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THE TRAINMASTER

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MARCH MEETING

The March meeting of the Pacific Northwest Chapter NRHS will be held on Friday, March 19, room 208 Portland Union Station at 8:00 PM. This months meeting will feature a program of 16mm films which Art Hamilton hopes to have shown by a gentleman from Seattle. They will deal fan trips and regular operation in the Puget Sound area. This should prove to be another of Art's very fine programs. Any member who missed the February meeting failed to see one of the best slide shows the clud has ever viewed, the pictures of Alberta railroading had a lot of effort behind it and the results proved it.

CONVENTION MEETING

A meeting of the Convention Committee was held at Walt Grande's (Chapter Director) house the last week of February. We wish to thank Walt's wife for standing us since the meeting didn't break up until 12:45 a. m. The final convention plans and prices were discussed and agreed on. Prices will be released pending approval by national headquarters. But I can assure you they are very reasonable when all events are considered. The final schedule is included in this issue and will probably remain this way with only a few minor changes. The convention has worked hard and put in many ours of work to make the 1965 convention the best ever for NRHS. Anyone wanting additional copies of the convention schedule send a self addressed stamped envelope to PO. Box 8853, Portland, Oregon 97208 and state how many copies are wanted.

JUNE CHAPTER OUTING PLANNED

A trip on the City of Prineville Railway was discussed at the last meeting. Since no details were available no positive action was taken. Anyone wishing to ride the railway in June make your wishes known at the March meeting. (The ride is free on the railway)

THIS AND THAT

A State Highway and the Portland Traction Company finally came to an agreement on the location of ramps from the Marquam Bridge and Mt. Hood-East Bank Freeway. Construction was held up on the east side ramps by a stalemate on whether the new freeway would remove part of the Traction Companies building and track. The sight of the new bridge ending right over the Traction Companies shops became the talk of Portland. One wag called the new bridge the "eighth blunder of the world." Also in traction company news the #100 was sent to UP's Albina shops for work and a UP SW.1200 seen on Traction company trackage.....GP-9's are now being seen on Southern Pacific Branch lines in Oregon. Long taboo because of the four-wheeled trucks, the GP's are now being seen in work which was once performed by the Baldwin switchers ie. Brooklyn Yard- Union Station transfer work..... The new color jobs for SP&S engines are now more common than the old colors. all of the roads EMD yard switchers are now painted in the new colors #42 was the last to be done. Also seen was a EMD passenger with the new colors and one of SP&S's EMD road switchers.....Southern Pacific also opened its new auto hauling yard just off the Salem freeway at the Bonita Rd exit. The new facility is operated by SP and the Dallas Smith Co. a SP subsidiary. It takes the new automobiles off the auto paks and readies them for dealer shipment.

Last month the Trainmaster contained the history of the Peninsula Terminal Company. This month the Trainmaster will deal with another short line in Oregon, The Mount Hood Railroad of Hood River, Oregon. The following history was given to me by the railroad itself on the occasion of a fan trip over the line.

THE MOUNT HOOD RAILROAD

Among the few short independent railways still operating in the West is the Mount Hood Railroad. Its looping tracks reach from the city of Hood River on the Columbia to Parkdale in the upper valley of the Hood River.

On February 23, 1905, this line was incorporated under the laws of Utah with legal headquarter in Ogden. Its promoters were a group of men associated with the Oregon Lumber Company, which for several years had been conducting lumbering operation near the mouth of the Hood River, and had recently begun to acquire ownership of large area of valuable timber lands on the headwaters of that river. After considering the impracticability of driving logs down the turbulent stream, and after noting the rapid development of apple orchards on the east side of the valley, a permanent railroad serving both lumber company and public interests was decided upon.

Preliminary negotiations and surveys were made even before the incorporation of the company, and a large modern saw mill was projected for the terminus of the railroad at the present town of Dee near the juncture of the three forks of the Hood River. Construction began in March of 1905 with hopes that the road could be finished by the first of October. Delays in securing a right of way through private lands, and unforeseen difficulties in construction, extended the building operations to a full years.

