

NOV 76

## THE TRAINMASTER

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

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pacific northwest chapter

# THE TRAINMASTER

November 1976

Number 197

1

## PNW CHAPTER TIMETABLE

Friday

REGULAR MONTHLY MEETING (3rd Friday of each month)

19 November

8 PM

Pacific Northwest Chapter's last regularly scheduled meeting of 1976 will be held in the Safety Assembly Room of Burlington Northern. This is situated on the right hand side of what would be N W 11th Avenue extended, about two city blocks north of its intersection with N W Hoyt Street.

The business meeting will include election of PNW Chapter officers for 1977. The nominating committee will announce a proposed slate at the meeting. Nominations may also be made by members present at the meeting.

The intermission between the business session and the program will feature refreshments arranged for by Cora Jackson and company. Donations will be gratefully received by the "kitty" to help Cora offset the material costs of this operation.

Walt Grande has arranged a program which will feature Super 8mm movies with stereo sound taken by PNW Chapter member Bill Evans on the following subjects:

1. Revisit to Golden Spike at Promontory, Utah with Union Pacific's 8449.
2. Steam in Oregon, including the American Freedom Train with Southern Pacific's 4449, Oregon Pacific & Eastern's "Goose" at Cottage Grove, and the Sunset Line's 105 from Banks to Vernonia.

"PNW Chapter Timetable", cont'd

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| <p>Saturdays<br/>and<br/>Sundays</p> <p>6 &amp; 7<br/>13 &amp; 14<br/>20 &amp; 21<br/>November</p> <p>1 PM - 8 PM</p> | <p>25th ANNUAL COLUMBIA GORGE MODEL RAILROAD CLUB SHOW</p> <p>During the three weekends indicated at the left Portland's largest operating model railroad will be open for the public to view. The 20 ft by 55 ft HO scale layout is located in the clubroom situated at 3405 N Montana Avenue (just south of Fremont Street) in Portland. Detailed directions may be obtained by 'phoning 281-8591 during display hours or by 'phoning Richard McMahill at 236-5713 at other times.</p> <p>Admission fees are: \$1.00 for adults, \$0.50 for children under 12 years of age or Scouts in uniform.</p> |
| <p>Every<br/>Saturday</p>   | <p>INFORMAL LUNCHEON</p> <p>Everyone is invited to join this non-structured group of members and friends for the mid-day repast at Yaw's Top Notch Restaurant at 2001 N E 40th Ave. No minimum or reservations required (order a tray full or a trifle).</p>   |
| <p>Friday</p> <p>17 December</p>  | <p>NO REGULAR MEETING</p> <p>PNW Chapter extends the Season's Greetings and wishes everyone a happy holiday.</p>   |
| <p>Friday</p> <p>21 January</p>   | <p>REGULAR MEETING</p> <p>Reserve the date now for the first meeting of the new year. Program to be announced.</p>   |

## OSWEGO, DALLAS &amp; ROSEBURG RAILWAY

By Lloyd M Palmer

In 1917 the Oregon Portland Cement Company of Lake Oswego, Oregon began construction of a railroad and quarry about six miles south of Roseburg. The rail line was known as the Oswego, Dallas & Roseburg Railway and the operation was set up to supply limestone to their main plant in northern Oregon near Portland. This was located next to the Oregon Iron and Steel Company in Lake Oswego.

The Oswego, Dallas & Roseburg Railway connected with the Southern Pacific at a junction by the name of Carnes. It then followed Robert's Creek eastward up the Glengary valley about four miles before reaching the quarry site.

Grading the right-of-way was started in the fall of 1917 and the laying of track was completed the following spring. During this time the pit was being developed and readied for operation.

A one-stall engine house was located at the quarry site, along with a cook house, blacksmith shop, bunk houses, and a main office. At any one time, sixty-five to seventy men could be found employed throughout the pit.

The limestone was loaded by hand into a set of three ore carts which, when full, were lowered to a loading chute. Through this chute the limestone was dumped into metal gondola cars for transportation to the Southern Pacific interchange. As three full carts were lowered, they in turn pulled three empty carts back up the hill. The two sets of three carts were connected by a cable and were raised and lowered on double trackage.

