

THE TRAINMASTER

APRIL 1968

NUMBER 115

Pacific Northwest Chapter, National Railway Historical Society, P O Box 8853,
Portland, Oregon 97208

Chuck Storz	President	146 N.E. Bryant St.	Portland, Oregon
Roger Phillips	Vice-Pres.	3733 N.E. 15 th Ave.	Portland, Oregon
Ken McFarling	Secretary	7417 S.E. 20 th Ave.	Portland, Oregon
Roger Sackett	Treasury	1795 S.E. Madhatter Ln.	Beaverton, Oregon
Jack M. Holst	Chapter Dir.	12930 N.E. Tillamook	Portland, Oregon
Alexander B. Ceres	Editor	1547 SW Hall	Portland, Oregon

APRIL MEETING:

NRHS Meeting, Salem, Oregon; April 19, 1968 at 8:00 PM; Salem Federal Savings & Loan Association, 580 State Street

Program: About one hour of motion pictures (two reels of silent pictures of the SP Coast Daylight with steam power – one reel of AAR pictures, color and sound).

Eats: A few cookies and coffee

Auction: Railroadiana

Meeting: Very short – this allows more time for socializing

Directions for going to Salem: South on Freeway #5 until you reach the Salem turn-off. This will bring you into the center of the city. Salem Federal Savings & Loan Company, 580 State Street across the street from the post office and courthouse.

Parking may be difficult as the meeting location is in the center of the downtown area. We suggest you park in the lot behind the meeting place. It will cost 25 or 30 cents to park, but may be more convenient.

Ed Culp

Nelson Hickok

Jim Morris

Gene

Beth Russell

Jack Sercombe

Bob

PRESIDENT'S MESSAGE

The monthly issue of THE TRAINMASTER is the only means of contact with chapter activities for many members. In order to improve the content of THE TRAINMASTER, more news and articles are needed. Original news items about railroad activities in Oregon would be especially welcome. Please send your contributions to our editor, Alex Ceres, at his home address.

Current chapter activities include the following:

- 1.) A continuing search for a suitable chapter office location in the Portland area. An office is urgently needed as a location to work on chapter publications and to store the chapter's growing library of railroad historical material.
- 2.) Negotiations are in progress with the Portland Traction Company to move the Mt. Emily shay from its present location near the SP&S roundhouse to the Oaks Park.
- 3.) The publication of an all-time SP&S motive power roster, with photos, is planned for the near future. Members are urged to send information and black and white photos of SP&S locomotives to Jack Holst.
- 4.) We are hoping to obtain roller bearing equipped trucks for the chapters open observation car #598 so that it will be more acceptable for the mainline excursion use.

CHUCK STORZ, PRESIDENT

CHAPTER CALENDAR

April 19 – Chapter's Annual Salem Meeting

May 17 – Regular Monthly Meeting – Room 208, Union Station

May 24 – Members enroute to Railfan's Conference are invited to attend the Tacoma Chapter's
Monthly Meeting *

May 25 – Second Annual Northwest Railfan Conference to be held in Vancouver, B.C.
and 26

June 21 – Oregon Trunk Mixed Trip
22 and 23

*To be held at the Washington Natural Gas Company, 3130 South 38th Street, Tacoma, Washington. Take "38th Street West" exit from Interstate #5.

STOP PRESSTRAIN OFF

The Yampa Valley Mail – Last Run

April 6 and 7, 1968

The Colorado P.U.C. has given the Rio Grande permission to remove Trains 9 and 10 effective on April 8, 1968. We will take the cars “96” and “Navajo” on the last round trip from Denver, leaving 9:05 a.m. Saturday the 6th and returning on the last train from Craig on Sunday the 7th, with arrival in Denver Sunday at 5:20 p.m. Lunch will be served both days and included in the fare of \$22.50.

Please make your own hotel reservation to the Cosgriff Hotel, Craig Colorado. Order tickets from Box 5181, Terminal Annex, Denver, 80217. Orders received late will be held on the train. Trip is limited to the capacity of the two cars. This is the very LAST run!

COLORADO CHAPTER (?)

EXCURSIONS – LOCAL AND NATIONAL AS RECEIVED

Steam Train Excursion – Union Pacific # 8444

Saturday, June 1, 1968 – Denver to Yoder, Wyoming

You are invited to join us, as for a few brief hours the sights and sounds of steam railroading return to the West. The Union Pacific’s might engine 8444 is one of the fastest and most powerful steam locomotives ever built; when new in 1944 she was the last word in steam. Today she is the sole survivor of a race of giants that once roamed the rails for in 1968 the 8444 is the Last main line steam locomotive on the active roster of a major railroad in the United States. On Saturday June 1st engine 8444 will bring steam back to the high iron of the Union Pacific.

Our special train will steam out of Denver Union Station for Yoder, Wyoming, at 7:00 a.m. with a consist of streamlined coaches, diner, lounge, open-platform “Car 96” and just behind the engine a baggage car to provide a “close up” of the big steamer.

After a high speed run north, we will turn and make the first steam run east from Cheyenne in more than a decade. At Egbert we leave the main line and follow the very scenic but seldom observed 60 mile branch line to Yoder. Several photo stops will be made including one at the Albin Tunnel. Upon return to Cheyenne in early evening, a diesel will take over for a quick trip home with arrival in Denver at 8:15 p.m.

The cafeteria style diner will be serving that world famous U.P. food all day (open for breakfast at 6:30 a.m.) and your fare includes all you can eat, including a full supper.

(EXCURSIONS – continued)

Schedule:

7:00 a.m.	Lv. Denver	Ar.	8:15 p.m.
8:00 a.m.	Greeley		7:15 p.m.
9:30 a.m.	Lv. Cheyenne	Ar.	5:30 p.m.

<u>Fare:</u> (including 3 meals)	\$21.50	\$10.75
	ADULTS	CHILDREN (under 12 – over 5)

Note: Coming from out of town? Plan a steam weekend. The Colorado Railroad Museum will have open-house with operating narrow gauge steam at Golden on Thursday, Friday, and Sunday, May 30, 31 and June 2nd. If your schedule permits, include a ride on the “Silverton” narrow gauge.

Intermountain Chapter, NRHS
Box 5181, Terminal Annex
Denver, Colorado 80217

Yellowstone Fun Tour – Leave from Portland

A well-planned, carefree, all expense tour through Yellowstone Wednesday May 22nd through Monday May 27th. All expense \$121.69. Children 5 and under 12 \$79.56. For reservations – tickets or information call or write:

Northern Pacific Railway
439 SW 6th Avenue
Portland, Oregon 97204

All Aboard!! For a Journey to Yesterday

The High Iron Company, Inc. with the cooperation of the Pennsylvania-Reading Seashore Lines is pleased to announce the first steam-powered passenger train over the rails of the P.R.S.L. in twenty years! Sunday, May 5, 1968 from Camden & Haddon Heights to Cape May, N.J. (Train leaves Camden from New York shipyard at Bulsom Street & Broadway – about 1 mile north of Walt Whitman Bridge) 175 miles round trip!!! Using Ex-Canadian National Pacific Type Steam Locomotive #1286.

High Iron Company, Inc.
P.O. Box 200
Lebanon, N.J. 08833
(201) 236-2200

LOCAL NEWS

Seen recently on an SP&S freight: Three of the line's new Alco C-636 diesels with an Alco Products dynamometer car cut in between the lead and second units. These new locomotives are geared for a maximum speed of 70 mph but are also reported to be performing well at slower speeds with freights on the grades of the Oregon Truck line. An interesting feature of the C-636 is the use of an air motor for starting its diesel engine. The six-wheeled trucks of the C-636 are a brand new type utilizing, among other things, shock absorbers and torsion bars to produce a better ride.

The SP&S has recently completed a mile long 4-track addition to its Vancouver yard. The new section begins immediately north of 39th Street in Vancouver and parallels the Northern Pacific main line.

The Union Pacific is using passenger E-units in freight service. A combination of one A-unit and four B-units has been seen on freights arriving in Portland. U.P. crews are said to like the E's ability to move freights at speed with less strain than freight only diesels.

Noted with regret: Freight operation over the Portland Traction Company's Oregon City line ended with a last train during the early hours of March 25th. Mill switching at Oregon City will now be handled by S.P. trains utilizing the connection at Canemah just south of Oregon City.

CHUCK STORZ

NATIONAL NEWS

California Zephyr Hearings Scheduled!

The threat of the Western Pacific to take off the California Zephyr in February brought an I.C.C. order to continue the train to June 20, pending hearings. This stimulated comments from Rio Grande and Burlington officials regarding the alleged losses suffered by those roads, but a growing protest from individuals.

City of San Francisco Hearings Pending!

The South Pacific meanwhile announced intention to discontinue its last train between Ogden and Oakland, California, the "City of San Francisco" trains 101 and 102. Suggestions have been made by some that since all this would leave no trains at all connecting the San Francisco area and Colorado, Utah, etc., that I.C.C. should consider merging these two trains, perhaps requiring the portion of the run west of Salt Lake City-Ogden are be made via the S.P.

(National News – continued)

Joint hearings of the WP and SP applications are now scheduled for March 25, at San Francisco, then a series of April hearings: April 3rd at Sacramento, 5th at Reno, 8th at Winnemucca, 9th at Elko, 11 at Ogden, and April 12th at Salt Lake City.

Anthony Haswell, of the National Assn. of Railroad Passengers, has entered the C.Z. case, and intends to carry it to the U.S. Supreme Court, if necessary, to keep the C.Z. running.

Meanwhile applications to take other western trains off continue, among them the Northern Pacific's "Main Streeter" and the U.P.'s "Butte Special".

Nothing "New" on Narrow Gauge Abandonment

The Interstate Commerce Commission has not yet set dates for hearings on the Denver & Rio Grande Western application to abandon all narrow gauge trackage from Alamosa in the San Luis Valley, over Cumbres to Durango and Farmington, although the application was filed 'way back in September'. The application does not include the Silverton Branch, which if the rest is removed would be isolated from outside rail connections. Many observers believe, however, that once Alamosa-Durango line is torn up, the end of the Silverton at least as operated by the D&RGW cannot be far off.

Colorado Railroad Museum's
IRON HORSE NEWS No. 51

Strasburg Rail Museum Continues to Expand

Like "Topsy" the proposed railroad museum at Strasburg, Pa. continues to grow – while still on the drawing board. The museum started out as a \$500,000 project in 1963 under jurisdiction of the Pennsylvania Historical and Museum Commission. Two years later, the General Assembly approved a request for \$654,098 to carry out the construction phase of the project. That meant \$1,115,029 would be available for the project. Now the commission plans to acquire additional acreage with Project 70 funds, to "give the museum periphery protection and provide for future expansion."

The Strasburg project will be the first in the nation designed and built specifically as a railroad museum. Several ideas are being studied, according to William N. Richards, director of the bureau of museums, including one that would stretch an entire railroad train out on a piece of track within a long building.

Richard points out that the basic building should be a minimum of 120 feet by 300 feet, and it should display about 25 pieces of railroad equipment. The museum is expected to add a plush atmosphere to the Strasburg Railroad, which operates over 5 ½ mile route to Paradise in the Amish Country.

One of the most famous items slated for the museum is the Pennsylvania Railroad working replica of the "John Bull" – an 1830 locomotive. To keep the engine and other rolling stock in working shape, the museum will need a fully equipped repair shop.

Baltimore's Streetcar Museum, Inc. plans to have a trolley operation by September 1968, on a half-mile track in Jones Falls Valley Park.

(National News – continued)

Wanamie Coal Company near Wilkes-Barre, Pa. has reduced its narrow gauge operations and has sold two of its three Vulcan locomotives to New Jersey Museum of Transport.

Regional Plan Association in New York suggests that most of the elevated system plus new routes in Manhattan, Brooklyn and Staten Island be built or rebuilt as a subway with trains operated by air pressure. Trains could operate in tubes at 45 mph with stations spaced one mile apart and 85 mph with stations two miles apart. The rail-less system would be noiseless and would not add to air pollution.

Tower-Soudan, an abandoned mine operated by Minnesota State Park's system, is open to the public from May to October. The underground ride on mine cars is down the shaft 2,400 feet to the 27th level at a 78 degree angle. Guides offer commentary of the operation which once mined iron ore, jasper, fool's gold and silicas. The mine is open from 9 a.m. to 5 p.m. and charges \$2.00 per trip for adults and \$1.00 for youngsters under 12. Information can be obtained from John Herbusky, Mine Manager, Box 322, Soudan, Minnesota.

PENN-CENTRAL, in preparation for high speed rail service along the north eastern corridor, has issued employees timetables which authorize speeds as high as 160 mph for New York Division and 110 mph for Philadelphia and Chesapeake Divisions.

New York Port authority plans a rail-bus operation early this year between Manhattan and Kennedy International Airport. The vehicles, 15 feet to begin with, will operate on the street between East Side Terminal and Long Island City. Near Long Island RR's tunnel the vehicle will gain access to the third-rail system via a ramp, at Van Wyck expressway, after a 7 mile trip on Montauk freight branch, the vehicle will be converted to highway use for the remainder of the journey. This arrangement will save 30 minutes.

(Editor's Note: The above articles are reprinted from and by courtesy of the Lehigh Valley Chapter's "Leigh Lines" and the Old Dominion Chapter's "Highball".)

LETTER FROM ED

.....There are about six trains (passenger) a day between Saigon and Bien Hoa (pronounced Ben Wah). No steam engines are allowed in Saigon itself and the change to steam is made at Bien Hoa. There is no engine house at Bien Hoa; only a holding track where five or six steam engines are kept ready. The steam consist of some neat 2-8-0's built in France, and a few 2-6-2's built in the U.S. for France in WWII but moved to Vietnam. The diesels are large G.E. 70 tonners painted green and yellow. For the most part the track is 70 lb. rail fastened to metal ties with bolts.

(Letter From Ed – continued)

Every afternoon two Mu'd diesels take about 25 flat cars down to the Saigon docks. This is really a show since people have a tendency to set up shop on the tracks during the day. It is like running a train through the state fair at 3:00 on a Sunday afternoon. The train just lays on his horn and people scatter in all directions! The track goes through back alleys, in front of people's houses and down the middle of a park.....

Edward E. Immel

HQ, MACV J31

APO San Francisco 96222

BOOK REVIEWS

(Editor's note: From time to time various members of the PNW Chapter will review railroad books as a service to our membership. The reviews are the opinions of the reviewer and do not reflect the views of the Chapter or constitute NRHS endorsement of the book.)

U.S. STEAM LOCOMOTIVE DIRECTORY, Victor Koenigsberg August, 1967.

202 pages, loose leaf bound, mimeographed. Price is \$5.95 postpaid from the author at Box 140, Route 1, Sheffield, Iowa 50475.

Mr. Koenigsberg has attempted to draw together a listing of every steam locomotive now extant in the United States. This project had taken him over 4 ½ years of research and shows that he has done his work well. As he realizes that it is impossible to find every locomotive, that the status of various locomotives will change with the passage of time, and that additional information about each locomotive will turn up as a result of the publication of his book, he plans to publish addenda sheets which will be circulated with the locomotive newsletter LOCOMOTIVE NOTES published in Natick, Massachusetts by Roy Linscott. For those who do not subscribe to LOCOMOTIVE NOTES, the addenda is available from the author at nominal charge.

Information is presented alphabetically by location where the locomotive is kept or normally stationed. The first line gives name of builder, construction number, date built, and location of locomotive. The second line gives the type of locomotive, bore and stroke of cylinders, boiler pressure, diameter of drivers, tractive effort, total weight, weight of drivers, type of fuel, and gauge of locomotive. Following lines give the ownership history of the locomotive. The following sample entry will give an idea of the detail which is presented for each locomotive:

(Book Reviews – continued)

The Lima Locomotive Works, Inc. #3197 Dec 1922 Natchez, Miss. 3T Shay 11x12 200 32 25,830 133,000 wood 56-1/2 built for the Crosby & Rosa Lumber Co. #11 at Blodgett, Miss. Sale: ? to Virgin Pine Lumber Co. #11 at Piave, Miss. Sale: Sept 1937 to Crosby Lumber & Mfg. Co. #11 at Crosby, Miss.

Donation: c 1965 to City of Natchez

Notes: class 60-3 shay; on display in Duncan Park

The listing features all existing steam locomotives; those in active service, stored, on display or abandoned in the boondocks are all detailed in an easy to locate manner. Detailed locations are given in a concise way so that even a total stranger should be able to locate the loco with little difficulty. An accuracy check by the reviewer only turned up two steam locos in the Oregon-Washington area that were missed...the only recently found Smith Power Logging Co. shay at Powers, Oregon and the Inland Empire Paper Company 0-6-0 at Spokane. I would highly recommend this publication for the serious fan who wishes to be familiar with what is left of our vanishing age of steam. This reference work will certainly accompany me on my many trips throughout the country to make sure I don't miss something!

Jack M. Holst

PUBLICATIONS AVAILABLE

Out of Print Postcard Set

We've run across a small supply of the set of five giant postcards (about 7x10) that were made about ten years ago from five original Jackson color prints of the D&RG. Subjects include the Silverton high line with a doubleheader of the 1880s, a train in the same canyon, two scenes in the Glenwood Canyon and one in Ruby Canyon. In special envelope, \$.75. We've had a lot of people looking for these for years, so here they are again, while they last.

Terms: Remit with order; Colorado customers add 3% sales tax, and we decline sending orders C.O.D.

Colorado Railroad Museum

Box 641

Golden, Colorado 80401

MILN GILLESPIE

The Pacific Northwest Chapter of the National Railway Historical Society was stunned by the recent loss of a prominent member and fine friend. It is difficult to write of a man whose interests and experiences ran as long and deep as Miln's without shading aspects based only on observation and conjecture.

We were fortunate in finding an article Miln himself wrote for issue No. 69 – THE TRAINMASTER – April 15, 1963. It is reprinted in its entirety.

It is personal and more fitting than anything we could present.

THE CHAPTER

THE RAILROAD BACKGROUND OF MILN GILLESPIE

For as long as I can remember (since 1918) I have been fascinated by any vehicle running on rails. Having been born in 1916, my early childhood in Portland (and one year spent in Eugene) was during the latter days of the interurban and streetcar era, and it was my fortunate pleasure to have ridden to many destinations now reached only by bus, or not served by any public transportation whatsoever. Highlights of my early childhood include riding open trolleys in regular summer service on the famous Council Crest line, open trailer cars (behind trolley motors) on the long abandoned Bull Run Line of PRL & P Co., and the local S.P. owned streetcars in Eugene and between Eugene and Springfield, Oregon.

My railroad interests have always been with the historical-business-personality side of railroading rather the mechanical. In 1928 a family friend gave me the December, 1928 issue of the "OFFICIAL GUIDE". This opened a "Pandora's Box" of pleasure through page after page of time tables and schedules in a pre-depression age when nearly all the lines, both long and short, offered passenger service to most everywhere in the U.S.A., Canada and Mexico, and railroad maps were shown in plenteous quantity. Since then (1928) a hobby of reading the "OFFICE GUIDE" at regular intervals throughout the years has given me a living history of the railroad passenger business up to the present time.

Due to many other interests both during high school (Lincoln High of Portland) and college (Pomona College, Claremont California) and afterwards my railroad fan enthusiasms have "blown hot and blown cold." I guess all of us have pangs of regret regarding the picture taking we did not do and the riding of trains we did not take. However, I have many memories to carry me through my lifetime, and many pictures and mementoes to last beyond. Among my most cherished railfan experiences are:

1. Riding the very last S.P. "WEST SIDE LINE" RED ELECTRIC (PORTLAND) TO McMinnville VIA FOREST GROVE July 1929. (Cameras clicked.....Spectators lined the route and held up their children to see the train.....)
2. Riding the last OREGON ELECTRIC RAILWAY PASSENGER TRAIN MAY 13, 1933 BETWEEN PORTLAND AND EUGENE AND RETURN. (An even greater emotional "Binge" than No. 1 above.....The conductor was near tears.)

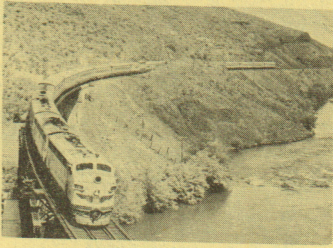
3. Riding as a “Drover” with a trainload of cattle from Prairie City to Baker, Oregon on the famous NARROW-GAUGE SUMPTER VALLEY RAILWAY IN AUGUST 1932. (This was last year of operating via switchback over Dixie Mt. That Fall the last 20 miles of line (to Prairie City) were abandoned. Returned with free permit “on the cushions”.....regular passenger fare was five cents per mile!)
4. Spending all day in Nov 1941 with the train and engine crew of the NARROW GAUGE PACIFIC COAST RAILWAY covering Mail Line and Branches South of San Luis Obispo, California. We went 44 miles south to Orcutt. (First train there in four months!!) and picked up all moveable equipment to be returned to San Luis Obispo prior to abandonment of the Main Line three months later. Trains ran as far as Santa Maria, California about once a week until final abandonment.
5. Riding trains in 1936-37 in SIAM (NOW THAILAND), FRENCH INDO-CHINA (NOW VIETNAM), CHINA, MANCHURIA, KOREA, AND JAPAN, INCLUDING FIRST PASSENGER TRAIN WHICH THE JAPANESE MILITARY ALLOWED TO LEAVE PEKING AFTER THEIR CAPTURE OF THAT CITY IN AUG-1937.

