



THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER Room 1, Union Station Portland, Oregon 97209

June 1981 Chapter Phone No. 226-6747 Number 241

PACIFIC NORTHWEST CHAPTER TIMETABLE

- Friday June 19
5:00pm The annual picnic and steam train ride at Washington Park. This popular event will be held at the pavilion at Washington Park which is located below the Washington Park station of the Zoo Railway. The Railway's 4-4-0 steamer will be in operation for our exclusive use. Ride as often as you want. THIS IS A FAMILY EVENT and children can bring their parents. If you did not sign up for a pot luck item please call Room 1 or Cora Jackson at 774-3802. In order to cover the cost of chartering the train there will be a charge of \$2 for individuals and \$5 for a family. The Chapter will provide plenty of hot dogs and soft drinks.
- Fri, Sat, Sun
Sept. 5, 6, 7 The Chapter's private car Mt. Hood will be going on a trip to Salt Lake City via Amtrak's Pioneer. Plenty of time in SLC to ride the Heeper Creeper Railroad and see the sights of the city. Spaces are limited and will be sold on a first-come basis. Price for a single will be \$200 while a double sharing a bed will be about \$285. A flyer will be sent out later.
- Friday Sept 18
7:30pm The regular September meeting of the Chapter. A spectacular sound and slide show of the 4449s rebuilding and trip to Railfair along with the Railfair itself will be presented. Due to the large numbers of people expected the program may be held at a place other than the UP Clubhouse. Watch for more details in the September Trainmaster.
- Sat, Sun
Sept 26-27 Spend an electrifying weekend in Yakima. Freight operations of the Yakima Valley Transportation Company will be covered on Saturday and a chartered streetcar ride over the system will be held on Sunday. Chartered bus transportation will be included along with motel accommodations and the streetcar ride. Cost is \$55 for a single sharing a double. Slightly higher for single occupancy.

SUMMARY OF MINUTES - REGULAR MEETING, PACIFIC NORTHWEST CHAPTER, May 22, 1981

The meeting was called to order by Chapter President Ben Fredericks at 7:40 pm in the Union Pacific Clubhouse.

President Ben Fredericks presented a plaque to Southern Pacific public relations manager George Kraus in appreciation of his efforts which made possible the 4449 excursions.

4449 Excursion Wrapup: Ed Immel reported that the 4449 is back in the S.P. Brooklyn roundhouse. The locomotive's failure in Klamath Falls was due to the cracking of two flues in the bottom of the boiler. The financial results of the excursions won't be known for several months due to a number of bills not yet received. Equipment will be a serious problem for future excursions if it is available at all.

Jim Whaley reported that the installation of Officers banquet will be on Friday, Dec. 4 at the Airport Holiday Inn. The cost will be about \$12.00 a person for a buffet style dinner.

Terry Parker announced that a slide show of the 4449's 1981 operations will be presented at the Chapter's September meeting. Slides are needed from the Sacramento Railfair, and from pacers and on train photos. The Chapter will need to borrow the slides for 2 or 3 months and will need permission duplicate them.

Ed Immel announced that the June meeting will be a potluck picnic at Washington Park. The Zoo Steam Train has been chartered for the evening. The picnic will be located in the A-frame building in Washington Park. There will be a charge of \$2.00 per person and \$5.00 per family to pay for chartering the train.

Ed Immel announced that the owner of the Union RR of Oregon has asked the Chapter to run an excursion on July 4th to celebrate the rebuilding of the railroad.

Ed also advised that a two day trip to Yakima is being planned for the last weekend in September or the first weekend in October. Travel to Yakima will be by bus. Saturday will be devoted to chasing freight operations and on Sunday the group will ride the trolley.

Ben Fredericks announced that the Chapter has purchased a brick for \$15.00 in support of Pioneer Square park being constructed in downtown Portland.

Ben Fredericks announced that the Chapter board of directors has instituted a policy of no smoking in Room 1 due to the flammable nature of the contents of the room.

Ben also announced that the Chapter board has decided not to continue with the publication of the S.P. Steam Locomotive calendar due to the market becoming too crowded with railroad calendars and the poor return the Chapter's investment. Sales of the 1981 calendar have been only fair.

Respectfully submitted,

Chuck Storz, Secretary

WASHINGTON HAPPENINGS

According to reports I hear, the Carter appointees and the new Reagan people are working smoothly to make the transition. You do not find the bitterness which has been present during the changeovers of other administrations. In many cases, the Carter people even seem happy to turn over the reins of government to the Reganites.

