

T H E T R A I N M A S T E R

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JUNE MEETING NOTICE

The regular June meeting will not be held due to the conflict with the Private Car trip on the "Mt. St. Helens" to Bend which is due to leave Portland Union Station at 9:45 on Friday evening June 16th. Those who wish to come down to the station to see the gang off are welcome. A short bull-session will be held in Room 208 before boarding the "Mt. St. Helens" starting at 8:00 pm. Those not going on the trip are welcome to inspect the "Mt. St. Helens" and to use room 208 for a continuation of the bull-session after the special departs.

ADVANCE NOTICE OF JULY MEETING & PICNIC

As we are not having a regular June meeting, it was proposed to have a July Meeting. In years past we have had a pot-luck picnic at Shady Dell and at Glenwood Trolley Park. This year we shall again visit the Glenwood Trolley Park on JULY 15th. The trolley park is now open for business and cars are operating on weekends. Our July meeting will enable our members to see what vast progress has taken place at Glenwood since our last visit. This will be a family day so bring them & your picnic lunch and lets have fun. Those who wish to make a real day of it by pitching in on a work party will be most welcome. Wear old clothing, be prepared to do anything from painting, track work, carpentry, to cement block laying as your particular talents dictate. Those working will be spared the minor admission charge to the park.

We shall have a brief business meeting, the picnic, a work party, and perhaps even some evening operation of the electric cars. Come early and stay late! We may not make any further announcement of this event (depending on the ambition of Ye Editor) so mark this on your calendar today!

SCANDIA LIMITED EXCURSION

The Pacific Northwest Chapter will operate the second public excursion of the club's history on AUGUST 13, 1967 when we will sponsor a trip on the Oregon Electric from Portland to Junction City's Scandinavian Festival. Fare will be \$5.95 for adults, \$2.00 for children. Stops will be made at Beaverton, West Woodburn and Salem. Train leaves from 10th and Hoyt in Portland. We will be sending each member a flyer on this trip soon. Workers for the train are needed as car hosts and for the refreshment car. If you are interested in working (for a free ride) contact Ed Immel or Roger Phillips and they will assign you a job. Phones: Ed Immel = 235-6287 Roger Phillips = 282-7691.

PUGET SOUND RAILWAY HISTORICAL ASSOCIATION BEGINS REGULAR OPERATION

Revenue Passenger service began on the newest steam railroad operation in the Pacific Northwest at 12 noon on May 28, 1967 when Rayonier #70 2-8-2 pulled coach #46 and caboose #1203 from Kimball Creek Station to the display and storage area about one half mile up the line. By the end of the day over 500 passengers had been carried. Reports state that business has been excellent every operating day since.

On Memorial Day, two locomotives were operated at the same time with #17 ex Canadian Collieries #17 a 2-6-OT with tender performed some switching service while #70 (above) hauled the regular passenger trains.

A new piece of equipment, ex Skagit River Rwy, tank car #138 has been acquired and, with great difficulty, moved to the museum.

For those of our members who have never visited the P.S.R.H.A. operation at Snoqualmie Falls, Washington, a few basic directions may be in order: Take U.S. Highway 10 east from Seattle (This is the Snoqualmie Pass Hwy.)..go east through Issaquah...a few miles further on (just before reaching North Bend) watch for signs and a turn off to the north marked Snoqualmie Falls. After passing through the main part of the town, continue north towards the actual Falls in the river and you will see the P.S.R.H.A trains and signs on the west side of the highway. Admission and ride is \$1.00 with a family fare of \$2.50 for both parents and all school age children.

Equipment on display at Snoqualmie Falls includes the following:

Deep River Logging Co. # 7	2-4-4-2 (in kit form, not assembled since moved)
Northern Pacific #1070	0-6-0
Port of Olympia	2-6-2T
Minnesota & Ontario Paper #1	0-4-0T
“ “ “ #2	2tk. Heisler
Rayonier Inc. # 70	2-8-2
Canadian Collieries #17	2-6-0TT
“ “ #14	4-6-0
Weyerhaeuser Tbr. Co. #108	2-6-6-2T
B.C. Electric	flat motor
Portland Traction Co.	line car
“ “	street cars (ex Y.V.T.)

many other pieces of equipment such as flat cars, coaches, cabise, crane, hopper, tank car, etc.

There is much other equipment owned by the Association but still stored at various points throughout Washington. These include #803 ex Long Bell Lbr. 2-8-2T still at Longview, 2 shays ex Agnew Lbr. Co. #1 and 3 still at Centralia, Weyerhaeuser Tbr. # 6 2-6-6-2, Ed Hines Lbr. # 529 2-8-0 stored at N.P. shop in Auburn, and # 8 ex Rayonier 2-6-6-2 at Sekiu.

P.S.R.H.A. was started about 10 years ago by a bunch of fans who were determined to see that some of the steam power of the area would be preserved. These ten years have been filled with hard work, tribulations, and have cost the members a pile of their own money...but now, finally they are being rewarded for all this effort by operating their own museum...Never have so few with so little financial aid acquired such a large collection of locomotives and equipment. Next time you are in the area, drop in and ride and visit the operation...it will be a rewarding experience.

From Jack Holst