

APR 75

## THE TRAINMASTER

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 (an Oregon Non-Profit Corporation)



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**pacific northwest chapter**

# **THE TRAINMASTER**

April 1975

Number 182

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## PNW CHAPTER TIMETABLE

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

18 April           Plans for a dinner meeting did not materialize, so the regular meeting will be held as usual in the Burlington Northern's Safety Assembly Room. This is located about two blocks north of the intersection of N W 11th Avenue at Hoyt Street in the long building on the right. Contact one of the Chapter Officers listed on the inside of the front cover of this issue if additional directions are needed.

8 PM

Refreshments as usual will be provided by Cora Jackson during the intermission between the business session and the program.

The program, arranged for by Walt Grande, will feature 30 minutes of 16 mm color movies of Union Pacific's steam locomotive #8444 enroute to Portland last year, between the Deschutes River crossing and the Peninsula tunnel in north Portland. Also included is a repeat showing of UP's movie "Last of the Giants". As an added extra, if conditions work out, there may be some movies of SP&S steam.

Saturday           PHOTO FIELD TRIP

26 April           Meet at Bertha Blvd, just west of its Intersection with Barbur Blvd (the old Red Electric Right-of-Way) behind the Fred Meyer Burlingame store. Because of the length of the trip it is suggested that transportation be pooled at this point.

6:30 AM

The trip will include stops along Southern Pacific's Cascade line between Oakridge and Crescent Lake. Trip leader Walt Grande guarantees lots of snow scenes with SP & Amtrak trains. For more information telephone Walt at 246-3254. —

### THE O C & E IN TRANSITION

By Gilbert M Hulin

The January 1975 issue of "The Trainmaster" reported that Weyerhaeuser had purchased the Oregon, California, and Eastern Railroad from joint owners Burlington Northern and Southern Pacific.

As of 1 April 1975, the OC&E is renting five EMD diesels from SP. GP-9 #3747 serves as the Klamath Falls yard switcher and handles the transfer runs between the OC&E yard and the Weyerhaeuser mill. SD-9s #3852, 3870, 3918, and 3906 work as two pairs on the main line trains.

The "Sycan Turn" leaves Klamath Falls in mid-afternoon for Sycan (Beatty) where empty log flats are exchanged for the loads that Weyerhaeuser's Baldwins bring in from the north. The OC&E freight for Bly leaves within an hour after the Sycan Turn, following the first train to Beatty and going on to Bly on its own.

The five Alco diesels that OC&E obtained from SP as part of the sale of the railroad are now at Sycan shops undergoing major overhaul. As of 1 April, #2959 was inside (along with Weyerhaeuser Baldwin #102) and parked outside were #2904, 2950, 2954, and 2958. MUed on the Weyerhaeuser log train that returns to Sycan about 5 to 5:30 PM were Baldwins #101, 103, and 105. Also at Sycan were ex-SP cabooses 1214 (cupola) and 1240 (bay window), part of the OC&E sale.

The OC&E's general offices are now in the Weyerhaeuser administration building at the entrance to the mill, west of Klamath Falls. OC&E officials there estimate that it may be sometime in May before their new ALCO power is ready for service. So far the Alcos parked at Sycan have not received any new paint.

### PRINCESS MARGUERITE MAY RUN AGAIN

The November 1974 issue of "The Trainmaster" (pages 3 thru 6) featured a story entitled "Princess Marguerite Espires". It detailed the ship's final run from Seattle, Washington to Victoria, British Columbia on Monday, 30 September 1974 under auspices of Canadian Pacific.

An unconfirmed report, which we hope is true, is that the Princess Marguerite will resume operations between Seattle and Victoria within the next thirty days. The report indicates that it will be run by the Provincial Government of British Columbia.

Some refurbishing is reportedly being done to this fine old lady of northwest transportation prior to returning her to service.

