

FEB 76

THE TRAINMASTER

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



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pacific northwest chapter

THE TRAINMASTER

February 1976

Number 190

PNW CHAPTER TIMETABLE

Friday

REGULAR MONTHLY MEETING (3rd Friday of each month)

20 February

The February meeting of PNW Chapter will be held in the Safety Assembly Room of Burlington Northern which is located in the long building on the east side of what would be N W 11th Ave extended, north of its intersection with Hoyt Street. If more specific directions are needed please contact one of the Chapter officers listed inside the front cover of this issue.

8 PM

Refreshments, arranged for by Cora Jackson and company, will be available after the brief business session. The "kitty" will be waiting to receive donations to help offset the expenses of this operation.

This month's program will be one of Don Hunter's famous famous dual slide projectors and stereo taped sound presentations. Anyone who has seen any of his previous shows won't want to miss this one either. Don's show will feature the American Freedom TVain locomotive, ex-SP 4449.

Every
Saturday

WORK PARTY ON CHAPTER'S SLEEPER-LOUNGE CAR "MT HOOD"

1:30 PM

Interested members are invited to join the Chapter's Mechanical Committee at the south end of track 5 in Burlington Northern's Ninth Street yard (near the turntable) to work on repair and maintenance projects. The group meets regularly, regardless of weather, and all helping hands are welcome. Contact John Hoiiloway ('phone 246-5752) for more information.

Pacific Northwest Chapter
National Railway Historical Society

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 16 January 1976

The meeting was called to order by President John Holloway at 8:05 PM in the Burlington Northern Safety Assembly Room.

The minutes of the 21 November 1975 meeting were approved as read.

Chuck Lund reported that maintenance is continuing on the Mt Hood. The batteries are being charged regularly and repairs are proceeding on the electric markers.

President Holloway announced that Chapter members wishing to make contacts in the name of the Chapter with railroad officials or other firms or agencies must obtain clearance from Chapter officers first. Two or more members, in some cases, have contacted railroad officials about the same matter.

Chuck Storz reported that sales of builder's plates and belt buckles continue to be good. The Chapter is having some difficulty in obtaining and finishing enough belt buckles to fill orders. A mailing program to advertise the 4449 builder's plate and belt buckle to railfan groups has been started.

Chuck Storz reported that the Chapter has definite plans to move out of "Room 1" in the main Union Station building by the end of January, or as soon after as possible. Lee Jackson will build the shelving in the Chapter's new rooms in "the annex" to provide space for the library material now stored in the main station. Wilf's Restaurant (who is anxious to take over the old "Room 1" for office space) has agreed to pay for the material for the shelving in the new rooms in order to encourage the Chapter to expedite its move.

Ed Berntsen reported that there has been a lot of rumors and mis-information circulating about the locomotives to be used on the Freedom Train for the remainder of its tour. As of this date, Ed advised, no decision has been made about substituting the T&P 610 or the 2101 in place of the 4449.

Walt Grande announced that Don Hunter will present a slide-sound program on the 4449 at the February meeting. Walt asked the membership to list their preferences for future programs on a sign-up sheet to be circulated at the meeting.

John Holloway advised the membership that the Board had decided to wait to move the sleeper-lounge car "Mt Hood" in the hope that Burlington Northern would renew the Chapter's lease on the track near the Ninth Street roundhouse.

The business meeting was adjourned at 8:40 PM.

Respectfully submitted,

Chuck Storz, Secretary

BRIDGE SPAN LOST, TRAINS DETOUR*

On December 26, 1975, a loose log barge, pushed by heavy winds struck a pier of the railway bridge crossing the Fraser River at New Westminster, British Columbia. The resulting shock broke one span of the bridge loose, and it fell into the river.

The bridge is owned by the government, and is used jointly by the Burlington Northern, Canadian National, and British Columbia Hydro railways. It was their only direct route into the Vancouver, BC area. It is estimated that repairs to the bridge will take four to six months. Meanwhile, rail traffic must take several detours.

