



pacific northwest chapter

THE TRAINMASTER

May 1977

Number 203

PNW CHAPTER TIMETABLE

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

20 May PNW Chapter's May meeting will take place in the Burlington Northern's Safety Assembly Room. This is located on the right-hand side of what would be N W 11th Avenue, extended northerly, about two city blocks north of its intersection with N W Hoyt Street. If additional directions are required please feel free to contact one of the Chapter Officers.

8 PM

A short business session will be followed by refreshments arranged for by Cora Jackson. The "kitty" will be present to receive donations to help offset the material costs of this operation (Cora supplies the "labor of love").

Program Chairman Ed Immel has arranged for a varied "show and tell" program of slides, sound recordings, and movies which document the 4449's return to Portland, Oregon via Amtrak's "Transcontinental Steam Excursion".

Friday TRANSPORTATION WEEK DISPLAY AT SWAN ISLAND

20 May

and

The public is invited to view the varied pieces of equipment on display during the two-day showing. The American Freedom Train locomotive, ex-SP 4449 plus other equipment of railfan interest is included.

Saturday

21 May

Pacific Northwest Chapter of NRHS will operate a concession booth to sell railroiana items with profits going towards the locomotive 4449 preservation fund.

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

"PNW Chapter Timetable", cont'd

Saturday "ROYAL HUDSON WEEKEND"
28 May

thru

Monday
30 May

This trip is similar to the "Royal Canadian" trip sponsored by PNW Chapter in May of 1975 over the Memorial Day holiday. This "three-day weekend" trip will feature a ride behind British Columbia Railway's steam engine "Royal Hudson" on Sunday from North Vancouver to Squamish and return, plus transportation from Vancouver, BC to Portland, Oregon on Monday (via PNW Chapter's sleeper-lounge car "Mt Hood"). Also, the Mt Hood can be used as a "hotel" for up to three nights. More details available on the flyer included with this issue.

Tuesday INAUGURATION OF RAIL SERVICE TO SALT LAKE CITY, UTAH

7 June

Details of schedules, fares, et cetera are not yet available. Information will probably be advertised in the local newspapers as the start of service approaches. The train, to be named "The Pioneer", will be an extension of Amtrak's twice-daily (morning and evening) service between Portland and Seattle.

Friday PICNIC OUTING AT WASHINGTON PARK

17 June

Plans are being made for a picnic in lieu of the usual business-program meeting held at the BN Safety Assembly Room. Reserve the date now. Details to be announced.

Every
Saturday INFORMAL LUNCHEON

12:01 PM

This weekly unofficial function of PNW Chapter takes place at Yaw's Topnotch Restaurant in the "Hollywood" district of north-east Portland (across the street from Vic's Hobby Shop). Members, friends, and interested persons are invited to attend this no-host event.

Thursday NATIONAL CONVENTION, NRHS
1 September

thru

Monday
5 September

It is not too early to make plans to attend this annual Labor Day Weekend event, scheduled this year for Roanoke.

