

21st CENTURY LIMITED PRODUCTIONS, INC.

Presents

The

21st CENTURY LIMITED™
PROJECT BOOK

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Presents

The Train Of The Future

THE
21st CENTURY LIMITED™

PROJECT BOOK

21st CENTURY LIMITED™

Project Book

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21st CENTURY LIMITED™

Prologue

The Project

Here comes the 21st Century... For millions of people the thought of having lived in the 20th Century and being privileged enough to be living at a time when the 21st Century is born will be one of the greatest "Once in a Lifetime Experiences" imaginable. However, at this point in time few people can contemplate how remarkable this great event will be... But by 1996 the words 21st Century will be on everyone's minds.

One of the most amazing things is that the achievements of the 20th Century far outweigh most of the discoveries of all the past centuries of civilization put together. As the end of the 20th Century approaches, more and more thought will be devoted to the changing of the century and the Millennium.

With this in mind the idea for the 21st CENTURY LIMITED™ Train was conceived.

Travelling throughout these United States, the Train will be a living, breathing celebration of what the human race has accomplished during the past one hundred years.

This truly "Once In A Lifetime" experience will draw worldwide attention, activity and celebration. It will represent a unique opportunity to celebrate the magnificent achievements of the past 100 years and provide a perfect platform from which to start the new century with all its exciting promise and challenge.

21st CENTURY LIMITED™

Project Overview

THE TRAIN

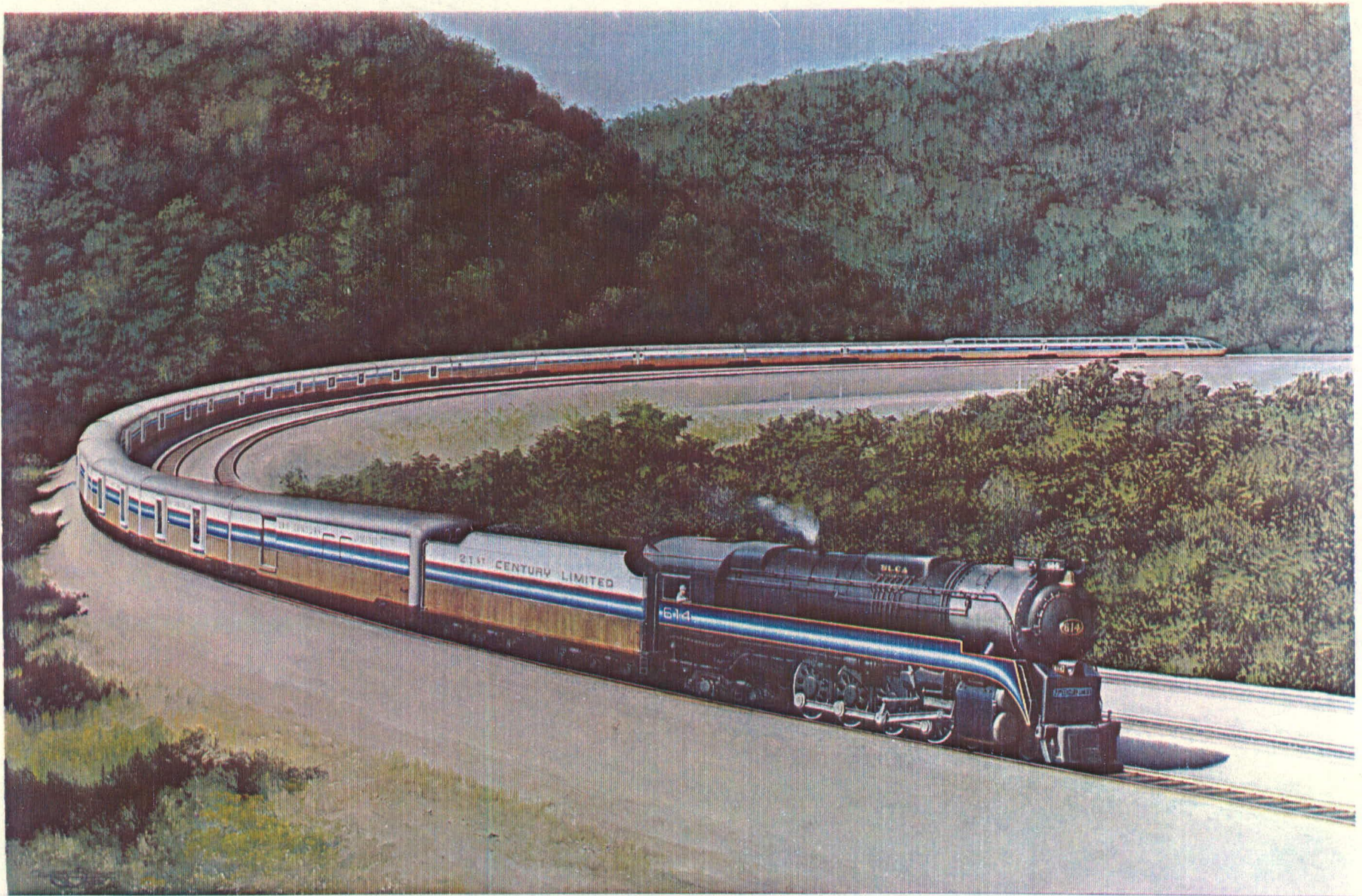
The 21st CENTURY LIMITED™, which will bring the celebration of the change of the centuries to the American people in their hometowns, will be the most magnificent, most talked about, most photographed and the most exciting train in the history of the United States.

This great train will travel over 30,000 miles to all 48 contiguous United States. It will stop at the regional center of 125 cities and towns throughout America. On display will be over 600 original historical artifacts, documents and exhibits in ten special display cars which will highlight the many leaps forward mankind has made during this historic 100 year period. In addition, there will be six corporate sponsor display cars in which corporate sponsors will mount separate exhibits, dramatically showing their vision of the the 21st Century.

On loan will be artifacts from over 150 private collectors and institutions like the National Archives, the Library of Congress, the Smithsonian, the Franklin Institute, NASA, Bell Labs, etc. There will be hundreds of original artifacts and inventions that made the 20th Century the greatest century in the history of mankind. We anticipate that there will be on board displays of America's first satellite - The Voyager; The Lunar Excursion Module; a part of the space shuttle; the first working TV; the first light bulb; actual trophies from the Olympic's, World Cup Soccer, the Super Bowl and the baseball World Series. These are but a few of the many priceless originals that will be seen in ten historical display cars in exciting, thematic and entertaining environments. All display cars will be tastefully created by top display and museum designers.

In addition to the impressive interior display cars, the train will carry four outside display cars. Two cars will be glass enclosed, giant windowed "Bubble Cars", with exhibits like the Apollo Space Capsule, the Lunar Rover and four more of the 20th Century's most fascinating items. The other two cars will be open display flat cars showing large items such as a World War II Navy Hellcat that will travel with it's wings folded and then unfold while on display, a cut away of the front part of the America's Space Shuttle and the Bathysphere. All visitors to the 21st CENTURY LIMITED EXPOSITION™ site will see these exhibits.

These cars, together with the "21st Century Stage of Tomorrow"™ Car and the sponsors' exciting exposition exhibits, will be a complete "Once In A Lifetime" educational and entertainment event. A conservatively estimated 24 million people will come to the display sites during the 21st CENTURY LIMITED™'s 30,000 thousand mile, four year epic journey throughout America.



21st CENTURY LIMITED™
on the famous Horseshoe Curve in Altoona, Pennsylvania

21st CENTURY LIMITED™

Project Overview

TRAIN CONSIST

The Great Engine™

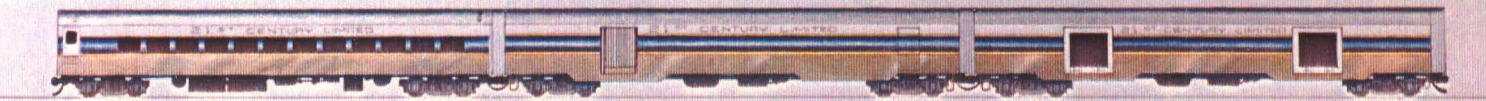
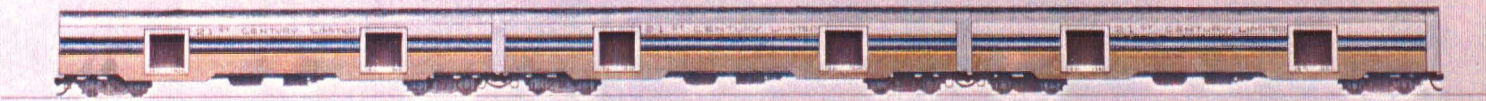
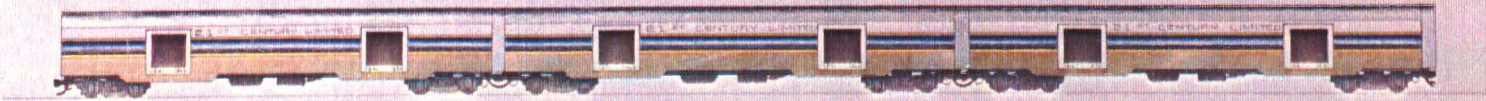
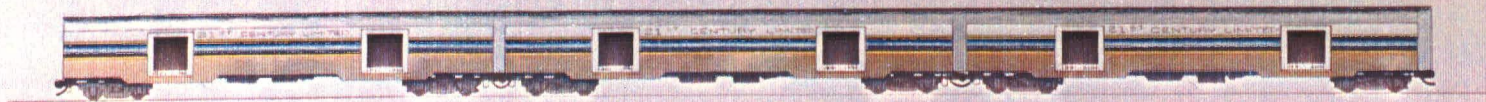
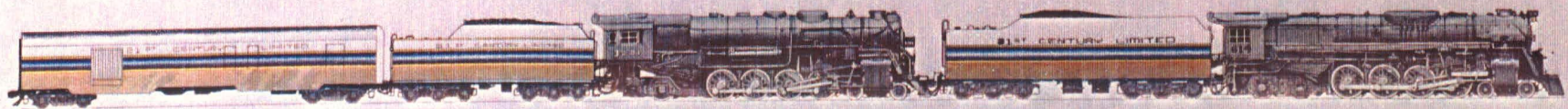
Steam Locomotive #614

Aux. Tender #614A

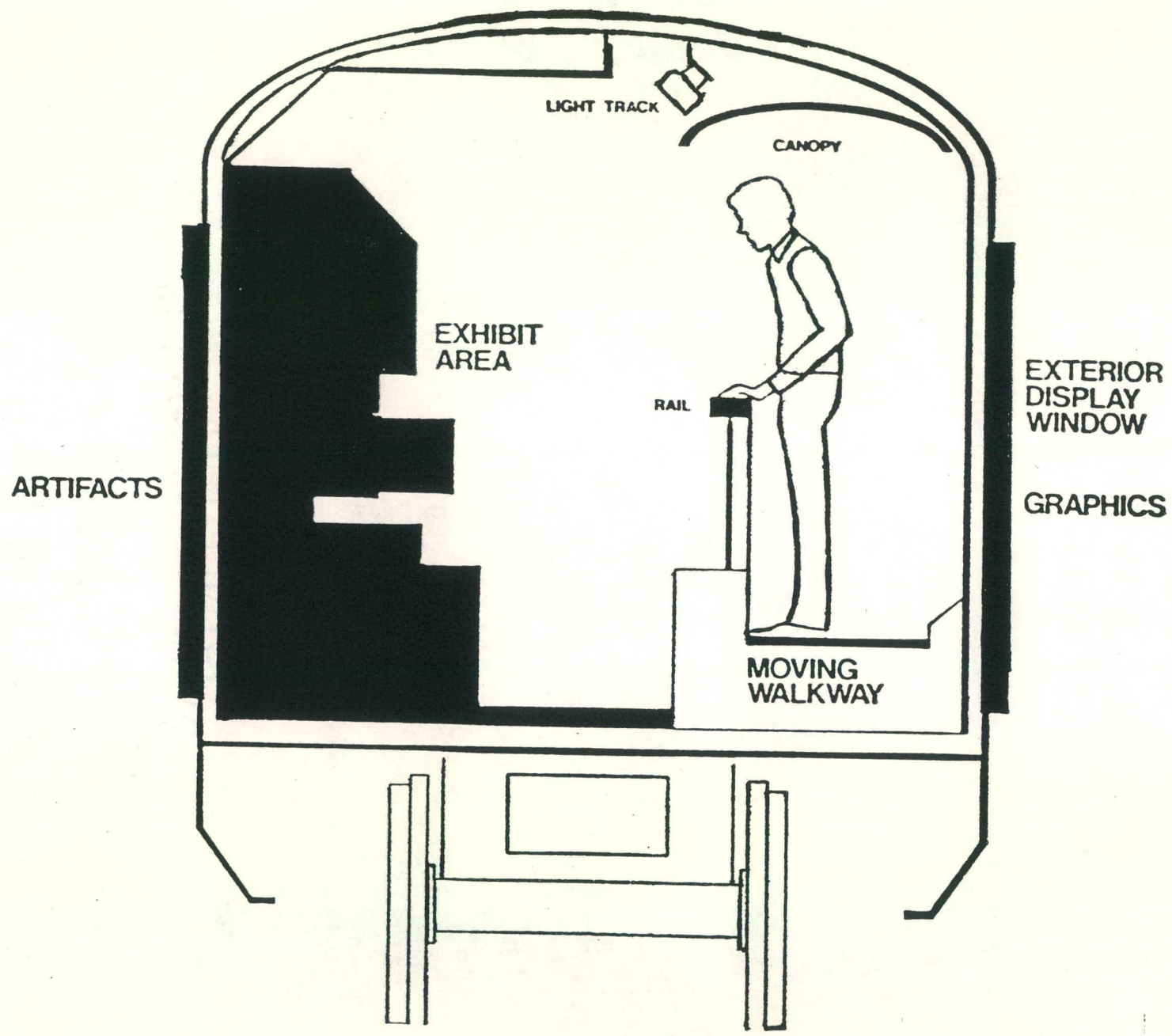
Millennium Machine™ #1

Car #:

1. Locomotive Equipment & Operation Support Car
2. Locomotive Crew Facilities Car
3. Theatre Stage Car 21st CENTURY STAGE OF TOMORROW™
4. Theatre Stage Support Car
5. Open Platform Display Car, N.A.S.A., Etc.
6. Open Platform Display Car
7. Windowed Display (Bubble) Car
8. Windowed Display (Bubble) Car
9. Entrance Car to the 21st CENTURY LIMITED™ exhibition
in association with the Smithsonian Institution
10. - 19. 10 Display Cars
20. Exit Car, Power Car
21. Power Car, Computer Control Center, (Displays, Climate,
Security, Etc.)
- 22.- 27. Corporate Sponsor Display Cars
28. Press Car, Briefing Room, Communications Command Center
29. 1900s Deluxe Parlor Lounge, Sponsor - VIP
30. 1920s Deluxe Parlor Lounge, Sponsor - VIP
31. 1950s Deluxe Parlor Lounge, Sponsor - VIP
32. Super Dome Diner, Sponsor - VIP
33. Super Dome Diner, Sponsor - VIP
34. Panorama Super Dome Observation Car, Sponsor - VIP



Consist of the **21st CENTURY LIMITED™** showing arrangement of display cars, press car and VIP cars.



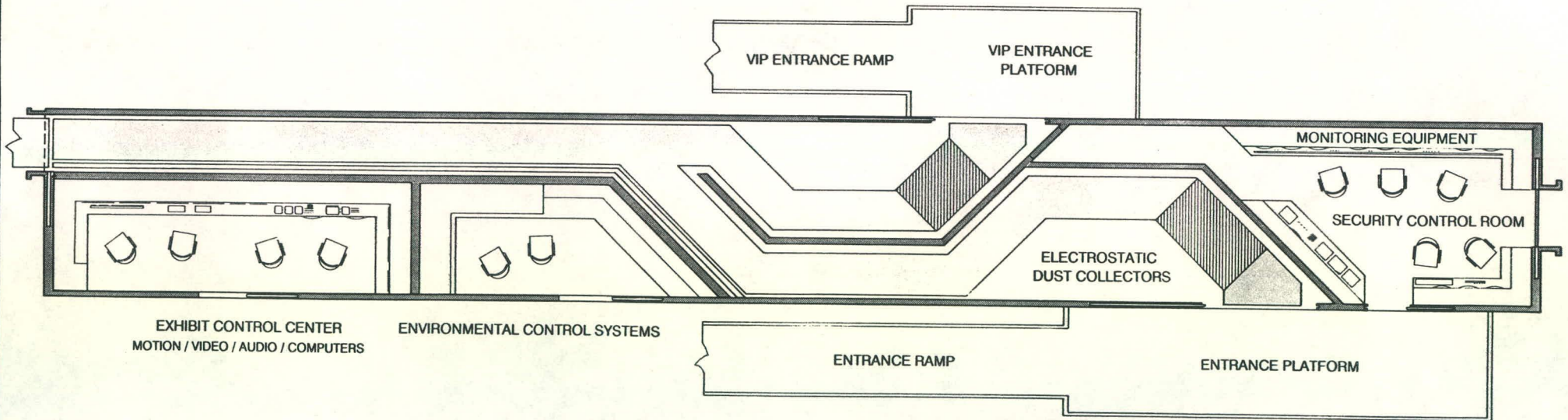
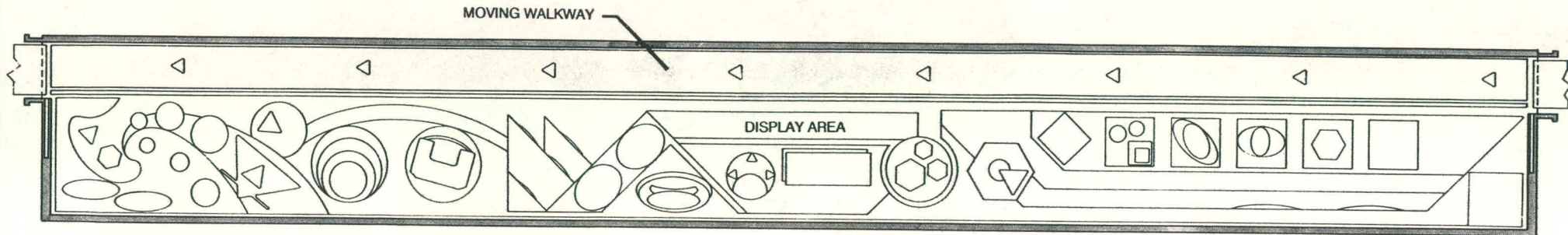
Cross section of display car.

21st CENTURY LIMITED™

21st CENTURY LIMITED.

Display Car - Entrance Car

NOTES:
 DISPLAY CAR: WALKWAY WIDTH = 27"
 DISPLAY AREA = 500 SQ. FT.
 ENTRANCE CAR: BOTH ENTRANCE RAMPS ARE INTERCHANGEABLE



TOLERANCES		REVISIONS			21st CENTURY LIMITED PRODUCTIONS, Inc.
(EXCEPT AS NOTED)		NO.	DATE	BY	
DECIMAL		1			Display Car - Entrance Car
FRACTIONAL		2			
ANGULAR		3			H.B. WEISINGER
		4			DATE 8-22-91
		5			MATERIAL
					DRAWING NO.
					TRACED
					APP'D

21st CENTURY LIMITED™

Project Overview

THEATRE CAR**"21st Century Stage of Tomorrow"™**

The two theatre cars will be a very special part of the visiting experience of the train. Constructed at a cost of over 1.5 million dollars, these uniquely designed, heavy weight rail cars will measure over 170 feet combined.

The stage itself will be 60 feet wide by 30 feet deep. It will hydraulically unfold from within one of the cars. As the stage unfolds so does a sophisticated lighting system consisting of a grid work of the latest concert lighting effects. In addition, a state of the art sound system will rise through the roof of the cars and will produce the highest quality concert sound. Portable high rise scaffolds and Century Trooper Spot Lights will be unloaded and set up behind the audience. These scaffolds will also be able to accommodate broadcast television cameras. We are investigating the possibility of carrying aboard the train folded bleachers that would be unloaded and set up to accommodate as many as two to three thousand people. In addition, we anticipate six to eight thousand people will be sitting on blankets or standing for each major showing.

The special effects will represent the coming of the 21st Century. There will be lasers, smoke machines, etc., plus a specially constructed hot air balloon that will represent a space ship, like the one in the film "Close Encounters of a The Third Kind". This balloon would be very unique indeed, measuring only 20 feet high, but over 300 feet long. It will be hidden from view behind the train and at the right moment the space ship will rise through the smoke, lasers and music to the amazement of the audience.