The CN is detouring some of its freight traffic over the CPR, while other traffic is given to the British Columbia Railway at Prince George. CNR passenger trains are originating and terminating in the Port Mann yard (across the Fraser River from New Westminster).

The BN is taking its traffic over the Sedro-Woolley-Wickersham branch to Sumas, then over the CPR to Mission and west on the CPR mainline to New Westminster and Vancouver.

British Columbia Hydro is using a detour similar to the BN, using the CPR via Mission to New Westminster.

Since the CPR has a limited number of crews, and each detour movement requires a CPR "pilot", some detour movements are delayed. Regardless of the delays, it will be pretty busy on the CPR between Mission and Port Coquitlam for the next four months.

Don Dietrich

*Adapted from Tacoma Chapter, NRHS newsletter "The Train Sheet", Jan '76.

CHARLES L MESSECAR

It is with regret that we announce the death recently of PNW Chapter member Charles L. Messecar. He was born in Star, Idaho on 20 May 1907 and had been in the Portland area since 1932. For eighteen years prior to his retirement Charlie was the manager of the General Motors Training Center in Tigard.

Charlie Messecar was an enthusiastic train rider, having been on most of the Chapter sponsored excursions in recent years. He made generous contributions toward the improvement of the Chapter's sleeper-lounge car "Mt Hood" as well as providing equipment for the Chapter's new rooms in the Union Station Annex. He also served as a member of the Board of Directors.

PNW Chapter extends its sincerest condolences to Charlie's family.

CWS

Pacific Northwest Chapter
National Railway Historical Society

MORGAN ON AMTRAK

The following letter is reprinted from the Wisconsin Chapter, NRHS Newsletter "Sparks & Cinders" February 1976 Issue (p. A-3). It is written in response to an editorial by Bob Adams, editor of S&C, appearing in the November 1975 issue. We regret that the editorial was not available for reprinting too. editor

Jan. 21 '76

Editor, S&C

Dear Sir: Re your editorial November 1975 S&C, Bob, I would suggest that TRAINS is realistic rather than sour on Amtrak. The facts that Amtrak spends \$2 for each \$1 it takes in; fails to fully reimburse the railroads for their passenger-train expenses; obtains its greatest utility on only 456 miles of its system; has failed to resolve the labor, hardware, political, regulatory, and other flaws in rail passenger service--these facts will not go away if TRAINS (or anyone else) ignores them or maintains that they do not exist. To date the people, speaking through their legislatures, have said that these facts are irrelevant, that--as you put it--"Amtrak is doing a job for us." Such public approval does not erase the facts of Amtrak. As you know from your profession, vox pop del is not always true.

Now, TRAINS, which delights in and is intrigued by all things on flanged wheels, delights in Amtrak from a train-watching and train-riding viewpoint. But, we're going to continue to level with our readers and we're going to continue to support useful railroading.

At this juncture in our discussion I might seek your consideration of one point in your editorial. You argue that rail lines are not to be reserved for "hauling sand, gravel, or the private coal trains of the big utility outfits," and conclude on the observation that "the people at TRAINS ought to support trains for the people." I would suggest that in terms of serving people perhaps the most useful trains in southeastern Wisconsin are those C&NW-UP unit coal trains of Wisconsin Electric hoppers which feed the Oak Creek generating plant with Wyoming coal. When one reflects on the BTU's aboard those trains and all the lighting and heating and cooling and machinery propulsion which they imply for the area, one is hard put to think of a higher purpose for this industry....

