



pacific northwest chapter

THE TRAINMASTER

MAY 1984

Number 261

Alan Viewig - Editor
430 SW Morrison #217, Portland OR 97204

PACIFIC NORTHWEST CHAPTER
Room 1, UNION STATION
Portland, OREGON 97209
(503) 226-6747

CHAPTER TIMETABLE OF EVENTS

7:30pm	FRIDAY	May 18	Monthly business meeting. At the Union Pacific Clubhouse at the intersection of N. Russell and N. Interstate in Portland. Program involves a railroad movie and the NEWSREEL which incorporates members' slides. Each member may show up to six recent railroad slides. Please check in with JIM WHALEY to see how to get your slides loaded correctly in the projector trays.
Noon	SATURDAYS	every	No-Host LUNCH each and every Saturday over at the Hollywood YAW'S Restaurant. We meet in a private room in the back so come in and enjoy gossip and a good lunch. Somewhere around 20 to 30 of us appear. No pecking order. We all order off of the menu

MONTHLY BUSINESS MEETINGS ARE ON THE THIRD FRIDAY EVERY MONTH AT THE U.P. CLUBHOUSE

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 20, 1984

The meeting was called to order by President Rich Carlson at 7:54 PM.

Project '84 - Locomotive 4449: Doyle McCormack reported that the locomotive was operated in the yard last Tuesday. The 4449 runs noticeably differently than before this year's rebuilding. The auxiliary tender is coming along well. A lot of time is being put in on the new crew car. The test run to Eugene will likely take place next Tuesday.

Project '84: Ed Immel reported that all the cars are in Portland and all but one or two have been painted. Five of Dick Reynold's crew are working on the cars. Decals are being put on the cars. The lounge car has been completely redone inside. The West Coast segments of the trip are sold out and the train is mostly sold to Phoenix. East of Phoenix sales are not as good - some of the segments are being broken into shorter pieces in an effort to boost ticket sales.

President Rich Carlson advised that locomotive 4449 will be at the Union Station on Thursday and Friday before the train leaves. There will be a ceremony on Saturday morning just before the train departs.

Project '84 Personnel: Dave Duncan announced that there will be a meeting a week from tomorrow at Brooklyn for lounge car personnel and car hosts at 2 PM. Dave asked those who want to return from Sacramento on Amtrak to notify him tonight so that he can arrange a group fare.

Car 3300: Terry Parker reported that the new crew car's interior has been sanded and will be masked tomorrow for painting. Carpeting will be installed next week. The shower has been installed. The car's blinds need to be replaced. The membership approved a motion to replace the blinds.

Portland Terminal RR Alcos: Jim Whaley reported that he has been advised by Portland Terminal that condition reports on its locomotives are not available. Chrome Crankshaft has made a bid on the whole roster. The Chapter needs to make a decision very soon about saving one of these locomotives. There is also a possibility of getting an Alco from the City of Prineville. Jim reported that Weyerhaeuser at Longview, WA will be retiring its Alcos and one Fairbanks Morse. Jim advised that he has asked for the donation of the Fairbanks Morse to the Chapter.

Museum Committee: Bill Gano reported that the ^{committee} held its first meeting a week ago. The committee discussed the two locomotives at The Oaks Park. They need to be moved out of the park as soon as possible and both also need preservation work on their boilers. Storage for Chapter equipment at the Brooklyn yard will be lost in the near future. Bill asked for ideas from the membership about places to store equipment. He also suggested using a caboose for a mini-museum in which to set up Chapter displays.

Project '84: President Rich Carlson made a general appeal to the membership to help wherever help is needed to finish the project on time.

President Rich Carlson announced that the May meeting will be on the third Friday as usual.

Respectfully submitted,

Chuck Storz, Secretary

TICKET INFORMATION AND LOCAL SCHEDULES for the 4449 STEAM TRIP
Portland-Sacramento - Sold out **

Southbound

Leave	Portland	8:00am	Saturday	5 MAY 1984
Arrive	Klamath Falls	5:30pm	Saturday	
Leave	Klamath Falls	8:00am	Sunday	6 MAY
Arrive	Sacramento	6:00pm	Sunday	

Sacramento-San Francisco - Sold out **

L	Leave	Sacramento	9:00am	Tuesday	8 MAY
	Arrive	S F (King St)	2:15pm	Tuesday	

San Francisco-Fresno-Los Angeles - Sold out **

Leave	S F (King St)	7:30am	Friday	11 MAY
Arrive	Fresno	4:30pm	Friday	
Leave	Fresno	8:00am	Saturday	12 MAY
Arrive	L A (LAUPT)	5:45pm	Saturday	

Los Angeles-Phoenix - for Tickets contact: Pacific Railway Society
 PO Box 2858
 Riverside CA 92516

Eastbound

Leave	L A (LAUPT)	8:30am	Tuesday	15 MAY
Arrive	Yuma	3:30pm	Tuesday	
Leave	Yuma	9:00am	Wednesday	16 MAY
Arrive	Phoenix	1:30pm	Wednesday	

TICKET PRICE - \$130. each way. This includes a box lunch each day plus transfer to hotels in Yuma. Not included is hotel space in Yuma. Hotel information and reservations will be mailed out with tickets. Sufficient hotel space has been reserved in Yuma to accommodate all train passengers.

Phoenix-Tucson - for Tickets contact: Arizona Chapter of NRHS
 8337 East Cypress Street
 Scottsdale AZ 85257

Leave	Phoenix	8:30am	Friday	18 MAY
Arrive	Tucson	noon	Friday	

TICKET PRICE - \$35.

continuation of 4449 Steam Trip info & schedules -

Tucson-El Paso - for Tickets contact: Old Pueblo Chapter of NRHS
1715 E Waverly Street
Tucson AZ 85719

Leave	Tucson	9:00am	Saturday	19 MAY
Arrive	El Paso	5:15pm	Saturday	

TICKET PRICE - \$88 which includes box lunch

El Paso-San Antonio - for Tickets contact: Southwest Chapter
Railway & Locomotive HS
1951 Octubre
El Paso TX 79935

Leave	El Paso	9:00am	Monday	21 MAY
Arrive	Alpine	2:00pm	Monday	

Leave	Alpine	8:00am	Tuesday	22 MAY
Arrive	San Antonio	6:00pm	Tuesday	

TICKET PRICE - \$130 which includes a box lunch plus transfer to hotels in Alpine. Not included is the cost of hotel space in Alpine. Hotel information and reservation forms will be mailed out with tickets. Sufficient hotel space has been reserved in Alpine to accommodate all of the passengers on the train.

San Antonio-Houston - for Tickets contact: Gulf Coast Chapter NRHS
PO Box 457
Houston TX 77001

Leave	San Antonio	8:30am	Thursday	24 MAY
Arrive	Houston	2:00pm	Thursday	

TICKET PRICE - \$64 which includes a box lunch

Houston-Dallas-Houston - for Tickets contact: Gulf Coast Chapter NRHS
PO Box 457
Houston TX 77001

Leave	Houston	8:30am	Sunday	27 MAY
Arrive	Dallas	4:30pm	Sunday	

Leave	Dallas	8:00am	Thursday	31 MAY
Arrive	Houston	4:00pm	Thursday	

TICKET PRICE - \$75 which includes a box lunch

-more-

continuation of 4449 Steam Trip info & schedules -

Houston-New Orleans - for Tickets contact Gulf Coast Chapter NRHS
PO Box 457
Houston TX 77001

Leave	Houston	8:30am	Friday	1 JUNE
Arrive	Lafayette	2:30pm	Friday	
Leave	Lafayette	8:30am	Saturday	2 JUNE
Arrive	World's Fair	1:00pm	Saturday	

TICKET PRICE - \$107, which includes a box lunch on Friday and a bus transfer in Lafayette along with a full breakfast Saturday morning. Not included is the cost of the hotel in Lafayette. Complete hotel information & reservation forms will be mailed out with tickets.

WESTBOUND

New Orleans-Houston - for Tickets contact Gulf Coast Chapter NRHS
PO Box 457
Houston TX 77001

Leave	New Orleans	3:00am	Saturday	9 JUNE
Arrive	Houston	5:45pm	Saturday	

TICKET PRICE - \$94, which includes a box lunch.

Houston-San Antonio - for Tickets contact: Gulf Coast Chapter
PO Box 457
Houston TX 77001

leave	Houston	8:30am	Sunday	10 JUNE
arrive	San Antonio	2:00pm	Sunday	

TICKET PRICE - \$64, which includes a box lunch.