## PROGRESS REPORT ON LOCOMOTIVE 4449

Restoration is about ninety five percent complete on SP 4449 with road tests still ahead. The skirting is being applied and the first steps to prepare the engine for its final paint scheme are underway. A new floor has been installed in the cab and all instruments and appliances have been installed on the backhead. Certain to be noticed are the throttle and reverse lever which have been chrome plated. New springs have been installed under the tender.

No dates have been set for testing the engine since the locomotive crew finds itself on the east coast of the United States running the other American Freedom Train locomotive ex-Reading #2101. Tests on the SP 4449 in Portland will have to wait until a time when the 2101 remains in one city long enough to enable the locomotive crew to fly here to put the engine through its paces.

Before the locomotive leaves Portland it will be painted in the American Freedom Train color scheme, not solid black as some rumors have indicated. At this time, the route to be traveled by the 4449 to join the train has not been set. However, this will be announced in the near future when a decision has been reached by American Freedom Train.

It should be noted that the restoration of SP 4449 could never have been accomplished without the tremendous number of hours put in by members of Pacific Northwest Chapter of NRHS and other volunteers. At last count, over \$15,000 in donated labor have been put into the rebuild. The volunteers realize that this is not just an ordinary locomotive, but one which will represent all of America's railroads as well as the City of Portland. It will be a showpiece.

## NEW RAIL TUNNEL FOR BN

From the Sunday Oregonian, 6 April 1975:

Bids are being sought for construction of a test tunnel on the railroad relocation portion of the Bonneville Dam second powerhouse project, the Corps of Engineers has announced.

The test tunnel, to cost \$100,000 to \$500,000 would run 1,400 feet between North Bonneville, Washington and Fort Rains to the east. The Army said it will provide information needed to design the tunnel, which will carry the Burlington Northern's mainline north of its present location.

Bids on the test shaft will be opened in the Portland district office April 22. Relocation of the railway is scheduled to begin in March of 1976. Completion of the test tunnel will take 230 days, the Army said.

#### AMTRAK ORDERS PULLMANS

From The Oregonian, Friday 4 April 1975:

Passengers traveling long distances on Amtrak will be able to ride in 235 new double-decker cars to be delivered in 1977.

The new cars, to be built by Pullman-Standard Company of Chicago, Illinois, "will drastically change the look and style of American train travel", Amtrak President Paul Reistrup said.

Seats in these cars will be spaced as far apart as first-class seats on airplanes and will have folding-tray tables on their backs. The climate will be electrically controlled and the cars will have an intercom system, new air bag suspension systems and sound absorbing materials.

In addition to the Pullman double-deckers, Amtrak has ordered 200 single-level passenger cars from the Budd Company of Philadelphia, Pennsylvania.

This order is an extension of a previous Amtrak order for 292 stainless steel passenger cars similar to the Metroliner cars used between New York City and Washington, D C.

The first of these cars will be placed in service by Amtrak within the next few months, while delivery of the double-decker cars won't begin until January of 1977. All 492 Budd cars should be delivered by June of that year, according to Amtrak.

Reistrup predicted the new equipment, which will cost a total of \$253 million, will enable Amtrak to improve its cost-to-revenue ratio and insure greater reliability.

#### AMTRAK CHANGE INCONVENIENCES CANADIANS

Effective 23 February 1975 the Pacific International began departing from Vancouver, British Columbia at 7:00 AM rather than 6:15 AM (Standard Time). This change was brought about because of complaints of the previous early departure. Arrival in Seattle, Washington is at 12:30 PM (Daylight Time).

The southbound Coast Starlight departs Seattle at 11:20 AM (Daylight Time). This means a 23 hour layover for southbound passengers desiring to go to California. It is noted that this situation will correct itself at the end of April when Canada goes on Daylight Time.

Northbound connections at Seattle from California remain unchanged.

