

THE TRAINMASTER

No. 86
January, 1965

- | | |
|---|---|
| Jack Holst, PRESIDENT | -12930 NE Tillamook, Portland, Oregon 97230 |
| Art Hamilton, VICE*PRESIDENT | -408 W 9th St, The Dalles, Oregon 97058 |
| Glenn Eades, SEC*TREASURER | -6221 SW Nokomis Court, Lake Oswego, Oregon 97034 |
| Walt Grande, CHAPTER DIRECTOR | -4243 SW Admiral St, Portland, Oregon 97221 |
| Ed Immel, Editor "Trainmaster" | -PO Box 8853, Portland, Oregon 97208 |
| Miln Gillespie, Chairman, 1965 Convention | -3549 SW Grover St, Portland, Oregon 97201 |
| C.J. Keenan, Chmn, Convention Publicity | -Apt 235 Edgemont Terrace, 11211 NE Weidler, Portland, Oregon 97220 |

#####

CHANGE IN JANUARY MEETING PLACE

Because room 208 is in use on January 15, the January meeting of the Pacific Northwest Chapter NRHS will be held in the old Fire Hall, NW 3rd and Glisan. The meeting will start at 8:00 PM and will feature a slide program by Art Hamilton and Jack Holst. The slides show, which will become an "exchange set" will feature SP narrow gauge; a 1958 trip on the Nevada Northern with steam; D&RG narrow gauge, CB&Q, Great Western, and UP: plus miscellaneous SP steam in California along with shortline and logging roads. This program should include just about anything a railfan could want.

WINTER RAIL ADVENTURE WITH STEAM

On February 13, 1965, the Pacific Locomotive Association will run a steam powered freight over the McCloud River Railroad. The train will consist of a snow plow engine #25(2-6-2) from ten to fifteen log flats in addition to two cabooses for the passengers. The trip will leave McCloud at 10:00am and make a round trip to Hambone, with a 5:00 PM return to McCloud. The fare is \$19.50 and includes lunch. Tickets can be obtained from the Pacific Locomotive Assn, 3904 - 19th Street, San Francisco, Calif. 94114.

FROM THE EDITORS DESK

The pressure from the starting of school along with that of the holidays has forced this issue of "THE TRAINMASTER" to be very short. The February issue will feature the recent floods in Oregon and their relationship to the railroads. The issue will include pictures of the flooded railroads along with pictures of the destruction at Shady Dell and their miniature railroad.

As was mentioned in the last issue, the Pacific Northwest Chapter has been very fortunate to acquire the use of the stern-wheeler "Portland" for the NRHS National Convention. Much of the hard work involved was done by Miln Gillespie, it is directly through his efforts that we were able to get the "Portland" Steam-powered stern-wheelers are rarer than steam engines in the United States. Everyone who has seen the "Portland" mentioned "get that for the convention!" The convention trip on the "Portland" will be a real treat since it is not the policy for the Portland Public Docks, who own the boat, to let it out for general public use.

One evening last summer your editor was on the Willamette in a friend's boat, when the "Portland" came down the river. It was a truly impressive sight seeing this large boat under a full head of steam. The setting sun turned the white boat into a golden orange. The large paddle wheel threw large amounts of water into the air, around which a rainbow formed. The sound of her whistle and the gold stream of steam from her stack presented a beautiful picture. It was like one had been moved back to the days when the steamers of the OR&N were plying up and down the river.

CONVENTION DISPLAYS

Anyone wishing display space at the National Convention, please contact Jim Whaley. Jim can be reached at 3106 SW Beaverton-Hillsdale Highway (CH 4-7948)