San Antonio-El Paso - for Tickets contact: Southwest Chapter
Railway & Locomotive HS
1951 Octubre
El Paso TX 79935

leave	San Antonio	3:00am	Monday	11 JUNE
arrive	Alpine	6:00pm	Monday	
leave	Alpine	12:30pm	Tuesday	12 JUNE
arrive	El Paso	5:30pm	Tuesday	

TICKET PRICE - \$130, which includes two box lunches and bus transfer to the hotels in Alpine. Hotel reservation forms will be mailed.

El Paso-Tucson - for Tickets contact: Old Pueblo Chapter NRHS
1715 E Waverly St
Tucson AZ 85719

continued to page 6 -

continuation of 4449 Steam Trip info & schedules -

El Paso-Tucson

Leave	El Paso	8:00am	Thursday	14 JUNE
Arrive	Tucson	4:00pm	Thursday	

TICKET PRICE - \$88 which includes a box lunch

Tucson-Phoenix

for Tickets contact

ARIZONA CHAPTER NRHS
8337 E Cypress St
Scottsdale AZ 85257

Leave	Tucson	noon	Friday	15 JUNE
Arrive	Phoenix	3:30pm	Friday	

TICKET PRICE - \$35

Phoenix-Los Angeles

for Tickets contact

PACIFIC RAILWAY SOCIETY
PO Box 2858
Riverside CA 92516

Leave	Phoenix	8:30am	Saturday	16 JUNE
Arrive	Yuma	1:00pm	Saturday	

Leave	Yuma	8:00am	Sunday	17 JUNE
Arrive	LA (LAUPT)	4:00pm	Sunday	

TICKET PRICE - \$130, which includes two box lunches & bus transfer to hotels in Yuma. Hotels not included in price.

Los Angeles-San Francisco

SOLD OUT **

Leave	LAUPT	8:30am	Tuesday	19 JUNE
Arrive	S L O	4:00pm	Tuesday	

Leave	S L O	8:00am	Wednesday	20 June
Arrive	S F (King)	3:00pm	Wednesday	

San Francisco-Sacramento

SOLD OUT**

Leave	S F (King)	9:15am	Thursday	21 JUNE
Arrive	Sacramento	2:30pm	Thursday	

Sacramento-Portland

SOLD OUT**

Leave	Sacramento	8:00am	Saturday	23 JUNE
Arrive	Klamath Fall	6:00pm	Saturday	

Leave	Klamath Fall	8:a	Sunday	24 JUNE
Arrive	Portland	5:30pm	Sunday	

NOTE - ** - means in case of cancellations there will be tickets available a trackside - first come - first served.

ON THE ROAD TO KAY FALLS WITH 4449

In case you overslept or were not invited to watch the send-off on Saturday from our own Union Station, this is a report that the 15 car train left on time and rolled on happily down the Valley, or up the Valley and so on.

Sadly someone decided to steal or appropriate the beribboned bottle of wine that the Rose Festival Queen was to smash on our new paint job, but due to a last minute search, the bottle turned up and a few tries later the broken glass signaled the beginning of the special run. The break-thru banner of rip-stop nylon was never tested by the train since at the last minute there was no place to hang the 15 foot long sign without blocking track 6, a working thru track. So maybe there will be found a use for the hand lettered sign.

The opening ceremonies came off without a hitch and the general public was permitted to walk upon the station platforms. Boarding began at 7am and while the 400 or so paying passengers had to trade their tickets for boarding passes, all were able to drop off their luggage and watch the politicians heap praise on the shining beauty. And the politicians kept their speeches short. The Grant High band and cheerleaders arrived after their all-nite party following their prom and were dressed quite a bit better than the train passengers expecting to fite rattlesnakes at the photo-run-by.

If President Rich Carlson read a poem, it was missed by many. No matter, all was ready to depart on time and at 8am the big thing started rolling.

People lined the entire rail yards and the Steel Bridge. The fireboat and the water spouts sent arcs above the river above the Steel. There at the downstream side of the Steel was the paddlewheeler from Cascade Locks, but sadly they did not load it down with well-wishers.

Down thru Milwaukie, Oregon City, Canby, and the like, people lined parts of the trackside. Somewhere around Aurora the light single engine planes were at our sides and even near Harrisburg two ultra-lights stole the show by waving at the passengers from 20 feet up. The single engine Cessnas were not that far above them for a large portion of the pre-Oakridge trip.

Eugene had more greeters than we could count. What a mass pressed their noses to our windows. A bit late getting out of there but all was going well. We headed for the hills and at Oakridge picked up a Daylight colored diesel on point. We also picked up several inches of wet white snow. At the water stop the snow was falling and it continued to fall over the top at Crescent Lake.

Even at the photo-run-by the rattlers were able to see snow fall altho there was not much of it there in the high desert. For a while we wondered if the backed train would ever get out of reverse and come back for us but it did. We rolled on into Kay Falls for a greeting by the Mayor and forty vintage automobiles.

Kathy and I met up with Cora and Cy Righter and then Gerry and Joy Brown and we sampled the local Elk's Club til 11pm when Kathy and I went to the Greyhound Station to await the 1:30am run back to Poetland (for a wedding). We can tell you after the trip on the grey-dog why we love trains more. What a bus ride. And what a better train ride.

Wave as the 4449 goes by your place in the next few weeks. - Al Viewig.

4449

1984 LOUISIANA WORLD'S FAIR DAYLIGHT

Pacific Northwest Chapter, National Railway Historical Society, would like to thank the passengers who purchased tickets to ride this special train. Without their support, this project would not have been possible.

We want to thank the following organizations for their participation in this project:

Bay Area Electric Railroad Association
Central Coast Chapter, NRHS
Pacific Railway Society/Orange Empire
Railway Museum
Old Pueblo Chapter, NRHS
Southwest Chapter, Railway & Locomotive
Historical Society
Gulf Coast Chapter, NRHS

We would also like to acknowledge the sponsors, corporations, organizations, and individuals who donated resources, goods, and services necessary for this project:

The City of Portland
The State of Oregon
The Louisiana World Exposition
The City of New Orleans
The State of Louisiana
Roger H. Peck
Cascade Trailways
National Trailways Bus System
Southern Pacific Transportation Company
DuPont E. I. de Nemours & Co., Ltd.
Hyatt Hotels Corporation
FMC Corporation, Marine and Rail Division
General Motors Corporation, Electro-Motive
Division
Dependable Pattern Works
Esco Corporation
Pacific Tank and Construction
Duane Murray
Oregon Sandblasting & Coating, Inc.
Metra Steel Co.
Thompson Metal Fabrication, Inc.
American Steel Foundries
Northwest Bolt & Nut Company
Frank C. Miller
Malarkey Wall
Portland Terminal Railroad Company
United States Postal Service
Portland Rose Festival Association
Bingham-Willamette Company
Cimax Manufacturing
Allstate Steel & Mechanical Erectors
Airc Industrial Gases
Albina Pipe Bending Company, Inc.
Tri-Lett Industries
Frey & Bennett
Sierra Western Rail Corp.
Pacific Railroad Society
Great Western Tours
Grant Corporations of Houston, Texas
AMTRAK

We recognize that a project of this magnitude involves the contributions of many individuals and organizations. We cannot possibly list all of them, so we extend a thank you to all.

4449 TRAIN STAFF DESERVES COMMENDATIONS AND THANKS

PROJECT DIRECTOR - Ed Immel - Overall manager of the Project. Reports to the board of directors and handles the communications between the project and the railroads. Once underway from Portland is also the train commander. Salary is \$14,192.

DIRECTOR OF ON BOARD SERVICES - David Duncan - Responsible for all food and beverage service aboard the train including lounge cars and the box lunches served to passengers. Secures the necessary liquor permits needed to operate the lounge cars. Responsible for maintaining a central commissary and supervising of food and beverage service in the tail car. Keeps inventory control of souvenirs and commissary items and makes bank deposits as needed. Salary is \$5154.

BUSINESS MANAGER - Mary Lou Weaver - Handles all financial matters of the project. Includes keeping payroll records, deposit from ticket sales and lounge/souvenir sales. Insures that all bills and payrolls are paid and a financial accounting be made to the project manager and the board of directors. Will work with the chapter treasurer to set up a computer program to monitor the project and handle the bookkeeping facets of the project. Salary is \$5770.

TICKET AGENT - Irv Ewen with Jim Gilmore assisting - Handles all matters relating to the ticketing of passengers to include production, distribution and collection of tickets. Insures that local co-sponsors are using the correct ticketing methods and are reporting sales in a timely manner. Supervises local co-sponsor ticket exchange teams and works with the business manager to deposit funds from ticket sales. Salary is \$20 per day per diem.

SEGMENT COORDINATOR - Roger Peck - Handles all ground transportation to and from the train. Works with local co-sponsors to make sure sufficient ground transportation is available. Insures that hotel space has been reserved for Chapter on-board staff and train passengers in layover cities. Salary is \$1400.

