

Mr. Murphy



GENERAL INSTRUCTIONS

Numerous "operating" and "platform" stops will be made during the Western trip. During these stops, if the President appears on the rear platform, correspondents, newsreel and still photographers will leave their cars and walk back to cover the proceedings. For the purpose of smooth and orderly train operating procedure an alert signal will be sounded over the train public address system immediately after the President concludes his remarks. This signal will be in the form of a RISING and FALLING sound. This sound will signal the end of the proceedings, the President's participation will have ended and NO MORE PICTURES WILL BE PERMITTED. The PRESS will get aboard at the opening provided at head end of NUMBER THREE car. The President's car, as well as NUMBER TWO car will be closed at all times to members of the press party getting aboard the train.

Do not go back to the rear of the train during "platform" or "operating" stops unless your duties require you to be there. To do so will interfere with the citizens seeing and hearing the President, obstruct the press and picture people, and handicap the police and secret service unnecessarily.

It is never advisable to leave the immediate platform adjacent to the car to which you are assigned or working in. If it is necessary for you to leave the train be sure to find a local police or railroad police officer, show him your identification and be sure he understands you are to come back the same way. Otherwise you may be cut off in the crowd and left behind.

The work of icing, watering and servicing the train begins immediately upon arriving at an operating stop. These crews work at top speed and on a time limit. Please keep out of their way.

Be sure that every piece of your luggage is tagged with your name and the Pullman space assigned to you. It is advisable to take an overnight bag to be used for one-night off-the-train stops and leave your heavier baggage on the train. A laundry bag should also be included.

When you leave the train for overnight stops be sure to carry with you and hold on to important papers, envelopes, brief cases, etc., that you may need during the next few hours. Your overnight baggage and working equipment will follow you as soon as possible. However, the train is frequently switched to a distant yard for the necessary servicing and supply and may be inaccessible for some time except for emergency communications.

Therefore, try to anticipate and carry with you anything you may need at off-train headquarters.

You will be advised on the trip west where and when you may obtain laundry service. Thus, the reason for a laundry bag so that you will be ready when "laundry day" arrives.

All meals and refreshments are to be paid for at time of service. Gratuities for Pullman porters will be collected at the end of the trip, but the personnel in the dining cars will change as we change from one railroad to another and these waiters should be taken care of at time of service.

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Members of the official party

The President

Mrs. Thurman (Join in Circle)

Mrs. Truman (Join in Omaha)
Miss Truman " " "

Hon. Matthew J. Connelly,
Secretary to the President.

Hon. Charles G. Ross,
Secretary to the President.

Hon. Clark M. Clifford,
Special Counsel to the President

Hon. Charles S. Murphy,
Administrative Assistant.

Major General Harry H. Vaughan, USA.,
Military Aide.

Colonel Robert B. Landry, AF, USA.,
Air Force Aide.

Captain Robert L. Dennison, USN.,
Naval Aide.

Brigadier General Wallace H. Graham,
Physician to the President

S t a f f

Miss Rose Conway,
Personal Secretary.

Mr. Jack Romagna,
Official Stenographer.

Mr. Dewey E. Long.
Lt. Cmdr. Wm. R. Rigdon, USN.
Mr. William Simmons
Major George McNally, USA.
Miss Myrtle Bergheim
Miss Myra Lee Houck
Mr. R. A. McMullin
Lt. J. P. Leveritt, MC, USA.
Mr. Harry Charnley.
Mr. John Boardley.

Secret Service Agents.

(One girl from Mr. Connelly's office
to be added.)

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Miss Truman " " "

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Press List for Western Trip

THIS LIST WILL BE CLOSED AT NOON, MAY 29
and no Pullman or hotel rooms will be
reserved after that date.

Mr. Ernest B. Vaccaro,	The Associated Press
Mr. Douglas B. Cornell,	The Associated Press
Mr. Robert G. Nixon,	International News Service
Mr. Merriman Smith,	United Press Association
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(Joins Enroute)	United Press Association
Mr. Dewey Fleming,	Baltimore Sun
Mr. Charles T. Lucey,	Scripps-Howard Newspaper Alliance
Mr. Thomas L. Stokes,	United Features Syndicate
Mr. Marquis W. Childs,	United Features Syndicate
Miss Doris Fleeson,	Bell Syndicate
Mr. Edward Lahey,	Chicago Daily News
Mr. Joseph Short,	The Baltimore Sun
Mr. Edward T. Folliard,	The Washington Post
Mr. Thomas F. Reynolds,	The Chicago Sun-Times
Mr. Joseph A. Fox,	The Washington Star
Mr. Richard L. Strout,	Christian Science Monitor
Mr. Anthony H. Leviero,	The New York Times
Mr. Charles J. Greene, Jr.,	The New York Daily News

