

JUN 74

## THE TRAINMASTER

Room 1, Union Station  
800 NW 6th Avenue  
Portland, Oregon 97209

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



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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

"The Trainmaster" is the official publication of the Pacific Northwest Chapter of the National Railway Historical Society.



pacific northwest chapter

# THE TRAINMASTER

Number 175

June 1974

## PNW CHAPTER TIMETABLE

- Friday :           REGULAR MONTHLY MEETING (3rd Friday of each month)
- 21 June           This will be the last meeting before the summer recess. The meeting will take place in Burlington Northern's Safety Assembly room on the right side of N W 11th Avenue extended, about two blocks north of its intersection with N W Hoyt Street. If you are unable to locate the place at meeting time, telephone 221-1300, extension 325 for more detailed instructions.
- 8 PM
- Refreshments as usual during the intermission between the business session and the program. (Cora Jackson will be attending a convention in Seattle, but has trained an understudy to fill in during her absence.)
- Program feature will be a slide and movie presentation by Bill Hughes on the Trans-Siberian Railroad. This will be a rare opportunity to see Russian steam.
- Thursday           1974 NRHS NATIONAL CONVENTION
- 29 August
- thru
- Monday
- 2 September      For hotel rates, convention trip fares, and other convention data write to the Central Coast Chapter of NRHS at the following address:
- NRHS 1974 SAN FRANCISCO CONVENTION  
Post Office Box 554  
Millbrae, California - - 94030

## PNW CHAPTER NRHS

## Summary of Minutes, Regular Meeting, 17 May 1974

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

The minutes of the previous regular meeting held on Friday, 19 April 1974 were approved as read.

Roger Sackett reported that he and John Holloway had met with John Blackwell of the Western Forestry Center about needed maintenance on the Shay locomotive "Peggy". A work party will be scheduled for the near future.

Chuck Storz relayed information from Ed Berntsen on registration costs for the 1974 NRHS National Convention to be held in San Francisco over the Labor Day weekend. Total cost for five days will be \$85. Pre-convention activities on Thursday (29 August) will cost \$17.50 which is included in the \$85 total. A package price reduction will probably not be offered. Room rates at the convention headquarters hotel, The San Franciscan, will be \$18 for a single and \$24 for a double.

Roger Phillips announced that he needs a count very soon of everyone interested in travelling to the NRHS national convention via Amtrak. Sleeping car space has already been reserved. Amtrak will move the Mt Hood if the Chapter can sell the space.

Roger Sackett reported that Amtrak has furnished paint specifications for Chapter use if it is decided to repaint the Mt Hood in Amtrak colors. Roger has written to Amtrak in Washington, D C for the necessary painting diagrams.

Al Zimmerman, Chapter Librarian, asked for donation of "Trains" and "Model Railroader" magazines to be sold to raise funds for the Chapter's library.

The meeting was adjourned at 8:50 PM for a refreshment break prior to the program.

Program: "The Southern Pacific in Oregon", a slide presentation by James Feldman, a former PNW Chapter member.

Respectfully submitted,

Chuck Storz, Chapter Secretary

## COMING EVENT

The Great Oregon Steamup, July 27 & 28 and August 3 & 4 at the Western Antique Power Museum at Brooks, Oregon. The site is located a few miles north of Salem, just west of Interstate 5.

## UNION PACIFIC 8444 COMES TO OREGON

By Chuck Storz

The announcement by the Union Pacific that its steam locomotive 8444 was coming to Expo 74 immediately stirred up a lot of interest among railfans in the Pacific Northwest. The only other time that the 8444 had been west of Huntington, Oregon in recent years was for an excursion out of Portland in September of 1966.

The purpose of 8444's trip was to publicize the opening of Expo 74 in Spokane, Washington. As the locomotive and its train traveled west from Omaha, Nebraska the flags of the state through which it passed were placed on a special flatcar just behind the 8444. The Oregon flag was added during the overnight stop at Portland. The Washington state flag was the last to be placed aboard during a stop at Cheney, just south of Spokane.



*UP 8444 has just emerged from the Peninsula tunnel enroute to the Albina yard. The Expo 74 special has just come over the Kenton freight line along the north edge of Portland.*

*(Photo by Chuck Storz)*

"UP 8444 Comes to Oregon", contd

The 8444 operated on the following schedule over UP's Oregon Division:

|           |          |   |                      |
|-----------|----------|---|----------------------|
| Sunday    | April 21 | - | Huntington to Hinkle |
| Monday    | April 22 | - | Hinkle to Portland   |
| Tuesday   | April 23 | - | Portland to Hinkle   |
| Wednesday | April 24 | - | layover at Hinkle    |
| Thursday  | April 25 | - | " " "                |
| Friday    | April 26 | - | Hinkle to Spokane    |

The locomotive will remain in Spokane at Expo 74 until about November 1.

