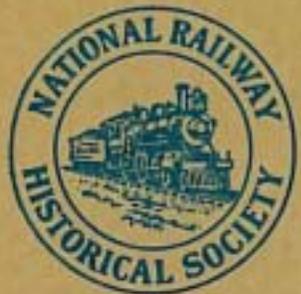


OCT 76

THE TRAINMASTER

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

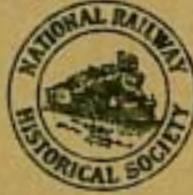
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 NATIONAL RAILWAY HISTORICAL SOCIETY
 (an Oregon Non-Profit Corporation)



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All exchange news letters should be sent to the Chapter's business address:

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"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.



THE TRAINMASTER

OCTOBER 1976

Number 196

PNW CHAPTER TIMETABLE

Friday
15 October
8 PM

The October meeting of Pacific Northwest Chapter will be held in Burlington Northern's Safety Assembly Room. This is located about two long blocks north of the intersection of N W 11th Ave. and Hoyt St. In the long building on the right side (almost under the Lovejoy ramp to the Broadway Bridge). Any of the Chapter Officers listed inside the front cover of this issue can provide more detailed directions if needed.

Refreshments, arranged for by Cora Jackson, will be served during the intermission between the business session and the program. A "kitty" will be present to receive donations which are used to offset the material costs of this feature.

The program will begin with a short railroadiana auction. This will be followed by slides and movies of the summer's activities. Members are invited to bring the results of their summer photographic efforts. Sawyer's (GAF) slide trays, 8 mm and 16 mm projectors will be available. Contact Walt Grande or Chuck Storz if equipment not listed is needed.

Friday REGULAR MONTHLY MEETING

19 November
8 PM

Unless otherwise announced, the November meeting of PNW Chapter will also be held in the BN Safety Assembly Room. Annual election of Chapter officers. Program to be announced.

Pacific Northwest Chapter
National Railway Historical Society

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, September 17, 1976

The meeting was called to order at 8:10 PM by Chapter President John Holloway in the Burlington Northern Safety Assembly Room.

The minutes of the May meeting were approved as read. There was no business transacted at the June meeting.

Treasurer Roger Sackett reported a balance of \$2312.70 in the Chapter's savings account and \$908.96 in the checking account.

Walt Grande announced that the October program will be a short railroadiana auction to be followed by slides and movies of summer activities by the Chapter membership.

Chuck Lund, Chapter Mechanical Chairman, announced that the car Mount Hood has been moved to spot 928 at the Benaroya Industrial Park in northwest Portland. The lease on the storage track at the BN roundhouse could not be renewed.

NRHS Pacific Region V.P. Ed Berntsen reported to the meeting on the ferry trip of the 4449 via the Southern Ry. from Birmingham, Ala. to Alexandria, Va.; reported on the NRHS national convention at Philadelphia; announced the \$3.00 increase in NRHS national dues, \$2 of which is to break even with the present programs and \$1 for improvement of services; announced the reactivation of the British Columbia Chapter effective 9/5/76; and announced that a chapter is being formed in Bellingham, Washington.

Gene McKinley reported that BN Explorer Troop #826 has been repairing and painting the locomotives located at The Oaks Park. Black paint is needed to complete the work. Volunteers are welcome.

Ed Berntsen reminded the membership that the Chapter will be putting on the 1978 NRHS national convention and that a chairman must be appointed soon.

Al Zimmerman presented to the Chapter for its library a 1927 document on an earlier attempt at merging the NP and GN.

The meeting was adjourned at 9:05 PM.

Program: Slide presentation by Jack Pfeifer on U.P. steam in Nebraska, Wyoming and Utah.

Respectfully submitted,

Chuck Storz, Secretary

EXTRA 4449 NORTH

by Ed Immel

On August 26 and 28-29 ex-SP Daylight locomotive 4449 saw its first use as an excursion engine since being overhauled in Portland to pull the American Freedom Train. In storage at Birmingham, Alabama since June the engine had to be moved to the Washington, D.C. area to resume hauling the Freedom Train to Miami. Southern Railway asked the Freedom Train Foundation if they could use the engine to pull a railfan excursion over their lines the last weekend in August. The Foundation agreed since the move would save them from paying the railroad to move the engine to Washington.

