

APR 76

THE TRAINMASTER

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



1976 CHAPTER OFFICERS

<p>president JOHN D HOLLOWAY (503) 246-5752 2201 S W Palatine Street Portland, Oregon - 97219</p>	<p>director-at-large WILLIAM D BAIN (503) 686-2246 Post Office Box 10445 Eugene, Oregon - 97401</p>
<p>vice-president WALTER R GRANDE 246-3254 4243 S.W. Admiral Street Portland, Oregon - 97221</p>	<p>director-at-large ALFRED L HAIJ (503) 659-7840 2311 S E Wren Street Milwaukie, Oregon - 97222</p>
<p>secretary CHARLES W STORZ, JR 289-4529 146 N E Bryant Street Portland, Oregon - 97211</p>	<p>director-at-large CHARLES A LUND (503) 643-2012 15795 S W Village Circle Beaverton, Oregon - 97005</p>
<p>treasurer JAMES J GILMORE 246-1202 2140 S.W. Palatine Street Portland, Oregon - 97219</p>	<p>director-at-large NOEL H NELSON 659-1015 4691 S E Fieldcrest Drive Portland, Oregon - 97206</p>
<p>chapter director ROGER W SACKETT 644-3437 11550 S W Cardinal Terr Beaverton, Oregon - 97005</p>	



CHAPTER NEWS LETTER STAFF

<p>editor and publisher IRVING G EWEN (503) 232-2441 2628 S E Ash St Portland, Oregon - 97214</p>	
<p>circulation manager CHARLES W STORZ, JR 289-4529 146 N E Bryant Street Portland, Oregon - 97211</p>	

All exchange news letters should be sent to the Chapter's business address:

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

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pacific northwest chapter

THE TRAINMASTER

April 1976

Number 192

PNW CHAPTER TIMETABLE

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

16 April The April meeting of PNW Chapter will be held in Burlington Northern's Safety Assembly Room located about two city blocks north of the intersection of N W Hoyt Street with 11th Avenue.
8 PM If more detailed directions are needed please feel free to contact one of the Chapter Officers listed inside the front cover (opposite this page).

Cora Jackson & Company, as usual, will have refreshments available during the break between the business session and the program. Donations will be accepted by the "kitty" to help offset the material costs of this operation.

Program Chairman Walt Grande has arranged an interesting two-fold program entitled "Electric Railroading in Portland and Chicago":

1. Mr Elmer F Mencer, a retired Tri-Met bus driver will present a slide show on early-day public transportation in the Portland area. (The slides have been made from black and white photographs.)
2. Mr Harold Rice, a PNW Chapter member who is also retired from Tri-Met (Rose City Transit) will present his portion of the program on electric railroading in the Chicago area (CNS&M, CA&E, and CSS&SB) of about fifty years ago. Anyone having slides or movies on these lines is invited to bring them to supplement Mr Rice's program.

"PNW Chapter Timetable", cont'd

Saturday FIELD TRIP TO CLATSOP AND COLUMBIA COUNTIES

24 April PNW Chapter has scheduled a field trip to locate abandoned rail-
road rights-of-way in the Clatsop-Columbia County area. An
8:30 AM attempt will be made to locate the original Astoria & South
Coast Railway line. This was proposed to run from Seaside to
Hillsboro via a tunnel that was started under Saddle Mountain.
If time permits, John Labbe will be our guide to visit old
logging lines in the area.

Walt Grande, co-ordinator of the trip, suggests meeting at the
Beaverton Park & Ride to pool transportation. For more infor-
mation and/or directions to the Park & Ride site contact Walt
(phone 246-3254).

Every WORK PARTY ON CHAPTER-OWNED SLEEPER-LOUNGE CAR "MT HOOD"
Saturday

1:30 PM The car is stored at the south end of Track 5 (near the turn-
table) adjacent to the street in Burlington Northern's Ninth
Street yard. All willing workers are invited to become a part
of the dedicated group which gathers every Saturday (following
the informal luncheon at Yaw's Top Notch Restaurant in the
Hollywood District of northeast Portland). Special skills wel-
comed, but not required. Contact John Holloway (phone 246-5752)
if additional information is desired.

Friday REGULAR MONTHLY MEETING

21 May Unless otherwise noted, the May meeting will also be held in
the BN Safety Assembly room. Program to be announced.