The 21st CENTURY LIMITED™ theatre car will present multi-media, sound and light shows the likes of which most Americans have never seen before. It would also provide an ideal platform for top performers from across the nation. In addition, a percentage of dates in each display city will be saved for the exclusive use of local groups, for both day and night performances. This is all part of the 21st CENTURY LIMITED™ experience.

21st CENTURY LIMITED™

Project Overview

The Great Engine™

Pulling the 21st CENTURY LIMITED™ will be one of the great coal fired steam engines of the 20th Century. A monument to the incredible achievements of the first fifty years of this century, it weighs over one million pounds and develops 5,000 horse power. **The Great Engine™** measures 110 feet long, stands 16 feet high and is capable of speeds in excess of 100 miles per hour. It produces more power than a fully loaded 747 on take off. This huge engine is the magnificent Chesapeake & Ohio Railroad's #614. It was the last great steam engine built in America by the Lima Locomotive Works in 1948. Now it's the **Headliner** of the 21st CENTURY LIMITED™.

Our experience shows that a steam engine of this great size is a huge draw in itself. Every time we move this engine, day or night, rain or shine, thousands upon thousands of people come out to watch. "If we had a penny for every picture taken....", has been said over and over by hundreds of television, radio and newspaper reporters nation wide.

A special ramp will allow all visitors to the site of the 21st CENTURY LIMITED EXPOSITION™ to walk through the control cab of the mighty #614 Engine. They will witness firsthand the fascinating world of the engineer's cab of this mechanical marvel... one of **THE GREAT ENGINES** that played such an important roll in the development of the 20th Century. The ramp will be constructed so that the handicapped can visit the engine cab, just as they will be able to visit all the display cars and the exhibit buildings throughout the 21st CENTURY LIMITED EXPOSITION™.



LORENZ

Chesapeake & Ohio #614

From the collection of the United Railroad
Historical Society of New Jersey, Inc.

21st CENTURY LIMITED™

The Idea and The Experience

It all started in 1970 when commodity broker and railroad entrepreneur, Ross Rowland conceived the idea for a magnificent red, white, and blue Bicentennial Train, drawn by a giant, steam locomotive. A train that would bring to the people of our nation the greatest collection of artifacts ever assembled in one exhibit and contain the documents of our two hundred years of history. It would be called "The American Freedom Train."

Few people could have imagined that such a huge project could be done. But Ross Rowland already had the experience. His "Golden Spike Centennial Train" in 1969 was seen by over two million people. Travelling across the country, The Golden Spike celebrated the anniversary of the railroad's joining of America from coast to coast.

By 1971 Ross knew the project would work so he established the American Freedom Train Foundation. In celebrating America's Bicentennial, four American Corporations came aboard to sponsor the building of the train and be supportive of the project throughout its epic journey. They were General Motors, Kraft Foods, Pepsi and The Prudential Insurance Company of America.

The American Freedom Train opened to the public on April 1, 1975 in Wilmington, Delaware and closed December 31, 1976 in Miami, Florida. The statistics of what The American Freedom Train did are staggering and broke records in many categories. The train's 21 month, 25,000 mile journey took it to 135 display cities in 48 states. It was seen by over 40 million people as it travelled around the country. Over 7 million people paid to tour the ten display cars at the site cities. The cars contained a priceless collection of America's two hundred years of history, from a most impressive list of 150 lenders. Organizations such as the National Archives, Library of Congress, The Smithsonian, plus private collectors nationwide were among the lenders.*

Thanks to the train's overwhelming popularity, the entire project was funded in the private sector. This epic journey finished with a surplus which was then donated to the American Red Cross and the American Cancer Society.

The American Freedom Train proved beyond a doubt the viability of a project of this magnitude. The experience gained in producing The American Freedom Train will be brought to the 21st CENTURY LIMITED™.

* Be sure to request to see the award winning documentary, *All Aboard America*, for an inside look at "The American Freedom Train".

The 21st CENTURY LIMITED™ project will be headed up by Ross Rowland and many of the same team members who successfully produced "The American Freedom Train" project.

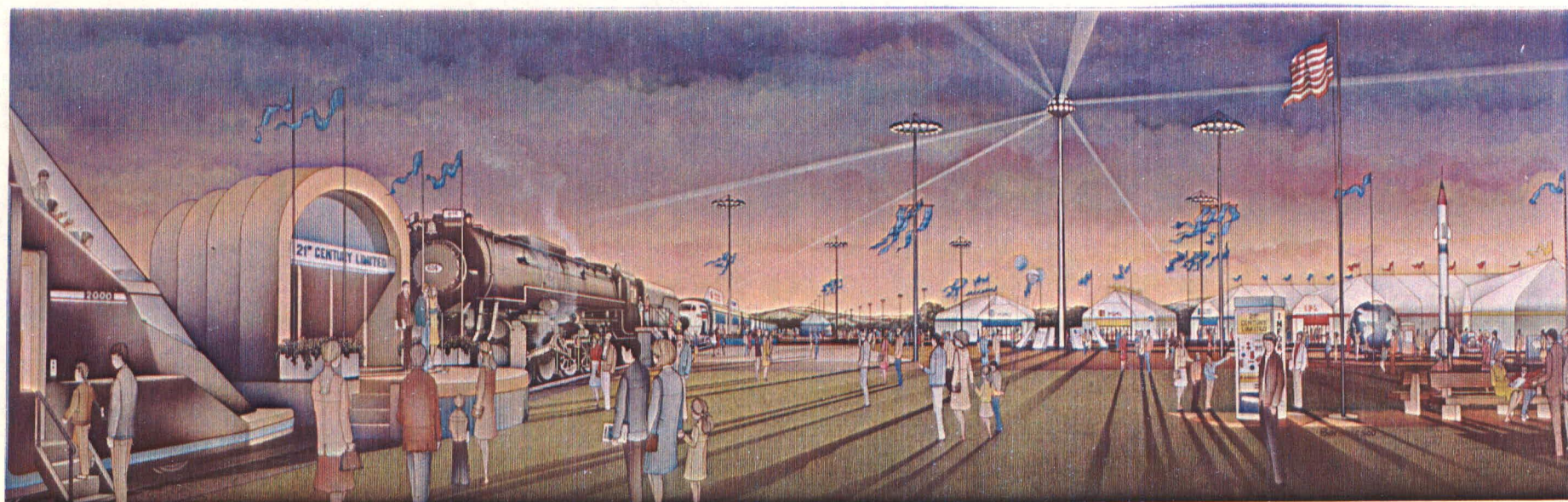
And now the 21st CENTURY LIMITED™ Train.

Based on the actual operating results of "The American Freedom Train", it is possible to project that the 21st CENTURY LIMITED™ will host, conservatively, an estimated 12 million paid visitors through the exhibit portion of the train.

An additional estimated 12 million paid "site" visitors will also be hosted during the 48-month tour. These folks, who will buy reduced rate tickets will be entitled to visit the on site corporate exhibits and enjoy all the other attractions on the display site except the interior train exhibits. The income from these 12 million admissions will be used for site preparation and clean-up costs and for contributions to local 21st CENTURY LIMITED™ host committees.

In addition to the above 24 million paid visitors, it is conservatively estimated based on actual experience from the "American Freedom Train" that an additional 50 million Americans will come to trackside to witness the 21st CENTURY LIMITED™ as she travels from one display city to the next.

ALL ABOARD AMERICA - HERE COMES THE 21st CENTURY™

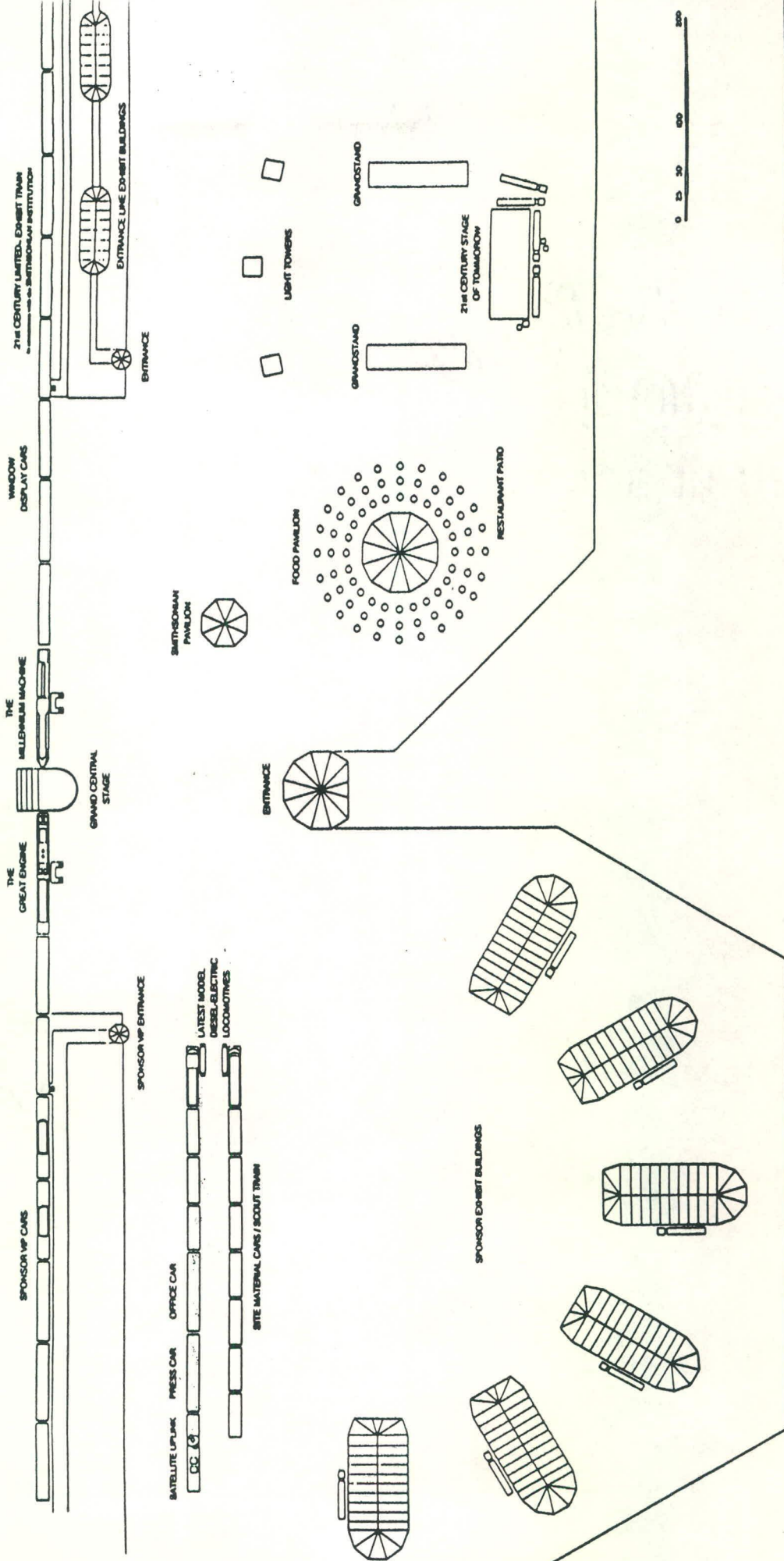


TYPICAL DISPLAY SITE

21st CENTURY LIMITED EXPOSITION™

Artist's rendering showing the 6 corporate exhibit buildings to the right, **The Great ENGINE™** and the **21st CENTURY LIMITED™** in association with the SMITHSONIAN INSTITUTION, left center and a sneak preview of the **MILLENNIUM ENGINE™**, far left.

21st CENTURY LIMITED - TYPICAL DISPLAY SITE



21st CENTURY LIMITED - PROTECTIVE		TYPICAL SITE LAYOUT	
NO.	DESCRIPTION	NO.	DESCRIPTION
1	ENTRANCE	1	ENTRANCE
2	SMITHSONIAN PAVILION	2	SMITHSONIAN PAVILION
3	FOOD PAVILION	3	FOOD PAVILION
4	RESTAURANT PATIO	4	RESTAURANT PATIO
5	GRANDSTAND	5	GRANDSTAND
6	21st CENTURY STAGE OF TOMMORROW	6	21st CENTURY STAGE OF TOMMORROW
7	LIGHT TOWERS	7	LIGHT TOWERS
8	ENTRANCE LINE EXHIBIT BUILDINGS	8	ENTRANCE LINE EXHIBIT BUILDINGS
9	WINDOW DISPLAY CARS	9	WINDOW DISPLAY CARS
10	THE GREAT ENGINE	10	THE GREAT ENGINE
11	THE MILLENNIUM MACHINE	11	THE MILLENNIUM MACHINE
12	GRAND CENTRAL STAGE	12	GRAND CENTRAL STAGE
13	SPONSOR VIP CARS	13	SPONSOR VIP CARS
14	SATELLITE UPLINK	14	SATELLITE UPLINK
15	PRESS CAR	15	PRESS CAR
16	OFFICE CAR	16	OFFICE CAR
17	LATEST MODEL DIESEL-ELECTRIC LOCOMOTIVES	17	LATEST MODEL DIESEL-ELECTRIC LOCOMOTIVES
18	SITE MATERIAL CARS / SCOUT TRAIN	18	SITE MATERIAL CARS / SCOUT TRAIN
19	SPONSOR EXHIBIT BUILDINGS	19	SPONSOR EXHIBIT BUILDINGS



21st CENTURY LIMITED EXPOSITION.
ARTISTS RENDITION OF A DISPLAY SITE ON A GRAND SCALE

21st CENTURY LIMITED™**CORPORATE SPONSORS**

Sponsorship of the 21st CENTURY LIMITED™ will be shared by seven leading American Corporations. The initial sponsor will pay 7.5 million dollars, five other sponsors will pay 8.5 million dollars each, and one, which sponsors the theatre car will pay 12.5 million for this privilege. In return for these sponsorship payments, each sponsor shall receive the following:

1. Exclusive use of the official 21st CENTURY LIMITED™ mark and the designation - Official Partner to the Funding of Education, through the 21st CENTURY LIMITED™ in association with the Smithsonian Institution.
2. Special railroad Exhibit Car for each official Sponsor to show their corporate vision / messages and new products as we move into the 21st Century.
3. Prominent recognition as the Official Sponsors of the 21st CENTURY LIMITED™ on the train's seven VIP Cars with tasteful Sponsors' I.D. on the cars' exterior for all to see. In addition, on the Pilot Train, which will precede the 21st CENTURY LIMITED™,, each sponsor will have an exclusive supply car fully painted with their logo and their corporate colors (Note 1).
4. Prominent identification on all Public Relations materials distributed nationally and locally.
5. Exclusive right to sell Sponsor products on site.

6. Prominent participation in the Sponsors Pavilions through which all of the estimated 24 million visitors will walk. The Sponsors' Pavilions will be 8 thousand square feet exhibit structures where each of the sponsors will display their vision of the 21st Century.
7. Each Corporate Sponsor will have exclusive use of the "V.I.P." section of the train. (Note 2).
8. Exclusive rights to the use of the train on certain special Sponsor's occasions and on New Year's Eve, 1996/97, 97/98, 98/99 and 1999/2000.
9. Exclusive right to run sponsor related marketing programs.
10. Right of first refusal to Canadian, European or Asian tour.

Footnotes

Note 1.

The seven rearmost cars on the 21st CENTURY LIMITED™ will be thoroughly restored state of the art passenger cars representing the zenith of railroad passenger travel in America. Their interiors will be elegantly restored to reflect different eras in the history of American railroad passenger travel and will serve as the dining and hospitality centers, principally for the guests of the seven corporate co-sponsors.

The first of the seven cars will be a press briefing car. It will be an exact reproduction of the 'Ready Room', or pilots briefing room from one of America's great aircraft carriers. All the maps, charts, helmets, sights, sounds and the smell of the real thing will make this press car the hottest ticket in the country. There will be 24 high back leather captains chairs with writing desks, a state of the art, high tech, full audio visual presentation center as well as a complete telecommunications center. The communications center will have everything, from computers, to typewriters, fax machines, copiers, telephones, satellite reception to video and audio uplink equipment, which might be needed for the press, the train staff and the sponsors. This car will be used primarily for press conferences for national, local and regional media representatives throughout the country as the 21st CENTURY LIMITED™ makes its way through the nation. The next three cars will be luxurious lounge cars each accommodating approximately 35 people, decorated to represent three distinct eras of rail travel in America.

The first car will be a faithful reproduction of a first class parlor lounge from the turn of the century; the second from the roaring twenties; and the third from the early 1950's. The next two cars on the train will be magnificent full length super dome cars restored to provide elegant dining under the stars for 75 people in each car. Bringing up the rear of the train will be a custom built superdome/observation car which will provide dining facilities under glass for 24 people and tiered theatre type seating in the rear observation room for an additional 24 people.

These cars will serve as the hospitality center for the guests of the seven corporate co-sponsors both while the train is on display and during its epic journey throughout the nation.

Note 2.

The 21st CENTURY LIMITED™ will display at 125 cities during its 4 year life, and be open to the public a total of 1,065 days over that time period. Based on the 7 "V.I.P. Cars" having a capacity of 150 persons per meal (Breakfast - Lunch - Dinner) or 450 persons per day, this provides a total of 479,250 "Sponsors Passes" which can be utilized by the sponsors.

In addition to the enjoyment and honor of having a first class meal aboard this famous train as special guests of the official corporate Sponsors, the guests will be escorted through a private special entrance to the display cars and shown through the display section of the train without waiting on the usually long public lines. Also, the train will travel at least 125 days during its 4 year epic journey and each corporate Sponsor will be allocated a total of 4,500 V.I.P. travel tickets on the "Sponsors Cars" for this rare privilege.



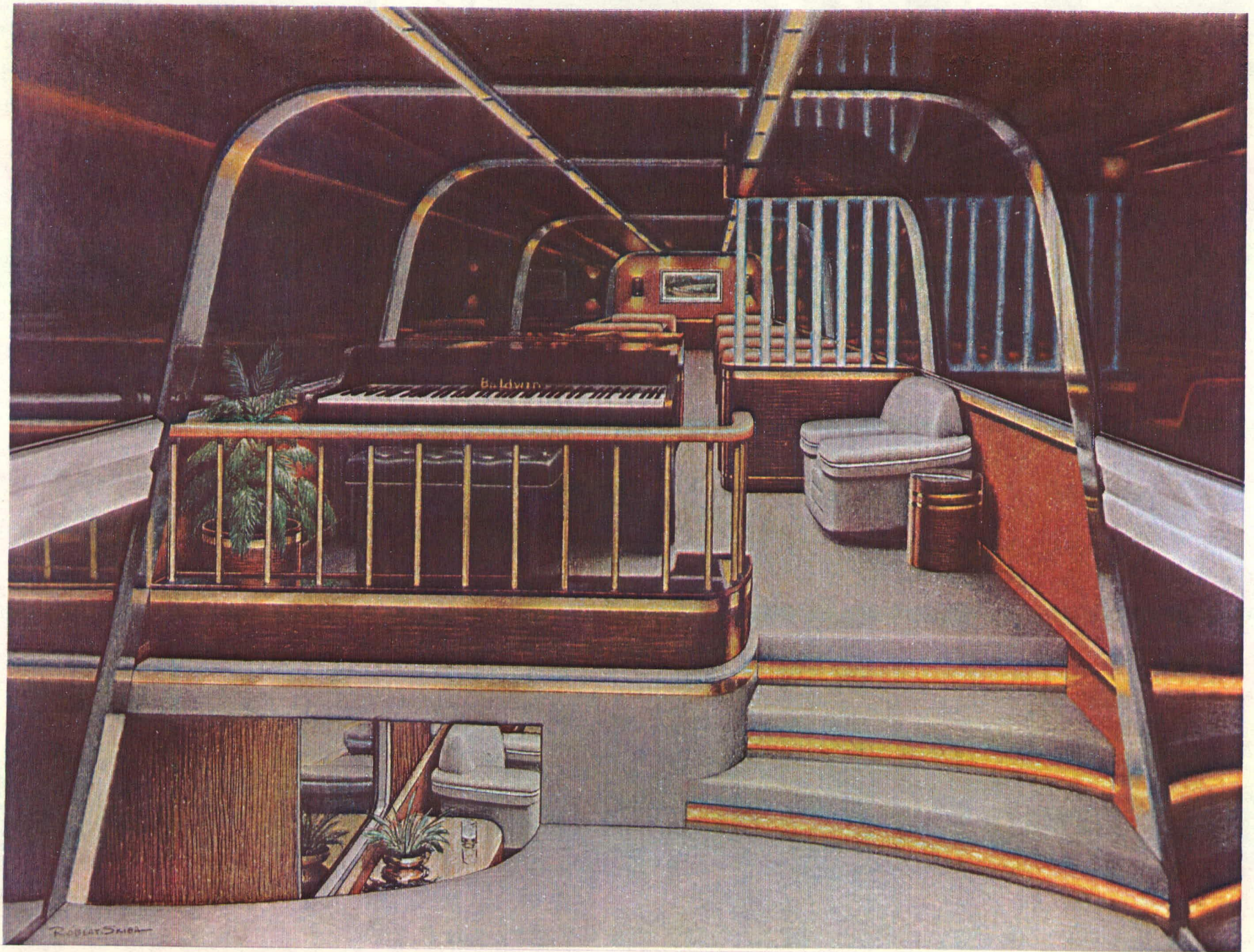
Pilot Train for the
21st CENTURY LIMITED™
The PILOT TRAIN, carrying advance press, personnel and logistical support equipment
will precede the **21 CENTURY LIMITED™** by 15 minutes.