Cordially,

DAVID P. MORGAN, Editor

FREEDOM TRAIN REPORT

On 10 February 1976 during the move from Odessa, Texas to San Antonio engine 4449 derailed number 2 driver leaving the display site at Odessa. The cause was attributed to tight gauge on a curve. As a result of the derailment one of the aluminum cellars on the driving boxes was cracked. Through the able assistance of Pacific Northwest Chapter member Joe Crumley, who was travelling with the train, a special welding shop was located at 1 AM that morning. The cellar was repaired and re-installed on the engine and the train departed at 6:30 AM, five hours late. Even so, the 4449 once again showed the world that it could do it by bringing the Freedom Train into San Antonio on 11 February at 2:15 AM, only 45 minutes late. This was accomplished in spite of the fact that the diesel helpers failed on both the MP and the ATSF! While in San Antonio the train will be on display at the Lone Star Brewery.

Texas & Pacific 2-10-4 #610 test operated on the Fort Worth & Denver from Ft Worth to Wichita Falls on 4 February with an SD-7 idling, 4 empty boxcars for braking power, and a caboose. The locomotive suffered a few problems such as hot driving boxes, but completed the northbound trip. Repairs were made on 5 and 6 February. The engine returned southbound, Wichita Falls to Ft Worth, on Saturday 7 February with a 2100 ton freight train. Thus, the 610 has passed its road trial and has been certified for operation by the FW&D. Formal acceptance of the engine by the American Freedom Train Foundation was still being awaited at this writing (12 February), but is expected on Friday 13 February. On 13 February the 610 will run light from Fort Worth to Austin to meet the Freedom Train when it arrives on Sunday 15 February. The 4449 is then expected to run light between Austin and Fort Worth on Monday 16 February for temporary storage while T&P 610 pulls the Freedom Train from Austin to Houston, Fort Worth, Dallas, and return to Fort Worth. The 4449 is then expected to resume pulling the Freedom Train when it passes through Fort Worth on Friday 5 March enroute from Dallas to Wichita Falls. It is now believed unlikely that any double-heading of 610 and 4449 will occur.

Final determination by the American Freedom Train Foundation has not yet been made as to what extent engines T&P 610, AFT 1, and AFT 4449 will each be used on the remaining tour of the Freedom Train which terminates in Miami, Florida in December 1976. However, there is every indication that Portland's 4449 will be used on substantial portions of the remaining tour. It has been confirmed that crew and tool car PNWC 76 will stay with the Freedom Train through to Miami, regardless of which locomotives are used.

AFT #1, ex-Reading #2101, is under repair at the Southern Railway's Birmingham, Alabama shops with new firebox sidesheets and new siphons being installed. The repairs are reportedly being done at the expense of the locomotive's owner, Ross W Rowland, Jr.

Pacific Northwest Chapter
National Railway Historical Society

AMERICAN FREEDOM TRAIN SCHEDULE

As of 12 February 1976

day	date	from	to	railroad
Sun	15 FEB 76	San Antonio	Austin, Texas	MP
Wed	18 FEB 76	Austin	Houston, Texas	MP
Wed	25 FEB 76	Houston	Fort Worth, Texas (display at GSA depot)	ATSF
Sun	29 FEB 76	Fort Worth	Dallas, Texas (display at Cotton Bowl)	T&P
Fri	05 MAR 76	Dallas	Fort Worth, Texas	T&P
		Fort Worth	Wichita Falls, Texas	FW&D
Tue	09 MAR 76	Wichita Falls	Fort Worth, Texas	FW&D
		Fort Worth	Oklahoma City, Oklahoma	ATSF
Mon	15 MAR 76	Oklahoma City	Tulsa, Oklahoma	SLSF
Fri	19 MAR 76	Tulsa	Wichita, Kansas	ATSF
Wed	24 MAR 76	Wichita	Topeka, Kansas	ATSF
Sat	27 MAR 76	Topeka	Kansas City, Kansas	UP
Wed	31 MAR 76	Kansas City	Jefferson City, Missouri	MP
Sat	03 APR 76	Jefferson City	St Louis, Missouri	MP
Mon	12 APR 76	St Louis	Little Rock, Arkansas	MP
Fri	16 APR 76*	Little Rock	Memphis, Tennessee	MP

*tentative