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THE TRAINMASTER

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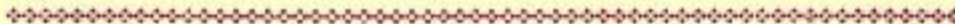
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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
(an Oregon Non-Profit Corporation)



1975 CHAPTER OFFICERS

president			director-at-large		
EDWARD E IMMEL	(503) 233-9706		IRVING G EWEN	(503) 232-2441	
3124 S E Taylor Street			4128 N E 76th Avenue		
Portland, Oregon - 97214			Portland, Oregon - 97218		
vice-president			director-at-large		
WALTER R GRANDE	246-3254		CORA JACKSON	774-3802	
4243 S.W. Admiral Street			5825 S E Lambert Street		
Portland, Oregon - 97221			Portland, Oregon - 97206		
secretary			chapter director		
CHARLES W STORZ, JR	289-4529		ROGER W SACKETT	644-3437	
146 N E Bryant Street			11550 S W Cardinal Terr		
Portland, Oregon - 97211			Beaverton, Oregon - 97005		
treasurer					
JAMES J GILMORE	246-1202				
2140 S.W. Palatine Street					
Portland, Oregon - 97219					



CHAPTER NEWS LETTER STAFF

editor and publisher			Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.
IRVING G EWEN	(503) 232-2441		
4128 N E 76th Avenue			
Portland, Oregon - 97218			
circulation manager			"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.
CHARLES W STORZ, JR	289-4529		
146 N E Bryant Street			
Portland, Oregon - 97211			

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

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

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pacific northwest chapter

THE TRAINMASTER

March 1975

Number 181

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PNW CHAPTER TIMETABLE

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

21 March The March meeting will be held in the Safety Assembly Room of Burlington Northern. To reach the meeting place from the Intersection of N W 11th Avenue with Hoyt Street, proceed north for about two city blocks (almost under the Lovejoy Street ramp to the Broadway Bridge).

8 PM

During the intermission between the business session and the program, refreshments will be available, arranged for by Cora Jackson. A "kitty" will be present to receive donations to help offset the cost of this operation.

The program will feature a slide presentation on Railroads in Europe by PNW Chapter President Edward E Immet (formerly the "European Bureau Chief" of The Trainmaster).

An added feature to this month's program will be an auction of railroadiana. All donations of items will be gratefully received with proceeds going into the Chapter treasury. Also acceptable are items on a consignment basis with a base price being returned to the donor and any excess going to the Chapter. For further details contact Walt Grande, program chairman.

Friday For April, plans are being made for a dinner meeting in lieu of the usual business - program session. An earlier starting time is scheduled to allow for a more leisurely evening. The restaurant has not been selected yet, but will probably be in the southwest area of Portland or the Oregon City area to make it easier for Salem and Eugene members to attend. If you have suggestions contact Alfred Haij ('phone 659-7840) or Walter Grande ('phone 246-3254).

18 April

7 PM

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 21 February 1975

The meeting was called to order at 8:10 PM by PNW Chapter President Ed Immel.

The minutes of the 17 January 1975 regular meeting were approved as read.

Ed Berntsen, Chapter Supt of Transportation, reported that the car Mt Hood will move north at 8 AM on Friday 14 March on the morning Amtrak train to Seattle. Chapter members can ride for \$25 to Yakima and return to Portland via bus. The option is available to make the trip in reverse, Yakima to Portland, when the car returns (same price). Bill Bain will be in charge of the car enroute. Help is needed to prepare the Mt Hood for the trip. Contact Roger Phillips if interested.

Ed Immel announced that the Chapter will provide a set of builder's plates for SP 4449. The Chapter has exclusive rights to sell copies of the plates. The plates will be cast in bronze and aluminum. Concessionaires on the Freedom Train will be contacted for possible volume sales. Estimated price is \$25 for the reproduction in bronze and \$12.50 for the aluminum.

