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## 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

January 1975

Number 179

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## PNW CHAPTER TIMETABLE

Friday                    LOCOMOTIVE RESTORATION OPEN HOUSE

17 January              PNW Chapter members and their guests are invited to view the restoration work being performed by American Freedom Train personnel on Southern Pacific Daylight Locomotive #4449 in the Burlington Northern roundhouse at 1105 N W 9th Ave. Visitors are requested to use the south entrance near the corner of N W Lovejoy Street. Please, no small children in the restoration area.

7:15 PM  
to  
7:45 PM

Friday                    REGULAR MONTHLY MEETING (3rd Friday of each month)

17 January              The January meeting of PNW Chapter will be held in the Burlington Northern Safety Assembly Room located in the long building on the east side of N W 11th Avenue extended, approximately two blocks north of N W Hoyt Street. If additional directions are required, contact one of the Chapter officers listed inside the front cover (opposite this page) of this issue.

8 PM

Refreshments will be available between the business session and the program, provided for by Cora Jackson. A "kitty" will be present to receive donations to help defray costs.

Program will feature 16 mm movies of High Iron trips in the eastern United States with NKP 759 and others. The movies are being provided through the courtesy of American Freedom Train personnel who are in Portland working on the restoration of SP 4449. As an added attraction, there will be a showing of a 1938 Southern Pacific promotional film on the "Coast Daylight". Anyone wishing to show other 16 mm movies should contact Walt Grande so that he can coordinate the program.

"PNW Chapter Timetable", cont'd

Friday           REGULAR MONTHLY MEETING

21 February     The February meeting will also be held in the BN Safety Assembly Room (barring any unforeseen circumstances). Program will feature slides taken by Al Phillips of the railroads of South Africa. Refreshments will be provided by Cora Jackson.

8 PM

NOTICE:         Due to a lack of interest there will be no further announcements in "The Trainmaster" regarding the Informal Chapter Luncheons.

#### NOTICE OF VOTE TO CHANGE CHAPTER BYLAWS

At the November 1974 regular meeting a proposal was presented to change the Chapter bylaws to increase the number of "Directors-at-Large" on the PNW Chapter's Board of Directors from two (2) to four (4). This proposal will be voted on at the regular Chapter meeting to be held on Friday, 17 January 1975.

In detail the proposed change is as follows:

1. The number of Directors-at-Large would be increased from two (2) to four (4).
2. The number of Directors required for a quorum will remain at five (5) (i.e. - no change).
3. Directors-at-Large will be limited to terms of three years in succession. Directors-at-Large must be elected (or re-elected) each year, but would be restricted to a maximum of three (3) years continuous service on the Board. This limitation is not in the bylaws at present.

Chuck Storz, Chapter Secretary

#### 1975 DUES DUE

Chapter and National dues are now due. Notices have been mailed to all members. If you have misplaced your dues notice (or failed to receive one), payment may be made in person at the next regular meeting. Also, payment may be mailed to the Treasurer, Jim Gilmore, at the address shown inside the front cover of this issue.

## SOUTHERN PACIFIC DAYLIGHT TO RUN AGAIN

By Edward E. Immel\*

Author's note: Exchange publications received at the Chapter's business address have been filled with rumor and misinformation concerning the motive power for the American Freedom Train. The following article is the true story of the motive power - SP 4449.

On Saturday 14 December 1974 Portland Traction Company engines 100 and 200, operating together for the first time in normal service, left their East Portland shops along with five idlers flats and proceeded to Portland's Oaks Park to pick up SP GS-4 class locomotive number 4449. At 10:00 AM they pulled backwards and, after 18 years on display, the Daylight engine was on its way to being put back in service pulling the American Freedom Train.

Under the watchful guidance of Freedom Train crews and Edward Howden, assistant superintendent of Oregon Division of SP Transportation Company, the engine was pulled at a walking pace down the PTC trackage into the East Portland yards. At this point it was met by Southern Pacific SW1500 number 2677 for the Southern Pacific segment of the move to the Burlington Northern's Ninth Street roundhouse. As SP 4449 departed the Portland Traction Company it left behind a broken rail as the only evidence that it had been on that company's trackage.

A meet was scheduled at the east end of the Steel Bridge with the northbound Amtrak Coast Starlight. There certainly were a couple of startled Amtrak crewmen when they saw a for-real Daylight engine waiting in the siding. After the passage of the Starlight, the engine entered the most serious possible problem of the day - the 17½ degree curve onto the Steel Bridge. The GS-4 class is designed to take only an 18 degree curve. However, in regular service they rounded this curve with a boiler full of water. Today she would be light, and the possibility of climbing the rails was very real.

SP 2677 moved at a snail's pace into the curve and then her exhaust turned into a roar as 4449 and the curve came into contact. Strange popping and groaning noises came from both the engine and the track as they fought against each other, but soon the straight stretch on the bridge was reached and the engine moved on into Portland's Union Station yards.

