



pacific northwest chapter

# THE TRAINMASTER

May 1978

Chapter phone no.: 226-6747 (226-NRHS)

Number 213

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Fri. and Sat.  
May 19-20  
10 AM-4 PM

### NATIONAL TRANSPORTATION WEEK DISPLAY

National Transportation Week (May 15-20) will feature a display of all types of transportation equipment adjacent to Burlington Northern's Hoyt Street Roundhouse on the Portland Terminal Railroad Company's team tracks. The display will be open from 10 AM to 4 PM Friday and Saturday, May 19 and 20. Besides truck displays, there will be 16 pieces of railroad equipment. Featured will be locomotive 4449 and the Chapter's sleeper-lounge PNWC 600, the Mount Hood. A double-deck container car developed by the Southern Pacific (see the February issue of Trains) will highlight the freight equipment. Pacific Northwest Chapter will also have a booth to sell Freedom Train/4449 items. All proceeds will go to the locomotive 4449 preservation fund.

Friday  
May 19  
6 PM

### BOARD OF DIRECTORS MEETING

Chapter members are welcome to attend board meetings. This month's BOD meeting will be held at the Burlington Northern Safety Assembly Room before the regular monthly meeting.

Friday  
May 19  
8 PM

### REGULAR MONTHLY MEETING

The May meeting of the Pacific Northwest Chapter will be held in the Burlington Northern Safety Assembly Room. This is located on the right hand side of what would be NW 11th Avenue extended, about two city blocks north of its intersection with NW Hoyt Street. Contact one of the Chapter officers listed inside the back cover of this issue if more detailed directions are required.

The program for this month's meeting will be as follows:

1. Golden Age of Railroading, a 16mm color and black and white movie from the NRHS Film Library featuring primarily steam on several lines along with some diesel-powered passenger

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## PACIFIC NORTHWEST CHAPTER TIMETABLE (continued)

trains. We have been told that this is the most-requested movie in the NRHS Film Library.

2. Doubleheaders Over Donner Pass, a 16mm movie from Chapter Treasurer Roger Sackett.
3. "Royal Hudson Heads East", a slide show by Chapter members on the deadhead move to eastern Canada of the 1978 "Discover British Columbia" Tour, pulled by British Columbia's Royal Hudson locomotive 2860.

Refreshments, arranged for by Cora Jackson, will be served between the business session and the program. A "kitty" will be present to receive donations to help offset the cost of the refreshments.

ROYAL HUDSON HEADS EAST--by Ed Immel

On March 30th, Royal Hudson 2860 left Vancouver, B.C. on a trans-Canada journey that would see it dip down into the United States at Chicago. However, the trip did not start out as smoothly as planned. Departure from Vancouver was 45 minutes late, for some unexplained reason. The group from Portland-- Dave Morris, Bob Slover, and Ed and Rachel Immel--decided to head to Mission to catch the train there rather than get caught in Vancouver traffic. Once located on a log outside Mission, the hardy band waited, and waited, and waited. Finally, 2¼ hours late, the 2860 came charging by at full speed. Into the car and race down the highway to catch up with the train! It seemed to be the normal railfan thing to do. At Harrison, the train was passed and a photoline was joined to the east of that point. Wait, and wait, and wait. Again, the Royal Hudson came charging by at full speed. Back into the car and race off down Trans-Canada Highway 1. At Agassiz the train was stopped. A crewman related the reasons for the delays. Apparently, when the engine was shopped, there was not enough lateral put into the bearing on the front drive rod on the engineer's side. At the first good corner the engine came to, the bearing bound up and the pins sheared off allowing the bearing to rotate. This rotation generated an extreme amount of heat which meant that the engine had to stop to allow it to cool.

By this time the sun was setting behind the mountains and the decision was made to push on to Kamloops to spend the night. Despite heavy fog, rains, and a truck's broken fuel line which sprayed diesel fuel on the car, Kamloops was made and the weary group dropped off to sleep.

At six o'clock in the morning a steam whistle could be heard in the cold morning air. The 2860 had arrived, but almost seven hours late. A decision had been made to stop in Kamloops and remove the troublesome bearing, get it turned, and new pins made. This would be an all-day job. Again, a conference was called and the plan of action was discussed. "Push on to the Rockies" was the call and once again the group was headed east.

The night was spent at the top of Kicking Horse Pass in a lodge beside the highway. The weather en route was beautiful and hopes were high that the next day both the sun and the Royal Hudson would show up. The hotel had a direct line to the operator at Field so it was easy to check up to see when the engine would arrive. Late in the evening it was reported that the engine would arrive at 3:45 AM.