Roger Phillips announced a possible three-day trip to Vancouver, BC over the Memorial Day weekend with a ride behind the Royal Hudson included (from North Vancouver to Squamish and return). Price would be about \$150 per person. Another possible trip would be to add the Mt Hood to the consist of the first Amtrak train to the east when that service begins.

Walt Grande announced that the March program would be movies and a railroadiana auction. Walt asked the membership to bring material for the auction to be either donated or sold for the member with a percentage going to the Chapter. He also announced the possibility of a dinner meeting in April or March.

Ed Berntsen advised the membership that a 1975 Railcon may be held in the fall in Yakima. It will probably not be in the spring due to the 4449 and other current railfan activities that would tend to hold down attendance.

Mr Swenson of the Portland City Park Bureau spoke to the group about the need to locate a spur on which to move the SP&S 700 and the UP Pacific. The Oaks Park would like to use the land on which the locomotives are now stored. Anyone having suggestions may telephone Mr Swenson at 248-4717.

Ed Immel and Doyle McCormack reported on the restoration of SP 4449. The locomotive is almost ready for the application of the lagging and jacket. A hydrostatic test on the boiler is scheduled about 28 February. The Reading #2101 will be used to power the Freedom Train in parts of the eastern U S. Test runs of the 4449 will probably take place late in March.

The meeting was adjourned at 8:53 PM.

Respectfully submitted,
Charles W Storz, Secretary

MILWAUKEE ASKS FOR RESTUDY OF BN MERGER

The Burlington Northern was five years old this month, but the Milwaukee Road wants an extension on its right to seek inclusion in BN.

One of the conditions of the merger was that the Milwaukee would be given the chance to merge with BN within five years. Talks between the two railroads started in 1973 but were broken off in 1974. The Burlington Northern said that a merger with the Milwaukee would not be in the best interests of its stockholders. Other conditions of the BN merger were that the Milwaukee would be granted a route into Portland, Oregon and 11 traffic gateways. However, even with these concessions the Milwaukee has not been able to compete effectively with Burlington Northern operations.

The Milwaukee Road has asked the Interstate Commerce Commission to either be included in the BN or be given other traffic concessions. They have asked for trackage rights over the BN from Bellingham, Washington. Also, the right to serve all the industries now served by the BN at Vancouver, Washington and intermediate points including South Bellingham, Renton, Snohomish, as well as those between Everett and Bellingham.

The Milwaukee also wants trackage rights over the BN between Tacoma and Chehalis via the Point Defiance line. In addition, it asks that BN withdraw its application for control of the Green Bay and Western.

The petition to the ICC stated: "The sheer size and power of the combined Burlington Northern system has evidenced itself to the Milwaukee Road in many ways since 1969, some of which could not have been foreseen. The Milwaukee Road must be allowed an additional five years to reassess its position."

CAMAS PRAIRIE RWY USED IN MOVIE

Paramount Pictures is in the process of filming a movie, "Heartbreak Pass", on the Camas Prairie Railway. From Colorado, Great Western Railway's 2-8-0 number 75 is being used on location. The movie train consists of a combine and a business car in addition to the locomotive. The locomotive which is now owned by Everett Rohrer of the Intermountain Chapter of NRHS was built by Baldwin (c/n 31778) in September 1907 for the sugar hauling railroad which operates out of Loveland, Colorado.

The Camas Prairie Railway, jointly owned by the Union Pacific and Burlington Northern (ex NP), operates in the lower part of the Idaho "panhandle" with several lines radiating out of Lewiston. The line has some spectacular trestles which will be great for photographing.

From: "Central Region Limited"
Number 15 March 1975

BOOK REVIEWS

"TRACTION GUIDEBOOK FOR MODEL RAILROADERS", edited by Mike Schafer
Kalmbach Publishing Co, \$3.50, 8½ X 11, Paperbound, 1974

The Traction Guidebook is aimed at modelers, but also provides good basic reference material for the trolley fan. The book alternates prototype and modeling sections while covering cars, track, overhead, et cetera. Drawings and photos of details provide good technical information. Several trolley layout diagrams are included. Photos, drawings, and brief histories of a number of cars and locomotives provide a sampling of interurban equipment.

