

SEP 77

THE TRAINMASTER

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Portland, Oregon 97209

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PACIFIC NORTHWEST CHAPTER
 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:
 Room 1, Union Station
 800 N W 6th Avenue
 Portland, OR 97209



THE TRAINMASTER

September 1977

Number 206

PNW CHAPTER TIMETABLE

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

16 September The first regular meeting of PNW Chapter following the summer recess will take place in the Burlington Northern Safety Assembly room. 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. Additional directions may be obtained by contacting any Chapter officer listed inside the front cover (opposite page) of this issue.

8 PM

At the conclusion of a brief business session refreshments will be served, arranged for by Cora Jackson & Associates. Donations will be gratefully received to help offset the material costs of this operation.

Program Chairman Ed Immel has arranged for John Labbe, noted Pacific Northwest rail historian, to present a slide show on the "Street Railways of Portland".

Friday REGULAR MONTHLY MEETING

21 October Unless otherwise noted, the October meeting of PNW Chapter will also be held in the BN Safety Assembly Room. Program will feature a slide show by Gil Hulin about the 1977 NRHS Convention.

8 PM

Saturday SLIDE-A-THON

29 October A & L Rail will present their second "Slide-A-Thon" of the year at the 4-H building on the Oregon State Fair Grounds at Salem, Oregon. Additional details on page 2 of this issue.

11 AM-11 PM

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

SLIDE-A-THON

A & L Rail presents "Slide-A-Thon" on Saturday, 29 October 1977 from 11 AM to 11 PM. Location - 4-H building on State Fair Grounds, 17th and Silverton Road, Salem, Oregon.

Richard Steinheimer will be featured in a two-hour evening slide show plus half-hour shows all afternoon. Also included will be clinics and a flea market (table space free of charge).

Registration fees - \$5 per person until 8 October. After 8 October and at the door the fee is \$10. Mail registration with SSAE to:

Ed Austin
587 - 22nd Street, N E
Salem, Oregon - 97301

AMTRAK NOTES

Amtrak got burned in Portland's newspapers as a sudden surge of passengers inundated the Sunday evening train from Seattle to Portland on 21 August. The Canadian air controllers strike, several sporting events in the Seattle area and a tour group caught Amtrak short of equipment. Passengers complained of having to stand all the way to Portland. It turned out that there were 100 more passengers than seats.

Just to prove that you can't win for losing - Amtrak added extra cars for the Soccer Bowl in Portland. Seattle was in the finals with the New York Cosmos and a large crowd was expected. Enough seats were added to carry over 1,000 passengers, but only around 200 showed up!

The "Lake Shore Limited" has been named "Train of the Year" by "Rail Travel Newsletter."

The delivery of Amtrak's new bi-level "Superliners" has slipped with the first set not expected until late October. The "Empire Builder" will get the first set of the new equipment, followed by the "North Coast Hiawatha" and then the "Coast Starlight". Also expected this fall will be the electrically heated sleepers for "The Pioneer".

The leased LRC train may be testing as early as mid-summer 1978 between Portland, Oregon and Vancouver, British Columbia. In tests between New York City and Boston, Mass the locomotive and its first car have been taking 65 mile-per-hour curves at speeds of 90 mph. More complete technical details on the LRC will be featured in one of the future issues of "The Trainmaster".

A new roundtrip fare of \$77 between Portland and San Francisco has been announced by Amtrak. Make the return trip within 30 days and save \$19.

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MOUNT HOOD GOES TO LA GRANDE

During the recent Labor Day weekend PNW Chapter's private sleeper-lounge car "Mount Hood" traveled over the rails of the Union Pacific behind Amtrak's new train "The Pioneer". Departure from Portland Union Station for the "Blue Mountain Holiday" was on time at 11:30 AM Saturday, 03 September 1977 with twelve passengers aboard.

The "Mount Hood" was outfitted for luxury service, complete with a railroad chef who used to work on business cars. Fresh flowers and white linen adorned the tables in the lounge section.

The Chapter's mechanical crew led by Chuck Lund and assisted by John Holloway, Jim Gilmore, and Gary Oslund worked on the car for several evenings prior to the trip. Servicing included installation of a full set of batteries, checking out the air conditioning, and bringing the lube dates up to date.