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## ROYAL HUDSON HEADS EAST (continued)

During the night the arrival time was changed to 9:30 AM and the travelers were allowed to sleep in and eat a good breakfast before heading back to Field to catch the train. Heading back down the hill, a unit grain train was photographed going through the Spiral Tunnels and photo locations assessed. Passing Field, it was determined the Hudson was not there yet and photo possibilities might occur west of that point. About ten miles from Field the train was spotted and the chase was on! The engine's whistle would bounce back between the mountain ranges and the two diesel B-units in the consist were in a run-8 position.

The train took water at Field in preparation for the assault on Kicking Horse Pass and Spiral Tunnels. Even though the sun did not come out, the train did and the show was outstanding. The sound of the engine would bounce back and forth between the canyon walls until it was impossible to tell which were the original sounds and which were the echoes. The engine was right on the verge of slipping its drivers and the diesels were wide-open. The cold morning air made the exhaust shoot a hundred feet into the air. Who cared if she was almost a day late--this was a sight! It had to be the greatest steam show of the year. The display continued all the way up to the top of the pass--one and a half hours worth of railroading.

A few more successful attempts were made to take pictures of the train until Banff, Alberta was reached. At this point it was decided to break off the chase since the group was getting further and further from Portland. One last set of pictures was taken of the train leaving Banff, and as the eastbound Canadian pulled into the station, the Hudson's whistle could be heard sounding for a grade crossing. An outstanding day!

The problems with the bearing had caused the engine to lose one day from its proposed schedule and a day of display was cut in Ottawa. Reports from the eastern part of Canada said that the engine was running fine and keeping up with it was almost impossible since the railroads would let her run at track speed.

"INTERRAIL 78" CONVENTION PREVIEW

Sunday, September 3, 1978

We will begin the day with a continental breakfast in the Grand Ballroom of the Olympic Hotel in Seattle. Shuttle buses will be waiting outside the hotel for the short trip to dockside where we will board the British Columbia Steamship Company's Princess Marguerite for a trip up the waters of Puget Sound to Victoria, B.C. The Princess Marguerite was constructed in Glasgow, Scotland in 1948. She is 359 feet long, 56 feet wide and draws 25 feet of water. Fully loaded, she weighs 5,911 tons. The vessel cost four million dollars when constructed and she can steam at 23 knots. The vessel has spent all her life in the coastal waters with a good portion of it travelling between Seattle and Victoria. When the Canadian Pacific got out of the steamship business between the two cities in the middle 1970's, a B.C. Provincial Corporation was formed to take over the operation of this ship. A major refit was done to the Princess Marguerite and today she resembles a small ocean liner. There are restaurant's, lounges, staterooms and plenty of open deck space. She is the last of her kind and a trip on her is a ride into the past.

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**"INTERRAIL 78" CONVENTION PREVIEW (continued)**

The real show, however, is from her decks. We will back away from the pier in Seattle and before us will be the complete skyline of Seattle. As we journey to Victoria we will see ships of every type and description. Besides naval vessels and ocean freighters, we may catch tugs towing barges loaded with railroad cars. These could be bound for Alaska or perhaps, the Milwaukee Road's isolate Port Angeles branch. To the portside of the ship will tower the 8,000 foot tall Olympic Mountains, probably still snow capped even though the summer sun has taken the toll of the lower peaks.

The four and one-half hour trip to Victoria will seem all too short. We will enter Victoria Harbour and tie up next to British Columbia's Parliament Buildings. After going through customs and immigration, the convention travelers will have the choice of one of two activities. There will be a city tour of Victoria where our special buses will stop at the Empress Hotel, Parliament Buildings, a general city tour, and the Provincial Museum. The Museum is outstanding and features displays both inside and out. This stop is a must for anyone interested in the history of British Columbia. After touring Victoria, the buses will continue on to Swartz Bay where they will be put upon one of the large ferryboats of the B.C. Ferry System. The buses will proceed directly from the boat to the Hotel Vancouver and check-in at our hotel.

For those not interested in the city tour, we will board our buses for Duncan and the B.C. Forestry Museum. Lunch will be served en route so travelers can make full use of our stop. The Museum contains logging equipment of all kinds and has a railroad that runs around the 40 acre site. Both rod and geared engines will be in operation and as many trips can be made as one desires.

