

The

October
2004



Trainmaster

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



Pacific Northwest Chapter Timetable #506

Membership Meetings: Oct 15, Nov 19, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

October Meeting Program: Don't miss this special chance for an update on the Beaverton to Wilsonville Commuter Rail Project, presented by TriMet.

If you are interested in presenting at a membership meeting please contact Ralph Johnson at 503-654-1930

Board of Directors Meetings: October, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm, Aug 21 & 28, check-out subject to loan agreement.

Annual Chapter Picnic: planning is under way for Aug 14th, but this is a tentative date. Planned location will be the Washington Park Zoo (with emphasis on the railway), with the events starting at 5 PM.

2005 Convention Committee: Room 208 Union Station

Notable Non-Chapter Events:

Open Houses at area model railroad clubs will be happening in November. Watch the various model railroad publications for more information.

Go By Train 2005

by Arlen L. Sheldrake

Have you pre-registered yet? NRHS members pre-registering will receive the Convention event and information packet in early Spring 2005 and the pre-registration fee will be applied to the registration fee. As of press time (September 18th) we have 160 pre-registrations representing 269 people. Of this number 15 come from Virginia, 13 each from New York and California, and 12 from both Pennsylvania and New Jersey. This is a wonderful number for this early in the process for our July 5-9, 2005 convention.

The Convention Committee chairs and Committee members are busy doing the initial planning. Currently our main focus is on advertising the Convention and tentatively penciling in the weeks events. Anything you see on the Internet that indicates any event or activity is firm is incorrect at this point in time. Work is also going on with private varnish folk wanting to bring their rail cars to the convention and with an operator of a pre and post convention train trip. With the last loaded Amtrak

box car heading out on the Empire Builder September 11th, maybe there will be track space at Union Station. There is lots and lots of interest in our Convention and Portland.

The following decisions have been reached regarding Convention worker registrations. Chapter members and others working the Convention need to pre-register and register for the Convention only if they want an attendee goodie packet and/or want to purchase a ticket for an event or events. Staff who are working during the Convention and don't want the attendee goodies and/or don't want to participate in an event or events don't need to pre-register or register. Staff working an event need not purchase a ticket for the event they are working.

Please let Glenn Laubaugh know of places or methods for advertising our Convention to the NRHS membership. The pre-registration form will be included in the NRHS News Bulletin in October.

The pre-registration form was included with the August 2004 *Trainmaster*, can be downloaded from www.nrhs2005.com or give me a call (503.223.7006) and I will send you one.

Please note there are many opportunities and challenges facing the chapter during the upcoming convention. Please contact 2005 NRHS Convention Chair: Arlen Sheldrake at 503.223.7006 if you can help in any way. The Convention Publicity Committee is particularly interested in any offers for help right now. This means anyone who knows of any location where convention publicity would be appropriate. This also means anyone who can help assemble the convention registration packages, or who can otherwise help out in any way at all. Please contact Glenn Laubaugh at (503) 655-5466 if you are able to volunteer your time and energy to help publicize this convention.

2004 APMA Steam-UP

By Al Hall

The 2004 *Great Oregon Steam-Up* at Antique Powerland Museum (APMA) was a tremendous success once again. The annual event took place on the weekends of July 31 & August 1 and August 7 & 8. Opening day set an all-time attendance record. This was attributed to the increased TV, radio and other marketing efforts that drew many first-time visitors.

One of the new exhibits added this year was the PNWC's Jordan Spreader. Our Spreader was moved to APMA this winter thanks to the leadership of Keith Fleschner and Pete Rodabaugh and the help of a few other PNWC volunteers. It was placed next to the *Steam Fiends* ex-Southern Pacific Steam Crane on the track we extended a few years ago and has become part of the maintenance of way exhibit. Our Flanger will eventually be moved to APMA and become part of the same exhibit.

Even though the Steam-Up's last day attendance was down due to the extreme heat, we still did very well selling PNWC concessions. Our Chapter members contributed to APMA by selling over \$900 in Steam-Up Buttons which exceeded our previous years button sales of \$714. We also helped each day during the Grand Review Parade. Our contributions to APMA are very important since we are not yet a member organization and we hope additional land will be secured in the future for a rail spur. Until then we plan to continue helping during the Steam-Up in order to maintain a presence at APMA.