Mr. Thomas Twitty,	The New York Herald Tribune
Mr. Charles Van Devander,	The New York Post
Mr. Laurence H. Burd,	The Chicago Tribune
Mr. James L. Wright,	The Buffalo Evening News
Mr. Blair Moody,	The Detroit News
Mr. W. B. Ragsdale,	United States News (Leaves party on 7th)
Mr. Fletcher Knebel,	Cleveland Plain Dealer
Mr. Robert L. Riggs,	Louisville Courier-Journal
Mr. James King,	Kansas City Star
Mr. J. Marr McGaffin,	Des Moines Register and Tribune
Mr. Arthur Sylvester,	Newark Evening News
Mr. Newman Wright,	Passaic Herald-News
Mr. Barnet Nover,	Denver Post
Mr. Arthur Webb,	London Daily Herald
Mr. Jean R. Devau,	France Presse
Mr. Windsor Booth,	Time Magazine

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Mr. Marquis W. Childs,	United Features Syndicate
Miss Doris Fleeson,	Bell Syndicate
Mr. Edward Lahey,	Chicago Daily News
Mr. Joseph Short,	The Baltimore Sun
Mr. Edward T. Folliard,	The Washington Post
Mr. Thomas F. Reynolds,	The Chicago Sun-Times
Mr. Joseph A. Fox,	The Washington Star
Mr. Richard L. Strout,	Christian Science Monitor
Mr. Anthony H. Leviero,	The New York Times
Mr. Charles J. Greene, Jr.,	The New York Daily News
Mr. Thomas Twitty,	The New York Herald Tribune
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Mr. Jean R. Devau,	France Presse
Mr. Windsor Booth,	Time Magazine

Mr. David Lu,	Central News Agency of China
Mr. Joseph Chiang,	Chinese News Service
Mr. David Karr,	Washington Merry-Go-Round
Mr. Norman Grieser,	New Republic
Mr. Joe Driscoll,	St. Louis Post Dispatch (On at Chicago)

RADIO:

Mr. William Hillman,	Mutual Broadcasting System
Mr. John Adams,	Columbia Broadcasting System
Mr. Frank Bourgholtzer,	National Broadcasting Company
Mr. Edwin Darby,	Trans-Radio Press Service
Mr. Bryson Rash,	American Broadcasting Company
Mr. Keith Williams,	NBC Engineer

STILLS:

Mr. Byron H. Rollins,	Associated Press Photos
Mr. Frank Cancellare,	Acme Newspictures
Mr. Alfonso A. Muto,	International Newspictures
Mr. Thomas D. McAvoy,	Life Magazine

NEWSREELS:

Mr. Charles Mack, M G M News of the Day	Representing M-G-M News of the Day; Universal Newsreel; Paramount News; Warner's Pathe News
Mr. Andrew Willoner	
Mr. Emil Montemurro,	Fox Movietone News
Mr. John Martenson,	Fox Movietone News

TELEVISION:

Mr. Joseph Vadala,	N.B.C. Television
Mr. John Langanegger,	N.B.C. Television
Mr. Harry Tugander,	Telenews, INP-INS
Mr. Dave McKee,	Telenews, INP-INS

WESTERN UNION:

Mr. Carroll S. Linkins (entire trip)

Mr. Charles B. Brown,	Washington to Pittsburgh.
Mr. R. D. Wahlstrom,	Pittsburgh to Cheyenne, Wyo.
Mr. L. L. Elbrader,	Pittsburgh to Cheyenne, Wyo.
Mr. H. L. Norrell,	Pittsburgh to Cheyenne, Wyo.
Mr. L. B. Ralls,	Cheyenne to Los Angeles.
Mr. B. D. Basso,	Cheyenne to Los Angeles.

Mr. B. D. Resse, Cheyenne to Los Angeles.
Mr. J. S. Fudie, Cheyenne to Los Angeles.

RAILWAY EXPRESS AGENCY:

One representative for entire trip to handle film shipments for the newsreels and stills.

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Mr. Lemuel Graves,	Pittsburgh Courier
Mr. David Lu,	Central News Agency of China
Mr. Joseph Chiang,	Chinese News Service
Mr. David Karr,	Washington Merry-Go-Round
Mr. Norman Grieser,	New Republic
Mr. Joe Driscoll,	St. Louis Post Dispatch (On at Chicago)

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Operating Schedule

Restricted
Circulation

Trip of the President

Thursday, June 3, 1948

Lv. Washington.....(Pennsylvania Railroad)...10:05 p.m.e.s.t.
Pass Chevelry Loop.....10:17 p.m.e.s.t.
Ar. Southward Track.....10:22 p.m.e.s.t.
Road engine coupled.....10:24 p.m.e.s.t.
Brake test.....10:29 p.m.e.s.t.
Pass Landover, Md.....10:34 p.m.e.s.t.
Ar. Baltimore, Md.....11:10 p.m.e.s.t.
Change crews; inspect equipment.
Lv. Baltimore, Md.....11:17 p.m.e.s.t.