SOUVENIR MANAGER - Larry Hodson - Manages souvenir personnel, maintains inventory and insures that monies are accounted for and works with the director of on-board-services to make bank deposits. Draws up work schedules for the souvenir sales personnel. Also assists with sales as necessary. Salary is ____ (?)

CHIEF MECHANICAL OFFICER - Doyle McCormick - Responsible for the maintenance and operation of the locomotive and its attendant train. Salary \$6400.

LOCOMOTIVE CREW - Chuck Lund, Mike Warren, George Lavacott, Gary Oslund, Dick Yager - Works with and assists the chief mechanical officer in the maintenance and operation of the locomotive and auxiliary tender. Also responsible for maintaining and orderly interior in the crew-tool car. Salary \$4560 each.

ASSISTANT CARMEN - John Holloway, Larry Miller, Pete Dorland, Ken Keeler - Assists the chief carman (supplied by Dick Renyolds) as necessary. One assistant per segment. Salary is \$20 per day per diem.

TAIL CAR ATTENDENT - Rachel Immel, Laura McCormick - Responsible for the care and feeding of VIP's in the tail car. Report to the director of on-board-services. Will schedule events and work with corporate sponsors and caterers to provide reception food and beverage service. Insure the cleanliness of the car, account for any monies and maintain a proper draw of inventories. Salaries \$2625 each.

MT HOOD COOK - - Plans and cooks all meals to entitled on-board staff. Responsible for purchase of food items and maintenance of inventory. Includes maintenance of cleanliness of the kitchen and eating utensils. Salary is \$3150.

MEMBERSHIP CHANGE OF ADDRESS INFORMATION

Several members have had the misfortune of missing out on several issues of THE TRAINMASTER and the NRHS BULLETIN due to moving. We strongly recommend that you notify us as soon as you know your new address in order for us to change our records. You should also notify the NRHS Membership Services office using a standard Post-Office change of address card. Please furnish them with a label from a NRHS BULLETIN envelope or the information exactly as it is printed on your membership card. Send the information to:

NRHS Membership Services
PO Box 4039
Oak Park IL 60303

If you take a few moments to notify the people involved of your change of address, you should not have an interruption in receiving your mail. Thank you.

- John Holloway

W E L C O M E T O T H E P N W C N R H S

BRIAN J ANDERSON

JOHN H KENNEDY

ROBERT F BERNARD

SCOTT KELM

CALVIN B CASTLE

JOHN W LETCHER

DUANE DeLONG

LINDA K LETCHER

ALICE M DeLONG

FRED F MATSUMOTO

ROGER EDINGTON

ANNETTE MATSUMOTO

THOMAS R EDWARDS

DONALD M MUNGER

GEROGE E FIENE

CYRUS H RIGHTER

W O GIBSON

CORA E RIGHTER

JOAN GIORDANELLI

ROGER A SKIDMORE

HARRY E HURLBURT JR

GLORIA J SKIDMORE

GWEN HURLBURT

DAVID J STIMAC

JEROLD E JOHNSON

DONALD R THORN

SHEILA M JOHNSON

36 LINN'S STAMP NEWS APRIL 23, 1984

Cancels hail World's Fair-bound train

The engine that powered the American Freedom Train during the nation's bicentennial is coming out of retirement for an excursion trip from Portland, Ore., to the Louisiana World's Fair Exposition in New Orleans.

The 7,171-mile trip will occur

Postmark Pursuit

By Elaine Durzin Boughner

ation pictorial cancellations in 17 cities during the period May 4 to June 24.

The cancels will be used in cities along the route when the train stops overnight or stays for up to three days to be on display. It also will be on display for one week at the fair.

All cancels will be in the same design: a side view of the locomotive and its tender as drawn by Duane Murray of Portland.

The cancellation schedule is as follows. Send prepared (stamped and addressed) covers to Postmaster, LOUISIANA WORLD'S FAIR DAYLIGHT Station, and the following cities, states and full ZIP Codes:

- May 4-5, Portland, Ore. 97209-9998.
- May 5-6, Klamath Falls, Ore. 97601-9998.
- May 7, Sacramento, Calif. 95814-9998.
- May 8-11, San Francisco, Calif. 94107-9998.
- May 11-12, Fresno, Calif. 93703-9968.
- May 13-15, Los Angeles, Calif. 90012-9998.
- May 15-16, Yuma, Ariz. 55364-9998.
- May 16-18, Phoenix, Ariz. 85003-9998.
- May 18, Tucson, Ariz. 85701-9998.
- May 20, El Paso, Tex. 79901-9998.
- May 21, Alpine, Tex. 79830-9998.
- May 23, San Antonio, Tex. 78205-9998.
- May 24-26, Houston, Tex. 77002-9998.
- May 29, Dallas, Tex.

75202-9998.

— June 1, Lafayette, La. 70501-9998.

— June 2-9, New Orleans, La. 70158-9998.

Return trip;

— June 8-10, Houston, Tex. 77002-9998.

— June 10, San Antonio, Tex.

78205-9998.

— June 11, Alpine, Tex. 79830-9998.

— June 17, Los Angeles, Calif. 90012-9998.

— June 19, San Luis Obispo, Calif. 93401-9998.

— June 22, Sacramento, Calif. 95814-9998.

— June 23-24, Klamath Falls, Ore. 97601-9998.

— June 24, Portland, Ore. 97209-9998.

Please note that the only different city on the return trip is San Luis Obispo. Be certain to

include a request to the postmaster specifying the dates desired, especially when the train is scheduled for two stops in the same city.

Most of the cities offering the cancel plan to have a postal clerk stationed at a trackside site for the convenience of patrons desiring it. However, a few will only make the postmark available at the existing city post office.

The train is a reincarnation of the famous orange, red and black class of SP "Daylight" steam passenger trains that served the West from the 1930s to 1950s.

The "Golden State" (GS)-4, a 4-8-4 "Northern" type steam locomotive (ex-SP4449), is now owned by the city of Portland.

Because the exposition's theme is "Fresh water as a source of life," Portland is using the steam-powered train to transmit its message that there is an abundant fresh water supply in the Pacific Northwest.



A pictorial cancellation in this design is scheduled for use in 17 cities between May 4 and June 24 in conjunction with a special passenger train excursion from Portland, Ore., to the Louisiana World's Fair Exposition in New Orleans.

Engraved ArtCraft cacheted covers will be serviced with one or more of the cancellations by the Pacific Northwest Chapter of the National Railway Historical Society, a non-profit organization.

It is offering covers to collectors for \$1.50 each plus a No. 10 addressed, stamped envelope.

Send orders to PNWC-NRHS (Covers), Room 1, Union Station, Portland, Ore. 97209.

OREGONIAN, SATURDAY, APRIL 28 1934

Mayor holds official Bull Run 'tasting'

By JOHN PAINTER JR.

of The Oregonian staff

Using tall champagne glasses for toasts, Portland went into the fancy bottled water business Friday as the first of 60,000 bottles of lightly carbonated, charcoal-filtered Bull Run water came off the line.

With members of his staff and the news media looking on, Mayor Frank Ivancie opened the clear bottles with the Bull Run label, which will be the featured drink aboard Portland's "World's Fair Daylight" train, pulled by steam locomotive 4449.

The glasses were filled, passed around, and the first sips taken.

The promotional bottles, which were filled and labeled at the Portland Bottling Co., 1321 N.E. Couch St., will be given to dignitaries and business executives at the stops the train makes on its 23-day journey to the Louisiana World Exposition in New Orleans.

But before the train pulls out at 8 a.m. Saturday, May 5, Portlanders will have an opportunity to get their own souvenir Bull Run bottled water. Beginning at 7:30 a.m., on a first-come, first-served basis, 1,000 bottles of the water will be given away, Ivancie said.

The bottled water, which the mayor says already has attracted commercial inquiries, was conceived as part of a new marketing program designed to promote the city of Portland and its water system.