8 PM It's not too early to reserve the date!

MORE HELP NEEDED :

Much has been accomplished in organizing the Chapter's library and storage
facilities in the new room (sometimes referred to as "Room 1-A") in the Union
Station Annex to the south of the main station. More work is needed before
it can be used by the general membership. Any members having talents in
librarianship would be welcome to help finish the job. Contact one of the
Chapter Officers listed inside the front cover if you can volunteer a few hours.

RAILROADING EAST

By Ed Immel

One of the drawbacks in working as advance man for the American Freedom Train is that you never get to see the train, sometimes no trains at all. However, a recent trip to the eastern part of the United States gave me a chance to ride the rails once again which included a mixture of commuter operations and Amtrak.

The first ride from Newark to Asbury Park was on the New York and Long Branch Railroad which is a non-Amtrak operation run by the Penn Central and Central of New Jersey. My down train was a Penn Central train consisting of a GG1 unit and five old tuscan Pennsy cars. At South Amboy the GG1 was dropped and an E unit added for the trip down the coast line. The Pennsy replaced broken windows with lexan that was tinted in a dark green which gives the car a look like everyone in it dust took a shower in chlorophyll.

The train back to Newark was on a Jersey Central train that consisted of all ex-Great Northern equipment in both the orange and green and the "Big Sky Blue" of later years. Again the dark windows of the GN which were not as dark a green as the Penn Central windows. The motive power was a CNJ boiler-equipped Geep unit in dark blue. Both the down and up trips were on-time arrivals.

The next day was a side-trip to Trenton on one of Amtrak's un-named corridor trains. A GG1, three coaches, and 450 passengers! It was a standup ride all the way. Another un-named Amtrak train back to Newark which had a coach that pumped steam into the interior of one car. The conductor apologized about the bad equipment and indicated that it was not the regular consist.

I spent the weekend in Philadelphia and traveled down on another un-named Amtrak train. Again, old equipment and standing room only. I attended the Philadelphia Chapter's meeting which had a good program on NYO&W, NYS&W, L&NE, and L&HR put on by the associate editor of "Railfan" Magazine.

The following day much time was consumed looking for possible Freedom Train sites in the area. Some of the new E-60 electrics were seen along with a few newer P-30's and Amfleet equipment. A ride back to Philadelphia on the Reading Company in an RDC-1 finished the day.

Sunday included a trip to the New Hope and Ivyland Railroad which is owned and operated by the New Hope Chapter of NRHS. The Chapter has rescued the line from the Reading Company and provides steam excursion service during the summer and regular freight operations throughout the year.

Motive power on freights consists of Baldwin diesels purchased from the Copper Range Railroad. An empty car was to be delivered to the Reading connection at Ivyland and a carload of paper for Union Camp Company in New Hope plus an

"Railroading East", cont'd

empty car for a horse feed company on line were picked up. The Baldwin headed off from New Hope with its one car and caboose in tow - - purr-chunk, purr-chunk, purr-chunk, purr-chunk (25 revolutions per minute).

At one point on the line a trolley museum group has trackage rights over the New Hope and Ivyland with the operational car being an ex-Philadelphia and Suburban double trucker. The power plant has to be one of the most unusual that I've ever seen - an electric motor hooked up to the drive line of a White cab-over truck. It does the job and the boys took everyone on the freight for a ride under the three quarters of a mile of wire they have hung. They expect to have about two miles when finished.

We arrived at Ivyland, ran around our train, and picked up the two cars for delivery to shippers. One was a brand-new Railbox car that was constructed by FMC in Portland, Oregon and had left there after I had. We quickly made an air test and then headed back to New Hope in the rain that had not quit all day.

I left New Hope quite wet and was looking forward to a hot meal at the home of the associate editor of "The Bulletin", Frank Tatnall. After dinner, a program of Railway Diesel Car slides and Freedom Train shots taken both in the East and the West was enjoyed by several of the local railfans.

The next day was a chance to experience some of Amtrak's new Amfleet equipment when I journeyed to Washington, D C on Amtrak's #165 The Murray Hill. The equipment is nice, comfortable, and, of course, new. It was an on-time arrival in Washington. This was my last ride on the corridor where I had ridden trains that had ranged from broken-down locals to Metroliners and new Amfleet trains. A moral from this experience is never ride on an un-named Amtrak train.

Two weeks later I rode from Jefferson City, Missouri to St Louis and from St Louis to Effingham, Illinois on The National Limited. Just the same old Auto-liner equipment rebuilt.

At Effingham I switched to the Panama Limited which sported a round-end observation car. I had a good night's sleep in a roomette and French toast for breakfast in the diner before arriving in Jackson, Mississippi.

