

JAN 76

## THE TRAINMASTER

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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

# **THE TRAINMASTER**

January 1976

Number 189

## PNW CHAPTER TIMETABLE

- Friday REGULAR MONTHLY MEETING (3rd Friday of each month)
- 16 January PNW Chapter's January meeting will be held in the Burlington Northern Safety Assembly Room which is located about two blocks north of the intersection of N W Hoyt St at 11th Ave in the building on the right side (almost under the Lovejoy Ramp to the Broadway Bridge). Contact one of the Chapter officers listed inside the front cover if more information is needed.
- 8 PM
- Refreshments will be served by Cora Jackson following the business session. Please donate to the "kitty" to help defray the cost of this service.
- The January program will begin with a new 16 mm film on the multiple operations of the Canadian Pacific Railway. The special effects used in this film must be seen to be believed. To round out the program Walt Grande will show 16 mm footage he has taken of the Union Pacific and the former Vernonia, South Park & Sunset excursion train.
- Friday THE CHAPTER'S FEBRUARY MEETING will feature a slide-sound presentation on Freedom Train locomotive 4449 by Don Hunter of Eugene, Ore. Mr. Hunter is known for his unusual technique of combining 35 mm slides and tape recorded sound. THIS WILL BE AN OUTSTANDING EVENT. Plan to attend.
- 20 February
- 8 PM
- Every Saturday Each Saturday, rain or shine, the Chapter mechanical committee and other interested members gather at BN's Ninth St. roundhouse (south end of track 5) for a work party to perform maintenance on the Chapter's car Mt. Hood.
- 1 PM

FREEDOM TRAIN SCHEDULE IN THE SOUTHWEST

The following schedule for the Freedom Train is believed to be accurate but is subject to change. Fans should remember that the train usually moves at night.

Anaheim, Cal. Jan. 9 thru 13  
 move via ATSF to San Diego Jan. 14  
 San Diego, Cal. Jan. 14 to 19  
 move via ATSF to San Juan Capistrano  
 San Juan Capistrano, Cal. Jan. 19 & 20  
 move Jan. 21 via ATSF to West Colton,  
 then SP to Yuma  
 Yuma, Ariz. Jan. 22 & 23  
 move Jan. 24 to Tempe  
 Tempe, Ariz. Jan. 25 thru 28  
 move Jan. 29 via SP to Tucson  
 Tucson, Ariz. Jan. 30 thru Feb. 1  
 move Feb. 2 via SP to Deming, NM, then  
 ATSF Deming to Albuquerque  
 Albuquerque, N.M. (Kirtland AFB) Feb. 3 thru 5  
 move Feb. 6 via ATSF to El Paso, then  
 via T&P to Odessa, Tex.  
 Odessa, Texas Feb. 7 thru 9  
 move Feb. 10 to San Antonio via Sweetwater  
 T&P, ATSF, MP, SP  
 San Antonio, Texas Feb. 11 thru 14  
 move Feb. 15 to Austin via SP and MP  
 Austin, Texas Feb. 15 thru 17  
 move Feb. 18 via MP to Houston  
 Houston, Texas Feb. 19 thru 24 (Union Station)  
 move Feb. 25 via FW&D to Ft. Worth  
 Ft. Worth, Texas Feb. 26 thru 29  
 Dallas, Texas March 1 & 2  
 Wichita Falls, Texas March 3 & 4

At press time T&P locomotive #610 had not been cleared for operation on the Freedom Train.

4449 BUILDER'S PLATE & 4449 BELT BUCKLE

The Pacific Northwest Chapter is offering for sale authentic copies of the 4449's Lima builder's plate and a belt buckle similar to the spot plate on the front of the locomotive. Both items are red brass castings. The builder's plate is priced at \$27.00 each and the belt buckle at \$6.75 each, both prices postpaid. Order from Pacific Northwest Chapter NRHS, Room 1, Union Station, Portland, Oregon 97209.

### Along the Freedom Train Trail, continued

the expression of the Mustang's owner who was sure he had parked his car in the street and not in a flower bed. Out through Fort Mason where the little ALCO switcher was in her last notch to move the train around an 18° curve, up a 2% grade and around a 22° curve. The tunnel under Fort Mason was so filled with the diesel's exhaust that it was impossible to see from one end to the other. No additional problems were met spotting the main display section or the flat cars and baggage cars.