Friday, June 4, 1948

Ar. Harrisburg, Pa.....1:32 a.m.e.s.t.
Change crews, ice, water-inspect equipment.



Lv. Harrisburg, Pa.....1:42 a.m.e.s.t.
 Pass Banks.....1:58 a.m.e.s.t.
 Ar. Altoona, Pa.....4:04 a.m.e.s.t.
 Change crews,water,inspection.
 Lv. Altoona, Pa.....4:10 a.m.e.s.t.
 Pass Slope,Pa.....4:13 a.m.e.s.t.
 Ar. Pittsburgh,Pa.....6:50 a.m.e.s.t.
 Change train crews,ice,water,inspection;pick
 up newspapers,telegrams etc.
 Lv. Pittsburgh, Pa.....7:02 a.m.e.s.t.
 Ar. Crestline, Ohio.....10:53 a.m.e.s.t.
 Change crews,ice,water,inspection.
 ***Train P.A.system ready for use
 if needed.
 Lv. Crestline, Ohio.....11:00 a.m.e.s.t.
 Ar. Ft.Wayne, Indiana.....1:20 p.m.e.s.t.
 ***Brief talk from rear platform/or from a C
 temporary stand to be erected alongside h
 the tracks. This spot will be selected a
 by advance detail,who will arrange for n
 P.A.system to be set up if train PA in- g
 adequate to cover.Pennsylvania railroad e
 operating department representative to
 be present when site selected;spotting t
 of train at site to be worked out by exact i
 train length measurement and a marker or m
 flag placed at exact point where pilot e
 of leading engine/or diesel will stop. t
 Lv. Ft. Wayne, Indiana.....12:30 p.m.c.s.t.
 Pass Bart, Indiana.....2:35 p.m.c.s.t.
 Ar. Gary, Indiana.....2:45 p.m.c.s.t.
 ***Brief talk from rear platform. This spot
 will also be selected by advance detail,

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Pass Bart, Indiana.....2:35 p.m.c.s.t.

Ar. Gary, Indiana.....2:45 p.m.c.s.t.

***Brief talk from rear platform. This spot
will also be selected by advance detail,

---2---

Friday, June 4, 1948

(continued)

with PRR operating official present, and exact site
fixed by accurate measurements from rear platform to
pilot of leading engine.

Lv. Gary, Indiana.....2:55 p.m.c.s.t.

Ar. Chicago, UNION STATION.....3:30 p.m.c.s.t.
(4:30 p.m.c.d.t.)

Train will pull into UNION STATION on the
NORTH SIDE track. After party detrains the
PRR diners will be cut out and balance of
train delivered to C & N W railroad who
will add ONE diner for the overnight run
to Omaha. C & N W railroad will service
equipment and place entire train in the C
& N W railroad station ready for occupancy
not later than 6:00 p.m.c.s.t.

The Presidential party will leave the train
immediately upon arrival at UNION STATION and
drive to the PALMER HOUSE where the party will
remain during the afternoon and evening. At
8:30 p.m., central daylight time the Presidential
party will leave the Palmer house and drive to
the Chicago Stadium, attend the Swedish Pioneer
Centennial Association meeting. The President
will speak at 9:00 p.m., central daylight time.
The party will leave the Stadium immediately
after the conclusion of the President's address,
and drive directly to the Chicago and Northwestern
railroad station and board the train.

SS NOTE One Courier car should be detailed to
stand by at the train during the time it is
being serviced in the yards, and later when it
is moved into C&N.W. station to provide transpor-
-tation for urgent messages between the train
and the hotel headquarters. Also a similar car
to stand by at the hotel for the same purpose.

When the train is moved into the C&N.W. station
at 6:00 p.m.c.s.t., a special gate or barricade
should be established and manned by police, or
railroad officers. Purpose of this is to pass
certain railroad, pullman or other employees whose
duties require their free movement in and about
the train, and to pass any members of the party
who may have reason to board the train in advance
of the main party.

Friday, June 4, 1948

(continued)

Lv. Chicago, Ills... (Chicago & Northwestern rr) 9:45 p.m.c.s.t.
10:45 p.m.c.d.t.

Saturday, June 5, 1948

Ar. Clinton, Iowa.....12:15 a.m.c.s.t.
Water, fuel and inspection of equipment

Lv. Clinton, Iowa.....12:20 a.m.c.s.t.

Ar. Boone, Iowa.....3:48 a.m.c.s.t.
Fuel, water, ice and inspection.

