

MAR 76

THE TRAINMASTER

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



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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.

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

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pacific northwest chapter

THE TRAINMASTER

March 1976

Number 191

PNW CHAPTER TIMETABLE

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

19 March PNW Chapter's March meeting will take place in the Burlington Northern Safety Assembly Room which is situated about two long blocks north of the intersection of N W 11th Avenue with Hoyt Street in the long building on the right. Contact one of the Chapter Officers listed inside the front cover of this issue if more specific directions are needed.

8 PM

Regreshments, provided by Cora Jackson and associates, will be available during the intermission between the business session and the program. A "kitty" will be present to accept donations which help defray the material costs of this operation.

The program, entitled "Winter Railroading", has been arranged for by Alan Carl Zimmerman. For more information "phone Al at 774-0277.

**Every
Saturday**

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

1:30 PM

This activity takes place at the south end of track 5 in Burlington Northern's Ninth Street yard (near the turntable) adjacent to the street. Interested members are invited to join this dedicated group, which meets every Saturday rain or shine, to perform maintenance and repair on the car. Contact John Holloway ('phone 246-5752) for additional information.

Friday

REGULAR MONTHLY MEETING

16 April

Program to be announced. Reserve the date now.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 20 February 1976

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

The minutes of the regular meeting held on 16 January 1976 were approved as read.

John Holloway reported that a trip to Seattle, Washington and return for the Chapter-owned sleeper-lounge car "Mt Hood" has been set up for the end of February. The car has been chartered by an outside group represented by former Chapter member Ken Dethman.

Chuck Lund reported on maintenance work on the car Mt Hood. Repairs to the electric marker lights have been completed. The Waukesha ice engine has been serviced. The 10 KW generator is in the latter stages of repair.

John Holloway advised the membership that the lease with the Burlington Northern for the track (south end of track 5 near the turntable) at the Ninth Street Yards has been renewed for six months beginning 1 February 1976. The BN has indicated that it will not renew the lease again when it expires on 31 July 1976. A new storage location will be needed for the car Mt Hood.

Chuck Storz reported that the Chapter has finally moved completely out of Room 1 in the main Union Station (the space is being taken over by Wilf's Restaurant for an office). Walt Grande, W Kenneth McFarling, Jim Gilmore, and Chuck Storz completed the move on the 7th of February.

NRHS Pacific Region Vice President Edward M Berntsen reported that the T&P #610 has finally passed the necessary road tests for use on the American Freedom Train in Texas. The 610 will pick up the Freedom Train from the 4449 at Austin and will power the train to Houston, Fort Worth, Dallas and back to Fort Worth where the 4449 will take over again. It has not yet been determined whether or when locomotive 2101 will be used again. In California 650,000 people went through the Freedom Train.

Walt Grande asked for donations to a Chapter memorial fund in the memory of Charlie Messecar. The fund will be used for a Chapter project.

Walt Grande advised that the March program will be announced in the Trainmaster. Walt asked for suggestions for programs for the balance of the year.

The meeting was adjourned at 8:40 PM.

Program: Slide and sound presentation on the rebuilding and operation of ex-SP 4449 was made by Don Hunter.

Respectfully submitted,

Chuck Storz, secretary

LOCOMOTIVES OF WALT DISNEY WORLD*

Reviving the days when clouds of billowing steam, the shriek of a whistle and the distant clickity-clack meant "Old No. 1" would soon be rounding the bend, are four steam engine relics, chugging down the tracks of Walt Disney World near Orlando, Florida.

Disney railroad scouts acquired the locomotives in Mexico before the Florida Park opened. Each narrow-gauge locomotive and its five passenger cars takes guests on the grand tour of the fabulous Magic Kingdom. Originally built in the United States, the engines had hauled freight and passengers through the rugged countryside and jungles of southern Mexico's Yucatan Peninsula since the early 1900's. The trains were smoke-blackened and shabby when they were purchased by Walt Disney World from the United Railways of Yucatan in late 1969.

