

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 re-named "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, with the second group of steamer PORTLAND riders arriving about 45 minutes 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.