I want to recognize the many volunteers who helped make our concession's effort worth while. Roger "Mr. Reliable" White helped set up and dismantle our booth canopy as he does every year. Helping in the booth all four days were: Al & Judy Hall; (3 days) Rick Banton; (2 days) Dwayne & Linda Duling, Jim Hall, Kent Hutchens, Kenn Lantz, Don Banton; (1 day) Arlen Sheldrake, Bill Hyde, Ralph Johnson, Gerald Schuler, Mark Moore, Fred Dorsett (button sales). Including driving time our concession volunteers totaled over 280 volunteer hours during this year's Steam-Up.

Additionally I thank Bill Hyde (toys), Kent Hutchens (Northern Pacific headrest cover) and Judy Hall (RR bear and pictures) for donating items to sell. These items added over \$130 to our total sales. I also want to thank our PNWC members for their purchases

of concession items while helping in our booth. Great job by all!

Eugene Renovation Complete by Arlen L. Sheldrake

On September 20th the renovated Eugene Depot, originally built in 1908, was dedicated noting the completion of a \$4.5 million makeover. The building's exterior brickwork and trim have been restored and all 5,346 square feet of its interior has been redone.

Modern heating and air conditioning as well as new wooden benches styled after those used in the early 1900s were included. Restrooms have been expanded to twice the original size and feature old-style tile work. The Amtrak counter, baggage room and offices at the building's east end have been completely redone. Amtrak leases the facility from the City. \$3.5 million of the project funding came from the Federal Government with \$1 million coming from Amtrak. The project cost included the City's purchase of the property for \$1.2 million.

Only one Oregon Amtrak Cascades depot, Albany, remains to be renovated. The Albany Depot is currently in the middle of its major renovation.

Eugene now joins other Willamette Valley cities in being ready for expanded Cascades train services as the I-5 freeway gets more and more congested.

Some of this information extracted from the September 20th Eugene Register-Guard newspaper.

CORP Tunnel Update by Robert I. Melbo, ODOT Rail Division

As of September 16, 2004, according to General Manager Dan Lovelady of Central Oregon & Pacific Railroad, about 800 feet remained to be dug out and repaired to open the 3,100 foot long Tunnel 13 at the summit of the Siskiyou Mountains south of Ashland. While CORP was closing the gap between the two ends of the tunnel that have been fixed, the rate of advance on the north face had slowed to 30 feet per week from 30 feet per day because the contractor had encountered mainly volcanic ash, "almost dirt" according to Dan. Restoring the bore in these sections requires placement of closely placed steel sets and the driving of horizontal sheet piling ("spiling") to hold the ceiling and sidewalls, a time consuming process. As a result, tunnel workers were only progressing about five feet per day, a distance equivalent to erecting two steel sets. The work continues six days per week.

Dan said everyone hoped that they would soon encounter hard rock that will have preserved the tunnel profile despite fire consuming the timber framing. In such areas rapid progress can be made by shooting gunite onto walls and ceiling sans steel framing to create a permanent fix. But there was no guarantee that any hard rock regions lay ahead. In fact, Dan said, of the approximately 2,300 feet that have been repaired so far only about 400 feet were solid enough to retain the basic profile and didn't require extensive excavation of debris.

While progress from the north end had slowed to 30 feet per week in mid September, work in the southern end of the tunnel had ceased altogether. Approximately 825 feet north of the south portal a very unstable soil formation was encountered with a ceiling fracture face as much as 100 feet above the top of rail. Twice steel sets were erected in this area only to be flattened by collapses. The contractor drilled several holes into the chamber from above and lowered lights and a video camera to assess the situation. Insulcrete (foamy concrete) was then pumped into the chamber. Dan said the contractor was fairly certain that the resulting cap in this area would hold when debris below is mucked out. However, rather than reactivate the south face the decision was made to continue to work only the north end and reach this troublesome area last.