I dropped in on one of the departments where a Carter appointee was briefing a Regan lieutenant on what to expect. The Carter person said, "Now in this blue metal file cabinet are all the plans for improving mass transportation in the country".

"Good, I'll go through them this afternoon."

"They cover everything from buses, to subways, to railroads, to movable sidewalks. If it transports people - we've made a study of it."

"Excellent, What are in in those six green cabinets over there?"

"The reasons why we can't build them. Let me show you how the system works."

"Let's say you were planning to build a 165 mile-per-hour train for the Northeast corridor of the United States. You would look up 'Super Train' in the blue cabinet. We have photos of Japanese trains, French trains, German trains and Swiss trains, as well as plans for each of those systems."

"Now we go over to this green file cabinet and look up 'Super Train'. This photo shows you what would happen if you tried to go 165 miles an hour on an American track bed."

The Reagan man said, "It looks like the train has crashed into a garbage dump somewhere in Philadelphia."

"It's actually Baltimore. Our engineers have figured out that, at 165 miles an hour, the Super Train would fly off the tracks in Philadelphia and land just about here in Maryland unless it smashed into a freight train first."

"How would I find an answer to the problem?"

"You go to this green file cabinet here and look up ' Cost of laying new tracks for Super Train. '"

"Twelve billion dollars?!" the Reagan man exclaimed. "I guess we better forget about the Super Train. What other ideas are in the files?"

"We have an excellent plan for busing."

"Gov. Reagan is against busing. What about monorails? Gov. Reagan was very impressed with the monorail he saw at Disneyland."

"I think the monorail folder is over here. Yes, here it is. A monorail, at present construction estimates, would cost \$4 million a foot - without stairways for the stations."

Reprinted courtesy of Art Buchwald

4449 RETURNS TO CALIFORNIA

After several months of hard work, ex-SP 4449 was ready for her return to California painted in Daylight colors. Work started on the engine on February 3rd and by the first part of April the engine was ready for a test run to Eugene and back pulling a freight train in each direction. The restoration (really a five year inspection plus painting) was under the direction of Doyle McCormack and as usual the work was thorough and excellent. Doyle was ably assisted by Chuck Lund, Dick Yager, Mike Warren, Jim Gilmore along with many more too numerous to mention.

On April 25 and 26th the Pacific Northwest Chapter sponsored a steam excursion from Portland to Sacramento using 4449. Not only was the engine painted in Daylight colors but also the crew car #76 and the Chapter's private car Mt. Hood. (There was no time to letter the 76 and Mt. Hood nor to indicate who owned the cars. This brought about a great deal of detective work as railfans tried to guess where the cars came from.) The story of the trip to Sacramento will be retold many times and rather than add another retelling the Trainmaster is reprinting two articles. The first one is from the Central Coast Chapter's newsletter and the other by Jerry Hilton who is VP Public Relations for NRHS.

After the engine had starred in the Railfair Pageant the locomotive continued onto Los Angeles where she was to take part in the city's BiCentennial celebrations. The engine went down the San Joaquin Valley line, staying overnight in Bakersfield, to Los Angeles and then returned by way of the Coast Line.

The reprinted articles look at the trip from the viewpoint of an "outsider" and does not really give any look at the events that went on behind the scenes. The small crisis' that occur such as the baker in Klamath Falls not having the breakfast rolls ready or the caterer in Redding thinking that the train was not coming until tomorrow and the box lunches were not started. (The food caught up with the train at Dunsuir so the passenger did not starve).

Your editor remembers going back to the Mt. Hood just after departure from Oakland on May 16th. Outside the freeway was going insane with traffic trying to take pictures, the air was filled with TV station news helicopters, light planes flew at tree top level and thousands were at trackside to catch a glimpse of #4449 on her way back to Portland. Inside the lounge of the Mt. Hood the blinds were closed to shut out the sunlight, while the locomotive crew was eating and watching "Bugs Bunny/Road Runner" cartoons on the TV!