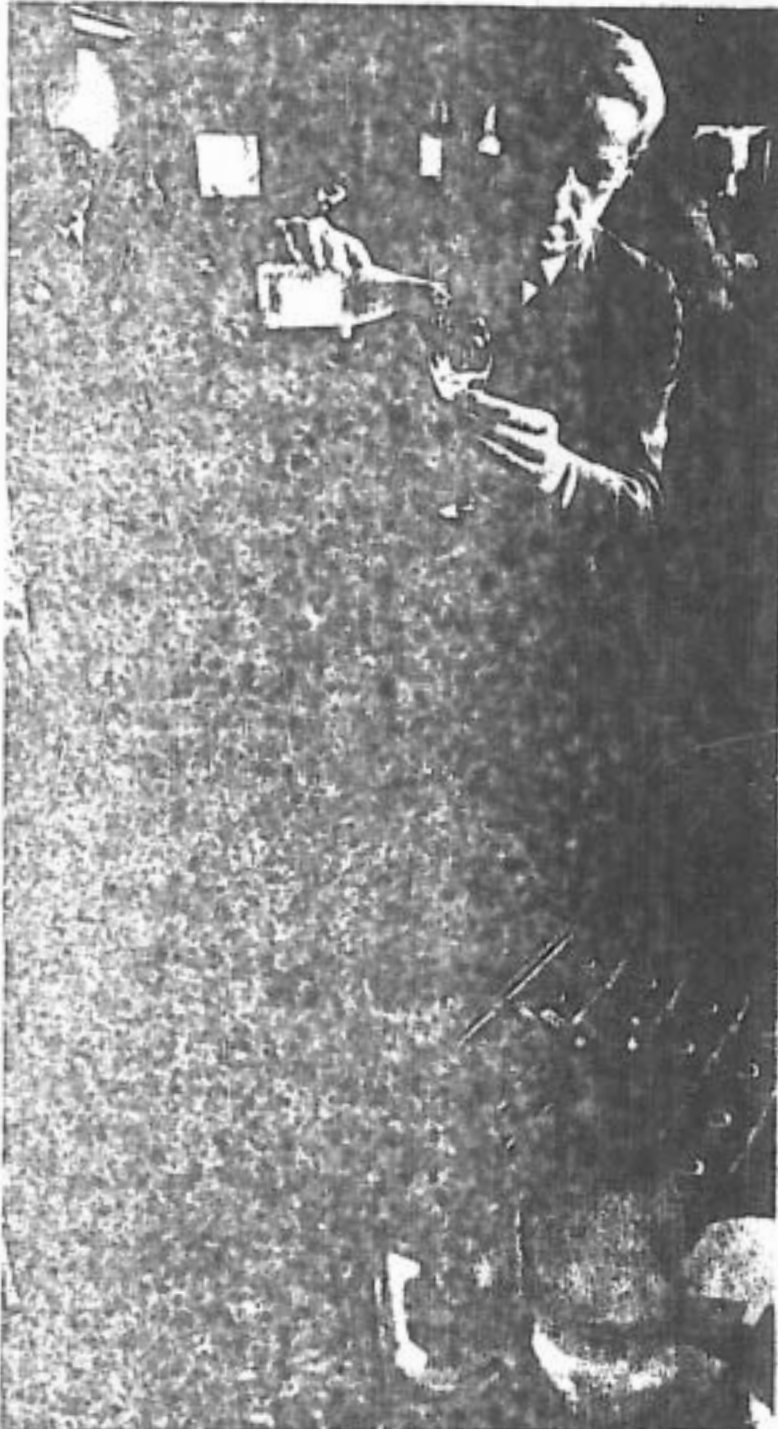
Other aspects of the program include posters of the Bull Run label and other promotional items. Ivancie said a colorful cardboard six-pack is on the way.

The mayor said he did not expect the new venture into the world of up-scale bottled water to contribute much in the way of cash to the city's general fund.

"We'll be lucky if we break even on this," he said.

But others present at the inaugural bottle opening were more optimistic. Descriptions of the water by those tasting it for the first time were uniformly favorable.

Ivancie described it as "sweet," as did two or three other tasters. Other adjectives included "crisp," "refreshing" and "smooth."



The Oregonian/RANDY WOOD

BULLISH ON BULL RUN — Portland Mayor Frank Ivancie fills glass with carbonated Bull Run water Friday as promotional bottling starts.

REPRINTED WITH PERMISSION

4449

Daylight

PACIFIC NORTHWEST CHAPTER - NATIONAL RAILWAY HISTORICAL SOCIETY
ROOM 1 UNION STATION PORTLAND, OREGON 97209

The Pacific Northwest Chapter of the National Railway Historical Society is offering the following souvenirs of 4449 and the 1984 Louisiana World's Fair Daylight by mail order. These items are in stock as of May 5, 1984 and will not be available when stocks are depleted. Send order with check or M.O. Allow 6 weeks for personal checks. Canadian add 20%. Include street address and zip code for all orders. No C.O.D.'s. Visa and M.C. accepted - include all pertinent info., signature & expiration date.

BOOKS:

4449 FAMILY ALBUM by Chapter member Kenneth Johnsen. This is a 116 page picture story of the "Daylights" from assembly at Lima to scrapping. This book includes over 240 previously unpublished photos of the "Daylights", detailing color schemes, scrapping data, wrecks and photos of each "Daylight" locomotive (including Western Pacific). 4449 is shown in 9(!) different color schemes. \$17.00 plus \$2.00 s&h.

4449 ALBUM by Chapter members Randy Nelson and Walt Grande. A 24 page booklet and souvenir of the Louisiana World's Fair Daylight. Some of the most dramatic photos published to date of 4449. 15 pages are in full color. \$6.00 plus \$1.00 s&h.

4449 - QUEEN OF STEAM by Jeff Moreau. This is a 64 page hard-bound book with an emphasis on an artistic view of 4449. There are 90 black-and-white photos of 4449 and a full color dust jacket. \$23.00 plus \$2.00 s&h.

T-SHIRTS:

LIGHT-BLUE shirt with stylized view of 4449 adapted from original 1930's artwork and featured above. This is the official Louisiana World's Fair Daylight T-Shirt. Mens sizes XL, L, M, S. These run small. \$8.00 plus \$2.00 s&h.

WHITE shirt featuring 4449 emerging from a tunnel. Authentic "Daylight" logo and 4449 front number plate are part of the design. The back of the shirt features a fluted side "Daylight" observation car entering a tunnel. This shirt is a classic! Mens sizes XL, L, M, S. \$8.00 plus \$2.00 s&h.

BELT BUCKLE: **4449**

4449 belt buckle as designed by Chapter member Bob Slover. This is the official belt buckle of the 4449 engine crew. Cast in solid brass with notation on the back that it is a souvenir of the 1984 Louisiana World's Fair Daylight. \$10.00 + \$2.00 s&h.

Daylight



CAPS: (ONE-SIZE-FITS-ALL)

ROYAL BLUE WITH WHITE FRONT featuring the authentic four-color "Daylight" logo. \$7.00 plus \$1.50 s&h.

LIGHT BLUE WITH WHITE FRONT featuring the red and chrome front number plate of 4449. \$7.00 plus \$1.50 s&h.

BLACK featuring the authentic four-color "Daylight" logo. This is the official engine crew cap. \$8.00 plus \$1.50 s&h.

"DAYLIGHT" PIN:

A classy red and orange lapel or hat pin featuring the "Daylight" logo and SP 4449. Gold lettering and outline. This is the same design as the "Daylight" passenger car emblem. \$4.00 plus \$.75 s&h.

4449 HO SCALE OPERATING MODEL:



A special collector's edition production run of Bachmann's GS-4. Correctly painted and numbered 4449. Features thin striping, blackened pony truck wheels, solid booster truck wheels and 4449 in all number boards. Comes in a commemorative Louisiana World's Fair Daylight box. \$60.00 plus \$4.00 s&h.

POSTCARDS;

This is a special packaged set of 4 cards of the 4449 with "Daylight" painted cars. Set includes 4449 at Union Station in Portland, in an action-packed pacing shot, running along the Willamette River on the way to Railfair '81, and a dramatic shot working upgrade near Mt. Shasta. \$1.50 plus \$.50 s&h.

POSTERS:

HOWARD FOGG painting of 4449 on the northbound "Daylight" with the California coastline in the background. Shipped in tubes. 18x24". \$8.00 plus \$1.50 s&h.

ART-DECO poster from Southern Pacific promotional artwork of 1937. This mini-poster (8"x11½") is a must for "Daylight" fans! \$5.00 plus \$1.50 s&h.

BUMPER STICKER:

CHROME bumper sticker with same design as on opposite side of page. An official souvenir of the Louisiana World's Fair Daylight. \$1.75 plus \$.50 s&h.

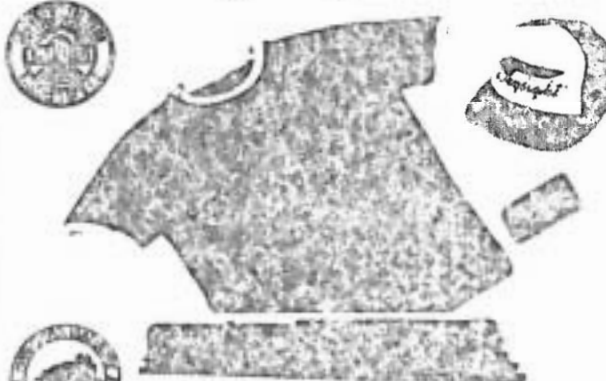
8" X 10" COLOR PRINTS OF THE LOUISIANA WORLD'S FAIR DAYLIGHT:

Set of 4 color prints of the train on its' way to New Orleans. \$20.00 plus \$1.50 s&h.

