



No. 91
Summer 1965

THE TRAINMASTER

CHAPTER ACQUIRES UP LOUNGE CAR

The Pacific Northwest chapter has been given a Union Pacific lounge car in which to establish a museum and meeting room. The car was given to us by the National Railroad Hall of Fame. The gift was arranged by C.J. Keenan, chairman of the board, and a member of the PNW chapter. The lounge was to have been used to house the Narhfam museum before a site in New York was chosen over Portland. The car now stands on the east side of the Oregon Museum of Science and Industry which overlooks the main terminal of the Portland Zoo Railway. The first work party moved the car to the center of the display track and the track raised to prevent any further movement. Because of the great amount of convention work, little will be done with the car until after the convention. The lounge car (no. 1517) was built in 1937 as a coach for women only on the famed transcontinental Challenger trains of that period. In 1947 it was converted into a lounge car complete with a shower room and barber shop for use on the streamlined City of Portland. It was then placed on standby service before being given to Narhfam

TACOMA CHAPTER GIVEN CHARTER FOR NRHS

On May 21st the Tacoma Railway Historical Society was given its charter as a chapter of the National Railway Historical Society. The charter was presented by West Coast Vice-president Miln Gillespie to Bill Anderson, president of the Tacoma Chapter. A group of PNW members were on hand to "help" Miln present the charter. The meeting was followed by a Southern Pacific movie on the new steam powered "Daylights" The film was shown through the courtesy of Al Haij who had saved the film from being thrown away during one of SP's house cleanings. The program was closed by slides showing the last Sacramento Northern electric engine on its last day of operation. The evening was then followed by a cake cutting ceremony and general bull session. PNW members present were Jack Holst, Walt Grande, "Frosty" Kunz, Bob Murphy, Ed Immel, Chris Pagni and Miln Gillespie.

The new Tacoma chapter seems to be a ball of energy. Their publication "The Trainsheet" is on its way to be the finest NRHS monthly newsletter. The 20 plus members are going to help the Pacific Northwest Chapter on the NRHS national convention. The Tacoma Chapter meets on the 4th Friday of the month, 8:00 pm at the Washington Natural Gas Company Building, 3130 S. 38th St. Tacoma, Washington. Write Edward Berntsen, secretary, at PO Box 340 Tacoma Washington 98401 on any chapter business.

MEMBERS NEEDED TO PAINT SHAY LOCOMOTIVE

The Chapter has taken upon itself the task of painting the 3 truck Shay of the Mount Emily Lumber Company for display at the convention. The engine belongs to the Oregon Historical Society and has been exposed to the weather for five years in the Lake Yark of the NPT. With the work of Jack Holst the Shay has moved into a stall of the Northern Pacific Terminal Company where the painting will be done. One work party (Chuck Storz, Jim Whaley, Bob Murphy, Ed Immel, Jack Holst) has already scraped the tender and cab. One more weekend should finish the job. The tender has already been painted and the cab will be done Saturday. There is electricity and steam available at engine side. Any one interested in working on the engine just show up at the Northern Pacific Terminal Co. roundhouse on NW Yeon (just past Timber Structures) on Saturday or Sunday anytime after 9:00 am. If no one is there at 9:30, there are wire brushes in the cab with which to work. For any additional information call Jack Holst at 255-0631. Jack also informed us that the Northern Pacific will have their 4-4-0 #684 on display with the Mount Emily Lumber Co. #1 This engine has been preserved by the NP in excellent condition at Auburn, Wash.

CHAPTER WORKPARTY AT GLENWOOD

Instead of a June meeting the chapter had a workparty at the Trolley Park at Glenwood. The group hauled rock and spread ballast. Working in a downpour part of the time most of the track was ballasted. Members present were Bob Gahlsdorf's wife and son who did some painting, Glen Eades, Chuck Storz, Nelson Hickok and sons from Salem along with Jeff Richardson from Scotts Mills, Ed Immel plus members of the Oregon Electric Railway Historical Society and the Willamette Valley Electric Railway Ass. Any member interested in putting in some time at the Trolley Park just show up any Saturday and Sunday and they will be put to work. The latest progress report shows the overhead switches put in and the track is being leveled and straightened. The Australian "Open Breezer" is being put back on its trucks and will be in operation shortly.