The reprinted articles do not mention the northbound trip where the engine developed two small leaks in two flues which resulted in water putting out the fire. This occurred quite suddenly while the engine was taking on fuel at Klamath Falls after an excellent run from Oakland. The decision was made to bring the passengers back to Portland utilizing diesel power since the repair work could not be done until the engine was cooled down enough so a welder could get into the smokebox. The repairs were made within two hours of the welding being started and by Monday afternoon, May 18, the engine was on her way to Eugene. The following day the locomotive pulled a freight train back into Portland with no problems. According to engineer Doyle McCormack, the engine never ran better except for the bad fuel on the first day and the flue problem at Klamath Falls. Engine 4449 is now back in storage in Portland facing an uncertain operational future. The big problem is where to obtain the equipment necessary to run trip now that Amtrak has no more conventional steam cars.

May 1981

The Ferroequinologia:

EXTRA 4449 WEST

(Continued From Page 3)

With all the passengers on board the 4449 let loose with a low, moanful blow on the whistle and at 12:15 pm we slowly pull away from the Eugene depot. Hundreds of people line the streets, back yards and even on roof tops. It seems like all of Eugene is at trackside to witness this event.

We wind through Springfield, then past the junction with the Siskiyou line and start climbing. Shortly we are passing Lookout Point Dam.

Just below Oakridge, at Lookout, 39 miles from Eugene we pick up two SP SD45T-2's, Nos. 9373 and 9338 which are to help us to the top of the grade at Cascade Summit.

At 1:45 pm we depart Lookout with the 4449 steaming away behind the two diesel locomotives. Shortly word comes over the radio that the 4449 is not keeping up sufficient boiler pressure. The decision is made to keep one of the diesel units on the train into Klamath Falls.

A short stop is made at Oakridge, then it is on to Wicopee where we arrive at 2:42 pm to take water from the still-operating water tank. Departing Wicopee at 3:00 pm we resume battle with the Cascade Mountains as we storm up the grade, twisting and turning and ducking into and out of numerous tunnels.

At 3:55 pm we arrive at Cascade Summit, overlooking Odell Lake at an elevation of 4,885 feet. (Eugene elevation 425 feet). Patches of snow remain on the ground and a lite snow is falling, but not enough to stick to the ground. The 9338 is cut in behind the 4449 while the second diesel unit, No. 9373 will return to Eugene. At 4:28 pm we depart Cascade Summit and head for Klamath Falls.

We make a short stop at Chemult at 5:03 pm. Off to the left we find Burlington Northern's line to Bend. BN operates by way of trackage right over SP from Chemult to Klamath Falls.

At Kirk a eastbound BN freight is

BLACK BUTTE SUBDIVISION

STATIONS	STATION NO.	TRIP NO.	ARRIVAL TIME	DEPARTURE TIME
CURMOUR TIPS	8201	07250	10:00	10:00
DUNSMUIR	8202	07251	10:05	10:05
SMALL	7748	07237	10:10	10:10
MOYTT	5488	07231	10:14	10:14
ATALEA	4331	07229	10:18	10:18
MOUNT SHASTA	4479	07225	10:22	10:22
UPTON	11393	07218	10:26	10:26
BLACK BUTTE	7485	07210	10:30	10:30
HOTLUM	8203	07205	10:34	10:34
ADDERSITE	5475	07194	10:38	10:38
GRASS LAKE	5157	07187	10:42	10:42
PENNINGTON	4254	07179	10:46	10:46
BRAY	8711	07171	10:50	10:50
WELCH	5158	07166	10:54	10:54
MT. HEBRON	4478	07158	10:58	10:58
MALDOEL	11394	07151	11:02	11:02
DORRIS	5476	07143	11:06	11:06
WONDER	4478	07137	11:10	11:10
MIDLAND	11395	07130	11:14	11:14
TEXUM	11396	07125	11:18	11:18
KLAMATH FALLS	8204	07120	11:22	11:22
KLAMATH FALLS	8205	07115	11:26	11:26

safely in the siding as we roll by. Unfortunately the BN freight has cut off a number of motorcaders from photographing the 4449.

Just beyond Calimus siding we have our one and only photo stop of the day. Unfortunately what little light remains is fast fading but the faithful fans form a photo line and the 4449 backs her train down around a long graceful curve, then comes steaming forward with a full plume of smoke and steam.

We make the final leg into Klamath Falls, arriving at 7:12 pm. Our original arrival time was scheduled for 5:00 to 5:30 pm. Buses were on hand to ferry passengers to our var-

ious motels. A light rain began as the last of the buses were being loaded. After being checked into their motel's most headed for dinner and a good nights sleep, as with the change over to Daylight Savings Time we would all lose an hour during the night.