The consist of the train from Huntington to Portland to Hinkle was 8444, flat car for flags, baggage car, coach, staff car, and the two Oregon Division business cars.

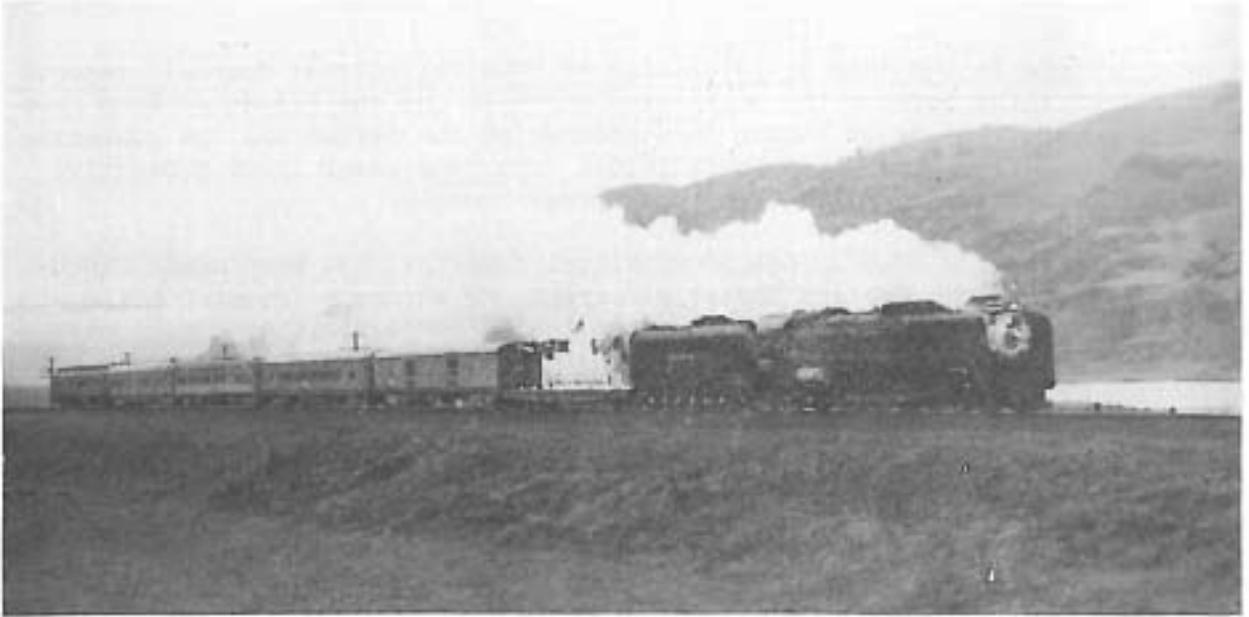
The 8444 was restricted to a speed of 55 MPH over the Oregon Division enroute to Expo 74. In view of the maximum highway speed limit of 55 MPH the relatively low speed of the special train made following it feasible. Due to the many stops the train made, it was possible to keep ahead of it most of the time.

The Union Pacific put out a great deal of advance publicity about the 8444's trip. As a result, large crowds greeted the train at every stop. During the water stop at The Dalles, Oregon a regular sea of people surrounded the train.

Some notes on the 8444 trip: Monumental traffic jams occurred on roads between Hilgard and Kamela in the Blu Mountains, and from Rieth to Echo west of Pendleton as the 8444 passed. A solid mass of cars about half a mile long was following the train along Interstate 80N east of Troutdale. - - - Near Hilgard the 8444 made smoke for two UP public relations department photographers and about fifty other photographers. - - - As 8444 moved to the water plug at Hinkle on Sunday evening what should move past but diesel #844. - - - Best part of following the 8444 was pacing the train for several miles west of Boardman where I-80N and the UP main line run parallel and only a few hundred feet apart. - - - Most frustrating event was when UP officials kept all the railfans well away from the turntable at Albina while the 8444 was being turned.

The following is a partial list of Pacific Northwest Chapter members who followed the 8444 during its trip through Oregon: John Holloway, Al Zimmerman, Ed Berntsen, Steve Chambers, Chuck Storz, Jim Gilmore, Don Davison, Roger Phillips, Lloyd Palmer, Wlat Grande, and Roger Sackett.

"UP 8444 Comes to Oregon", contd



*UP 8444 running eastbound with the Expo 74 special along the Columbia River a few miles west of The Dalles, Oregon.*

*(Photo by Chuck Storz)*



*8444 passing the yard office in The Dalles, Oregon. Flags of the states through which the special train passed are mounted on standards on the flat car behind the 8444.*

*(Photo by Chuck Storz)*

## EXTRA BOARD

A news article in the June 3, 1974 issue of "The Wall Street Journal" reports that merger talks between the Burlington Northern and the Milwaukee Road have been terminated. A major factor in discouraging the merger was the guarantee of jobs for most of the Milwaukee's 14,000 employees under labor protective provisions of the original Burlington Northern merger.