The commissary worked hard stocking the car for the long weekend. To give an idea of what is required to feed and sleep a dozen people for three days the following items were obtained:

Food:

2 six lb rib eyes	5 lbs sliced bacon	5 lbs crab meat
5 lbs ham	5 lbs small shrimp	3 whole chicken fryers
8 dozen eggs	2 gallons milk	4 lbs butter
1 quart half & half	3 lbs sharp cheddar	
8 heads lettuce	3 bunches green onions	10 lemons
5 lbs tomatoes	2 bunches radishes	8 lbs peaches
1 lb green peppers	1 bag potatoes	6 pkgs frozen peas
2 stalks celery	8 cantalopes	6 pkgs froz string beans
1 pkg garlic	2 bunches parsley	3 quarts orange juice
3 lbs dry onions	3 lbs fresh carrots	
2 quarts Miracle Whip	2 lbs coffee	1 box saltine crackers
2 jars horseradish	3 loaves French bread	2 bottles tenderizer
1 box baking powder	1 loaf rye bread	1 box mints
6 boxes muffin mix	1 loaf pumpernickle br	1 box mixed nuts
2 jars sweet pickle rel	3 lbs shortening	
2 quarts pickles	5 lbs all-purpose flour	
2 quarts Snappy Tom	2 gallons white wine	6 bottles champagne
3 cases beer	1 gallon Rose wine	3 large bags ice

PACIFIC NORTHWEST CHAPTER
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"Mt Hood to LaGrande", cont'd

Linen:

30 sheets	20 dish towels	30 wash cloths
30 pillow cases	60 hand towels	24 bars soap
60 napkins	10 table cloths	

Upon arrival at LaGrande, Oregon the "Mt Hood" was spotted on the business car track which is located next to the station on the busy mainline. During the time the group was at LaGrande there was almost a steady procession of freight trains and helper engines going by on the mainline.

Sunday morning dawned bright and sunny as the earlier rising members of the group sat in the lounge drinking coffee and watching the trains roll by. After a hardy breakfast the group set out by rented motor car for Union, Oregon to visit Oregon's shortest railroad. The 1.2 mile long Union Railroad of Oregon has one locomotive and two cars. The industrial locomotive is powered by a Chevrolet V-8 engine and could possibly have been of Davenport origin.

Also on the property is ex-UP 1517, a lounge car. It had once been owned by Pacific Northwest Chapter, but had been sold to the SP&S. Somehow it ended up in Union where it sits on an isolated piece of track and has now been converted into some kind of office.

Farther up the track near a grain elevator sits another ex-Union Pacific car, number 503. It is a converted chair car that sits on six-wheel trucks. Many of the windows are broken and it looks quite neglected.

The travelers then motored on to Baker and then Sumpter for a ride on Sumpter Valley Railroad. Track laying is still underway on the line into Sumpter with about enough track and ties promised or on hand to build six miles of track.

Just arrived on the property are the two new steam engines acquired from the White Pass and Yukon Railroad. Sitting almost on top of the right-of-way that they once ran on the two engines are being cleaned up in preparation for rebuilding into operating condition.

After a few rides behind the Heisler-powered train the group returned to La Grande via Granite. Also observed was the abandoned right-of-way of the Mount Emily Lumber Company whose Shay locomotive is still in operation at the Cass Scenic Railway in West Virginia.

An outstanding Sunday dinner was enjoyed by all that evening in the "Mount Hood". The party later adjourned to the lawn of the LaGrande station to hear stories told under a beautiful star-filled sky.

Monday morning was just as sunny as the previous day and once again coffee was consumed as the trains rolled by. The local switcher was making up five work trains due out on Tuesday morning as several sets of helpers were serviced in

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"Mt Hood to LaGrande", cont'd

preparation for the movement of freight trains up the 2.2 percent grade over the Blue Mountains. The first westbound train of the morning was "The Pioneer" which arrived ten minutes early. On the rear end was UP#112, business car of the regional UP manager. The switcher pulled the business car off the rear end of "The Pioneer", reached into the siding for the "Mt Hood" and attached both cars to the rear end of the Amtrak train.

