

SOUTHERN PACIFIC DAYLIGHT TO RUN AGAIN

BY Edward E. Immel*

On Saturday 14 December 1974 Portland Traction Company engines 100 and 200, operating together for the first time in normal service, left their East Portland Shops along with five idler flats and proceeded to Portland's Oaks Park to pick up SP GS-4 class locomotive number 4449. At 10:00 AM they pulled backwards and, after 18 years on display, the Daylight engine was on its way to being put back in service pulling the American Freedom Train.

Under the watchful guidance of Freedom Train crews and Edward Howden, assistant superintendent of Oregon Division of SP Transportation Co., the engine was pulled at a walking pace down the PTC trackage into the East Portland yards. At this point it was met by Southern Pacific SW1500 number 2677 for the Southern Pacific segment of the move to the Burlington Northern's Ninth Street roundhouse. As SP 4449 departed the Portland Traction Company it left behind a broken rail as the only evidence that it had been on that company's trackage.

A meet was scheduled at the east end of the Steel Bridge with the northbound Amtrak Coast Starlight. There were certainly a couple of startled Amtrak crewmen when they saw a for-real Daylight engine waiting in the siding. After the passage of the starlight, the engine entered the most serious possible problem of the day - the 17½ degree curve into the Steel Bridge. The GS-4 class is designed to take only an 18 degree curve. However, in regular service they rounded the curve with a boiler full of water. Today she would be light, and the possibility of climbing the rails was very real.

SP 2677 moved at a snail's pace into the curve and then her exhaust turned into a roar as 4449 and the curve came into contact. Strange popping and groaning noises came from both the engine and the track as they fought against each other, but soon the straight stretch on the bridge was reached and the engine moved on onto Portland's Union Station Yard.

At Union Station Portland Terminal Railroad Alco S-2 switcher numbered 36 took over from the SP and moved 4449 1800 feet south to the Burlington Northern lead where BN SW-9 number 150 coupled onto the tender and shoved the Daylight about one half mile south to the Ninth Street roundhouse turntable. A 360 degree turn was made on the table for the benefit of railfan photographers and then arrangements were made to move 4449 into the roundhouse. Trak one had no lead track, so BN SW-9 number 169 was called into duty to cable the 4-8-4 off the turntable.

*Project Coordinator, American Freedom Train locomotive restoration.

Once clear of the table, BN NW-2 number 595 moved onto the turntable and shoved the steamer the rest of the way into the roundhouse. The move had covered five miles, had involved four railroads, and used a total of seven locomotives for the movement. The move was made faultlessly and was a testament to the excellent plans made and executed by all concerned.

By the first week in January, Freedom Train crews, assisted by many Pacific Northwest Chapter members, had stripped the engine, removed the flues, and were in the process of rebuilding. Special thanks should be extended to the BN Explorers who put in many hours scraping the inside of the tender. Parts were at the machine shop being rebuilt while gauges and appliances were in railroad shop and private industry being renewed.

The tender has been stripped of paint and is awaiting a coat of primer. The skirting will be replaced on the engine, but will be in Freedom Train colors. The current color scheme being given the most thought is to follow the daylight outline but substitute blue for the orange as used by SP. No final decision has been reached, but plans for the engines return to Portland call for the old Daylight color scheme to be reapplied.

Cooperation between the railroads and Freedom Train have been excellent. Besides providing a perfect move, Southern Pacific officials have been providing advice, blueprints, and parts each day. One day a new headlight arrives in a large crate from Oakland shops, followed by erection drawings, blue prints, etc.

Burlington Northern Personnel have shown tremendous interest, even though it is an SP loco. Roundhouse workers have tried to keep diesels from tracks next to the engine. They have also closed the roundhouse doors to provide a little more comfort during the cold weather.

Private industry has opened their shops, especially MacFab Mfg. and Albina Machine works. Other railroads have provided advice to assist in the rebuilding.

By the middle of March 1975 all the effort by many people will once again allow the "World's most beautiful steam engine" to pound down the mainline thrilling thousands. American Freedom Train you have picked a winner

(From the TRAINMASTER of Pacific Northwest Chapter of which the author is President)

ARKANSAS RAILROADER FEBRUARY, 1975

1975 NRHS CONVENTION: The OLD SMOKY CHAPTER will host the 1975 N.R.H.S. Convention at Knoxville, Tennessee. Plans are not yet complete but the following is furnished to help whet your appetite for a vacation in the Smokies.

Thursday, August 28th...	Knoxville to Asheville & return via SOUTHERN with steam
Friday, August 29th	Special short trips out of Knoxville to be announced
Saturday, August 30th	<u>STEAM</u> special to Jellico & return
Sunday, August 31st	Knoxville-Bristol & return via SOUTHERN with steam

A special train will be run from Washington to Knoxville via Southern Ry as the TENNESSEE SPECIAL with steam on the portion from Asheville to Knoxville and a unique return trip will be via Southern to Asheville with steam, thence by diesel over the N & W's Shenandoah Valley Line to Riverton Jct and back to Southern for the balance to Washington. This will be run as the BLUE RIDGE SPECIAL. Make your plans now to attend.