For a book of its size, the coverage of the subject is excellent. The quality of reproduction of the review copy is very good. This book is a good value for the price.

"WHEN THE STEAM RAILROADS ELECTRIFIED", by William D Middleton
Kalmbach Publishing Co, \$30, 8½ X 11, Hardbound, 1975

Although main line electrification has been used on a limited basis in North America it is still a large subject for one book. Mr Middleton has done a commendable job in the four hundred plus pages of his new book "When the Steam Railroads Electrified". This reviewer is not familiar with electrification in the eastern United States but, based on the chapters about the Great Northern and the Milwaukee, the coverage is quite thorough. Lengthy chapters describe electrification in the New York City area and on the Pennsylvania Railroad. One chapter details coal hauling with electrics on the Norfolk & Western and the Virginian. Some of the photos are familiar, but many are new.

Heavy traction in Latin America is covered. A chapter titled "The Future: Single-Phase or Phase Out?" looks ahead to possible developments in railroad electrification in the United States. The technology of electrification and the motive power of electrification are detailed in special sections of this book. In the back of the book is a section with maps and descriptions of the electrification projects in North America.

This is an expensive book, but it is strongly recommended to those wanting a complete source of information on heavy railroad electrification in North America. The quality of reproduction of the review copy is very good.

Chuck Storz

Number 181

EXTRA BOARD

By Paul A Guernsey

RS-3's remaining in the Pacific Northwest - Burlington Northern currently has nine ex-SP&S RS-3's operating; 4054, 4056, 4058, 4061, 4064, 4065, 4068, 4072, & 4077. In addition, two others are stored due to lack of business; the 4070 at Portland, Oregon and 4078 at Vancouver, Washington.

BN also has five ex-SP&S RS-3's stored as unserviceable, waiting to be retired. They are 4062 and 4075 which have been stored at Hillyard since 1973. The 4062 is for sale. The other three, 4051, 4059, and 4074, are stored at Vancouver awaiting retirement.

The total number of ex-SP&S RS-3's still on the roster is 16. Three additional ex-NP RS-3's, 4081, 4082, and 4085 remain in service. These units are assigned to Vancouver, Washington for maintenance. None of them have been painted in BN green.

Also remaining intact at Tacoma, Washington are RS-3's 4050, 4063, 4066, and 4067 which are stored in the BN yards and are owned by J Simon and Sons, a scrap dealer. RS-3 4076 was cut up for scrap at Simon and Sons in September 1974.

Also, FA-2 4126 still remains at Tacoma, stored there since August 1972. The FA-1's 4118 and 4114 which were purchased along with 4126 were cut up for scrap in August and October of 1974.

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Other scrapyards victims include Milwaukee Electric steeplecab switchers E-80 and E-81 which were cut up by J Simon and Sons in January 1975. E-82 was intact as of 5 January 1975 at the scrappers. Milwaukee boxcab E-25A was also cut up in January while E-47C was still intact as of 5 January 1975.

Tacoma Belt Line S-1's 901 and 902 were also in the scrap yard. These units are ex-Portland Terminal Company's 32 and 33 (originally NPT). Also in the scrap yard was SP&S heater car number 2 and SP GE 70 tonner 5120. Simon and Sons has recently purchased GN heater car number 4.

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SP&S 2-8-2 number 539 (ex-NP 1762) on display at Ester Short Park in Vancouver, Washington has recently been repainted. The engine has yet to be lettered.

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The Oregon Pacific & Eastern has purchased 13 wooden cabooses from the BN. Seven of them are CB&Q. The other six are BN Green (ex-NP).

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"Extra Board", cont'd

Units stored at BN's Portland roundhouse due to the downturn in the economy are SW-9 167, NW-2 595, RS-3 4070, and RS-11's 4181 and 4194.