Lv. Boone, Iowa.....3:55 a.m.c.s.t.

Ar. Council Bluffs, Iowa.....6:50 a.m.c.s.t.

Brief stop to take train out of automatic train control system.

Ar. Omaha, Nebraska.....7:15 a.m.c.s.t.

Friday, June 4, 1948

(continued)

with PRR operating official present, and exact site fixed by accurate measurements from rear platform to pilot of leading engine.

Lv. Gary, Indiana.....2:55 p.m.c.s.t.

Ar. Chicago, UNION STATION.....3:30 p.m.c.s.t.
(4:30 p.m.c.d.t.)

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The Presidential party will leave the train immediately upon arrival at UNION STATION and drive to the PALMER HOUSE where the party will remain during the afternoon and evening. At 8:30 p.m. central daylight time the Presidential party will leave the Palmer house and drive to the Chicago Stadium, attend the Swedish Pioneer Centennial Association meeting. The President will speak at 9:00 p.m., central daylight time. The party will leave the Stadium immediately

The party will leave the Stadium immediately after the conclusion of the President's address, and drive directly to the Chicago and Northwestern railroad station and board the train.

SS NOTE One Courier car should be detailed to stand by at the train during the time it is being serviced in the yards, and later when it is moved into C&NW station to provide transportation for urgent messages between the train and the hotel headquarters. Also a similar car to stand by at the hotel for the same purpose.

When the train is moved into the C&NW station at 6:00 p.m.c.s.t., a special gate or barricade should be established and manned by police, or railroad officers. Purpose of this is to pass certain railroad, pullman or other employees whose duties require their free movement in and about the train, and to pass any members of the party who may have reason to board the train in advance of the main party.

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(continued)

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Ar. Council Bluffs, Iowa.....6:50 a.m.c.s.t.

Brief stop to take train out of automatic train control system.

Ar. Omaha, Nebraska.....7:15 a.m.c.s.t.

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Saturday, June 5, 1948

(continued)

Upon arrival in Omaha the Presidential party will leave the train and transfer to the FONTEVELLE hotel where temporary headquarters will be established and where official party will remain overnight.

During the day the President will participate in 35th., Division activities, visit Boy's Town and make an address at 9:00 p.m. central standard time.

Train equipment will be parked in the Omaha station during the layover. Equipment will be split up into two sections with platform between in order to provide steam, water, light, air, AC standby, etc., and will be separate and will not interfere with regular depot traffic at a point easily accessible for automobiles.

SS Note: It is believed that members of the press, staff and SS will desire rooms during the layover in Omaha in addition to those set aside for the official party. However it is suggested that members of the staff, press, etc., be encouraged to occupy their space on the train after the day's activities have been concluded. This will expedite the early morning transfer of baggage and passengers from the hotel to the train. A police courier service between the train and hotel (similar to the Chicago arrangement) would be desirable.

Sunday, June 6, 1948

Lv. Omaha, Nebr..(Union Pacific rr).....7:30 a.m.c.s.t.
 Pass Valley, Nebr.....8:02 a.m.c.s.t.
 Pass Fremont, Nebr.....8:14 a.m.c.s.t.
 Pass Schuyler, Nebr.....8:41 a.m.c.s.t.
 Pass Columbus, Nebr.....8:55 a.m.c.s.t.
 Pass Central City, Nebr.....,9:34 a.m.c.s.t.
 Ar. Grand Island, Nebr.....9:55 a.m.c.s.t.
 Change engine crews,ice,water.
 **Train PA system ready if needed,speakers
 etc.,hooked up prior to departure from
 Omaha. .
 Lv. Grand Island, Nebr.....10:05 a.m.c.s.t.
 Pass Gibbon, Nebr.....10:31 a.m.c.s.t.
 Ar. Kearney, Nebr.....10:50 a.m.c.s.t.
 Stop to permit members of the party to
 attend church services
 Lv. Kearney, Nebr.....12:01 p.m.c.s.t.
 Pass Overton, Nebr..... 12:25 p.m.c.s.t.
 Pass Willow Island, Nebr..... 12:51 p.m.c.s.t.
 Pass Gothenburg, Nebr..... 12:57 p.m.c.s.t.
 Ar. North Platte, Nebr.....1:40 p.m.c.s.t.
 Change train and engine crews
 mountain

Lv. North Platte, Nebr.....1:00 p.m.m.s.t.

