Southern Pacific GS-4s
by G-TraX

Installation

If you're reading this, you've already unzipped the download archive file. The archive contains this document and a RailWorks package file with the extension RWP. Remember where you place these files. Use Windows Explorer to locate them if you're not sure.

Start the RailWorks Launcher and press the **Package Manager** tab. Next, press the **Install** button. A **Load Package** dialog opens. Locate and select the **RWP** file you unzipped from the download, then hit the **Open** button. That will initiate the automatic installation of the locomotive files in RailWorks. The installation procedure will be complete in a few seconds.

A simple Free Roam scenario was also installed in the Barstow-San Bernardino route. Start RailWorks itself, then locate and select the scenario titled **Free Roam: G-TraX SP GS-4s**.

If you'd rather create your own scenario in B-SB or some other route, you'll find instructions at the G-TraX web site in the Tutorials section.

Check the G-TraX web site from time to time for additional FREE downloadable scenarios featuring the GS-4s.

Troubleshooting

If you run into a problem, you can contact G-TraX by e-mail at support@gtraxsims.com. Before you do that, though, please make sure you have followed the recommended installation procedures.

Installation Problems
- Did you unZIP the download to a folder of your choice?
- Did you make note of the path to that folder?
- Is there a file with the extension **.RWP** in that folder?
- Did you install the .RWP file using the **RailWorks Package Manager**?
- Did you read and follow the tutorials **Unpacking a G-TraX Locomotive** and **Installing a G-TraX Locomotive in a Scenario** on the G-TraX site?

All Other Problems

For all other problems, please describe what you did, step-by-step, in the game and what happened as a result in **as much detail as you can**. Remember: The more information you provide, the more likely and more quickly we'll be able to help you.

History

Southern Pacific ordered a total of 28 Class GS-4 ("Golden State") locomotives from Lima Locomotive Works, with streamlined Daylight livery. The GS-4s began to be delivered to the railroad in 1941. The locomotives featured 80" drivers, 25½"x32" cylinders and all-weather cabs. They weighed 475,000 lbs and operated at 300 psi with a tractive effort of 64,800 pounds.

Number 4449 is a "Northern" type locomotive with a 4-8-4 wheel arrangement. The only remaining operable streamlined steam locomotive of the Art Deco era, the 4449 pulled Southern Pacific's famed

Daylight passenger trains from Los Angeles to San Francisco over the scenic Coast Route and then on to Portland, Oregon through the Cascade Mountains.

During World War II the construction of railroad locomotives fell under the supervision of the US government. In order to gain approval to add to its roster, Southern Pacific redefined the GS designation to mean "general service." The GS-6 series were painted black with a silver-striped pilot and no sideskirts. These locomotives eventually became known as "War Babies."

Locomotive 4449 was retired in 1957. In 1975-1976, restored to operating condition and repainted in red, white and blue, the 4449 became one of the American Freedom Train locomotives as part of the USA's bi-centennial celebration.

In July of 2000, the 4449 was painted glossy black with BNSF decals to head up a BNSF Employee Appreciation Special. The train toured throughout the Pacific Northwest region of the US and Canada.

These days, returned to its original Daylight colors, the locomotive is frequently seen in excursion service throughout the West and Midwest. SP 4449 is owned by the City of Portland, Oregon, and is maintained and operated by the Friends of SP 4449.

Historical Preservation

The SP GS-4 locomotive pack from G-TraX was created to raise funds for the Oregon Rail Heritage Foundation.

Portland, Oregon is unique in that the city owns three historic steam locomotives: Southern Pacific 4449, Spokane Portland & Seattle 700 and Oregon Railway & Navigation 197. Each of these locomotives is maintained and operated by separate non-profit organizations, and they are all currently housed in a roundhouse located in what used to be Southern Pacific's Brooklyn Yard in southeast Portland.

It wasn't always this way. After they were donated to the City by their respective railroads, the locomotives were put on display outdoors at Portland's Oaks Amusement Park. Weather and vandalism took their toll and in 1960, the locomotives were relocated to the much more protected and secure environment of the Brooklyn Roundhouse.

Southern Pacific was of course absorbed into Union Pacific, and today the Brooklyn Yard is a growing component of UP's intermodal services. This brings into question the future of the old roundhouse, and indeed, UP has notified the historical organizations that they will need to vacate the building in 2012.

In recognition of this inevitable turn of events, the Oregon Rail Heritage Foundation was founded as an alliance of several groups including Portland Parks & Recreation, Friends of OR&N 197, Friends of SP 4449, Northwest Rail Museum, Pacific Northwest Chapter of the NRHS, Pacific Railroad Preservation Association, and the Brooklyn Action Corps. Today, their primary mission is to find a new home for the locomotives and the machinery needed to maintain them. To that end, ORHF recently persuaded the Portland City Council to approved a loan for purchase of land alongside the Willamette River in downtown Portland, adjacent to the Oregon Museum of Science and Industry.

The job is far from over, though. All told, ORHF will need to raise around $3.5 million to complete the project. When you purchase the *Preservation Series* SP 4449, a significant portion of the net proceeds is donated to ORHF.

The Models

Four versions of the SP GS-4 are included in the G-TraX pack: The Daylight, American Freedom Train, and BNSF Employee Appreciation versions are all presented in like new, freshly painted and washed condition, ready for modern-day excursion service. The War Baby is a variation reminiscent of the historical war babies, with a lot less gloss and more weathering, and it's suitable for both passenger and freight service.

Credits

Models, textures, audio: Rick Grout
Physics, "BH" sounds and blower Lua script: Bill Hobbs
Leslie "Typhon" A-200 horn sound: Chris Moyer, www.locomotivehorns.info
Testers: Chris Bonelli, Björn Centergran. Sean Danielson, Jim Friedland, Bill Hobbs, John Lippai

Special thanks to John Frazee of the Oregon Rail Heritage Foundation.

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