Financial concerns cropped up in mid September as well. After satisfying a deductible, CORP turned to its insurance carrier for financing the work. But Dan estimated repair costs will reach maximum coverage limits toward the end of November and it was unknown whether CORP will be able to muster the additional resources needed to finish the job. One possible alternative would be to stop work and seek help from shippers and other entities, such as the states of Oregon and California. From a corporate accounting perspective, not all of the expense being borne evidently qualifies to be treated as capital investment that can be depreciated over time. For instance, while the steel framing and gunite were being capitalized, costs of removing the damaged lining and excavating debris were not similarly eligible and were being expensed as "demolition work". In terms of cash outlay, the split between capital and operating expense was roughly 50/50, Dan said. While this may seem trivial to the average person, when substantial amounts of money are

involved the repercussions for corporate balance sheets are of major importance.

If poor tunneling conditions continued to prevail through September and into October it was increasingly unlikely that the tunnel could reopen before the anniversary of the discovery of the fire on November 17, 2003.

Eagle Cap Excursion Train by Arlen L. Sheldrake

Oregon's newest excursion train which started in 2003 in Northeastern Oregon is proving to be a real hit. Rita and I rode the September 18th *Two Rivers Run* and it was another sold out (161 passengers) trip.

The train crew, the Friends of the Joseph Branch volunteers, the Trip Guide, the musicians, the food, and the concessions were all outstanding. The only railfan drawback on the *Two Rivers Run* is the lack of grade crossings and hence very little horn. An excellent photo run-by was staged with perfect sun and scenery at the Rondowa bridge where the Grande Ronde and Wallowa Rivers converge.

The *Two Rivers Run* is one of five different trips on the Wallowa Union Railroad's (WURR) Joseph Branch between Elgin and Joseph. This branch was completed by Oregon Railroad and Navigation Company in 1908. Wallowa and Union Counties purchased this Branch in 2003 from the Idaho Northern & Pacific Railroad. Idaho Northern still operates the line between Elgin and La Grande (completed by OR&N in 1890) and interchanges with Union Pacific at La Grande. The Wallowa Union Railroad Authority operates the WURR.

The *Two Rivers Run* took approximately 7 hours and covered 68 round trip miles. Much of the trip was along the beautiful Grande Ronde River that can only be viewed by boat or train. Lots of deer, bald eagles, heron, ducks and other birds. Someone said they spotted a coyote and fox.

The WURR is delivering logs from Grays Harbor to Wallowa Forest Products and shipping out lumber products. After a hiatus of 6+ years, it will take a while to build the freight business back but it is coming back. WURR has found their two original turbo charged engines are not suited to the slow track conditions of the Joseph Branch so they are being traded for three non-turbo charged engines. A newly acquired (September 1st) non-turbo charged GP-7 that pulled our excursion is very distinctive in a fresh coat of yellow and blue paint.

The train consist includes: generator/baggage/concessions car, two coaches, and a table/dining car. Meals if included on the trip are delivered to your seat with the meal in a woven basket. We thought our meal was very good with the option of a ham, beef, or turkey sandwich. A nice touch was keeping the lettuce and tomato separate from the sandwich. The cost of snack items purchased in the dining car was reasonable.

Ticketing is handled by Alegre Travel, 101 Depot Street, La Grande OR 97850 or 800.323.7330 or www.alegretravel.com. Information about the Eagle Cap Excursion Train may also be obtained from www.eaglecaptrain.com. Trips range from 1.5 to 7.5 hours in duration and 10 to 68 round trip miles in length.

In every way the friendly staff of the Eagle Cap Excursion Train went out of their way to make sure that our trip was enjoyable. The residents of this part of Oregon are very hopeful that their investment in this train and track will be successful. Please help them accomplish this success by enjoying a trip to this beautiful part of Oregon. The 2005 schedule will be available in December.

The Historic Albany Station By Arlen L. Sheldrake

With the \$12 million intermodal development and station renovation groundbreaking on May 10th, it may be appropriate to re-cap some the history of this 1909 station.

The Southern Pacific Railroad built the station and express office building in 1909. The architect is unknown, the contractor was Levi Mellon. The 1909 station was built to replace a large two-story Victorian depot that housed a restaurant and the Southern Pacific Company's Engineering Department. The station is built of hollow core cement blocks called Miracle Blocks that were produced in Corvallis by the Mellon & Gendron Cement Works. Levi Mellon was a contractor and co-owner of the cement works who operated in Corvallis from about 1900 to 1916. The Miracle Block was a patented casting method that produced hollow core cement blocks that resembled rock-face ashlar stones but at a much cheaper price. The interior chambers provided insulation. Corner blocks were reinforced with wire. Corvallis has a similar passenger station that has been relocated and

is now used as a restaurant overlooking the Willamette River.