Sunday, June 6, 1948

(continued)

- Pass O'Fallon, Nebr.....1:16 p.m.m.s.t.
- Pass Paxton, Nebr.....1:30 p.m.m.s.t.
- Pass Ogallala, Nebr.....1:52 p.m.m.s.t.
- Pass Big Springs, Nebr.....2:12 p.m.m.s.t.
- Pass Julesburg, Colorado.....2:30 p.m.m.s.t.
- Pass Lodge Pole, Nebraska.....2:57 p.m.m.s.t.
- Ar. Sidney, Nebr.....3:25 p.m.m.s.t.
- Change the engine crew, inspection.
- Lv. Sidney, Nebr.....3:35 p.m.m.s.t.
- Pass Kimball, Nebr.....4:12 p.m.m.s.t.
- Pass Pine Bluffs (Nebraska-Wyoming line)...4:35 p.m.m.s.t.
- Pass Egbert, Wyoming.....4:49 p.m.m.s.t.
- Pass Burns, Wyoming.....4:57 p.m.m.s.t.
- Pass Hillsdale, Wyoming.....5:06 p.m.m.s.t.
- Pass Durham, Wyoming.....5:14 p.m.m.s.t.
- Ar. Cheyenne, Wyoming.....5:45 p.m.m.s.t.
- Probable brief talk from rear platform
- Ice water and inspection of equipment;
change train crews.
- Lv. Cheyenne, Wyoming.....6:05 p.m.m.s.t.
- Pass Borie, Wyo.....6:22 p.m.m.s.t.
- Pass Granite Canon, Wyo.....6:37 p.m.m.s.t.
- Pass Ozone, Wyo.....6:42 p.m.m.s.t.
- Pass Buford, Wyo.....6:49 p.m.m.s.t.
- Pass Sherman, Wyo.....6:56 p.m.m.s.t.
- Pass Hermosa, Wyo.....7:06 p.m.m.s.t.
- Ar. Laramie, Wyo.....7:35 p.m.m.s.t.
- Change the engine crew inspect brakes

change the engine crew, inspect brakes.

Lv. Laramie, Wyo.....7:45 p.m.m.s.t.
 Pass Cooper Lake, Wyo.....8:12 p.m.m.s.t.
 Pass Rock River, Wyo.....8:32 p.m.m.s.t.
 Pass Medicine Bow, Wyo.....8:53 p.m.m.s.t.
 Pass Walcott, Wyo.....9:50 p.m.m.s.t.
 Pass Ft. Steele, Wyo.....9:56 p.m.m.s.t.
 Ar. Rawlins, Wyo.....10:15 p.m.m.s.t.
 Change the engine crew; inspect equipment.
 Lv. Rawlins, Wyo.....10:25 p.m.m.s.t.
 Pass Creston, Wyo. (continental divide).....11:00 p.m.m.s.t.

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Monday, June 7, 1948

Ar. Green River, Wyoming.....1:15 a.m.m.s.t.
 Change crews, ice, water and inspection.
 • Lv. Green River, Wyoming.....1:30 a.m.m.s.t.
 Ar. Montpelier, Idaho.....5:05 a.m.m.s.t.
 Change Engine crews
 Lv. Montpelier, Idaho.....5:15 a.m.m.s.t.
 Pass Alexander, Idaho.....6:07 a.m.m.s.t.
 Pass Talmage, Idaho.....6:13 a.m.m.s.t.
 Pass Bancroft, Idaho.....6:23 a.m.m.s.t.
 Pass Pebble, Idaho.....6:33 a.m.m.s.t.
 Pass Blaser, Idaho.....6:41 a.m.m.s.t.
 Pass Lava Hot Springs, Idaho.....6:47 a.m.m.s.t.
 Pass Topaz, Idaho.....6:54 a.m.m.s.t.
 Pass McCammon, Idaho.....7:07 a.m.m.s.t.
 Pass Onyx, Idaho.....7:15 a.m.m.s.t.
 Pass Inkom, Idaho.....7:21 a.m.m.s.t.
 Ar. Pocatello, Idaho.....7:45 a.m.m.s.t.
 Change train and engine crews, ice, water

and inspection.

Possibly brief platform talk

- Lv. Pocatello, Idaho.....8:15 a.m.m.s.t.
- Pass Bannock, Idaho.....8:37 a.m.ms.s.t.
- Pass American Falls, Idaho.....8:49 a.m.m.s.t.
- Pass Wapi, Idaho.....9:09 a.m.m.s.t.
- Pass Minidoka, Idaho.....9:35 a.m.m.s.t.
- Pass Kimama, Idaho.....9:54 a.m.m.s.t.
- Pass Dietrich, Idaho.....10:21 a.m.m.s.t.
- Ar. Shoshone, Idaho.....10:49 a.m.m.s.t.
- Pull off main line;test brakes.
- Lv. Shoshone, Idaho.....10:50 a.m.m.s.t.
- Ar. Ketchum,Idaho.(railhead).....1:30 p.m.m.s.t.

Leave train and drive to Sun Valley.

