

NOV 74

THE TRAINMASTER

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PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 (an Oregon Non-Profit Corporation)



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pacific northwest chapter

THE TRAINMASTER

Number ~~180~~
176

November 1974

PNW CHAPTER TIMETABLE

- Friday REGULAR MONTHLY MEETING (3rd Friday of each month)
- 15 November The meeting will be held in the Safety Assembly Room of Burlington Northern. To reach it from N W 11th Avenue at Hoyt Street, proceed north for about two blocks (almost under the Lovejoy ramp to the Broadway bridge). If more directions are needed contact one of the officers of PNW Chapter listed on the inside of the front cover of this issue of The Trainmaster.
- 8 PM
- Cora Jackson will have the usual refreshments available during the intermission between the business session and the program.
- Gilbert M Hulin will present the program which will be a slide show reviewing "Passenger Train Operations of Canada in the 1970's". Coverage will range from the Pacific to the Arctic and the Atlantic coasts. Included are two of North America's least known passenger carriers; Quebec North Shore & Labrador, and the paralleling Cartier Railway. The main feature will be preceded by selected "short subjects" including some views of Wisconsin Chapter's "MIDRAIL".
- Saturdays COLUMBIA GORGE MODEL RAILROAD CLUB ANNUAL SHOW
&
- Sundays The show will be open to the public from 1:00 PM to 8:00 PM on the three weekends indicated. See Portland's largest operating model railroad which will have over 40 locomotives and 300 cars on display.
- 9 & 10
16 & 17
23 & 24
- November Admission fees are: 75¢ for adults, 50¢ for children under 12 years of age, and 25¢ for scouts in uniform. The clubroom is located at 3405 N Montana Ave in Portland. Telephone 281-8591 if directions are needed.

"PNW Chapter Timetable", cont'd

Friday NO MEETING
 20 December

Every INFORMAL CHAPTER LUNCHEON
 Saturday

12:01 PM This weekly event takes place at Yaw's Top Notch Restaurant at 2001 N E 40th Avenue (between Tillamook and Hancock streets). The group assembles at a large table in the seating area on the west side of the building.

Reservations are not required and no minimum priced lunch needs to be ordered (get a trayfull or a trifle). This is an unofficial function of PNW Chapter attended regularly by railfans from many groups.

BN TOLD TO REMOVE RAIL LINE

Hillsboro, Oregon residents armed with a petition signed by 2,500 people have asked the city council to order the Burlington Northern out of town. The city council has asked the assistance of the Oregon Electric RR (BN) in removing a trestle overpass on a street that has been the scene of several serious accidents. The council's request has been ignored by the railroad. City officials said that the BN has been taking an apathetic attitude towards the problem.

City attorneys have conducted an extensive investigation and found that the BN does not have a valid franchise to operate within the city limits of Hillsboro. The only exception is a siding on S W Adams Ave which has a franchise that expires on 30 June 1975.

The city council passed a resolution giving the Oregon Electric six months in which to remove the trackage in Hillsboro. Failure to comply by the 1 April 1975 deadline will result in Hillsboro officials directing city crews to begin removal of the track.

(Editor's note: This should be an interesting development to watch!)

LAST CALL FOR 1974 DUES

Have you inadvertently overlooked payment of your 1974 dues? PNW Chapter Treasurer Jim Gilmore reports that several regular as well as "Chapter only" members have not renewed for the current year.

PRINCESS MARGUERITE EXPIRES

by Ed Immel

On Monday September 30, 1974 the fine old lady of northwest transportation died when the Canadian Pacific Railway steamship Princess Marguerite made her last voyage from Seattle, Washington to Victoria, British Columbia. Attending her funeral were six members of Pacific Northwest Chapter, NRHS: Edward and Rachel Immel, John D Holloway, Irving G Ewen, Roger W Phillips, and Victor Snyder. Also on board were about 200 other last riders.

