

SEP 79

## THE TRAINMASTER

Room 1, Union Station  
800 NW 6th Avenue  
Portland, Oregon 97209

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Permit No. 595

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



1976 CHAPTER OFFICERS

president	JOHN D HOLLOWAY (503) 246-5752 2201 S W Palatine Street Portland, Oregon - 97219	director-at-large	WILLIAM D BAIN (503) 686-2246 Post Office Box 10445 Eugene, Oregon - 97401
vice-president	WALTER R GRANDE 246-3254 4243 S.W. Admiral Street Portland, Oregon - 97221	director-at-large	ALFRED L HAIJ (503) 659-7840 2311 S E Wren Street Milwaukie, Oregon - 97222
secretary	CHARLES W STORZ, JR 289-4529 146 N E Bryant Street Portland, Oregon - 97211	director-at-large	CHARLES A LUND (503) 643-2012 15795 S W Village Circle Beaverton, Oregon - 97005
treasurer	JAMES J GILMORE 246-1202 2140 S.W. Palatine Street Portland, Oregon - 97219	director-at-large	NOEL H NELSON 659-1015 4691 S E Fieldcrest Drive Portland, Oregon - 97206
chapter director	ROGER W SACKETT 644-3437 11550 S W Cardinal Terr Beaverton, Oregon - 97005		



CHAPTER NEWS LETTER STAFF

editor and publisher	IRVING G EWEN (503) 232-2441 2628 S E Ash St Portland, Oregon - 97214
circulation manager	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

"The Trainmaster" is the official publication of the Pacific Northwest Chapter of the National Railway Historical Society.

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

"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.



**pacific northwest chapter**

# **THE TRAINMASTER**

September 1976

Number 195

## PNW CHAPTER TIMETABLE

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

17 September The first regular meeting after the summer recess will be held  
8 PM In the Burlington Northern Safety Assembly Room which is located  
on the east side of N W 11th Avenue, extended, about two blocks  
north of Hoyt Street. PNW Chapter Officers listed inside the  
front cover of this issue can give additional directions if  
needed.

Following the short business session refreshments will be served, arranged for by Cora Jackson. A "kitty" will be present to receive donations which are used to offset the material costs of this feature.

Walt Grande, program chairman, has arranged for another interesting program on the last years of steam on the Union Pacific. Guest speaker will be Jack Pfeifer who works for the Union Pacific Railroad. Mr. Pfeifer will show slides that he took in the 1950's of UP steam operations in Wyoming and Nebraska, including Big Boys, Challengers and 800's operating over Sherman Hill.

Friday REGULAR MONTHLY MEETING

15 October Unless otherwise noted, the October meeting of PNW Chapter  
8 PM will also be held in the BN Safety Assembly Room. Program  
to be announced.

### EXTRA BOARD

A Southern Pacific directors' special arrived in the Portland Union Station on Aug. 7 and departed on Aug. 10. The train, pulled by SD9E's 4450 and 4451, was made up entirely of SP business cars including the car "Sunset". The "Sunset" has to be one of the most attractive business cars in service today.....Sunday, Aug. 8 was Union Pacific's family day in Portland. A centennial unit (6900 series) and a bicentennial painted hopper car were on display. A short train of coaches with a locomotive on both ends provided rides out the Gulch line.....Amcoaches were put into regular service on Amtrak's Portland-Seattle trains on July 19. The new cars have many features in common with the airlines such as track mounted airplane seats complete with fold-down trays in the seat backs, and unisex toilets. They do not (yet) have seat belts. The Amcoaches are 20% smaller in cross-section than the old equipment. The end-of-car diaphragms are a sort of air bag with a hard rubber facing or striker surface between cars. The windows are rather small, made of Lexan (tinted) and not too good for viewing the scenery.....The latest unconfirmed rumor is that Amtrak is considering the purchase of the first new dome cars to be built in many years. The new domes would be open to all coach passengers at no extra fare. The new cars are tentatively to be named American Free-Dome cars.....The Union Pacific suffered serious damage in the eastern Idaho area devastated by the Teton Dam failure on June 5. Almost 25 miles of track were lost, including 9.25 miles of the Pocatello to Butte main line and 5½ miles of the Yellowstone branch. One 135 foot steel truss bridge over the Teton River was completely destroyed. The main line to Montana was reopened on June 11. (from U.P. INFO).....Late official word has been received that NRHS national dues will be increased by three dollars beginning in 1977.....On Aug. 21 Amtrak #14, the north-bound Coast Starlight arrived in Vancouver, WA at 8:15 PM instead of the regular scheduled time of 1:40 PM, making the train about 6½ hours late. The most surprising thing was the motive power consist: On the point ahead of Amtrak SDP40F's 551 and 557 was BN C-636 #4369. Your reporter speculates that the train suffered a partial motive power failure and #4369 was the only locomotive suitable for the train available at the BN's Hoyt St. roundhouse in Portland. The C-636's are not noted for their reliability.

