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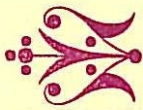
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PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 (an Oregon Non-Profit Corporation)



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

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"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.

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 the official publication of the Pacific Northwest Chapter of the National Railway Historical Society.



pacific northwest chapter

THE TRAINMASTER

May 1975

Number 183

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PNW CHAPTER TIMETABLE

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

16 May

8 PM

The May meeting of PNW Chapter, NRHS will be held in the Burlington Northern Safety Assembly Room. This is located about two blocks north of the intersection of N W Hoyt Street and 11th Avenue in the long building on the right side (almost under the Lovejoy Street ramp onto the Broadway Bridge). If more detailed directions are needed please contact one of the Chapter Officers listed opposite this page.

A refreshment break will take place between the business session and the program, arranged for by Cora Jackson. The success of this feature (in addition to Cora's "labor of love") is dependent upon donations by the membership. So, remember to feed the "kitty" too!

The program will be a presentation of slides depicting the restoration of SP 4449 for use with the American Freedom Train. Members who have taken pictures of this project, from the time it was stored at The Oaks Park to present, are encouraged to share them during this showing. Contact Walter R Grande, program chairman, (phone 246-3254) so that he can co-ordinate the program segments.

Saturday,
Sunday,
& Monday

ROYAL CANADIAN TRIP (Memorial Day Weekend)

24, 25,
& 26 May

This is the last call for those who have not yet signed up for the Chapter-sponsored rail trip to Vancouver, British Columbia via the sleeper-lounge car "Mt Hood". Features include a ride behind BC Rwy's steam engine "Royal Hudson". Contact Roger Phillips (phone 282-7691) or refer to the flyer included with last month's issue of "The Trainmaster" for details.

"PNW Chapter Timetable", cont'd

Friday PICNIC OUTING

20 June Plans are being made for a Chapter Picnic Instead of the usual business - program meeting. The weather should be favorable (since Rose Festival will be over) so reserve the date now. The suggested site is in Washington Park at a place where the Portland Zoo Railway trains will pass by. Details to be announced in next month's issue of "The Trainmaster" or you can contact Walt Grande (phone 246-3254) in the meantime.

RAILCON '75 - NINTH ANNUAL PACIFIC NORTHWEST RAILFAN CONFERENCE

No information is available yet regarding this annual event. However, it is believed that Railcon '75 may be postponed until late summer or early fall because of the involvement of key people in the restoration of SP 4449 for the American Freedom Train. Details will be announced when available.

Thursday NATIONAL CONVENTION, NRHS
 28 August

thru

The 1975 NRHS National Convention will be held in Knoxville, Tennessee. It is not too early to make plans to attend. For information write to:

Monday
 1 September

1975 NRHS Convention
 OLD SMOKY-NRHS
 Post Office Box 601
 Knoxville
 Tennessee - - 37901

and

1975 NRHS Conv Specials
 George Hartman, Director
 6624 Fisher Avenue
 Falls Church
 Virginia - - 22046

DUES PAST DUE

Just a reminder, for those of you who may have forgotten (or misplaced your dues notice), 1975 dues are now "past due". The amount required is \$4.50 for National and \$5.50 for PNW Chapter, making a well rounded total of \$10. "Chapter-only" members (those paying their National dues through another chapter) need remit only \$5.50.

Payment may be made in person at the regular meetings or mailed to PNW Chapter treasurer Jim Gilmore at the address shown inside the front cover of this issue.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 18 April 1975

The April meeting was called to order at 8:10 PM by PNW Chapter President Edward E Immel in the Burlington Northern safety instruction room.

The minutes of the previous regular meeting, held on Friday, 21 March 1975, were approved as read.

Chuck Storz reported that the first batch of material has been sorted as a start towards discarding unnecessary material in the Chapter's collection of railroad records. A lot of material discarded, such as old personnel records, has been judged unsuitable for distribution to the members for private collections and will, instead, be destroyed.

Ed Immel announced that the Chapter is negotiating with the Union Pacific for a lease of the track which formerly served the UP Commissary Building. The track would be used to store the Chapter's sleeper-lounge car "Mt Hood".

Ed Immel reported that the rental of the Chapter's baggage-dormitory car #76 to the American Freedom Train Foundation is still a possibility, but no definite commitment has been made.

Ed Immel reported that sales of the 4449 builder's plate have begun and that an advertisement will be placed in the May and June issues of "Pacific News". The belt buckle reproduction of the 4449's spot plate will also be offered for sale.

Walt Grande advised that the trip to photograph action on the Southern Pacific's Cascade line (published in the April Trainmaster as "Photo Field Trip" to be on Saturday 26 April) has been rescheduled for May 3rd with a departure time of 6:30 AM.

Walt Grande also announced that the May program for the regular meeting will be slides and movies on the 4449. Walt asked that members wishing to show material advise him in advance in order to avoid too much duplication. For the June meeting date a possible charter of the Portland Zoo Railway steam train is being investigated.

Duane Cramer announced that there will be a sale of railroad material at The Crossing restaurant in Vancouver, Washington on 26 and 27 April beginning at 10 AM on both days. The material being sold has been donated by the restaurant. Profits from the sale will be donated to the SP&S (Clark County) museum in Vancouver.