On the first of January, 1906, construction reached Odel, a small settlement on the east side of the middle valley region. Thence it ran westward around Middle Mountain to its temporary terminus near the forks of the Hood River. In March of 1906, trains were carrying supplies and materials for the construction of the Oregon Lumber Companys sawmill and the hotel which was to house its employees. These two enterprises and a few private residences still on the drafting boards made up the newly established town of Dee, named for Judge Dee, a Vice-president of the company, who died the previous year.

When the railroad reached Dee, hopes began to stir in the upper valley than an extension might soon be built to the Mount Hood settlement. However, when three years later in March of 1909, a new section of the railroad was finally authorized, its right of way by-passed that settlement to reach a point south and west. Residents in this area responded to the stimulus of grading and rail laying by seeking a name for the new town that was to be established at the terminus. The names of Baldwin, Upper Hood River, and Ferndale were suggested, but Parkdale was the popular choice. The first regular train reached that station on May 10, 1910.

All the stations along the way were placed at convenient points for the loading of freight and the taking on of passengers. They were generally named for owners on or near whose land the shelter, depots, or loading platforms were placed. When passengers began to ride in their own cars and fruit growers began to send their fruit by truck to central packing houses, the stations began to disappear. For a few years the declining number of passengers was served by a motorized coach affectionally known as the "Gallopig Goose." At the present time Odell, Dee and Parkdale retain their names and significance. Van Horn has been transformed into the Pine Grove community, and Woodworth station has recently been revived as a loading station. Only a few who live in the valley have a vivid picture of the original Mount Hood Railroad.

Data:

| Mileage | Station | Elevation | Remarks |
|---------|--------------|-----------|--------------------------|
| 0 | Hood River | 99' | Depot |
| 1 | Powerdale | 113' | No shelter |
| 2.5 | Switchback | 307' | Formerly had a turntable |
| 5.63 | Van Horn | 634' | Depot: now Pine Grove |
| 6.8 | Mohr | 608' | Shelter |
| 7.5 | Lentz | 667' | First Sherman spur |
| 8.5 | Odell | 712' | Depot |
| 9.4 | Dukes Valley | 723' | Shelter |
| 10.5 | Summit | 868' | Depot |
| 11.5 | Bloucher | 848' | A spur |
| 13.3 | Holstein | 907' | Shelter |
| 14.5 | Winans | 884' | Shelter |
| 15.5 | Dee | 952' | Hotel used as depot |
| 16.7 | Trout Creek | 1,077' | Shelter |
| 18.5 | Camp No. 1 | 1,381' | Loading platform |
| 19.9 | Woodworth | 1,484' | Depot |
| 21.0 | Parkdale | 1,788.66' | Depot |

(in addition there was the forgotten station of Sears between Powerdale and Van Horn.)

Mount Hood Railroad cont.

Those who may occasionally ride over the Mount Hood Railroad with a competent guide may still see almost hidden remnants of many once significant points of railroad activity, the ends of a few ties marking an early loading platform, or an old foundation. Other evidences can be found only on an original surveyor's map or in the memory of an old time resident.

It must not be assumed, however, that the railroad is decadent. Heavy shipments of lumber are now made from several points in the valley in volume greater than in early days, and fruit is shipped in cars from Parkdale, Odell, and Pine Grove (formerly Van Horn). The muscle grinding hand car is now motorized, and the old style wood burning engine has given way to the modern diesel. Times have changed, but the Mount Hood Railroad still rolls busily onward.

OBSERVATIONS ON THE MT. HOOD RR.

