

SEPT 75

THE TRAINMASTER

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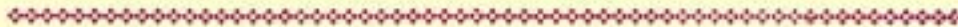
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PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 (an Oregon Non-Profit Corporation)



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Room 1, Union Station		
800 N W 6th Avenue		
Portland, Oregon - 97209		



pacific northwest chapter

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September 1975

Number 185

PNW CHAPTER TIMETABLE

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

19 September The first regular meeting after the long summer recess will be held, as in the past, at the Burlington Northern Safety Assembly Room. This is situated in the long building on the east side of what would be N W 11th Avenue extended, about two blocks north of its intersection with N W Hoyt Street. Please contact one of the Chapter Officers listed opposite this page if more specific directions are needed.

8 PM

Following a short business session refreshments will be available, provided by Cora Jackson. A "kitty" will be present to accept donations which are used to defray costs of this event.

Walt Grande is getting a program together which will feature ex-SP 4449 in operation following restoration. Members who have movies or slides of 4449 taken during any of its trips are invited to share them at the meeting. Contact Walt (telephone 246-3254) so that he can arrange for projection equipment and co-ordinate an interesting program.

RAILCON '75 - NINTH ANNUAL PACIFIC NORTHWEST RAILFAN CONFERENCE

Information as of the first of September is that Railcon '75, postponed from last June, has now been canceled. If this event is rescheduled details will be announced.

Friday REGULAR MONTHLY MEETING

17 October Reserve the date now. Program to be announced.

AMERICAN FREEDOM TRAIN SCHEDULE

As of 10 July 1975

day	date	from	to	railroad	distance
Mon	04 AUG 75	Chicago	Crystal Lake	C&NW	43 miles
Thur	07 AUG 75	Crystal Lake	Rockford	C&NW/BN	149 "
Mon	11 AUG 75	Rockford	Aurora	BN	68 "
Thur	14 AUG 75	Aurora	Green Bay	BN/C&NW	245 "
Tue	19 AUG 75	Green Bay	Madison	C&NW/MILW	212 "
Mon	25 AUG 75	Madison	Minneapolis	MILW	282 "
Sun	31 AUG 75	Minneapolis	Fargo (via Wilmar)	BN	257 "
Thur & Fri	04 & 05 ? SEP 75	Fargo	Sioux Falls (via Staples)	BN/MILW	515 "
Thur	11 SEP 75	Sioux Falls	Sioux City	MILW	92 "
Mon	15 SEP 75	Sioux City	Des Moines	MILW/C&NW	185 "
Mon	22 SEP 75	Des Moines	Omaha	CRIP/UP	135 "
Mon & Tue	29 & 30 SEP 75	Omaha	Colorado Springs	BN(C&S)	538 "
Mon	06 OCT 75	Colorado Springs	Casper	BN(C&S)	329 "
Thur	09 OCT 75	Casper	Billings	BN	323 "
Tue & Wed	14 & 15 OCT 75	Billings	Salt Lake City	BN/UP	652 "
Tue & Wed	21 & 22 ? OCT 75	Salt Lake City	Boise	UP	378 "
Sat & Sun	25 & 26 OCT 75	Boise	Spokane	UP	495 "
Thur	30 OCT 75	Spokane	Seattle	BN	335 "
Thur	06 NOV 75	Seattle	Tacoma	BN	40 "
Mon	10 NOV 75	Tacoma	Portland	BN	146 "
Mon	17 NOV 75	Portland	Springfield (Eugene)	SP	137 "
Sat & Sun	22 & 23 NOV 75	Springfield	Reno (via Chico)	SP	647 "
Thur	27 NOV 75	Reno	Sacramento	SP	151 "
Mon	01 DEC 75	Sacramento	Oakland	SP	86 "
Mon	08 DEC 75	Oakland	San Francisco	SP/ATSF	50 "
Mon	15 DEC 75	San Francisco	Fresno	SP	169 "
Fri	19 DEC 75	Fresno	Pomona	SP	298 "
Mon	29 DEC 75	Pomona	Los Angeles area	SP	32 "
Mon	05 JAN 76	Los Angeles area	Anaheim	ATSF	25 "

4449 TO CALIFORNIA

By Ed Immel

In past issues of The Trainmaster the rebuilding of Southern Pacific's Daylight 4449 has been covered in great detail, including the test runs and dedication of the locomotive. On June 20, 1975 the engine would be leaving Portland, Oregon for Chicago, Illinois and the job she was rebuilt to do - hauling the American Freedom Train throughout the United States. Stall #1 of Burlington Northern's Ninth Street Roundhouse would once again be occupied by diesels. It would be as if 4449 had never been there, having left nothing to tell a person of one of the greatest railfan happenings in Portland's history.