The first segment of the trip was from Birmingham to Atlanta on Thursday August 26th with 12 cars of paying passengers. The trip was uneventful except for a four hour delay enroute. It seems that a new piece of welded rail was to be installed just prior to the engine's movement. The old 1500 foot section was removed and the new welded rail hoisted into place. The track gang fired up the spike driver which immediately coughed to a halt. Repeated efforts to start it failed and as a result the entire 1500 foot section of rail had to be spiked by hand. Meanwhile the 4449 waited.

On Saturday, August 28 the 4449 and 18 cars plus one auxiliary water tender waited for the railfans at Peachtree Station for the first day's movement to Salisbury, North Carolina. About 150 railfans were to arrive on the south-bound Southern Crescent but with the Crescent two hours late it was decided not to hold 4449 but to pick up the passengers at Gainesville.

Standing in the commissary car conversations naturally centered around this strange looking red, white and blue oil burner. "She'll never make it out of the station." "Wait until she hits the ruling grade." "Understand the Southern has put a speed restriction on her", etc, etc.

All around the railfans could be seen wearing goggles as they leaned out of the open cars and vestibules. The writer has been with the 4449 many times but not once did any of the Freedom Train's staff wear anything special while watching the engine run. Apparently the Southern's coal burners put out a little more rubbish in the air than 4449. Right on the scheduled 4449 started moving the train out of the station gaining speed with each revolution of the drivers. Conversation died down as cameras clicked and tape recorders preserved the sounds of an engine picking them up and laying them down.

The writer went back to the commissary car to find the person who said she would never make it out of the station. The only reaction was a dirty look and a turned back. The movements with the Freedom Train are really private affairs with the general public not a witness to what goes on. Now 4449 would have to perform under the close scrutiny of severe critics. After all green coal burners were all that many had ever experienced and they had

EXTRA 4449 NORTH (continued)

always been able to come through but here was an intruder. How can one trust a steam engine whose fuel keeps rolling off the shovel?

Hot box detectors were set off by the cylinders of 4449 and each time they seemed to be at the bottom of the grade. This meant a standing start uphill and each time she came through in grand style. Speeds of forty, fifty and sixty were reached on many occasions during the day. Meets with freights, both locals and hotshots, always had the 4449 with the clear track. Little towns turned out to witness a sight they would probably never see again and Kodak earned some more money.

The first day ended with railfans heading to the motels of Salisbury discussing the day's events. Back at the station 4449 was moved to a tank car to refill her 6000 gallon fuel bunker with #5 fuel. A bucket brigade filled the sand box in the cab and the sand dome on top of the engine. The rods were shot and the lubricators filled in preparation for another day's run. It wasn't until after midnight that the cleaning crew finished getting the day's grime off the engine. I'm sure the fans had to spend a lot less time removing their grime than after a day's run with a coal burner.

On Sunday the train had grown another car as the private car of Bob Claytor, VP N&W and brother of William Claytor, was added to the consist. Today everyone on the train spoke with a lot more confidence about what the engine could do.

Now the train was closer to the populated Eastern area of the United States and the motorcadgers were greater in number than on the previous day. Speed was reached quite quickly as the train raced through Lexington, Thomasville and Highpoint. Onto Monroe where the engine's tenders were filled for the final leg into Alexandria.

Upon departure from Charlottesville the straightest track on the two day trip was reached and one could just feel that 4449 would be let to run. And run she did....55, 60, 65, 70.....motorcadgers became fewer in number as they were left behind to see just a thin wisp of smoke in the Virginia sky. Back in the open cars stop watches came out and speed graphs replaced cameras. One would think the group was watching a football game rather than a train trip. As each timing was announced there would arise a cheer from the car and shouts of "faster". And faster she did as Culpeper and Manassas flashed by in a cloud of dust. Finally 79½ mph was reached and held for several miles. But, after all, wasn't this what she was built to do? Southern Railway Master Mechanic-Steam, Bill Purdie was fireman and grinning from ear to ear. Back in the business car William Claytor could be seen with a smile just as big. By now not a motorcader could be seen. This would show those Easterners what it was like to chase 8444 in the good old days.