Frightened Maya Indians nicknamed the first wood-burning, fire-breathing locomotive to appear on the Peninsula "Huakax-Kaak" or "Fiery Bull". Today, Mexico's remaining steam-powered locomotives are still called "Toros de Duego" by the Spanish-speaking people.

Before the steam engines could be put into service, Walt Disney World had to completely overhaul and renovate them. They were loaded onto railroad flat-cars at the Mexican yard and transported to a ship repair dock in Tampa, Fla.

Every nut, bolt, and screw and all other parts were removed, inspected, and reworked or replaced. New boilers and fiberglass cabs were built. New tenders and tanks were added, using the original tender trucks. The cast iron wheels, side-rods, frames, and some of the hardware are original parts.

When originally constructed, the engines ran on wood or coal, but were later converted by the Mexican company to burn oil. Now, the boilers are heated by diesel fuel, which does not emit the sooty smoke that formerly blackened the trains and usually the passengers.

Disney World passengers ride aboard open-side cars lined with benches for comfortable scenic touring. The shiny cars were completely fabricated in the same warehouse where the locomotives were rebuilt. "Years ago", said Bob Harpur, Project Engineer during the reconstruction, "the railroads had beautiful colors and polished brass, but the public began to think that they had to pay for all this, so, a big railroad owner had all of his trains painted black to make the public stop complaining about the money they thought was going into maintenance." Disney's trains however are brightly painted, like those of earlier years. To help celebrate the nation's bicentennial, they have been festooned with red, white, and blue bunting plus flags. Every day the brasswork is polished and the engines are completely steam cleaned once a week.

* Reprinted from Tampa Bay Chapter, NRHS newsletter "The Orderboard", Volume VI, Number 2, February 1976, pages 6 & 7.

"Disney World Locomotives", cont'd

One of the alterations made on the vintage engines was to replace the headlights with a type more common in the heyday of the railroad. Real oil paintings of nature scenes decorate the box-shaped lamps which were then installed. "There is a certain romance and a lot of nostalgia associated with the steam train," said Bob Harpur. "At one time, every small boy in America wanted to be a steam locomotive engineer."

Railrodiana, a craze which befalls many railfans, prompting them to collect and study anything to do with railroading must have struck Walt Disney. Many will remember Walt riding on the tender of his 1½ inch scale train which ran along the track in his back yard. It was named for his wife, Lilly Belle. Now, a larger namesake chugs along the tracks of the Magic Kingdom. The larger "Lilly Belle" is a 2-6-0. The "Walter E Disney" and the "Roger E Broggie" (named for the man who worked with Disney on the engines and railroad systems of both parks) are ten-wheelers, 4-6-0. The "Roy O Disney" was named for Walt's brother who was a lifetime partner in the Walt Disney Productions. Before his death, Roy served as President and later as Chairman of the Board of the company. The "Roy O Disney", an American Standard, is a 4-4-0.

Building up 150 pounds of steam pressure on its 1½ mile journey, the locomotives operate at speeds of 10 to 12 miles per hour. The train must stop at the Frontierland water tank as many as five times a day to take on up to 1,500 gallons of water. Clanging the same bell that for half a century announced their arrival at the Mexican stations, the locomotives continue to roll into the Main Street Depot. For them, time has brought the glory of a returned youth.

(DISNEY NEWS)

CONRAIL*

"Conrail", the federal-sponsored Consolidated Railroad Corporation, continues to move slowly towards a takeover of Penn Central and the other Midwest and Northeast bankrupt rail carriers. Biggest surprise last month was the last-minute decision of Chesapeake and Ohio and the Southern not to purchase most of Erie-Lackawanna, on the one hand, and the Delmarva lines of PC, on the other.

