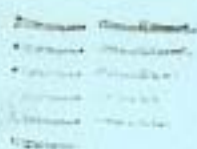


JUNE 75



THE TRAINMASTER

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



THE TRAINMASTER

June 1975

Number 184

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PNW CHAPTER TIMETABLE

Friday DEPARTURE OF RESTORED SP 4449

20 June The American Freedom Train locomotive 4449 will leave from
8 AM Portland Union Station with a special train destined for
Sacramento, California over Southern Pacific tracks with
stops along the way for public viewing. Cities in Oregon
include Salem, Albany, Eugene, and Klamath Falls where the
engine will remain overnight. If available by printing
time, a more detailed schedule will be included in this
issue of "The Trainmaster". (SEE PAGE NINE)

Friday PICNIC OUTING - canceled

20 June Due to the scheduled departure from Portland of the American
6 PM Freedom Train locomotive on this date, the planned Chapter
picnic will not be held. It was felt that most members
would want to take the opportunity to follow the special
train at least part way to California. The proposed picnic
may be rescheduled for July or August.

Thursday NATIONAL CONVENTION, NRHS
28 August

through

Monday
1 September

Now is the time for all good railfans to make plans to attend
this annual event which this year is scheduled to be held in
Knoxville, Tennessee. Information may be obtained by writing
to:

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

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

Pacific Northwest Chapter
National Railway Historical Society

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 16 May 1975

The May meeting was called to order by PNW Chapter President Edward E Immel at 9 PM in the Burlington Northern Safety Assembly room.

The reading of the April minutes was dispensed with to save time.

President Ed Immel announced that the Chapter's baggage-dormitory car #76 has been leased to the American Freedom Train Foundation for use as a crew car for locomotive 4449. The #76, still lettered as "Oregon Pacific & Eastern" was used on the test run under load to Wishram, Washington on 12 May 1975.

Ed Immel advised the membership that the Memorial Day weekend trip to Vancouver, British Columbia on the Chapter's sleeper-lounge car Mt Hood is almost sold out.

Ed Immel also announced that the restored ex-SP 4449 will be on display on the Portland Terminal Railroad Company's ninth street team tracks on Saturday and Sunday, 17 and 18 May. (This is the same location where the dedication ceremonies were held for the 4449 on the morning of Friday 16 May.)

Members wishing to purchase bronze reproductions of the 4449's builder's plate may save two dollars (\$2) per plate if purchased at a Chapter meeting. The cash and carry price is \$25 each.

Walter R Grande announced that the June meeting has tentatively been scheduled as an outing with the Portland Zoo Railroad steam locomotive. There will be a charge of \$2 per person to cover the rental of the railroad for the evening. Starting time for the June 20th meeting will be 6:30 PM at the zoo.

The meeting was adjourned at 9:30 PM.

Program: Movies, 8mm and 16mm, of the 4449's restoration project through to the test runs.

Respectfully submitted,

Charles W Storz, Jr, Secretary

AMERICAN FREEDOM TRAIN LOCOMOTIVE 4449 TEST RUN

After 6 months of hard work, ex-SP 4449 was finally ready for test runs over the Burlington Northern Railroad. On 8 May 1975 the engine was run lite between Portland, Oregon and Skamania, Washington and return. It performed faultlessly, but what was yet needed before final acceptance by American Freedom Train was a test run under load. On 12 May this run was made to Wishram, Washington.

The story that follows is an account by Jerrold F Hilton, Central Region Vice President of NRHS, of the test run. Many of the Pacific Northwest Chapter members who were involved in the restoration of ex-SP 4449 will find the viewpoint of an "outsider" interesting.



Freedom Train locomotive 4449 eastbound on the BN (formerly SP&S) Columbia River Line with a freight train on Monday, 12 May 1975. Location is near Lyle, Washington. (Photo by Charles W Storz, Jr)

AMERICAN FREEDOM TRAIN 4-8-4 RUNS IN REVENUE FREIGHT SERVICE

By Jerrold F Hilton

On May 12, 1975, ex-Southern Pacific 4-8-4 No. 4449 made history as she worked in revenue freight service, her final try-out before being declared ready to haul the American Freedom Train. The run was made over Burlington Northern rails from Portland, Oregon to Wishram, Washington and return, hauling 32 and 34 freight car trains of approximately 2,000 tons (about the weight of the American Freedom Train).