Louisiana World's Fair Daylight 1984

4449 GIFTS

THE Daylight RETURNS



In May and June of this year the Pacific Northwest Chapter of the NRM&S and Southern Pacific will conduct an excursion from Portland, Oregon to New Orleans to commemorate the 1984 Louisiana World Exposition in New Orleans. The train will be a reincarnation of the original DAYLIGHT and will be DAYLIGHT painted and pulled by newly rebuilt S.P. Locomotive 4449. The illustrated items are the official souvenirs of the PNWC-NRM&S DAYLIGHT trip and are available only on the train and by mail-order from the Chapter. Proceeds will go toward our 4449 maintenance and Chapter museum funds.

A special UNITED EDISON production model of 4449 by Bachmann featuring improved detailing and corrected paint scheme. The model is packed in a collector's edition box commemorating the 1984 Louisiana World Exposition. \$44.49 + \$4.00 s&h.

One-size, fitted cap in royal blue with white front. Features the authentic 3-color DAYLIGHT logo. \$9.95 + \$1.50 s&h.

Official train bespectacles worn by the 4449 engine crew. Cost in solid brass. \$9.99 + \$2.00 s&h.

Also available (but not guaranteed) is a DAYLIGHT lapel or hat pin in the authentic 3-color DAYLIGHT logo. Also optional. 1 1/2" x 1/2". \$4.00 + \$.75 s&h.

See order with check or M.O. Allow 3 weeks for payment of checks. Cash on add 30%. Include street address and zip code for shipping. No C.O.D.'s. No backorders - in stock only. All quantities are limited. Visa & M.C. accepted - include all pertinent information, expiration & expiration date.

Send orders to: PNWC-NRM&S, Dept. 4449, Room 1 - Union Station, Portland, OR 97209

PFC PRODUCTION SUPPLIES ILLUSTRATED

Pacific Fruit Express Company

April 23, 1984

100 VALLEY DRIVE, BRISBANE, CALIFORNIA 94005

1200 Advertising

On April 17, the 4449 pulled a number of PFE refrigerator cars a short distance south of Brooklyn Yard in Portland. The primary purpose for this outing was to provide an opportunity to photograph these cars with the engine.

If you are aware of anyone who has photographs of any kind (35 mm, B&W or color prints) of this event that are of reproduceable quality, I would like the opportunity to review them for possible purchase to use in future publicity activities by PFE. We will return unused photos if a return envelope with proper postage is enclosed. Original color slides will be returned after we have made copies.

I appreciate your attention and can be reached at 415-541-1013 if you need further information.

Very truly yours,

William Anderson
 William Anderson
 Manager Market Development

"GO BY TRAIN"

23"x 29"

*limited edition lithograph
by Portland Architect-Artist
Dennis R Clemmens*

*\$15. per Print
if by mail +\$ 2.50
to:*

*D. Clemmens
503 NW Irving
100 Union Station Annex
Portland, Or 97209*



X S P 4 4 4 9 E N G I N E D A T A

Engine class	Gs -4	Original tender	9119
Tender class	235-R-I	Total length w tender	110'-2- $\frac{1}{4}$ "
Builder	Lima	Year Built	1941
Builder's production no.	7817	Built for	S P R R
Engine cost	\$140,000	Tender cost	\$35,000
Set-up location	El Paso TX	In-service date	5-30-41
Engine vacated at	Bakersfield	Date	10-2-57
Wheel arrangement	4-8-4	Track guage	4'-9 $\frac{1}{2}$ "
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 $\frac{1}{2}$ "	Width, over eaves	10'-0"
Height over cab	15'-10"	Height over stack	16'-4"
Engine truck wheel	36"	Trailing truck wheel	45"
Drive wheel dia.	30"	Revolutions/mile	256.1
Driving wheel base	21'-6"	Total eng. wheel base	47'-8"
Weight on drivers	275,700 lb	Weight on engine truck	31,300 lb
Weight on trail truck	118,000 lb	Total engine wgt, loaded	368,000 lb
Driving axle journal, main	13"x14"	Driving axle journal, front	12"x14"
Driving axle journal	12"x14"	Engine truck journal	7 $\frac{1}{2}$ "x14"
Trailing truck journal	7"x14", 9"x14"	Cylinder diameter	25 $\frac{1}{2}$ "
Cylinder stroke	32"	Boiler tube, length	21'-6"
Boilder tube, diameter	2 $\frac{1}{4}$ " & 3 $\frac{1}{2}$ "	Boiler tubes, number	220 & 45
Grate area	90.4 sq ft	Heating surface of tubes	4,502 sq ft
Heating surface fire box	388 sq ft	Heating surface, evap.	4,890 sq ft
Heating surface sup heat	1834 sq ft	Heating surface, combined	6724 sq ft
Boiler pressure	300 lbs	Boiler capacity	100.7%
Tractive effort to adhesive weight	0.235	Tractive effort (M.E.P. 83%)	64,800 lbs
Tractive effort of booster	13,200 lb	Tot tractive effort	78,000 lbs

T E N D E R

Class	235-R-I	Design	Rectangular
Fuel type	oil	Brake type	clasp
Brake system	Westinghouse ET	Equipped steam heat	yes
Equipped for signal	yes	Coupler type	AAR Tightlock
Draft gear type	Miner friction	Frame type	Cast steel-water bottom
Bolster type	Cast steel	Truck type	Buckeye 6 wheel
Wheel type	rolled steel	Wheel diameter	36"
Truck axle journals	7"x14"	Truck wheel base	10'-0"
Tender wheel base	34'-5"	Capacity of fuel	6145 gal
To marker bar	5880 gal	Capacity of water	23,300 gal
Weight of fuel	49,000 lb	Weight of water	194,200 lb
Weight of tender empty	151,600 lb	Weight of tender loaded	394,800 lb
Weight of truck	28,800 lb	Length of tender	47'-10"
Width over steps	10'-10"	Width over end sills	10'-10-5/8"
Height, extreme	15'-4-5/16"	Width of fuel tank	10'-0"
Rail clearance to tank	2'-9"	Equipped with tool box	yes
Equipped with back-up lite	yes	Equipped with marker lite	yes
Rail safety guide, added	yes		

D O YOU BELONG TO THE NRHS ?

Ever want to hear about these great train trips ahead of time? Ever wonder who planned this or that? Ever wish you could have been there in the planning or preliminary stages to offer your advice?

If you answered YES to any of the above and you are not a member of the Pacific Northwest Chapter (PNWC) of the National Railway Historical Society (NRHS) then maybe it is time you got a check for \$16.50 into the mail addressed to NRHS at Room ONE, Union Station, Portland OR 97209. In the return mail will come an application and shortly thereafter, good news and hints as to what is gonna happen next on the rails near where you live.

We are a non-profit educational organization incorporated in Oregon.
oo0000oo

S A V E T H E L A S T W E E K E N D I N S E P T E M B E R

The Excursions Committee has reported that at this time we have reserved some regular AMTRAK equipment to take us all away for a three day weekend trip into Canada. We leave Portland's Union Station on Friday morning and get to Vancouver BC on Friday nite and play all day on our own Saturday and ride back into the sunset on Sunday. Prices have yet to be established. Take a moment and dig up a clean envelope that you can self-address and stamp and mail to us and on the outside of the envelope you address to us, mention VANCOUVER someplace so we can stack your mail with others awaiting the printed brochure.
oo0000oo

F A N C Y G O V E R N M E N T R R M A P B O O K A V A I L A B L E

Map fans and railroad buffs alike will be interested in a new volume of historical maps issued by the Library of Congress.

"Railroad Maps of America: The First Hundred Years" contains 92 maps in color & black and white as well as a selection of related illustrations. The volume includes an essay tracing the history of railroad mapping.

Interested persons can purchase the volume for \$28 from the Superintendent of Documents, US Govt Printing Office, Washington DC 20402 by ordering stock number 030-004-0021-3.

oo0000oo

A N N U A L P I C N I C M A Y B E S E T F O R J U L Y

Vice-Pres JIM WHALEY is in charge of getting the details together. If you have a preference or a dislike, now is the time to get that hint to JIM. If you want a Saturday afternoon instead of a Friday nite or a Sunday afternoon or whatever, get your ideas to JIM WHALEY by dropping him a note to Room ONE.

oo0000oo

S I D A N D A N N A C H A L U P A H A D T I C K E T S T O R I D E A L L T H E W A Y T O N E W O R L E A N S

Old family friends, the Chalupa's from Kelso were found happily enjoying the ride behind 4449 as they were on their way to the FAIR. Lucky people. A rare meeting in such a friendly spot. Hope they come to some NRHS meetings soon.