All members of the party (except certain members of the crew, signal detail, and possibly some of the staff will spend the night at Sun Valley.

Train will be held at Ketchum until 4:10 a.m. June 8, when it will depart on deadhead move around to Idaho Falls and rendezvous with party moving from Sun Valley to Idaho Falls by motor cars and busses.

Advance Secret Service detail will work out the details for the Sun Valley layover and motor trip to Idaho Falls.

Tuesday, June 8, 1948

- Lv. Sun Valley, Idaho...(by motor cars).....8:30 a.m.m.s.t.

Drive via Hailey, Bellevue, Gannett, Picabo, Carey, Crater of the Moon National Monument, Arco, Moreland and Blackfoot into Idaho Falls.

Secret Service will select suitable rest and refreshment stop enroute.



Ketchum (railhead)

SUN VALLEY

Hailey

Bellevue

Gannett

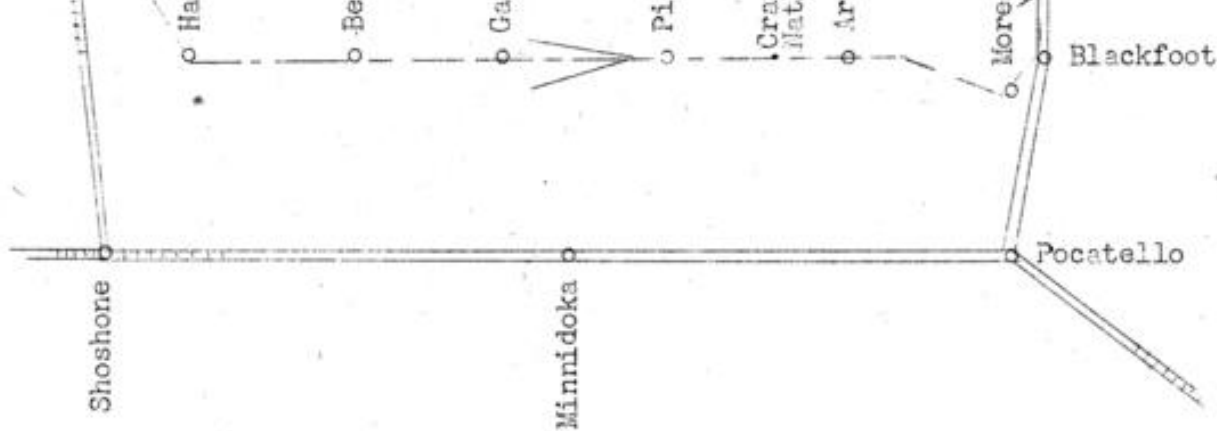
Picabo

Crater of the Moon

Arco

Moreland

Idaho Falls



Ar. Idaho Falls, Idaho...(by motorcade).....11:50 a.m.ms.t.

Leave the motor cade and board the train.

Possibly brief talk from rear platform prior to departing.

NOTE: train will reach Idaho Falls at 11:10 a.m.m.s.t., and be serviced, iced, and ready for departure when motorcade arrives.

Lv. Idaho Falls, Idaho...(UPrr).....12:01 p.m.m.s.t.

Ar. Lima, Montana.....2:15 p.m.m.s.t.

Change train crews.

Lv. Lima, Montana.....2:25 p.m.m.s.t.

Pass Dillon, Mont.....3:40 p.m.m.s.t.

Pass Silver Bow, Mont.....5:35 p.m.m.s.t.

Ar. Butte, Montana.....6:00 p.m.m.s.t.
(7:00 p.m.local time)

Possibly leave train, drive through Butte stopping at . . . ; brief talk . . . and return to train.

Lv. Butte, Mont...(Northern Pacific rr).. 9:00 p.m.m.s.t.
(10:00 p.m.m.d.t.)

NOTE: Union Pacific diners will be cut out immediately upon arrival in Butte. U.P.diners will serve lunch after leaving Idaho Falls, but will NOT serve dinner. Northern Pacific diners will be cut into train as soon as possible, prepared to begin serving dinner after party returns from drive into Butte.

(Tuesday, June 8, 1948 Continued)

Pass Dempsey Interlocker..... 9:00 p.m.m.s.t.

Ar. Garrison Junction, Montana.....10:20 p.m.m.s.t.
Operating stop

Lv. Garrison Junction, Montana.....10:25 p.m.m.s.t.

Ar. Missoula, Montana.....12:05 a.m.m.s.t.
Change engine crew, service train, add helper engine

Lv. Missoula, Montana.....12:20 a.m.m.s.t.

Pass Evaro, Montana..... 1:00 a.m.m.s.t.
Cut out helper engine

Ar. Paradise, Montana.....(3:00 a.m.m.s.t.
Change crews, service train; Layover. (2:00 a.m.p.s.t.