Panorama Observation Car

21st CENTURY LIMITED™

Artist's rendering showing a view toward the rear as the train makes its way through the Rockies.



21st CENTURY LIMITED™
Corporate VIP Panorama Dining Car at Night

The Cause

21st Century Foundation for Education

21st Century Foundation for Education

In celebrating the incredible achievements of the 20th Century, and the virtually limitless possibilities that will be presented in the 21st Century, the epic journey of the 21st CENTURY LIMITED™ will be dedicated to American Education.

Education and Freedom have developed the minds which have made possible the great strides that have been made in medicine, transportation, space, communications and entertainment , which have greatly enhanced the American way of life.

As the dawn of the new century approaches, it is clearly evident that the world shall continue to grow smaller, that democracy and free market economics shall continue to spread and that competition in every area of business life shall grow and become ever more intense. Accordingly, to remain the quality of life leader in the 21st Century, America must give its future leaders the very best education obtainable. It is a fact that the greatest asset in America is our youth.

Thus, with this in mind, the 21st CENTURY LIMITED™ will contribute up to twenty one million dollars to a newly established 21st CENTURY FOUNDATION FOR EDUCATION.

The Foundation will be an independent, IRS approved, 501(c)3 organization whose sole interest will be to find the most effective ways to employ these funds in the educational system to improve the quality of instruction available to our young people and to provide a scholarship program for college tuition to promising youngsters who otherwise could not afford to further their educations. It is envisioned that a Board of Directors - comprised of leading Americans from diverse walks of life will lead the Foundation in this effort.

Other concepts are also being explored to expand sources of funding for the Foundation. For example, a limited number of VIP Nights might be held at selected display cities during the train's tour for the benefit of the Foundation.

With a conservatively estimated 25 million school children expected to view the 21st CENTURY LIMITED™ during its four year journey, an important and unique opportunity is being presented to influence and motivate, in a positive way, tomorrow's leaders, business people, teachers, labor force and the parents of the next generation of children. The future of America is here, with the children that will visit the 21st CENTURY LIMITED™

21st Century Limited

One Railroad Avenue - Lebanon, New Jersey 08833
908-236-2200 - 908-236-7474

January 29, 1991

Mrs. Barbara Bush
The White House
Washington, DC 20500

Dear Mrs. Bush:

It seems like just yesterday I had the great honor of hosting you and the President on my private railroad car, The INDEPENDENCE, for the trip to and from the Army-Navy Game. As I understand it from Dave Ryder and the Secret Service, that trip was a historic first. At that time, of course, George was Vice President, but I think we all had the feeling he was destined to become one of the most famous men in the history of our country.

One of my most treasured pictures remains the one showing George P. with his grandfather in the control cab of the locomotive sounding the horn just prior to our departure. Another picture that I cherish is the one you and George sent me with the both of you, George P., his friend and myself holding "The American Freedom Train" Poster. It was certainly a wonderful and exciting day for me. One that I will never forget. I, of course, have followed your successes since then with much pride and you are in my prayers every day.

It was for the Bicentennial Celebration of the United States that I conceived "The American Freedom Train". A half mile long Red, White and Blue train drawn by a giant steam engine that would bring to the people the greatest artifacts and documents of our colorful past. Little did I know how successful "The American Freedom Train" would be.

The train was seen by over 47 million people as it traveled throughout the 48 states. The epic journey took 21 months, covering some 22,000 miles, stopping at 135 cities.

I am proud to say that slightly in excess of 7 million Americans paid to see the train's exhibits. These revenues together with the help of four leading American corporations, each of whom contributed \$1 million dollars to the effort, allowed the project to be done totally in the private sector. The project ended up with a surplus of \$53,000 which was contributed equally to the American Red Cross and the American Cancer Society.

Of the 7 million plus paid visitors who toured the train, nearly 4 million of those were school-aged children. Having stood at the exit ramp on at least 200 days of the train's journey, I can personally attest to the fact that the overwhelming majority of the kids were visibly moved and positively impressed by the exhibits that clearly showed the efforts that their forebearers had contributed towards the greatness of their country.

In what seems like a long ways away, but will be here before we know it, our country and the world will be celebrating a major event - the changing of the centuries. It will be an occasion of reflection, celebration, anticipation, and opportunity.

Here comes the 21st Century... For millions of people the thought of having lived in the 20th Century and being privileged enough to be living at a time when the 21st Century is born is one of the "Greatest Once in a Lifetime Experiences" imaginable. Few people could comprehend that this great event would ever happen to them. With these thoughts in mind the "21st CENTURY LIMITED™" train was conceived. A living, breathing celebration of what the human race has accomplished during the past one hundred years. When viewed in the entire spectrum of human endeavor, the achievements of the 20th Century far outweigh all of the discoveries of past civilizations put together.

We have already commenced the planning for this major project. It shall be a steam locomotive powered exhibition train which will tour the nation for four years commencing on January 1, 1996 through December 31, 1999 visiting 135 American cities and towns and traveling over 30,000 miles. Carried aboard the train will be over 600 original documents, artifacts, and inventions symbolizing the tremendous advances the people of the world have made in the last century. On site there will also be five or more major corporate exhibits which will dramatically show some of the exciting possibilities for the new century just ahead.

Based on our experience with "The American Freedom Train", there is no question that the "21st CENTURY LIMITED™" will be a solid success throughout its epic journey, and will conservatively host 12 million paid visitors during its 48 month tour. But unlike "The American Freedom Train", the "21st CENTURY LIMITED™" train will be totally funded by major international corporations.

I am writing to you to ask for your guidance in one specific area. As the father of three now young adults, I am extremely concerned about the education that our children are receiving in this country. In addition to the experience I have had as a parent, I can tell you first hand as an employer that our education system is turning out young people with diplomas and degrees that mean little in the real world of today and especially tomorrow. If we are to remain competitive in the decades ahead, as a nation we have to devote some of our time and resources towards this immense problem.

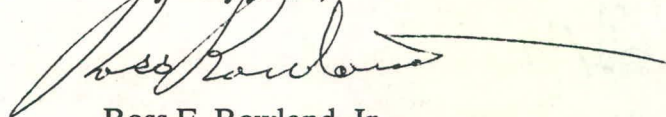
With this in mind I am going to contribute a substantial amount of the money from the revenues of the "21st CENTURY LIMITED™" to American education. I would estimate at this point that will mean a contribution from the project somewhere in the magnitude of 21 million dollars, and perhaps much more depending on the breadth and scope the project is able to attain, using the train as the nucleus of the fund raising effort.

The questions I would appreciate your help in answering are:

- (1) Can this 21 million dollars be most effectively used if funnelled into the educational system directly or through one or another federal agency?
- (2) Would it be better to set up a 21st Century Foundation for Education with a distinguished Board of Directors, etc., to administer the funds with a grant and scholarship program?
- (3) Is there someone in the federal government that I might speak with to help guide me in this area?

Thank you for your help and taking the time to read this lengthy letter. I am excited about this project and the potential good that it will hopefully do for education and for the country, and I take this opportunity to thank you for whatever help you can be.

Very truly yours,



Ross E. Rowland, Jr.
Chairman

P.S. I am pleased to enclose a VHS tape on "The American Freedom Train" which I know you and your family would enjoy viewing. The "21st CENTURY LIMITED™" will be patterned after the Freedom Train and I am confident will match its success.

21st CENTURY LIMITED™**PROJECT INCOME and EXPENSES**ESTIMATED
000'S

* SEE FOOTNOTES

I. INCOME:

A1. Net Ticket Revenue-Train	66,400	*1
A2. Net Ticket Revenue-Site Only	22,200	
B. Souvenir Revenues-Net	48,000	*2
C. Royalty Income	4,000	*3
D. Sponsor Contributions	50,000	*4(a)
E. Theatre Car Sponsor	12,500	*4(b)
F. Asset Disposal	<u>2,500</u>	*5
Total Income	205,600	

II. EXPENSES:

A. Equipment Purchase & Renovation	36,000	*6
B1. Salaries & Fringes	45,000	*7
B2. Per Diem Expenses for Security Personnel	8,000	
C. General & Administrative	9,500	*8
D. Railroad Movements	2,300	*9
E. Insurance	6,200	*10
F. Lender Fees	2,500	*11
G. Site Improvements & Cleanup	4,125	*12
H. Diesel Fuel & Coal	3,100	*13
I. Miscellaneous	7,000	*14
J. Commission Payments	11,250	*15
K. Marketing, Promotion, & Sponsor Relations	8,000	*16
Total Operating Expenses	<u>142,975</u>	
Operating Profit	62,625	

III. CONTRIBUTIONS:

A. Smithsonian Grant	7,000	
B. "21st Century Foundation for Education"	<u>21,000</u>	*17

IV. NET PROJECT INCOME:

34,625

21st CENTURY LIMITED™

Footnotes to Income and Expenses

Note 1.

Assumes 12,000,000 paid train visitors in 125 cities for a conservative 1,000 show days during the period January 1, 1996 to December 31, 1999. This is an average of 12,000 paid admissions per day vs. 16,500 capacity. The Freedom Train averaged 13,650 paid admissions per day. Assumes two-thirds of total sales are on-site with adult's ticket at \$8.00 and child's ticket at \$5.00 with a 50/50 mix, and one-third are advance sales at \$7.00 adult and \$4.00 child. Dollar sales are net of 10% commission on advance sales and net of estimated local average sales taxes of 7.5%. Site only tickets assume 12,000,000 paid admissions at \$2.00 per ticket.

Note 2.

Assumes net revenue of \$2.00 per paid visitor (or \$4.50 gross) which is conservative by industry standards.

Note 3.

Assumes a very conservative average of \$1,000,000 per year for four years in off site products carrying the official logo.

Note 4.

(a) Assumes 6 Partners at \$7.5 million for first position and \$8.5 million for positions 2 through 6.

(b) Assumes \$12.5 million for theatre car sponsor.

Note 5.

Assumes average conservative wholesale value on the railroad equipment at the end of the project.

Note 6.

Assumes a renovation period from June 1992 through October, 1995. Assumes renovations done by proven contractors under direct supervision of 21st CENTURY LIMITED™.

Note 7.

Assumes staffing levels learned during operation of Freedom Train to provide maximum professionalism and safe guard the train's priceless cargo. Staffing will range from 4 people in early 1991 to a maximum of 183 during operation of the train. Assumes fringe benefit factor of 40% of gross wages.

Note 8.

General Administrative Expenses are based upon actual experience with "The American Freedom Train", and assumes that the highest caliber legal, accounting, and engineering firms will be used.

Note 9.

Based on industry standard rates for movement of private trains.

Note 10.

Based on rate experience learned from The Freedom Train and based on content value of \$50,000,000.

Note 11.

Assumes average lender fee of \$5,000 per borrowed artifact.

Note 12.

Based on average \$33,000 per site for set up and clean up.

Note 13.

Based on \$1.50 per gallon diesel fuel and \$70.00 per ton eastern coal.

Note 14.

Includes shut down costs, uniforms, train cleaning, police overtime, community donations and contingency.

Note 15.

Based on industry standard, 18% commission for developing marketing stratagem, creating corporate presentations, obtaining sponsorship commitments and being responsible for all ongoing interface between 21st CENTURY LIMITED™ and Sponsor corporations for the life of the project.

Note 16.

Assumes spending of \$1,000,000 per year to supplement the funds spent by the Corporate Sponsors to promote the 21st CENTURY LIMITED™ while on tour, and \$4,000,000 for advance promotion, public and community relations for advertising prior to the commencement of the train's tour.

Note 17.

A cornerstone of the project's purpose since its inception has been to make a meaningful monetary contribution towards American Education. Part of these funds (between a minimum of \$3,000,000 and a maximum of \$7,000,000) will be granted to The Smithsonian Institution in return for their assistance in mounting the 21st Century Exhibition. The balance will be used for the furtherance of American education through a separate 21st CENTURY FOUNDATION FOR EDUCATION. This foundation, which will be administered by an independent blue ribbon panel of distinguished, prominent Americans who will insure that the funds contributed will be used in the best possible way for the education of the youth of our country well into the 21st Century.

Contributions to the foundation will be scaled in relation to total project gross revenues as follows:

<u>Total Project Gross Revenue</u>		<u>Contribution to Foundation</u>	
			<u>Cumulative</u>
1st	\$50 million	\$5 million	\$ 5 million
Next	\$50 million	\$5 million	\$10 million
Next	\$50 million	\$5 million	\$15 million
Next	\$50 million	\$6 million	\$21 million

Key Factors

21st CENTURY LIMITED™

**Provides An
EXCEPTIONAL OPPORTUNITY TO BRING UNIQUE MOTIVATIONAL MESSAGE/
EXPERIENCE TO MILLIONS OF AMERICANS - PARTICULARLY THE
YOUNGER GENERATION**

- Accent on the future focuses on new methods, new products and creating a better home planet earth.
- This major event will:
 - Entertain
 - Motivate
 - Educate
- We are seeking seven, forward looking U.S. Corporations to lead this motivational, challenging millennium experience - truly a never to be forgotten opportunity.

21st CENTURY LIMITED™

PROJECT COMPARISON SHEET

EVENT	<u>GOLDEN SPIKE CENTENNIAL</u>	<u>AMERICAN FREEDOM TRAIN</u>	<u>21st CENTURY LIMITED</u>
Operating Schedule:	05/02/69 - 05/16/69	04/01/75 - 12/31/78	01/01/96 -** 12/31/99
Purpose:	Draw National attention to Centennial of linking of Nation by rail.	Take National archival treasures to the people for celebration of the Nation's Bicentennial.	Take International archival treasures to the people for celebration of the changing of the centuries and the millennium.
Scope:	3,900 miles 12 display cities 12 display nights 60,000 visitors 1.4 million track-side and site observers.	25,883 miles 135 display cities 509 display days 7,035,000 paid visitors 40,000,000 track-side and site observers.	30,000 miles* 125 display cities* 1065 display days 24,000,000 paid visitors* 50,000,000 track-side observers.*
Consist:	3 display cars 11 coaches and support cars.	14 display cars 12 support and equipment cars.	20 display cars 6 Sponsor VIP cars 1 Theatre car 7 support and equipment cars.***
Motive Power:	Steam: ex-NKP 2-8-4 #759 Diesel: UP#6900	Steam: ex-Rd. #2101 ex-SP #4449 ex-T&P 610	Steam: ex-C&O#614 Millennium Mach#1 *** Pilot Train (Diesel Electric)
Sponsorship:	Assoc. of American Railroads and Ross E. Rowland Jr.	G.M., Pepsi, Kraft Foods, Prudential Ins.	Seven leading corporations
Financial Results:	Income 147,000. Costs 255,000. Loss (108,000.)	Income 19,535,000. Costs 19,057,000. Profit 478,000.	Income 205,600,000.* Costs 142,975,000.* Charity 28,000,000.* Profit 34,625,000.*
Contents:	3 display cars 135 artifacts 47 lenders No admission charge	12 display cars 535 artifacts 247 lenders \$2.00 adults \$1.00 children	20 display cars 600 historical artifacts* plus sponsors exhibits 50 lenders \$8.00* adults \$5.00* children \$2.00* Site only
Organizational Structure:	High Iron Co. Inc.	American Freedom Train Foundation . Non-profit, educational, IRS approved foundation	21st Century Limited Productions, Inc. 21st Century Foundation for Education. Educational, IRS approved foundation

* Estimated

** Plus Advance Train, 93/94

*** Plus Pilot Train with corporate equipment which will precede

21st CENTURY LIMITED™ by 15 minutes.

21st CENTURY LIMITED™

Potential Show Days

Overall Summary
1996 - 2000

Total Days	365 X 4 years	1,460
Less: Estimated move and set up days at 2 days between each of 125 stops		<u>250</u>
Possible Show Days		1,210
Less: Reserve days for private showings, special one day trips with VIP cars, contingencies, more move days, employee off days and refurbishing exhibits		<u>145</u>
Net Show days		1,065*

*Note: 1,000 net show days are used in financial projections.

21st CENTURY LIMITED™

Tentative Itinerary

125 Total Sites

1065 Total Exhibition Days

Note: Exhibit sites are within a 30 mile regional area of the cities listed below.

A	B	C *
2 1/2 Weeks (19 Cities) (17 Exhibit days each site = 323 Total)	1 1/2 Weeks (43 Cities) (10 Exhibit days each site = 430 Total)	Other Cities or Towns (63 Towns) (5 Exhibit days each site = 312 Total)

NEW YORK, NY
CLEVELAND, OH
DETROIT, MI
CHICAGO, IL
SEATTLE, WA
SAN FRANCISCO, CA
LOS ANGELES, CA
ST. LOUIS, MO
NEW ORLEANS, LA
DALLAS, TX
HOUSTON, TX
ATLANTA, GA
PHILADELPHIA, PA
ATLANTIC CITY, NJ
WASHINGTON, DC
ST. PETERSBURG, FL
MIAMI, FL
ORLANDO, FL
DENVER, CO

BOSTON, MA
ROCHESTER, NY
BUFFALO, NY
COLUMBUS, OH
CINCINNATI, OH
MADISON, WI
MINNEAPOLIS, MN.
OMAHA, NE.
SALT LAKE CITY, UT
PORTLAND, OR
LAS VEGAS, NV
OAKLAND, CA
SAN JOSE, CA
POMONA, CA
ANAHEIM, CA
SAN DIEGO, CA
TEMPE, AZ
TUCSON, AZ
SAN ANTONIO, TX
FORT WORTH, TX
OKLAHOMA CITY, OK
KANSAS CITY, MO
MEMPHIS, TN
BIRMINGHAM, AL
PITTSBURGH, PA
HARRISBURG, PA
NEWARK, NJ
ASBURY PARK, NJ
BALTIMORE, MD
WILMINGTON, DE
RICHMOND, VA
RALEIGH, NC
CHARLESTON, SC
JACKSONVILLE, FL
WEST PALM BEACH, FL
NASHVILLE, TN
INDIANAPOLIS, IN
SACRAMENTO, CA
LOUISVILLE, KY
LITTLE ROCK, AR
SPOKANE, WA
SYRACUSE, NY
GARDEN CITY, NY

BURLINGTON, VT
PORTLAND, ME
ALBANY, NY
Ft. WAYNE, IN
ARCHBOLD, OH
PEORIA, IL
NEW LONDON, CT
SIOUX FALLS, SD
TBD
GRAND JCT., CO
BILLINGS, MT
RENO, NV
FRESNO, CA
TBD
ODESSA, TX
TBD
TULSA, OK
HARTFORD, CT
TBD
BATON ROUGE, LA
COLUMBUS, GA
KNOXVILLE, TN
LEXINGTON, KY
BINGHAMTON, NY
SCRANTON, PA
WILLIAMSPORT, PA
NORFOLK, VA
GREENSBORO, NC
MILWAUKEE, WI
EUGENE, OR
GAINESVILLE, FL
LAKELAND, FL
MANCHESTER, NH
LOWELL, MA
DAYTON, OH
HUNTINGTON, WV
GRAND RAPIDS, MI
GREEN BAY, WI
FARGO, ND
SIOUX CITY, IA
DES MOINES, IA
CHEYENNE, WY
BOISE, ID
SPRINGFIELD, OR
SANTA BARBARA, CA
YUMA, AZ
ALBUQUERQUE, NM
WITCHITA FALLS, TX
TOPEKA, KA
JEFFERSON CITY, MO
JACKSON, MS
MOBILE, AL
COLUMBIA, SC
CHATTANOOGA, TN
EVANSVILLE, IN
CUMBERLAND, MD
SCOTTSDALE, AR
MORRISTOWN, NJ
NEWPORT NEWS, VA
FREDRICKSBURG, VA
GREENVILLE, SC
SAVANNAH, GA
JOLELIET, IL