Last summer your editor had the honor of riding the Mount Hood RR. as guest of the company. The depot in Hood River hasn't changed since it was built, the only new fixture is the radio antenna on the roof. The railroads yellow and black diesels rest in a single engine house which lies east of the depot. One is an ALCO of 660 hp. bought new and the other is an ALCO of 900 hp. The 900hp diesel is a high hood unit which gives it the look of a FM engine. The larger engine is usually in use but motive power is rotated frequently. The roads only cabooses are a UP cast-off which still sports the UP yellow. The strange method of operation on the railroad is noticed when the caboose is the first part of the train to leave and enter the yard. The caboose has a gas generator set which provides power for two back up lights on the east end of the car. The backing up is easily explained because 2 ½ miles out of Hood River is a switchback which takes the tracks from the river up to the valley itself. The length of the train is governed by two things; 1. The horsepower of the engines and 2. The length of the tail on the switchback. The usual up train is about 14 car but can differ depending upon which engine is used. At the top of the switchback the track crosses a new bridge over the Mt. Hood loop highway. The mills around Odell provide heavy carloadings in addition to the Hines lumber mill at Dee. On this particular trip they ran only as far as Dee but the next day they made their first trip to Parkdale for the summer. They used to run to Parkdale during the summer but now they run there in winter. This is because the fruit grower freeze their product during the summer and load it out in the winter when it will bring higher prices. On the trip back from Dee the crew picked up the loaded cars they set out alone the line on the up trip. One thing I noticed was the riding qualities of the caboose; it rode, according to the conductor "like a chubby baby buggy" and I will have to agree with him. The riding quality of the caboose is helped by the fact that the track is in very good condition. The railroad has a constant track renewal program, in fact on the up trip for that particular day a flat car of ties was set out to Odell. The only equipment the railroad owns in addition to the engines and caboose is a side dump car, a snow plow which is nothing more than a blade munted on a flat car, also a few flats which are used for m of w work on the line. For the railfan wanting pictures of the line, the train usually runs daily except Saturday and Sunday although occasional runs are scheduled during the winter on Saturdays. The train usually leaves Hood River around 12:00 noon. The exact time can be checked by looking on a board in the station which has the crew call time for the day. Good photo spots can be obtained all along the line since it crosses the highway in many places.

RAILROADS STILL SUFFERING FLOOD DAMAGE

The floods which hit Oregon in December have still left their mark on Oregon's railroads. Art Hamilton reports that Union Pacific's Grass Valley Branch from Biggs to Kent is still closed leaving many cars stranded on the line. One of the cars caught on the line is a piggyback flat which isn't running up any miles to pay it off.

The SP&S's Astoria line which had been opened only a few weeks after the flood was closed by a massive slide at Wauna. The slide removed almost a quarter mile of track and in the process caused a tidal way which hit the Puget Island across the river killing a man. By the first week in March the line still had not been opened. A plywood mill which depends on the line to haul away its product had to close because their storage area was filled up. Even the Portland Zoo Railway failed to escape flood damage. Five slides blocked the line for weeks, also a wind storm fell trees over the line blocking it farther.

CITY OF PRINEVILLE ENGINE SEEN IN PORTLAND

The City of Prineville's engine 1001 was seen in SP's Brooklyn yard on its way to Zidell's for scrapping. It was an ALCO high hood unit similar to the one which the Mt. Hood Railway owns.

SCHEDULE OF 1965 N. R. H. S. NATIONAL CONVENTION - Portland, Ore. Sept. 3-4-5-6th

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 plans, 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 as well as that of the nature lover and the ardent sightseer! For those who, unfortunately, do not have that much time, or those whose plans include a visit to San Francisco and Los Angeles, may I mention that this 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 out-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. P. 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 enough busses. Payment (\$1.50 each trip) will be Friday morning, Sept 3rd.)

Trip No. 1 - Visit to Oaks Pioneer 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 No. 700. Pulled last SP&S steam passenger run, a 21-car excursion from Portland to Wishram, Washington and return on May 20, 1956.
- Southern Pacific #4449 ("GS-4 type) 4-8-4. Only S. P. "DAYLIGHT" locomotive to be preserved anywhere.
- Finnish-built (1904) 2-8-0 No. 418 with six-wheel tender. Russian 5-ft. gauge. (Her boiler still shows scars from bullet holes of 1940 Russo-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 9:30 AM and arrive Transportation Exhibit 9:50 AM.