Our schedule on Sunday morning, April 26th called for a 7:00 am departure from Klamath Falls. The buses would make their first pickup's at 5:45 am and run every 15 minutes until 6:45 am from the motels to the depot. A light rain was falling as we boarded our bus at 5:30 am.

Arriving at the depot at 6:45 am we find Amtrak's northbound "Coast Starlight," No. 14 with SP SDF-45 No. 3208 on the point, followed by two Amtrak F40PH's. The 3208 is cut off and parked on a spur just north of the depot.

The "Coast Starlight" pulls out of the depot as 7:00 am has come and gone, yet no sign of our excursion train. The train is being held about a mile south of the depot, in the freight yard. The mass of people are clustered inside the small waiting room and huddled under the roof overhang along all four sides of the depot. By this time the light rain has turned to light snow.

Word comes down that they are having "air problems" and that the equipment will arrive shortly. At 8:05 am a switch engine drags the excursion train into the depot and passengers make a mad scramble to board their assigned cars. The 3208 comes to life and runs around our train and is coupled in backwards behind the 4449.

At long last, at 9:03 am we slowly ease out of the depot. In addition to air problems, they had a difficult time getting steam through the train.

We are again climbing upgrade and as we gain elevation we find the snow clings to the ground and the higher peaks. At Mt. Hebron we make a short stop between switches at

EXTRA 4449 WEST

A chance to combine a weekend excursion to Eugene, Oregon with a ride on Amtrak's "Superliner" equipped "Coast Starlight" and an excursion train behind former SP GS-4 No. 4449 was too much an opportunity to pass up. Hence, Friday night, April 24th found us at the SP-Amtrak San Jose depot loaded down with three cameras, ten rolls of film and one small overnight bag...ready and willing to participate in the first of two Central Coast Chapter excursions behind No. 4449.

Amtrak's "Coast Starlight" rolled into San Jose right on the advertised behind two EMD F40PH's, followed by a low-level baggage car, a high-level coach dorm, six high-level coaches, a high-level lounge and dining car and two sleepers bringing up the rear.

Our twelve car train rolled out of San Jose on time at 7:08 pm and headed up the main line to Santa Clara where the tower lined us over onto the single track Mulford line. We made a leisurely trip up the east side of the bay as the sun slowly descended in the west.

Everything seemed to be going along smoothly as we rounded a curve near Elmhurst when bang went the air and the train ground to a halt. A ten minute delay resulted as someone in one of the sleeping cars pulled the emergency brake.

With the air pumped up we whistle off and continue through the industrial area of Oakland to 16th Street station.

With almost a full load of passengers, we pull out of Oakland a little over 10 minutes late at 9:03 pm. Stops are made at Richmond and Martinez where more passengers are entrained.

Our particular coach is shared with other railfans from Bay Area Electric Railroad Association and Pacific Locomotive Association, all

heading for one common destination, Eugene, and a meeting with the 4449.

The coach we are riding is one of the Pullman built "Superliner" cars, while a car ahead of ours is a former Santa Fe Hi-level which has been extensively rebuilt. The seats are equipped with pull-down trays like the short distance Amfleet cars, but "Superliners" feature more spacious seats along with larger windows. Rest room facilities are located on the lower level.

After assisting Gordon Zimmerman and Don Kehl collect tickets from those in the Central Coast group we adjourn to the lounge car. This two-level car features a small piano bar on the lower level, while a full lounge is located on the upper level which features glass along the lower roof line.

It is after midnight when we pause in Orland for passengers so we retire to our seat to catch what sleep we can.

The sun begins to peek over the horizon at Dorris, just below the Oregon border. The day breaks with overcast skies as we wend our way on toward Klamath Falls.

Leaving Klamath Falls on time we are shortly winding along upper Klamath Lake and we begin the climb to Cascade Summit. A short station stop at Chemult interrupts our progress. If we want breakfast in the diner it looks like it will be a long wait, so we settle for a egg-ham and cheese on a muffin and coffee from the snack bar in the lower level of the lounge car.

After breakfast we adjourn to the lounge car to view the spectacular scenery as we descend from the summit to Eugene. As we roll through Springfield we return to our seat to collect our luggage.

We arrive in Eugene ten minutes early as the railfans detrain to

eagerly await "Extra 4449 West" which is due at 11:02 am. The word quickly spreads that the train will be about 10 minutes late. Ten minutes comes and goes but still no train. The railfans spend their time photographing the "Coast Starlight" and an arriving "Willamette" train from Portland.

A tall column of smoke and the wail of a steam boat whistle announces the approach of the 4449. At 11:35 am the train comes to a halt at the Eugene depot amongst a sea of humanity. A pumper truck from the Southern Pacific's Fire Department is on hand to replenish the 4449's water supply.

The 4449 is a splendid display of Daylight orange and red, just like she appeared in the early 1950's. Following the 4449, the tool car (baggage car) and private car Mount Hood, both owned by the Pacific Northwest Chapter, NRHS were also painted in accurate Daylight colors, but were unlettered. Both these cars were for the use of the trip committee.

Next on the train was SP baggage car 295, painted in silver and red, with doors barred for the use of photographers and tape recording.

The next five cars were from the Dick Reynolds fleet of equipment, painted in green and lime green and lettered "Sierra Western." These cars were No. 510, the "Tuolumne" and No. 511, the "Stanislaus", both chair cars; No. 507, the "Shasta" a lounge and No. 156 "Lake Pepin," a diner followed by not named No. 568, a chair car.

These cars were followed by Amtrak chair cars Nos. 5665, 5674 and 5428, Dome Lounge No. 9363 "Lake View" (ex-GN), Lounge car No. 3310 and sleeper No. 8070. Bringing up the rear was SP's open observation private car "Airslee" complete with a special drumhead. The last four cars on the train were for the exclusive use of SP and their guests.

9:55 am. We stop on the main line at Bray for a "saw-by" with Extra 9095 East, as the 106 car long freight is too long for the siding.

After the ten minute delay at Bray we resume our climb to the summit at Grass Lake. We had originally planned to stop at Grass Lake to work on the steam line, which was again giving trouble, however it was decided to go on to the next siding beyond, at Andsite.

We arrive at Andsite at 11:00 am and roll to a stop between switches. The countryside is covered with snow and the sun is playing hide and seek with clouds obscuring the top of Mount Shasta. It is decided that this will make a ideal photo stop, so everyone unloads and the train backs up the track toward Grass Lake to make a photo run-by.

After backing up about a mile the 4449 heads back toward the photo line under a majestic plume of steam and smoke. After tramping back through the snow, the passengers re-board the train. Shortly a eastbound freight, Extra 9333 East, with units 8572 and 7336 rolls past on the adjacent track. Units 8904 and 9074 are cut in back in the rear of the train. At 11:50 am we resume our journey.

Extra 4449 rolls to a stop at Black Butte for a scheduled water stop. Hundreds of people are on hand to welcome us as the 4449 takes a long drink of water. Black Butte is the junction point with the Siskiyou line running to Eugene via Medford.

At 12:35 pm we depart Black Butte and head down hill toward Dunsmuir. At 1:00 pm we have a meet with another eastbound freight, Extra 9389 East, with a three unit mid-train helper set and a one unit helper tacked on behind the caboose to help boost the tonnage up to the summit at Grass Lake.

We roll on down the canyon, around the scenic Cantara Loop and roll into Dunsmuir at 1:30 pm where we are met by the towns population at trackside to view this historic return of steam to this little moun-

tain railroad town. Once an important rail center, Dunsmuir today is little more than a crew change point and a helper station. Gone are the depot and dispatchers office, the roundhouse and shops and the many long yard tracks which stretched along the main line south of the depot.

Once crews have been changed and 500 box lunches have been loaded, we are again on our way at 2:05 pm. We are now rolling south under the jurisdiction of the Sacramento Division dispatcher located in Roseville.

After leaving Dunsmuir the box lunches are passed out to the passengers as the train winds down grade along the Sacramento River. At every accessible location the train is met by a large group of photographers. As we cross over Interstate 5 at Lakehead we note that highway traffic is at a virtual standstill to view our passing.

As we approach Redding a radio warning is broadcast by one of SP's police officers that people are out on the high trestle just north of the Redding depot. The engineer puts a little air off the train line as we slow down. Sure enough two idiots had ventured out onto the single track bridge and had sought refuge in the escape platforms out on the bridge.

We arrive Redding at 3:55 pm for a short station stop. Again a mob of people are lining both sides of the track. It seems as if 90% of the population has turned out to view the 4449.

At 4:10 pm we ease out of the Redding depot and past mobs of people. By now we are three hours late and it is becoming of some concern if we will be able to get back to San Francisco in time to connect with SP's last commute train, No. 108 which is scheduled to depart at 12:35 am.

Once out on the level Sacramento Valley our speed picks up and the mile posts begin to slip by with in-

creasing speed.

We have a meet with Extra 9088 East at Draper, then we make a stop on the main line west of Draper to inspect 4449's journals.

We roll past the abandoned Gerber yards. At one time Gerber was the junction point between the Sacramento Division and the old Shasta Division. Like Dunsmuir, Gerber once had a large railroad population with a yard and roundhouse. Today nothing is left.

Arriving at Tehama at 5:10 pm we roll to a stop. The diesel unit, 3208 is cut off from the train, turned on the wye and will run ahead of our train down the West Valley line to Sacramento. At long last our excursion train will be in the exclusive care of 4449. We will be making our entrance at Sacramento in grand style.

We depart Tehama at 5:38 pm and are now running down the West Valley line to Davis. Since leaving Portland the 4449 has been under the guidance of CTC, but will now be operating in Automatic Block Signal and train order territory.

It is a thirty minute run to Orland, where we arrive at 6:10 pm for a water stop. Again the population of Orland is on hand to witness the occasion. Our departure is at 6:35 pm.

As we continue down the Sacramento Valley we roar through small towns with streets and crossings lined with people. Going through Woodland we parallel the main street and it is lined three deep from one end of town to the other. People come rushing out of bars and hamburger stands to view our passing.

Since leaving Dunsmuir we have been followed by a helicopter from KCRA Channel 3 in Sacramento. A California Highway Patrol helicopter also joined our cavalcade along with another helicopter, plus several small airplanes.

The parallel Interstate 5 and access roads are jamed with people.

It looks like the "Great Oklahoma Land Rush" with a cavalcade of airplanes, helicopters, automobiles, campers, semi trucks, and motorcycles all pacing the train.

We make a short stop at Davis to let off passengers connecting with the northbound "Coast Starlight." Again the train is mobbed with a crowd of people. We make the last few miles into Sacramento under the cover of darkness, arriving at 9:02 pm.

On arrival at Sacramento, the 4449 and the first two cars painted in Daylight colors are cut off and three SDP-45's from the SP commute pool are coupled onto the front end. A GP9E switcher pulls off the SP's Airlie which will be spotted on the private car track at the depot, then the GP couples onto the rear. After a 20 minute delay by air trouble the train is pulled out to Elvas to be turned on the wye, then will return to the Sacramento depot to pick up any passengers who elected to have dinner in Sacramento.

At 10:48 pm we roll out of Sacramento behind SDP-45's 3208-3207-3200 on the last leg into Oakland. By now the connection with No. 108 at 12:35 am looks very slim. A radio call is put in to the dispatcher in Roseville with the request to hold No. 108 for our arrival. Within a few minutes a negative reply is received.

By now our 12-car excursion train is really rolling down the main line and the connection looks like it might be close. We make a short station stop at Martinez to detrain several passengers. A station stop at the joint BART/Amtrak station is cancelled, as it is after midnight by now and BART has stopped running trains for the night.

We roll into Oakland at a very tardy 12:35 am. Excursion Chairman Gordon Zimmerman negotiates a side trip to San Jose with our charter Eastshore bus which will provide the connection to San Francisco. With that we pile onto the bus and take off across the Bay Bridge, arriving San Francisco at 12:55 am, then a

mad dash from the Trans Bay Terminal down the Bayshore to San Jose was made, arriving home at 1:50 am. A \$5.00 assessment was charged the San Jose passengers to help pay for the extra costs of the side trip.

All and all the trip was a grand success. The guys and gals from the Pacific Northwest Chapter did an outstanding job of manning the cars and providing food service on the train. They all were a hard working group that put in long hours before, during and after each days trip. When they get back to Portland they all deserve a long rest.

The Southern Pacific is due much praise for all the effort and expense in operating the trip. The SP helped underwrite much of the expense of the trip in addition to providing the tremendous amount of manpower needed in the operation of the train. Special Agents were strung out all along the line to protect people from getting injured from the tremendous crowds that the special train generated. In addition, top officers from the General Office and Oregon and Sacramento Divisions were all actively involved in the operation of the train.

from: Public Relations Express
by Jerry Hilton



ENROUTE TO SACRAMENTO

graph here. Returning from Olympia that night I was able to get good night shots too. Then I picked up Dave Ingles from the late evening flight from Salt Lake City. Dave relates that of the 81 passengers on board that flight, 34 of them indicated that they had been chasing the UP steamers.

With departure of the Pacific Northwest Chapter NRRHS - Southern Pacific special set for 8am Dave and I got to Portland Union Station at 7 to find the train made up and sitting in beautiful early morning sunshine. The crowds were kept well back from the engine so that everyone could get good photos. Score a big one here for the SP & NRRHS over the UP.

Consist of our train was as follows: SP "Daylight" 4449 4-8-4 in daylight colors - PNW Chapter Baggage car, Daylight colors, "Mt Hood" PNW Chapter sleeper lounge, ex SP65, in Daylight colors, SP #295 "business baggage car" in aluminum with red band, Sierra Western 510 Coach "Tuolumne, Sierra Western Coach Sli "Stanislaus" Sierra Western Lounge 507 "Shasta", Sierra Western Diner 156 "Lake Pequin, ex Great Northern ex Frisco, Sierra Western coach 568 un-named, Amtrak coach 5665, Amtrak coach 5674, Amtrak coach 5428, Amtrak Great Dome 9363 "Lake View" ex Great Northern, Amtrak lounge 3510, Amtrak diner 8070, Southern Pacific 100 business car "Airlie." The last three cars were reserved for Sp's guests, as was the dome from Portland to Eugene where it was opened up to the ail of the riders. (About 350 were on board as part of the NRRHS excursion, the SP had press, shippers and government officials getting on and off all during the trip, so I don't know how many actually rode.) The Sierra Western cars are owned privately and kept on the Sierra Railroad, they were a bright green upper and light green lower, not unlike the old Northern Pacific scheme, although the green was much truer.

We had an excellent day as far south as Eugene, but the weather started to deteriorate as we got into the mountains. First we ran into rain, then came snow! Weather was not to be the primary concern however, that turned out to be fuel. The engine was running much smokier than I had ever seen it run before, and soon they started having trouble as they hit the stiffer grades. The engine could not keep enough steam pressure to run the air pumps as fast as needed and it developed that the 4449 had received a bad load of fuel oil from the supplier in Portland. The oil just could not burn hot enough. Obviously this was the fault of the Ayatollah Komeni! Help was at hand however, in the form of two tunnel motors which were to assist the 4449 from Oak Ridge to Cascade Summit. The helpers were brought farther down the hill to meet us, and things ran better from then on.

Plans had been made to take off both helpers after the Summit, but it was decided to run one of them all the way to Klamath Falls, however they did put it behind the steam locomotive for our photo run. The photo run was at Calinas, remote, but a good spot quite inaccessible except by rail.

Having a freight locomotive behind the 4449 caused one problem, no steam in the cars! That did not cause any problem since it was not too long until we got to our overnight stop at Klamath Falls, but they did feel that we should have a helper all the next day, or at least until we got well down the Sacramento River Valley. Therefor the SP, who was really going all out to make this a good trip, decided to dispatch a steam generator equipped SDP45 from the San Francisco commute pool. This was put on the nose of the Coast Starlight to be in Klamath Falls the next morning.

The next morning when we got to the depot for our 7 am departure there were still problems, it became apparent from the radio that the engine was still somewhat disassembled, and we did not get under way until shortly after 9. The weather was not being good to us either. It alternately was raining or snowing, or both. A photo runby had been planned with Mt. Shasta in the background, we ran this because of the weather. However, when we got to a remote siding named Andesite to meet a freight, the sun suddenly broke out. Trip Chairman Ed Immel looked at the long sweeping curve, the fresh snow on the ground and said "This is it!" And we had the most beautiful photo runby I have ever seen.

Black Butte was a water stop, And here Dave and I abandoned the train for a while to chase with a friend of his from San Diego, who just happened to be an ex racing car driver. We rode with Al 80 miles to Redding, and got some excellent shots at very scenic locations, and a meet with a freight near Dunsmuir. However we would not recommend such a chase for any one with heart trouble.

There had been a lot of cars following the train the entire trip, but south of Redding the crowd really got thick and followed all the way to Sacramento, even after dark.

I must say that both the Southern Pacific and the Pacific Northwest Chapter did a fine job of making this a truly memorable trip. SP had a belt buckle cast for the opening of the museum in Sacramento showing the "C.P. Huntington" and saying "Southern Pacific Salutes Railfair Sacramento 1981" which was distributed to those of us on board. In addition they had a magazine printed up on the history of the SP, 4449, etc, and a fact sheet on the 4449. And they did everything they could to provide the needed helper service when we ran into trouble with the bad oil. The Chapter did a fine job of organizing their part, the meal service I thought went particularly well, we were served breakfast, lunch and an afternoon snack each day and there was plenty of coffee available. Sunday's lunch had to be a first in the annals of fan-trips: a Chinese box lunch! (The Egg Roll Limited!) But it was very good, and all the meals were very ample, quite a comparison to the box lunch served at the NRHS Toronto convention.

Our helper was cut off at Tehema, we no longer needed her on the flatlands, and ran ahead of us to get back to San Francisco in time for the Monday morning commuter rush. We rolled into Sacramento about 8:30pm, well after schedule, but it had been a great trip. Dave & I checked into the Holiday Inn a couple of blocks from the depot, some got a quick supper and then went back on the train as a portion of it was going all the way to Oakland.

All in all the trip was a memorable experience, a once in a life-time opportunity. Photo-wise we did quite well, though I was very disappointed that there was no chance to get photos of the 4-6-6-4 in the lead, also it was laying down such a plume of coal smoke that many of the photos of it are partially obscured. In Wyoming too, there was a lot of wind which hindered sound movies. The 4449 in Daylight colors was simply spectacular, and I wish I could have used color for the cover of this publication. Though everyone knows I am a Great Northern fan, I have long confessed that the Daylight scene is my favorite, and one will find a set of Balboa Daylight cars in my model collection.

SLIDE PROTECTORS AND SLIDE DAMAGE

In the November, 1980 issue of The Trainmaster an article titled "The Slide Killers ...And How to Arrest Them" was printed. The article was originally published in the NMRA Bulletin. The Chapter received and herewith presents a statement on the matter from the NMRA Publications Department:

"The Publications Department has been contacted by legal counsel for 20th Century Plastics, Inc. of Los Angeles, California, concerning statements made by Mr. Howard in the captioned article. 20th Century Plastics is rightfully concerned about the impact on its business reputation of the author's statement that the vinyl plastic slide storage pages it manufactures are hazardous to the slides they are intended to protect.

"As a result of the article, 20th Century Plastics has had its vinyl plastic slide storage pages subjected to testing by an independent laboratory. The laboratory reported that the 20th Century Plastics slide storage pages do not contribute to the degradation of slides stored in them.

"As Mr. Howard was reporting his personal experience with vinyl plastic slide storage pages, which were admittedly not stored under the most ideal conditions, it is unfair to single out the slide storage pages as being at fault in this case. It was not his intention to disparage the product of any manufacturer, but rather to report his experience. Therefore, the statement made by Mr. Howard with respect to the effects of any brand name product on slides is hereby retracted and a full apology is extended to 20th Century Plastics, Inc., and the others named for any harm that may have been done."

EDITORIAL COMMENT: From information on slide storage pages published elsewhere it appears that conditions of storage can combine with some plastic slide pages to cause damage. Low temperatures and low humidity--30 to 40% relative humidity are the best conditions for the storage of slides. Film should be kept away from any 'plastic' which has chlorine in its formula, such as vinyl chloride. PVC plastic may be dangerous in that, in the presence of heat, moisture may cause it to release hydrochloric acid which may attack film. Many slide storage pages are made of polyethylene which is safe to use. The best tests for potentially harmful holders are a strong 'plastic' smell and the appearance of 'wetness' in the empty pockets. Be sure that your slide storage pages are safe for your slides before serious damage has a chance to occur.

AMTRAK'S PLANS FOR THE FUTURE

According to the "Wall Street Journal" for May 29, Amtrak is planning a diversification program that will generate enough revenue to eliminate the need for capital funding by the government after 1985. However, Congress would have to keep the system running until then. Among the ventures being considered are commercially developing some of Amtrak's real estate, offering rail-car renovation services and training car-shop workers for other railroads. They would also form a group that would invest in and use a fiber-optics communications system along the Northeast corridor. Although the diverse ventures would be aimed at covering capital costs, Amtrak also plans to trim its operating deficits by cutting its labor expenses, eliminating routes with the heaviest operating losses, and raising fares. (from NRHS Public Relations Express)

PACIFIC NORTHWEST CHAPTER

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$15.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

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Material from The Trainmaster may be used by other publications provided that credit is given to the source.

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