My next trip will be to ride the Southern's Southern Crescent from New Orleans to Atlanta. I'll see if Mr Claytor's trains are as good as everyone says they are!

MT HOOD GENERATES PROFIT

The Chapter-owned sleeper-lounge car "Mt Hood" was recently chartered to a private group for a tour to Seattle and return which netted some money for the treasury. Future charters to the San Francisco Bay Area are being investigated. If anyone knows of groups that might be interested in using the car should advise the Chapter's Board of Directors.

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EXTRA BOARD

By Paul A Guernsey

BN C-636 4363 went back into service on 4-1-76. The first C-636 to see service since January of this year when all ten were placed into storage. The others should follow shortly.

The Purdy Company of Chehalis, Washington started to dismantle BN(SP&S) RS-3 4074 in March of 1976. The other two BN(SP&S) RS-3's 4051 and 4059 which were delivered to the scrapper in October of 1975 remained intact as of 3-27-76. Milwaukee Road Little Joes E-74 and E-79 also remain intact at the Purdy Co.

BN(SP&S) RS-3's 4061 and 4077 which have been stored awaiting retirement at Vancouver, Washington since 8-9-75 still remain in storage.

Portland Terminal S-2 36 was put into storage at Lake Yard in February 1976, joining S-2's 37 and 39 which have been in storage for some time. Current engines in service are: S-2's 40 and 41; S-4's 42, 43, 44, & 45; T-6's 46 and 47.

C&NW units have venture into Albina at least twice recently. C&NW SD-40-2's 6829, 6878, and 6880 were at Albina on 3-15-76. UP U-30C and SD-24 412 lead the train into Albina. BN also continues to be pooled with UP as well as the SP.

BN SD-40-2 6800 through 6807 and Remote Control Cars 105 through 107 and 109 through 112 are currently being tested on the Southern Pacific. The first two SD-40-2's and two RCC units went into service last January while the others were delivered last month.

In trade, SP sent the BN their SD-45T-2's 9213, 9219, 9224, 9228, 9237, 9241, 9242, 9247, and GP-35 6571. The SP units have been working all over the Burlington Northern as far east as Chicago. SP SD-45T-2 9244 has since been traded for the 9213 which became bad order on the BN.

A UP westbound train into Portland on 4-5-76 had SD-40-2's 8018, 3254, 3249, SD-40 3020, and SD-40-2 8028. The 8000-series SD-40-2's are the first renumbered SD-40-2's seen in Albina. The SD-40-2's 3240 through 3304 will be renumbered 8000 through 8064. They will be regearred from 62:15 to 59:18 for high speed trains. All other SD-40's, 3000 through 3239, will remain with the 62:15 gear ratio.

National Railway Historical Society

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 19 March 1976

The meeting was called to order by PNW Chapter Vice-President Walter R Grande at 8:10 PM in the Burlington Northern Safety Assembly Room.

The minutes of the 20 February meeting were approved as read.

Chapter treasurer Jim Gilmore was not present to give a report.

Walt Grande reviewed the action taken at the last Chapter Board of Directors meeting: Passed a motion requiring all receipts to be deposited in the Chapter checking account and that all expenditures to be by check only. Passed a motion authorizing the Car Committee and the Excursion Director to set rates for the rental of the car "Mt Hood". Passed a motion setting up a Chapter memorial fund to receive gifts given in memory of deceased members or friends, said fund to be used for Chapter purposes. Authorized the expenditure of \$50 for the purpose of a sanding table to finish belt buckles. Authorized the purchase of advertising up to a total of \$50 to promote the sale of belt buckles and replicas of ex-SP 4449 builder's plates.

Chuck Lund reported on the status of the car "Mt Hood". Generator brushes are on order from Westinghouse. The trip to Seattle was successful from a mechanical standpoint - all equipment operated satisfactorily. The car has been cleaned since the trip, but needs more attention.

Chuck Storz asked the membership for more material for "The Trainmaster". He advised that the deadline for submitting material for each issue is two weeks prior to the meeting date (ie 2 April for the meeting on 16 April).

Jerry Hilton, Central Region Vice-President NRHS, invited Pacific Northwest Chapter members to "Mid-Rail '76" to be held in Kansas City of 18 & 19 SEP 76.

Ed Berntsen, Pacific Region Vice President NRHS, advised that NRHS is being re-organized along regional lines. More details to be announced.