At Union Station Portland Terminal Railroad Alco S-2 switcher number 36 took over from the SP and moved 4449 1800 feet south to the Burlington Northern

\* Project Coordinator, American Freedom Train locomotive restoration

"SP Daylight to Run Again", contd

lead where BN SW-9 number 150 coupled onto the tender and shoved the Daylight about one half mile south to the Ninth Street roundhouse's turntable. A 360 degree turn was made on the table for the benefit of railfan photographers and then arrangements were made to move 4449 into the roundhouse. Track one has no lead track, so BN SW-9 number 169 was called into duty to cable the 4-8-4 off the turntable.

Once clear of the table, BN NW-2 number 595 moved onto the turntable and shoved the steamer the rest of the way into the roundhouse. The move had covered five miles, had involved four railroads, and used a total of seven locomotives for the movement. The move was made faultlessly and was a testament to the excellent plans made and executed by all concerned.

By the first week in January, Freedom Train crews, assisted by many Pacific Northwest Chapter members, had stripped the engine, removed the flues, and were in the process of rebuilding. Special thanks should be extended to the BN Explorers who put in many hours scraping the inside of the tender. Parts were at the machine shop being rebuilt while gauges and appliances were in railroad shops and private industry being renewed.

The tender has been stripped of paint and is awaiting a coat of primer. The skirting will be replaced on the engine, but will be in Freedom Train colors. The current color scheme being given the most thought is to follow the Daylight outline, but substitute blue for the orange as used by SP. No final decision has been reached, but plans for the engine's return to Portland call for the old Daylight color scheme to be reapplied.

Cooperation between the railroads and Freedom Train have been excellent. Besides providing a perfect move, Southern Pacific officials have been providing advice, blueprints, and parts each day. One day a new headlight arrives in a large crate from Oakland shops, followed by erection drawings, blueprints, et cetera.

Burlington Northern personnel have shown tremendous interest, even though it is an SP loco. Roundhouse workers have tried to keep diesels from tracks next to the engine. They have also closed the roundhouse doors to provide a little more comfort during the cold weather.

Private industry has opened their shops, especially Mac-Fab Manufacturing and Albina Machine Works. Other railroads have provided advice to assist in the rebuilding.

By the middle of March 1975 all the effort by many people will once again allow the "world's most beautiful steam engine" to pound down the mainline thrilling thousands. American Freedom Train you have picked a winner!

## YAKIMA TROLLEYS

By Ed Immel

On Saturday 12 October 1974, Union Pacific President John C Kenefick cut a ceremonial ribbon marking the return of streetcar service to Yakima, Washington. The purchase and reconditioning of the Porto, Portugal cars cost in the vicinity of \$43,000 and are part of Yakima's Bi-Centennial celebrations.

On Sunday 27 October, thirty two Pacific Northwest Chapter members and guests traveled by chartered Trallways bus to Yakima for a special run over the Yakima Valley Transportation Company's tracks.

Departing Portland at 5:30 AM the bus traveled up the Columbia River highway while a continental breakfast was served by the two stewards for the day, Roger Phillips and the writer. Arrival at Yakima took place at 8:50 AM where the single-truck car 1776 awaited the group. The plan was to ride as much of the track as possible during the four hours available for the charter.

The car traveled up the trackage on Nob Hill Blvd for the first photo stop in front of the high school. Another stop was made at Wide Hollow Junction. After that, stops became so frequent that all track was lost of each location. The car made it all the way on the Wiley City line and then headed back to Wide Hollow Junction, then up the Henryboro line to a point a few miles from the end.

A meet had been arranged with the fried chicken luncheon (no the "Colonels") at Wide Hollow. Pizza Pete provided an excellent box dinner which was eagerly consumed by the passengers as the car retraced its steps back to downtown Yakima for the trip out the line to Selah.

The other car, 1976, was scheduled to take a birthday party to Selah followed by rides for the general public. Car 1776 followed 1976 to Selah and then returned to a photo stop on the bridge over the Naches River. After this stop, the car returned to the car barn in the Yakima Valley Transportation Company's yards where the excursionists reboarded their bus for the trip back to Portland.

On the way back, a stop was made at Maryhill Park to see how SP&S 2507 (ex GN 2507) Baldwin 4-8-2 was doing on display. The Corps of Engineers seems to be taking fairly good care of her. A meal stop was made at The Dalles and the group arrived back in Portland about 8:00 PM.

Not only did the trip prove to be very enjoyable for all those who went, but the Chapter also made a few much-needed dollars

Editor's note: Our thanks to Roger and Ed for putting together a well run operation!

Pacific Northwest Chapter  
National Railway Historical Society

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 15 November 1974

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

Minutes of the previous meeting, held on Friday 18 October 1974, were approved as read.

Ed Immel reported to the meeting on the status of the project to recondition the SP 4449 for use on the American Freedom Train. Both the Southern Pacific and the City of Portland have given approval for use of the 4449 on the American Freedom Train. The rebuilding of the locomotive is to begin immediately. There will be no official involvement on the part of the Chapter in the rebuilding project. Ed Berntsen took the names of members who were interested in volunteering on an individual basis to help with the restoration of the locomotive.