* Subject to change

21st CENTURY LIMITED™

LIVE AUDIENCE

Target

**90 % of the population
in 48 states or 225 million people
will be within a 1 hours drive**

**of the
21st CENTURY LIMITED™
display sites!**

21st CENTURY LIMITED™

Calculated Corporate Sponsor Cost Per Attendee

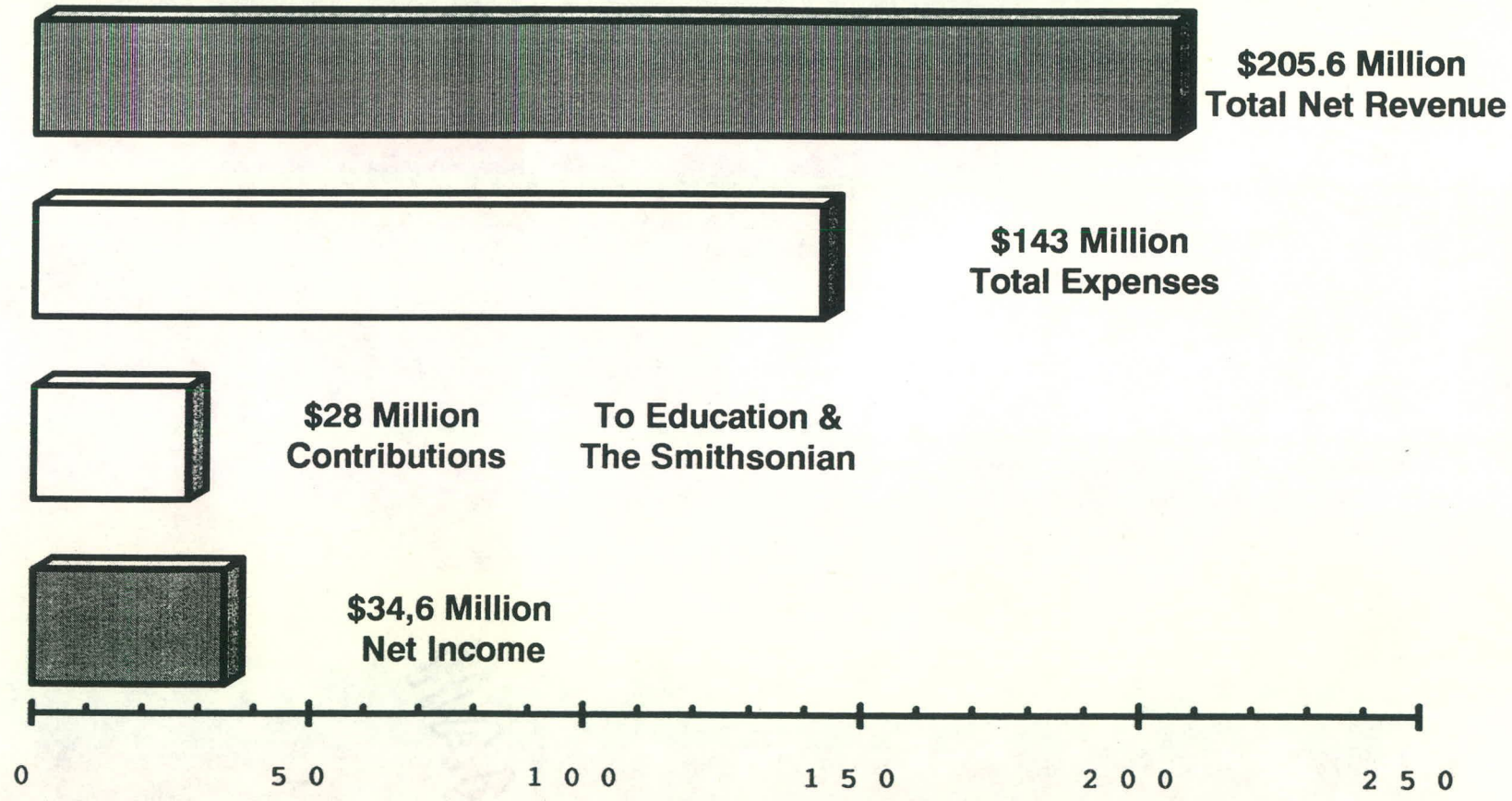
		<u>Cost per Visitor</u>
1.	Based upon Corporate Sponsorship of \$8,500,000.00 for Rail Car Exhibit with:	
	A. 12 million visitors	.71
	B. 15 million visitors	.56
2.	Based upon Corporate Sponsorship of \$8,500,000. plus operational costs of 8,000 Ft. movable on site exhibit with:	
	A. 12 million visitors	.88
	B. 15 million visitors	.58

Note: Cost per visitor if both rail car and on site exhibit are selected would be about 30 to 40% lower

21st CENTURY LIMITED™

Estimated Financial Results

1991 - 2000



21st CENTURY LIMITED™

Project Timetable

1991

First Quarter;

1. Identify project scope, operating and capital budgets and select marketing partner.
2. Do legal work necessary to protect name, service mark, logo and other marketing tools.
3. Establish logo, order stationary, establish corporation.

Second Quarter;

1. Working in conjunction with the marketing partner put together a complete presentation for sponsors.
2. Presentation to include artist renderings of train, display cars, displays, routing, schedule, suggested sponsor tie-ins, etc.
3. Leave behind piece to be augmented with VCR tape using AFT footage, etc.

Third - Fourth Quarters;

In conjunction with marketing partner, make corporate presentations until full number of sponsors have been secured.

This activity will be the responsibility of the President, Senior Vice President and the marketing partners.

21st CENTURY LIMITED™

Project Timetable

1992

First Quarter;

1. Continue corporate presentations in conjunction with marketing partner.
2. Commence and conclude search for rolling stock.
3. Establish working site and working relationship for the restoration of the rolling equipment.
4. Commence general site layout design.
5. Begin display theme research and contents research.

Second - Third Quarter;

1. Continue general site layout design.
2. Continue display theme research and contents research.
3. Continue corporate presentations as needed.

Fourth Quarter;

1. Move purchased rolling stock to restoration site.
2. Continue corporate presentations as needed.
3. Commence rolling stock restoration.
4. Conclude display and contents research.

21st CENTURY LIMITED™

Project Timetable

1993

First Quarter;

1. Continue restoration work on (7) corporate sponsor hospitality cars.
2. Continue work on observation car.
3. Commence construction of power car.
4. Commence negotiations with railroads.
5. Commence contents negotiations.

Second - Third Quarter;

1. Complete restoration of (7) corporate sponsor hospitality cars.
2. Continue work on observation car.
3. Complete power car.
4. Negotiate with railroads.
5. Continue contents negotiations.
6. Initiate display city negotiations.

Fourth Quarter;

1. Finish observation car.
2. Commence P. R. effort.
3. Continue contents negotiations.

21st CENTURY LIMITED™

Project Timetable

1994

First Quarter through Fourth Quarter;

1. Finalize contents negotiations.
2. Begin display city selection process.
3. Begin negotiations with interior display design contractors.
4. Commence display car renovations.
5. Commence flat car renovations.
6. Commence theatre car construction.
7. Commence entrance-exit cars construction.
8. Continue P.R. campaign.

Second Quarter;

1. Conclude negotiations with interior display contractors.
2. Ship first display car to interior contractors.

Third Quarter;

1. Finalize selection of first (50) display cities.
2. Ship (2) display cars to interior contractors.

Fourth Quarter;

1. Finalize selection of second (50) display cities.
2. Ship (3) display cars to interior contractors.
3. Finish entrance-exit cars.

21st CENTURY LIMITED™

Project Timetable

1995

First Quarter;

1. Ship final (4) display cars to interior contractor.
2. Finalize selection of final (25) display cities.
3. Conclude written agreements with first (50) display cities.

Second Quarter;

1. Commence shipping artifacts to installation point.
2. Finish interior construction.
3. Move (2) steam locomotives to staging point.
4. Finish theatre car.
5. Finish flat cars.

Third Quarter;

1. Move (10) display cars to staging area.
2. Conclude written agreements with final (75) display cities.
3. Assemble and static test entire train.
4. Accelerate marketing P.R. campaign.

Exhibit B.

Fourth Quarter;

1. Road test entire train.
2. Make last minute corrections as needed.
3. Make final arrangements for Grand Opening.

IX.

21st CENTURY LIMITED™

Key Personnel

Backgrounds

BACKGROUND

ROSS E. ROWLAND, JR.

Ross E. Rowland, Jr. is Founder, Chairman, and Chief Executive Officer of 21st CENTURY LIMITED PRODUCTIONS INC.

Prior to his full-time commitment to the 21st CENTURY LIMITED™, Mr. Rowland spent thirty years in the commodities industry in New York City, starting in 1957 as a runner on the Commodities Exchange (COMEX) floor. In 1966 he founded Floor Broker Associates, Inc., the largest floor brokerage company on COMEX, conducting business in gold, silver, and copper, and employing more than 100 people. He is presently senior partner emeritus in the firm. Mr. Rowland was elected to the Board of Governors for COMEX, and has been a member of three other exchanges: New York Coffee & Sugar; New York Mercantile; and, New York Cotton Exchange.

He has served on the Governor's Business Committee for New Jersey and accepted an invitation to Japan in 1981 as an advisor for the establishment of International Commodities Futures Market, a gold futures exchange.

As the founder and chairman of the Commodity Exchange Center Children's Fund, Mr. Rowland has been instrumental in raising over \$2,000,000 for charities expressly dealing with the problems besetting children.

In 1987, he joined the Chicago Mercantile Exchange and served as Chairman of its Gold Committee.

In 1982, Mr. Rowland was appointed by President Reagan to the Board of Directors of the National Railroad Passenger Corporation, Amtrak, and served on the Amtrak board until 1987.

Mr. Rowland is also Founder, Chairman, and Chief Executive Officer of American Coal Enterprises, a privately held corporation formed to develop a new generation of coal-fired, environmentally-sound steam locomotive engines, as well as Founder and Chief Executive Officer of Steam Locomotive Corporation of America.

He has served on the Board of Directors of New Jersey's Black River & Western Railroad. In 1966, he founded the High Iron Company which restored mainline coal-burning steam engines and ran numerous steam excursions throughout the Northeast. In 1969, the High Iron Company organized the famous "Golden Spike Centennial Limited" trip from New York to Promontory Point, Utah to commemorate the linking of the nation by rail in 1869. The UPI and AP estimated that over 1.5 million people saw the train in person.

In 1971, Mr. Rowland founded the American Freedom Train Foundation, a non-profit, IRC 501(c)(3) educational foundation, to create The American Freedom Train. A national project to commemorate the American Bicentennial throughout the country. The Freedom Train brought over 550 original artifacts, documents, and memorabilia on loan from the National Archives, museums, and private collectors nationwide to the cities and towns of America. The half-mile long, red-white-and-blue train pulled by a steam locomotive was displayed in 135 cities over a 21-month period and was sponsored by General Motors, Pepsi, Kraft Foods, and Prudential Insurance Company of America. At the completion of its once-in-a-lifetime journey throughout the 48 states, over 7 million people had gone through its interior displays and an estimated 40 million more had seen it on site and from trackside, making it the most widely viewed national Bicentennial celebration.

Mr. Rowland is a member of the National Advisory Board for Change; he is a founding member of the National Republican Senatorial Trust Committee; and has served as a member of President Reagan's transition team for the Federal Railroad Administration. In addition, Mr. Rowland chaired the New York City committee for celebration of the returning Vietnam Veterans.

BACKGROUND

JOHN J. MACDONALD

John J. MacDonald is President and Chief Operating Officer of 21st CENTURY LIMITED PRODUCTIONS, INC.

Mr. MacDonald was President of Motors Insurance Corporation, a wholly owned insurance subsidiary of General Motors Acceptance Corporation from August 1, 1977 to December 31, 1985. He was Chairman of MIC's Executive Committee and also a member of the Corporation's Finance committee. In addition, Mr. MacDonald was a member of the Board of Directors and Executive Committee of General Motors Acceptance Corporation.

Under his leadership, MIC's premiums reached the billion dollar level and the company achieved record earnings in eight out of nine years. In 1984, MIC was recognized by Best Insurance Reports as the No. 1 property and casualty insurance carrier in the U.S. based upon profits related to volume. In that same year the U.S. Department of Transportation presented Mr. MacDonald with its Award for Public Service in recognition of his initiative and creative approach in the promotion of safety belt usage in automobiles.

Born in New York City on June 21, 1927, Mr. MacDonald attended Brooklyn Preparatory School in that city. After serving in the U.S. Army, 1945-46 as a Technical Sergeant, Mr. MacDonald attended Lehigh University in Bethlehem, Pennsylvania and graduated in 1951 with a B.S. degree in Business Administration.

Mr. MacDonald began his career with General Motors Corporation as a college graduate in training in the New York Treasurer's office in 1951. He became an analyst on the staff and in 1968, after serving in various statistical and analytical positions, he was named the Director of Financial Analysis. In 1970 he was appointed Assistant Treasurer and from 1970 to 1973 was Secretary of the General Motors Bonus and Salary Committee. In 1973, he also served as Secretary of the Finance Committee of General Motors and was elected General Assistant Treasurer of General Motors. In addition, he became Secretary of the Corporation's Executive and Administration Committees in Detroit, Michigan. In August 1976, he was elected Executive Vice President - Finance and Development of Motors Insurance Corporation.

In 1974 General Motors Corporation became one of the 4 official sponsors of The American Freedom Train nationwide Bicentennial project and Mr. MacDonald was appointed by his company to represent them on the sponsors committee. In 1975 he was also appointed to the executive committee and in 1976 he was elected to the Board of Directors of the American Freedom Train.

From 1986 through 1988, Mr. MacDonald was the Chairman of International Nutrition and Genetics Corp., a company concentrating on agricultural crop development and research. From 1989 through 1990, he was Chairman of Claim Check, Inc., a computer software company and, immediately prior to his employment with 21st CENTURY LIMITED PRODUCTIONS, INC., he was President of Mt. Everest, Inc., a privately held marketing and sales promotion company.

Mr. MacDonald is a member of seven business, journalism, scholastic, and leadership fraternities -- Phi Beta Kappa, Alpha Kappa Psi, Beta Gamma Sigma, Omicron Delta Kappa, Alpha Sigma Phi, Phi Eta Sigma, and Pi Gamma Mu. For his outstanding leadership, he was awarded the Alpha Sigma Phi National Award-Delta Beta Xi. In 1976, he assisted in the formation and development of the Michigan Efficiency Task Force, a group of private business professional leaders assigned to study all phases of state government in Michigan. He was a member of the Visiting Committee of the School of Education, Lehigh University and has served as a Trustee of Marywood College, Scranton, Pennsylvania since 1985. Mr. MacDonald is also a member of the Board of Directors of O'Neill Communications, Inc. of Princeton, New Jersey.

Mr. MacDonald's memberships have included the Financial Executives Institute; The Board of Directors of the American Freedom Train Foundation, Inc.; The National Council on Alcoholism; The New York City Affiliate, Inc. - National Council on Alcoholism; The Police Athletic League, The Tuxedo Club, Tuxedo, New York, and The Captains Club, Brewster, Massachusetts.

Mr. and Mrs. MacDonald, the former Dolores Allen of Scranton, Pennsylvania have four children and reside in West Nyack, New York and Brewster, Massachusetts.

BACKGROUND

Ralph G. Weisinger

Ralph G. Weisinger is Senior Vice President, Executive Producer and co-founder of the 21st CENTURY LIMITED™. Mr. Weisinger has been associated with creative motion picture, theatrical and television production for over 25 years. As an executive producer, director and writer, he has produced hundreds of popular commercials, award winning documentaries, travel and educational films. In 1968 he became associated with Leon Leonidoff, famed senior producer of Radio City Music Hall where Mr. Weisinger produced intricate, filmed, theatrical effects for many of the great Music Hall stage shows. In 1970 Mr. Weisinger was invited to become a member in the Directors Guild of America and he also was sworn into I.A.T.S.E., International Alliance of Theatrical Stage Employees, as a Class A. Cameraman.

In 1965 Mr. Weisinger founded Avon Productions Inc., New York, N.Y., The company became a successful producer of documentaries, television commercials, industrial, educational and public relation films as well as television specials. Among Avon Productions many prize winning documentary films were "In Time of Need", winner, Cine Golden Eagle; "Inside the News" (Daily News) Gold Medals, New York International Film Festival, Atlanta International Film Festival; "L.I.U.S.A." (Newsday) Gold Medals, New York International Film Festival, Atlanta International Film Festival; "Big City Newspaper" (Chicago Tribune) New York International Film Festival, Atlanta International Film Festival and winner of Editor and Publisher Magazines top award. He produced, directed and wrote the highly acclaimed first documentary ever produced on the subject of public relations 'Opinion of the Publics' (Foundation for Public Relations Research and Education - Public Relations Society of America), winner Cine Golden Eagle and Gold Medals. To date Mr. Weisinger has been awarded 23 International awards, Gold Medals, Clios, and Cine Golden Eagles.

In 1973 Mr. Weisinger founded 1776 Productions, Inc., as an arm of Avon Productions specifically created to produce documentaries concerning the American scene and the Bicentennial celebration. It was at this time that he met Ross E. Rowland, Jr. of the American Freedom Train Foundation and through their combined efforts the Freedom Train became a reality. Mr. Weisinger played an important role in the production of the American Freedom Train and also produced 'All Aboard America' the documentary seen by over 40 million people.

In 1976 Mr. Weisinger founded Air Video, Inc. in association with Ronson Aviation, and Tyler Camera Mount Systems of Hollywood to research and develop the first airborne broadcast television camera system available. It was the first helicopter system of its type certified by the FAA and was used primarily in the production of automotive commercials.

In 1983 Mr. Weisinger built a feature motion picture production facility and sound stage in the heart of New York City, known throughout the industry as the Overland Stage Company. As president of the company, Mr. Weisinger was able to attract many major producers of feature films to use his facilities and equipment when he himself was not in production. Famed directors like Woody Allen, Frances Ford Coppola, Warren Beatty, Penny Marshall shot many of their films on the Overland Stage. Films like 'Midnight Run', 'New York Stories', 'Big', 'Pickup Artist' and 'Dead Poets Society', to name a few. 'Saturday Night Live' used the Overland Stage Company for many of their on location vignettes.

During this same period Mr. Weisinger also produced televised music concerts, live via satellite to Paris, France for prime time broadcast to Europe. Concerts starring well known groups like 'Squeeze' with 20,000 students live from the SUNY Campus in Albany, N.Y., 'Warren Zevon' live from the Palladium, N.Y. and 'Southside Johnny and the Asbury Jukes' live from Great Adventure with an audience of 18,000 people. These productions became the highest rated, prime time Saturday night television shows in France.

Mr. Weisinger has continued to produce highly acclaimed documentaries such as 'Reaching the People Who Count', 'Form Follows Function', as well as major projects around the world. His most recent award was the coveted Gold Star at the Houston WorldFest International Film and Television Festival for his production 'The Traditions of Morocco'. It competed with 43 countries and was voted the best travel and public relations documentary of 1991. The Kingdom of Morocco will be showing this production world wide.

In May, of 1990 Mr. Weisinger again joined forces with Ross Rowland on the American Coal Enterprises locomotive project as Senior Vice President \ Strategic Planning. It was this creative association that led to the creation of the exposition train of tomorrow, the 21st CENTURY LIMITED™.

Mr. and Mrs. Weisinger, the former Suzy Widawski of Paris, France have two sons and reside in Livingston, New Jersey.

BACKGROUND

ROBERT R. PRAZMARK

Mr. Prazmark is Founder and President of Twenty- First Century Marketing Group, Inc., of Greenwich, Connecticut, the exclusive Marketing Partner of 21st CENTURY LIMITED PRODUCTIONS, INC. Mr. Prazmark previously headed the New York subsidiary of ISL Marketing with sales management duties including the 1992 Olympic Games, The World Cup in 1994 (United States), and the World Championships in Athletics in 1991 (Tokyo). ISL Marketing is a global sports marketing firm (headquartered in Lucerne, Switzerland) and is the exclusive Marketing Consultant to The International Olympic Committee and the Olympic Movement.

Mr. Prazmark joined ISL Marketing USA Inc. in 1985 as Vice President of Sales, with the primary responsibility of creating and selling the Worldwide Olympic Marketing Program (TOP) to United States based corporations. Olympic sponsors of the 1992 games include Kodak, Coca-Cola, 3M, Bausch and Lomb, The US Postal Service, Time/Sports Illustrated, VISA, Mars, Panasonic, Brother, and Philips.

