westrail had combined revenue of \$184 million.

-We have executed a one-year lease with Joseph Transportation for 20, 65-foot-long, 100-ton log flats for service between Rainier and points on the Central Oregon & Pacific as well as on our own lines and other destinations in the Pacific Northwest that may be developed. This lease underscores our commitment to growing the saw log business off the Astoria Line, as we believe there is significant future potential for this traffic. The cars will be coming from the De Queen and Eastern Railroad in Arkansas. I understand the cars will be marked PNWR 65501 through 65520.

- U.S. Census estimates released in late October indicate the Portland metropolitan area grew an impressive 22 percent between 1990 and 1999. The metropolitan area, which stretches from Salem to Vancouver, Washington, now has an estimated 2.18 million people, making it the 22nd largest in the country. Growth is most profound in the suburbs. Wilsonville and Hillsboro were two of four Portland area communities leading the way with growth rates among the top 10 percent of all U.S. cities and towns with 10,000 or more people. Portland grew faster than the metropolitan areas of Sacramento, San Francisco, Los Angeles or Seattle, but trailed Boise and Las Vegas. Las Vegas was No. 1 with a growth rate of 62 percent. This growth in the northern Willamette Valley, which is worsening congestion on the region's highways, will create many new opportunities for us.

- There have been no further grade crossing accidents on our lines since October 13th when a car-train mishap in Beaverton became the fifth such collision in 21 days. Through mid-October there have been 18 accidents at public grade crossings in Oregon though, remarkably, with no fatalities. Nine of these, or 50 percent, have occurred on Portland & Western and Willamette & Pacific lines, which comprise just 17.3 percent of the state's rail mileage. That less than one-fifth of Oregon's track can account for half of the accidents is another indicator, I think, of the population growth that we are experiencing in our region of the state. It stands to reason that business opportunities accompany expansion, but population growth also heightens risk with more people, more vehicles and more crossings. With regard to trespasser injury incidents in 2000 we have a much better record. So far there have been 10 such incidents statewide resulting in three fatalities and nine injuries. We account for one incident or 10 percent. Ours involved a 48-year-old woman who was struck by the Brooklyn Hauler October 10th as she sat upon the rail in Tigard. As this is written she continues her recovery at Oregon Health Sciences University in Portland. Our box score for 2000 private road crossing accidents is one (25 percent) of four statewide incidents through mid-October. We had not had any accidents of this kind until the September 28th collision between the Rock Train and a Yukon SUV in Scappoose that resulted in injuries to the driver.

- Diane's Foods, maker of tortilla chips and other Mexican food products, has resumed receiving rail cars of commeal at McMinnville after evidently finding trucks unsatisfactory. Earlier this year Diane's moved two of its three product lines to a new bakery at Fife, Washington, and began trucking commeal from Fife to McMinnville for the tortilla chips. Late this year or early in 2001, Del Mesa Farms at Donald plans to begin shipping about 15 carloads per week outbound from Donald for use in Longview and southwestern Washington. *Bob Melbo*

## From the Wire---W&P, P&W Railroad---November 30, 2000

- Tomorrow, December 1<sup>st</sup>, the long-awaited adoption of Willamette & Pacific by Portland & Western officially will occur. The principal change is the listing by P&W of all W&P stations as P&W points. Henceforth, W&P and P&W operations in Oregon will be conducted as P&W insofar as Union Pacific and Burlington Northern & Santa Fe are concerned. Going forward, the Portland & Western name will dominate on signs, stationary, business cards and rolling stock. Locomotives that are painted in the future will be lettered for Portland & Western. However, we intend to keep and continue using WPRR reporting marks. P&W's reporting marks "PNWR" eventually will make a debut but not on 20 newly-leased cars for handling logs out of Rainier mentioned last issue. These cars have had their DeQueen and Eastern Railroad initials converted to "WPRR" but their numbers remain as applied by DQ&E.

- As of November 28th we were experiencing some post-Thanksgiving softness in carloadings that was not unexpected due to the elongated nature of this holiday weekend. Our expectation now is that November carloadings will finish slightly ahead of forecast. Operating expenses also will exceed forecast, mainly because of higher than budgeted fuel prices. On Monday of this week diesel fuel was priced at \$1.16 per gallon for bulk delivery at Albany. For deliveries at outside points, such as Toledo, McMinnville and St. Helens, fuel is at least a nickel a gallon more. It is critically important that we operate within budget for the remainder of this year. We all need to be cognizant of what we are spending and help our Region to stay on budget.

- Genesee & Wyoming Inc. has completed an investment in Empresa Ferroviaria Oriental, S.A.-(the "Oriental"), a railroad serving eastern Bolivia and connecting to railroads in Argentina and Brazil. The investment provides GWI with an indirect 22 percent equity interest in the Oriental and was made through a 90 percent owned subsidiary, Genesee & Wyoming Bolivia SRL, which is 10 percent owned by UniRail, LLC. For the nine months ended September 30th, Oriental reported revenue of \$23.6 million, earnings before interest, taxes, depreciation and amortization of \$12.3 million and net income of \$6.2 million under local accounting standards.

- Installation of 6,800 second-hand ties on the West Side District south of Corvallis and on the Bailey District is expected to begin in mid-December. The State of Oregon is funding these emergency repairs, which will provide for continued operation of the line for another year while additional funds for rehabilitation are sought. Seven carloads of ties for this project were enroute to Oregon earlier this week. One was in California, four were in Minnesota, and two were "lost" in Hinkle, Oregon.

