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THE TRAINMASTER

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APRIL MEETING IN SALEM

The April meeting of the Pacific Northwest Chapter will be in Salem, Oregon. The April 16th meeting will be held at the directors Room of the Westab Co. (Formerly Western Paper Converting Co.) 2800 Pringle Road, SE. From Portland use the Airport exit via Mission Street to 12th Street (one way south) to McGilchrist Street, left turn on McGilchrist St to Pringle. Road-turn right, proceed one block south, Westab is on the left side of the road. (ed. if you get lost don't take it out on me because the above directions were copied out of last years bulletin of which Nelson Hickok was editor, but using them I found my way last year) The last two meetings have had excellent programs and the one put together by member Jay Blair should make it three in a row. Outstanding historical railroad movies will be shown by Jay. See the following: 1. Ride down from Mt. Tamalpais Tavern to Mill Valley on the famous Mt. Tamalpais & Muir-Woods Railway "Gravity Train" in 1912. This once "Crookedest Railway in the World" was abandoned in 1930. 2. See narrow-gauge train on the famous Georgetown loop in Colorado. (line abandoned in 1938) 3. and many other such interesting historic movies of railroading in the past. See you in Salem, April 16th.

BY-LAWS FOR CONSTITUTION

Attached to this copy of the TRAINMASTER for PNW members is a copy of the proposed by-laws for the chapter's constitution which we are drawing up in order to incorporate and receive tax-free status. The by-laws were read and discussed at the March meeting and will be voted on at the April meeting. Any person finding objection is requested to make this known at the April meeting. Chuck Storz and his committee have put much work into these proposed by-laws and his effort is greatly appreciated by the rest of the chapter.

PENINSULA TERMINAL STEAM

Some of the greatest news received lately by Portland railbuffs is the fact that the Peninsula Terminal is saving #104. The road gave it a new tube job, new drivers and patched a leak in the fire box, which should make the engine good for another four years. The engine is now in the companies engine shop while #103 is reported to be on its way to the Black Hills Central as soon as final arrangements have been completed (ed. \$?) The engine crews are not overly-joyed with the performance of diesel #901, it is reported to lack the power of the steamers and is not good at kicking cars. The snowfall in December just about stalled the diesel leaving the engine house; Another 2-3 inches would have stopped it altogether.

“EXTRA BOARD”

The last week of March saw the arrival of a 17 ton steam loco from Columbia, South America. Lettered FF. CC. NALES A5 the engine was built in 1926 by the Berlin Machine Works in Germany and is destined to a Mr. Malarkey Well whose plans for the engine are unknown at the present time.....Also seen at the UP Albina Yards was the Kinzua Pine Mills #102, a 90 ton West Coast Special Heisler bound for the Vernonia, South Park and Sunset Railroad....

CORRECTION SHEET for those portions of the 1965 N.R.H.S. Convention Itinerary which you couldn't read. Sorry! (Itinerary appeared in March 1965 TRAINMASTER.)

Page 2 - 1965 N.R.H.S. National Convention Itinerary

NOTE: The entire Pacific Coast states (including British Columbia) are using PACIFIC DAYLIGHT SAVING TIME (PDT). The Convention will be run on DAYLIGHT time!

FRIDAY's (Sept 3rd) "package" schedule begins at 11:00 A.M. PDT, when special busses leave the Sheraton Hotel with those "Conventioneers" who did not take early morning Trips Nos. 1, 2, or 3. Arrival at the "River Queen" floating restaurant is at 11:15 AM 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 renamed "River Queen". Walter Nutting, 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 sternwheeler steamer PORTLAND will load and unload her passengers from the "River Queen" 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 NW Front Avenue.

12:15 PM - Board sternwheeler 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 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 the others an equal chance to ride on the PORTLAND. If time permits, "motorcaders" 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 100 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 the 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 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, whith the second group of steamer PORTLAND riders arriving about 45 minues later.

(The rest of the original Page 2 you now have should be legible enough.)

(Top of) Page 3 - SATURDAY - September 4, 1965 (Continued from bottom of Page 2)

10:45 AM - Leave Glenwood Trolley Park by special busses for Banks, Oregon (10 miles), Home Terminal of the Vernonia, South Park & Sunset Steam Railroad, known as "The Sunset Line".

11:15AM - Arrive Banks Yard of the V.S.P. & S.S. R.R. - allow time for photographing engine and equipment. "Old Chet", an oil-burning "Prairie" 2-6-2, was built in 1925 for the Oregon-American Lumber Co. of Vernonia. All cars were originally 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 O.E. coach (one of five), and the only one now in existence!

11:35 AM - Leave Banks for Vernonia (21 miles), former lumber capital of the Coast Range. Enroute we will have picture stops at a trestle (or two) and at Tophill, 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.

2:05 PM - 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.

2:35 PM - Leave Vernonia for Banks (21 miles) down 3% grades and over spidery trestles

4:15 PM - Arrive Banks - time allowed for photographing switching out of train.

4:40 PM - Leave Banks via our special busses for the Portland-Sheraton Hotel.

5:40 PM - Arrive Portland-Sheraton Hotel - Convention Headquarters.

6:15 PM to 7:30 PM - "Social Hour".

7:30 PM - Annual Convention Banquet in Sheraton Ballroom, followed by slides and motion pictures showing "last days of steam" fan trips in the Pacific Northwest, steam railroad logging (including Shays), and Portland Traction Co. interurban lines passenger service (which ended in January 1958). Directors' Meeting will follow. Exhibits will be available for viewing.

(The rest of the original Page 3 you now have should be legible enough.)

The good news in this April TRAINMASTER regarding the re-tubing of the boilers of Peninsula Terminal Railway's 2-6-2-Tank engine #104 will assure her being saved for "standby" service (when necessary) to replace the (regularly-used) new diesel. We will, therefore, now combine optional Friday morning Trips 1 and 2 as explained in the "NOTE" on first page of the 1965 Convention Schedule, leaving Sheraton Hotel at 8:15 AM. Combined Trips 1 and 2 may slightly exceed the \$1.50 mentioned in single choice trip. SEE YOU IN PORTLAND! Miln Gillespie, CHMN., 1965 NRHS CONVENTION.