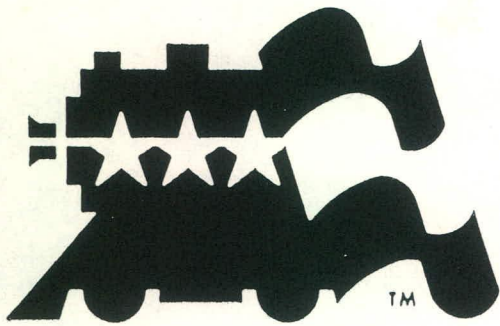
From 1982-1985 Mr. Prazmark was with ABC News (New York) and was responsible for the sales and marketing of all Network News Properties which included 20/20, World News Tonight, Nightline, all prime time News Briefs and the ABC News Documentary Series "Close-Up". He is responsible for the creation of ABC News Business Briefs and ABC News Business World with Sandor Vanocur.

From 1978-1982 he was an Account Executive with the NBC Television Network - Owned and Operated Division in both Chicago and New York and prior to NBC was employed at the WDCA-TV (independent) Washington D.C. as a Sales Account Executive.

Mr. Prazmark resides in Greenwich and is a graduate of Canisius College in Buffalo, New York which is also his birthplace.

The American Freedom Train

Addendum



On April 1, 1975, in Wilmington, Delaware, the American Freedom Train began a journey which was to become one of the most historic accomplishments of the Bicentennial celebration in the United States. Travelling over 24,000 miles in the 48 contiguous states and displaying in 140 cities, this red-white-and-blue, steam-powered Train touched the lives of over 30 million Americans.

Long months of planning and building, moments of crisis and finally overwhelming success form the backbone of the Freedom Train story. It is a story of the people of America who gave life and breath to the exhibits carried aboard the Train that span 200 years of our heritage and growth.

No federal funds were used in building or operating the American Freedom Train. It was supported throughout its journey by private and corporate donation—by people. This precious cargo went out to those people in their own hometowns bringing with it a sense of appreciation for the past and a renewal of hope for the future.

The American Freedom Train was initially made possible by the generous donations of General Motors Corporation, Kraft Foods, Pepsi Cola Company, and Prudential Insurance Company of America.

The goodwill efforts and support of these corporations on behalf of our Country's Bicentennial will long be remembered by each of the millions of Americans who shared in the epic journey of the American Freedom Train.

Critics applaud this spectacular Bicentennial event!

"The red-white-and-blue American Freedom Train... is a thrilling, pride-inspiring exhibit of the American story."
New York Daily News

"It's a dream come true to be able to come so close to these fascinating documents... Nothing like this will probably ever be assembled in one place again."
The Los Angeles Times

"... the greatest traveling show this country has ever seen."
Chicago Tribune

"... a visit to the Freedom Train is a happy way to be personally involved in the events that made this country great."
Detroit News

"A celebration with both solemnity and good humor. It shouldn't be missed."
Dallas Morning News

"... great... fantastic... it's a marvelous, magnificent thing. Something every American should see."
Houston Chronicle

"A show-stopping, steam-puffing, whistle-tooting Bicentennial salute to America."
Portland Oregonian





*Officers and Board of The
American Freedom Train,
Washington, D.C. 1976*

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CONTRIBUTORS OF RECORD

CAR NO. 1—THE BEGINNING

18th Century Print Shop

Poor Richard's Almanac, 1756; 18th century print shop tools and rollers; *Boston Gazette and Country Journal*, February 21, 1774 (replicas); Norman Rockwell (1894-), "Ben Franklin's Sesquicentennial," circa 1924, charcoal and pastels, 41" X 31", Joseph H. Hennage, Washington, D.C.

Pine Tree Shilling; \$4.00 Continental Currency Bill, Museum of the American Numismatic Association, Colorado Springs, Colorado

Boston Harbor Diorama

Old North Church lantern (replica). Robert L. Klinger, Arlington, Virginia

Revolutionary War Weapons and Artifacts

13-star Fort Independence flag (replica). Flag Heritage Foundation, Lexington, Massachusetts
 Piece of the "Star Spangled Banner" flag. The American Legion, Department of Maryland
 Revolutionary War weapons and artifacts: bayonets; British Brown Bess; bullet mold; canteen; cartridge box; Charleville musket; Flintlock Kentucky rifle; Hessian musket; knife and fork set; pistols with brass barrels (pair); powder horn; sword identical to George Washington's. Warren Moore, Ramsey, New Jersey
 Brown Bess (replica); Kentucky rifle (replica). Navy Arms Company, Ridgefield, New Jersey
 Rembrandt Peale (1778-1860), "George Washington", painted before 1850, oil on canvas, 36" X 29". The George Washington University, Permanent Collection, Washington, D.C.

Documents

Declaration of Independence, first printed copy (facsimile); Articles of Confederation, Benjamin Franklin's handwritten draft, 1775; Constitution of the United States, Committee on Detail, George Washington's copy, 1787; The Bill of Rights, Delaware's ratification, 1789. The National Archives and Records Service of the General Services Administration, Washington, D.C.

CAR NO. 2—EXPLORATION AND EXPANSION

Native American Artifacts

Treaty with the Illinois-Peoria Tribe, 1818. The National Archives and Records Service of the General Services Administration, Washington, D.C.

Hopi kachina (doll); Navajo yei blanket; Zuni neckware. Heard Museum, Phoenix, Arizona
 Seminole playing stick and ball. Martin County Historical Society, Elliott Museum, Hutchinson Island, Stuart, Florida

Iroquois war club; Navajo basket. Museum of New Mexico, Santa Fe, New Mexico

Cherokee lacrosse sticks; Pomo bone whistle; Plains spoon; Cheyenne quilled and beaded pipe bag; Blackfoot horned bonnet; Plains wooden pipe stem and bowl; Arapaho headdress. Peabody Museum of Archeology and Ethnology, Harvard University, Cambridge, Massachusetts

Omaha disk pipe; Sioux plains pipe (replicas). Pipestone National Monument, Pipestone, Minnesota

Halibut hook. Portland Art Museum, Portland, Oregon

Pomo feather basket; Plains lance; Sioux shield; Teton Dakota beaded moccasins; Pima-Papago basket. Smithsonian Institution, Museum of Natural History, Washington, D.C.

Indian basket. The Society of California Pioneers, San Francisco, California

Pioneer Artifacts

Golden spike (replica). Union Pacific Railroad, Omaha, Nebraska

1848 Camelback locomotive, tender, iron pot hopper, designed by Ross Winans (model); railroad baggage claim check (metal), 1860; railroad schedule, B & O Railroad, February, 1897; railroad ticket, Central Ohio Railroad; telegraph key. The B & O Railroad Museum, Baltimore, Maryland

Pullman Company trip pass, 1935. H. Glen Cunningham, Vienna, Virginia

Bowles' *New Pocket Map of the United States of America*, London, 1784. The Library of Congress, Washington, D.C.

William Floyd Journal of the Lewis and Clark Expedition. The State Historical Society of Wisconsin, Madison, Wisconsin

Louisiana Purchase, 1803; Oregon Compromise, 1846; Gadsden Purchase, 1853; Treaty of Friendship, Commerce and Navigation, 1849 (first treaty with Hawaii). The National Archives and Records Service of the General Services Administration, Washington, D.C.

Gold pan. Burtons' Tropico Gold Mine and Gold Camp Museum, Rosamond, California

Corn stick pan; muffin tin. Mrs. H. O. Patton, Ft. Lauderdale, Florida

Butter mold. New York State Historical Association, Cooperstown, New York

Hemp hackle; potato masher. Nebraska State Historical Society, Lincoln, Nebraska

First edition of *The Book of Mormon*. The Church of Jesus Christ of Latter-Day Saints, Salt Lake City, Utah

Buggy wheel; auto steering wheel (early 1900's); car wheel with tire. Alfred P. Sloan, Jr. Museum, Flint, Michigan

Wooden ship's wheel. Bath Marine Museum, Bath Maine

Ship's engine order telegraph face plate. Allan Phillips, Ft. Lauderdale, Florida

Airplane propeller. Smithsonian Institution, National Air and Space Museum, Washington, D.C.

Pioneer diary; General Vallejo's travelling silver chest. The Society of California Pioneers, San Francisco, California

Daniel Boone survey, 1797. Daniel Boone Home, Defiance, Missouri

Flight goggles and flight scarf, Amelia Earhart. Purdue University Libraries, West Lafayette, Indiana

Medal, Rear Admiral Robert E. Peary, presented in the name of Congress, 1908. Curator for the Department of the Navy, Washington, D.C.

Space Exploration

Lunar module mock-up. Grumman Aerospace Corporation, Bethpage, New York

Lunar rock case; Alan Shepard's Apollo mission practice space suit. Smithsonian Institution, National Air and Space Museum, Washington, D.C.

Moon rock; Apollo Soyuz Test Project (model). National Aeronautics and Space Administration, Washington, D.C.

First nuclear-powered submarine, "Nautilus" (model). General Dynamics, Electric Boat Division, Groton, Connecticut

Interplanetary Pioneer 10 plaque (replica). Precision Engravers, San Carlos, California

CAR NO. 3—GROWTH OF A NATION

Civil War train (model), 1863, built by M. D. Thornburgh; Silver Spade used by Charles Carroll in ground-breaking ceremonies of the Baltimore and Ohio Railroads; train-ferry boat, "John W. Garrett" (model). The B & O Railroad Museum, Baltimore, Maryland

Dallas/Fort Worth Airport (model). Dallas/Fort Worth Airport, Texas

Haysaw. Gladhill's Fire and Farm Museum, Damascus, Maryland

Wooden grain shovel and fork. New York Historical Association, Cooperstown, New York

Streetcar conductor's signal bell; whistle from the "John Bull". Smithsonian Institution, Museum of History and Technology, Washington, D.C.

Linear induction motor vehicle (model). U.S. Department of Transportation, Federal Railroad Administration, Washington, D.C.

Gas lamp (replica). Washington Gas Light Company, Washington, D.C.

Gas lamp (replica). Washington Gas Light Company, Washington, D.C.

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Bulto statue, Our Lady of Carmel; Bulto statue, San Antonio, by Manuel Caban (circa 1920). International Folk Art Foundation Collection, Museum of International Folk Art, Santa Fe, New Mexico

Woodcarving by Celso Gallegos, 1930's; candle sconce (one of a pair), tin work from El Rito, New Mexico (circa 1880). Spanish Colonial Arts Society, Inc., Museum of New Mexico, Santa Fe, New Mexico

Santo, Reyes Magos, 19th century; Santo, Virgen de la Inmaculada Concepcion, 19th century. Instituto de Cultura Puertorriquena, San Juan, Puerto Rico

Oriental Americans

Chinese feather picture. Mr. and Mrs. John E. Packard III, Chevy Chase, Maryland

Oriental wall plaques. Mr. and Mrs. Daniel Blaylock, Bethesda, Maryland

Japanese Noh drama figure; lacquer bowl; mother-of-pearl chopsticks; Oriental block prints. Sarah J. Noreen, Falls Church, Virginia

Railroad pick and shovel. Union Pacific Railroad, Omaha, Nebraska

Burlingame Treaty, 1868 (first important treaty with China). The National Archives and Records Service of the General Services Administration, Washington, D.C.

Burlingame Treaty, 1868 (first important treaty with China). The National Archives and Records Service of the General Services Administration, Washington, D.C.

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Burlingame Treaty, 1868 (first important treaty with China). The National Archives and Records Service of the General Services Administration, Washington, D.C.

Wilbur Wright. The Franklin Institute Science Museum, Philadelphia, Pennsylvania

CAR NO. 6—HUMAN RESOURCES

Benjamin Franklin postal appointments of Abraham Hunt to be Deputy Postmaster of Trenton, New Jersey, January, 1764-October, 1775. Postmaster General and Mrs. Benjamin Franklin Bailar, Washington, D.C.

Letter from Thomas Jefferson to James Monroe, Paris, 1785. James Monroe Memorial Foundation, Fredericksburg, Virginia

Common Sense, by Thomas Paine, 1776 Rhode Island edition. The Library of Congress, Washington, D.C.

Salem Gazette, September 14, 1784 edition. Joseph H. Hennage, Hennage Creative Printers, Inc., Washington, D.C.

"The Dead Tenor", part of the *Leaves of Grass* manuscript by Walt Whitman. Humanities Research Center, University of Texas, Austin, Texas

Graham's Magazine, 1842. Edgar Allen Poe, Editor. From the collection of Frederic B. Farrar, New York, New York

"Jeanie With the Light Brown Hair", by Stephen Foster, 1854 edition. Fletcher Hodges, Jr., Curator, Foster Hall Collection, University of Pittsburgh, Pittsburgh, Pennsylvania

Charles Ives manuscript. The John Herrick Jackson Music Library at Yale University, New Haven, Connecticut

Eugene Ormandy's conducting baton. The Philadelphia Orchestra, Philadelphia, Pennsylvania

Mark Twain, "An Adventure of Huckleberry Finn", *Century Magazine*, November, 1884-April, 1885, Vol. XXIX; *The Galaxy*, December, 1870, Vol. X, No. 6. Mark Twain contributor. From the collection of Frederic B. Farrar, New York, New York

Quadrant. Bath Marine Museum, Bath, Maine

Protractor set. The Society of California Pioneers, San Francisco, California

Surveyor's book, John Dorsey, Mrs. Alfred V. duPont, Miami Shores, Florida

Robert Aitken Bible, 1782 (first English Bible printed in the United States). American Bible Society and Chicago Bible Society, New York and Chicago

Forerunner of the dental drill; Camman stethoscope; early American microscope. Armed Forces Medical Museum, Armed Forces Institute of Pathology, Washington, D.C.

F. Scott Fitzgerald manuscript, *Love Boat*. Princeton University Library, Princeton, New Jersey

Henry Wadsworth Longfellow poem, 1859. Roy P. Crocker, Los Angeles, California

Original manuscript of "The Battle Hymn of the Republic", by Julia Ward Howe. Private collection of Lincoln Savings and Loan Association, Los Angeles, California

Samuel Morse telegraph key; Edison stock ticker; telegraph relay and sounder. Western Union Corporation, Mahwah, New Jersey

E. I. duPont de Nemours Gunpowder Company shingle, Mrs. Alfred V. duPont, Miami Shores, Florida

Convention meeting letter, 1913; Bessie Hillman union dues books, 1915 and 1917-19; union convention badge; business card—Vest Makers of America. Philoine Hillman Fried and Selma Hillman Kraft, daughters of Bessie Abramowitz Hillman, New York, New York

Yellow fever paddle; mail dater; mail pouch; gold scale. Smithsonian Institution, Museum of History and Technology, Washington, D.C.

Medal of Honor; Distinguished Service Cross; Purple Heart; Bronze Star. Department of the Army, Washington, D.C.

Fireman's hat, 1774. George Washington's Friendship Fire Engine Company, Alexandria, Virginia, Marshall J. Beverley, President

James Monroe's dueling pistols; 2 antique pocket pistols; combination candlestick and flintlock lighter fashioned from a pistol, James Monroe Memorial Foundation, Fredericksburg, Virginia

Nobel Peace Prize and diploma awarded to Norman Borlaug; dwarf wheat. Dr. Norman E. Borlaug, Cresco, Iowa

Apollo command module medical kit; physician's office surgical kit, 1890's. American Medical Association, Chicago, Illinois

One, two, and three dollar bank notes of Salem and Philadelphia bank, 1828. U. S. Department of the Treasury, Comptroller of the Currency, Administration of National Banks, Washington, D.C.

CAR NO. 7—SPORTS

Court tennis racquet; Bill Tilden's tennis racquet; 1920 steel tennis racquet. National Lawn Tennis Hall of Fame, Newport, Rhode Island

Tennis racquets of Jack Kramer, Chris Evert and Billie Jean King. From the collection of Wilson Sporting Goods Company, River Grove, Illinois

27 medals of Jim Thorpe. Thorpe Children, Chicago, Illinois

Gale Sayers' football jersey. Gale Sayers, Lawrence, Kansas

Football pads, 1900-20; hard rubber nose guard; brown leather football helmet. Pro Football Hall of Fame, Canton, Ohio

Heisman Trophy, Leon J. Hart. Leon J. Hart and the University of Notre Dame, South Bend, Indiana

Outland Trophy plaque, Rich Glover. University of Nebraska Athletic Department, Bob Devaney, Director, Lincoln, Nebraska

Lambert Trophy, 1946. United States Military Academy, West Point, New York

Football spikes, Elroy Hirsch, Elroy "Crazy Legs" Hirsch, Madison, Wisconsin

Championship belt buckle, Don Smith, International Rodeo Association, Paul Valley, Oklahoma

Championship belt buckle, Larry Mahan, Rodeo Cowboys Association, Denver, Colorado

Baseball bats of Lou Gehrig, Stan Musial and Joe Dimaggio; mushroom handle old-time bat; bronze plaques of Bob Feller and Ted Williams; original patent mask by Thayer (model); fingerless glove. National Baseball Hall of Fame and Museum, Inc., Cooperstown, New York

Roberto Clemente's baseball bat. Pittsburgh Pirates, Pittsburgh, Pennsylvania

Henry Aaron's "714" baseball and bat. Henry Aaron, Milwaukee, Wisconsin and the Magnavox Company, Fort Wayne, Indiana

Baseball World Series trophy, Oakland Athletics 1973. Josten's Jewelry Company, Minneapolis, Minnesota

Lou Brock's shoes and ball. St. Louis Cardinals, St. Louis, Missouri

Willie Mays' glove and bat, Willie Mays' cap. New York Mets, New York, New York

Johnny Bench's mitt and hat. Cincinnati Reds Tampa, Florida

Arnold Palmer's 1964 Masters Trophy. Arnold Palmer, Youngstown, Pennsylvania

1776 play club and 1775 putter of James McEwan; "Calamity Jane" putter (replica); feather golf ball; gutta-percha golf ball; Haskell golf ball, 1899; Arnold Palmer's #2 iron; Francis Ouimet's mashie; Billy Casper's pitching wedge. World Golf Hall of Fame, Pinehurst, North Carolina

Mendy Rudolph's #5 referee shirt. Mendy Rudolph, New York, New York

Old basketball, 1903, used at Philadelphia between Chicago and Pennsylvania; first trophy given in the NBA. Philadelphia Warriors, 1947; basketball shoes of Bob Lanier (size 20). Kareem Abdul-Jabbar and John Havlicek; original Celtics basketball shirt; basketball shirts of George Mikan, Bob Cousy and Wilt Chamberlain; Globetrotter shirt of Meadowlark Lemon. National Basketball Hall of Fame, Springfield, Massachusetts

Racing Helmet, A. J. Foyt, A. J. Foyt, Indianapolis Motor Speedway, Speedway, Indiana

The Triple Crown Trophy of the Thoroughbred Racing Association

Boxing trunks and robe, Joe Frazier. From the collection of Joe Frazier, Philadelphia, Pennsylvania

Knut Rockne poster. University of Notre Dame, International Sports and Game Research Collection, South Bend, Indiana

Jesse Owens' plaque presented by the state of Alabama; photograph with coach. Jesse Owens, Phoenix, Arizona

Johnny Weismuller's Olympic Gold Medals, 1924-28. International Swimming Hall of Fame, Ft. Lauderdale, Florida

Jim Thorpe's Olympic scroll. Thorpe Children, Chicago, Illinois

CAR NO. 8—PERFORMING ARTS

Rudolph Valentino's jacket. Hollywood Hall of Fame, Hollywood Chamber of Commerce, Los Angeles, California

Antique motion picture camera, 1902. Universal Studios Tour, Universal City, California

Movie camera, 1920's. University of Notre Dame, International Sports and Games Research Collection, South Bend, Indiana

Marilyn Monroe's footprints, handprints and signature (replica). Mann's Chinese Theater, Los Angeles, California

Shirley Temple book; Shirley Temple booklet by her mother. Paul Millard, Los Angeles, California

Shirley Temple's teddy bear from *Captain January*; costume worn by Robert Redford in *The Sting*. Universal Studios Tour, Universal City, California

Jane Withers' song book, pin and cards. Jane Withers, Hollywood, California

Harold Lloyd's glasses and hat. Richard Correll, Beverly Hills, California

Henry Wilcoxon's helmet worn in *The Crusades*. Jonathan Lucas, Los Angeles, California

Movie camera, 1920. International Museum of Photography at George Eastman House, Rochester, New York

Ice skates from *Portrait of Jennie*. David O. Selznick Collection, Hollywood, California

Fred Astaire's top hat and cane. Hollywood Hall of Fame, Hollywood Chamber of Commerce, Los Angeles, California

Douglas Fairbanks' sword. Mary Pickford Rogers, Los Angeles, California

William Farnum's hat. Hollywood Hall of Fame, Hollywood Chamber of Commerce, Los Angeles, California

Scissors by Salvador Dali from *Spellbound*. David O. Selznick Collection, Hollywood, California

Golden Globe statuette. Hollywood Foreign Press Association, Los Angeles, California

Bronze *Wangler* award for "Gunsmoke". "Gunsmoke". CBS TV

Look award. James Wong Howe, Hollywood, California

"Oscar" statuette. Academy of Motion Picture Arts and Sciences, Los Angeles, California

"Emmy" award. National Academy of Television Arts and Sciences, Los Angeles, California

Peoples Choice award, 1975. Bob Hope. Bob Hope, North Hollywood, California

Charlton Heston's staff from *The Ten Commandments*. Universal Studios Tour, Universal City, California

Script for *The Ten Commandments*. Cecil B. deMille's copy. University of Southern California Library, Los Angeles, California

Mable Norman's cosmetic accessories. Hollywood Hall of Fame, Hollywood Chamber of Commerce, Los Angeles, California

Headdress from *Taming of the Shrew*. Mary Pickford Rogers, Los Angeles, California

Jack Benny's violin and bow, autographed. Irving Fien, Los Angeles, California

One of Judy Garland's "Dorothy" dresses from the *Wizard of Oz*. Wayne Martin, North Hollywood, California

John Wayne's eye patch and hat from *True Grit* and *Rooster Cogburn*. Hal Wallis Productions, Universal City, California

Camera used to film *Body and Soul*. James Wong Howe, Los Angeles, California

Clark Gable's presentation manuscript for *Gone With the Wind* and Guild Award. Mrs. Clark Gable, Beverly Hills, California

Vivian Leigh's brooch from *Gone With the Wind*. Hollywood Hall of Fame, Hollywood Chamber of Commerce, Los Angeles, California

Ed Wynn's coat with World War I and II medals. Tracy Keenan Wynn, Beverly Hills, California

Alfred Hitchcock's director's chair. Universal Studios Tour, Universal City, California

Pantages poster. Tim Considine, Beverly Hills, California

Poster from *Magnificent Yankee*. Mr. and Mrs. Stephen C. Taylor, Sherman Oaks, California

James Earl Jones' boxing gloves from *The Great White Hope*; Arena Stage program. Arena Stage, Washington, D.C.