With Captain Bill Warden on the bridge, the Marguerite left Seattle about fifteen minutes late after taking aboard her Seattle gangway. She was accompanied by two Seattle Fire Department boats, the Duwamish and the Alki, who put on a fine water salute. People on the docks waved as the Princess Marguerite departed. Pointing her stern at the Space Needle, and with propellers churning up the water into foam, she headed out for her last trip to Victoria.

Upon arrival in Victoria she was greeted by a small group of admirers and the press. Here Captain Warden gave one last interview, during which he walked over to the ship's telegraph and rung up "finished with engines". With that an era in northwest transportation came to an end.

The Princess Marguerite was built in Scotland in 1949. She and her sister ship the Princess Patricia were constructed to be "pocket luxury liners" for day service between Seattle, Vancouver (BC), and Victoria. In later years the Patricia was given a \$1.5 million overhaul to outfit her for Alaska cruise service, a run she still holds down.

The Princess Marguerite was at first on year around service. However, as business dropped she was cut back to summer-only operation between Seattle and Victoria, making side-trips to Port Angeles, Washington during the Victoria lay-over. Built to carry 2,000 passengers, and having 30 staterooms, she was truly a day boat. In later years the passenger capacity was reduced somewhat as more deck space was converted over to hold automobiles.

The Princess Marguerite had been losing money at a steady rate over the past several years. With the increase in oil costs the expenses skyrocketed. CPR said she lost \$272,000 during the past three years. With ridership down this year, the costs had become unbearable.

The Princess Marguerite will be put up for sale by the Maple Shipping Company of Vancouver, B C. Along with her expiration as the fine old lady of northwest transportation the CPR is deactivating their marine terminal operations in Victoria. Shipwrights, painters, shipfitters, and others that were needed to keep the Marguerite going will be transferred to other locations. Bill Warden, the Marguerite's captain during her lifetime of service, will be transferred to another CPR ship.

"Princess Marguerite Expires", cont'd



Pier 64, Seattle, Wash.
Departure point for Victoria bound passengers.



Ship's engineer at controls in engine room of Princess Marguerite.



Captian Bill Warden rings up "finished with engines" on ship's telegraph after docking at Victoria.



Five of the six PNW Chapt NRHS members at Victoria with Princess Marguerite in the background.



Fireboat Alki renders water salute to departing Princess Marguerite with Seattle skyline in the background.



Crewman monitors controls for one of the four boilers in the engine room of the Princess Marguerite.



Princess Marguerite berthed for the last time, Monday 30 September 1974, at Victoria, B C.



Stern view of the Princess Marguerite at Victoria, BC with Parliament buildings in background. Old CPR terminal on portside.

All photos by Irv Ewen

"Princess Marguerite Expires", cont'd

The removal of the Princess Marguerite will leave no boat service between Seattle and Victoria, a fact that disturbs many Victoria merchants. Since most of the people who traveled on the Marguerite were foot passengers, they used their four or five hour layover in Victoria spending money. Some businessmen that cater to tourists estimate that they will suffer a thirty percent loss in business without the Marguerite.

The last trip of the Princess Marguerite means the end of coastal steamship service in Pacific Northwest waters. Somehow, the Blackball Line's Coho or the CPR's Carrier Princess lack the class that has always characterized the Princess fleet of ships.

Captain Warden said in his address to the crew: "There is only one last thing to say, 'good bye'". Walking away from the ship at dockside in Victoria on that Monday many observers had a dull ache in their hearts, knowing that they were leaving the fine old lady of northwest transportation.

MARRA SEEKS DONATIONS

The Milwaukee Road Railfans Association has found several locations interested in displaying and maintaining electric locomotives formerly operated in Montana by the Milwaukee Road. The MARRA is raising funds to assist in acquiring the locomotives, preparing display sites, and providing for future maintenance.

MARRA President Don Dietrich reports that the group would appreciate donations for any amount. Checks or money orders should be made payable to "Save the Electrics" and mailed to:

PTW Services
P O Box 5062
Seattle
Washington - 98105

NOMINATING COMMITTEE APPOINTED

PNW Chapter President Roger W Sackett appointed John D Holloway as chairman with Alfred L Haij and W Kenneth McFarling as members of a nominating committee to propose a slate of officers for 1975. Any member wishing to make suggestions should contact or telephone John Holloway at 246-5752, Al Haij at 659-7840, or Ken McFarling at 235-7032.