Early Friday morning the Freedom Train Crew packed their belongings in PNWC 76 and made one last trip from Union Station to the roundhouse. A final goodbye was said to the Burlington Northern employees that had been so helpful over the months. Once again their roundhouse would be just another roundhouse instead of a local rail shrine.

On Thursday the engine with the crew car, PNWC 76, had been moved from the roundhouse to Union Station for inspection by the entire board of directors of the Southern Pacific Company. They all left Portland with big smiles on their faces which indicated that they were very pleased with the work done on their engine. Has any engine had a more auspicious coming out ceremony than 4449?



4449 at Eugene, Oregon on Friday 20 June 1975 (Day 1), the last of several display stops in the Willamette Valley.



4449 leaving Wicopee after taking on water enroute to Klamath Falls for layover at end of Day 1. Grade is 2% on this part of SP mainline.

"4449 to California", cont'd

The next morning, Friday June 20 found 4449 on track three of Portland's Union Station along with Pacific Northwest Chapter's car 76, a Southern Pacific diner, ex-SP Amtrak lounge and former SP Daylight chair car. Possibly these same cars had been pulled by 4449 in the past, and in 1975 it was to happen again. Around 7:30 AM a crowd started gathering to witness the departure. For some people it would be the treat of a ride behind a steam engine.

Sharply at 8:00 AM Ed Howden, Assistant Superintendent of SP Company, gave two short blasts of the whistle, applied the sanders and then pulled back on the throttle. The big drivers slowly moved as the train passed from Union Station into the morning fog.

At the south end of Portland activity at Brooklyn Yard came to a halt as all the employees lined the track to see "her" go by. TV crews waited at Tacoma Street while farther south crowds gathered at Oregon City and Canby. The first stop was at Woodburn where a band, singers, and the mayor welcomed the engine under cloudy skies. Huge crowds were also on hand at Salem, Albany, and Eugene. Eugene was also a water stop where the tender was filled to start the trip up over the Cascade Mountains.

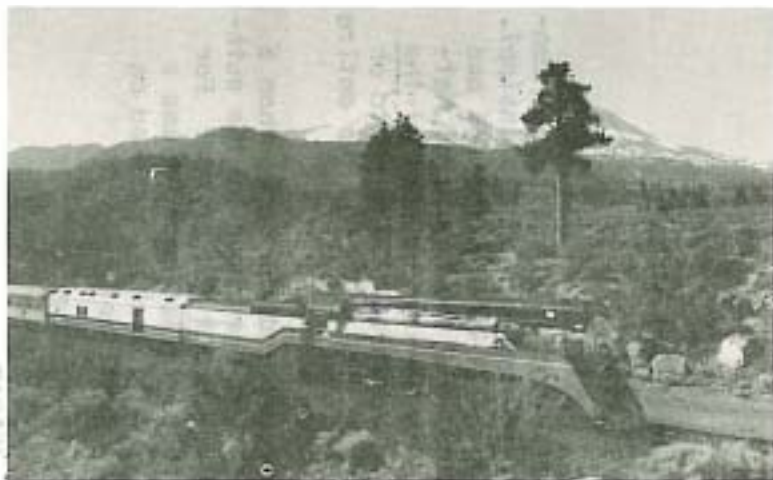
A quick stop was made at Oakridge and then it was all uphill to Cascade Summit. A surprise was encountered at the first tunnel. The exhaust of the engine blasted down 17 years of diesel soot! By the time the engine reached the top of the hill it was so dirty the lettering could not be seen on the tender. The engine crew looked like they had just spent a day in a coal mine.