EXTRA 8853

The Southern Pacific has asked the Interstate Commerce Commission to discontinue its Shasta Daylight train between Portland and San Francisco. The railroad applied for a Sept. 1 halting of the train. The amount of passengers traveling the train has declined 37% over last year and has been averaging on 93 per trip, compared with 147 a year ago. The Daylight was first put into service in 1949 and operated daily until 1959. The train was then run on a three times a week schedule until this year when it was operated only during the summer months. The last actual day of operation is set for the day after Labor Day (Sept. 7) so ride the train while you can.....More new railway cars keep coming out of the Gunderson Bros. plant. Sixteen new hopper cars were built for the Pacific Power and Light Company for their operation at a steam-electric generating plant near Glenrock, Montana. The 16 cars were built at a cost of \$425,000. The cars were painted in a bright green with the colorful company emblem painted on the side. The cars are 45 feet long, have a capacity of 144 cubic yards or 100 tons of light sub-bituminous coal. Also seen were some new wood-chip cars being built for the Spokane, Portland, and Seattle Railway. Some of the same type of cars were also built for the Great Northern while some mill gons were built for the Sante Fe....Industrial Air Products of Portland now owns some large capacity tank cars for industrial gasses. The new cars, which bear the reporting marks IAPX are painted black, white and yellow.....The Southern Pacific has been seen to operate the "Golden Gander" a American Locomotive Company demonstration unit which was painted gold and black for Alco. The SP just painted the ALCO sign out and replaced it with Southern Pacific.....Convention trip on the Vernonia, South Park and Sunset will pass by the wreckage of a Southern Pacific freight train which derailed just north of Banks. The wreckage which is lying on the ditch and on the highway embankment isn't very good advertisement for careful freight handling. Why the wreckage hasn't been cleaned up is a mystery considering it happened last Oct. or November.....Union Pacific is making some line relocations on its tracks Portland and Hood River. The crooked section is being straightened out because of the highway which will bury sections of it. With the construction of the dams on the Columbia and the Interstate Highway program, both the UP and the SP&S have almost new track up the Columbia river.....What happens when a railway offers a free train trip? Why 4,200 people show up. This was the scene at Cottage Grove, Oregon when the Oregon Pacific and Eastern gave free rides on their line on Saturday and Sunday, July 17-18 as part of a local celebration in Cottage Grove. Some of the crowd couldn't fit on the scheduled two trips on Sunday so a third trip was run. Some of the equipment which was dug up (in a junk yard) was quickly put into service. The sight of workmen building railings on an old SPMW flat while being pushed down the yard to be put into service should have been on Candid Camera. But didn't sell the Georgia Pacific Company (owners of the line) short, the trip was very well worth the trip from Portland. The following weekend the Georgia Pacific ran free trips on their operation at Powers behind steam! All one had to do was show up to ride.....ORGAN CONCERT TO BE OFFERED CONVENTION GUESTS. For the relaxation of convention guests there will be a pipe organ concert at the Paramount Theater on Friday September 3, after the days activities. This is not a part of the convention but the information is being passed on to the people attending the convention. The Paramount Theater organ was built in 1927, it is a 20 rank, 4 manual instrument. The organist will be Johnny Allen who has appeared in cities on the west coast. More infomration can be obtained from Chris Pagni at 774-1570.....Your editor just returned from a trip on the SP&S's Seaside branch using hi-rail car #98. The trip was made to pick out the photo stops for the Sunday convention trip. I want to thank the SP&S for going out of their way to help the convention committee on this trip. One fact struck me while riding the hy-rail car: the complete inattention that people have a grade crossings. We could have been a regular locomotive yet very few people looked up or down the track to check if they were in the clear. As a railfan most of us look up and down the track as a matter of interest but how often do we forget when in a hurry? Spread across the pilot of a diesel is no way to end a railfans life.