Allow ample time for inspection and picture-taking-approximately one hour. This exhibit is a longside the Portland Traction Company's former Oregon City interurban line which discontinued electric passenger service in January 1958. Now is diesel-freight only.

Special busses will then go directly to "River Queen" floating restaurant (arriving there between 11:00 AM and 11:15 AM where we will be served a hot buffet luncheon.

Trip No. 2 - visit to the Peninsula Terminal Railway which serves the Portland stockyards and Swift & Co. meat plant. (This independently-owned terminal switching line was written up in detail in our February 1965 TRAINMASTER wherein it was explained that, with purchase of a second-hand diesel, the pair of Baldwin-built 2-6-2-T saddle tankers Nos. 103 and 104 are stored outside on a standby basis. Latest rumors are that the 103 is up for sale (with Black Hills Central interested) and that the 104 will be maintained in operating condition for standby service. If #104 is available and operable, Trip No. 2 will operated so that fans can get some good picture and movie shots, and maybe, even a short ride. Otherwise, no such trip.

NOTE: If Peninsula Terminal still has steam, we can combine Trips 1 and 2 above by leaving Sheraton Hotel at 8:15 AM and going, first to Transportation Exhibit and then to Peninsula Terminal, returning directly to "River Queen" restaurant by 11:125 AM

Trip No. 3 - 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 construction of the Portland-Oregon City interurban line in 1893, generally credited as the Nation's first true interurban. If S. P. #12 "CASCADE" on time, opportunity to photograph it south of Oregon City may be possible. On approximately 1000 ft. of track at our member, Harry Harvey's summer place at "Shady Dell" are operating live steam engines built to the 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 1832 vertical-boiler "grasshopper-type" locomotive, the "Thomas Jefferson". All these live-steamers haul passengers on miniature cars, at scale speeds as high as 110 mph! In addition, some fans hve built model diesels to scale. Watch for a future issue of TRAINMASTER on the "Shady Dell" layout. We would return directly to the "River Queen" floating restaurant by 11:30 A. M.

ALL times shown in these itineraries are PACIFIC DAYLIGHT SAVING TIME.

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 1, 2, and 3. Arrival at the "River Queen" floating restaurant is at 11:15 A. M. for an early hot buffet luncheon. (This luncheon 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 sold prior to World War II to the Puget Sound Navigation Co. and operated as a passenger ferry until 1959. In (can't read) was purchased by some Oregon (can't read) Willamette and Columbia River excursions during the 1959 Oregon Centennial. At this time the famous "Shasta" was renamed the "Centennial Queen" (can't read) operate (although her machinery is still intact) she has been converted into a floating restaurant and renamed "River Queen". Walter Nutting, the new owner, has done a most creditable job of creating an outstanding restaurant and 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" dock is about one-third mile north of the Union Station, just downriver from the Broadway Bridge on the west side of the Willamette River.

12:15 PM - Board sternwheel steamer PORTLAND for Willamette River tour of Portland 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 "motorcadars" 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, "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 100 miles from the sea, and the fresh water of the Columbia and the Willamette Rivers removes ship's barnacles without necessity of scrapping!

The group who took their steamer ride first will also have chance for picture taking and see the drydocks and ship-repair area. They then will proceed by the 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. with the second group of sternwheel 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 "Zoo Loop" Branch one mile long. Trains are radio-dispatched. Regularly operated equipment consists of two separate passenger trains. One, name 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. Meanwhile, the diesel "Zooliner" will continue to run on her regular schedule with other "non-Convention) paying passengers. This will give us plenty of opportunities for "meets", picture stops, "run-bys", etc. Convention delegates will also 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 in between terminals. Around 7:00 PM we shall have an Oregon Columbia River Chinook Salmon dinner at a picnic spot near the Washington Park Station. It will be light until nearly 8:30 PM P. D. T. After dark, we'll provide an hour or so of night running before returning to the Sheraton Hotel.

