

P A C I F I C N O R T H W E S T C H A P T E R
NATIONAL RAILWAY HISTORICAL SOCIETY
T H E T R A I N M A S T E R

Number 25

Portland, Oregon

September 11, 1958.

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NEXT MEETING

The next regular meeting will be held Thursday, September 18th, in Room 208, Union Station, Portland, at 8:00 P.M. As usual we will have an interesting program including the business part of it. Let's start with this meeting showing pictures taken by members during the past summer months.

The grand success of the Valley & Siletz Railroad "Timberland Excursion" between Independence and Valsetz, Oregon, August 31st, was due to expert planning by the trip committee of the Central Coast Railway Club and fine cooperation of our chapter members Walt Grande, George Burton, Edwin Culp, Nelson Hickok and Dick Buike. Let's hope that both groups will continue to cooperate with each other.

Issued in connection with this rail adventure is a special edition of The Western Railroader at \$1.00 each. Please mail your requests to The Western Railroader, P.O. Box 668, San Mateo, California. It contains a complete history of the Valley & Siletz Railroad, locomotive and passenger motor car rosters, photographs, and map. The author is chapter member Edwin D. Culp of Salem, Oregon.

OUR NEW EDITOR

Walt Grande, our genial secretary and correspondent for THE Bulletin, is taking over the editorship of The Trainmaster as of October 1st. He deserves your untiring support and effort for the benefit of the Chapter, NR H S, and you. He has accepted the appointment, well knowing the responsibilities of the office.

STEAM LOCOMOTIVE FOR PORTLAND ZOO RAILWAY

Have you bought a share (stock certificate) in the Portland Zoo Railway (Zoo Line) to provide funds for the building of a steam locomotive and cars, also for extending the trackage to Washington Park. Plans for the historical steamer, a classic "4-4-0," include a stand at the Oregon Centennial International Exposition then a return to the Zoo Line westside trackage. George Burton, chapter president, and the "brains" behind the construction of the locomotive and tender said a volunteer group has been organized among rail fans in Portland to assemble the train once the parts are completed by various city machine shops.

The narrow gauge locomotive will have 30-inch drive wheels, and will be 32 feet 6 inches long, 5 feet 4 inches wide and will stand 9 feet high to the top of her diamond stack.

We can hardly wait until we hear the steam chimes of the new engine's whistle and watch her take the curves, her rods flashing and her drivers rolling to recall memories of the day when steam ruled the rails.