Ed Berntsen reported on the status of the 4449. The locomotive's drivers will be turned on the MP wheel lathe in North Little Rock Arkansas. The 4449 has traveled 14,000 miles to date in the American Freedom Train service. Ex-Reading 2101 is being rebuilt in the Southern Rwy Shops in Birmingham, Alabama. The 2101 will take over pulling the Freedom Train on 31 May for the trip to the northeastern part of the country.

Ed Berntsen asked the group for ideas for "Railcon '76". Pasco, Washington and Sand Point, Idaho are being considered, but neither site may work out.

The meeting was adjourned at 8:45 PM. A short refreshment break, arranged for by Cora Jackson, was followed by the program; "Winter Railroading". An SP movie on snow fighting on Donner Pass was followed with slides by Al Zimmerman.

Respectfully submitted, Chuck Storz, Secretary

FREEDOM TRAIN REPORT

Portland's ex-SP 4-8-4 number 4449 is running well and has helped the American Freedom Train draw record crowds in the Midwest. Many 18,000 and 19,000-person attendance days were reported in Wichita, Kansas City, and St Louis.

As of the departure from Kansas City on 31 March 1976, a total of 4,020,463 people had viewed the train's superb collection of artifacts and documents in the first twelve months of the train's epic journey.

Locomotive 4449 will receive its annual inspection in New Orleans during the train's stop May 3 through 9. It is now expected that the 4449 will be stored after the train departs Birmingham, Alabama on 31 May.

Ex-Reading 4-8-4 number 2101, now numbered AFT 1, will take the Freedom Train from Birmingham through the northeastern United States and back to Washington, DC. The 4449 is expected to rejoin the train in Washington, DC about the 1st of September to complete the train's 21 month tour ending in Miami, Florida on 30 December 1976.

Due to weight restrictions on the L&N between New Orleans and Mobile, the Freedom Train will operate with diesel power from 10 May through 14 May, thence to Montgomery or Columbus where the 4449 will rejoin the train. The 4449 will run light via ICG from New Orleans to Jackson to Meridian, thence via SOU from Meridian to Montgomery or Columbus.

The Texas & Pacific 2-10-4 number 610 handled the Freedom Train from 18 February through 5 March between Austin - Houston - Fort Worth - Dallas - Fort Worth. No further use of the 610 is planned in connection with the American Freedom Train.

FUTURE CHAPTER ACTIVITIES

Chapter President John Holloway reports that many activities of interest to railfans are planned in the next few months, the first of which is the forthcoming field trip to Saddle Mountain (See "PNW Chapter Timetable" on page 2 of this issue for details).

Other outings being planned include: retracing of streetcar lines in and around Portland, photo trips, a picnic, and possibly a repeat of the very successful Yakima trip a couple of years ago.

All Chapter members and friends are invited to participate. Suggestions for other outings can be made to Walt Grande ('phone 246-3254), John Holloway ('phone 246-5752); or Roger Phillips (temporary 'phone 233-9706).

AMERICAN FREEDOM TRAIN SCHEDULE

As of 9 April 1976

day	date	from	to	railroad
Mon	12 APR 76	St Louis	North Little Rock, Ark	MP
Fri	16 APR 76	North Little Rock	Memphis, Tennessee	MP
Fri	23 APR 76	Memphis	Jackson, Mississippi	ICG
Tue	27 APR 76	Jackson	Baton Rouge, Louisiana	ICG
Sun	02 MAY 76	Baton Rouge	New Orleans, Louisiana	ICG
Mon	10 MAY 76*	New Orleans	Mobile, Alabama	L&N

Note: Between 10 and 14 May 76 AFT 4449 runs light from New Orleans, LA to Montgomery, AL or Columbus, GA via ICG - Meridian - SOU; date uncertain.

Fri	14 MAY 76	Mobile	Montgomery, Alabama	SOU
		Montgomery	Columbus, Georgia	L&N
Tue	18 MAY 76	Columbus	Atlanta, Georgia (via Macon)	SOU
Wed	26 MAY 76	Atlanta	Birmingham, Alabama	SOU
Mon	31 MAY 76	Birmingham	Decatur, Alabama	L&N
		Decatur	Huntsville, Alabama	SCU

Note: AFT 1 expected to handle train from Birmingham

Thur	03 JUN 76	Huntsville	Decatur, Alabama	SOU
		Decatur	Birmingham, Alabama	L&N
		Birmingham	Knoxville, Tennessee	SOU
Mon	07 JUN 76	Knoxville	Chattanooga, Tennessee	SOU
Fri	11 JUN 76	Chattanooga	Lexington, Kentucky	SOU (CNO&TP)

* changed from schedule published in March issue of "The Trainmaster"