Elections will be held at the next regular meeting, Friday 15 November. Nominations may also be made from the floor at that time.

A NEW RAILROAD RESTAURANT

A new railroad theme restaurant called "The Crossing" will be opened in late spring of 1975 at the corner of West 8th Street and the Burlington Northern crossing in Vancouver, Washington. The restaurant is being constructed by George Goodrich who also built "Parkers Landing", the "Totem Pole", and the "Inn at the Quay". This means that "The Crossing" will be a first class operation.

The restaurant will consist of five passenger cars grouped near a two-story building constructed to look like a large interlocking tower. The patrons will be seated in the passenger cars and the food will be prepared in the first floor of the "interlocking plant". The top floor will be a lounge which will have a view of the Columbia River, the Interstate bridge, downtown Vancouver, and the Burlington Northern yards.

Five cars are now situated on the property; two sleeping cars, a diner, a business car, and a coach. In addition, a boxcar will be placed on the site for the storage of supplies used in the restaurant.

The menu will feature dishes ranging from filet mignon to "Hobo Stolen Chicken Stew". If the food at Mr Goodrich's other restaurants is any measure of quality, then "The Crossing" should be an excellent place to eat.

Consist of "The Crossing" (as of 1 November 1974):

Illinois Central sleeper, "St Louisian"
 Illinois Central sleeper, "Volunteer State"
 Gulf, Mobile and Ohio . diner #1076, heavyweight
 Northern Pacific business car, "Green River"
 Union Pacific coach #512

Ed Immel

WORK PARTY AT THE OAKS

On Saturday October 19, following the informal luncheon, a Pacific Northwest Chapter work party cleaned up the locomotive display area at the Oaks Park. Some of the rubbish was left over from the rebuilding of the Shay "Peggy" while other trash had been accumulating over the years.

The area is now very clean and neat thanks to the help of Paul Guernsey, Ed Berntsen, Roger Sackett, Bud Parks, Frank Merriman, Ed Immel, and Scouts from the BN Explorer post; Brian Beaudry, Pat Higgins, & Chris Mclarney.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 18 October 1974

The October meeting was called to order by PNW Chapter President Roger W Sackett at 8:05 PM in the Burlington Northern Safety Assembly Room.

The minutes of the previous meeting, held on 20 September 1974, were approved as read.

Treasurer Jim Gilmore was not present to report on the Chapter's financial status.

The Chapter's National Director John Holloway announced that the Chapter is purchasing steel shelving for Room 1-A. Additional shelving will be available to Chapter members for their own use at a cost of \$11 or \$12 per unit.

Ed Berntsen advised that the Union Pacific locomotive 8444 will be at Expo 74 through its close on November 3. Ed and others present had information that the UP 8444 will move from Spokane, Washington quite soon after November 3.

President Roger Sackett read a letter from the Union Pacific turning down PNW Chapter's second request for a Portland-Hinkle trip with the UP 8444.

President Sackett announced that sorting and organization of material in Room 1-A will be started in the near future after a policy for retention of various types of material is set up by the committee.

President Sackett scheduled a cleanup party at The Oaks Park locomotive enclosure starting at 1:30 PM on Saturday 19 October.

President Sackett appointed a committee consisting of John Holloway as chairman, with Al Haij and Ken McFarling as members to nominate Chapter Officers for 1975.

Ed Immel announced that the Yakima trolley trip is definitely on. The deadline for buying tickets is Tuesday, 22 October.

The November meeting program will be a slide presentation on Canadian railroads by Gil Hulin.

The meeting was adjourned at 8:45 PM.

Program: Slides of the NRHS National Convention held in San Francisco were shown which were taken by Walter R Grande, Alfred L Haij, and Charles W Storz. Some "current events" slides were also shown.

Respectfully submitted,

Chuck Storz, Chapter Secretary