At Wicopee, a for-real water spout still stood and 4449 stopped to take a drink. Great sounds were heard as the train was started on the 2% grade. Another stop was made at Crescent Lake to top off the tank for the remaining 144 miles to Klamath Falls.

By now the invited guests were having a late buffet supper in the dining car. David P Morgan, editor of Trains magazine, and Jim Shea, Vice-President Espee, were engaged in deep conversation that ran along the lines of most other talk in the car; steam, Daylights, the good old days, as well as the future of railroading. Amazement was expressed at the ability of railfans to get themselves to photo spots that taxed the skill of mountain goats.

Hundreds of people lined the tracks into Klamath Falls as Day One on the SP was completed. A tank truck from Bearcat, Inc was waiting with PS300 fuel. Fuel costs for the day averaged \$2.90 per mile. A monumental task lay ahead for the cleaning crew, headed by Ed Berntsen and volunteers, as they scrubbed black soot off of the red, white, and blue color scheme.

The morning of Saturday June 21 was clear and sunny which made for beautiful pictures of the engine in the cold air. Once into California Mount Shasta again looked down upon steam on the track that circles the base of the peak. Another stop was made at Black Butte to fill the tank with water. Rumor had it that SP had spent \$1,500 to make the spout operable.



4449 in northern California on Saturday, 21 June 1975 (Day 2). Northern exposure of Mt Shasta in background.



4449 on the downgrade headed for Dunsmuir enroute to Sacramento and the end of Day 2 for the return of steam on an SP mainline.



An historic event on Day 3 (22 JUN 75) at Sacramento, Calif. SP's "C P Huntington" plus Bi-Centennial diesel pose with 4449.



Members of 4449 crew: Al Phillips, Andy Adams, Russ Shipman, Joe Karal, & Ed Immel. Doyle McCormack not shown. (All photos by Irv Ewen)

"4449 to California", cont'd

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"4449 to California", cont'd

Next it was down the grade into Dunsmuir where another large crowd waited. Water was supplied by the local fire department. After the tank was filled the train was off into the heat of the Sacramento Valley. More huge crowds greeted the train at Redding, Red Bluff, Marysville, and finally Sacramento. Another volunteer crew was on hand to wash down the engine. Day Two was history as steam returned to a mainline in California.

Sunday June 22 was display day as the SP brought out the "C P Huntington" and their first Bi-Centennial diesel to pose along with 4449. Ceremonies included speeches by dignitaries, clicking of cameras, and swapping of stories by the people that came to see "her".

Another load of fuel was delivered, this time from a spotless Peterbuilt truck. All across the country fuel suppliers used their best equipment to deliver the oil which was an indication of the pride they felt in what was happening.

The next day it would be on to Ogden enroute to Chicago. For a few brief days 4449 had been the greatest show in the West. During these same few days Southern Pacific had shot to the top of the railfan's hit chart. There was no doubting the fact that when Espee does things they do it right. The whole show was outstanding! The pride felt by the road's employees was evident where ever the engine went. It can truly be said that the Southern Pacific is a class one railroad in more ways than revenue.

BOOK REVIEW

Natchez Route "A Mississippi Central Railroad Album"

By David S Price and Louis R Saillard

A little distant from the Pacific Northwest, nevertheless the Mississippi Central has an interest and charm that extends beyond the borders of Mississippi. Its mainline ran from Natchez to Hattiesburg in the heart of Mississippi and for a brief time its polished Mikados wheeled freight all the way "from Natchez to Mobile", as the old song goes. Their 4-4-0's have to be some of the classic engines of their type ever built - they are beautiful. The photo on page 14 of the number 100, although 25 years old, sets the tone for the entire book - not a spot on the immaculate engine.

If the pictures of the engines are not enough to recommend the book, then a reading of the text will show what an excellent job has been done by the authors. If this won't get you to buy the book, then how about the price? For \$3.95 you get this excellent publication, and in these inflationary times a bargain like that is hard to come by! Format is 8½ X 11 inches, printed on slick paper. Book may be ordered directly from the publishers:

Mississippi Great Southern Chapter, NRHS
104 North 25th Ave
Hattiesburg, Mississippi - - 39401