*CHUCK STORZ*

### CHAPTER BULLETIN BOARD

A Chapter membership roster for 1976 is enclosed with this issue of The Trainmaster. This is the last issue of The Trainmaster which will be mailed to members who have not renewed for 1976 and whose names are not on the new roster.

The Chapter needs help with ideas for meeting night programs and articles for The Trainmaster. Contact Vice President Walt Grande if you have suggestions for programs. Submit Trainmaster articles to Editor Irv Ewen.



## RENUMBERING SAGA OF THE SP&amp;S PASSENGER F-UNITS

The former Spokane, Portland & Seattle F3-A and F7-A passenger units have been renumbered several times since the BN merger. Earliest SP&S diesel practice was to consider groups of two to four diesel units as one locomotive. F3-A's 800 and 801 were originally numbered 800A1 and 800A2 respectively. The final F3-A #802 and F7-A's 803 through 806 kept the same numbers from the time of purchase until renumbered by the BN. SP&S #800 was retired shortly before the merger and so had only two road numbers during its service. Number 801, however, has been through five renumberings (total of six numbers) while 802 through 806 have been renumbered four times. BN first renumbered this group into its 9700 passenger series. The locomotives were next assigned to work train (snowplow) service and given numbers 972550-L through 972555-L. Next the SP&S F's were returned to regular freight service, again with the same 9700 series numbers as before. In 1976 what will probably be the final renumbering took place into the 700 series of freight units. The table that follows shows the specific numbers assigned to each locomotive through the series of changes.

800A1	800				
800A2	801	9750	972550-L	9750	710
	802	9752	972551-L	9752	712
	803	9754	972552-L	9754	714
	804	9756	972553-L	9756	716
	805	9758	972554-L	9758	718
	806	9760	972555-L	9760	722.

## BOOK REVIEW

America's Bicentennial Queen - Engine 4449 by Richard K. Wright.  
Softcover. 52 pages. \$5.50 postpaid from Wright Enterprises,  
P. O. Box 624, Oakhurst, CA 93644.

Mr. Wright has published a second edition of his book on the 4449. The section on the rebuilding and test runs has been revised and the story of the locomotive's trip through California to join the Freedom Train has been added. The new edition has a color photo of the 4449 by Bill Gano on the cover. The book includes a history of the S.P.'s GS classes, an account of the rebuilding of 4449, specifications and a diagram of the Daylight paint scheme. Recommended for all 4449 fans.

CWS

#### TWO BOOKS ON ALCO PA'S

Diesels of the Espee Volume One: Alco PA's by Cortani, Lloyd and Strapac. 110 pages. Hard cover. \$12.95. From Chatham Publishing Co., P. O. Box 283, Burlingame, CA 94010.

The PA Book by William S. Young. 52 pages. Soft cover. \$4.00. From Starrucca Valley Publications, Lanesboro Road, Starrucca, PA 18462.

Chatham's book details the history of SP's large fleet of 53 PA's and 13 PB's. Included are sections on the various PA classes, examples of paint schemes, photos of operation on various parts of the SP, and a roster. We were a little disappointed with the lack of photos in Oregon and the absence of color photos in the book (the dust jacket has a color reproduction of a painting). The book is recommended for all fans of the PA's.

Young's book is "an account of the Delaware and Hudson's unique Alco-GE passenger locomotives." The cover has a color photo of D&H's "The Adirondack" in the Montreal station with PA's #17 & #18 on the point. Rather complete photo coverage of PA operation on the D&H is given including regular, special and excursion trains. Several photos show Morrison-Knudsen's rebuilding of D&H's PA's at Boise, Idaho. Photo quality and reproduction are good. This is a good buy for the money.

CWS

#### MODEL RAILROAD SHOW IN NOVEMBER

The Columbia Gorge Model Railroad Club is having its Annual Show on November 6th & 7th, 13th & 14th, 20th & 21st, from 1:00 PM to 8:00 PM. The 20 ft. by 50 ft. HO scale layout is located at 3405 North Montana Avenue, Portland, Oregon. Admission for adults is \$1.00. Admission for children under 12 or scouts in uniform is \$.50. For more information contact Richard McMahill, 2256 N.E. Davis St., Portland, Oregon 97232.

#### NO FREEDOM TRAIN SCHEDULE THIS MONTH

Due to the lack of current information on the Freedom Train's schedule it has been omitted from this month's Trainmaster. It is expected that the train's schedule will be available for the next issue. Anyone planning to follow the train is strongly advised to make local inquiry due to many changes during recent weeks in the stops planned for the train. A report on the train appears elsewhere in this issue.