## PNW CHAPTER NRHS

## Summary of Minutes, Regular Meeting, 21 March 1975

The meeting was called to order by PNW Chapter President Edward E Immel at 8:15 PM in the Safety Assembly Room of Burlington Northern.

The minutes of the 21 February 1975 regular meeting were approved as read.

Ed Immel announced that the Chapter's mail is now being delivered to the room in the Union Station annex.

Ed Berntsen spoke to the membership about the urgent need to find a place to store the Chapter's car "Mount Hood". Negotiations are under way with the Burlington Northern and Union Pacific for lease of a small tract of land on N W 9th Avenue across from the Hoyt Street roundhouse. It is hoped that the arrangements for leasing the land can be completed within the next 30 days.

Roger Phillips announced that arrangements have been made to operate a trip using the Mount Hood to Vancouver, B C over the Memorial Day weekend. The trip will cost \$125 per person. The car will be used as a hotel for two nights while in Vancouver. A trip on the Royal Hudson train is included in the package. The trip is limited to 22 people. Departure is scheduled for 8 AM on Saturday, 24 May with return arrival on Monday evening, 26 May. Snacks enroute are included in the ticket price, but meals will have to be purchased in the regular diner on the train.

Bill Bain reported on the charter trip to Whitefish, Montana. The party which chartered the Mt Hood was made up of 32 couples from Walla Walla, Washington in a group called the "Four Seasons Club". Bill stated that the group enjoyed the use of the car and that considerable good will was generated for PNW Chapter. Burlington Northern personnel at Whitefish were very helpful. The car was stored inside the roundhouse while at Whitefish. Bill reported that the generator on the car failed on the way to Whitefish.

Walt Grande advised those present that some difficulty is being experienced in locating a suitable restaurant for the proposed April 18 dinner meeting. The Chapter's Board of Directors will meet within a day or two to decide on a specific restaurant or dispense with having a dinner meeting this year.

Walt Grande announced that the April program will include 16 mm movies in color of the UP 8444, the Union Pacific movie "Last of the Giants", and possibly some 16 mm movies of SP&S steam.

Ed Immel asked members to contribute material for The Trainmaster. Articles or reports may be in rough form and will be rewritten or edited. The idea is to get more of the membership involved in providing input for the Chapter's publication.

"Summary of Minutes for March Meeting", cont'd

Ed Immel announced that the Chapter's room in the Union Station annex will be open from 1 PM to 4 PM on Saturday, 29 March for members interested in picking up surplus material from the Chapter's collection of railroadiana. The room is to be reorganized so that it can be opened regularly to the membership for use of the collection.

The American Freedom Train Foundation has turned down the Chapter's proposal to sell copies of the 4449's builder's plate on the train. Ed Immel announced that the Chapter will be selling copies at \$25 each for brass and \$13 each for aluminum plus shipping charges for sales by mail.

Ed Immel announced that the car "Mt Hood" may be used for the dedication ceremony for the 4449 and that the Chapter's baggage-dormitory car #76 may be used for a crew car for the move of the 4449 to meet the Freedom Train in the east.

As of the date of the meeting, the day of the first steamup of the 4449 is not known according to Ed Immel. Testing will probably begin during the first week in April.

Bill Slover displayed a belt buckle reproduction of the 4449's spot plate as another possible sale item for the Chapter.

The meeting was adjourned at 9:10 PM.

Program following the business session was a slide show on Railroading in Europe by Ed Immel.

Respectfully submitted,

Charles W Storz, secretary

O P & E TO SELL CABOSES

In last month's issue ("Extra Board" on page 7) it was reported that the Oregon Pacific and Eastern Railway had purchased thirteen cabooses. It was not known what their intended use was to be.

The Monday, 7 April 1975 issue of the Eugene "Register-Guard" carried an advertisement in the classified section which offered them for sale. A minimum price was not stated. If anyone is interested they can be seen at the OP&E in Cottage Grove, Oregon (phone 942-3368).