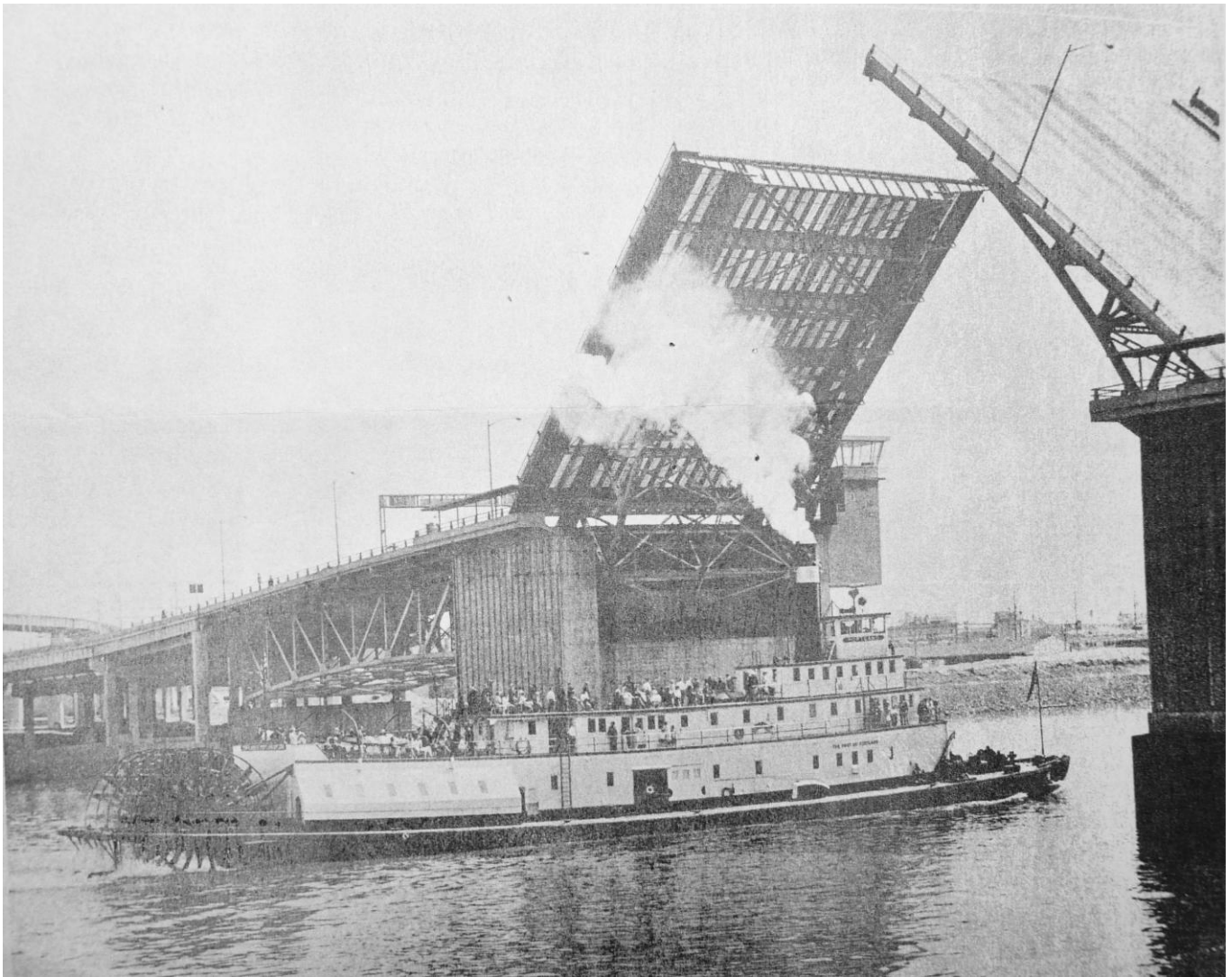
NATIONAL AND LOCAL DUES

Every member should be receiving his dues notice for 1965. Make money payable to the Pacific Northwest Chapter and send the top part of the notice along with your check to the PNW Chapters treasurer. Send it to:

Glenn Eades
6221 SW Nokomis Court
Lake Oswego, Oregon 97034

(Money may also be returned at the January meeting.)

The "PORTLAND"



Vessel specifications:

A. Dimensions

1. length (overall) 219 feet
2. Beam: 42.1 feet
3. Draft: 7 feet
4. Height (waterline to top of stack): 56 feet.

B. Registered tonnage

1. 928 tons gross
2. 733 net.