John L Blackwell, a 30-year old professional forester, has been named Executive Director of the Western Forestry Center. He succeeds Ernest L Kolbe who will now serve as a special consultant to the Center's Board of Directors/

Attention SP&S fans: At least some of the SP&S passenger F units are being returned to regular freight service after being used as power plants for rotary snowplows. The BN road numbers are even numbers 9750 through 9760 (SP&S 801 through 806). The F units were painted rust red for snowplow service and carried six digit work service numbers. - - - All ten Alco C-636's purchased by the SP&S are still in service and are seen frequently in the Portland area. BN road numbers are 4360 through 4369. - - - Ex-SP&S Alco C-425 #313, now BN #4523, was still in SP&S paint as of early June.

Construction of the new bridge to carry the Oregon Electric tracks across the Willamette River at Wilsonville, Oregon is under way. The new bridge will be slightly east of the original span. A fill will replace the long wood trestle at the south end of the old structure.

Mini-book review: The Superior Publishing Company book "Spokane, Portland & Seattle Ry." by Charles and Dorothy Wood has just come out. This is a typical Superior book with fair to good (but not excellent) photo reproduction. A couple of caption errors were noted. Also, one picture of FA's on a train crossing the Crooked River bridge is printed backwards. The hard cover on the copy inspected was warped. In spite of the foregoing this book is recommended for all serious SP&S fans.

Spotted in Amtrak's Portland-Seattle local service: Several ex-SP coaches including at least one articulated coach. These cars have had a minimum of repainting. The SP red stripe at the top of the side has been painted over with aluminum paint and the SP number covered with a small blue square carrying the Amtrak car number.

Rocky Mountain Observation Car 598 has been returned to the West Coast Railway Association in Vancouver, British Columbia. The car passed through Portland on Saturday the 8th of June on its way north from Cottage Grove, Oregon.

Recent issues of two Time-Life magazines offer varying views on Amtrak's operations. The May, 1974 issue of "Fortune" carries an article by Rush Loving, Jr titled "Amtrak Is About To Miss The Train", which is quite critical of Amtrak. The June, 1974 issue of "Money" has a much more favorable article by Stephen Marmon titled "Trains Are Back On The Track". Both articles are worth reading.

Chuck Storz

**PRELIMINARY ANNOUNCEMENT**--Special transportation to the 1974 San Francisco Convention--Thursday, August 29 to Wednesday, September 3.

We have reserved a sleeping car departing Portland August 29 for the 1974 convention and have begun arrangements to take the sleeping lounge car MT. HOOD to the convention. The fare will be about \$200 for round trip transportation with sleeping car space and complimentary beverage and snack service from the Buffet of the MT. HOOD. We will be able to take about eight coach passengers in the Mt. Hood for \$75.00 round trip. One way fares will be \$110 Pullman and \$40 coach. Those who reserve early get first choice of space. Convention activities are extra and we will have more information next month.

Thursday August 29 we depart Portland on AMTRAK's STARLIGHT at 3:35 P.M.

Friday August 30 we arrive Oakland 0745 with a possible morning cruise Afternoon will be at the Castro Point Railroad with 2-6-2 and Heisler power, evening visit to a screening of old silent films and theater organ recital.

Saturday August 31--Special PCC cars tour Municipal Railway of San Francisco, tour BART facilities. NRHS BANQUET TONIGHT.

Sunday September 1--All day trip to Sierra Railroad with 1897 train.

Monday September 2--Visit to Rio Vista Junction.

Tuesday September 3--The day is free until departure of the Starlight at 8:15 P.M.

If you are interested, please fill out the reservation slip below. Those who reserve early will have first choice of space. We desire a deposit by June 5th to confirm space with final payment by July 25 to comply with AMTRAK requirements. Next month we will have more complete information, but it is vital to reserve early.

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PLEASE RESERVE \_\_\_\_\_ FIRST CLASS SPACES IN THE MT. HOOD \_\_\_\_\_, AMTRAK

SLEEPING CAR \_\_\_\_\_. PLEASE RESERVE \_\_\_\_\_ COACH SPACES IN MT. HOOD.

We will travel: round trip \_\_\_\_\_, south bound \_\_\_\_\_, north bound \_\_\_\_\_

Name \_\_\_\_\_ (Phone) \_\_\_\_\_ Mail to:

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

PNW Chapter, NRHS  
Room 1, Union Station  
Portland, Oregon 97209

Note: family fares apply in AMTRAK car and rates will be adjusted.