The following are stored at Vancouver, Washington: SW-9 168, NW-2's 593 and 594, GP-35's 2534 and 2535, C-424 4244, C-425's 4256, 4259, and 4260, C-636's 4360, 4361, 4362, 4363, and 4364.

Many other BN units are stored system-wide including the ex-SP&S F-units 9750, 9752, 9754, 9756, 9758, and 9760 which are stored in the Twin Cities region. Five SD-40-2's are stored at Parkwater.

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Amtrak number 11 and number 14, the southbound and northbound Coast Starlight, were rerouted via Union Pacific from East Portland to Oregon Trunk Junction, then via Burlington Northern to Chemult on Thursday, 27 February 1975 on account of a derailment on the Southern Pacific near Crescent Lake. The southbound Starlight (number 11) was put in the siding at Clarno (about 8 miles east of Portland) for the meet with the northbound (number 14).

This rerouting is a departure from previous practice. In the past, when rerouting was necessary for the Coast Starlight trains Amtrak utilized BN trackage via Vancouver, then east on the "northbank route" up the Columbia River as far as Wishram before heading south on the OT.

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THE RAILFAN'S BOOKSHELF

The Rocky Mountain Railroad Club will republish its well known book "Denver South Park & Pacific" in a memorial edition early in 1976. Anyone interested can order this new, slightly enlarged edition for the pre-publication price of \$19 (\$24 after publication). The book has been out of print for many years with copies of the original edition changing hands for well over \$100 in many cases. Order from: Rocky Mountain Railroad Club, 2561 South Cook Street, Denver, Colorado - - 80210.

Howell-North, a well known publisher of railroad books, has announced that many of its titles will not be reprinted due to greatly increased costs. This publisher has in the past had a policy of reprinting its books so that many titles have remained available for a number of years after the original date of publication. Among these books is "Railroads in the woods" by local authors John Labbe and Vernon Goe. Chapter members who may have been postponing the purchase of any Howell-North books are advised to act at once. They'll never be any less expensive than right now.

Chuck Storz

SUPPLEMENT TO MARCH, 1975 TRAINMASTER

4449 RESTORATION PROGRESS REPORT

Restoration of the S.P. 4449 is proceeding on schedule according to Project Coordinator Ed Immel. The initial hydrostatic test has been made with pressure run up to 375 PSI with only a few minor leaks detected. The side-rods have been replaced. Three new seats have been donated for the cab. The air brake system has been completely overhauled. Upon inspection the bearing brasses in the tender trucks were found to be in new condition. Repairs to the tender trucks have been completed. The bell has been polished and the air horn on the front cleaned and polished to show its material - brass. The tender will be converted to permit filling of both oil and water from ground level.

The paint scheme to be used on the 4449 has been the subject of much speculation. The orange, red and black colors used by the S.P. were judged to be inappropriate because the locomotive will be representing all of America's railroads. Instead the locomotive will be in basic black with the skirting having a red stripe on top, separated by a three inch white stripe and the bottom part of the skirting being blue. What was once red on the boiler jacketing will be white. The colors will continue back across the cab and then drop toward the end of the lead truck on the tender to blend into the Freedom Train colors on the cars.

Test runs of the 4449 are now estimated to begin early in April.

4449 BUILDER'S PLATES TO BE OFFERED FOR SALE

The Pacific Northwest Chapter has arranged for the manufacture of copies of the 4449's builder's plates. Copies will be available in brass at \$25.00 each and aluminum at \$12.50 each plus transportation charges. Anyone interested is invited to write for further details.

MEMORIAL DAY TRIP TO VANCOUVER, B.C.

A sleeping car trip to Vancouver, B.C. is planned by the Chapter for the 1975 Memorial Day weekend. The cost of the trip will be \$125.00 which will include a ride behind the Royal Hudson. The car will be used as a hotel while in Vancouver. The trip will leave on Sat., May 24 and return on Monday, May 26. For more information write to Pacific Northwest Chapter, Room 1, Union Station, Portland, Oregon 97209.