The two cars must have caused a few comments along the way. The "Mt Hood" is still lettered "British Columbia" after its lease to the British Columbia government for the Royal Hudson's trip down the west coast of the United States last spring. Several members of the party wanted to start the rumor that the BC government was considering purchasing the Union Pacific and several members of the BC parliament were on an inspection trip.

The trip back to Portland was uneventful except for picking up several Chapter members at The Dalles who had taken advantage of the single-day excursion trip offered. Arrival in Portland was 30 minutes early and the Portland Terminal Company's switcher lost no time in removing the two private cars and setting them out on track #1.

As a highly successful "Blue Mountain Holiday" came to a close plans were being discussed for a New Year's trip to Vancouver, British Columbia.

LAST CALL FOR THE 4449 SALES PROGRAM

Since last May the Pacific Northwest Chapter, NRHS has been conducting a merchandise sales campaign to raise money for the preservation of SP/AFT locomotive 4449. The sales drive will be phased out by the end of October. A slightly revised copy of the sales flyer is enclosed with this issue of "The Trainmaster".

Item "D", the 4449 Comeback book and items "K1" and "K2", the large color prints, are not available. Item "R", the ladies pendant in Daylight colors, is still not available, but has been promised by our supplier. All other items are still available.

Slide sets, items "H" and "I", will be delayed until sometime in October. A supply of the official book on the American Freedom Train "All Aboard America" is on hand at \$12.50 per copy plus \$1.50 for postage and handling. The 4449 crew patch was finally received early in August and sells for \$1.95 plus postage.

Most of the items listed in the flyer will be available for over-the-counter sale at the September meeting of PNW Chapter (Friday the 16th).

PACIFIC NORTHWEST CHAPTER
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EXTRA BOARD

The last RS-3 in SP&S paint, #4064, has been repainted in BN green and black... Due to a shortage of switch engines RS-3's 4054 and 4058 have been observed in switching service at Vancouver, Washington. The use of RS-3's as yard switchers by the SP&S was common, but is quite rare by the BN On August 5 a Burlington Northern directors special arrived in Portland with an all F-unit motive power consist as follows:

752 A unit
 744 A Unit
 705 B Unit
 737 B unit
 766 A unit
 Heater car #19

..... Amtrak added nine extra cars to "The Pioneer" on Sunday 28 August to carry sports fans from Seattle to Portland for the Soccer Bowl. The train had space for 800 people, but only 175 were on board. The consist as the train arrived Portland was:

218 F4OPH
 219 F4OPH
 21169 Amcoach
 20233 Amdinette
 21868 Amcoach
 21174 Amcoach
 21108 Amcoach
 21861 Amcoach
 21859 Amcoach
 20220 Amdinette
 21110 Amcoach
 21862 Amcoach
 21863 Amcoach
 21866 Amcoach

At Portland the 218 and cars 21174 through 21866 were taken off the train and UP business car #112 was added. On the return trip to Seattle locomotive 218 was on the point followed by:

226 F4OPH
 21171 Amcoach
 20221 Amdinette
 21865 Amcoach

The balance of the consist of 12 cars was in the same order as on the south-bound trip.

Chuck Storz

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NEW NARROW GAUGE RAILROAD IN PORTLAND

By Ed Immel

As part of the Interstate 205 freeway project in northeast Portland, Oregon a contractor is building a narrow gauge railroad to haul material removed in digging a tunnel. The W J Lewis Company has a contract to construct a 6,200 foot tunnel 95 inches in diameter that runs roughly parallel to N E 94th Avenue. The tunnel is being constructed with a new method that eliminates the steel innerlining that is then covered with concrete.

The tunnel is cast in sections outside and then assembled underground in place. Each segment weighs about 2,300 lbs and forms $\frac{1}{4}$ of the finished tunnel segment which is five feet long. About 5,000 segments will be needed to complete the tunnel.

The railroad is 30 inch gauge line that is used to remove spoil material and take the tunnel segments into the bore. The key to the project is a 130 foot long gantry system that digs the material, loads it into cars, stores segments, and positions the segments to form the tunnel lining.