Will Rogers' lariat. Will Rogers Memorial, Claremore, Oklahoma

Gold Record awarded for Bing Crosby's "White Christmas". Universal Studios Tour, Universal City, California

Sheet Music to "Over There" and Medal of Honor, George M. Cohan, Mrs. Mary Cohan Ronkin, Miss Georgette Cohan, Mrs. Helen Cohan Carola and George M. Cohan, Jr.

Golf club that has traveled the world with Bob Hope. Bob Hope, North Hollywood, California

Platinum album entitled "Diana Ross & The Supremes Greatest Hits". Motown Record Corporation, Detroit, Michigan

Philco Cathedral receiver, 1935. Packard Electronics, Marblehead, Massachusetts

CAR NO. 9—FINE ARTS

Archibald M. Willard (1836-1918). "The Spirit of '76". 1912, oil on canvas, 48" X 36". Metromedia, Inc., New York, New York

Augustus Saint-Gaudens (1848-1907). "The Puritan". 1886 (reductions after 1898). bronze, 31". Department of Interior, National Park Service, Saint-Gaudens National Historic Site, Cornish, New Hampshire

Thomas Sully (1783-1872). "Susan Campbell". 1842, oil on millboard, 24" X 20". Pennsylvania Academy of the Fine Arts, gift of John F. Lewis, Jr., Philadelphia, Pennsylvania

Unknown artist. "Girl in White Dress". circa 1835, oil on canvas, 34" X 26 1/2". Abby Aldrich Rockefeller Folk Art Collection, Williamsburg, Virginia

Alex Katz (1927-). "Cutout of Edwin (Purple Series #6)". 1964, oil on masonite, 23 1/2" X 24". Bowdoin College Museum of Art, Brunswick, Maine, gift of Mr. Walter Gutman Jack Levine (1915-). "The Pensionnaire". 1948, oil on canvas, 36" X 28". F. M. Hall Collection, University of Nebraska Art Galleries, Lincoln, Nebraska

Alvin Fisher (1792-1863). *Hunter & Dogs*, 29" X 36". University of Southern California, University Galleries, Elizabeth Holmes Fisher Collection, Los Angeles, California

Ship figurehead, from an unknown ship, circa 1850, wood, 19 1/2" X 15 1/2" X 11 1/2". Mystic Seaport, Inc., Mystic, Connecticut

Albert Bierstadt (1830-1902). "Rocky Mountain Waterfall". 1898, oil on canvas, 60" X 38". The Anschutz Collection, Denver, Colorado

Thomas Moran (1837-1926). "Castle Geyser, Geyser Basin, Yellowstone". 1876, chromolitho-

graph by Louis Prang, 9 3/4" X 14". Buffalo Bill Historical Center, Cody, Wyoming.

John Sloan (1871-1951). "Snow, Bonfire", circa 1919, oil on canvas, 24" X 19 3/4". Montclair Art Museum, Montclair, New Jersey, Lang Acquisition Fund, 1953

Winslow Homer (1836-1910). "The Pumpkin Patch", 1878, watercolor, 14" X 20". Canajoharie Library and Art Gallery, Canajoharie, New York

Joseph Stella (1877-1946). "The Skyscrapers", 1937, oil, 36" X 30". The Thomas W. Wood Art Gallery, Montpelier, Vermont

Jacob Lawrence (1917-). "The Builders", 1974, screenprint, 39 of 300, 34" X 26". Terry Dintenfass, Inc., New York, New York

Jose de Rivera (1904-). "Construction #16", 1949, stainless steel, sheet welded, 30" X 16". Grace Borgenicht Gallery, Inc., New York, New York

Richard Estes (1936-). "Untitled", 1974, screenprint, 61 of 100, 33 1/2" X 47". Parasol Press, Ltd., New York, New York

John Rogers (1829-1904). "Checkers Up at the Farm", 1875, plaster, 20" X 17" X 12 1/2". John Rogers, Curator, John Rogers Studio and Museum at the New Canaan Historical Society, New Canaan, Connecticut

William Sidney Mount (1807-1868). "The Dead Fall or Trap Sprung", 1844, oil on panel, 13" X 17". The Museums at Stony Brook, Stony Brook, Long Island, New York

Thomas Hart Benton (1898-1975). Study for "Independence and the Opening of the West", mural at the museum of the Harry S. Truman Library, Independence, Missouri, 1959-62, 28" X 46 1/2". Rita P. Benton and United Missouri Bank of Kansas City, N.A. Co-executors of the Estate of Thomas Hart Benton, Kansas City, Missouri

W. H. Johnson (1901-1970). "Sowing III", 1940-1941, tempera, 12 3/4" X 17". The National Collection of Fine Arts, Smithsonian Institution, Washington, D.C.

Georgia O'Keeffe (1887-). "Black Place I", 1944, oil on canvas, 25 3/4" X 30". San Francisco Museum of Art, gift of Mrs. Charlotte Mack, San Francisco, California

Morris Graves (1910-). "Guardian with Moon", 1952, mixed media, 48" X 31 3/4". Museum of Art Collection, University of Oregon, Eugene, Oregon

Edmonia Lewis (1843-c 1890). "Old Indian Arrow-maker and His Daughter", marble, 21" X 13" X 21". Museum of African Art, Washington, D.C.

CAR NO. 10—CONFLICT AND RESOLUTION

Abraham Lincoln's stovepipe hat (circa 1858); billfold (late 1850's); law books from the Lincoln/Herndon Law Library; Vol. I, *Illinois Reports*, 1841; Vol. II, *Illinois Reports*, 1844; *Journal of the Convention Assembly at Springfield*, June 1847; *Revised Code of Laws of Illinois*, 1827. James T. Hickey, Elkhart, Illinois

Abraham Lincoln's rocking chair from the President's box at Ford's Theatre (replica). Carlton McLendon Furniture Company, Montgomery, Alabama

Preliminary "Emancipation Proclamation," 1836. The National Archives and Records Service of the General Services Administration, Washington, D.C.

"Lincoln for President" campaign ribbon; ship's paper signed by Abraham Lincoln; campaign ribbon; opera glasses and *Believer's Daily Treasure*, Abraham Lincoln. Private collection of Lincoln Savings and Loan Association, Los Angeles, California

Franklin D. Roosevelt's rocker-type blotter; cane; roto-gauge; pen used to sign the Selective Service Act, 1940; black marble desk piece; mother-of-pearl cigar holder; magnifying glass paperweight, 1942; silver ashtray; briefcase; original documents of FDR era including: diagram of Emergency Conservation Work Chart (handwritten, April 3, 1933), page 1: "Tube Alloys" memo from Prime Minister Winston Churchill, September 18, 1944; United Nations Founding Document, Joint Declarations; Excess Profit statement (handwritten); letter appointing General Eisenhower as Supreme Commander, December 20, 1943. Franklin D. Roosevelt Library, Hyde Park, New York

Franklin D. Roosevelt's War Message to Congress, December 8, 1941, from the Records of the United States Senate. The National Archives and Records Service of the General Services Administration, Washington, D.C.

RCA 50A inductor microphone on Western Electric stand; RCA 50A inductor microphone; Western Electric 618A microphone; Lafayette 25 double button microphone; Electro voice D1 HN microphone; RCA 44A ribbon microphone; Western Electric 387W double button carbon microphone; RCA 74B ribbon microphone (all on desk stands). Robert Paquette, Select Sound Service, Milwaukee, Wisconsin

Honolulu *Star-Bulletin*, first extra edition, Sun-

day, December 7, 1941; New York *Herald Tribune*, Wednesday, November 9, 1932. From the collection of Frederic B. Farrar, New York, New York

John F. Kennedy's rocking chair; early handwritten draft of Inaugural Speech; coffee mug; handwritten notes from *Profiles in Courage*; engraved solid gold cigar box, a gift from Nikita Khrushchev; doodles of sailing; telegram confirming award of Pulitzer prize for *Profiles in Courage*; scrimshaw from John F. Kennedy's collection; Felix deWeldon (1907-). "John F. Kennedy", bronze bust, 1964. John F. Kennedy Library, Waltham, Massachusetts.

James Wyeth (1946-). "Portrait of President John F. Kennedy", 1967, oil, 16" x 29". James Wyeth and the Kennedy Family

Martin Luther King, Jr.'s vestments and Bible. Coretta Scott King, President of the Dr. Martin Luther King, Jr., Center for Social Change, Atlanta, Georgia

Bible, Gerald R. Ford's Presidential Swearing-In Ceremony, August 9, 1974. The President and Mrs. Ford.

SHOWCASE CARS

"The Arabian," 1834, Grasshopper type locomotive (model). The B & O Railroad Museum, Baltimore, Maryland

The Friendship Fire engine, 1849, "pumper", George Washington's Friendship Fire Engine Company, Alexandria, Virginia, Marshall J. Beverley, President

"The Old Scout," 1904 Oldsmobile, Oldsmobile Division, General Motors Corporation, Lansing, Michigan

Lunar Rover (vibration test unit). Smithsonian Institution, National Air and Space Museum, Washington, D.C.

Map of the United States showing route of American Freedom Train, 1975-76

Freedom Bell. The American Legion and American Legion Auxiliary on behalf of the nation's children

PARLOR CAR

American 200th Anniversary Clock. Harold W. Lanze, Holgate, Ohio

Porcelain Declaration of Independence presented to President Gerald R. Ford by the National Society of Sons of the American Revolution, Washington, D.C.

Photograph of Old North Bridge, George Blackington, Wakefield, Massachusetts

Boatswain Mate, "USS Constitution", Artist Carving Company, Boston, Massachusetts

WINDOWS OF ALL CARS

Miner's candle holder; miner's pickaxe; goldpan; miner's shovel. Burton's Tropic Gold Mine and Gold Camp Museum, Rosamond, California

Lithograph of the Equestrian Act of Miss Helen Girard, 1903. Circus World Museum, Baraboo, Wisconsin

Confederate flag and "Lone Star" flag (replicas). Dettra Flag Company, Inc., Oaks, Pennsylvania

Advanced apple peeler, 1875; apple peeler worm gear; coffee grinder; knife grinder; Nu-way automatic potato peeler; sad iron. Gladhill's Fire and Farm Museum, Damascus, Maryland

Liberty Tree lantern, 18th century (replica). Heritage Lanterns, Yarmouth, Maine

Political posters. Ray Huber, Burke, Virginia

No. 1 Kodak Autographic Jr., 1925. International Museum of Photography at George Eastman House, Rochester, New York

Political posters. G. W. Kibler, Martinsburg, West Virginia

Clipper ship, "Lightning" (model). Mystic Seaport, Inc., Mystic, Connecticut

Centennial bond, 1876. Bureau of Engraving and Printing, Washington, D.C.

Table model electric lamp, 1896, brass. Mt. Vernon Museum of Incandescent Lighting, Baltimore, Maryland

Lunar landing plaque and nylon flag used on the moon (reproductions). National Aeronautics and Space Administration, Washington, D.C.

Howdy Doody puppet. Nicholson-Muir Productions, Larchmont, New York

World War I Army recruiting poster. Henry M. Riebesell, Bedford, New York

Sears Clothing and Furnishing Goods Catalog for Fall-Winter 1895-96. Sears, Roebuck Co. Archives, Chicago, Illinois

Singer Sewing Machine. The Singer Company, Elizabeth, New Jersey

Hula Hoop. Wham-O Manufacturing Company, San Gabriel, California

VISUAL MATERIAL THROUGH THE COURTESY OF:

Amalgamated Clothing Workers of America

American Antiquarian Society

American Heritage Publishing Company

American Museum of Natural History

Arizona Historical Society

Associated Press

Bettman Archives

Black Star Photo Service

Brooklyn Museum

Brown Brothers

John Carter Brown Library, Brown University

California Historical Society

Chicago Historical Society

Cinera, Inc.

City University of New York, Graduate School and University Center

Columbia Broadcasting System

Columbia Pictures Corporation

Compix

Conde-Nast

Cosanti Foundation, Ivan Pintar

Cowboy Hall of Fame

Culver Pictures, Inc.

Richard Darcey

Gilbert Darlington Collection

Deere & Co.

Walt Disney Productions

Joseph Dixon Aerospace Company

Eastern National Park & Mountain Association

Empire State Building

Frederic B. Farrar

Dore Freeman

Mrs. Clark Gable

General Motors Corporation

Fred George

Anne Gilbert

Golf Hall of Fame

Grumman Aerospace Corporation

Historical Association of Southern Florida

Historical Society of Pennsylvania

James Wong Howe

Barry Howard & Associates, Inc.

Indianapolis Speedway

Independence Hall National Park

International Museum of Photography at George Eastman House

Kansas State Historical Society

James H. Karales

John Fitzgerald Kennedy Library, National Archives & Records Service

Library of Congress

Lincoln Center Library and Museum of the Performing Arts

Long Island Automotive Museum

Look Magazine

Louisiana State Museum

Jacques Lowe

MGM

Major League Baseball Promotions Corporation

The Mariners Museum

Roy Meredith

The Metropolitan Museum of Art

Michigan Historical Collection

Paul Millard

Monmouth County Historical Association

Warren E. Motts

The Museum of Modern Art

National Aeronautics & Space Administration

National Archives & Records Service

National Baseball Hall of Fame Museum, Inc.

National Basketball Hall of Fame

National Collection of Fine Arts

National Gallery of Art

National Trust for Historic Preservation

National Weather Service

The New York Historical Society

New York Public Library

New York Racing Association

New Yorker Magazine

The Oakland Museum

Oregon Historical Society

The Pillsbury Company

Port of New York Authority

Vincent Prestia

Pro-Football Hall of Fame

Purdue University

RCA, Inc.

RKO General, Inc.

Raytheon Company

Co Rentmeester

Sugar Ray Robinson

The Will Rogers Memorial

Franklin Delano Roosevelt Library, National Archives & Records Service

Paul Schutzer

Anne Zane Shanks

Mark Shaw

George Silk

Skidmore, Owings and Merrill

Smithsonian Institution

Society of California Pioneers

State Historical Society of Wisconsin

George Tames

Stan Tretick

Time-Life

U.S. Department of the Interior, National Park Service

U.S. Department of Transportation

U.S. Environmental Protection Agency

U.S. Veterans Administration

United Artist

United States Lawn Tennis Association

United States Naval Academy Museum

Universal Studios

University of Oklahoma

University of Southern California

Valley Forge Historical Society

Colonial Williamsburg Photograph

Frank Lloyd Wright Foundation

World Wide Photo

Yale University Art Gallery

Collector's Enthusiasm Fires Freedom Train

By NICKI ELROD

IF VISITORS TO the Freedom Train feel a "presence" hovering about, it probably is the friendly spirit of Ruth Jane Packard — watching over things.

Mrs. Packard is a vice president of the American Freedom Train Foundation and head of the artifacts collection department. She is so turned on about "getting this train on the tracks" that during a phone conversation from foundation headquarters in Bailey's Crossroads, Va., she conveyed the impression that, at any moment, she might float through the telephone in a bubble.

"Americans are wonderful," she announced in preamble, her words lilting with happiness. "Can you imagine the thrill of finding people unselfish enough to part with their irreplaceable treasures for two years — so the wonder of them can be shared by other Americans."

WHEN MRS. PACKARD was hired Aug. 1, 1974, by the privately-funded, non-political, non-

commercial foundation, she brought with her a background of volunteer civic and community activities, including American History tours for the Smithsonian. She also brought energy and boundless enthusiasm.

But track time was only nine months away. "I shifted into a 25-hour-a-day schedule when I started," she says. "But every minute has been a joy."

"Stories? I've got a million of them. Let's start with George Washington University allowing us to take that wonderful portrait of Washington by Rembrandt Peale. It has to be one of the least-known paintings in America — only seen at infrequent receptions given by the university's president."

In the early days of putting the train's exhibits together, she talked with government officials, museum curators and private citizens — and had to battle against "an enormous credibility gap."

"THERE WAS LESS than a positive reaction

to Bicentennial talk and people were concerned about such things as environmental factors and security" — understandably so.

"But then, the idea began to take shape in people's imaginations and everyone became magnificently helpful. In truth, it couldn't have worked otherwise, because everything had to be researched and authenticated."

THE FREEDOM TRAIN, sponsored by The City of Memphis and the Memphis Bicentennial Commission, will arrive tomorrow and remain through April 22.

It will be located on a spur track at Promenade Parking Lot at Adams and Riverside. A welcoming ceremony is scheduled at 5:30 p.m. Saturday. The cars will be opened for viewing afterward until 10 p.m. Thereafter, they will be open daily from 8 a.m. to 10 p.m.

The 26-CAR and tender train is powered by a Southern Pacific Daylight GS 4449

steam locomotive. Ten exhibit cars and two glass showcase cars will display a multimedia presentation of documents, artifacts, models and memorabilia reflecting American achievements in arts, sports, architecture, entertainment, invention, government, science, exploration, literature and transportation.

Tickets may be purchased at Sears, Roebuck and Co., Goldsmith's Central Ticket Offices, Memphis Coliseum box office Memphis State University Student Union, and by mail from Memphis Bicentennial Commission, P.O. Box 224, Memphis, 38101.

sponsoring companies who pitched in starting money for the foundation, describing them as "American-spirited." General Motors Corporation, Kraft Foods, Pepsi-Cola Company and Prudential Insurance Company of America each contributed \$1 million toward the \$17.5 million which the 21-month run over 22,000 miles into 80 cities is expected to cost.

ADMISSIONS AND SALES of Bicentennial souvenirs are expected to make up the balance of the funds needed. It is estimated that 8-million Americans will climb aboard the train that offers a tangible look at America's past.

Mrs. Packard says her own faith in America has strengthened during her months of research. "I've realized with a sense of awe how many times this country could have been torn apart forever over issues that separated us, or through external crises.

"But each time, we've come back stronger than ever."

She readily admits that she does not look forward to the day when the steam locomotive chugs to a final stop. "Our public relations material says, 'This is a tribute that will be remembered for generations to come.'

"But on junkets all over the country, I've heard young people say time and again, 'I had no idea it was ever like that.'

"So instead of just letting it become a Bicentennial memory, we need to keep tracking back so each generation will know."