## MOFFAT POURS FORTUNE INTO RAILROAD

In 1900 Denver's railway transportation facilities were exceptionally good. Arriving and departing regularly, daily passenger trains numbered 120. One addition was needed to complete the Denver Railroad System---a transcontinental railroad directly west from the city to a connection with the Pacific coast. Reducing the transcontinental rail distance several hundred miles would provide low-cost transportation so that Denver could become an industrial metropolis, the great gateway in the central West. It would require engineering expertise to penetrate the rugged mountain region from Denver to the Continental Divide which was 50 miles away and almost 4000 feet higher at its base than Denver. Tons of snow fell on the Front Range in the winter and winds left passes 30 feet deep with snow. Spring could bring the possibility of ravishing floods, but by piercing the Front Range with a tunnel and slipping down the valleys and canyons, the line could be protected from the sweeping blizzards by range after range of mountains. Practical and technical ability would be required in the construction of the railroad so that it could be regularly and profitably operated.

On July 18, 1902, David H. Moffat, Jr. announced in Denver that he was going to build a steam road to Salt Lake and the coast. The name of his new road was Denver, Northwestern and Pacific Railway Co. As the state's wealthiest man he would pour his fortune into the line which would push up the foothills and through the canyons to the Divide. By Feb. 1, 1903, men were clinging to the sides of South Boulder Canyon, drilling tunnels. They had to bore 30 tunnels on a two percent grade high up on the wall of the canyon which was only reached by trails, and it was hand drilling in hard granite. Some tunnels were entered and left by curves. Twenty seven tunnels in 24 miles and hand drills, powder and supplies were carted in. On June 24, 1904 enough track was laid for a train to reach Mammoth (later Tolland, today a ghost town). On Sept. 2, 1904 the railroad reached the summit at Corona, elevation 11,660 feet, west of the Divide. Regular service from Denver to Arrow began on Oct. 21, 1904. Sulphur Springs was reached in 1905 and Kremmling in 1906. The Denver and Kremmling Railroad Post Office contract was from 1906 to 1908, and 128 miles long. Several miles down the very narrow confines of Grand River Valley the train stopped to have the engine turned on the wye. This was the rail's end, 49 miles from the nearest coal mine and 69 miles for the profitable railhead of Steamboat Springs. Moffat had exhausted his fortune of \$7 million in this enterprise. Denver investors supplied the money for the construction of the line to Craig, which was completed in late 1913 and this was the end of the line. The Denver and Salt Lake Railroad Co. was organized in 1913 to take over the passenger and freight traffic of its predecessor, the Denver, Northwestern and Pacific Railway Co. It operated under this name until April 11, 1947 when it became part of the present Denver and Rio Grande Western Railroad Co. The Denver and Craig RPO contract ran from 1914 to 1950. The RPO went over Rollins Pass from 1914 to 1928. The first train through the six mile Moffat Tunnel was on Feb. 26, 1928 and the RPO contract continued until 1950. *(By Erwin H. Engert. Reprinted from the Bergen-Rockland Chapter Newsletter for Aug., 1976)*

AMERICAN FREEDOM TRAIN REPORT

AFT #4449 operated successfully on a ferry trip from Birmingham, Ala. to Alexandria, VA. The locomotive moved in excursion service over the Southern Ry., Birmingham, AL to Atlanta, GA on Aug. 26th with 12 cars, Atlanta to Salisbury, NC on Aug. 28 with 18 cars, and Salisbury to Alexandria, VA on Aug. 29 with 19 cars. 4449 achieved a record for her operation since being rebuilt in Portland, OR by running 80 MPH with 19 cars for much of the distance between Charlottesville, VA and Alexandria, VA on Aug. 29th. The engine is stored inside the Southern Ry. engine house at Alexandria (not Potomac yard). In the stall next to the 4449 is Southern Ry. 2-8-0 #630 which is stored until further excursion service on the Southern in October. The 4449 resumes handling the American Freedom Train during the Washington, DC stop from Sept. 25 to Sept. 29 at Pentagon parking lot E-1.

AFT #1 (Reading 2101) has operated on the Freedom Train for most of the journey through the Northeast since taking over from the 4449 at Birmingham on May 26. AFT #1 was operated in ferry detour movement from the Newark area via Selkirk (Albany), NY in August to Connecticut and return because of restrictions against movement of steam locomotives through the Hudson River tunnels at New York City. AFT #1 terminates its Freedom Train service at the Washington, DC Pentagon display site.

The 4449 will complete the journey of the Freedom Train on Dec. 31 at Miami, FL and will then return to Portland, OR via a route and method not yet determined.

Negotiations are actively under way by the City of Portland, OR and the new Transportation and Logging Museum to obtain a proper enclosed storage facility for the 4449 on its return to Portland in January, 1977.

NEW NAMES APPEAR ON NRHS SLATE OF NOMINEES

At the Sept. 5 meeting of the NRHS board of directors President Pardee announced the nominations for NRHS officers for 1977 to be submitted for election to national office at the annual meeting on Nov. 4. A number of names are new or appear in new positions as follows:

- E. Lewis Pardee - Chairman of the Board of Directors
- V. Allan Vaughn - President
- Edward M. Berntsen - Vice President, Public Relations
- Charles A. Lund - Vice President, Pacific Region
- Robert L. Decker - Vice President, Central Region
- C. Alex Rose - General Counsel

It is now expected that other NRHS national and regional officers will be nominated for re-election.