The big locomotive, built to pull the Southern Pacific's fleet of Daylights was in excellent condition. It ran very silently, with not a steam leak to be seen. Even the air pumps were quiet. One can only say that the crew from the American Freedom Train and Pacific Northwest Chapter of NRHS did a fine job in rebuilding the engine.

On the morning of the test run the crew had been called for 6 AM, and when we got there at 6 steam was up and the engine ready to go. Shortly after our arrival the big engine was run out onto the turntable of the old Spokane Portland and Seattle roundhouse in downtown Portland, turned a few degrees, and then backed up to another stall where the baggage dormitory car which would haul equipment and spare parts plus the crew was waiting. This car is owned by PNW Chapter, but was lettered for the Oregon Pacific & Eastern where she ran last year. As we go to press however, the car has been repainted for service on the American Freedom Train, and it will go east with the 4449.

After a few minutes to check out the engine and load the crew car the 4449 and baggage-dorm were on their way through Portland and across the Columbia River to Vancouver, Washington. We (Bob Clarkson of North Star Chapter, NRHS and myself) jumped into our automobile and took the freeway (I-5) to Vancouver to wait and get photos of it coming off the bridge. After only a few minutes the 4449 arrived and stopped briefly at the Vancouver Depot to allow the press to get some photos of her. (It is worth noting that films taken by one of the TV crews were shown nationally and even on Dutch TV.)

Then the engine ran east about two miles to Eavan (East Vancouver) where the 2,000 ton train was waiting, with the caboose already on. This saved backing the engine into the Vancouver yard, and probably saved the yard from being overrun with photographers. We watched the engine and baggage car couple on, then raced ahead to find a photo vantage point along the line.

The highway from Vancouver to Wishram along the north bank of the Columbia River is two lane, with a lot of curves. We had to get ahead of the train, pick our location, and then fight traffic to get ahead of the train again. Since the train was running at 50 mph getting ahead was difficult. Fortunately there were three stops eastbound and two on the return trip to check bearings. This plus one 10 mph slow order allowed us time to find some good locations. We found that a National Forest Service map which covered a portion of the area to be quite helpful.

"AFT 4-8-4 Runs in Freight Service", cont'd



Fully restored and ready to work ex-SP 4449 waits at BN Depot in Vancouver, Wash on 12 May 1975. (Photo by Irv Ewen)



AFT 4449 under full steam at beginning of test run under load 12 May 1975, east of Vancouver, Washington. (Photo by Irv Ewen)



American Freedom Train locomotive 4449 backing to pick up westbound train in BN yards at Wishram, Washington on 12 May 1975. The 4449 has just taken water after a 94 mile eastbound test run with a freight train.

(Photo by Charles W Storz, Jr)

"AFT 4-8-4 Runs in Freight Service", cont'd

She was running so fast that at Hood River we decided to cross the Columbia River and take the Interstate Highway (I-80N) eastward which runs on the Oregon (Union Pacific) side of the river to The Dalles. This turned out to be a good choice because as we crossed back again farther upriver we were able to get a fine shot of the train from The Dalles bridge with Mount Hood in the background. However, there was a sandblasting crew working on the bridge above us and we picked sand out of our eyes and hair for the rest of the day. True grit!

At Wishram the train was set out on a siding west of town and the engine was turned on the wye, the south leg of which is the BN bridge over the Columbia River for the line which goes south to Bend, Oregon (also known as the Oregon Trunk). Then the 4449 and her crew-equipment car backed into Wishram to take water at the water spout, which is still in place and operational.

At 12:15 the engine backed down to her train and was ready to go. Bob and I got into our auto and drove to a high vantage point just west of Wishram. We had to wait a few minutes as an eastbound freight came through. Then a freight from Bend came across the bridge and was sent west ahead of the 4449. The westbound freight helped us for the first part of the westbound test run, since it went slower than the big 4-8-4 had been running.

Only two bearing checks were made on the return run, and each time the 4-8-4 was found to be running cool. As an oil burner, she ran very smoke-free except when starting out from a stop. Fortunately we had a crisp cool sunny day and the steam did make a nice plume when running at speed.

The return run again was fast and trouble-free. The freight cars and caboose were dropped at Egan, then the locomotive thundered across the Columbia River and Willamette River bridges, and by 4:30 PM she was tucked away in stall Number 1 of the Hoyt Street roundhouse in northwest Portland.

And so ended a great day for the American Freedom Train as it's new engine performed faultlessly. Also, it was a great day for rail historians to record this once-in-a-lifetime event on film.