BOOK REVIEW: WHEN STEAM RAILROADS ELECTRIFIED, Middleton,, Kalmbach Books, \$30.00.

With the energy crisis upon us and the increased cost of petroleum products along with the possibility of their rationing in mind, Mr. Middleton has written a book on the electrification of the railways.

Mr. Middleton, attraction expert, explores the past electrification of railways and its repercussions at that time along with its contemporary status and its possibilities for the future.

This 400 page book concentrates heavily on early electrification, reviewing such motive power as the box cabs of the Milwaukee Road and Pennsylvania's GGI's.

Documented is the unique power change from steam to electric, for the 20th Century Limited, the Merchants Limited between Grand Central and Boston's South Station and the Empire Builder climbing the Cascades under catenary.

In considering the future of railway electrification, Middleton discusses its practicality, the financial difficulties involved, and the electric energy market.

The book is published at the usual high Kalmbach Standards and the format and photographic reproduction are both excellent. A worthy addition to the railroad buff's library.

ARKANSAS RAILROADER FEBRUARY, 1975

DUES! DUES! DUES! Dues for the 1975 calendar year are now payable. If you have not already paid them, please do so as soon as possible.

Dues are \$5.00 for regular membership and an additional \$4.50 for N.R.H.S. if you so desire. Associate memberships are \$3.00 for non-resident members.

Make checks payable to Arkansas Railroad Club and mail to C. R. Byrd, Treasurer, 12 Flintwood, Little Rock, Ark. 72207

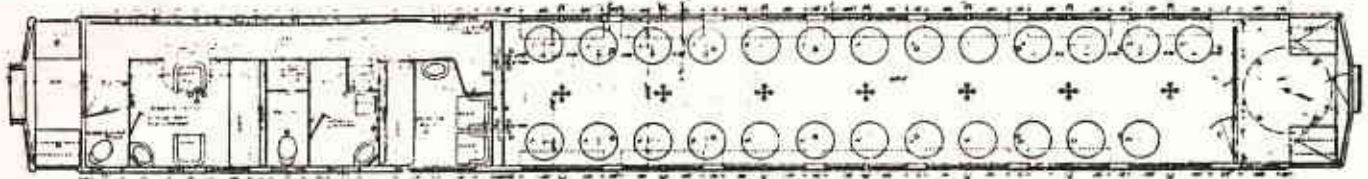
CLUB ACQUIRES CAR: The Arkansas Railroad Club has recently acquired a car through the efforts of Jack & Fletcher See. Jack, an architect and Fletcher, his son first spotted the car during a Boy Scout outing. Certain contacts were made by Jack and through the generosity of Mr. Maury Locket of North Little Rock, we were given the car for preservation. Proper arrangements have been made and the car will be displayed at the museum upon completion of the refurbishing.

The car, whose floor plan is shown on the next page, is PULLMAN plan 2669 and lot 4053. Five cars were built in this lot in 1912. Two for the DELEWARE, LAKAWANAH & WESTERN named Kenvill & Pequist. Three were built for NEW YORK CENTRAL FOR use on the Empire State Express named Buffalo, Empire and New York.

All the cars were parlor observation cars. The DL&W cars were likely transferred to the NEW HAVEN where they served in the Merchants Limited.

The Book "Steam, Steel & Limiteds" by Wm. Kratville (1967) reports that Pequest & Kenville as operating from 1924 thru 1927 on the Florida East Coast in an all parlor car train between Jacksonville and Miami, Florida.

Records are sketchy after this time, however, the cars remained in the PULLMAN pool and were later converted to all bedroom cars with the open platform being closed and the upper sash in the windows being covered with an extra wide letterboard. The windows and wash room facilities remain unchanged and with the floorplan it is not difficult to recognize the car on page 44 of the Kratville book in a picture of how the New York Central cars probably looked.



Club-Rider (Dg. 144)

2669	4053	1912	2	<i>Kenvill, Pequest-DLW</i>
	4053	1912	3	<i>Buffalo, Empire State, New York-NYC (Emp. St. Exp)</i>

Jim Wilson indicates the car came on the MO PAC in 1950 at Sedalia, Missouri and entered work train service as X4067 and was later renumbered X4767, its number when it left Missouri Pacific Service.

The car is currently Silver, however a little work with paint remover indicates the next layer to be MO PAC Work Train Red, PULLMAN green (re painted at least 3 times), and finally its original coat of something similar to TUSCAN red and an Undercoat.

The history of the car from 1927 until 1950 is unknown by this writer and the original name and subsequent names are unknown at this time.

Those having a more complete PULLMAN information roster may be able to determine the names or else one clever enough with removing the layers of paint will find the names in Gold Leaf on the sides. **HAPPY HUNTING!!!!**

Tom Shook
J. H. Wilson
Walter Walker

The Arkansas Railroad Club is a non-profit organization for the research and preservation of railroad related historical items. It meets the second Sunday of each month at the Missouri Pacific office building, 1000 West 4th Street, North Little Rock, Arkansas. For information write P. O Box 5584, Little Rock, Arkansas 72205.