Around 6 pm the early evening darkness of Fisherman's Wharf was cut by the backup light on the tender of engine 4449 as it slowly backed down Jefferson Street to Aquatic Park. It had been a long day for Freedom Train personnel, many of whom had been up since 6 am the preceding day and did not get into bed until the train had been set up for display.

While the display attendance at San Francisco was not the greatest the setting was outstanding as the Golden Gate Bridge looked down upon Crissy Field and waves broke upon the beach that lay only five feet from 4449. The weather was clear and cool which made for some beautiful pictures.

The departure from San Francisco began about 4 am on Sunday as the Belt Railway crew came up to Aquatic Park to pilot the steam engine down to 2nd and King. It was quite a sight to see 400 tons of steam locomotive moving about 25 mph down Jefferson Street past Fisherman's Wharf. Even at this early hour there was a motorcade of railfans. Just an indication of what was to come later in the day.

The Belt Railway's switcher went out to Crissy Field and removed the Preamble cars along with the flat cars and two storage baggage cars to 2nd and King streets. After this was done it returned to Crissy Field and just as dawn broke started moving the display section along Marina Green, under Fort Mason, along Fisherman's Wharf and down to 2nd and King where the train was assembled and coupled onto the 4449 which by now (8:45 am) had attracted a large crowd of people.

Exactly at 9 am the American Freedom Train left 2nd and King for a quick stop at 4th and Townsend to pick up the press for the 47 mile trip to San Jose. At 9:15 (on the advertised) AFT #4449 pulled out of the Mission Bay wye and headed into the first tunnel. Once the tunnels and slow running were past engineer Doyle McCormack pulled back on the throttle and the race to San Jose was on. Thousands of people lined the tracks to get perhaps their last look at a GS-4 locomotive on the commute run to San Jose. This writer was to fire for a distance of about 15 miles but found it hard to concentrate on the job since the mobs of people would cover the track until one could see the two rails disappear into a sea of faces. At 45 mph and with a 2000 ton train behind the scene makes one grab for the whistle instead of the firing lever. Those four and five hour stretches without people in Wyoming are much easier on one's nerves than an army of people at Millbrae, California.

ALONG THE FREEDOM TRAIN TRAIL  
by Ed Immel

Everything continues to go well with engine 4449 and the American Freedom Train. The apparent tramming problem has been fixed and the engine is in excellent running condition. A monthly boiler inspection was given at Oakland and again in Long Beach. The quarterly inspection is due to take place in Tucson toward the end of January.

The movement of the Freedom Train into San Francisco was one of the highlights since the train left Portland. The display site was at the Presidio of San Francisco at Crissy Airfield. The whole movement was easier said than done. The Belt Railway of San Francisco was to take the train from the Southern Pacific at 2nd and King Streets and move it out along the Embarcadero, past Fisherman's Wharf, under Fort Mason and then along Marina Green to Crissy Field. Examination of the track earlier had pointed out two 22° curves and one 18½° curve which meant that the steam engine could not go to the site on account of its 18° curve restriction. A display point was found at Aquatic Park which is just west of Fisherman's Wharf.

The trip from Oakland was made without incident and many people watched it come up the peninsula from Redwood City to San Francisco. At Mission Bay the train was wye'd since it was impossible to get the train around the 22° curves unless it was running in a reverse direction. The plates to which the gangways are connected while the train is on display stick out from the fireman's side of the cars about 8 inches and on a tight curve these plates would come together and mash against each other causing damage which might delay opening on time.

The move to Crissy Field was to be made in three parts: (1) Preamble cars and sleeper #201. (2) Main display section. (3) Flat cars and two storage baggage cars. The steam engine with car PNWC 76 would move under its own power to Aquatic Park.

The Preamble cars and sleeper went out under tow of the Belt Railway's ALCO switcher #25. There were no parked cars on the track until the tunnel under Fort Mason was reached when one 1957 Ford station wagon was encountered. The owner was quickly found, the gates to the tunnel opened and the train proceeded out Marina Green to Crissy Field where about 20 parked cars were found blocking the track. After an hour and a half and with the assistance of a tow truck the engine was able to run around the cut and return back to 2nd and King for the remainder of the train. After coming out of Fort Mason the same 1957 Ford station wagon was again found blocking the track. Another search for the owner who moved it.