Each afternoon a train of six to eight loaded gondolas were hauled the four miles to the three-track interchange at Carnes. The Southern Pacific local would pick up the loads, drop off empties, and the locomotive would then head back up to the quarry with the empties to be used the next day.

The railroad only owned one engine. It was a 2-6-2 T built by the Central Pacific in their Sacramento, California shops in 1882 under construction number 16 and was lettered C.P. #233. It was later renumbered 1504 by Southern Pacific and still later renumbered 1903.

On August 31, 1914 the engine was sold to the Brady Equipment Company of Portland, Oregon for a sum of \$4,000. It was then leased twice to the Portland Railway Light & Power Company and once to Haskell-Carpenter Logging Company of Cherry Grove. In April of 1917 it was sold to the Oregon Portland Cement Company for \$3,500.

While operating on the quarry trackage, the engine was converted to a one-man operation with the controls on the engineer's side. The engine was never re-lettered or numbered for the Oswego, Dallas & Roseburg Railway.

"Oswego, Dallas & Roseburg Rwy", cont'd

The railroad and the quarry operations were abandoned in 1935 and the engine was moved to Roseburg where it was set outside the Southern Pacific roundhouse. In 1938 a locomotive historian from the San Francisco area purchased the retired engine for \$1. In 1941 the Southern Pacific shipped it, free of charge, to Oakland, California where it was again put in storage until 1952. It was then restored and placed on display at the Oakland Municipal Auditorium. The engine is now the property of the Castro Point Railway and sits in a state of disrepair under the east end of the Richmond-San Rafael bridge in Richmond, California.

Today as you travel by on Interstate 5 south of Roseburg, you pass over the old railway right-of-way on an overpass. It is hard to visualize a busy quarry railroad operating nearby for all that is left is the old pit, grown over with brush, some old road bed and the concrete footings in Roberts Creek where it was crossed by the Oswego, Dallas & Roseburg Railway.

#### ORIGIN OF "STANDARD" GAUGE\*

Of course every railroad enthusiast knows that "gauge" is the distance between rails of a track, the gauge-line being measured at a point  $\frac{5}{8}$ ths of an inch below the top of the rail. But did you know that the standard gauge, which is 4 ft  $8\frac{1}{2}$  inches, was established first in England by George Stephenson who was builder of the first successful steam locomotives and the first practical railway? By 1887, every important railroad in the United States was using the 4 ft  $8\frac{1}{2}$  inch gauge.

Among Class I railroads in the US, only the Denver & Rio Grande Western's line between Durango and Silverton, Colorado is narrow gauge.

\*Adapted from "Railroad Quiz", 15th edition



## PNW CHAPTER NRHS

## Summary of Minutes, Regular Meeting, 15 October 1976

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

The minutes of the previous regular meeting, held on 17 September 1976 were approved as read.

Mechanical Superintendent Chuck Lund reported that the Chapter-owned sleeper-lounge car Mt Hood is bad ordered due to the need for brake repairs. Chuck indicated that he is waiting for an estimate from the Burlington Northern for the repairs which are expected to cost about \$800.

Chuck Storz reported on the Chapter's problems with insurance costs. Renewal of the existing policies would have cost the Chapter \$182.60 per year for Room 1 and \$370.00 per year for the car Mt Hood. This is 3.63 times the rate previously paid for the room and 12.54 times the old rate paid on the car. In order to reduce insurance costs somewhat the Chapter has purchased new policies from the Aetna Life and Casualty Company for a total cost of \$380.00 per year for both the room and car. Chuck Storz pointed out that insurance costs are now taking a major bite out of the Chapter's treasury and will probably increase more in the near future.

John Holloway announced that the Chapter dues would not be increased for 1977, remaining at \$5.50 per person per year. National dues will increase from \$4.50 to \$7.50 a year making a total of \$13.00 per year for PNW Chapter members.

President Holloway announced that he has appointed Roger Sackett, Chuck Lund, and Gary Oslund as a committee to nominate a slate of Chapter officers for 1977.

Ed Immel reported that during his travels as advance man for the Freedom Train he has heard that other Chapters are also unhappy about the amount of the national dues increase and the lack of communication from NRHS national officers.

Ed Immel also reported that the 4449 will probably not be repainted before being returned to Portland. The American Freedom Train Foundation's contract with the City of Portland does not require repainting which would cost about \$6,000. Excursions with the 4449 are highly doubtful due to high insurance costs and lack of equipment availability.