The first part of the machine is the shield which is forced forward by hydraulic jacks that push back against the finished portion of the tunnel. Inside this shield are two augers which remove the material and load in into a conveyor belt that transports the material back across the top of the gantry system and loads it into the spoil cars.

Another set of hydraulic jacks lifts the segments into position and holds them there until wedges can be placed at the bottom of the tunnel that will force the segments into place. The segments are grooved to fit and are sealed with a neoprene layer. The gantry rides forward on tracks laid in the finished tunnel. The cutting shield and segment placer are cantilevered forward from the finished tunnel section.

The railroad uses a standard small industrial diesel locomotive that is equipped with air scrubbers for tunnel operation. The single locomotive pulls a string of bottom dump cars and four specially constructed segment cars. There are 12 dump cars along with the four segment cars. The train spends most of its time underground, making trips to the outside only when removing material or bringing in more tunnel segments.

The track plan looks like a giant letter "J" with the upright section in the tunnel and the hooked portion outside. The far northern section of the railroad comes out of the tunnel just north of the Union Pacific mainline and heads for the vicinity of the Rocky Butte Jail. The hooked portion contains a trestle from which the bottom dump cars unload their material. The spoils are then removed by a front-end loader and hauled to the disposal site. The hooked portion also contains the storage area for the pre-cast tunnel segments.

"New Narrow Gauge RR", cont'd:

The gantry system and train will be removed at the completion of the project by constructing a ramp about 35 feet underground and laying track to the surface. In places the tunnel will be 100 to 150 feet below the ground level which makes viewing of the operation almost impossible.

For those who want to see the railroad the best view is obtained by standing on the N E Halsey Street overpass (over the present Interstate 80-N). The train runs underneath the structure and one can look directly down upon the train. The gantry system remains underground and can not be seen.

The contractor works two shifts per day and does some weekend work. Do not expect to see the train too many times since during an eight hour shift about 15 trips are made. Every third trip is a rail and tie trip that takes track material back into the tunnel for placement. The tunnel is expected to be finished in about three months.

AMERICAN FREEDOM TRAIN SOLD

The Bi-Centennial American Freedom Train has been sold in two pieces to separate parties in Canada. The main display section was sold to the National Museums of Canada and will be used to form another display train. The new display train will be called the "Discovery Train" and will tour Canada with artifacts depicting the history of Canada, her culture, and heritage.

The cars left Alexandria, Virginia via the Southern, ConRail, and the Toronto, Hamilton and Buffalo. The display cars contained no artifacts. These had all been returned just after the train had been moved from Florida where it finished its 21 month tour of the United States.

The Pre-Amble cars were sold to the British Columbia government where they will become a part of the museum train. The train will be expanded to include a special car on the voyages of discovery of Captain Cook. The year 1978 will be the Bi-Centennial of Cook's voyage to the British Columbia area.

Slide Sets * Movies
(all in color)

- H. *Freedom Train 4449 in California* (26 - 35mm slides by Tom Gildersleeve) ... \$12.95
- I. *ESPEE Daylights* - (26 rare 35mm slides by Tom Gildersleeve) ... \$12.95
- J. *ESPEE Steam* (super 8mm movie) Daylights and Cab-forwards, by Sunday River Productions ... \$25.99

Color Prints

- K-1 *Color Print Set* (6 - 8x10 inch) 4449 in freight and in Freedom Train Service; sister locomotives in Coast Daylight Service **SOLD OUT** ... \$16.95
- K-2 *Color Print Set* (6 - 11x14 inch) Same **SOLD OUT** ... \$24.95