The main display section was then taken under tow and no problems were encountered until the foot of Jefferson Street was reached and a new Ford Mustang was found sitting across the track in a "No Parking Zone". A San Francisco policeman asked if we needed a tow truck. By now a large group of people had gathered and a quick discussion followed about what to do with the Mustang. About 15 people grabbed the Mustang and hoisted it into a nearby flower bed thus clearing the track. No one stayed around to see

Pacific Northwest Chapter  
National Railway Historical Society

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PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, November 21, 1975

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

The minutes of the October meeting were approved as read.

Car Committee Chairman John Holloway announced a work party for Saturday afternoon, Nov. 22, to assemble and install the 10 KW generator on the car Mt. Hood.

Walt Grande announced that the Chapter has received the signed contract for the rental of car 76 by the American Freedom Train Foundation. A check for \$600 for the first six months rent was received with the contract.

Roger Phillips announced that a New Years Eve trip to Seattle and return on the Mt. Hood is planned. Cost will be \$65 to \$70 per roomette. The car will be on the 5:30 train to Seattle on New Years Eve and will return on New Years Day on the Coast Starlight.

The committee to nominate Chapter officers for 1976, Roger Phillips, Cora Jackson and Chuck Lund, proposed the following slate:

President - John Holloway	Chapter Directors:
Vice President - Walt Grande	Al Haij
Secretary - Chuck Storz	Bill Bain
Treasurer - Jim Gilmore	Chuck Lund
National Director - Roger Sackett	Noel Nelson.

Gary Zenk moved that a unanimous ballot be cast for the proposed slate. Motion seconded and passed.

NRHS Pacific Region Vice President Ed Berntsen reported that regional activities will be emphasized more in the future. Issue no. 6 of the NRHS Bulletin for 1975 will be a national membership list.

Walt Grande advised the membership that the Burlington Northern will not renew the lease with the Chapter for the track at the BN ninth street roundhouse on which the car Mt. Hood is stored. The Chapter must find another place to keep the car.

The meeting was adjourned at 8:50 PM.

Respectfully submitted,

Charles W. Storz, Secretary

CHAPTER DUES FOR 1976 NOW PAYABLE

Pacific Northwest Chapter dues for 1976 should be sent to Chapter Treasurer Jim Gilmore. Dues notices have been mailed to all members. Regular membership dues are \$10.00 a year which includes National and Chapter dues. The NRHS membership card for 1976 is printed in an attractive red, white and blue design to commemorate the Bi-Centennial.

Along the Freedom Train Trail, continued

San Jose was reached without incident and the train was spotted in a couple of hours. A volunteer washing crew that had done the job in Denver when 4449 headed east was present at the display site to once again get dirt off the GS-4. But with only 47 miles behind her the engine did not have quite as much dirt on her as from a trip from Rawlins to Denver.

After a very successful engagement in San Jose the American Freedom Train headed for Fresno and then on to Pomona for a week's display. The committee in Pomona had arranged for track to be laid across the drag strip at the fairground so the train could be accommodated. Nearby a Union Pacific Big Boy was ignored by the thousands who had come to the Freedom Train and its engine. Once thousands had come to see the 4000 class tackle Sherman Hill but in 1975 only memories exist of this battle. The crown had passed from the King of Steam to America's Bi-Centennial Queen.

The site at Long Beach is within the shadow of the city's most famous lady, "The Queen Mary". For a brief few days they who had once been the finest in passenger transportation would remain side by side but then the proud lady would be left behind in silence. After leaving Long Beach the train would be turned over to the Santa Fe at Canard for the short trip to Angels Stadium where the Freedom Train would finish out the last part of her Los Angeles visit.

The Santa Fe would handle the train on to Miramar Naval Air Station in San Diego and return to a display site in San Juan Capistrano. After that it was back to Colton Yard for a return to the Southern Pacific who would forward her on to Yuma, Arizona.

On the Texas front of the Freedom Train, the 610 Foundation's Texas Type engine was nearing the end of repairs with the first steamup scheduled for the week of January 12th. At this time no dates have been set for test runs nor has it been decided to what extent the 610 will be used in Texas to pull the Freedom Train.

#### MUSEUMS MERGE

The Orange Empire Trolley Museum and the California Southern Railway Museum have merged into a single entity, the Orange Empire Railway Museum. Electric, steam and diesel operations will now be co-ordinated under a single entity. The announcement of the merger came just at the time OERM was hosting the nation-wide American Railway Museum Convention at their grounds from November 7 to 10.

*from PRS Wheel Clicks*