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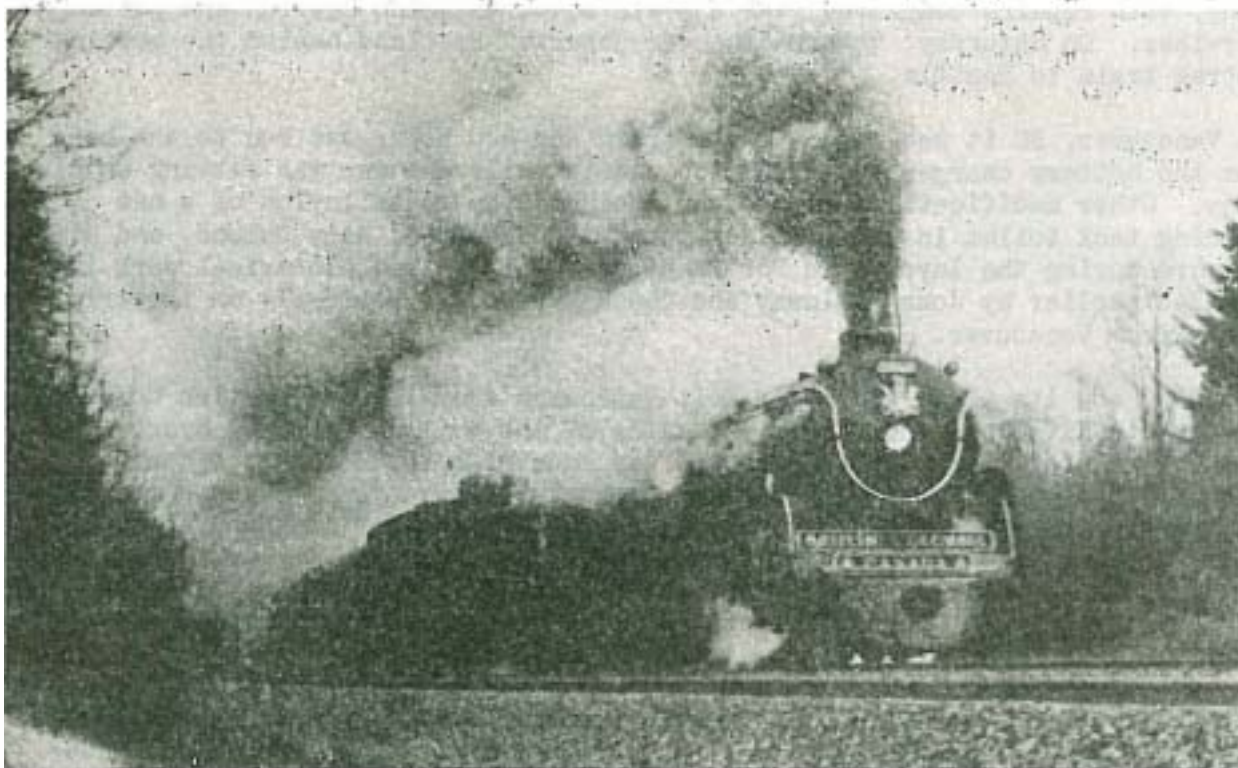
ROYALTY COMES TO THE WEST

By Ed Immel

During March and April the Province of British Columbia's famous "Royal Hudson" steam train made a 3,200 mile journey down the West Coast of the United States from Vancouver, BC to Los Angeles, California and return. Leaving Vancouver on 19 March it returned home on 14 April without having missed an opening time or having any mechanical work performed on it. While on display an estimated 77,000 people walked through the four display cars to look at the "Age of Steam" exhibit and view the wax figures of the royal family.

The train was assembled at the Canadian Pacific's Drake Street yards in Vancouver, BC using elements of the regular excursion train and cars from the Provincial Museum Display train. Bringing up the markers on the special train was the "Mount Hood", a lounge-sleeping car owned by the Pacific Northwest Chapter of NRHS.

A word should be said about why the "Mt Hood" was a part of the train. Initial contacts with the Southern Pacific indicated that they would not accept the



ROYAL HUDSON #2860 pulling the British Columbia Government tourism promotional train up Napavine Hill about one mile north of Napavine, Washington on the Burlington Northern's Seattle to Portland main line.

(Photo by Chuck Storz)

"Royalty Comes to the West", cont'd

proposed rear car, business car "Peace River". This was the private car of the Premier of the Province, but had been constructed in 1923 and thus was more than 40 years old - too old to be used in interchange service. A substitute car had to be located that could accommodate the crew. None of the railroads in the Pacific Northwest had a business car that they could free for the month it would be needed. Also, none of the business cars had a sleeping capacity high enough to accommodate the 12 crew members that would be on the trip. The "Mt Hood", which met all of the requirements, was offered and accepted.

Arrangements were then made for the car's removal from the normal storage place in Northwest Portland and transfer to Union Pacific's Albina yards for the necessary updating of the brake system. Parts had to be sent to Salt Lake City, Utah for cleaning, inspection, oiling, etc. In the meantime other things that had to be done to make the car serviceable were underway by a crew lead by Chuck Lund.

The necessary paint was shipped down from Vancouver, BC to put the car into tuscan red. Sanding and scraping went on into the early hours of the morning and the volunteers lived with the car. On 4 March the air brake parts arrived from Salt Lake City and were immediately installed on the car. Late that evening, with repairs completed, the car was moved to Union Station and put on services. On Saturday, 5 March the car departed Portland behind the morning Amtrak train to Seattle.

At Vancouver, BC it was added to the train and 220 power was run to the car for the battery charger that would be needed while the car was sitting on display. Other modifications to the car included the installation of a new holding tank toilet in the main restroom by Chuck Lund, Gary Oslund, and Jim Gilmore during the layover in Portland on 21 March. The electrical work installed earlier by John Holloway and Chuck had worked perfectly on the trip south from Vancouver.

The 2860 and its eight car train left Vancouver from the old British Columbia Electric's Kitsilano shops over the rails of the British Columbia Hydro to New Westminster where the interchange was made with the Burlington Northern. A trip over the BC Hydro with a steam train is quite a journey since the line is the old interurban route to Marpole and points south. It wound through people's back yards, stopping at street crossings, passing through Safeway parking lots as well as cutting across corners of parks and empty lots. The two BC Hydro diesels were needed to shove on the rear of the train since the line has a grade of 4.5 percent in some places.

The train stopped at Blaine, Washington for US Customs inspection and the two tenders were filled with water. A fast run south on the BN tracks was made with railfans in hot pursuit. Arrival in Seattle was ten minutes late, but considering all the delays everyone was pleased.

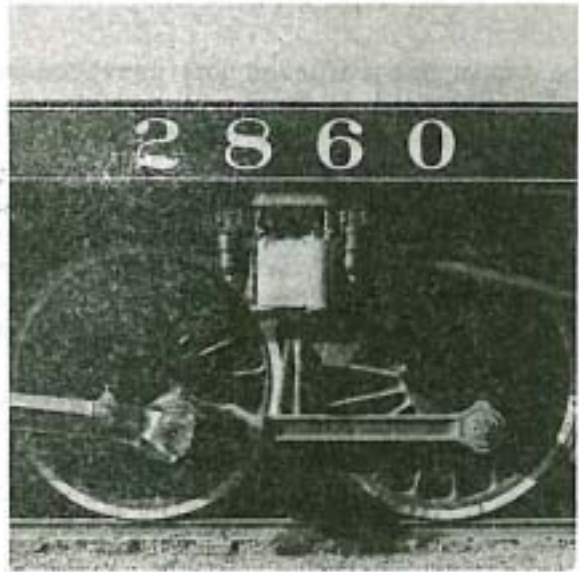
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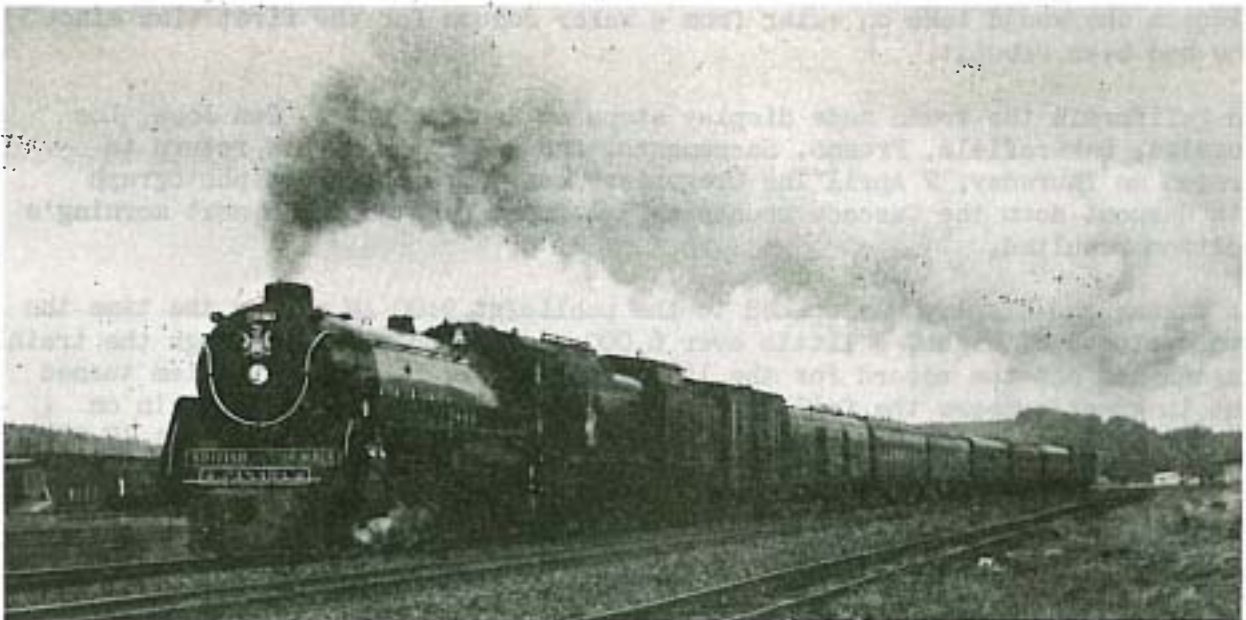


British Columbia coat of arms. Provincial motto "Splendor Sine Occasu" translates: "Splendor Undiminished".
(Photo by Irv Ewen)



Rear two drivers on Royal Hudson 2860, which was first 4-6-4 type steam locomotive to operate into Portland.

(Photo by Irv Ewen)



ROYAL HUDSON #2860 on Burlington Northern tracks with the British Columbia Government's tourism promotional train entering Centralia, Washington southbound for Portland, Oregon on Sunday, 20 March 1977.

(Photo by Chuck Storz)

"Royalty Comes to the West", cont'd

The train was refueled and serviced while the "Mt Hood" was stocked with linen and a mountain of food stashed aboard the car for the trip to Los Angeles. A maintenance crew from the Kingdome helped string the necessary fire hose from their hydrant over the cyclone fence to the engine to water the tenders.

On Sunday, 20 March the train departed from Seattle for the 186 mile trip to Portland, Oregon. During the trip one of Pacific Northwest Chapter's more vocal members was seen getting a ticket from a Washington State Highway Patrolman. Arrival into Portland was ontime.

Monday, 21 March was a day to do things that had been overlooked while setting up the train. A conversion plug to go from 2 inch Canadian fire hose to 2.5 inch American standard was purchased. The British Columbia Railway radio on the locomotive received Southern Pacific crystals. Routine fueling and servicing was done.

Early Tuesday morning, 22 March the train left Portland with the Southern Pacific's Cotton Belt Bi-Centennial diesel cut in behind the two tenders to assist in the climb over the Cascade mountains. The trip to San Francisco, California would be made in one leap of 30 hours and a good average speed was needed to keep the schedule. The diesel would be of great assistance.

A water stop was made in Eugene in preparation for the climb over Cascade summit. The 2860 was the first Hudson type locomotive ever to operate in the State of Oregon and today the State would provide the 2860 with a first. At Wicopee she would take on water from a water column for the first time since she had been rebuilt.

In California the train made display stops at San Francisco, San Jose, Los Angeles, Bakersfield, Fresno, Sacramento, and Redding. On its return to Oregon on Thursday, 7 April "The Oregonian" sent an airplane to photograph its descent down the Cascade mountains. A front page photo in next morning's edition resulted.

At Eugene the display was opened to the public at 9:00 AM and by the time the doors closed at night, a little over 6,000 people had walked through the train. Eugene had set the record for the 15 city schedule. The City of Salem turned out in great numbers the following day. Portlanders visited the train on Easter Sunday, 10 April. During the three Oregon display stops about 17,000 people went through the train.

On Monday, 11 April the "Royal Hudson" left Oregon for a display stop in Tacoma, Washington. The train was stopped at East Olympia to board Dixey Lee Ray, the Governor of Washington for a cab ride into Tacoma. At Tacoma Governor Ray was met by Grace McCarthy, Deputy Premier of British Columbia and the head of the Ministry of Travel Industry who sponsored the display trip along the West Coast of the US.

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"Royalty Comes to the West", cont'd



View of the smoke box front of the Royal Hudson #2860. The lower sign with "Canada" flanked by maple leaves was added for the trip.

(Photo by Irv Ewen)



Royal Hudson #2860 with auxiliary tender and Portland's Union Station in the background on Monday morning, 21 March 1977.

(Photo by Irv Ewen)

Additional display stops were made in Seattle and Bellingham before the train returned to Vancouver, BC for one last display. By now the Provincial Museum train is being assembled for its summer run while the "Royal Hudson" is getting ready for the summer excursion season.

A special thanks should be extended to the people of British Columbia for sending their most famous ambassador to the United States. A couple of weeks after the "Royal Hudson" returned to Canada another famous ambassador would return to Oregon with the arrival of the 4449 in Portland. Within a few week period the rails of California and Oregon would be visited by two of the most famous steam locomotives in North America. Three years ago who would ever have thought either one would be seen running through Dunsmuir, Oakland, or Mojave?

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 15 April 1977

The meeting was called to order by PNW Chapter President Bill Bain at 8:06 PM in the Burlington Northern Safety Assembly Room. The minutes of the previous meeting held on 18 March 1977 were approved as read.

Bill Bain announced the death on 12 April of PNW Chapter member Gordon Krantz. The Chapter sent flowers to his funeral.

President Bain advised the membership that another concession in addition to PNW Chapter's will operate on the 4449's return excursion to Portland, specifically Broadway Limited of New York. The Chapter's concession will operate as planned, but sales will undoubtedly be affected. Broadway Limited is strictly commercial and will not contribute to the 4449 locomotive preservation fund.

Excursion Director Roger Phillips announced that 15 to 20 tickets are still available for the Chapter's Eugene to Portland leg of the 4449's return trip.

Roger Phillips reported that on 7 June Amtrak's new train "The Pioneer" will begin service between Seattle, Portland, and Salt Lake City. A one-day round trip to The Dalles and return to Portland will be possible.

Gary Oslund reported that the White Pass & Yukon RR has donated the two ex-Sumpter Valley locomotives now at Skagway, Alaska to the Sumpter Valley Restoration. The locomotives must be moved by 7 July, 1977. The cost for the move will be \$17,000 which must be raised very soon.

Bill Bain reported that the Oregon, Pacific & Eastern RR will operate this year with Fred Stindt in charge. The museum located at the Village Green station, including the railroad cars in which it is located, has reportedly been sold to a group in Galveston, Texas.

Bill Bain advised that the lease with Railway Appliance Research for the Chapter's car "Mt Hood" runs until 31 May. The Board of Directors of the British Columbia Railway may rent the car for a tour of their system before 31 May.

The meeting was adjourned at 8:45 PM followed by refreshments arranged for by Cora Jackson.

Program included two sound movies; one on American railroad stations and the second one entitled "Tootota for Toy Trains". Also, there was a showing of slides of the Royal Hudson trip by several members.

Respectfully submitted,

Chuck Storz, Secretary

A Weekend With A ROYAL HUDSON



A repeat of the popular "Royal Hudson Weekend" will be operated to Vancouver, British Columbia May 28-30. The return from Vancouver will be on the Pacific Northwest Chapter's private car "Mt. Hood".** Traveller's may use the "Mt. Hood" as their hotel while in Vancouver since the car will be put on services at the Canadian National Station.

The tour price includes the following:

The "Mt. Hood" as your hotel room for up to three nights

Round trip from North Vancouver to Squamish behind the "Royal Hudson" steam train. An all day excursion through some of British Columbia's most spectacular scenery.

All transfers between the Canadian National Station and the British Columbia Railway Station in North Vancouver.

Sleeping car accommodations and fare one-way from Vancouver to Portland.

Adult refreshments and snacks while on the "Mt. Hood".



The tour price of **\$ 60** entitles one to a private room on the "Mt. Hood".

For an additional **\$ 25** an added passenger may share one of the sleeping spaces.

** The "Mt. Hood" is a modern lounge-sleeping car with its own galley and lounge area. Both roomette and bedroom accommodations are available. The car has seen service around the Pacific Northwest and is being returned from Canada where it was the business car on the tour of the "Royal Hudson Steam Train" to California during March and April.

Yes, I'm interested in going to Vancouver, B.C. over the Memorial Day Weekend.

PNWC/NRBS

Room 1, Union Station
Portland, OR 97209

_____ name

_____ address

_____ city

_____ state

_____ ZIP

_____ telephone



++ The passenger is responsible for getting to Vancouver, B.C. The Chapter will assist in getting reservations, schedules etc. Check here → _____ if you need help in getting to Vancouver. Be sure telephone number is included for reply.