Secretary Chuck Storz read an amendment to the Chapter bylaws proposed by Walter Grande which would add certain financial controls. The amendment proposal submitted is as follows:

"All expenditure of Chapter funds must be authorized by the Chapter Board of Directors. In addition, any expenditure or commitment of

Pacific Northwest Chapter  
National Railway Historical Society

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"Summary of Minutes, 15 October 1976", cont'd

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.

Passage of the amendment has been recommended by the Chapter Board of Directors. The amendment will be published in the November Trainmaster and will be voted upon at the November 19th meeting..

Chuck Storz announced that the founder of the Pacific Northwest Chapter, C Jefferson Keenan, has presented a copy of his book, "The Railroad Saga of Jeff Keenan", to the Chapter for its library.

The business meeting was adjourned at 8:45 PM. Refreshments were served by Cora Jackson during the intermission between the meeting and the program.

Program: Slides and movies of the past summer's activities from several PNW Chapter members.

Respectfully submitted,

Charles W Storz, secretary

NOTE OF APPRECIATION

A big THANK YOU is in order to Chuck Storz and Ed Immel who published the September and October issues of "The Trainmaster" while the regular editor was in Great Britain doing some railfanning.

## PNW CHAPTER BULLETIN BOARD

## Bylaws Amendment Proposed

At the November meeting an amendment to the Chapter bylaws will be voted upon. As required by the bylaws the proposed amendment is being published in this issue of "The Trainmaster". The amendment, which will add certain financial controls, is as 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.

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Passage of the amendment has been recommended by the Board of Directors.

## Address Corrections Requested

Chapter members who move are requested to notify The Trainmaster Circulation Manager Chuck Storz of their new address as soon as possible. This will insure continued receipt of their newsletter and will save the Chapter the 25¢ fee charged by the Post Office for returns for address correction.

The Chapter uses a bulk mailing permit to send "The Trainmaster" to the membership. This is an inexpensive, but rather slow, method of circulating the newsletter. Circulation Manager Chuck Storz would like to hear from the membership as to what date they receive the next several issues of "The Trainmaster" in order to be sure that the mailing is made in time to allow delivery at least a day or two before each meeting.

Mailings to several Chapter members have been returned marked by the Post Office as unforwardable. Anyone who knows the current address for any of the following "missing" members is asked to notify Chuck Storz:

Tom Robinson	Donald C Bush
James E Gibbs	Irvan L Knosp



EXTRA BOARD

RS-3 in BN paint - The Burlington Northern is repainting ex-NP RS-3 #4081 at their Hilyard shops in Spokane, Washington. The unit should show up in the Portland area again early in November. This is the first RS known to be repainted in BN colors.

The Seattle Seahawks' Sunday football games at the Kingdome in Seattle are causing some variations in Amtrak's usual Portland-Seattle local trains. Solid trains of seven or more Amfleet cars are assigned to the morning Portland to Seattle train (#796) and return the fans on the evening Seattle to Portland train (#797). Due to the limited number of Amfleet cars available at present, conventional equipment is being used on several trains during these weekends.

Due to a derailment at Dexter, Oregon on Friday, 28 October on the Southern Pacific's line southeast of Eugene, Amtrak's "Coast Starlight" was rerouted over Burlington Northern's central Oregon route and the Union Pacific's Columbia Gorge line. On October 28th the northbound and southbound Starlights passed on the Steel Bridge in Portland at 5:25 PM.

SP's Superintendent of Oregon Operations, Charles <sup>BADERS</sup>~~Baker~~, has been promoted to Assistant General Manager of the Southern Pacific with headquarters in San Francisco. He will be replaced here by Joseph Neal who is presently Superintendent of SP's San Joaquin Division.

Chuck Storz

NOMINATING COMMITTEE APPOINTED

At the regular meeting held on Friday, 15 October President John Holloway appointed three PNW Chapter members to serve as a nominating committee to suggest a slate of officers for 1977. Members having suggestions should contact the following:

- Chuck Lund . . . . . telephone # 643-2012
- Gary Oslund . . . . . " 252-1568
- Roger Sackett . . . . . " 644-3437

Chapter bylaws also allow for nominations to Chapter offices to be made by members in attendance at the election which will be held during the next regular meeting on Friday, 19 November.