4449

"THE LOUISIANA WORLD'S FAIR DAYLIGHT"

May 5 through June 24, 1984

Written by Richard A. Carlson

THE LOCOMOTIVE

Ex-SP 4449 is a former Southern Pacific "GS-4," a 4-8-4 oil-burning steam locomotive designed to power the famous class of high-speed "Daylight" passenger trains. This engine was the last of Series 4430-4449, which with Series 4450 to 4457 comprised the 28 engines of the "GS-4" class. 4449 is the sole survivor of the class, all of which had 80-inch diameter driver wheels and the distinctive double headlights (one "Mars" oscillating and one fixed) built into the smokebox door. (One other similar, but later, locomotive, ex-SP 4460, a "GS-6," with 73-inch drive wheels and a single headlight, remains on static display at the National Museum of Transportation, St. Louis, Mo.)

As was true for all the GS-4s, the 4449's cylinders have a 25-1/2-inch diameter and a 32-inch stroke. The boiler pressure is 300 pounds per square inch. The total weight of the engine alone is 475,000 pounds (237.5 tons).

Southern Pacific ran the final steam-powered "Daylight" train on January 7, 1955. This ended an era that lasted exactly 6,502 days, with the first train having run on March 21, 1937. Some freight and commuter service remained after that, but before the 1950s were to end, all of the locomotives that powered the "Daylights" were cut up for the smelter. All except 4449, that is, which in October, 1957 was vacated at Bakersfield, California, and donated to the city of Portland, Oregon. It arrived in Portland the following spring.

It was placed in Oaks Park, and rested there in relative obscurity until December, 1974, when after a thorough inspection it was pronounced restorable and was selected to provide the motive power for a special train that would transit the nation displaying historical artifacts to help commemorate America's Bicentennial. After six months of intensive work, the engine departed Portland for its role as the

prime American Freedom Train locomotive. It traveled to the Midwest where it met the train in Chicago and commenced its duties that lasted for the remainder of 1975 and all of 1976. In 1977, the engine returned to Portland, after which it was immediately placed in storage at the Union Pacific Albina yards.

There it remained until 1981, when again it was placed back in commission for a brief period. Now repainted in its original deep red, orange, gray and black "Daylight" colors, it ran to Sacramento to participate in the formal dedication of the California State Railroad Museum. It returned to Portland on May 19, 1981.

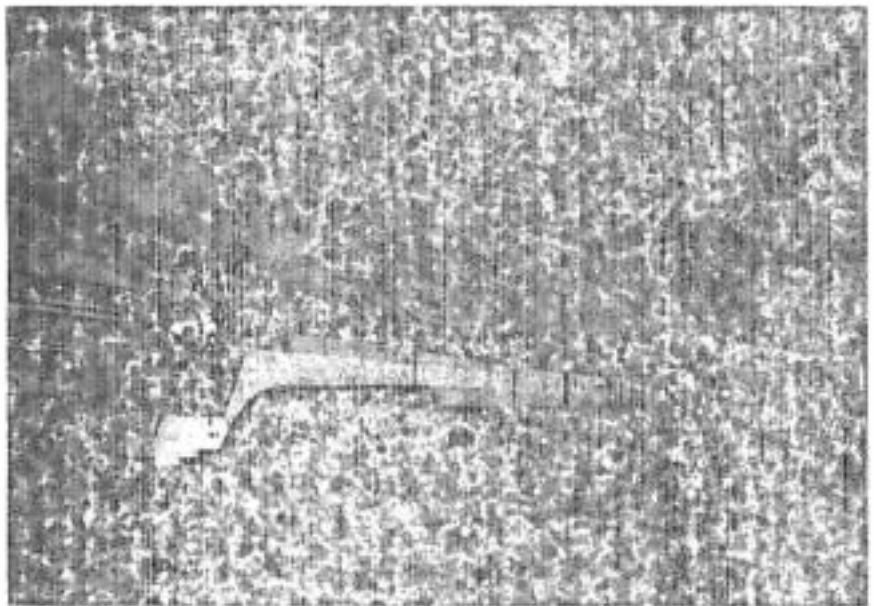
Again it was placed in inactive status, but in late June, 1983, restoration work began at Southern Pacific's Brooklyn yards in southeast Portland, where the engine had been stored since its return from Sacramento.

In mid-April, 1984, the engine made its first test run in preparation for the round trip to New Orleans, La., that would take place from May 5 to June 24, when it would pull a thirteen-car consist entirely painted in the color scheme described by some as "drama-

tic as a California sunset." On this journey, 4449 would power the train on a 7,171-mile trip that would take it through six states. This excursion, sponsored by the Pacific Northwest Chapter, National Railway Historical Society, Portland, Oregon, would provide the latest chapter in the ongoing odyssey of 4449.

THE TENDER

The tender for the ex-SP 4449 is not the locomotive's original tender. 'Switching' tenders among engines was normal practice, and in fact, it was the exception to have the same tender continue to remain with the engine with which it was delivered. The present tender, 9109, was delivered with SP 4431. Later it served SP 4451 and then SP 4447. In June, 1951, it was joined with SP 4449 at Alhambra, Calif. and has remained with her now for 33 years. The tender has a rated oil capacity of 5,880 gallons, but can hold a maximum of 6,140 gallons. It carries 23,300 gallons of water. Its weight, two-thirds loaded, is 313,730 pounds; fully loaded, 394,800 pounds. Its weight light is 151,600 pounds.



Al Zetterman

THE AUXILIARY TENDER

The auxiliary tender for the "Louisiana World's Fair Daylight" is serving ex-SP 4449 for the first time on this occasion. Built in 1942 by the Baldwin Locomotive Works, Philadelphia, Penn., and set up for service in El Paso, Texas, in April, 1942, its original number was 9314. This rectangular form tender (Class 220-R-4) was built for the cab-forward articulated 4-8-8-2 oil-burning steam locomotive SP 4219, with which it served its entire operational life—a rarity in itself. All the locomotives of this class were retired between 1954 and 1958, with 4219 being retired on Dec. 16, 1955. In 1956, five of the tenders, including 9314, were placed in snowplow service. 9314 became 7206B to serve rotary snowplow SP MW 7206. In March, 1960, it was converted to a water car for fire prevention service in Oregon and renumbered SP MW 4764A. Together with SP MW 4764 (a Class 220-R-5), they were retired in April, 1983. They were both donated to the Pacific Northwest Chapter, National Railway Historical Society (PNWC-NRHS), in January, 1984. This group had a coupler added to its front end (in place of the drawbar) and modified the tender to provide additional water capacity for the steam locomotive. The original weight of the

tender, loaded, was 393,300 pounds. Its capacity was 6,400 gallons of oil and 21,900 gallons of water. The 1984 modifications removed the oil-carrying feature and increased the water capacity to almost 30,000 gallons, which with the main tender resulted in providing 53,300 gallons of water total. Other modifications were made in the body configuration to obtain an appearance that would harmonize with the lines of 4449 and the main tender.

THE CONSIST

One of the major challenges facing the project director for the "Louisiana World's Fair Daylight" was to obtain the necessary passenger cars. In 1984, cars in suitable mechanical condition and appearance that are designed to run behind steam locomotives, chair cars and coaches in particular, are simply few in number. But the project director was able to fill the requirements, and primarily with ex-Southern Pacific equipment. Nine of the 13-car consist, in fact, are of that railroad's origin.

The cars' histories, briefly stated, follow:

PNWC 3300; ex-SP 3300.
LOCOMOTIVE CREW CAR,
"MILN D. GILLESPIE."

Formerly a combined Baggage & Chair "lightweight" car ordered from

Pullman-Standard Car Manufacturing Co., Chicago, in 1936 and delivered in 1937 for the first "Coast Daylight," it was retired by Southern Pacific in 1971 and sold for scrapping to the Purdy Co., Lincoln, Calif. It was not dismantled, however, and ultimately was purchased by the Pacific Northwest Chapter, National Railway Historical Society, in January, 1984 as a replacement for PNWC 76, a 1914-vintage locomotive parts/crew car.

The 3300 was named in honor of an early PNWC-NRHS member in February, 1984.

PNWC 600; EX-SP&S 600.
LOUNGE/SLEEPER, "MT. HOOD."

Built for the Spokane, Portland and Seattle Railway Co. by Pullman-Standard in 1950, it has six roomettes, three double bedrooms, and seats 25. Most of its life was spent running between Portland and Spokane, Wash. It was donated to the PNWC-NRHS by Burlington Northern (to which SP&S had merged) in 1970. It was repainted in its present "Daylight" colors in 1981.