UNION PACIFIC FAMILY DAY

Sunday June 1, was family day for Union Pacific employees at the company's Albina yard in Portland. In addition to free hot dogs, soft drinks and balloons, the company equipment on display and in operation. Centennial unit 6943 was on display while behind the engine were generator car 301, baggage car 5716 and buffet car 5015. Free train rides were offered every hour from the freight station out the Sullivan's Coach line a distance of 21 minutes. The train consisted of 10 coaches with an SDP-35 (freshly painted) at each end. The consist was as follows:

1405

5472

5483

5473

5474

5484

5468

5475

5486

5480

5482

1406

The 1406 pulled the train outbound and the 1405 was on the point for the return runs. For the diesel spotter finding two SDP-35s operating together was a rare occurrence.

PRESIDENT'S MESSAGE

Thank you's are in order to the members of the Pacific Northwest Chapter of NRHS for their tremendous assistance in the rebuilding of ex-southern Pacific locomotive 4449. Without their help the engine would probably not have been rebuilt in the time it was. Total volunteer man hours approach 9,000 in number, with the majority being from PNW Chapter members. The Chapter can take pride in a job well done. Millions of people will be seeing the American Freedom Train but the contribution of Chapter members will not be directly noticed. However, through the exchange of The Trainmaster some of the story has become known to other Chapters.

The past six months have been a frantic time for the Chapter as the locomotive rebuilding has delayed and postponed other projects that were scheduled. We have gained new members during the reconstruction and have brought old members back into activity. Now comes the problem of not losing the momentum currently underway. There are 4 major tasks awaiting in the months ahead:

1. Rehabilitation of the Chapter's sleeper-lounge car "Mt Hood". Plans are being drawn up for the repainting and redecorating. Mechanical and electrical work needs to be done and anyone interested in the project is more than welcome to roll up their sleeves and help.
2. Work must get underway in finishing the job of establishing the Chapter's offices at Union Station. A good start was made, but much needs to be done.
3. We have been asked by the Western Forestry Center to take a look at the possibility of putting "Peggy" into operating shape. An examination of the locomotive will be made this summer and we will be made this summer and we will be calling upon Chapter members to assist us.
4. Setting up a program of railroadians sales. This should really rank at the top of the list since income generated is badly needed to finance Chapter operations.

As one can see by the items above there is much to do in the upcoming months. In the past Chapter members have responded when the need has arisen and hopefully the case will be the same now.

Ed Immel

National Railway Historical Society

NEWS AFLOAT

The steam powered stern-wheeler Portland is due to be in Lewiston, Idaho for dedication of navigation from the sea to Idaho. The Portland will leave Portland, Oregon around the 13th of June in order to be in Lewiston between the 18th and 20th. A railroad bridge fifty miles down the Snake from Lewiston with restricted clearance necessitated the trimming of the Portland's stack by eight feet. This is the second long trip for the vessel after going to Pasco, Washington several years ago.

- * - * - * -

The Ports of Cascade Locks and Stevenson are planning to construct a 150 foot long steam-powered sternwheeler for carrying tourists on the Columbia River. The vessel would carry 500 tourists and cost about \$1.2 million dollars along with \$1 million for docks, parking lots, and ticket facilities at the three stops being planned for the boat.

During the winter the boat could be used in Portland for harbor tours and special charters. The two port districts have chronic unemployment problems and thus are probably capable of getting special Federal loans and grants. In the past, development plans for the area (the aerial tramway) have encountered opposition from environmentalists seeking to preserve the scenery. With the boat, port officials hope to avoid all of these problems and probably will not even have to file an environmental impact statement.

- * - * - * -

The former Canadian Pacific Railway steamship Princess Marquerite has started daily service between Seattle and Victoria under the ownership of British Columbia Steamship Company (1975) Limited, a wholly owned corporation of the BC government.

The Marquerite has had her upper removed and four lounges installed that seat 350 people. The dining room has been doubled in size and the ship finished in new green carpets and enlarged viewing windows. The dining room's menu has been upgraded with an enlarged wine list and more elegant service. The refitting cost about \$1.1 million dollars.

The boat is still white but has a new smoke stack design that is a modified "Union Jack" done in red, blue, and white. The schedule of the ship remains the same as last year (out of Seattle at 8:30 AM, returning at 9:30 PM) with special fares for one-day excursions out of Seattle.