C. Construction

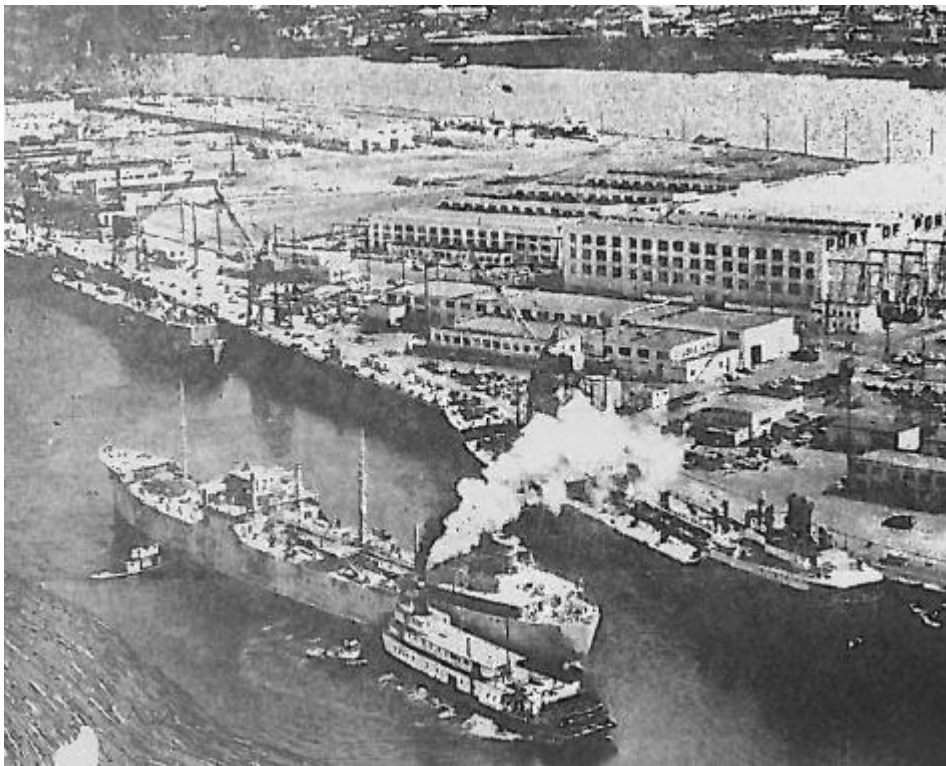
1. Built in 1947
2. By Northwest Marine Iron Works
3. Steel hull

D. Power Plants (twin engines)

1. Horizontal steam reciprocating
2. Single cylinder
 - a. 26 inch diameter

- b.108 inch stroke
- 3.Crankshaft
 - a.journal 14 inches
 - b.pin 9 inches
- 4.Indicated horsepower: 2 x 900 or 1800 hp.
- E.Main Boilers (tandem)
 - 1.B&W water tube
 - 2.Straight tube header
 - 3.Heating surface: 2 feet x 2795 or 5590 square feet
 - 4.Steam working pressure: 245 pounds
 - 5.Built by Western Pipe and Steel Company, Los Angeles
- F.Fuel
 - 1.Type: PS 400 light fuel oil
 - 2.Consumption in gallons per hour: 300-350
- G.Sternwheel
 - 1.Diameter: 25 feet
 - 2.Width: 26 feet
- H.Rudders
 - 1.Main rudders-4
 - 2.Monkey rudders-3
- Accessories
 - 1.Radio: (call letters WB 8476) Aerotron 6W 100/SLT and 6 WR high frequency.
 - Range 144-174 mc-100 watt output.
 - 2.Radar: Raytheon Model 1700-Transmitter Power 7.5 KW-range scales 0.5, 2.6 and 12 miles.
 - 3.Fathometer: none
 - Paging system-Rauland model S 300
- J.Crew requirements: 7 crewmen
- K.Passenger capacity: 225

(Photos and information from the Port of Portland Commission)



Aerial view of part of Portland and its harbor. Most of the river seen in the photo will be covered on the convention trip on the "Portland."



THE TRAINMASTER
PO Box 8853
PORTLAND, OREGON
97208

THIRD CLASS MAIL