We will then head off up the coast of Vancouver Island to Nanaimo where our boat awaits for the ride to the mainland. Our vessel will be the Canadian Pacific's Princess of Vancouver. Constructed in Glasgow in 1955, the vessel is 420 feet long and 65 feet wide. She is capable of carrying 1,200 passengers, 28 railway cars and 115 automobiles. Passengers will be able to observe the loading of the railroad cars as the switcher eases the cars down the loading ramp with the aid of a string of archbar truck flat cars. Automobiles and railroad cars share the same deck, which means that passengers can see how the cars are secured for their trip.

The ride across the Straits of Georgia takes about 1½ hours. We will arrive in Vancouver Harbour after passing under the Lion's Gate suspension bridge. The entry into the city is very dramatic and is a fitting preview to the third largest city in Canada.

Shuttle buses will take us from dockside to our hotel for check-in. All luggage will be in the rooms and convention goers need only stop at the special desks and pick up their keys.

Later on in the evening the annual banquet of the Society will be held in the Grand Ballroom of the Hotel Vancouver. Our featured speaker will be Mr. Robert E. Swanson. He is Director of the British Columbia Railway and owner of Airchime Company, the maker of horns for not only railroad engines but a wide variety of other applications. Mr. Swanson is also the person most responsible for the rebuilding of the Royal Hudson steam train. Mr. Swanson will give his famous talk on "Whistles". This is an audio spectacular and will long be remembered by everyone who hears it.

Get to bed as soon as possible since tomorrow we will have an early breakfast and then head off to North Vancouver. Here we will board the outstanding climax of the 1978 Convention--doubleheaded steam on the British Columbia Rwy.

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BN AND AMTRAK DISCONTINUE MILWAUKEE DETOUR

During April, Burlington Northern discontinued detouring Fourth Subdivision (Pacific Division) freight trains via the Milwaukee Road due to very poor track conditions on Milwaukee's line over Snoqualmie Pass. BN recommended to Amtrak that they discontinue running the Empire Builder over that route, which they did, effective April 20. The Empire Builder now runs on its original Great Northern route over Stevens Pass, supplementing the tri-weekly North Coast Hiawatha and giving that line daily Amtrak service once again. Amtrak will probably provide a bus connection from Yakima and Pasco, now that those cities are left without Amtrak train service--Ed Berntsen, Tacoma Chapter President.

PACIFIC NORTHWEST CHAPTER ACQUIRES FORMER SP INSTRUCTION CAR

Chapter President Bill Bain has announced that PNW Chapter has acquired another passenger car--former Southern Pacific Instruction Car 115, a plain bearing, heavyweight car, painted gray. Originally, the 115 was lounge car 2934, built by American Car and Foundry in 1924. It will be leased to the Tacoma Chapter and Steam Incorporated (Project 1364) for a nominal sum as the Pacific Northwest Chapter's show of support for the effort to restore NF 4-6-0 1364 to running condition. Tacoma Chapter and Steam Inc. paid the shipping charges and will maintain and provide storage space for the ex-SP car indefinitely.

President Bain informs us that light fixtures, interior hardware (door handles, coat hooks, etc.), and exterior steam fittings are needed, along with a Waukesha ice engine, a Waukesha engine, and propane tanks to make the car self-contained once again. Please support Project 1364 any way you can!

ELECTRIC SLEEPERS GO ON THE PIONEER--by Ed Immel

Effective the first of May, the Pioneer began carrying a sleeping car. The cars were converted from steam-heated cars at Amtrak's Beech Grove Shops in Indianapolis. Inside the cars, the appearances of the old sleeping car have remained. The only major visible change is electric baseboard heat instead of the steam grills normally found. The real differences are behind the various locked doors in the car. The end electrical cabinet contains the 480 volt transformers which step down the electricity to 240 and 120 volts. Underneath the linen locker, the space contains a 480 volt electric water heater. The fans in the rooms look just like the old 32 volt fans but are now 120 volt. Each room has a thermostat which controls the temperature in the room. When the outside temperature gets below a certain point there are electric heat coils in the air ducts which go on to provide a base temperature in the car. The toilets remain as before--dumping on the tracks. All around, the cars were very neatly done. If the fans complain about Amfleet cars, just ride in one of the sleepers and it will seem like the Broadway of the 1940's.

At the same time the sleeping car went on the train, the Pioneer picked up a baggage car. The car normally travels at the rear of the train and carries passengers' baggage and Amtrak package express. It is felt that the express business will pay for the car within a few months. There has been a tremendous number of requests for express service on the train and Amtrak has responded to the need.

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VOLUNTEER HELP FOR THE CONVENTION--A Request from the Convention Committee

At the April meeting a sign-up sheet was passed around to solicit help for the convention. Many of the events are full, but we have need for people to assist with activities on Thursday (The Dalles Dam) and Friday (OP&E). If you want to help out on these days, please drop the Convention Committee a line at Room 1 or call us at 226-NRHS and leave a contact number. We also have a need for ongoing help to assist with mailing and answering requests. If you can give a hand with these tasks, please give us a call.

PNWRJ EDITOR WALT GRANDE RECOVERING FROM EYE SURGERY

Pacific Northwest Railway Journal editor Walt Grande underwent eye surgery for a detached retina in mid-April. All of us at THE TRAINMASTER and the PNW Chapter wish him a speedy recovery.

OP&E EQUIPMENT SOLD

In April, the Oregon, Pacific, and Eastern Railway Company sold two steam locomotives and a number of pieces of freight car and passenger equipment to a gentlemen in Galveston, Texas. Included in the sale were the Cliffhanger Shay, OP&E 2--8-0 #5 (ex-Magma Arizona), RDC-1 #10 (originally SP #10 and used on the Northwestern Pacific), passenger cars used for the railroad museum at Cottage Grove, and other miscellaneous freight and passenger equipment.

Pacific Northwest Chapter President Bill Bain will be Manager of Passenger Services for the OP&E during this coming summer. President Bain says that the OP&E will be operating passenger excursion trains seven days a week from June 17 through September 3. Baldwin 2-8-2 #19 will pull the excursion trains on weekends, with an Alco diesel switcher pulling the passengers on weekdays. All three GE 70-tonners and the ex-Monogahela Connecting GE Centercab diesel are currently out of service, according to Bain.

DOYLE McCORMACK MOVES TO OREGON, JOINS SP

As was announced at the Chapter's April meeting by President Bill Bain, Doyle McCormack, who became nationally famous with railfans as engineer of locomotive 4449 on its American Freedom Train travels, gave up his twelve years seniority on the Norfolk and Western, moved to Eugene, and hired on with the Southern Pacific as a fireman trainee. He is such a celebrity with trainmen that they almost always ask, "Aren't you the guy that...", etc. Only once has Doyle managed to maintain his anonymity on a student trip. We wish him well in his new job, and we sincerely hope that he will get a chance to run the 4449 again.

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SUMMARY OF MINUTES OF REGULAR MEETING, APRIL 21, 1978.

The meeting was called to order by President Bill Bain at 8 PM.

Bill Bain read a letter from the Sumpter Valley Restoration acknowledging the Chapter's donation to their locomotive purchase fund.

Mechanical Supt. Bob Slover asked for volunteers to assist with maintenance of the Chapter's equipment.

Bill Gano advised that he needs photos of the 4449 being moved into The Oaks Park for the slide show on the locomotive which he is assembling. Bill Will make copies and will return the originals.

Jim Gilmore reported that the Chapter library is still about a month from being ready to open. Members who want to see the library now should contact Jim.

Convention Chairman Ed Immel announced that 140 positions need filling to run the national convention. Ed passed out a staffing list describing each day's personnel requirements. A sign-up sheet was circulated at the meeting. Most costs will be paid for the volunteers for the trips on which they work.

President Bill Bain announced the following:

1. A telephone has been installed in Room 1 and a telephone answering machine has been donated to the Chapter.
2. The 4449 excursions that were announced for Rose Festival week have been dropped for 1978 due to lack of time for preparation. Duane Cramer will chair a committee to organize the excursions in time for the 1979 Rose Festival.
3. Conference car #115 has been donated to the Chapter by the Southern Pacific. The car will be immediately leased to Project 1364 in Tacoma. There will be no cost to the Chapter for moving the car to Tacoma, Wash.
4. Oregon Pacific & Eastern steam train operation for 1978 will begin on June 16 or 17.
5. A member of the Chapter is needed to act as reporter for the NRHS Bulletin during the 1978 national convention.
6. The Chapter is investigating the possible acquisition of the tender from a pile driver which the SP has retired at Eugene. The SP will be asked to donate the tender.

Ed Immel announced that a work party will be held on Sat. May 13 at 9 AM at the north end of the UP freight house to clean and polish locomotive 4449 in preparation for the Transportation Week display on May 19 and 20. The site of the display has been moved to the Portland Terminal Co. team tracks north of the Union Station.

Ed Berntsen reported: 1. Sleeping cars will be included in the consist of The Pioneer beginning May 1, 1978. 2. The Skagit River Ry. may begin operation this year. 3. Work has begun on refluing the Shay at Camp 6 in Tacoma.

Respectfully submitted,

Chuck Storz, Secretary

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

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