## THE FUTURE OF 4449

## A Guest Editorial

During the last year and a half engine 4449 has been in the public spotlight pulling the American Freedom Train around the United States. In January of 1977 the ex-SP 4449 will be returned to Portland, Oregon. Traveling around the United States has generated much talk as to what to do with the engine when it returns. Unfortunately, what ever happens will either praise or damn the Pacific Northwest Chapter of NRHS. The Chapter was a hero in helping to restore the engine, but to some people if the engine is not pulling railfans on trips throughout the West within days of its return, then Pacific Northwest Chapter is to blame. Let us take a hard look at reality with respect to the 4449.

The mechanical condition of the engine is way down on the list of important concerns. It is in good condition, and barring any unforeseen developments, it will be in good condition when it returns to Portland. What then are the big problems in running the engine? Basically there are three items:

1. Insurance Chapter members were shocked recently to learn of the sudden increase in insurance premiums on the Chapter owned sleeper-lounge car "Mt Hood". This is for a car that is in storage and is usually never seen by the general public! Most railroads will not handle the 4449 unless it is insured for a minimum of \$10,000,000 - yes, ten million dollars. Premiums on this amount would add up to thousands of dollars. These are dollars that would have to be added to any excursion ticket.
2. Railroad Next, a railroad is needed that would agree to handle the engine. This is a mainline engine and therefore can not be operated on a broken-down streak of rust. Most railroads in the Northwest do not need the problems associated with running a steam engine on their mainline.
3. Equipment A steam engine by itself does not an excursion train make. To break anywhere near even about 450 to 600 people have to be carried on an excursion train. If one thinks that all it would take is a 'phone call to Amtrak, then they truly do have their head in the clouds. How many rail groups have tried to operate an excursion train with ordinary motive power? How many have been successful in running an excursion using Amtrak equipment? It would not take more than one hand to add up the excursions in the West that were operated with Amtrak equipment in the last couple of years. On top of this, Amtrak has stated that by the summer of 1977 Seattle will be an all-electric maintenance plant with no standard equipment based there at all. How many railfans would want to ride behind steam in Amfleet cars where one is sealed in a tube?

## "Future of 4449", cont'd

The answer to this problem is "get Amtrak to donate some equipment". Amtrak as a quasi-governmental operation gets no tax benefits from equipment donations. Infact, giving away money is the last thing they need when approaching Congress each year for operating cash. To purchase equipment at an Amtrak sale would cost \$50,000 to \$60,000 for the minimum number of vehicles needed to operate an excursion train. One can only guess at the quality of equipment being sold since Amtrak will put the better cars into corridor service in the east.

It all adds up to a tremendous cost to run one excursion train. Estimates have been made of a one-day excursion train ticket costing \$60 to \$75. Does a market exist for such an excursion? Once? Twice? Three times?

The Pacific Northwest Chapter will do everything possible to make sure that the ex-SP 4449 will be kept in a safe, undercover storage place upon its return to Portland. However, the hard realities of life make regular excursion service with the engine seem very doubtful. The Chapter would welcome any constructive suggestions.

## FINAL SCHEDULE OF AMERICAN FREEDOM TRAIN

As of 09 November 1976

09 NOV 76 thru 11 NOV 76	Florence, South Carolina	noon opening
12 NOV 76 " 15 NOV 76	Charleston, South Carolina	" "
16 NOV 76 " 18 NOV 76	Savannah, Georgia	" "
20 NOV 76 " 23 NOV 76	Jacksonville, Florida	

## Closed Thanksgiving Day

26 NOV 76 " 28 NOV 76	Tallahassee, Florida	
30 NOV 76 " 01 DEC 76	Gainesville, Florida	
03 DEC 76 " 06 DEC 76	Orlando, Florida	
07 DEC 76 " 09 DEC 76	Sarasota, Florida	2 PM opening
10 DEC 76 " 15 DEC 76	St Petersburg, Florida	noon opening
16 DEC 76 " 19 DEC 76	Lakeland, Florida	" "
21 DEC 76 " 24 DEC 76	West Palm Beach, Florida	close at 7 PM

## Closed Christmas Day

26 DEC 76 " 31 DEC 76	Miami, Florida	close at 7 PM
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