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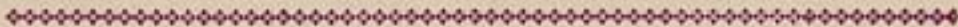
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PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 (an Oregon Non-Profit Corporation)



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pacific northwest chapter

THE TRAINMASTER

October 1975

Number 186

PNW CHAPTER TIMETABLE

Every
Saturday

WORK PARTY ON CHAPTER'S LOUNGE CAR "MT HOOD"

1 PM

Every Saturday a group of dedicated railfans, spearheaded by John Holloway, gathers at the BN Ninth Street Roundhouse yards to perform maintenance and repair of the Chapter owned sleeper-lounge car "Mount Hood". Much work remains to be done, rain or shine. Contact John ('phone 246-5752) for more details.

Friday

REGULAR MONTHLY MEETING (3rd Friday of each month)

17 October

8 PM

The October meeting of PNW Chapter will be held in the Burlington Northern Safety Assembly Room which is situated on the east side of N W 11th Avenue (extended) about two city blocks north of its intersection with N W Hoyt Street. If more detailed directions are desired please contact one of the Chapter officers listed on the inside of the front cover of this issue.

Refreshments will be served during the intermission between the business session and the program, thanks to the efforts of Cora Jackson. Donations are accepted to help pay for the material costs of this operation.

Program Chairman Walt Grande is getting a program together on "Railroads of Western Canada". Walt will show his movies of rail traffic in and out of the spiral tunnel on the CPR line. Also featured will be the "Royal Hudson" on the BCR (formerly PGE) line. Members who have slides, photographs, or movies pertaining to this month's program theme are invited to share them at the meeting. Contact Walt ('phone 246-3254) if interested in participating.

"PNW Chapter Timetable", cont'd

Saturdays & Sundays
8 & 9
15 & 16
22 & 23
November

COLUMBIA GORGE MODEL RAILROAD CLUB ANNUAL SHOW & DISPLAY

Portland's largest operating model railroad will be open to the public between the hours of 1 PM and 8 PM on the three weekends in November indicated at the left. The 20 ft by 55 ft HO layout is located in the clubroom at 3405 North Montana Avenue in Portland, Oregon.

Admission fees are: 75¢ for adults, 50¢ for children under 12 years of age, and 25¢ for scouts in uniform. For information contact Richard J McMahill at 2256 N E Davis Street in Portland, Oregon - 97232.

Friday

REGULAR MONTHLY MEETING

21 November 8 PM

The November meeting will be held, as usual, in the BN Safety Assembly room. It is not too early to reserve the date.

Business session will include election of officers for 1976. Refreshments, arranged for by Cora Jackson, will be available during the intermission. Program to be announced.

Friday

NO MEETING

19 December

"WHERE HAVE WE SEEN THIS ACT BEFORE?"*

Some performers imitate prominent politicians and show biz personalities. They are invited to appear on the TV talk shows and are rewarded. William Gautney of Neosho Falls, Kansas imitates locomotives. He does it so well that he recently wound up in jail. Police reported that Gautney stationed himself at an intersection in downtown Baton Rouge, Louisiana and went into his train-whistle act. The sounds were so realistic that startled motorists were slamming on their brakes and skidding all over the asphalt. The arresting officers could find no law against impersonating a choo choo, so they booked Gautney on a simple drunk charge.

DESERT RAILS, Arizona Chapter

* Reprinted from Roanoke Chapter, NRHS newsletter "Turntable Times", Vol 8, #9

BN'S NINTH STREET ROUNDHOUSE IN THE DAYS OF STEAM

By Merritt Y "Bud" Parks

The many people working on the steam locomotive restoration (ex-SP 4449) at the Burlington Northern roundhouse at N W 9th Avenue and Lovejoy Street are in sharp contrast to the few required for daily service of the present company's diesels. These few are also in sharp contrast to the teaming activity there when I worked as machinist helper in the winter of 1943 and 1944.

In those days it was the Spokane, Portland & Seattle Railroad and some forty locomotives were serviced daily, including Great Northern Mikes and Pacifics on the Portland to Seattle run. The GN 2500 class locomotives were too long for the turntable and were serviced at the Northern Pacific roundhouse at Guilds Lake. The SP&S 700's and 900's had been in service for a few years, but never appeared at the Portland roundhouse for the same reason.