Due to the fact that trips on Saturday and on Monday start at 8:00 AM, and Sunday's Seaside special train leaves at 8:15 AM, we have arranged for special Sheraton Hotel breakfasts for Saturday, Sunday, and Monday mornings at a cost of \$2.00 each. The Sheraton dining room will open early on our account so that everyone can breakfast before we leave. These breakfasts are not included in "package" price of any of the day's trips, but we will need to know how many will partake in order to advise the Sheraton Management ahead of time. A place will be provided when making your hotel reservations to mark down the breakfasts you wish. Pay separately each morning.

SATURDAY - September 4, 1965

8:00 AM - Leave Sheraton Hotel by special busses to Glenwood Trolley Park (38 miles)

9:15 AM - arrive Glenwood Trolley Park, home of the Glenwood Electric Railway. It s planned to have approximately 2000 ft. of standard gauge trackage in operation by Convention time. Present operating equipment includes: one double-truck open "breezer" from Bisbane, Australia; a double deck tramoar from Blackpool, England; a Key System (formerly S. F.-Oakland) articulated unit; British Columbia Electric Railway interurban coach #1304, and former Oregon Electric Railway parlor-observation buffet car CHAMPOEG—new name BRIDGE RIVER and in Pacific Great Eastern Railway levery where it was last used by them (1959) as a business car. Also on the property, but not operating are 42-in. gauge Los Angeles Transit Lines California-type streetcar #1318 and the bodies of former Council Crest streetcar #503 and body of a P. T. Co. interurban.

SATURDAY - September 4, 1965 (Continued)

- 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".
- 11:15 AM - Arrive Banks Yard of 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 are 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 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". Reception and cocktails.
- 7:30 PM - Annual Convention Banquet, 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

SUNDAY - September 5, 1965

- 7:20 AM - "First bus leaves Sheraton Hotel for Seaside train leading point.
- 8:15 AM - Leave Portland (N. W. 10th & Hoyt Sts., site of former "North Bank Depot".
- 11:30 AM (approx.) Arrive Astoria - operating stop. Picture stop after crossing Youngs Bay trestle, just out of Astoria, which was founded in 1811.
- 1:00 PM - Arrive Seaside, Oregon (on 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 SEASIDER HOTEL, directly facing the Prom(enade) and the Pacific Ocean. This is a walk of approximately on-half mile from the railroad station. Seaside's three taxicabs will meet our train. (Besides bathing in the ocean, there is an indoor pool which has a a few suits for rent. Best to bring your own suit and towel.
- 4:00 PM - Leave Seaside (Coffee, milk, sandwiches and snacks in the baggage car)
- 8:15 PM - Arrive Portland. Balance of 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 AM - Special busses leave Sheraton Hotel for terminal of the Longview, Portland & Northern Railway at Rye, on the outskirts of Vancouver, Washington.
- 8:30 AM - Arrive L. P. & N. Rly. special train at Rye.
- 8:45 AM - Leave via L. P. & N. Rly. for a 33-mile ride over their Chelatchie Prairie Division to end of line at Chelatchie 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 a modern, operating lumber carrier, whose parent is the International Paper Co., Ample picture steps and ride into timber country. 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 & Grande Ronde Railway). The steam engine, is, however, separated by about 90 miles, including nearly seventy miles over Southern Pacific track
- 3:00 PM - Arrive back at Rye terminals. Special busses are directly to the Sheraton Hotel
- 4:00 PM - (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 for south at 5:00 PM and Train #407 leaving for Seattle at 5:15 PM 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 return to Portland via the Vancouver, Wash railroad station (where S. P. & S. No. 2 leaves at 4:19 PM 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 motorcading and for any emergencies.) If any one does have to go directly east 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, at 3549 SW Grover St., Portland, Oregon 97201. REMEMBER THAT the FUN-WAY to travel to the Portland Convention is via the INTERNATIONAL LIMITED!