- Although negotiations continue with Carol and Willis Meeuwsen, owners of an 86-acre farm near Banks, it is unlikely we will conclude before year's end acquisition of 3.09 acres needed to build a new connection between the Tillamook and United Railways Districts of P&W. A professional appraiser's report is expected around December 11th and will attempt to evaluate the property in accordance with elements deemed important to the Meeuwsens. The acquisition of the needed right of way will become a 2001 capital budget item but actual construction of the trackage probably will be deferred to 2002. Oregon law provides railroads the power of eminent domain to take property but our preference is to reach agreement with our neighbors rather than to go to court and condemn the needed land. No buildings are involved, just cropland.

- Since last issue of this newsletter there have been four additional accidents at public grade crossings, two of which occurred six days apart at S.W. 170th Avenue just west of Beaverton. Fortunately there were no injuries but in one and possibly two cases the vehicles struck were totaled. In one incident the driver was the father of the former spouse of an employee on the train. At last count the state had experienced 25 public grade crossing incidents so far in 2000 and 13 of these, or 52 percent, occurred on our system.

- Several newspapers ranging geographically from Albany to Longview, Washington have published articles recently about Cascade Grain's ethanol plant proposed for Port Westward on our Astoria Line. Generally the articles relate that the facility will cost from \$200 to \$230 million to build and will employ up to 85 people when it opens in the summer of 2002. This plant has the potential to become an enormous booster in freight revenue for our region. We continue to work hand-in-hand with Cascade Grain and related entities, and Burlington Northern & Santa Fe Railway, on issues related to transportation. The plant, which will produce a minimum of 80 million gallons of ethanol yearly from corn and wheat, plans to receive its raw materials by rail. A date has not yet been set for financial closure of this project but we believe it is close at hand.

- U. S. Gypsum's new wallboard plant at Avon near Rainier is close to beginning production. We expect inbound rail traffic to start early in December and outbound traffic to materialize soon thereafter. *Bob Melbo*

**Attn.: Trainmaster Editor**

**PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue, Portland, Oregon 97209-3794**

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**Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.**

**Membership**

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

**Regular: \$32/year, Joint: \$40/year**

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

**Trainmaster Contributions:**

Contributions for the Trainmaster are most welcome. Deadline for each issue is the 20th of the previous month. Typed or word-processed material is preferred for legibility.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President, Al Hall.

**Committee Chairs**

**Activities:** Marilyn Edgar, (503) 236-7271

**Meeting Programs:** See *Vice President*

**Concessions:** Jean Hickok, (503) 649-5762

**Excursions:** Al Hall (503) 699-5042

Janet Larson (503) 253-7436

**Finance:** See *Vice President*

**Library & Historical Foundation:** vacant

**Membership:** Maxine Rodabaugh, (503) 253-4241

**Museum:** Glenn Laubaugh, (503) 655-5466

**Public Relations:** Gerald Schuler, (503) 285-7941

**Publications:** *Vacant*

**Rolling Stock:** Scott Bruce, (503) 297-6319

**Chief Mechanical Officer:**

Peter Rodabaugh, (503) 771-8545

**Car Rental Agent:**

Bob Jackson, (503) 231-4808

**Safety:** Judy Hall, (503) 699-5042

**Railroad Book Review:**

{This is another installment in a series by **Wayne Halling**, who has decided to be adventurous and try to read all the books in our library showing little check-out activity.}

I've found another *excellent* book without a mark on the card. The Iron Horse At War isn't another shoot 'em up or prisoner train story. It is primarily a collection of pictures by professional photographers sent out to document the work of the railroads during WWII. Using a pass from the Office of War Information, Jack Delano was able to produce over 300 pictures from the Midwest to the west coast.

James Valle, a college history professor found this immense collection of photos and documents and put them together in book form. It is like finding a Life Magazine devoted to war-time railroading. Find it in Section 22 of our library.

### Chapter Officers

**President:** Arlen Sheldrake ('01) 503-223-7600  
**Vice President:** Al Hall ('00,01) 503-699-5042  
**Treasurer:** Rick Banton ('00,01) 503-642-7366  
**Secretary:** Judy Hall ('01) 503-699-5042  
**National Director:** Gerald Schuler 503-285-7491

### Chapter Directors-at-Large

**Dean Petshow** (01,02,03) 503-359-9453

**George Hickok** (01,02,03) 503-649-5762  
**Ralph Johnson** (99,00,01) 503-654-1930  
**Bob Jackson** (00,01) 503-244-4440  
**Ted Ahlberg** (00,01,02) 503-579-2131  
**Chuck McGaffey** (00,01,02) 503-223-2227

**NRHS Regional Vice President:**  
**Richard Carlson, 503-292-0975**

Has the Trainmaster been any easier for anyone to read these past few months? This is because the kind people over at Northwest Rail Electric (a local company that manufactures electrical equipment for the railroad industry) have donated access to a laser printer for the printing of the original copy before the process of making the printing press plates is done. Since our printing press plates are made using a photographic process, the better the original looks, the better the results look when you receive them.

This TRAINMASTER was prepared by Judy Hall. Please direct any comments or corrections to Judy. 503-699-5042

## HO SP4449 Model Sale

The Chapter has only 5 (five) Bachmann SP4449 with tender, static HO models mounted on a display board with a custom made cover available for sale. These models were specially purchased from Bachmann by the Chapter in 1984 and come in original packaging. You currently cannot purchase SP4449 models! These keepsakes are available for only \$100 each. If interested in owning one yourself, please call Arlen Sheldrake at (503) 223-7006.

**Please note correspondence containing address changes on the exterior of the envelope for fastest processing.**

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