All road power at that time was steam. The engines assigned to this engine terminal were mostly small, varied, and certainly picturesque. Once each month the Gales Creek and Wilson River Number 1 would appear from out of the hills near Glenwood for boiler washing, inspection, and light repairs. It was said to have come from the Colorado Midland. Two others had builders' plates in the 1880's and were in regular service.

My favorite was the 453, a light ten-wheeler of graceful lines. I used to grease her with tender, loving care and changed out fittings and piping even if only slightly defective. My time was charged to one of the 350 class Consolidations -- machines with saturated steam, low drivers, and hat valves which surely must have been the world's ugliest locomotive.

Some of the 350 class, our work reports showed, were assigned to the DT loggers. "DT" stood for disconnected truck. Their footboards were gouged out from brakemen wearing calk boots. The trains got their loads from points in the Coast Range and logs of varying length rested on bunks on individual trucks. Trains thus comprised were, of course, without benefit of train line air brakes. These trains would routinely drift out of the Cornelius Pass tunnel very slowly and the brakemen, working from the ground, would set up hand brakes on each truck to hold the train on the descending grade.

These log trains moved on a trestle over the St Helens road and over the Astoria line and doubled back northward where the logs were dumped into the slough on the west side of Sauvie Island. The switch at the foot of Cornelius Pass was normally lined for the log dump since the log trains could not be depended upon to stop while descending the grade. I never heard of any of these trains getting away. Presumably the brakemen wore calks so that they could go over the top to tighten the brakes if necessary.

Once that winter a light Mike, the 525, came down Cornelius Pass with a regular train, not logs, using the engine brakes excessively. Five of the

"BN's Ninth Street Roundhouse", cont'd

eight driver tires had slipped badly from heating and two were nearly out to the side rods. Somehow the engine stayed on the rails all the way to the Ninth Street yards.

The shop had no drop pit. In order to get the weight off of a driving axle it was necessary to drive up on a wedge and block under the springs and equalizers. Some engines seemed to break driving axle springs quite regularly, so we did the wedge act frequently.

Regular customers for breaking springs were the 150 and 151, ten-wheelers which handled the Astoria passenger service. It is hard to say whether it was speed plus bad track or if there was something inherently wrong with these engines.

The Astoria train carried a cafe-parlor-observation car which that winter was resplendent in a fresh paint job. The car would be turned on the turntable in the dead hours of the night. It was a sight to see its sides and brass rail gleaming in the street lights on a rainy winter night.

Often the 150 and 151 were used on troop train movements to and from the U S Naval base at Tongue Point. On these occasions the 153 (my favorite) was assigned to the regular passenger train. With knife blade, wire brush, and polishing compound I chipped off the boilermakers paint and polished up her 1898 builder's plate. It was a fine sight to see the Astoria passenger train depart with the 153 on the point, pulling a string of well maintained wooden coaches -- just like something from the turn of the century!

I worked the midnight to 8 AM shift and now and then got an extra hour on my time card for taking supplies to one of the outgoing trains at the depot.

The Pasco locals were handled by Atlantic types of which four were then serviceable; the 603, 605, 608, and 609. They were well proportioned engines except for their inside valve motion. It is said that they would run like scared rabbits, but would slip easily if starting much of a train.

One of these engines pulled a commuter train from a spur along the seawall on the Willamette River near the Burnside Bridge to and from Kaiser shipyard at East Vancouver, Washington. There were three round trips a day, each timed for the shift changes. The engine ran forward to Vancouver, then ran around the train and pulled it running backwards on the return trip. The cars were old SP trailers from the electric commuter service in the San Francisco Bay area or possibly the Pacific Electric.

Freight service on the Astoria line used F1's, 2-6-2's numbered in the 450's and 460's. Nine of these were on the roster in the winter of '43. These were fine looking engines and the crews liked them. For their size they could really pull, and sometimes they would leave town with seemingly all

"BN's Ninth Street Roundhouse", cont'd

outdoors locked behind their drawbars. Their 69 inch drivers could really move out. They distributed their weight well and could operate over the trestles of the lower Columbia River -- a line that couldn't even accept the 350 series Consolidations.