SW 542; EX-AMTRAK 4842;
EX-SP 2355. 48-SEAT CHAIR,
"SONOMA"

Built for Southern Pacific by Pullman-Standard and delivered in October, 1954 for the "Coast Daylight," it was sold to Amtrak in 1973. It was sold to Sierra Western Rail Corporation, a railroad car leasing company, Forestville, Calif., in the fall of 1983. This car, SW 544 and SW 546 were originally part of a ten-car lot (SP 2352-2361) which were ordered by Southern Pacific in 1953.

SW 544; EX-AMTRAK 4844;
EX-SP 2358. 48-SEAT CHAIR,
"MENDOCINO"

Built by Pullman-Standard in 1954 for the "Coast Daylight," it was sold to Amtrak in 1973, and sold to Sierra Western in the fall of 1983.

SW 546; EX-AMTRAK 4846;
EX-SP 2361. 48-SEAT CHAIR,
"HUMBOLDT"

Built by Pullman-Standard in 1954 for the "Coast Daylight," it was sold to Amtrak in 1973, and sold to Sierra Western in the fall of 1983.



Roland Graham

SW 510; EX-AMTRAK 7510; EX-SP 2392. 48-SEAT CHAIR, "TUOLUMNE."

Built by Pullman-Standard in 1949 for the "Shasta Daylight," it was sold to Amtrak in 1974, and sold to Sierra Western in 1978.

PAR 2397; EX-AMTRAK 7512; EX-SP 2397. 48-SEAT CHAIR.

Built by Pullman-Standard in 1949 for the "Shasta Daylight," it was sold to Amtrak in 1974. It was sold to Bill Gawzner in 1977, and then to the Pacific Railroad Society, Riverside, Calif.

SW 511; EX-AMTRAK 7511; EX-SP 2395. 52-SEAT CHAIR, "STANISLAUS."

Built by Pullman-Standard in 1949 for the "Shasta Daylight," it originally had 48 seats. Southern Pacific sold it to Amtrak in 1974, who sold it to Rail Systems Co. in 1977. It was later sold for conversion into a restaurant in Maxwell, Calif. It was repurchased for another restaurant, but the plans failed to materialize. The car had been removed from a railroad connection and asphalt paving surrounded it. But it was "reclaimed" and sold to Sierra Western in 1978, who put it back into operating condition.

GWT 568; EX-AMTRAK 6800; EX-GN 1147. 68-SEAT COACH, "RED RIVER."

Built by American Car and Foundry Co. in 1950 as a Diner-Observation car for Great Northern Railway Company's "Red River" train, it originally ran between St. Paul, Minn. and Grand Forks, N.D. It was rebuilt to a coach in 1963, at which time it lost its name, "Red River." It was sold to Amtrak in 1974, who sold it to Bill Gawzner of Santa Barbara, Calif. in 1978. He sold it to Great Western Tours, San Francisco, Calif., in 1980.

SW 500; EX-AMTRAK 7500; EX-SP 2241. 86-SEAT COACH, "SAN JOAQUIN."

Built by Pullman-Standard in 1949 for the "Shasta Daylight" as the Tavern car, "Timberline Lounge," SP 10317, which seated 54 persons, it was rebuilt to a coach in 1963, at which time it was renumbered SP 2241. It was sold to Amtrak in 1974 and was sold to Sierra Western in 1978.

SW 507; EX-AMTRAK 7507; EX-SP 2385. 40-SEAT CHAIR/ LOUNGE, "SHASTA."

Built by Pullman-Standard in 1949 for the "Shasta Daylight," it originally was a 38-seat Chair car with a crew room. It was sold to Amtrak in 1974 and to Sierra Western in 1978, who converted it to a lounge car with bar and refrigerator.

NOTE: The two cars following, SW 151 and SW 156, may be interchangeably used in the consist of the "Louisiana World's Fair Daylight."

SW 151; EX-AMTRAK 8151; EX-GN 1242. DINER/LOUNGE, "HIDDEN LAKE."

Built by American Car and Foundry as one of six lounge-diner-coffee shop cars in 1951 for Great Northern's "Empire Builder" service, it was sold to Amtrak in 1974, who sold it to Sierra Western in 1981.

SW 156; EX-GN 1156; EX-FRISCO 650. 48-SEAT DINER, "LAKE PEPIN."

Built by Pullman-Standard in 1948 as a 36-seat diner for "The Texas Special," it originally ran between St. Louis,

Mo. and San Antonio, Texas on the St. Louis-San Francisco Railway Co. (Frisco). It ran with the "Katy" (Missouri-Kansas Texas Lines) and was named the "Alexander Doniphan." In 1966 it was sold to the Great Northern, when it was extensively rebuilt for "Empire Builder" service, renumbered as GN 1156 and renamed "Lake Pepin." It was sold by Burlington Northern (into which Great Northern had merged) to Sierra Western in 1979. It had been highly vandalized and Sierra Western totally rebuilt the car at significant expense, at the same time increasing its seating capacity to 48.

1290; EX-GN 1290.

OBSERVATION-LOUNGE, "APPEKUNNY MOUNTAIN."

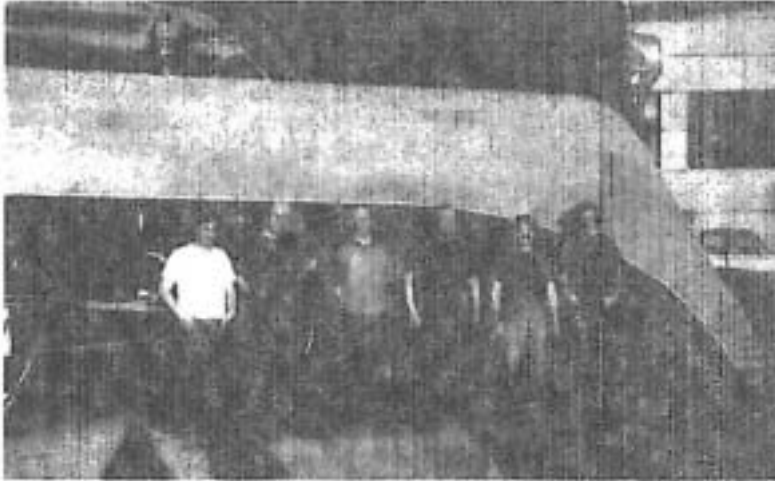
Built by American Car and Foundry Co. in 1951 for Great Northern "Empire Builder" service, it was one of six in the lot (GN 1290 to 1295) all of which were named after mountains in Glacier National Park. The car has 32 seats and the car was for the exclusive use of first-class passengers. Its three roomettes were used by the Pullman conductor, passenger representative and the car attendant. In 1955 it was assigned to the "Western Star," and in 1968 to the "International," where it remained until 1971. It was sold to Grant Corporations of Houston, Texas in 1974. Charles B. Grant, chairman, arranged for its use on the "Louisiana World's Fair Daylight."

The entire train is painted in a polyurethane enamel with the trade name, "Imron," which was donated by DuPont E.I. de Nemours & Co., Ltd.



Fred Sica

4449



Laura McCormack

L to R: George Lavacot, Doyle McCormack, Charles A. Lund, Richard P. Yager, Gary S. Oslund and Mike Warren

ENGINE CREW

DOYLE McCORMACK
ENGINEER AND CHIEF
MECHANICAL OFFICER

GEORGE LAVACOT

CHARLES A. LUND

GARY S. OSLUND

CRAIG THOMAS

MIKE WARREN

JACK WHEELIHAN

RICHARD P. YAGER

Pacific Northwest Chapter NRHS would like to thank the many individuals who contributed hours of volunteer labor to rebuilding the 4449, auxiliary tender, and crew car.

We would like to acknowledge the following individuals for their exceptional effort.

JAY BINNS

DAN BUTLER

KERRIGAN GRAY

ROGER HANCOCK

STAN JAMES

KEN KEELER

BRIAN McCARTY

CHRIS McCLARNEY

TERRY PARKER

CARL RODABAUGH

JANET RODABAUGH

JOE STRASBURG

PAT TRACY

GORDON ZIMMERMAN



GULF COAST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

POST OFFICE BOX 457
HOUSTON, TEXAS 77001

TO: ALL NRHS CHAPTERS AND OTHER INTERESTED PARTIES

SUBJECT: LOUISIANA WORLD'S FAIR DAYLIGHT
SPECIAL STEAM POWERED EXCURSION TRAIN FEATURING SOUTHERN PACIFIC
4-8-4 NO. 4449

APRIL 5, 1984

THE GULF COAST CHAPTER IS HANDLING TICKET SALES FOR THE LOUISIANA WORLD'S FAIR DAYLIGHT TRIPS EAST OF SAN ANTONIO. ATTACHED IS INFORMATION ON THE TRAIN SCHEDULES, FARES, CONNECTING BUS SERVICES AND DEPARTURE AND ARRIVAL LOCATIONS.