SCHEDULE OF 1965 N.R.H.S. NATIONAL CONVENTION-PORTLAND, OREGON
SEPTEMBER 3-4-5-6th

(Address for NRHS Convention is PO Box 8853, Portland, Oregon 97208)

Our plans for the most exciting National N.R.H.S. Convention ever are now complete, and the chronological schedule below is as accurate as it is possible to make it at this time. We expect to adhere to these plan, and any future changes should be slight. Although the traditional Convention days are Saturday, Sunday, and Monday, our Pre-convention day, Friday, September 3, 1965, is as filled with excitement as the other three days. We have so much to show you, we only wish that you could stay a whole week! If you can get that two-week's vacation, the INTERNATIONAL LIMITED schedule will really show you the northern half of the Western United States with an itinerary calculated to what the appetite of the most discriminating railfan was well as that of the nature lover and the ardent sighseer! For those who, unfortunately, do not have much time, or those whose plans include a visit to San Francisco and Los Angeles, may I mention that the coming summer will probably be the very last time Southern Pacific's SHASTA DAYLIGHT will be operated. This once-daily Streamliner, complete with dome-lounge car, now only operates each year (daily) from approximately June 10th through the Tuesday following Labor Day. The consistent and steady cut-back of Southern Pacific passenger service to only one train on each of their "Four Great Routes" leads those of us who live in S.F. territory to believe, sincerely, that 1965 will be the SHASTA DAYLIGHT'S last summer, and Tuesday, Sept. 7, 1965, its last run.

Our Pre-convention day's cost for that day's "package" commences at 11:00 A.M., but for the INTERNATIONAL LIMITED passengers (and others who want to get up early Friday morning, we are offering three optional railfan sightseeing trips (at \$1.50 each) during the morning prior to 11:00 A.M. The convention itinerary shown below will start with these optional trips. Please remember that each day's costs include luncheon, and Friday's total activities cost includes dinner also. Again, on behalf of the Pacific Northwest Chapter, may I welcome all of you to our Western Wonderland and Railfan Paradise! Miln Gillespie, CHAIRMAN, 1965 N.R.H.S. National Convention.

FRIDAY, September 3, 1965-Pre-convention full day activity

First, are the OPTIONAL morning trips mentioned above. An advance "sign-up" will be necessary, so that we can provide busses.

Trip No. 2 - Visit to Oaks Pioneed Park, location of the City Park Bureau
Transportation exhibit. On display are:

Union Pacific #3203-4-6-2 - Once pulled mainline passenger runs to Spokane.

S.P.&S. 4-8-4- #700. Pulled last SP&S steam passenger run, a 21-car excursion from Portland to Wishram, Washington and return on May 20, 1965.

Southern Pacific #4449 ("GS-4 type) 4-8-4. Only S.P. "DAYLIGHT" locomotive to be preserved anywhere.

Finnish-built (1904) 2-8-0 #418 with six-wheel tender. Russian 5- ft. gauge. (Her boiler still shows scars from bullet holes of 1940 Russian-Finnish War!)

1931 Brill-built street car #4012. (Built to 42-inch gauge for Portland's city lines. Converted to std. gauge in 1950 for Portland Traction Co. interurban lines.)

McGuire-Cummings four-wheel sweeper-a real traction relic.

Leave Sheraton Hotel 8:30 A.M. and arrive Transportation Exhibit 8:50 A.M. Allow ample time for inspection and picture-taking—approximately one hour. This exhibit is alongside the Portland Traction Company's former Oregon City interurban line which discontinued electric passenger service in January, 1958. Now it is diesel-freight only.

A L S O

WE WILL VISIT THE PENINSULA TERMINAL RAILWAY which serves the Portland Stock yards and Swift & Co. meat Plant. With purchase of a second-hand diesel, the pair of Baldwin-built 2-6-2-T saddle tankers Nos. 103 and 104 are stored on a standby basis. Just recently, Saddle tanker 103 was purchased by the Black Hills Central for \$3,500. 104 will be operated so that fans can take movies and still pictures.