Arrival in Alexandria was 12 minutes early after being late out of Charlottes-

EXTRA 4449 NORTH (concluded)

ville by 45 minutes on account of low water pressure to fill the tenders at Monroe. Railfans filed off the train to catch the southbound Southern Crescent or the northbound Piedmont to return to their homes. One wondered what kinds of tales would grow out of the past three days and one did not have to wait long as the Monday morning Washington Post said 4449 had reached speeds of 90-93 mph.

Extra 4449 North had proved that the 4449 could still do what she was designed to do and even outperform the original expectations. The eighty inch drivers pulled a train heavier than the Daylights and at speeds that approached those on the Coast Line of Southern Pacific. The new queen of the rails in the United States had proven to all that this is what it really used to be like.

HOW'S THAT AGAIN ?

Many times in the newspaper a railroad incident is explained to the public in language they are supposed to understand. The term "hotbox" is usually explained as an overheated axle bearing which is readily understood. However, sometimes an explanation in lay language is lost upon those who understand railroad terms. If someone could please translate what happened in the following incident we would greatly appreciate it.

Petersburg, VA (AP) The August 28 derailment of 15 cars of a Norfolk and Western freight in the Walnut Hills area of Petersburg was caused by faulty brakes, and N&W spokesman said Wednesday.....The N&W spokesman said the derailment occurred because the brake shoes on on of the cars were rubbing against the wheels. This caused the wheels to stick, metal built up on them, and as a result the wheels would not stick to the track, he said. *(Editor's note: The paragraph above is quoted verbatim from a newspaper clipping.)*

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.

PNW CHAPTER BULLETIN BOARD

DUES INCREASE: There will be a \$3.00 increase in dues for 1977, the entire additional amount going to the NRHS national treasury. Specifically, NRHS national dues for Chapter members increase from \$4.50 to \$7.50 a year. Pacific Northwest Chapter dues will remain at \$5.50 for 1977. The total amount of dues for Chapter members for 1977 is \$13.00. The PNW Chapter board of directors has determined that the Chapter can continue its present programs through 1977 with no dues increase.

NOMINATING COMMITTEE: Chapter President John Holloway has appointed Chuck Lund, Roger Sackett and Gary Oslund as a committee to nominate Chapter officers for 1977. The annual election of officers will be at the November meeting.

AMENDMENT TO BYLAWS: Walter Grande has proposed an amendment to the Chapter's bylaws that would add certain financial controls. Passage of the amendment has been recommended by the board of directors. In accordance with provisions of the Chapter's bylaws the amendment will be read at the October meeting, published in the November issue of the Trainmaster and voted on at the November meeting. The amendment would be an addition to the present bylaws and does not change the wording of any existing provisions. The text of the proposed amendment follows:

All expenditure of Chapter funds must be authorized by the Chapter Board of Directors. In addition, any expenditure or commitment of funds in excess of \$300 in any 12 month period must be approved by majority vote of members in attendance at a regular or special meeting. Any purchase, lease or sale of real property, or purchase, lease or sale of railway operating equipment must be approved by majority vote of members in attendance at a regular or special meeting, regardless of the amount involved, except leasing of Chapter owned operating equipment for a period of less than 15 days.

The Chapter treasurer may advance Chapter funds not to exceed \$100 to the Excursion Director in connection with Chapter approved excursions. All receipts from excursions are to be submitted directly to the Treasurer for deposit in the Chapter account and are not to be paid out in cash for excursion expenses. The Excursion Director shall file a complete financial report on each excursion with the Chapter Board of Directors within 30 days of the excursion.