Lv. Paradise, Montana..... 3:35 a.m.p.s.t.

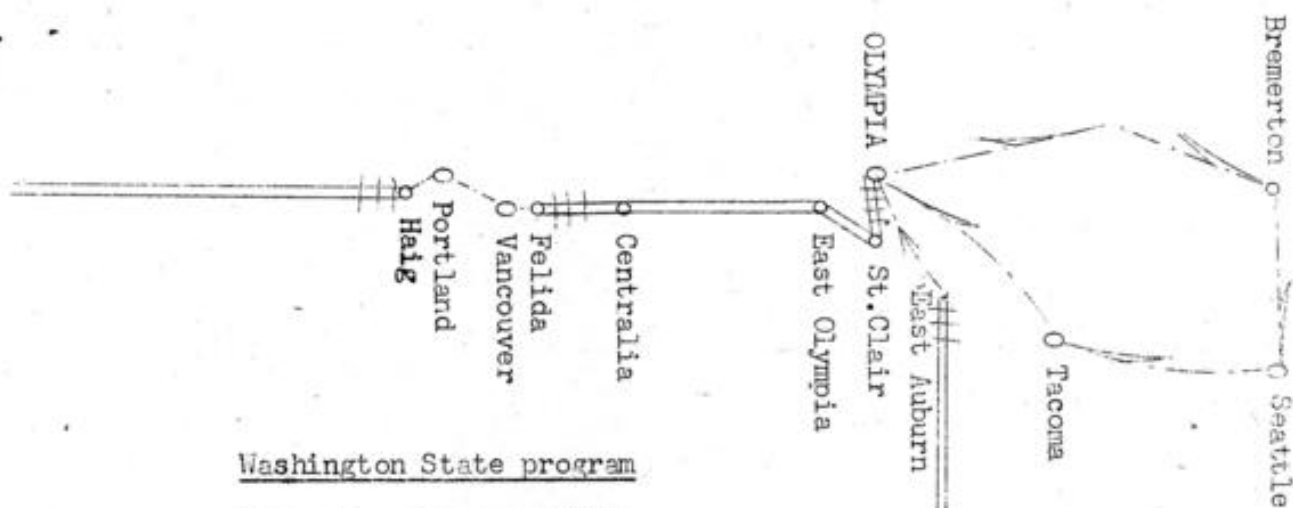
Ar. Kootenai, Idaho..... 6:30 a.m.p.s.t.
coal and water

Lv. Kootenai, Idaho..... 6:35 a.m.p.s.t.

Pass Draw Bridge 3.2, Idaho..... 6:42 a.m.p.s.t.

Pass Union Pacific crossing interlocker, Wash.. 8:25 a.m.p.s.t.

Ar. Spokane, Washington..... 8:30 a.m.p.s.t.



Washington State program

Wednesday, June 9, 1948

- Ar. Spokane..(N.P.rr).....8:30 a.m.p.s.t.
Brief talk from rear platform
- Lv. Spokane.....10:00 a.m.p.s.t.

- Ar. Pasco.....1:10 p.m.p.s.t.
Leave train and drive to Richland
and Hanford-brief talk at Hanford;
drive to Prosser and board train.
- Lv. Prosser.....4:00 p.m.p.s.t.

- Ar. Yakima.....5:05 p.m.p.s.t.
Brief talk from rear platform over
train PA system
- Lv. Yakima.....5:15 p.m.p.s.t.

- Ar. Ellensburg.....6:20 p.m.p.s.t.
Brief talk from rear platform
- Lv. Ellensburg.....6:30 p.m.p.s.t.

- Ar. East Auburn.....9:30 p.m.p.s.t.
Leave train at East Auburn and drive
to Governor's mansion and spend night.

o Ellensburg

o Yakima

Thursday, June 10, 1948

Leave Governor's mansion and drive

to Bremerton - thence by ferry to Pier
61 Seattle; parade through city; address
Washington State Press club (1:00 p.m.);
reception at Olympic hotel.

Leave Seattle and drive through
Tacoma, thence to Governor Allgren's
home for dinner and spend the night.

Friday, June 11, 1948

Lv. Olympia..(N.P.rr).....8:20 a.m.p.s.t.

Ar. Centralia, Washn.... 9:35 a.m.p.s.t.
Brief talk from train platform

Lv. Centralia.....9:45 a.m.p.s.t.

Ar. Felida, Washn.....11:15 a.m.p.s.t.

Leave train at Felida, enter cars and
drive through Vancouver (possibly brief
talk in Vancouver) proceed to Portland,
Oregon; attend Rose Festival ceremonies;
proceed to Haig and board train.