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Number 184

SCHEDULE OF 4449

Ex-Southern Pacific Daylight engine 4449 is finally leaving Portland to join the American Freedom Train in Chicago. Through the cooperation of the Southern Pacific Railroad, the engine will be operated via Sacramento and Ogden. The train will consist of the locomotive, crew car PNWC 76, one Amtrak chair car, an Amtrak lounge car and a Southern Pacific dining car. Local business cars of the railroad may be added. Invited guests of the Southern Pacific and the American Freedom Train will be carried between points on the line. Below is the tentative schedule for the special train:

Lv. Portland (Union Station)	8:00am	Friday June 20	
			36 miles, 55 min
Ar. Woodburn	8:55am		
Lv. Woodburn	9:25am		17 miles, 25 min
Ar. Salem	9:50am		
Lv. Salem	10:20am		27 miles, 30 min
Ar. Albany	10:50am		
Lv. Albany	11:20am		44 miles, 45 min
Ar. Eugene	12:05pm		
Lv. Eugene	1:05pm		43 miles, 60 min
Ar. Oakridge	2:05pm		
			20 miles, 43 min
Ar. Wicopee	2:50pm	Water stop from spout	
Lv. Wicopee	3:05pm		
			131 miles, 240 min
Ar. Klamath Falls	7:05pm	Overnight	
Lv. Klamath Falls	7:00am	Saturday June 21	
			84 miles, 125 min
Ar. Black Butte	9:05am	Water stop from spout	
Lv. Black Butte	9:20am		
			23 miles, 55 min
Ar. Dunsmuir	10:15am		
Lv. Dunsmuir	10:45am		
			57 miles, 110 min
Ar. Redding	12:35pm		
Lv. Redding	1:05pm		
			35 miles, 50 min
Ar. Red Bluff	1:55pm		
Lv. Red Bluff	2:25pm		
			45 miles, 60 min
Ar. Chico	3:25pm		
Lv. Chico	3:55pm		
			43 miles, 65 min
Ar. Marysville	5:00pm		
Lv. Marysville	5:30pm		
			52 miles, 100 min
Ar. Sacramento	7:20pm		

4449 Schedule con't

Display Sunday at Sacramento Station with CP Huntington, 1880 coach and SP Bi-Centennial painted diesel.

Lv. Sacramento	7:00am	Monday June 23	
			36 miles, 60 min
Ar. Auburn	8:00am		
Lv. Auburn	8:30am		
			83 miles, 175 min
Ar. Truckee	11:25am		
Lv. Truckee	11:55am		
			37 miles, 95 min
Ar. Sparks	1:30pm	Overnight	
Lv. Sparks	7:00am	Tuesday June 24	
			99 miles, 120 min
Ar. Lovelock	9:00am		
Lv. Lovelock	9:30am		
			73 miles, 105 min
Ar. Winnemucca	11:15am		
Lv. Winnemucca	12:15pm		
			112 miles, 105 min
Ar. Carlin	2:00pm		
Lv. Carlin	2:10pm		
			21 miles, 50 min
Ar. Elko	3:00pm		
Lv. Elko	3:30pm		
			57 miles, 75 min
Ar. Wells	4:45pm		
Lv. Wells	5:15pm		
			176 miles, 300 min
Ar. Ogden	9:15pm		

Display Wednesday at Ogden Union Station with Union Pacific 6900 class diesel and SP diesel.

Lv. Ogden via Union Pacific	No schedule yet	Thursday June 26
Ar. Rawlins	"	"
Lv. Rawlins	"	Friday June 27
Ar. Denver	"	"
Lv. Denver via Burlington Northern	"	"
Ar. Hastings	"	"
Lv. Hastings	"	"
Ar. Omaha	"	"
Lv. Omaha	"	"
Ar. Galesburg, Illinois	"	"
Lv. Galesburg	"	"
Ar. Chicago	"	"

NOTE: One-half hour stops on Southern Pacific are service times and display times for the town shown. Other service stops may be made without notification. If train arrives in a town late departure will be as close to the time indicated as possible.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

ROSTER OF PAID MEMBERSHIPS
June 1975

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WALL, H Malarkey	1200 Terminal Sales Bldg	Portland	OR	97205	(503)	222-9495
WILLIAMS, Robert D	10400 N W Leahy Rd	Portland	OR	97229	(503)	292-6210
WOLLAM, James E	Post Office Box 8272	LaCrescenta	CA	91214		
WOODFORD, Leonard G	11704 N E 70th Ave	Vancouver	WA	98665	(206)	573-1674
ZENK, Gary	9557 S W 62nd Dr	Portland	OR	97219	(503)	244-2188
ZIMMERMAN, Alan Carl	2129 S E 72nd Ave	Portland	OR	97215	(503)	774-0277