Miscellaneous

- L. 4449 "Spot Plate" Belt Buckle, an official locomotive crew item ... \$ 6.00
 - M. *Builder's Plate*, cast bronze, identical to original Lima Locomotive Works plate for 4449 ... \$25.00
 - N. *Swizzle Sticks*, set of 5, SP sunrise and name trains ... \$.99
 - O. *T-Shirts*, full color silk screen, 4449 in Daylight colors, terrific for the kids, S, M, L, XL, Child's sizes, please specify ... \$ 4.99
 - P. *Belt Buckle*, 4449 in Daylight colors ... \$ 6.95
 - Q. *Key Ring*, 4449 in Daylight colors ... \$ 3.49
 - R. *Ladies' Pendant*, 4449 in Daylight colors ... \$ 3.95
- (Note: Items P, Q, R also available in AFT red, white and blue. Please specify P-1, Q-1 or R-1 when ordering)
- S. 4449 *Sew-on Patch*, worn by official locomotive crew members ... \$ 1.95
 - T. *Daylight Sew-on Patch*, faithful reproduction of Coast Daylight medalion ... \$ 1.95

(Note: Items S and T were not available at press time. Please indicate on order blank if interested.)

Postage and Handling: Please include this amount to pay for packaging and postage on all orders.

- \$ 1 to \$ 3 ... add \$1.00
- \$ 3 to \$ 5 ... add \$1.50
- \$ 5 to \$10 ... add \$2.50
- \$10 to \$15 ... add \$3.00
- \$15 to \$20 ... add \$3.50
- \$20 up ... add \$4.50

The Future

of this great locomotive is bright. Declaration of the locomotive as a National Historical Landmark is pending by the U. S. Department of the Interior. Plans are being developed for an appropriate permanent display site, hopefully as the focal point of a transportation museum. This proposed museum will feature other locomotives and transportation equipment and possibly even a genuine sternwheeler.



A fund for the maintenance and preservation of the locomotive exists, and is being supplemented by many generous donations, large and small.

Possible future operation of the locomotive is being explored and all possible steps are being taken to ensure that SP 4449 continues in first-class operating condition.



You Can Help



yourself by buying a lasting souvenir and the preservation fund by purchasing merchandise described in this folder on the special AMTRAK train or through the Pacific Northwest Chapter, National Railway Historical Society, or both. All profits derived from these sales will be placed in the preservation fund by the Chapter. All contributions will be gratefully received—and are tax deductible.

Please Let Us Know

how you can help, and we'll keep you informed about the 4449, "America's Bicentennial Queen," and other related information as it becomes available. Address your donations, orders and requests to:

Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N. W. Sixth Avenue
Portland, Oregon 97209, Dept. 4449

Thank you for your interest and support.

Sincerely,

William D. Fair, President

Pacific Northwest Chapter, National Railway Historical Society

Engine class	GS-4
Original tender	9119
Tender class	235-R-1
Total length, including tender	110'-2 3/4"
Builder	Lima
Year	1941
Builder's production number	7817
Built for	SPRR
Engine cost	\$140,000.00
Tender cost	\$35,000.00
Set-up location	El Paso, Texas
In-service date	5-30-41
Engine vacated at	Bakersfield
Date	10-2-57
Original tender vacated at	Sacramento
Date	10-18-56

Engine Specifications

Wheel arrangement	4-8-4
Track gauge	4'-8 1/2"
Primary usage	Passenger
Fuel type	Oil
Brake type	Air
Booster type	Franklin C-2
Steam expansion	Single
Maximum road speed	90 mph
Cross counterbalanced	Yes
Lateral driving box	Yes
Length to chafing iron	62'-4 1/4"
Width, over coves	10'-0"
Height, overcab	15'-10-1/16"
Height, over slack	16'-4"
Engine truck wheel diameter	36"
Trailer truck wheel diameter	45"
Driving wheel diameter	80"
Revolutions per mile	256.1
Driving wheel base	21'-6"
Total engine wheel base	47'-8"
Weight on drivers	275,700 lbs.
Weight on engine truck	81,300 lbs.
Weight on trailing truck	118,000 lbs.
Total engine weight, loaded	368,000 lbs.
Driving axle journals, main	13"x14"
Driving axle journals, front	12"x14"
Driving axle journals, other	12"x14"
Engine truck journals	7 1/2"x14"
trailing truck journals	7"x14"; 9"x14"
Cylinder diameter	25 1/2"
Cylinder stroke	32"
Boiler tubes, length of	21'-6"
Boiler tubes, diameter of	2 1/4"; 3 1/2"
Boiler tubes, number of	220; 45
Grate area	90.4 sq.ft.
Heating surface of	
boiler tubes	4,502 sq.ft.
firebox	388 sq.ft.
evaporating	4,890 sq.ft.
superheater	1,834 sq.ft.
combined	6,724 sq.ft.
Boiler pressure	300 lbs.
Boiler capacity	100.7%
Tractive effort to adhesive wt.	.235
Tractive effort (M.E.P.83%)	64,800 lbs.
Tractive effort of booster	13,200 lbs.
Total tractive effort	78,000 lbs.