Decorative features of the rectangular Craftsman style station include two hipped roof dormer windows with diamond shaped panes, shiplap siding with a cargo door once a porte-cochere and a south facing bay window.

The interior of the station has undergone many alterations over the years. The most intact space is the current Amtrak passenger lobby. The original interior was stained tongue and groove wainscot to 5'-7" high with plaster walls above, and moulded trim. Few original doors and wood trim exist.

Albany railroading began in 1870 when the Oregon & California Railroad extended lines from Portland into town. In 1887 the O&C became part of the Southern Pacific Railroad Company whose lines reached California. The line through Albany was their Eastside line running from Portland to Eugene (1871) and to Roseburg (1872). Albany's first depot building serviced these trains. In 1939 the depot building was substantially cut off from the downtown area by the construction of the Highway 99E overpass. A microwave tower has been built next to the east end. Both developments have significantly degraded the setting of the station. The \$12 million intermodal development includes moving the microwave tower.

The City of Albany in 1990 completed a Historic Property Inventory of the site in preparation for submission for placement on the Historic Register. The property owner, Southern Pacific Transportation Company, did not support the application so it could not be so designated. The renovation of the station and related building will be done as if the Historic Register listing was in place.

Albany has many historic homes and buildings once you get off the main roads. I highly recommend a walking tour of the historic downtown and surrounding residential neighborhoods. The Albany City Council is commended for preserving and enhancing this historic structure.

Much of this information was extracted from material supplied by Anne Catlin, AICP, Community Development Department, City of Albany.

Mailbag

I am helping the BLM with the O-WR&N (Deschutes RR) section foreman's house in Maupin, OR. It is the only building left of the depot site. I am preparing a nomination to the National Register of Historic Places. This will allow them to seek grants and restore the house to its original look. The outside is not too bad. The inside has been remodeled quite a few times. The BLM will use it for an office for the lower Deschutes River area and as a visitor center, as it is just about 100 feet from the river. I have attached a pdf file of a volunteer paint project in July (first coat, 2nd a few weeks ago). We believe it is one of UP's standard section houses, but have not been able to locate the correct plan. The roof is quite unusual and the deck runs around the whole structure. We believe it was for protection >from the heat and may have been used as a sleeping area in the summer. The Deschutes River canyon gets up in the 100+ temperatures. One railroad guy thought it was like UP might have used between Salt Lake and LA, but he had never seen one like it. I have put the Hill/Harriman story together without any problem. It is well-known and documented. But, (1) I am looking to increase our knowledge about this house and section houses in general, and (2) get some information on the life, work, etc. of the section foreman and his workers. We are talking about the period of 1910-1935, when all the Deschutes RR tracks were taken out of the depot complex and along that area of the canyon. Can you or someone you know help us? I have looked into many, many books. I have been working on the project since June. I have had a research librarian help me. I am not having any concrete luck. I have talked with UPHS but nothing on section men. Got one plan that has almost the same floor space and room sizes, but it is not this one. Isn't there anything written about these houses and the people who lived in them and worked on the line?

Thanks.

Michael A. Hall, MBA
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PNWC-NRHS

Membership meeting minutes

August 20, 2004

Chapter President Ron McCoy called the meeting to order at 7:39 and led meeting attendees in the flag pledge. Guests Ken Lass, Dan Haneckow, and Tom and Juanita Chereck were introduced, along with four new members.

Ron reviewed the August 14 Chapter picnic with the PRPA at the Washington Park Zoo train station. Many Chapter members and friends turned out to enjoy a picnic dinner and train rides behind the Washington Park & Zoo steamer "Oregon." Ron extended particular thanks to Darel & Diana Mack, Keith Fleschner, Randy Rock, Ken Peters, and of course, Jeff Honeyman. Non-member Chuck Thompson even drove all the way from Seattle to provide barricades for signage and traffic control.