Heaviest engines in the house at that time were the GN 3300 Mikes. With their Vanderbilt tenders they completely filled the shorter turntable then in service.

The locomotive inspection sheets for October 1943 show that the Gales Creek and Wilson River one spot had had her last heavy repairs completed on April 1, 1939. Time was running out for this museum piece, even in our house full of antiquities. However, considering the critical times, she may have had her flues reset for still another term of treading the light rail of Coast Range logging spurs.

During this period the engines which went to the NP backshop at South Tacoma, Washington for classified repairs came back with superb paint jobs -- stripping, white driver tires, the works! The engines that went to the SP&S yards at Vancouver were painted hurriedly, leaving much to be desired in eye appeal.

I wish that someone with modern sound recording equipment could have been there then to have picked up the sounds that still linger in my mind from those years. In memory I am walking along Ninth Street, just off work at eight in the morning. Way off in the distance towards Guilds Lake first Number 1 in coming in with the Northern Pacific connection from the east. They blow a long and two shorts to call attention to their green markers for a following section. Way down there the yard crews answer. Moving closer, they repeat the ceremony. Again the switch crews acknowledge.

Then, somewhere near that curve at Thurman Street the sounds of the five-note chime whistle are beamed from a parabola of buildings -- the long and two shorts very loud now and melodious, haunting, sad, and thrilling. Once more a new group of yard engines, and there are a lot of them working the yard leads and industry and dock spurs, respond with a variety of diesel honks and steam whistles -- like spectators cheering a long distance runner approaching the finish line.

They are in sight now. One of the 620 Pacifics is up front. They blow for the switch tenders and blow for Ninth Street. They are in the open here, with loud clear tones -- no echo. The bell peals out crisp notes. Next it is the sound of seemingly endless head end cars and coaches clattering through the cross-overs and into the station. Inside the coaches there is a veritable mass of humanity -- some even standing in the aisles. Amid this extravaganza of sounds first Number 1 has arrived with its gallant old engine and tired coaches.

It was great to have been there. That era was the glorious high tide of the Terminals Subdivision.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 21 September 1975

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

The reading of the minutes of the previous meeting was dispensed with. Note: There was no meeting on 21 June due to activity associated with the departure of 4449 to California.

President Immel announced that the Pacific Northwest Chapter will host the 1978 NRHS National Convention. The presentation to the NRHS Board assumed that locomotive 4449 will not be available. It will be used if possible. The convention activities will include traveling between Portland, Cottage Grove in Oregon; Yakima, Tacoma, and Seattle in Washington; plus Victoria and Vancouver in British Columbia. Tentative cost estimate is about \$200 which would include some meals.

Ed Immel advised those present that he has been meeting with the City of Portland Parks Department about the establishment of a railroad museum. A good possibility for property has developed and at least one used building may be available through the City from the I-205 freeway right-of-way clearance. Also, liability insurance for the future operation of locomotive 4449 may be possible through a rider on the City's insurance policy.

Ed Immel reported that the 4449 will be shopped at the Union Pacific shops in Omaha, Nebraska because of excessive flange wear on the front pair of drivers. The locomotive is reported to be running well otherwise.

Ed Immel also advised that the American Freedom Train is now running between display points at night to allow more time at each display location.

Ed Berntsen reported that an abbreviated 1975 Railcon may be held in the form of an excursion on the Royal Hudson on Saturday, 18 October 1975. The trip would be from Vancouver, BC to Hope, BC and return via CN. A working dinner is planned after the excursion for officers of railfan groups present (on the evening of 18 October in Vancouver, BC).

John Holloway requested help for a work party on the Chapter owned sleeper-lounge car "Mt Hood" for Saturday, 20 September in the afternoon.

Ed Immel reported that PNW Chapter has leased 100 ft of track at the end of track 5 at the BN Ninth Street roundhouse for storage of the Mount Hood at a cost of \$10 per month.

Walt Grande announced that the October program will be Canadian Railroading with emphasis on the Royal Hudson excursions.