She tells of the making of a Paul Revere lantern by Smithsonian military affairs curator Robert L. Klinger. "It had to be exact, of course. But they won't let you make pictures in Old North Church so, even after getting all the postcards available, he kept going back to make sure. He made 16 trips in all."

Mrs. Packard says her trip to Klinger's home to pick up the lantern was a night she will never forget. "The only light in the house was from the pair of Revere lantern replicas he had made. And his little daughter was dressed in Colonial clothing. It was like walking back into history."

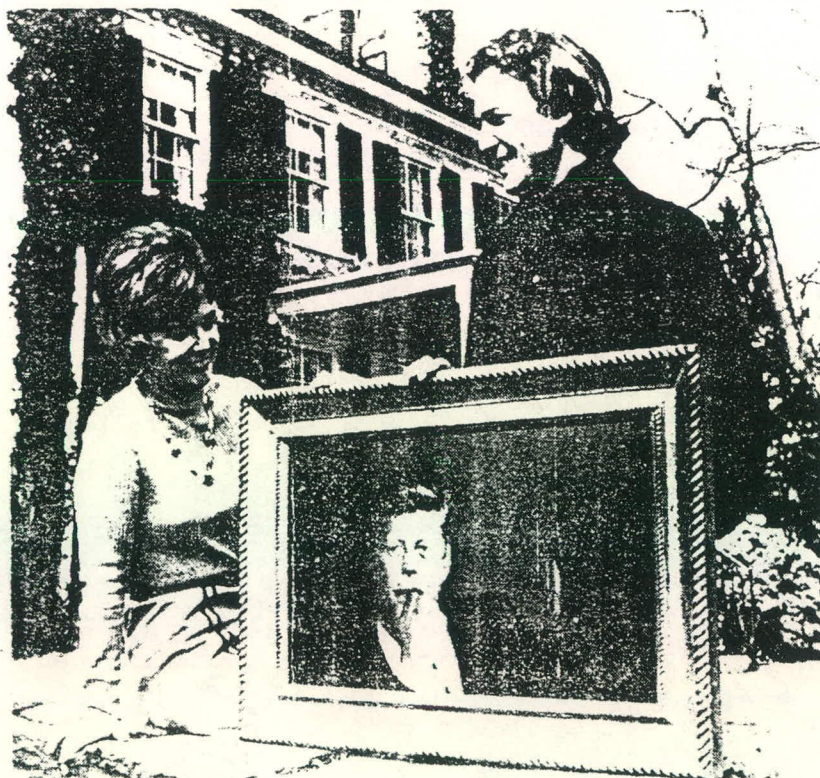
ONE OF THE most exciting and unexpected finds was a collection of invention patent models owned by a New York couple, Mrs. Packard says. "They bought them in 1941 on the verge of being sold as scrap to Japan.

"Not long ago, they started their own project of presenting a model to the governor of each of the states — either because the inventor came from there or because it was somehow representative of the state.

"They let me haul off 44 of those wonderful models and I was disappointed when Barry Howard (display cars designer) was very firm in his decision that there was only room for 14," she says. "But I promise, there is a 'better mouse-trap' aboard."

Mrs. Packard says the train is "a comeback" of the idea of the 1947-48 train that traveled the country. "The man that gave the comeback the initial push is Ross Towland," she says. She says Towland is a young Wall Street commodity broker with a passion for railroading.

She has high words of praise for the four



Ruth Packard Accepts Loan From Painter James Wyeth At His Delaware Home

Portrait of President John F. Kennedy Will Be On Display In Freedom Train

The Commercial Appeal
LIVING

Memphis, Thursday, April 15, 1976

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Denny Griswold, Founder & Editor

Public Relations News

The International Public Relations Weekly For Executives

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VOLUME XXXI, No. 15
April 14, 1975

Dear Subscriber:

BICENTENNIAL BRIEF: "A Moving Monument to American History," the 25-car red, white, and blue American Freedom Train, has begun a 17,000-mile journey to no fewer than 80 cities in the 48 contiguous U.S.A. states. Powered by steam locomotives rebuilt for the occasion, it includes 12 exhibit cars with moving walkways which can comfortably handle as many as 1,800 visitors an hour during the 14-hour days they will be open at the communities visited. Transistorized sound units provide a running narrative coordinated with the exhibits, which include priceless documents and other memorabilia of the nation's past. There are display windows, too, on the outside of the exhibit cars and two additional "showcase cars" are carrying a huge bell and vehicles illustrating the history of American transportation.

Energetic publicity efforts are in motion or planned for stimulation of attendance (essential for both fulfillment of the project's purpose and meeting operating expenses) and to promote contributions which will reduce and, hopefully, eliminate the current \$2.00 per capita admission charge for adults. One tool for this purpose is a series of motion picture films made by Avon Productions, Inc., NYC, and its affiliated "creative arm," 1776 Productions Inc. (The latter was established to specialize in Bicentennial films.) Together with related materials, such as teachers' aids, they are being distributed by Modern Talking Picture Service, NYC, which serves a direct-viewing audience of some 32,000,000, exclusive of other persons reached through telecasts.

First of the series, titled "All Aboard America," has been in circulation

(with over 100 prints) for a month; it is being seen by local groups and is also being aired over TV. The film tells the story of the train: how a NYC silver broker and railroad buff, Ross Rowland, spent thousands of dollars of his own to promote the idea; how, with the help of Avon Production's President Ralph Weisinger, contributions of \$1,000,000 a piece were secured from five major American business organizations -- Atlantic Richfield, General Motors, Kraft Foods, Pepsi Cola, and Prudential Insurance -- to get the project under way; nature of the items in the exhibits and how they were assembled; how a group of 200 men (many retired steam boiler experts) worked 32 days in Baltimore, in shifts of as many as 50, to make an abandoned steam locomotive run again) and reiterate the train's message that the spirit of Americans and resilience of the American system have overcome countless and apparently insuperable obstacles in the past.

A special salute is owing: to the five organizations whose donations make this Bicentennial project possible; to GM, Kraft, Pepsi, and Prudential for contributing the help of their promotion and PR departments; and to the Association of American Railroads and member lines which have given countless hours of executive time and are charging only out-of-pocket expenses (nothing for the disruptions caused by moving the 25-mile-an-hour train over high-speed lines, etc.). . . PR practitioners can demonstrate their appreciation for this great effort to rekindle confidence in our politico/economic system by assisting in promotion of the train's visits to their areas and promulgation of its message.

Bob Wiedrich

The rails hummed a song of freedom



THE AMERICAN Freedom Train ended its 20-month, 25,000-mile national odyssey last New Year's Eve in Miami, leaving 30 million happy fans in its sooty wake.

However, strangely absent from the ranks of the last visitors to the trainload of priceless artifacts was the handful of vocal critics who had done their best to derail the effort as a Bicentennial ripoff.

They, undoubtedly, were off somewhere else plotting new mischief to wreck some other project designed to build national pride or figuring new ways to denigrate the Republic.

They needed something else to destroy.

BECAUSE, HAPPILY, their concerted drive to wreck the American Freedom Train before it ever turned a wheel had been a dismal failure.

From the beginning, outfits like the Peoples Bicentennial Commission (PBC) had attempted using the devious techniques of the radical Left to brand the train as a prostitution of the Bicentennial year by big business interests.

Capitalistic companies like General Motors, Pepsi-Cola, Prudential Insurance, and Kraft Foods had contributed \$1 million each to underwrite the American Freedom Train.

And, therefore, the concept had to be a sinister plot by big businesses to cash in on the publicity of a Bicentennial project and turn America's 200th birthday into a commercial disgrace.

THE RADICALS, along with their unwitting cynical allies in the media, didn't stop at that theme. They went further.

For probably the first year of the Freedom Train's triumphant tour of all 48 contiguous states, the people who specialize in putting down patriotism and pride in America's rich historic past strained their brains for other ways to downgrade the rolling exhibit.

They alleged that the displays were lousy. The lines to board the cars too long. The moving walkways moved too fast. Admission prices were too high. The whole idea stunk.

Nevertheless, the public kept on coming, luxuriating in the hundreds of exhibits that traced the growth of freedom in the United States and inspired pride in our nation's accomplishments.

THE LIVES of more than 30 million Americans were touched by the red, white, and blue train as it passed through hundreds of cities, towns, and villages of the real America where people bury cynicism under their garbage cans.

We personally saw some of these fortunately "unsophisticated" Americans, standing in their nightclothes in the streets of Downstate Illinois as the giant steam locomotive of the Freedom Train clogged through their hamlets in the predawn darkness.

They waved and cheered and applauded. They didn't throw tomatoes. Instead, they held up children for a better look as a majestic portrayal of their nation paid them a fleeting visit on its way to another town.

Then they jumped into their automobiles and sometimes drove as far as several hundred miles to stand in the interminable lines and hot sun while their good humor and enthusiasm for America whetted their appetites for a closer look.

That was the real America. And all the phonies of the PBC couldn't change that.

IN ALL, NEARLY 7 million people toured the train during display stops ranging from a few days to a week in 138 cities.

More than 3.5 million schoolchildren got to view at close hand documents of their national heritage such as George Washington's copy of the Constitution with marginal notes in his own hand.

That made the Freedom Train one of the most far-reaching educational projects in history, with 3 1/2 million kids sensing the pulse of 200 years of America.

To boot, the Freedom Train also scored as one of the most successful touring attractions in entertainment history with a daily average attendance of 13,272 visitors, or 80.4 per cent capacity wherever it played.

THE TRAIN never missed a display date. It was never more than a few minutes late opening. And 90 per cent of the train's host committees either broke even or made a profit which they used to finance other Bicentennial projects in their communities.

P. L. Spurney, American Freedom Train Foundation president at Bailey's Crossroads, Va., currently is packing off to museums and other institutions all the artifacts that were loaned to bring history to life.

Within a week or two, he hopes to have sold the 23-car train, minus the two steam locomotives that hauled it on various segments of its journey, for \$770,000.

THE EQUIPMENT for sale includes the moving beltways that carried visitors through the display cars, plus all the audio-visual gear that furnished backdrops for the artifacts. Even the life-size manikins that narrated some of the exhibits will be tossed in.

The steam engines are to be returned to their owners, the city of Portland, Ore., and Ross E. Rowland, a New York stockbroker.

Then the American Freedom Train also will become a piece of the nation's history. And its detractors will be farmed out with the rest of the jackasses.

The American Freedom Train is currently located in Alexandria, Virginia where a team of security, operations and artifacts personnel are dismantling and returning the exhibits which toured the country aboard the Train. Despite the cold, everything is proceeding on schedule and all artifacts will be returned by approximately February 28.

The Daylight engine, #4449, is scheduled to depart Birmingham, Al. for Portland, Or. on or about April 13 with excursions offered along the way. Further information can be obtained from AMTRAK/AFT Transcontinental Steam Excursion, 1721 K Street, N.W., Washington, D.C. 20006. The T-1 locomotive has already returned to Lebanon, N.J. where it is undergoing repairs in preparation for an excursion commemorating the Chessie System Sesquicentennial. Contact the High Iron Co., Box 200, Lebanon, N.J. 08833 for details.

The Foundation Headquarters staff has relocated to smaller quarters where the accounting and legal departments are coordinating all the details necessary to dissolve the operation. Formal offices will be maintained until April 30 with legal and financial representation maintained as long as required. Discussions are being held with interested museums and foundations regarding the establishment of a permanent archives for the Foundation's records and memorabilia.

The American Freedom Train Foundation has received an offer to purchase the Train from RAILSPORTS ASSOCIATES, a Boston-based organization which intends to refurbish the Train and tour it as a Sports Hall of Fame. A definitive purchase and sales agreement is being drawn up but finalization of the sale is contingent upon the arrangement of adequate financing. Should this offer not materialize, there are several other groups desirous of acquiring the Train. FLASH! Valley Forge, February 22, 1977: Freedoms Foundation awards FREEDOM LEADERSHIP AWARD to American Freedom Train Foundation, Inc.



"All Aboard, America!"

From railfans to school children, the American Freedom Train commemorative book, "ALL ABOARD AMERICA", continues to delight people across the country. Nationwide sales of this account of the Freedom Train story give testimony that the Train will long be remembered as the greatest Bicentennial event.

In addition to sales, the Foundation plans to donate a copy of the book to the Public Library in each of the 138 cities visited by the Train during its historic journey. To order your own copy of this official documentary, kindly complete the order blank below.

American Freedom Train, Dept. B, 5205 Leesburg Pike
Bailey's Crossroads, Virginia 22041

I would like to order the following number of
book(s): _____ at \$12.50 per book = \$ _____

Please include \$1.50 per book to
cover postage, handling and ins. = \$ _____

Total amount of order = \$ _____

Make checks payable to American Freedom Train

Name _____

Address _____

City, State, Zip _____



The American Freedom Train Newsletter is composed of condensed reprints of articles that have appeared in various publications across the nation.

Editor . . . A. Laura Dalley

Reprinted from the book
"Railroading Coast To Coast"
Written by S. Kip Farrington

AFTERWORD

FREEDOM TRAIN

This book would not be complete without my mentioning THE AMERICAN FREEDOM TRAIN. The American Freedom Train is a steam-powered, 24 car train which will carry this nation's most treasured documents and artifacts to people in all 48 continental states during the Bi-Centennial years of 1975 and 1976, beginning the month of April 1975.

The train will exhibit in 10 specially-designed display cars a priceless collection of historical documents and memorabilia gathered from important museums and historical societies across the country. The display items will reflect American achievements in nearly every aspect of life, including art, sports, science, architecture and government. Among the hundreds of historical documents and objects expected to travel on the Freedom Train are: the first Bible printed in the United States, Benjamin Franklin's draft of the Articles of Confederation, Pennsylvania's Ratification of the Constitution, Delaware's Ratification of the Bill of Rights, Credentials of the Pennsylvania Delegates of the Continental Congress—Benjamin Franklin's credentials or those signed by Franklin, George Washington's copy of the Constitution-Committee on Detail, a lunar rover and a moon rock.

Moving walkways will carry an estimated 8,000,000 visitors through the exhibit cars during the train's 21-month journey at a rate of 1,250 people per hour.

In addition, the train has two "bubble cars." One carries the "Children's Gift Bell," a 6-foot, 2-inch high, 17,073-pound double-size replica of the original Liberty Bell—without the crack. The bell, cast in The Netherlands, was made possible by donations from the American Legion. The other "bubble car" displays several vehicles depicting American transportation.

The locomotive is the former Southern Pacific GS-4 class, 4-8-4 type #4449 which was donated to the City of Portland by that Railroad when it was taken out of service. Portland, Oregon has been so generous as to present it for use hauling the Freedom Train over all railroads which have excellent track facilities and curvature to allow its operation.

The Burlington Northern R.R. generously allowed the use of their shops in Portland to put this great locomotive back in running order.

This tremendous job was accomplished by a group of mechanical experts who volunteered their services under the leadership of Doyle McCormack. Many of them

Railroading Coast to Coast

came from all over the United States and stayed with the locomotive until the work was completed.

The #4449 has a Tractive Effort of 64,800 lbs.

Drivers Diameter 80 in.

Weight on Drivers 275,700 lbs.

Total Weight 475,000 lbs.

Steam Pressure 300 lbs.

Tender Capacity 23,300 gals. water, 5,880 gals. oil.

On some of the Northeastern roads where this locomotive is too big to haul the train, a smaller 4-8-4 type Class T1 Philadelphia and Reading Railroad engine #2101 was donated by the Striggel Equipment Co. of Baltimore, Md. who had purchased it for scrap. The locomotive was put back in shape by 200 volunteers at the Chesapeake & Ohio, Baltimore & Ohio's Mt. Clare historic shop in Baltimore. The engine was re-numbered #1 for service on the Freedom Train. The locomotive was purchased by Ross Rowland and presented to the Freedom Train.

It was rebuilt in the Reading, Pa. shops from 2-8-0 type I10sa in 1945-1947 by the Railroad.

Engine 2101 has a Tractive Effort of 68,000 lbs.

Drivers Diameter 70 in.

Weight on Drivers 278,200 lbs.

Total Weight 441,300 lbs.

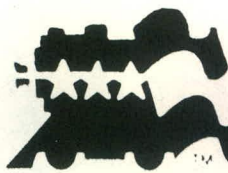
Steam Pressure 240 lbs.

Tender Capacity 19,000 gals., 26 tons.

Donald Kendall, Chairman of the Board of Pepsi Co. Inc., spearheaded the four public spirited corporations that donated one million dollars each for the Freedom Train. Besides Pepsi Cola they were General Motors Corp., Prudential Insurance Co. of America, and Kraft Foods.

Richard C. Gerstenberg, retired Chairman of the Board of General Motors, headed up that wonderful Corporation's enthusiasm for the project and he was ably assisted by Oscar A. Lundin, retired Vice Chairman of General Motors. J. J. MacDonald, General Assistant Treasurer, who is extremely well versed in railroad operations as well as all of General Motor's officials are, as their Electro-Motive Division at La Grange, Illinois has turned out the world's finest and most efficient diesel locomotives that have been in service in the United States since the 1930's.

The representatives of these four great companies on the National Advisory Board were as follows: the General Motors designate being Vincent C. Burke, Chairman of Riggs National Bank, Washington, D.C.; Pepsi Co. Inc.'s designate was Jack Cornelius, retired publisher of American Heritage Magazine; Kraft Foods' designate was Gordon Edwards, retired Chairman of Kraft's Board; Prudential's designate was Richard Congleton, retired General Counsel (deceased) of Prudential. Donald Kendall's enthusiasm and all round business acumen made him quick to realize what a great thing this would be for the United States and her citizens in the Centennial years.



NEWSLETTER

THE AMERICAN
FREEDOM TRAIN®
FOUNDATION, INC.

Vol. 11, NO. 7

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RECEIVED

1976

T. A. MURPHY

CONTACT: JOE ZUCKER
MICHAEL ROSENBERG
(703) 820-7300

FAA
8-18-76
8-18-76

LEE FOSTER

The Train as Time Machine Encompassing a Nation

The New York Times, Sunday, July 18, 1976

On a sizzling June day near the rail yards in South Charlestown, W. Va., shimmering in the heat haze, crowned with faintly fluttering flags, surrounded by concession stands selling popcorn, cotton candy, cold drinks and souvenirs, sits the great red-white-and-blue American Freedom Train, 15 months into its 21-month trip around the United States with a cargo of priceless historical objects.

Because of the shape of the exhibition site, the train is broken up into sections. On one track, with a long line of people patiently waiting to go through them, stand the 10 display cars, their darkened, air-conditioned interiors a kaleidoscopic, multi-media, razzle-dazzle evocation of 200 years of American life. On another track are the two showcase cars, not meant to be entered, their exhibits—an 1849 fire engine, a 1904 Oldsmobile, a Lunar Rover, and others—visible from the outside through picture windows. On a third track, various support and maintenance cars, all closed to the public. And on a fourth, surrounded by swirls and eddies of excited children and admiring adults, the handsome coal-burning steam locomotive, complete with tender, that pulls the train from city to city. Family after family poses in front of it, first Pop, then Mom, clicking the Instamatic.

In less than 10 days the Freedom Train will roll into New York for a week's stay, and after that it will be in the Northeast for at least two months before chugging south and finally ending its journey in Miami on the evening of the last day of this Bicentennial year. When the train finally comes to rest, it will have visited more than 100 communities in all the 48 contiguous states, making it our only truly national Bicentennial project.

The train grew out of the dream of a young commodities broker and railroad buff named Ross E. Rowland Jr. Operated by the nonprofit American Freedom Train Foundation and financed without a single penny of Federal funds,

it came into being when Rowland persuaded Pepsi-Cola, General Motors, Kraft Foods and Prudential Insurance to put up \$1 million each in seed money. The admission fees and a percentage of the concession-stand sales provide operating revenues. When the foundation goes out of business after the end of the year, any unexpended funds will be donated to charity.

Finally the train was ready, all its components assembled in one place, President Ford's blessing received. To cheers it chugged out of the railroad station in Alexandria, Va., and began its long journey around the United States. First stop, Delaware Park, April 1, 1975. Fifteen months later, having been to the Midwest, the Northwest, the Southwest and parts of Dixie, it sits in South Charleston, W. Va. And in South Charleston it records its five millionth visitor. How many other millions have seen it pass by—20 million? 30 million?—is beyond estimating. All over the country, day and night, along the tracks, at grade crossings, on embankments, at smalltown stations, people have waited for the train, waved at it as it thundered by, watched it dwindle to a tiny dot in the far distance.

Now, in South Charleston, the day is wearing on. The train has been open for viewing since 8 in the morning, and people have come in a constant stream. At 2 P.M. a shout arises as the Reading T-1 belches a thick cloud of black smoke. They are starting to fire her up, for it takes many hours to build up a head of steam and she has to pull the train out tonight.