Special busses will then go directly to "RIVER QUEEN" floating restaurant (arriving there between 11:00 A.M. and 11:15 A.M.) where we will be served a hot buffet luncheon.

Trip No. 1- Visit by chartered bus to layout of the Pacific Northwest Live Steamers at "Shady Dell", 35 miles from Portland. Enroute, we can go by falls of the Willamette River at Oregon City from which the first long-distance electric transmission line in the U.S.A. was built 14 miles to Portland in 1889. Its success led to the construction of the Portland-Oregon City interurban line in 1893, generally credited as the Nation's first true interurban. If S.P. # 12 "The CASCADE" is on time, opportunity to photograph it south of Oregon City may be possible. On approximately 1000 ft. of track at our member, Harry Harvey summer place at "Shady Dell" are operating live steam engines built to scale of 1 in. to the foot and 1½ in. to the foot. Harry has built models of a Southern Pacific 4-6-2. The Virginia & Truckee's "J.W. Bowker", and the Baltimore & Ohio's vertical-boiler "grasshopper-type" locomotive, the "Thomas Jefferson". All these live-steamers haul passengers on miniature cars, at scale speeds as high as 100 MPH! In addition, some fans have built model diesels to scale. We would return directly to the "River Queen" floating restaurant by 11:30 A.M.

ALL TIMES SHOWN IN THESE ITINERARIES ARE PACIFIC DAYLIGHT TIME.

FRIDAY'S (Sept. 3rd) "package" schedule begins at 11:00 A.M., when special busses leave the Sheraton Hotel with those "Conventioneers" who did not take early morning trips numbers 1 & 2. Arrival at the "River Queen" floating restaurant is at 11:15 A.M. for an early hot buffet luncheon. (This luncheon, and all luncheons, are included in each day's total cost. Friday evening's salmon dinner is also included.)

The "River Queen" was built as a single-screw steam ferry by the Union Iron Works of San Francisco in 1922. Originally named "Shasta" by her owners, The Southern Pacific, she was sold just prior to World War II to the Puget Sound Navigation Co. and Operated as an auto ferry on Puget Sound until 1959. In that year she was purchased by some Oregon businessmen who operated her on Willamette and Columbia River excursions during the 1959 Oregon Centennial. For these runs the former "Shasta" was re-named the "Centennial Queen". Expensive to operate (although her machinery is still intact), she has been turned into a floating restaurant and re-named "River Queen". Walter Nuttig, her present owner, has done a most creditable job of creating an outstanding restaurant while still preserving the nautical décor.

A bar is available aboard for those who wish to quench their thirst. The sternwheel steamer PORTLAND will load and unload her passengers from the "River Queen's" lower deck. The "River Queen's" moorage is about one-third mile north of the Union Station, just downriver from the Broadway Bridge on the west side of the Willamette River alongside N.W. Front Avenue.

12:15 P.M. - Board sternwheel steamer PORTLAND for Willamette River tour of Portland's harbor. As steamer's capacity is 225 persons, half the excursionists will ride the PORTLAND (a two-hour tour trip each way) while the other half "motorcades" in special busses to vantage points along the river where good movie and photo shots may be taken. A switch will then be made to give others an equal chance to ride on the PORTLAND. If time permits, "motoroaders" will be shown Portland's three large drydocks and the ship repair area. Portland is the second largest dry-cargo seaport on the American Pacific Coast (exceeded only by Los Angeles Harbor) and the largest grain shipping port on the Pacific Coast. It is 110 miles from the sea, and the fresh water of the Columbia and the Willamette Rivers removes ship's barnacles without necessity of expensive scraping!

The group who took their steamer ride first will also have a chance for picture taking and to see the drydocks and ship-repair area. They then will proceed by special busses to Council Crest (elevation 1073 feet), the highest point in Portland, whose downtown business area is at an average elevation of 70 feet above sea level. Busses will follow the route of the famous Council Crest streetcar line to Council Crest where, in addition to a beautiful view of snow-covered mountains, there is a preserved Council Crest streetcar #506 which made its last run in March 1950. You will then proceed by bus to the Portland Zoological Gardens station of the 30-inch gauge Portland Zoo Railway. The first group should arrive there between 4:30 and 5:00 PM, with the second group of steamer PORTLAND riders arriving about 45 minutes later.

This real railroad has a 1 ¼-mile main line through the forest to Washington Park Station and a "ZooLoop" Branch one mile long. Trains are radio-dispatched. Regularly operated equipment consists of two separate passenger trains. One, named the "Zooliner", is diesel-powered and modelled after General Motors' "Aero-train". The other, pulled by the oil burning 4-4-0 steam locomotive "Oregon", is modelled after an 1876 Virginia & Truckee Railway locomotive and pulls open picnic excursion cars of that period. We shall charter for the entire evening, the steam locomotive "Oregon" and her train. Mainwhile, the diesel "Zooliner" will continue to run on her regular schedule with other (non-conventional) paying passengers. This will give us plenty of opportunities for "meets", picture stops, "run-bys), etc. Convention delegates will also be allowed to ride the diesel "Zooliner" without charge, subject to availability of space left over from that used by trip-paying passengers. The "Zooliner" must keep to her schedule, and she will not make any picture stops between terminals. Around 7:00 P.M., we shall have an Oregon Columbia Columbia River Chinook Salmon dinner at a picnic spot near the Washington Park Station. It will be light until nearly 8:45 P.M. P.D.T. After dark, we'll provide an hour or so of night running before returning to the Sheraton Hotel.

SATURDAY - SEPTEMBER 4, 1965

- 8:00 A.M. - Leave Sheraton Hotel by special busses to Glenwood Trolley Park, home of the Glenwood Electric Railway. It is planned to have approximately 2,000 feet of standard gauge trackage in operation by Convention time. Present operating equipment includes: One Double-trick open Breezer from Brisbane, Australia; a double deck Tramcar from Blackpool, England; a Key System (formerly S.F. Oakland) articulated unit; a British Columbia Electric Railway Interurban #1304, and a former Oregon Electric Railway interurban parlor-observation buffet car "Champoeg" - now named BRIDGE RIVER and in Portland Great Eastern Railway Levery where it was last used by them (1959) as a business car.
- 10:45 A.M. - Leave Glenwood Trolley Park by special busses for the town of Banks, Oregon (10 miles). Home Terminal of the Vernonia, South Park & Sunset Steam Railroad, known as "The Sunset Line".
- 11:15 A.M. - Arrive Banks Yark of the V.S.P.& S.S. R.R. - allow time for photographing engines and equipment. "Old Chet" an oil burning "Prairie" 2-6-2, was built in 1925 for the Oregon-American Lumber Co. of Vernonia. All of the cars originally were used on the Oregon Electric Railway. After end of Oregon Electric passenger service on May 13, 1933, these cars were sold to the Pacific Great Eastern Railway in British Columbia. The open observation car is a cut-down coach (one of five), and the only one now in existence!
- 11:30 A.M. - Leave Banks for Vernonia (21 miles), former lumber capital of the Coast Range. Enroute we will have picture stop at a trestle (or two) and at Top Hill, where, through an earth fault, the tracks (rails) come to an "A". Fried chicken box lunches (included in day's package) will be distributed aboard the train. Coffee also included. Soda pop, ice cream, etc for sale in the baggage car.
- 1:45 P.M. - Arrive Vernonia. "Old Chet", Engine 105, is watered from a fire hydrant! Time allowed to walk five blocks uptown to see a Shay locomotive on display.
- 2:45 P.M. - Leave Vernonia for Banks (21 miles) down 3% grades and over spidery trestles.
- 4:15 P.M. - Arrive Banks- time allowed for photographing switching out of train.
- 4:35 P.M. - Leave Banks via our special busses for the Portland-Sheraton Hotel.
- 5:30 P.M. - Arrive Portland-Sheraton Hotel - Convention Headquarters.
- 6:15 P.M. TO 7:00 P.M. - "SOCIAL HOUR".
- 7:30 P.M. - Annual Convention Banquet in Sheraton Ballroom, followed by slides and motion pictures showing "last days of Steam" fan trips in the Pacific Northwest, steam rail road logging (including Shays), and Portland Traction Co. interrurban lines passenger service (which ended Jan '58)

After the Movies and Slides, Directors Meeting will follow. Exhibits will be available for viewing.

Our Banquet speaker will be George Abdill, Author of four photographic - Historical Books.

SUNDAY - SEPTEMBER 5, 1965

- 7:30 A.M. - "First bus leaves Sheraton Hotel for Seaside train loading point.
- 8:15 A.M. - Leave Portland (N.W. 10th & Hoyt Sts., site of former "North Bank Depot").
- 11:30 A.M. - (approx.) Arrive Astoria- operating stop. Picture stop after crossing Youngs Bay trestle, just out of Astoria, which was founded in 1811.
- 1:00 P.M. - Arrive Seaside, Oregon (Pacific Ocean - end of the Lewis & Clark Trail. Dining car service not available on this run. Coffee, milk, soda pop, candy and sandwiches will be on sale in the barred door baggage car.
- Arrangements have been made for an outstanding buffet luncheon at the Seaside Hotel, directly facing the Prom (nade) and the Pacific Ocean. This is a walk of approximately one-half mile from the railroad station. Seaside's three taxicabs will meet our train. (Besides bathing in the Ocean, there is an outdoor pool which has a few suits for rent. Best to bring your own suit and towel.
- 4:00 P.M. - Leave Seaside (Coffee, milk, sandwiches and snacks in the baggage car)
- 8:15 P.M. - Arrive Portland. Balance of the evening free for late dinner, etc. The Hoyt Hotel, nearby train arrival point has excellent food and a fabulous "Barbary Coast" Saloon with Gay 90's atmosphere and décor, with entertainment. Special busses will be immediately available for return to the Sheraton Hotel.

MONDAY, SEPTEMBER 6, 1965

- 8:00 A.M. - Special busses leave Sheraton Hotel for terminal of the Longview, Portland & Northern Railway at Rye, on the outskirts of Vancouver, Washington.
- 8:30 A.M. - Arrive L.P.&N. Rly. special train at Rye.
- 8:45 A.M. - Leave via L.P.&N Rly, for a 33 mile ride over Chelatohie Prairie Division to end of line at Chelatehie Prairie where there is a plywood mill we plan to visit. All but the last eight miles of this trip was formerly the Yacolt Branch of the Northern Pacific Railway - (which is still shown as such on their passenger timetable maps. Last passenger service was about 40 years ago.) This line is an excellent example of modern, operating lumber carrier, whose parent is the International Paper Co. Ample picture stops and ride into timber country.

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Lunch will be arranged for and included in the trip cost. (We are still in hopes of having steam on this trip as the L.P.&N. owns a small 2-8-0 at their Grande Ronde Division (The former Willamina and Grande Ronde Railway. The steam engine, is however, separated by about 90 miles. Including nearly seventy miles over Southern Pacific track.

- 3:00 P.M. - Arrive back at Rye terminal. Special busses directly to the Sheraton Hotel.
- 4: 00 P.M. - (or earlier) arrive Portland-Sheraton Hotel. Special busses will REMAIN AT THE SHERATON HOTEL to provide time for people to pick up their luggage and check out. These busses will then take everyone(who wishes) to the Union Station in time to catch S.P. "Cascade" leaving south at 5:00 P.M. and train #407 leaving for Seattle at 5:30 P.M. by Daylight time. If anyone has to catch the EASTBOUND "Empire Builder - North Coast Limited" which are combined out of Portland as one train (S.P. & S No.2), we can have one of the busses from the L.P. & N. trip to Portland via the Vancouver Washington railroad Station (where S.P. & S. No. 2 leaves at 4:22 P.M. Daylight Time). It would be necessary, however, for such people to have checked out of their Hotel Monday morning, and take their luggage with them on the bus.