Send This Coupon

along with your check to:

Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N. W. Sixth Avenue
Portland, Oregon 97209 Dept. 4449

Gentlemen:
Please add my name to your 4449 Newslist and accept the following order and donation:

Donation (tax deductible gift) \$ _____

Merchandise order: (please specify item, size and quantity)

Item No. Name/Size Quan. Price.

Sub Total _____

Shipping and packaging costs
(don't include donation) _____

Total Remittance (Ck.No. _____) _____
(including donation)

Name _____

Address (Street/P.O. Box) _____

City _____ State _____ Zip _____

NRHS Member? _____ Chapter _____
Interested? _____

Transportation and Logging Museum
Member? _____ Interested? _____

Need more room? Use a separate sheet of paper! (Or maybe you're one of those who doesn't want to tear up this brochure.)

Thanks for your support.



Welcome Aboard.....

This epic journey of Portland's Ex-SP 4449 – undoubtedly the most fantastic steam-powered rail excursion ever operated!

History.....

of this beautiful giant reads like a Sleeping Beauty fairy tale. Built by Lima Locomotive Works in May, 1941, for service on Southern Pacific's great **Coast Daylight** streamlined passenger trains, she performed all assignments magnificently until retirement in 1956, when the 4449 was then presented to the City of Portland, Oregon, for preservation and display. She is the only survivor of her class.

Late in 1974, the 4449 was moved from her 16-year home at Oaks Park to the Burlington Northern roundhouse in Portland, where a staff of highly-qualified men and women from all walks of life restored the sleeping giant to the gleaming, exciting, fully-operational steam locomotive which powered the Western and Southern travels of the American Freedom Train. More than 17,000 hours of volunteer labor were logged in this process, and many more have been tallied since.



The Catalogue.....

The following quality merchandise and memorabilia have been especially selected for your pleasure by the Pacific Northwest Chapter, National Railway Historical Society. Profits derived from either on-train or mail-order sales of these items will be deposited by the Chapter to the 4449 preservation fund. Your purchase or donation automatically places your name on the "4449 Newslist" for future offerings, information regarding the 4449 and related news.

Your Donations Are Tax Deductible.....

Please make all checks payable to the Pacific Northwest Chapter, NRHS, and designate, if you wish, "4449 preservation fund." We thank you for your support!

Recordings (both albums from Mobile Fidelity—\$11 when ordered together, save \$3)

- A. *Extra 4449 North* – 12" LP (Stereo/Quad) features 22 minute cab ride at speeds of 75 MPH+ and 7 trackside locations, thunderstorm ... \$6.98
- B. *American Freedom Train* – 12" LP (Stereo/Quad). The story in sight and sound of 4449's restoration plus NKP 759 and RDG 2101 ... \$6.98

Books/Pamphlets

- C. *The Lone Survivor* – 54-pg. soft cover by Richard Wright, contains data and photographs of 4449 and famous Coast Daylights ... \$4.95
- D. *4449 Makes a Comeback* – 15-pg. soft cover by Henry Brueckman, a simple but quality pamphlet picture book with text – first restored operating months ... \$1.00

Wallprints and Posters

- E. *12x15 Color Litho Wallprint* reproduction of an original Harlan Kiney oil, 4449 on the Coast Daylight south of Carpenteria on the shores of the Pacific. Inspirational! ... \$3.50
- F. *20x28 Full Color Poster* X4449 East near Bakersfield, December 1975, a dramatic night photo by Tom Gilderleeve ... \$4.95
- G. *20x28 Full Color Poster* No. 98 in the afternoon sun at Carpenteria Station, one of the classic Donald Duke photos that talk ... \$2.95