It is 2:15 A.M. and the train is passing through the Charleston station. Perhaps 200 adults and children, many of the little girls in crisp dresses despite

the lateness of the hour, are on the platform to watch and wave. As soon as the last car has cleared the station, the children fly onto the tracks like the windblown petals of some night-blooming flower to pick up the pennies they have laid on the rails for the Freedom Train to flatten.

At 2:45 A.M. the train passes through Chelyan, W. Va. The night is split by blasts of the locomotive's whistle, long and short, over and over. This is Pop McCormack, riding in the cab with Ross Rowland. Pop, a courtly old white-haired gentleman, is a retired railroader who spent 45 years on the Chesapeake and Ohio and the Nickel Plate. He and his son Doyle—the latter drove the 4449 on the Western leg of the journey—got involved with the Freedom Train at the stage when the locomotives and old cars were being refurbished, and Pop begged to be allowed to accompany the train on its trip around the United States.

Normally Pop does not ride in the cab. His job is to stand by the locomotive at exhibition sites, answering questions and telling the children who gather around tales of the old days of railroading. But tonight is different. Pop was born in Chelyan, W. Va., and he has sworn to wake the whole town up and let them know that he is highballing through.

Ten minutes later comes another blast of the whistle, this one of a different sort. A single haunting drawn-out cry that seems to echo forever in the night. It is Pop again, this time saluting his railroading father and his mother, who lie buried on a hill overlooking the tracks. It is America calling to America over the generations, and it seems eminently right.

All Aboard!

The Freedom Train Awaits You

THE 25-CAR American Freedom Train, pulled by an early 1940s steam locomotive, puffed into the New Cumberland Army Depot last evening for a four-day visit to help area citizens celebrate the Bicentennial.

Sponsors of this event, the Greater West Shore Area Chamber of Commerce, the depot and the American Legion, have made a major contribution to Central Pennsylvania's observance.

Its 10 exhibition cars and two showcase cars carry displays depicting some of the greatest happenings in America's 200 years of independence—a time-capsule look at our past.

It would be better if admission to this history-packed, rolling museum were free, but to defray the cost of such an endeavor, a small charge is made. Any funds left over will go to charity.

WHY has such an exhibition been so well-received throughout the nation? Petr L. Spurney, president of the American Freedom Train

Foundation, Inc., sums it up this way:

"The American Freedom Train is in touch with the spiritual climate and the psychological needs of America in this Bicentennial year. By helping to put the present in perspective with the past, it can help Americans to face the future more confidently.

"... you must see beyond the artifacts and displays... see the people... they were all individuals with one thing in common—they were Americans.

"When you see the documents, think of the men who wrote them. When you see the muskets and Kentucky rifles, think of those who fought... and died... in the wars of our nation... Think of the spirit of adventure that caused men, women and children to reach beyond themselves to an unknown future."

WE ARE PROUD to have the American Freedom Train in our area on this, the 200th birthday of our country. Everyone should see it.



All Aboard!

Historic Treasures at Our Door

A Bicentennial event on wheels has come to a halt at the former Erie-Lackawanna Railroad passenger station here for a three-day exhibition beginning tomorrow. The American Freedom Train, as it is called, offers a unique opportunity for a convenient view of a panorama of the American experience of 200 years that promises to be well worth the modest admission price.

This nonprofit display represents a collection drawn from 285 public and private sources in nearly every state in the Union. So it enables regional residents to see in a single place relics and mementos of our great history that otherwise would require an expensive journey of months on the road to visit all of the museums where the hundreds of exhibits are permanently on display.

Housed in the glistening 26 red, white and blue cars are objects representing virtually every aspect of life in these United States. These range from Benjamin Franklin's handwritten draft of the Articles of Confederation of 1775 to a rock brought back from the moon.

This 99th stop in the Freedom Train's tour of the United States is the only one it will be making in Northeastern Pennsylvania. The train has brought carloads of historic treasures to our very door.

© Sunday, July 18, 1976 THE SCRANTON TIMES, Scranton, PA.

© July 2, 1976 THE PATRIOT, Harrisburg, PA

ITINERARY OF STOPS

Milford, CT	Aug. 3-Aug. 5
Providence, RI	Aug. 6-Aug. 9
New London, CT	Aug. 10-Aug. 12
Meriden, CT	Aug. 13-Aug. 15
Tarrytown, NY	Aug. 17-Aug. 19
Newark, NJ	Aug. 21-Aug. 23
New Brunswick, NJ	Aug. 24-Aug. 26
Bethlehem, PA	Aug. 27-Aug. 29
Trenton, NJ	Aug. 30-Sep. 1

The American Freedom Train Newsletter is composed of condensed reprints of articles that have appeared in various publications across the nation.

Editor... A. Laura Dalley
Circulation Manager... Hope Segal

Freedom Train Visits Gettysburg



The American Freedom Train, its brass bell and brass fittings gleaming, is shown as it moved slowly into the Western Maryland Depot here Thursday afternoon. The depot, built in 1858, saw Lincoln visit here. The "America," a former Redding Railroad locomotive named "No. 1" for the Freedom Train, was about to be cut up for scrap a year ago when it was claimed for Freedom Train duty and rebuilt to carry the train throughout the East.



Mrs. Mamie Eisenhower displays the flowers and Freedom Train plate she was presented when she boarded the Freedom Train here Thursday afternoon. At left is Donald M. Kendall, chairman of PepsiCo, Inc., who was responsible for raising the first \$4,000,000 which established the Freedom Train. At right, is Petr L. Spurney, president of the Freedom Train Foundation.

Freedom Train Visits Here With More Than 1,000 At Program At Historic Depot

July 2, 1976 THE GETTYSBURG TIMES, Gettysburg, PA.

The American Freedom Train brought samples of America's history—from the Minutemen to the Astronauts—to Gettysburg Thursday afternoon.

And in a brief program held from the rear platform of the last car on the train, Dr. Charles H. Glatfelter, professor of history at Gettysburg College and chairman of the county's Bicentennial Committee, noted that the train had halted within a few hundred feet of the spot where 201 years ago men of this area enlisted at Samuel Gettys' Tavern to go to Boston to fight for George Washington—becoming among the first to join in the Revolution. He noted also that at the depot where the train halted, Lincoln had disembarked.

His talk was interrupted by the arrival of Mrs. Mamie Doud Eisenhower, widow of General Dwight D. "Ike" Eisenhower, who symbolized a great deal of the nation's history in her role as "First Lady" of the land. And it was not mentioned, but also close to the Freedom Train was the former Hotel Gettysburg building, now the Majestic Building, which housed the press room for the "Gettysburg White House" after Eisenhower suffered a heart attack as President and was recuperating at his home here.

Mrs. Eisenhower was presented with flowers, and a Freedom Train plate, by Mrs. Petr L. Spurney, wife of the president and chief executive officer of the American Freedom Train Foundation. Mrs. Eisenhower showed off the gifts to the more than 1,000 who jammed the area along the railroad and depot in back of the train. The crowd applauded vigorously.

Spurney, in his talk during the program, noted that Mrs. Eisenhower and Mr. and Mrs. David Eisenhower are members of the National Advisory Board of the American Freedom Train Foundation and said General Eisenhower had been of much help when the train was being considered as an official Bicentennial program.

Spurney noted that the stop in Gettysburg was the 98th made by the train in 41 states during 19,000 miles of travel. The tour began March 28, 1975, in Alexandria, Va. It will end Dec. 31, 1976 at Miami, Fla. During that time it will have visited 48 states. He told the group, "We think that after 200 years we can take time to pause and reflect how fast and how far we have come from Minutemen to Astronauts. The items aboard the train give us an opportunity to see how democracy can help by per-

mitting every one of us to attain his highest goals."

He introduced Donald M. Kendall, chairman of Pepsi Co. Inc., and Ross E. Rowland Jr. Rowland, a broker whose hobby is serving as an engineer and who has been a licensed engineer for 15 years is on leave of absence to serve as the engineer for the Freedom Train.

Spurney noted that Rowland originated the idea of a Freedom Train for the Bicentennial, and told Kendall about it. Kendall was able to raise \$1,000,000 apiece from Pepsi-Cola Co., General Motors Corporation, Kraft Foods, and Prudential Insurance Co. of America to start putting the train together.

Mayor Charles N. Lightner presented a framed proclamation declaring the day Freedom Train Day in Gettysburg. Spurney in turn presented the Mayor with a gift from the Freedom Train.



Freedom Train Revives Patriotism

Los Angeles Times Syndicate

Aboard the Freedom Train—The faces of the people standing at the crossings and near the tracks in villages and towns brighten as the red, white and blue train moves through. They wave and seem to be saying that they want to be part of it, this 200th celebration of American freedom. The train gives them a way to express these deep feelings.

We have all been bombarded with volleys of patriotism and even put down in recent weeks over the Bicentennial. There has been spectacle, display and rhetoric. Every Tom, Dick and Harry, and maybe Mary, too, with a message to deliver has had his or her day. But the Freedom Train, like the old-fashioned Fourth of July parade, gives the citizenry a chance to visit a mobile exhibit of freedom, pulled by a steam locomotive and draped with the colors—thus evoking nostalgia and perhaps a sense of history.

On this particular day, the Freedom Train was running from Hagerstown, Md., into Pennsylvania, where it stopped at Gettysburg, York and Harrisburg. Thousands of people lined the countryside to hear the steam whistle and watch the train slowly rumble by. Didn't these work-stiff Americans have anything better to do, say, watch television or drink beer? No.

The train was hours late and there they were, waving enthusiastically, especially when Mamie Eisenhower, 79, an honored passenger this day, waved back. The widow of the general who was hero, and of the President who was everybody's friendly uncle, reminds people of what is the best in the land. These crowds would not be able to see the exhibit, for the train was scheduled next to set up for a show at Harrisburg. Still there they were, with potbellies, in tight shirts, T-shirts, leisure suits, grimy work clothes and plain dresses.

Whether passing through, or stopping to show its collection of Americana, the train draws great numbers of such folk. Its exhibit has been unpacked in some unlikely places.

The Bicentennial leadership in Archbold, Ohio (population 3,200), convinced the train's managers that they would turn out an attendance many times the size of their town, and they did. Some 40,680 people, in a 2-day period, visited the train, which stood in a cornfield. Thousands waited for hours in the rain, and many came from larger cities like Toledo.

Cumberland, Md., with a population of 34,000, drew crowds equal to its own collection of souls. When the train was in California, it played overtime nearly every night. And when it passed through Prince, W. Va., at 3:30 a.m. last week there were crowds of true believers along the tracks, cheering the Liberty Bell.

There is a hunger and thirst out there in America, a stored-up patriotism yearning to be harnessed. The events of the past decade which assaulted our belief have not stilled the American spirit. There is antipathy toward Washington, but not toward Valley Forge, Gettysburg, Tom Edison, Charles Lindbergh, Knute Rockne, Babe Ruth, Hank Aaron or Judy Garland in "The Wizard of Oz."

Americans are not opposed to being reminded that there is a Declaration of Independence, a Constitution, a corny painting called "The Spirit of '76," a sad-faced man in tall hat named Abraham Lincoln, cowboys riding broncos and lunar roving vehicles which bore their fellow countrymen across the strange surface of the moon.

The Freedom Train has even caused conversation in some of the disillusioned. An anti-Bicentennial group in Colorado Springs charged that the train was a wicked instrument of big business, and likely featured ex-

hibits of an electric chair and wetback labor. But the Bicentennial chairman challenged the dissidents to board the train to find out for themselves, and after these skeptics viewed the exhibits they joined forces with the locals.

Years ago, when the cold war set in, a "Freedom Train" was put on the American rails to sustain the patriotism which boomed in World War II. This time, the Freedom Train seems to have been launched to revive a patriotism which has waned.

Its organizers seem inspired themselves. The founder is a commodities broker and railroad buff, Ross E. Rowland, Jr., who now serves as engineer. He led the fund-raising, raised the two steam locomotives from the dead and put the train together. He is a man of means and could do so. But the train's crew also includes other adventurers—a photographer who left his gallery in Louisiana; a security man who sold his restaurant, and young people admitting to pride in their country.

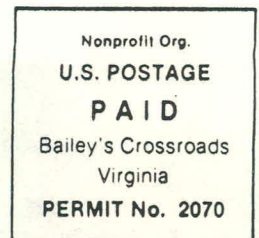
This train is privately run on a nonprofit basis, and has no connection with the U.S. government. Some 5 million people have visited its exhibits since it began chugging down America's rails in March, 1975, and it has huffed and puffed through 150 stops and 23,000 miles. Its managers figure some 8 million will have come aboard for their dose of America by the time the tour ends this December and has visited the remaining states on the schedule, namely, Rhode Island, New Jersey, Connecticut, New York, Virginia, North and South Carolina and Florida.

The United States is probably the only nation in the world which would launch a Freedom Train through private citizens' voluntary efforts and without the heavy hand of a government trying to keep itself in power.

© July 7, 1976 THE KANSAS CITY STAR, Kansas City, Mo.



**THE AMERICAN
FREEDOM TRAIN®
FOUNDATION, INC.**
5205 Leesburg Pike
Suite 800
Bailey's Crossroads
Virginia 22041



"All Aboard, America!"

JJM
Mr. T.A. Murphy
Chairman of the Board
G M Building
Detroit, Michigan 48202



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DAYTON, OH 45444

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JUL 7 1977

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REPLY
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DESC-B

6 July 1977

Mr. M. A. Hartwig
Regional Manager
Public Relations Staff
General Motors Corp.
2410 Winters Bank Tower
Dayton, OH 45402

RECEIVED
JUL 18 1977
R. L. THE'S

Dear Ron:

Thank you very much for sending me a copy of "All Aboard America." I shall treasure it with fond memories of all the exciting ways in which we celebrated the Bicentennial. The Freedom Train was certainly one of the most impressive projects of the year long observance and General Motors is to be commended for helping to make it possible.

Sincerely,

Jerry

GERALD L. BEEMAN
Public Affairs Officer



J. J. Macdonald F/1

*cc: A. Pottasch
RUC*

GENERAL  ELECTRIC

CORPORATE
PUBLIC RELATIONS
OPERATION

GENERAL ELECTRIC COMPANY, FAIRFIELD, CONNECTICUT 06431, Phone (203) 373-2211

RECEIVED

August 19, 1976

AUG 26 1976

J. J. MACDONALD

Mr. Donald Kendall
Chairman and Chief Executive Officer
Pepsico Corporation
Purchase, New York 10577

Dear Mr. Kendall:

Thank you and Pepsico too! What a genuine thrill it was for my family to see and hear the American Freedom Train come chuffing and whistling into Meriden, Connecticut this past weekend. For my wife and five children and my father-in-law (a retired Penn Central engineer) it was truly a memorable and emotional experience.

Other families for miles around came to see it pass through. They waited at depots, grade crossings and stopped their cars at trackside for a glimpse and the ensuing swelling with pride the train evoked.

Surely, this was one of the rare indelible events of our nation's Bicentennial! /✓

The exhibits themselves did an effective job of encapsulating 200 years worth of history. Some items were significantly historic, some whimsical, and some trivia. Obviously, it's a difficult process to collect and display such a potpourri of Americana. Then too, the logistics and politics of financing, exhibiting and scheduling this event must have been so frustrating and mind-boggling.

On Sunday, August 15th, while the train was still in Meriden, the Connecticut Public Television network broadcast a 30-minute program produced elsewhere in association with the American Freedom Train Foundation. It described the entire project and reactions in other parts of the country. What a delightful capstone to a marvelous weekend.

Mr. Donald Kendall

- 2 -

August 19, 1976

· So to you Mr. Kendall and your associates at Pepsico and the other corporate sponsors, thanks again for your faith in America and the American Freedom Train. It will be a lasting learning experience for my family and from comments I've heard, thousands of others. ✓

Would you kindly forward a copy of this letter to Mr. Ross Rowland and the American Freedom Train Foundation and other appropriate individuals as I do not have their addresses.

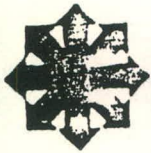
Sincerely,



Frank V. Donovan
Manager
Connecticut Public Affairs

FVD:ih

cc: Mr. Paul K. Taff, Connecticut Public Television



Modern Talking Picture Service

January 7, 1977

Mr. Edward M. Yalowitz
KRAFT FOODS
500 Peshtigo Court
Chicago, Illinois 60690

Dear Ed:

Attached is a photocopy of Page 1 of a report that we run every year ... this being our listing of "Most Popular Films for 1976" ... in release to television. I'm sure you are not only interested to know - but you ought to be very pleased to know that ALL ABOARD AMERICA was the 3rd most popular film in distribution through Modern last year. This out of more than 400 such titles in circulation.

As a distributor, we would like to take some credit for this performance ... but the fact of the matter is that in order for a film to perform well to television, it must conform to what television truly wants - good, solid, professional entertainment.

Congratulations on this performance - your reward, of course, is the exposure that the film has enjoyed.

Happy New Year!

Sincerely,

Ed Swanson
Vice President

ES/al

Attachment

POST NUMBER	TITLE	RUN TIME	# OF PTS	RDCST TLCSTS	TLCSTS P/PRINT	CATV TLCSTS	TLCSTS P/PRINT	TOTAL TLCSTS	TLCSTS P/PRINT	TIME VALUE	ESTIMATED VIEWERS	
30421	SOURCE OF PREVENTION-SERIE	15	161	648	4.0			648	4.0	27,877	20,446,900	STOPPED 10/06/76
30943	A HEAD OF THE CROWD	28	66	204	3.0	62	.9	266	4.0	41,630	11,719,400	
31256	ALL ABOARD AMERICA	✓ 26	140	259	1.8	2		261	1.8	46,392	12,838,000	STOPPED 11/29/76
31195	OLYMPIC PREVIEW	14	58	242	4.1			242	4.1	35,180	10,728,600	STOPPED 09/24/76
30377	ENVIRONMENTAL EDUCATION L	28	97	152	1.5	80	.8	232	2.3	35,776	6,974,100	
30749	HARRORS	27	67	225	3.3	1		226	3.3	47,765	10,626,300	
30730	BICYCLES ARE BEAUTIFUL	27	54	173	3.2	42	.7	215	3.9	32,277	6,604,000	
30956	A SENSE OF COMMUNITY	27	75	166	2.2	49	.6	215	2.8	34,529	7,516,500	
31127	THE OFFICIAL 1975 ALL AME	28	95	187	1.9	21	.2	208	2.1	44,668	10,653,800	
30614	STEEL AND AMERICA-A NEW L	28	47	129	2.7	69	1.4	198	4.2	17,540	4,760,900	
30960	COUNTRY MUSIC HITS THE RO	27	50	161	3.2	32	.6	193	3.8	32,282	6,414,700	
30712	THE'RES PLENTY OF GOLD	28	50	160	2.8	50	1.0	190	3.8	24,871	5,236,100	
31139	IN CELEBRATION OF FLIGHT	29	50	190	3.8			190	3.8	36,046	8,189,500	
30461	MISSIONS OF TEXAS	15	49	149	3.0	31	.6	180	3.6	19,359	6,092,400	
30439	THE FIRST YEARS TOGETHER	28	93	107	1.1	72	.7	179	1.9	24,168	4,614,300	STOPPED 12/06/76
31001	ALASKA THE GREAT LAND	28	50	162	3.2	15	.3	177	3.5	31,956	6,530,900	
04228	LAND OF THE SEA	29	47	94	2.0	82	1.7	176	3.7	18,784	3,390,000	
30023	TIME TO DISCOVER	29	49	102	2.0	71	1.4	173	3.5	25,130	4,316,400	STOPPED 10/01/76
30376	A BEGINNING-SHORT VERSION	14	98	130	1.3	42	.4	172	1.7	14,842	4,130,300	
31203	THE QUIET REVOLUTION	28	100	171	1.7	1		172	1.7	30,916	6,128,400	
30676	THE OFFICIAL 1974 ALL AME	23	96	100	1.0	71	.7	171	1.7	14,831	5,251,500	
30471	CURSE NOT THE DEAF	29	50	98	1.9	73	1.4	171	3.4	19,952	4,937,300	
31039	AN AMER ACCOUNT-STORY OF	29	66	163	2.4	7	.1	170	2.5	29,626	5,658,700	
04440	THE INVITATION	14	78	167	2.1	3		170	2.1	22,510	7,024,300	
04266	FOR MAN AND NATURE	29	39	106	2.7	63	1.6	169	4.3	20,195	3,479,300	

HAS BEEN STOPPED

Notes:

Notes: