

THE TRAINMASTER

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

NON-PROFIT
ORGANIZATION
U S POSTAGE
P A I D

Portland, Oregon
Permit No. 595



ADDRESS CORRECTION REQUESTED

TIME VALUE MAIL

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



1973 CHAPTER OFFICERS

president		director-at-large	
JOHN D HOLLOWAY	246-7551	IRVING G EWEN	281-7098
2201 S W Palatine Street		4128 N E 76th Avenue	
Portland, Oregon - 97219		Portland, Oregon - 97218	
vice-president		director-at-large	
KENNETH V DETHMAN	227-2806	CORA JACKSON	774-3802
Post Office Box 1301		5825 S E Lambert Street	
Portland, Oregon - 97207		Portland, Oregon - 97206	
secretary		chapter director	
CHARLES W STORZ, JR	289-4529	ROGER W PHILLIPS	282-7691
146 N E Bryant Street		3733 N E 15th Avenue	
Portland, Oregon - 97211		Portland, Oregon - 97212	
treasurer			
ROGER W SACKETT	644-3437		
11550 S W Cardinal Terr			
Beaverton, Oregon - 97005			



CHAPTER NEWS LETTER STAFF

editor and publisher		circulation manager	
IRVING G EWEN	281-7098	CHARLES W STORZ, JR	289-4529
4128 N E 76th Avenue		146 N E Bryant Street	
Portland, Oregon - 97218		Portland, Oregon - 97211	

Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

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 sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Director if no other address is available. Chapters wishing to have "The Trainmaster" sent to another officer or the Chapter editor should write to the circulation manager as listed above.





pacific northwest chapter

THE TRAINMASTER

Number 168 - October 1973

PNW CHAPTER TIMETABLE

- Friday REGULAR MONTHLY MEETING (3rd Friday of each month)
- 19 October The Burlington Northern Safety Assembly Room is the place for
8 PM the October meeting. To reach it from the intersection of N W
 Hoyt Street at 11th Avenue, go north for about two city blocks
 between the two long buildings, almost to the Lovejoy Street
 ramp to the Broadway Bridge.
- The Chapter business session will be followed with a two-fold
 program:
1. "Trouble at Troublesome", a BN Training Film.
 2. "Milwaukie Electrics", a slide presentation by
 several PNW Chapter members.
- During the intermission, coffee, cake, et cetera, will be pro-
 vided for on-premises consumption by Cora Jackson.
- Saturday SEATTLE TROLLEY TRIP
- 27 October Meet at the Portland Union Station about 8:30 AM for a 9 AM
9 AM departure for Seattle via Amtrak Train Number 798 (The Puget
 Sound). Upon arrival in Seattle at 12:45 PM we will transfer
 to a chartered trackless trolley for an afternoon of sight-
 seeing.
- Return to Portland will be via Amtrak Train Number 795 (The
 Mount Rainier) departing at 5:30 PM from Seattle's King Street
 Station.
- Contact Roger W Phillips (telephone 282-7691) for more in-
 formation and prices.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

PNW Chapter Timetable, contd

Sat & Sun ANNUAL SHOW - COLUMBIA GORGE MODEL RAILROAD CLUB

10 & 11 Nov Show includes operating displays at club headquarters at 3405
and North Montana Avenue, Portland, Oregon - 97227. Telephone
17 & 18 Nov 281-8591 if you should lose your way or need directions.

1 to 8 PM Admission price for adults is 75¢; children under 12 years of
age, 50¢; and scouts in uniform, 25¢

Friday REGULAR MONTHLY MEETING

16 November The BN Safety Assembly Room will also be the location of the
8 PM November meeting. Business will include election of Officers
for 1974. Reserve the date now for the last meeting in 1973

CHANGE IN CHAPTER BY-LAWS PROPOSED

PNW Chapter NRHS Board members, at a meeting held Monday evening, 8 October 1973, considered a motion made at the September meeting to increase the dues starting with 1974.

Section 2, Article V of the Chapter by-Laws now reads:

"Chapter Dues shall be \$5.00 per calendar year, payable in advance."

Proposed wording to read:

"Chapter dues shall be \$5.50 per calendar year, payable in advance."

The fifty cent increase in Chapter dues when combined with the increased National dues (from \$4.00 to \$4.50) will total ten dollars per year.

The Chapter Board favored the increase and recommended that the amendment be voted upon by the membership present at the November 16th regular meeting.

NOMINATING COMMITTEE APPOINTED

John D Holloway, president of PNW Chapter NRHS, announced the appointment of a nominating committee at the September meeting at the BN Safety Assembly Room on Friday, 21 September 1973. Edward M Berntsen, Charles W Storz, and Irving G Ewen were charged to select and present a slate of candidates for PNW Chapter Offices for 1974.

Chapter members wishing to be considered for elective office, or having suggestions, should make their wishes known to the committee. Elections are to be held at the November meeting. Nominations will also be accepted from the floor.

A TALE OF THREE TRAINS

By Gil Hulin and George Berisso

If plans develop as now scheduled, a steam-powered twenty five-car train carrying documents and artifacts of American history will tour the Pacific Northwest early in 1976. Known as the American Freedom Train, it will bring the United States' Bicentennial celebration to over 90 million citizens in 48 states.

The American Freedom Train is not the first such exhibit to visit Oregon, nor even the first to use that name. In 1948 the first Freedom Train, a six-car diesel-powered streamliner, visited the Northwest during a similar forty eight-state circuit. And three decades earlier, in 1915, a special train bearing the Liberty Bell visited Northwest cities en route to the Panama-Pacific Exposition at San Francisco, California.

The 1915 special train left Philadelphia on July 5 for the twelve-day cross-country trip to the Golden Gate. It reached Omaha, Nebraska on the 9th;



The 1915 visit of the Liberty Bell to Eugene, Oregon attracted thousands of spectators who viewed the relic from platforms built to car height at trackside. (Photo courtesy of the Lane County Pioneer Museum.)

"A Tale of Three Trains", contd

Denver, Colorado on the 10th; Salt Lake City, Utah on the 11th; and entered the Pacific Northwest on the following day.

Some 20,000 spectators were on hand when the train stopped at Boise, Idaho from 7 to 8 AM on July 12th. Another 5,000 were at Weiser three hours later when the train made a ten-minute stop. At that point, Idaho's Governor Alexander de-trained after a cross-state ride from the Utah border, and Governor and Mrs James Withycombe of Oregon boarded.

Extensive patriotic exercises, complete with parades, speeches, and music were held at Baker, Oregon to officially welcome the Liberty Bell to the state. Some 10,000 people viewed the train during its thirty seven-minute stop there.

Another 10 to 12,000 were out at LaGrande where the train arrived about 3 PM, a half hour late. Upon leaving for Pendleton, motion pictures were taken from a switch engine between LaGrande and Perry of the train entering the canyon on its climb up the Blue Mountains.

During the twelve days of travel the Liberty Bell train passed through seventeen states and made 105 stops. Yet according to contemporary newspaper accounts, "the first unpatriotic act of vandalism on the 2,500-mile trip" occurred between Pendleton, Oregon and Walla Walla, Washington where boys threw rocks from a bank overlooking the track. No damage was done, although one rock struck the bell squarely.

The Liberty Bell special crossed central Washington on July 13 and reached the Puget Sound cities the following day. The Bell was on display in Seattle from 9:40 AM until 2:30 PM, with over 150,000 spectators estimated at King Street Station for the event

The train consisted of a baggage car, three sleepers, a lounge for the reception of guests en route, and the flat car for the Bell on the rear.

The Liberty Bell was swung on a standard of heavy oak beams under a canopy of copper, mounted on a specially-constructed flat car with iron railings at the sides and ends. American flags were flown from staffs at each corner of the car, under which shock absorbers had been installed to keep the Bell from being jolted.

The Bell was not removed from this car anytime during the trip west, although many cities would liked to have paraded it through the streets. Instead, each town along the route where the train stopped was responsible for building one or two car-height platforms with ramps for spectators. Between stops the train travelled a minimum of 18 miles per hour and a maximum of 35 mph.

During the late afternoon of July 14, 1915, the Liberty Bell train continued its journey from Seattle to Tacoma, where the Bell's flat car was switched to the street railway tracks and moved to the front of the Federal Building for display. That evening the Bell reached Olympia for display at the downtown Northern Pacific depot.

"A Tale of Three Trains", contd

On July 15 the Bell reached Portland, Oregon and Willamette Valley points, but not until after an unexpectedly long stop at Vancouver, Washington. The train had been scheduled to pause in Vancouver between 5:30 and 6 AM, but actually stayed 75 minutes, from 5:15 until 6:30 AM. Some 3,000 early risers were at the depot where the special train was backed onto the "North Bank Route" (SP&S) tracks while scheduled passenger trains passed on the Portland-Seattle line.

Arrival in Portland was at 6:55 AM, twenty five minutes late. From the Union Station a steam switch engine removed the Bell's car to the Portland, Eugene & Eastern tracks on Fourth Street and an electric tractor towed it to the Court House. The Bell was uncovered by 7:30 and open to public viewing in downtown Portland for four hours. Each visitor received a Liberty Bell badge and special brochure.

Special streetcar service on all Portland Railway, Light & Power Company lines brought thousands of spectators to the Bell. In addition, special excursion fares were in effect on the Oregon Electric, SP&S, and OWR&N for out-of-town visitors.

During the Liberty Bell's stay in Portland a children's and military parade added to the congestion downtown. Meanwhile, the visiting Philadelphia officials were taken to an 8 AM breakfast at the Portland Hotel and then given a two-hour automobile tour of the city at 9.

At 11:30 AM the PE&E tractor towed the Bell back to the yard and the reassembled train left town at 12:05. The special slowed, but did not stop, at Oregon City.

First stop south of Portland was a surprise three-minute pause at Gladstone Park's Chautauqua Station at 12:45. An estimated 4 to 5 thousand Chautauqua attendees viewed the train.

The crowd was estimated at 35,000 at Salem where the train stopped from 2 to 2:30 PM at Front and Chemeketa Streets. The next stop was only fifteen minutes, from 3:15 to 3:30 at Albany, yet special trains were operated from Lebanon and Corvallis to meet the Liberty Bell there.

Continuing south, the special was met by farmers and their families at country crossings all along the line. Another crowd was out at Junction City, a water stop. Arrival at Eugene was about ten minutes later for a thirty five-minute stop. Some 25,000 citizens, including 2,000 school children, paraded to the station to meet the train.

Continuing toward San Francisco, California, 2,000 Cottage Grove residents were on hand for the brief pause there, and 8,000 were out at Roseburg where the train pulled in 35 minutes behind schedule, at 8:50 PM.

It was past midnight on July 16 when the Liberty Bell special reached Grants Pass, but a band concert since 11 PM had entertained the nocturnal patriots. Ashland was reached after 2 AM, as the train neared its final day's journey into California.

"A Tale of Three Trains", contd

The Liberty Bell arrived in San Francisco, California late on Friday night, July 16, and the following day was Liberty Bell Day at the Exposition. The Bell remained there until November, and then returned to Philadelphia via Los Angeles and a southern route.

There had been opposition to this tour in the first place for fear of further damage or even splitting of the Bell, which cracked July 8, 1835, while tolling during the funeral cortege of John Marshall. The West Coast tour cost the City of Philadelphia \$75,000. The 26 councilmen accompanying the Bell each paid their own way.

This trip was the Bell's eighth and longest since the Revolution. Major journeys prior to 1915 had been in 1885 to New Orleans, Louisiana; 1893 to the Columbian Exposition at Chicago, Illinois; and 1904 to the Louisiana Purchase Exposition at St Louis, Missouri.

The Liberty Bell was not included among the Freedom Train's exhibits three decades later, but numerous other documents and artifacts attracted all of the visitors that the train could accommodate. Included were a letter written by Columbus in 1493, the Mayflower Compact and Bay Psalm Book, Jefferson's draft of the Declaration of Independence, Washington's copy of the Constitution, the original manuscript of "The Star Spangled Banner", the Emancipation Proclamation, Lincoln's Gettysburg Address notes, German and Japanese surrender documents of World War II, and the United Nations Charter.

The Freedom Train was sponsored by the American Heritage Foundation and its operation was a cooperative plan of 52 railroads. The Freedom Train started from Philadelphia, Pennsylvania on September 17, 1947 which was the 160th anniversary of the signing of the Constitution. It ended its 33,000-mile journey shortly after the Presidential inauguration in January, 1949.

The Freedom Train entered Oregon on April 1, 1948 as the 31st state on the tour. The stop at Salem five days later was the exact midpoint of the 315-city circuit.

The gleaming white six-car streamliner with red and blue striping arrived in Portland from Yakima, Washington at 8:35 AM on Thursday, April 1, 1948. It was positioned on the first track west of the Broadway Bridge ramp and north of Hoyt Street, and opened to the public at 10 AM. Two boys, 10 and 11, who had been in line since 5 AM were the first of 6,657 Portlanders to visit the train that day.

Although this total averages 550 visitors per hour, the rate was much below the train's average and the waiting line to enter was tremendous. At its peak, the line extended south on Broadway to Hoyt Street, west on Hoyt to 10th Avenue, north on 10th to the Lovejoy ramp, and east to the Broadway ramp overlooking the train. The wait was up to six hours!

"A Tale of Three Trains", contd

Adding to the misery was a last gasp of winter that saw periods of wet snow and considerable cold rain throughout the Freedom Train's Oregon visit. Only a week before in March the temperatures had been in the 70's.

The Freedom Train itself consisted of Alco PA No. 1776, three exhibit cars and three cars for personnel, equipment, and power supply. Five cars came from the Pennsylvania Railroad and the power car from Santa Fe. The locomotive was new.

Following the tour Alco PA No. 1776 was sold to the Gulf, Mobile & Ohio, where it became GM&O No. 292. It was retired from service in 1962, but the Freedom Train commemorative plaques were removed from its flanks for display at the Casey Jones Museum in the GM&O shop town of Jackson, Tenn.

The Freedom Train stayed a second day in Portland -- Friday, April 2 -- when lines moved faster to bring the two-day Portland total to about 15,000 viewers. That night the train traveled directly to Eugene for another cold, rainy open



Reproduced above in reduced size is copy of artist Howard Fogg's rendering of the 1948 Freedom Train entitled: "FREEDOM TRAIN with Jefferson Memorial and Washington Monument in the Background". (Multi-colored print is in the collection of the Columbia Gorge Model Railroad Club.)

"A Tale of Three Trains", contd

house all day Saturday. Nevertheless, 7,676 people waited up to two and a half hours in a five-block long line to see the 115 documents displayed under ultra-violet light and behind lucite in the three windowless display cars.

During early morning hours Sunday the train moved to Corvallis for another one-day open house. Monday was a "day off" for servicing in Salem before completing its Oregon visit there on Tuesday.

The Freedom Train's schedule allowed about one day each two weeks for "house cleaning" and servicing. At Salem on April 5, 1948, the train was washed, re-touched, and polished by yard crews from Portland while parked on the State Fairgrounds siding.

Accommodations aboard the train were crowded, with two and a half cars housing the twenty four enlisted men and three officers who comprised the armed U S Marine guard, two electricians, two maintenance men, an archivist, and Train Director Walter S. O'Brien -- all permanent train personnel.

The crew also included porters who changed every two or three weeks. The usual railroad practices were followed regarding the stay of conductors and brakemen.

The engine and operating crew changed with each change in railroad. In New York, the Freedom Train once made five crew changes in twenty miles!

At Salem the weather was again bitter cold as crowds stood in the rain to visit the train. American Legion volunteers sold sandwiches and soft drinks to those waiting in line, but otherwise no solicitation was allowed near the train, for which admission was free.

Upon leaving Oregon the Freedom Train spent the remainder of the week in Olympia, Tacoma, and Seattle.

The upcoming American Freedom Train, scheduled to begin its fifteen-month tour of the country in April of 1975, has both similarities and differences to the 1947 - 1949 train. The most obvious difference will be its physical appearance.

The 1947-49 train consisted of six cars behind a streamlined diesel. Plans for the 1975 train call for about 25 cars behind steam power.

Original information indicated that the locomotive would be Norfolk & Western No. 611, now stored at Roanoke, and/or Nickel Plate No. 759, part of the Steamtown Foundation collection. At this time no definite decision has been made as to which engine will be used, but steam will be the motive power at all costs.

Consist of the American Freedom Train is expected to include a locomotive crew car, power car, fifteen display cars, state gift car, diner, three sleepers, press car, lounge, Presidential lounge, and the observation car "Splendid Spirit."

"A Tale of Three Trains", contd

The lounge and observation space is for members of the Bicentennial committee, Congressmen, state legislators, local dignitaries, and celebrities who will accompany the train for part of its journey.

The 15 display cars will differ from the windowless design of the 1947-49 train by featuring large lexan glass windows in a special low-profile design to allow trackside viewing while the train is in motion. Between major stops the train will have a well-publicized itinerary of daytime travel. In steeled areas the train will slow to six miles per hour.

Sponsor of the undertaking is The American Freedom Train Foundation, Inc., a Massachusetts charitable corporation headed by Ross E. Rowland, Jr. It was Mr. Rowland, as head of High Iron Company, Inc., who organized the "Centennial Limited" that operated from New York to Ogden, Utah for the 1969 Golden Spike Centennial.

The American Freedom Train budget is about \$15 million, to be financed by public

Form 1492  Printed in U. S. A. Form 19

Great Northern Railway Co. April 11 1948

TRAIN ORDER No. 31

To: *Yd Eng*

To: _____

To: _____

To: *North Portal*

Second 28 Eng Freedom Train 1776 has right over all trains Seattle to Everett. All trains and yd Eng's except first class trains will clear Second 28 Freedom Train Eng 1776 not less than fifteen 15 minutes

Made *Don* Time *4:10 P* *J E C* Oper. *Heene*

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER

Reproduced at left in reduced size is copy of Great Northern Train Order No. 31 dated April 11, 1948.

It was issued to yard engines at North Portal tower in Seattle, Washington to clear the way for the Freedom Train.

It reads as follows:

"Second 28 Engine Freedom Train 1776 has right over all trains Seattle to Everett Junction. All trains and yard engines except first class trains will clear Second 28 Freedom Train Engine 1776 not less than 15 minutes. J E C"

From Collection of Columbia Gorge Model Railroad Club, Portland, Oregon.

"A Tale of Three Trains", contd

body grants, corporate donations (the bulk of the money) and private individual contributions, "pennies from a proud people." The cars of the train will be named for the regions that contribute the most funds.

Areas in which funds have been budgeted include equipment purchase, rolling stock rebuilding, train operation, personnel and office expenses.

A tentative schedule has been prepared for the American Freedom Train that calls for departure from St. Augustine, Florida, on April 1, 1975.

During 1975 the tour would swing through the Southeast, Texas and Oklahoma in late spring, and then visit the Atlantic Coast and New England in summer and early fall. By October the train would move west through Ohio to Chicago. November would find the train westbound through St. Louis, Kansas City, Denver, and Santa Fe. The first year's operation would end with the train stored at Phoenix for a month's vacation during the Christmas season.

Early 1976 would find the train reaching the Pacific Coast for display in Los Angeles from January 10th through the 16th. On January 17 the train would run to San Francisco for display from the 18th through the 23rd. Operation would then be over the snowy Sierra Mountains to Reno on January 24, for four days of display.

The American Freedom Train would reach Oregon on January 29 with a run from Reno, Nevada to Klamath Falls. On the following day it would cross the state to Portland for a week-long open house, January 29th through February 6th.

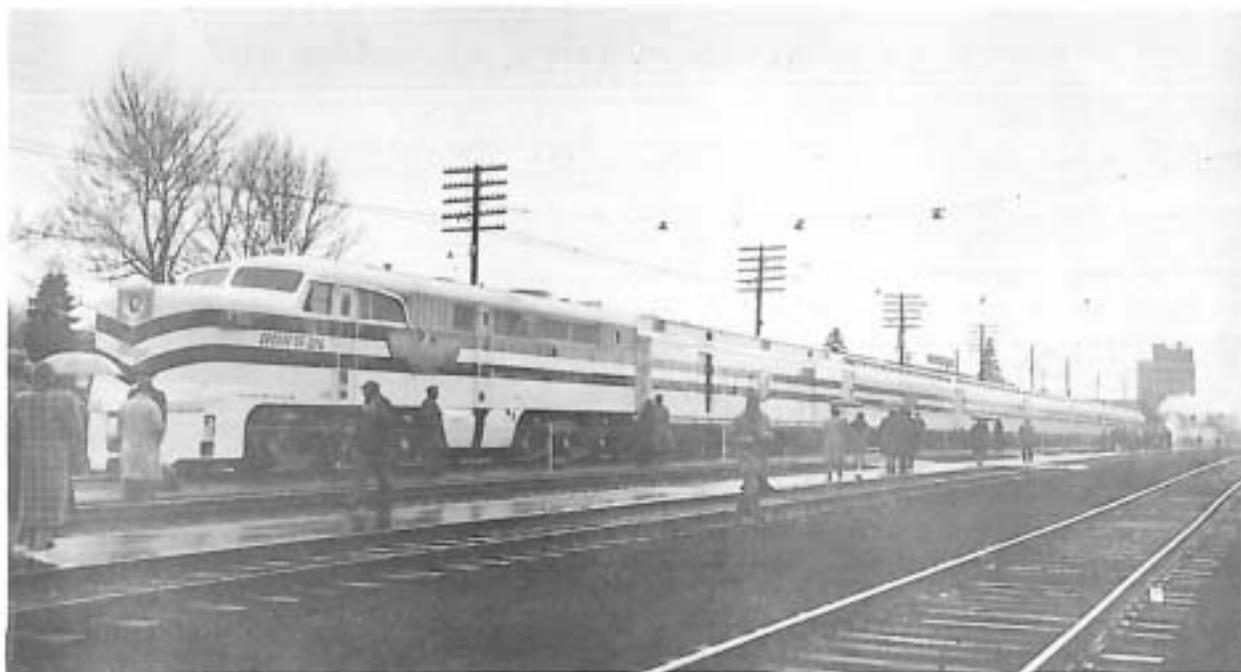
Upon leaving Portland, the train would move to Seattle, Washington on February 7 for a stay there from the 8th through the 13th. The proposed schedule then calls for two days of travel to Idaho; February 14 from Seattle to Kennewick, and the following day from Kennewick to Boise. Display at Idaho's capital city would last from the 16th through the 20th.

Further operation returning east would be via Salt Lake City, Utah; Cheyenne, Wyoming; Billings, Montana; Fargo, North Dakota; Minneapolis, Minnesota; etc. The train would reach Washington, D. C. in late June and would carry the President from Washington to Philadelphia on July 4, 1976. The American Freedom Train would disband in Philadelphia on July 13th.

The new Freedom Train has not announced which documents it will carry, but some will be the originals and some may be copies. The displays will cover America's history for colonial days through man's conquest of the moon.

At this writing a year and a half in advance of the train's scheduled debut, it must be emphasized that all plans are tentative and subject to approval by the participating railroads, the National Archives, and other organizations from which the exhibits would come.

"A Tale of Three Trains", contd



Freedom Train at Eugene, Oregon on April 3, 1948. Photo by Walt Grande.



Freedom Train at Eugene, Oregon on April 3, 1948. Photo by Walt Grande.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 21 September 1973

The meeting was called to order by Chapter Pres John Holloway at 8:10 PM.

Minutes of the June meeting were approved as read.

Roger Phillips reported that he is trying to arrange an excursion to Seattle, Washington on October 20th. The trip would be via Amtrak to Seattle, a trackless trolley trip around the city, and return to Portland via Amtrak. Fare for Chapter members is \$14. The general public will be charged \$15.95.

Chuck Storz reported that the Chapter now is in the process of moving in to the newly-rented space in the Union Station Annex. The two rooms are being painted and Chapter library material will be moved into the new quarters sometime within the next two months. It is planned to have the new rooms open, on request, to the membership before regular meetings.

Chuck Storz also reported that the Chatham Publishing Company has pushed back publication of the SP&S motive power book until early spring of 1974.

Al Zimmerman reported that he and Don Davison attended the NRHS 1973 National Convention at New Orleans, Louisiana during Labor Day weekend. A record number, 750 people, attended the convention banquet.

Ed Berntsen reported on the next NRHS National Convention which will be held at San Francisco, California in 1974. Tentative program includes SP commute train to San Jose, then by bus to Felton, BART, Castro Point, Sierra Railroad, San Francisco Muni, and the Rio Vista Junction museum.

Leonard Woodford moved that the Chapter's Board of Directors investigate the possible need for raising the Chapter dues to \$5.50 per year and that the Board make a recommendation at the October meeting. Motion seconded and passed.

President John Holloway announced the appointment of Ed Berntsen, Irv Ewen, and Chuck Storz as a committee to nominate Chapter Officers for 1974.

The meeting was adjourned at 9:00 PM.

Chuck Storz, Chapter Secretary