We plan to have one of the special busses stay with us the entire day during the L.P. & N. trip to be used for possible motorroading and for any emergencies.

If anyone does have to go directly ease on S.P. & S. No. 2, or has any other out-of-the ordinary travel connection problem, please write in advance to MILN GILLESPIE, CONVENTION CHAIRMAN, 3549 S.W. Grover St., Portland, Oregon 97201. REMEMBER THAT THE FUN-WAY to travel to the Portland Convention is via International Limited

PRICE SCHEDULE

TRIP # 1	to Shady Dell Model live STEAM LAYOUT	\$2.00
TRIP # 2	to Oaks Park transportation exhibit and Peninsula terminal Railway	\$1.75
TRIP # 3	lunch "River Queen", Str. Portland, P.Z. Rly Steam & barbecued Salmon.....	\$11.50
TRIP # 4	Glenwood Trolley Park and charter trip on V.S.P.&S. Steam R.R. Lunch included.....	\$10.00
TRIP # 5	Rail excursion to Seaside incl. hot buffet lunch at the Seaside Hotel.....	\$11.00
TRIP # 6	Rail excursion on L.P. & N. Rly. to Chelatchie Prairie, incl. lunch.....	\$12.00
CONVENTION BANQUET Saturday night, Grand Ballroom of The Sheraton Hotel.....		\$5.00

Prices shown above are individual prices for each activity. A "PACKAGE PRICE" of \$36.00 (a \$2.00 savings) will be offered for those who purchase trips 4, 5, & 6 PLUS the Annual Banquet. Prices include bus transportation wherever this is necessary.

HOTEL RATES (Portland-Sheraton Hotel, Lloyd Center, Portland, Oregon)
 Single-\$9.00, Double-\$12.00 Children under 14 free.

To members of PACIFIC NORTHWEST and TACOMA Chapters of N.R.H.S. only:

Now comes the "Moment of Truth". For the past nine months a 1965 Convention Committee has been working hard on plans and preliminaries. These are now in order, and it is time to ask the cooperation of all of you so that the forthcoming 1965 NRHS National Convention will be the best held so far. Committee Chairmen are:

- CONVENTION CHAIRMAN - Miln Gillespie - 3549 S.W. Grover St., Portland Ph. 222-6010
- TRIP CHAIRMAN - Jack Holst - 12930 N.E. Tillamook St., Portland Phone 255-0631
- BANQUET CHAIRMAN - Walt Grande - 4243 S.W. Admiral St., Portland Phone 246-3254
- EXHIBITS CHAIRMAN - Jim Whaley - 3106 S.W. Beaverton-Hillsdale Hiway Ph. 244-7948
- CHARTER BUS CHAIRMAN - Al Haij - 6705 N. Campbell Ave., Portland Phone 289-0310
- PUBLICITY CHAIRMAN - Ed Immel - 3803 S.E. 11th Ave., Portland Phone 235-6287
- CONVENTION TICKET CHAIRMAN - Ken McFarling, 7417 S.E. 20th Ave. Phone 235-7032
- CONVENTION TREASURER - Chuck Storz - 146 N.E. Bryant St., Portland Phone 289-4529

PLEASE again read over the complete Convention schedule enclosed with this copy of THE TRAINMASTER. A conservative estimate requires the following manpower:

- Trip No. 2 - Estimate 6 persons (one person to ride each charter bus)(on each trip)
- Trip No. 3 - Estimate 10 persons. This could mean working from 11:00 AM to 6:00 PM. (If we are short-handed, those working Trips 1 and 2 could also work on Trip 3.) During evening run of the Portland Zoo Railway we will need between 6 and 10 persons to act as a "Safety Committee" and also act as guides for photo spots. (Caterer's own people will handle food serving).
- Trip No. 4 - 10 persons to ride busses to and from Glenwood and Banks, and at Glenwood to act as guides and safety personnel. At least one Chapter member to serve on each "Sunset Line" car to answer questions and serve on the Safety Committee. One Picture Stop Chairman (aboard train) and a General Safety Director. If we operate "Sunset Line" refreshment car ourselves, we'll need at least 6 to take turns. One "Motorcade" picture Chmn.
- Trip No. 5 - Estimate 8 persons (one to a car) to answer questions and serve on the Safety Committee. One Picture Stop Chairman and a General Safety Director. At least 8 persons to work in the baggage-refreshment car (so as to take turns, 2 at a time). Some serve in connecting busses hotel to train.
- Trip No. 6 - 7 persons (one to each car) on L.P.&N. to serve as Safety Committee. Photo Stop Committee, etc. One Photo Stop Chairman and one General Safety Director. Above personnel can also serve on charter busses between Sheraton Motor Inn and the train at Rye, WA. (We ALSO NEED 6 to 8 persons to build benches in the low-side gons on Wed. 9/1 and Thurs 9/2)
- Sept. 2-3-4 NEED persons to man Registration Desk. (See BROCHURE for times.)

NOTE MEETING TIMES Below:

NOTE MEETING TIMES Below:

EVERY Saturday and Sunday from now to Convention time. WORK PARTY at Northern Pacific Terminal Co. roundhouse to recondition and paint the Mount Emily Lbr. Co. Lima Shay for exhibit at the Convention. Phone Jack Holst at 255-0631 for particulars. (See main section of TRAINMASTER for details on our Convention locomotive exhibit.)

FRIDAY NIGHT, August 20th, 8:00 P.M. at Centralia, Washington. (Exact location to be announced later by phone or postcard.) A JOINT COMMITTEE MEETING with the TACOMA CHAPTER of NRHS to finalize Convention plans. This midway point was chosen to make it easier for Seattle and Salem area members to attend! This will be last meeting of "Committee of the Whole" prior to Convention. Will EVERYONE in BOTH CHAPTERS please make a determined effort to attend. PNW Chapter members phone Miln Gillespie (222-6010) or Jack Holst (255-0631) evenings if you need rides to Centralia.

Tacoma Chapter has generously offered to help PNW Chapter with personnel to staff Convention activities. This needed help is VERY GREATLY APPRECIATED, and TACOMA CHAPTER members who work on Convention activities will be given the same privilege as PNW members—that of having to pay only for MEALS. ALL transportation charges will be FREE to working members. Meal payments per trip will be as follows:

Trip No. 1 - FREE; Trip No. 2 - FREE; Trip No. 3 - \$5.25; Trip No. 4 - \$1.25; Annual Banquet - \$5.00 (to ALL members); Trip No. 5 - \$3.00; and Trip No. 6 - \$1.50
PLEASE still mail in your ORDER FOR TICKETS form (with remittance) by Sept 1 st. Draw a line through the ADULTS and CHILDREN fare columns and put meal price in the "TOTAL" column for Convention trips on which you are working. The proper tickets will be issued for each meal PLUS admission to the Portland Zoological Gardens.

Advise Miln Gillespie if you need extra Convention Brochures or Tkt Orders.

YOU ARE EXPECTED to fill out and mail to Miln Gillespie the information blank below:

I can cannot work during the Convention. I can work on the following:

Trip No. 1 _____ Trip No. 2 _____ Trip No. 3 (show hours) _____

Trip No. 4 _____ Trip No. 5 _____ Trip No. 6 _____
(Show)

I can build benches for LP&N trip _____. (Hours) Wed. 9/1 _____ Thurs. 9/2 _____

Friday. 9/3 _____. I can aid the EXHIBITS CHAIRMAN with help ____ with exhibits _____

I can work on the Registration Desk (Show below hours available, even if "split").

Thurs.9/2 _____ Fri. 9/3 _____ Sat. 9/4 _____

Please print below:

NAME _____ HOME ADDRESS _____

CITY _____ STATE _____ Home Telephone Number _____