Lv. Haig (South Portland)...2:00 p.m.p.s.t.

o Prosser

o Hanford

o Richland

o Pasco

o Spokane

Friday, June 11, 1948

(continued)

Note: When party leaves train at Felida equipment
will leave immediately - proceed into Portland
where N.P.diners will be cut out and Southern
Pacific diners switched in; train to be iced,
watered, serviced inspected etc., and moved
out to Haig, where Presidential party will
board the train. Haig is a small community
located in South Portland and was selected
as an entraining point upon recommendation
of Southern Pacific operating officials.
SS NOTE if Haig unsatisfactory suggest
SP officials be consulted as they have an
alternate spot located.

Ar. Salem, Oregon.....3:35 p.m.p.s.t.
Change train crews, inspect equipment

Lv. Salem, Oregon.....3:45 p.m.p.s.t.

Ar. Albany, Oregon.....4:10 p.m.p.s.t.
Change engine crew

Lv. Albany, Oregon.....4:20 p.m.p.s.t.
 Ar. Eugene, Oregon.....5:00 p.m.p.s.t.
 Change train crews; ice, water & inspection
 Lv. Eugene, Oregon.....5:15 p.m.p.s.t.
 Ar. Crescent Lake, Oregon.....8:30 p.m.p/s.t.
 Change train crews; ice and water
 Lv. Crescent Lake, Oregon.....8:35 p.m.p.s.t.
 Ar. Klamath Falls, Oregon.....10:50 p.m.p.s.t.
 Change train crews; inspection
 Lv. Klamath Falls, Oregon.....12:05 a.m.c.d.t.

CHANGE TO CALIFORNIA DAYLIGHT TIME

Saturday, June 12, 1948

Ar. Dunsmuir, Calif.....3:20 a.m.c.d.t.
 Change engine crew
 Lv. Dunsmuir, Calif.....3:30 a.m.c.d.t.
 Ar. Gerber, Calif.....6:30 a.m.c.d.t.
 Change train & engine crews; ice, water and inspection
 Lv. Gerber, Calif.....6:45 a.m.c.d.t.
 Ar. Rossville, Calif.....9:25 a.m.c.d.t.
 Change engine crews, water and ice
 Lv. Rossville, Calif.....9:35 a.m.c.d.t.
 Ar. Sacramento, Calif.....10:05 a.m.c.d.t.
 Brief talk from rear platform
 Lv. Sacramento, Calif.....10:30 a.m.c.d.t.
 Ar. Davis, Calif.....10:50 a.m.c.d.t.
 Change the crew
 Lv. Davis, Calif.....10:55 a.m.c.d.t.
 Ar. Berkeley, Calif.....12:15 p.m.c.d.t.

Leave train and drive to University of California.

Address 2:30 p.m.California daylight time.

After the President's address the party will leave Berkeley and drive into San Francisco and spend the night.

After party leaves train at Berkeley equipment will be moved around to the THIRD street station in San Francisco and held there during layover.

Sunday, June 13, 1948

Attend B.P.O.E., Flag Day ceremonies to

be held in Golden Gate Park.

Address -----



Lv. San Francisco, Calif....(S. P. RR).....10:00 p.m.c.d.t.
 Ar. Burlingame, Calif.....10:35 p.m.c.d.t.
 Change the crews
 Lv. Burlingame, Calif.....10:40 p.m.c.d.t.
 Pass Palo Alto, Calif.....10:55 p.m.c.d.t.
 Ar. San Jose, Calif.....11:15 p.m.c.d.t.
 Change engine crew, ice and water train
 Lv. San Jose, Calif.....11:20 p.m.c.d.t.

Monday, June 14, 1948

Ar. Watsonville Junction, Calif.....12:25 a.m.c.d.t.
 Change crews
 Lv. Watsonville Junction, Calif.....12:35 a.m.c.d.t.
 Pass Salinas, Calif..... 1:05 a.m.c.d.t.
 Ar. San Luis Obispo, Calif..... 4:15 a.m.c.d.t.
 Change train and engine crews, water & inspection
 Lv. San Luis Obispo, Calif..... 4:25 a.m.c.d.t.
 Ar. Santa Barbara, Calif..... 7:10 a.m.c.d.t.
 Change engine crews
 Lv. Santa Barbara, Calif..... 7:20 a.m.c.d.t.
 Pass Glendale, Calif..... 9:50 a.m.c.d.t.
 Ar. Los Angeles, Calif.....10:10 a.m.
 California Daylight Time

Leave train and drive to Ambassador hotel.

Address Los Angeles Press Club

Speech 1:15 p.m.,California Daylight time
in the Coconut Grove,Ambassador hotel.

Lv. Los Angeles.....6:00 p.m.c.s.t.

DETAILS OF RETURN TRIP HAVE NOT
BEEN WORKED OUT.

