THE TRAINMASTER PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

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Walt Grande, Pres. & Editor	4243 SW Admiral St,	Portland 1, Oregon
Ed Culp, SecTreasurer	2890 Ellis Ave, NE	Salem, Oregon
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JUNE MEETING

The June meeting will be on Friday, June 15th, at 8 pm in room 208 of the Union Station. Our program will consist of colored slides by two photographers—Marsh Beall, who formerly worked for the Bureau of Reclamation in the Rocky Mountain area and has some slides taken all over the West in the past 25 years, including some of the C&S narrow gauge when it was in operation. Beth Russell will finish out the night's program with some of her slides that we haven't previously seen. If any one has slides that we haven't seen we would like to see them at this meeting. This will be our last meeting until September. If our members desire we will endeavor to plan another family picnic during the summer. We have been advised that National President Pardee will be in Portland in September and our September meeting may be planned around his visit.

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Old Number One of the OP&E, now resting in City Park in Cottage Grove, will be rolling again when it hauls passengers on steam engine train rides in mid-July as Cottage Grove prepares to revive a 1959 Oregon Centennial success, Bohemia Days. Number One will be undergoing a complete restoration to be ready for the excursions into the heart of Bohemia mining country, about 25 miles east of Cottage Grove. Steam engine ridges have been scheduled one each day Thursday and Friday, July 19-20, and two rides each day Saturday and Sunday, July 21-22. It is a very scenic ride from Cottage Grove to Culp Creek.

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publisher.

Ownership of the 46-mile Washington, Idaho and Montana Railroad passed from Potlatch Forest Industries to the Milwaukee Road. After almost a year of negotiations, the sale was approved by the ICC last month. No price was announced. The WI&M was built in 1906 and operates from Bovill, Idaho to Palouse, Wash. It is used primarily to carry forest products.

One of the latest books in the current rush of railroad books is <u>RIO GRANDE</u>, <u>MAINLINE OF THE ROCKIES</u>, by Beebe and Clegg. The book is primarily a photo album of the DRGW from its earliest days to the present. The book, published by Howell North, contains 380 pages with over 540 illustrations, maps, etc. However, almost 100 of the illustrations are drawings similar to those <u>in HEAR THE TRAIN BLOW</u>. There are still enough fine photographs to make the book a bargain for any railfan and the printing and binding are up to Howell North's usual high standards. The book is still not yet available in Portland book stores but is available direct from the