Ed Immel announced that the locomotive 4449 will be on public display before it leaves for the east to join the American Freedom Train.

National Railway Historical Society

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

Roger Phillips told the membership that the Memorial Day weekend trip to Vancouver, British Columbia is already fairly well sold out at this time. Anyone who is still interested should purchase their space at once. The trip will probably be sold out well in advance of departure.

The meeting was adjourned at 9 PM.

Respectfully submitted,

Charles W Storz, secretary

NATIONAL PARK SERVICE AWARDS CONTRACT
FOR REPLICAS OF GOLDEN SPIKE LOCOMOTIVES

The National Park Service has awarded a \$275,000 contract as the first step in supplying working replicas of two 19th century standard gauge steam locomotives for Golden Spike National Historic Site to O'Connor Engineering Laboratories of Costa Mesa, California, according to Superintendent George Church.

It was at Golden Spike that the Union Pacific met the Central Pacific on May 10, 1869 to complete the nation's first transcontinental railroad. The locomotives currently on display have been reclaimed by the State of Nevada, their owners.

The building of the replicas will be based on photographs, drawings, plans, and specifications of sister engines plus any written material available. The replicas will duplicate the Locomotive Jupiter No. 60 and its tender, as built by the Schenectady Locomotive Works; and the Locomotive No. 119 and its tender, as built by the Rogers Locomotive Works.

Under the contract, O'Connor Engineering will provide complete drawings and specifications for the replicas along with wooden patterns for all moving parts. It is anticipated that this work will be completed within one year. Fabrication and delivery of the replicas will be completed as funds are made available. It is hoped that the new locomotives will be in place in time for the 1978 visitor season.

Upon completion they will be used during the summer season in living history re-enactments of the "Driving of the Golden Spike". During the winter months they will be on static display.

The National Historic Site preserves 15.5 miles of historic railroad right-of-way and has a visitor center. Activities at the center include an hourly movie, a continuous slide program, and guided tours and walks in the area.

The Golden Spike National Historic Site, situated 32 miles west of Brigham City, Utah, is open all year.

EVER WONDERED ABOUT YOUR FAVORITE RAILFAN MAGAZINE ??

Have you ever wondered just how many copies of your favorite railfan or model railroad magazine are sold? A little careful observation each fall will tell you. Federal law requires publication each year of information about magazines in general circulation, including number of copies sold. You will usually see the circulation figures in the October or November issues.

For 1974 the "Total Paid Circulation" was as follows for some of the better known railfan and model railroad magazines:

	Average no. copies each issue during preceding 12 months	Number of copies, single issue near- est to filing date
Model Railroader	152,332	152,034
Railroad Model Craftsman	81,049	78,623
Trains	64,090	66,134
Railroad Magazine	33,136	35,289
Extra 2200 South	6,947	6,990
Pacific News	5,460	6,005
Traction & Models	3,350	3,328

For comparison, here are the circulation figures for two "mass circulation" magazines:

Reader's Digest	18,478,489	18,134,402
National Geographic	8,535,395	8,748,517

Chuck Storz

PNW CHAPTER HISTORY

Walt Grande, historian for PNW Chapter, is in the process of compiling a scrapbook documenting activities of the Chapter since its founding in 1955. Photos, newspaper clippings, programs, et cetera covering Chapter events over the last 20 years would be appreciated. Contact Walt at the regular meetings in person, 'phone him at 246-3254, or write to him at the address shown inside the front cover of this issue of "The Trainmaster".

PROGRESS REPORT ON LOCOMOTIVE 4449

Restoration work on the 4449 is rapidly approaching completion. After being on house steam for the better part of two days the 4449 was fired up by the Freedom Train crew for the first time at 12:56 PM (PDT) on April 21. At 7:30 PM the same day the 4449 moved out of the roundhouse for the first time. It was tested on the roundhouse leads several times over the next few days. On Sat., April 26, the 4449 was operated again for several hours on the leads.

After the first operation was past installation of the skirting began on the 4449. It is exactly the same now as when the locomotive was built except that some of the access doors may be a bit different. The skirting is mostly bolted on to facilitate removal of large sections if needed. The largest doors are full depth sections hinged to provide access to the air compressors. An interesting feature of the skirting is that it has expansion joints next to the cab, the joints being required due to the lengthwise expansion of the boiler when hot.

The 4449 is being painted to match the Freedom Train cars. The skirts on the locomotive will be red and blue with white borders. The lower part of the boiler jacket is white (this area was red in the Daylight color scheme). The Freedom Train red shade is a very dark red-orange. The blue appears to have a violet cast. The pilot will be painted blue. The smokebox front remains in aluminum paint as when operated by the S.P. The red, white and blue paint used is a type of enamel which retains a high gloss and does not fade.

The 4449, unlike most locomotives, has three "voices". In addition to the usual bell and steam whistle there is an air horn. The whistle on the locomotive was originally used on one of the SP&S Z-8 class Challengers and sounds the same as the U.P. 8444.

The Pacific Northwest Chapter will present two exact reproductions of the original builder's plates to the Freedom Train Foundation for use on the 4449.

Additional test operation of the 4449 is expected before it is moved east to begin service on the Freedom Train.

A dedication ceremony for the 4449 is tentatively scheduled for 8:30 AM on May 16th at the Portland Union Station.