Walter Grande moved that the Chapter consider amending its bylaws to increase the number of Directors-at-Large on the Chapter's Board of Directors from two (2) to four (4), that the number of Directors required for a quorum of the Board to remain at five (5), and that Directors-at-Large be limited to terms of three (3) years in succession. Walt also included in his motion that notice of the proposed change be published in The Trainmaster in order that this proposal can be voted upon at the January, 1975 Chapter meeting. The motion was seconded and passed.

John Holloway reported for the nominating committee with a proposed slate of Chapter officers for 1975. Nominations were as follows:

- |                                     |                     |
|-------------------------------------|---------------------|
| President . . . . .                 | Edward E Immel      |
| Vice-President . . . . .            | Walter R Grande     |
| Secretary . . . . .                 | Charles W Storz, Jr |
| Treasurer . . . . .                 | James J Gilmore     |
| Director-at-Large . . . . .         | Cora Jackson        |
| "    "    "    . . . . .            | Irving G Ewen       |
| Chapter National Director . . . . . | Roger W Sackett     |

There were no nominations from the floor. Leonard Woodford moved that the nominations be closed and that the Secretary be instructed to cast a unanimous ballot for the proposed slate. Motion seconded and passed.

The meeting was adjourned at 8:40 PM.

Program: Slides of passenger service in Canada presented by Gil Hulin.

Respectfully submitted,

Chuck Storz, Chapter Secretary



## EXTRA BOARD

By Ed Immel

McCormick Dock has received the first streetcar for their operation in the commercial development between the Steel and Broadway bridges. The single-truck car is from Lisbon, Portugal. Two additional cars from Portugal are expected to arrive during February. Hopes are to extend service from the McCormick Dock area up First Avenue to Portland's "Old Town" area.

The Willamette Traction Company Ltd has recently been formed to promote the return of streetcars to Portland. The group plans to restore Council Crest car #506 and run it in conjunction with the McCormick Dock operation.

Amtrak "Coast Starlight" trains ran 18 cars each day during the Christmas season.

Seattle-Portland trains (except for the "Coast Starlight") are now running with a rounded dome observation car. Riders from Seattle get to see the back of Amtrak E units. Portland to Seattle riders get a beautiful view backwards down the track! The trains sported some of the ex-Southern Pacific articulated coaches once built for the Daylights.

Weyerhaeuser Company has purchased the Oregon, California, and Eastern Railroad from owners SP-BN. The railroad runs between Klamath Falls and Bly, a distance of 65 miles. The line was constructed in 1928. The \$3 million price includes right-of-way, five locomotives, and three cabooses. The railroad will employ 31 people, 16 of which will transfer from the former owners.

Tuesday 31 December 1974 saw two Union Pacific diesels split a switch coming off the Interstate bridge and the derailment tied up traffic for several hours. The northbound "Mt Rainier" was delayed leaving Portland by 1½ hrs.

PNWC 600 is scheduled to take a skiing group to Whitefish, Montana on March 14. Anyone interested in riding the deadhead move from Yakima, Washington should see Roger Phillips at the January meeting.

Rumor has it that one ex-SP&S RS3 will be repainted into BN colors. The unit had some major work done on the hood and the gray primer needs some kind of paint and all that is left is BN green.

"Extra Board", contd

Northwest Hardwoods proudly displays its home city on their all-door boxcars - "Portland, Oregon". Are there any other cars that have Portland's name on the side?

The Port of Portland's steam-powered stern wheeler "Portland" is scheduled to go to Lewiston, Idaho during June of 1975. It will be used as the speakers platform opening navigation from the Pacific Ocean to Idaho. Traffic will be barges only, not ships.

### QUIZ

Match the wheel arrangement with the first United States railroad to put such a locomotive into service. Answers available at the January meeting and will also be published in the February issue of "The Trainmaster".

- |               |            |                                  |
|---------------|------------|----------------------------------|
| <u>      </u> | 1. 2-6-2   | A. ATSF                          |
| <u>      </u> | 2. 2-8-4   | B. Baltimore & Ohio              |
| <u>      </u> | 3. 2-10-0  | C. New York Central              |
| <u>      </u> | 4. 2-10-2  | D. Boston & Albany               |
| <u>      </u> | 5. 2-10-4  | E. Northern Pacific              |
| <u>      </u> | 6. 0-6-6-0 | F. C & O                         |
| <u>      </u> | 7. 4-6-0   | G. Union Pacific                 |
| <u>      </u> | 8. 4-8-0   | H. Philadelphia & Reading        |
| <u>      </u> | 9. 4-4-2   | I. Missouri Pacific              |
| <u>      </u> | 10. 4-6-2  | J. Texas & Pacific               |
| <u>      </u> | 11. 4-6-4  | K. Atlantic Coast Line           |
| <u>      </u> | 12. 4-8-2  | L. Lehigh Valley                 |
| <u>      </u> | 13. 4-8-4  | M. Louisville & Nashville        |
|               |            | N. Chicago, Burlington, & Quincy |