Respectfully submitted,

Charles W Storz, Secretary

THE AMERICAN FREEDOM TRAIN

By Ed Immel

SP Daylight 4449 took over from ex-Reading 2101 at a brief ceremony in C&NW Priviso yard and while the Daylight headed for Crystal Lake, Illinois the 2101 was towed to LaGrange and storage at the EMD plant. Some eventful trips have been operated by the 4449. Having to double a hill, using the booster for the first time and stalling out on grade where the grass was wet and laying over the rail. A segment in the mid-West was a testimony for the track conditions in the area - 185 miles in 20 hours.

However, not all has been well with the Daylight. While the train continued on to Colorado the engine remained at the Union Pacific shops in Omaha, Nebraska on account of its front driver not being in tram with the rail. This condition was noticed after arrival at Chicago and the constant wearing has made the front flanges too sharp for FRA regulations. Otherwise the engine has been running beautifully.

The flange wear correction is a two step operation; get the wheel back in tram, and bring the flanges back into contour. The tram was out about one-eighth of an inch. The recontouring of the wheels was not a quick job. Two cutting tools were fashioned to be attached to the brakeshoe hangers and then the engine was moved slowly as the metal was cut away. It took a day to break through the glaze before any cutting could be done. To compound the problem the cable on the bulldozer that was pulling the engine broke and a switch engine had to be called in. The work is very slow since the cutting generates heat and too much heat could cause the tire to expand away from the wheel, really causing a problem.

The engine will be rejoining the train in Ogden, Utah. Between Omaha and Cheyenne it will be double-headed with UP 8444. The Union Pacific engine will remain at its home in Cheyenne, Wyoming while the Daylight engine continues westward. The UP indicates that there will be no doubleheading of the two engines in pulling the American Freedom Train.

A Tacoma, Washington stop has been added to the train's schedule with the display to be at North Fort Lewis.

Display in Portland will be at Union Station. Factors weighing in favor of Union Station was that cover could be provided for the waiting public. However, parking will be a problem. Arrangements are being worked out with Tri-Met to provide shuttle service from parking lots in the general area.

The display time in Portland has been shortened by one day. Also, one day will be cut from the train's stay in Eugene. The schedule change will provide for an additional display stop of two days in Salem.

"The American Freedom Train", cont'd

Advance ticket sales to the Portland Public School system has resulted in a partial sellout for the Portland display time. The scheduled times for the school tours are from 9:00 AM through 1:30 PM on Tuesday, Wednesday, and Thursday the 11th, 12th, and 13th of November. The remaining display hours are open to the public on these days plus all day Friday and Saturday the 14th and 15th.

The schedule of the train in the West usually means very early departure from a display point and a late arrival in the next city. There is a speed restriction on the train since some of the exhibits are fragile and the Foundation wants the people of towns on the route to be able to see the train.

Outside display windows are illuminated so day or night the public will be able to see some of the attractions. While the schedule may mean that some of the favorite railfan photo spots may be covered in darkness, remember that the long distances in the West cost money and the train has to remain on display as long as possible in any given city.

Pacific Northwest Chapter's baggage-dorm car #76 is still coupled onto the tender of the Daylight engine and will probably be the most famous baggage car in railroad history. A new set of springs were installed while the train was in St Paul, Minn. Also, a low grade crossing slightly damaged the collection box for the air conditioning. All has been fixed and #76 just keeps rolling on.

The October "Trains" Magazine has a photo of the Daylight just after it had been put into Burlington Northern's Ninth Street roundhouse in Portland for restoration. Could it really have looked that bad? The November issue of "Trains" will carry a full color cover photo of ex-SP 4449 along with David P Morgan's tale of his ride from Portland to Ogden. He calls it one of the greatest rail trips he has ever made.

AMTRAK OFFERS RAIL PASS

Amtrak has countered Europe by offering a new USARAIL (Use-A-Rail?) Pass for any foreign visitors except those from Canada or Mexico. Three time length versions will be offered: 14 days for \$150, 21 days for \$200, and 30 days for \$250. They will be honored for coach service only on the non-premium trains. Sales of the passes will begin on 1 November 1975.

BATTERY CHARGER NEEDED

The Chapter is in need of a 32 volt, 100 amp battery charger for use on the sleeper-lounge car Mt Hood. Contact John Holloway for additional details ('phone 246-5752).