SEATS ARE STILL AVAILABE FOR ALL OF THE TRIPS DESCRIBED IN THE ATTACHED LITERATURE. SEATS NOT SOLD PRIOR TO THE DEPARTURE DATES WILL BE MADE AVAILABLE AT LOCATIONS WHERE THE TRAIN WILL BE ON DISPLAY (SAN ANTONIO, HOUSTON, DALLAS AND NEW ORLEANS) AND AT THE TRAIN PRIOR TO EACH EXCURSION DEPARTURE.

FOR MORE INFORMATION, CONTACT: GULF COAST CHAPTER, NRHS
PO BOX 457
HOUSTON, TX 77001

NOTESBUSES

Trailways charter buses depart at the times shown from the stations that the train will use (see below). They arrive at these stations as well. It is your responsibility to get to the bus departure point and from the arrival point to your overnight lodging. Bus tickets will only be honored on the special buses provided for this service. You are not obligated to use this service.

HOTELS

You are responsible for your lodging at the city from which the train departs the following morning and getting to the station on time.

Train fare includes a box lunch

Includes bus transfer to hotel and a full breakfast on Saturday (no box lunch Saturday due to 1:00 pm arrival). Excludes cost of hotel in Lafayette the evening of June 2. Complete hotel information and reservation forms will be mailed out with your tickets. (Sufficient space has been reserved in Lafayette to accommodate the entire train of passengers). You do not have to use the recommended hotels, but other arrangements you may wish to make, including ground transportation, are your responsibility. No split tickets will be sold (ie. Houston to Lafayette and Lafayette to New Orleans). Admission tickets to the World's Fair will be available on the train (\$15 one day, \$28 two days, all prices per person).

Buses will depart as soon as possible after the train arrives at its destination for direct, non-stop return to the station from which the train departed in the morning (Houston rather than Lafayette on June 2). You do not have to use this chartered Trailways bus service. If you do not, all transfers and return transportation are your responsibility.

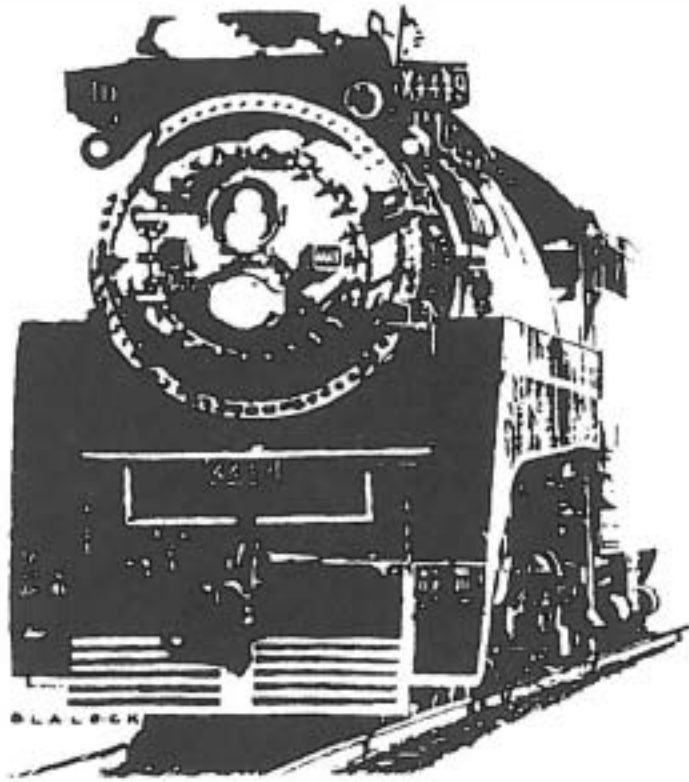
Upon arrival at the World's Fair site, some buses will leave soon after the train arrives, others will leave later in the afternoon. Your preferences will be determined on the train (bus ride will take 6-7 hours).

It should be noted that parking facilities at the train stations is limited. Therefore, people are urged to carpool or take public transportation if appropriate. The sponsoring organizations assume no responsibility for vehicles or their contents while parked at the train stations.

BUS/TRAIN Departure/Arrival locations are as follows:

Dallas	Union Station, 400 South Houston Street
Houston	Southern Pacific/Amtrak Station, 902 Washington Avenue, just west of the Main Post Office
New Orleans	Train will arrive at the World's Fair site and buses will depart from there on June 2 for Houston. Buses on May 31 will depart from the Union Passenger Terminal, 1001 Loyola Avenue, for Houston. The Train will depart On June 9 from the Union Passenger Terminal, and the buses returning from Houston that day will also arrive there.
San Antonio	Southern Pacific/Amtrak Station, 1174 East Commerce Street

THE LOUISIANA WORLD'S FAIR DAYLIGHT



STREAMLINED STEAM POWERED EXCURSIONS

ONE DAY TRIPS AVAILABLE ON THE FOLLOWING SCHEDULE:

		<u>Train</u>	<u>Optional Bus Connection</u>
May 24 (Thursday)	San Antonio to Houston	\$ 64	\$18
May 27 (Sunday)	Houston to Dallas	75	22
May 31 (Thursday)	Dallas to Houston	75	22
Jun 1-2 (Fri-Sat)	Houston to New Orleans (Overnight in Lafayette. Motel not included.)	107	32
Jun 9 (Saturday)	New Orleans to Houston	94	32
Jun 10 (Sunday)	Houston to San Antonio	64	18

TO ORDER TICKETS OR REQUEST ADDITIONAL INFORMATION SEND A LARGE SELF-ADDRESSED STAMPED ENVELOPE TO:

Gulf Coast Chapter, National Railway Historical Society, Inc.
P. O. Box 457
Houston, Texas 77001

4449 STEAM TRAIN INFORMATION / ORDER FORM

(use this form in place of form in brochure)

					SMOKING	NON SMOKING	TOTAL PEOPLE	TOTAL FARE
TRIP 1								
May 23	(Wed)	(1)	BUS	Lv. Houston 6 pm for San Antonio			x \$18	
May 24	(Thurs)	(2)	TRAIN	Lv. San Antonio 8:30 am for arrival in Houston 2:00 pm			x \$64	
May 24	(Thurs)	(4)	BUS	Houston to San Antonio			x \$18	
TRIP 2								
May 26	(Sat)	(1)	BUS	Lv. Dallas 1 pm for Houston			x \$22	
May 27	(Sun)	(2)	TRAIN	Lv. Houston 8:30 am for arrival in Dallas 4:30 pm			x \$75	
May 27	(Sun)	(4)	BUS	Dallas to Houston			x \$22	
TRIP 3								
May 30	(Wed)	(1)	BUS	Lv. Houston 6 pm for Dallas			x \$22	
May 31	(Thurs)	(2)	TRAIN	Lv. Dallas 8:00 am for arrival in Houston 4:00 pm			x \$75	
May 31	(Thurs)	(4)	BUS	Houston to Dallas			x \$22	
TRIP 4								
May 31	(Thurs)	(1)	BUS	Lv. New Orleans 3 pm for Houston			x \$32	
June 1,2	(Fr/Sa)	(2,3)	TRAIN	Lv. Houston 8:30 am, arrive Lafayette 2:00 pm; Lv. Laff. 8:30 am, arr. World's Fair 1:00 pm			x\$107	
June 2	(Sat)	(4)	BUS	New Orleans to Houston			x \$32	
TRIP 5								
June 8	(Fri)	(1)	BUS	Lv. Houston 3 pm for New Orleans			x \$32	
June 9	(Sat)	(2)	TRAIN	Lv. New Orleans 8:00 am for arrival in Houston 6:00 pm			x \$94	
June 9	(Sat)	(4)	BUS	Houston to New Orleans			x \$32	
TRIP 6								
June 9	(Sat)	(1)	BUS	Lv. San Antonio 3 pm for Houston			x \$18	
June 10	(Sun)	(2)	TRAIN	Lv. Houston 8:30 am for arrival in San Antonio 2:00 pm			x \$64	
June 10	(Sun)	(4)	BUS	San Antonio to Houston			x \$18	

TOTAL ENCLOSED----- \$

- * ONLY CHECKS OR MONEY ORDERS WILL BE ACCEPTED, PAYABLE TO:
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PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

Room 1, Union Station, 800 NW 6th Ave.
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Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$16.50 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address at the top of this page for an application or for more detailed information.

May 1984

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Exchange copies of The Trainmaster are addressed to the Chapter editor or Chapter National Director. Chapters wishing to have The Trainmaster sent to another officer are requested to notify the circulation manager.

ISSN 0041-0926

THE TRAINMASTER
Pacific Northwest Chapter NRHS
Room 1, Union Station
800 N. W. 6th Ave.
Portland, OR 97209

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