The members gave Ron a round of applause for organizing a very memorable Chapter picnic. Al Hall suggested that members send letters of appreciation to Zoo management expressing thanks and support for the Zoo railway.

Ron reminded folks that a Rolling Stock Work Party always ensues on the Saturday morning following the membership meeting. Keith Fleschner said the main task at hand would be servicing the brake systems on the RDCs. Everyone is always welcome, no matter what skill level.

Contact Keith or Ron for details.

Ken Peters gave a Treasurer's report, and said that a portion of the proceeds from the Salmonberry excursion had been put aside in the Chapter's investment accounts, and that a nice donation was received at the Chapter picnic.

In a 2005 Convention update, Arlen Sheldrake said that the Convention chairs had a fruitful meeting with the National Convention Committee on August 14. The process of event scheduling has begun, which requires making some tough decisions about which attractions will make the final cut for the 2005 convention itinerary. Arlen said that the Convention needs a volunteer for the Food Services chair, to be in charge of arrangements for catered meals and snacks during Convention events. Contact Arlen if you'd like to play a role in the success of the 2005 NRHS Convention.

The By-Laws Committee has wrapped up its work and will be submitting a set of revisions to the

Chapter Board for approval to place before a vote of the membership. Stay tuned for a By-Laws election announcement this fall. Ron thanked Keith Fleschner, Ralph Johnson, Darel Mack and Arlen Sheldrake for their work in preparing the suggested revisions.

Al Hall reported that the Concessions Committee had a good run at the APMA Steam-Up, with seventeen Chapter members helping to staff the booth. Having a good turnout like that means that no one has to work long shifts, and those who volunteer get to spend more time enjoying the event than actually working the booth. Al thanked all those who helped lighten the work load, and also thanked Chuck McGaffey and Bill Hyde of the Archives Committee for making surplus books available for sale, which netted a large portion of the total concessions sales.

Speaking of Archives, Chuck said that Walt Ainsworth is making good progress on an inventory of the Chapter's drawings. New Zealander Paul Hobbes recently donated a book of SP&S motive power drawings, as well as an electronic catalog of rolling stock diagrams and rosters.

Some noted Pacific Northwest rail historians are cataloging the Chapter's Jack Holst collection in preparation for an upcoming book. Tom Chereck is researching the railroad history of the Corbett, Oregon area, and would appreciate hearing from anyone who has knowledge or photos of the old Corbett station house and vicinity.

Chapter Membership directories are available for sale at \$2 each to defray printing costs. Mailed copies cost \$2.75. Contact Diana Mack or email pnwc@pnwc-nrhs.org to order yours. Thanks to Arlen Sheldrake and Diana Mack for producing and printing a fine directory, which includes Chapter contact information, a safety vision, Chapter history including past Presidents and Jack Holst award winners, and many other features.

Ron reminded members that the Chapter currently has no Activities chair. He expressed his thanks to all those who keep our activities going in spite of this absence, and re-iterated a call for a volunteer.

John Wilworth had videos and books from the lending library, including a great one on the Alaska Railroad. The library is open the two Saturdays following the membership meeting from 1:30 to 4:00 pm.

Arlen shared an article by Bob Melbo on the recent Tunnel 7 fire on the UP Cascades subdivision between Oakridge and Odell Lake.

Ralph Johnson said that the evening's program would be a presentation by Chapter member Mark Moore on the history of Portland streetcar lines.

Darel and Diana Mack even had home-grown tomatoes and Walla Walla onions to share.

Ron thanked everyone for attending, and adjourned the meeting at 8:47 pm to allow attendees to enjoy snacks prepared by Cora Jackson.

After the intermission, Mark Moore presented an exceptionally well-researched presentation on Portland traction, from horse-drawn streetcars through the electric inter-urbans. Mark has an incredible

amount of photographs and general knowledge of Portland's once-extensive streetcar system.

Respectfully submitted,
Jim Long

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Arlen Sheldrake 503.223.7006

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T-M Deadline: 20th of previous month on most months.

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 our Organization is available.
\$35 total - \$15 for Chapter, \$20 for National

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**Helping Hands
needed!
Convention
Workers will
soon be needed
for tasks. Contact
Arlen Sheldrake
if you can help
in any way**

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