Failure to reach agreement with the unions was blamed for the turnabout. Understandably, the unions would prefer to work for the U.S. Government, which, after all, does have the only printing press which produces dollars. Conrail officials seemed to welcome the move as an aid to a stronger Conrail system, but shippers and the public feared that a valuable chance for competition has been lost.

* Reprinted from New York Chapter, NRHS newsletter "Flashes & Ashes", Volume XXVI, Number 3, March 1976 issue.

AMTRAK NEWS*

Amtrak will take over the Northeast Corridor lines when Conrail gets the rest of the bankrupt lines for its freight operation. This will make the National Railroad Passenger Corporation a major trackowner at last. Amtrak, which at first owned only rolling stock, has been expanding its ownership of servicing facilities lately. Last year, Amtrak acquired Penn Central's mammoth Beech Grove shops near Indianapolis, which is used by Amtrak to do major overhauls and reconditioning.

On 16 January, Amtrak took over Penn Central's 12th Street Coach yard in Chicago, along with the adjacent 16th Street locomotive shop. These facilities are presently being leased, with the purchase to be either from the Penn Central trustees or from Conrail.

Chicago-area facilities will be centralized at 12th Street, except for Brighton Park yard, which will continue to service Turbo and RDC equipment, and Milwaukee Road's Western Avenue yards, which will continue to serve trains entering Union Station from the north. Limited run-through tracks at Union Station make it impractical to service these trains at 12th Street.

In the remainder of the midwest and the Northeast Corridor, facilities at eleven points have been leased pending purchase from Penn Central or Conrail. The facilities and number of employees include New York (869), Wilmington (688), Philadelphia (327), Boston (241), New Haven (252), Harrisburg (25), Detroit (20), Buffalo (19), Rensselaer (19), and Springfield, Mass (7). These takeovers, however, do not include the passenger stations, which continue to be operated by Penn Central.

* Reprinted from New York Chapter, NRHS newsletter "Flashes & Ashes", Volume XXVI, Number 3, March 1976 issue.

SANDING EQUIPMENT NEEDED

PNW Chapter is looking for a small three or four inch wide belt sanding table for finishing belt buckles. The table will be needed for at least one full year if loaned. Anyone having this equipment to loan or to sell is asked to contact Chuck Storz (phone 289-4529 evenings) or Gary Oslund (phone 252-1568 evenings).

DUES DUE

Just a reminder to those who may have misplaced their dues notice that dues are now "past due". Mail them in (with payment) to PNW Chapter treasurer Jim Gilmore at the address listed inside the front cover of this issue.

AMERICAN FREEDOM TRAIN SCHEDULE

As of 12 March 1976

day	date	from	to	railroad
Mon	15 MAR 76	Oklahoma City	Tulsa, Oklahoma	SLSF
Fri	19 MAR 76	Tulsa	Wichita, Kansas	ATSF
Wed	24 MAR 76	Wichita	Topeka, Kansas	ATSF
Sat	27 MAR 76	Topeka	Kansas City, Kansas	UP
Wed	31 MAR 76	Kansas City	Jefferson City, Missouri	MP
Sun	04 APR 76*	Jefferson City	St Louis, Missouri	MP
Mon	12 APR 76	St Louis	North Little Rock, Ark	MP
Fri	16 APR 76	North Little Rock	Memphis, Tennessee	MP
Fri	23 APR 76	Memphis	Jackson, Mississippi	ICG
Tue	27 APR 76	Jackson	Baton Rouge, Louisiana	ICG
Sun	02 MAY 76	Baton Rouge	New Orleans, Louisiana	ICG
Mon	05 MAY 76	New Orleans	Mobile, Alabama	L&N

* changed from schedule shown in the February issue of the Trainsmaster

FREEDOM TRAIN REPORT

The Texas and Pacific's 2-10-4 #610 did haul the American Freedom Train on the run from Austin - Houston - Fort Worth - Dallas and return to Fort Worth in accordance with the schedule published in last month's issue. The 610 is now being stored in Fort Worth.