After working for S.P. prior to World War II in the Salinas-Monterey area both in the freight and ticket work, I enlisted in the Army in November, 1942 and was assigned to the Railway Operating Battalion, an Illinois Central sponsored outfit, which trained at Camp Shelby, near Hattiesburg, Mississippi. I was trained as a station-agent, train order operator, including the rudiments of telegraphy. Six (6) months later we were sent overseas to Oran, Algeria, then put aboard “40 and 8” box cars for the three day rail trip of 900 miles to SOUK AHRAS, near the Tunisian border. Eight months later we were transferred to Italy where we operated railroads starting near Naples and ending in Bologna when the war ended. Our outfit ran the first Allied train into Rome and the first Allied train through 1 3/4 mile Appenine tunnel into Bologna. I worked in the very middle of that tunnel and had the thrill of handing up train orders and clearance to those historic “first trains,” as we as all Allied trains entering Rome.

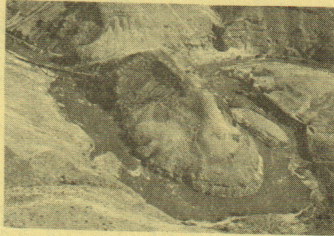
To me the poetry of motion of the steel wheel on the steel rail is the finest of literature, and the wail of an engine whistle in the night (be it steam or diesel) is the siren’s call to adventure of the highest order. What other hobby or interest has 125 years of stirring history behind it and a future still to be decided? What other hobby has so changed the economic and political future of mankind in every continent of the world? The steel rails reach in continuous line from the 5th cataract of the Nile in lower Egypt via Siberia and China to Singapore, and from Prince Rupert, B. C. in North America to San Jose, Costa Rica in Central America. It is a hobby both static and dynamic---static in the countless lonely stations and twin-ribboned rails throughout the world, and dynamic in the motion, of whirling wheels along these rails to each railfans personal Valhalla of railroad glory.

Miln Gillespie 4/12/63

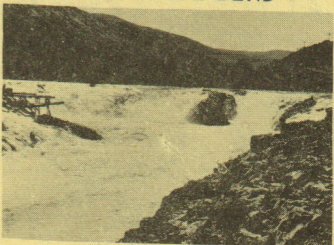
SPONSORED BY: THE VERNONIA, SOUTH PARK & SUNSET STEAM R. R. INC. BANKS, OREGON
AND THE PACIFIC NORTHWEST ELECTRIC RAILWAY ASSOCIATION INC.



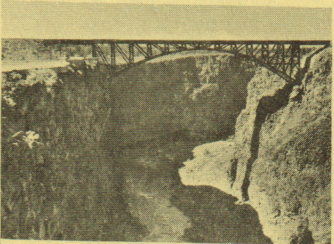
U. P. TRAIN, 1960



HORSESHOE BEND



SHEARS RAPIDS



CROOKED RIVER GORGE

ALL ABOARD! . . . STREAMLINER!

“DESCHUTES PANORAMA”

SUNDAY, APRIL 21, 1968

For the first time since 1960 a special excursion train will be operated over the Union Pacific Railroad on the Oregon side of the Columbia River, to the Deschutes River and then thread its way through the awesome and thrilling Deschutes Canyon for practically 100 miles, climbing out of the canyon near Madras and then speeding on over the flat plateau country of Central Oregon to Redmond, known as "The Hub of Central Oregon". Relax aboard the special streamliner, "Deschutes Panorama", as you travel up the mighty Columbia River, between the Twin Guardians, Wind Mountain and Shell Rock Mountain intruded on the north and south shores, forming the mythological "Home of the Winds". View the tumbling waterfalls and monumental rock formations, Bonneville and the Dalles Dam. You will pass towering terraces of Columbia River Basalt, revealing the foundations of this Eastern Oregon Country cut by the mighty torrent of the Deschutes River. Watch the Celilo Indians Fishing at Shears Bridge from primitive wooden platforms built on treacherous rocks in the Deschutes Canyon. Thrill at the views of the famous castellated crags of Smith Rocks. Hold your breath as the train crosses the high and wide Crooked River Canyon.

RESERVE SPACE EARLY • ALL SEATS RESERVED • WELCOME ABOARD

“DESCHUTES PANORAMA” SCHEDULE

Leave Portland From Union Pacific's Albina Freight Station at North Russell and Interstate Blvd.

Lv. Portland	Albina Station	8:00 AM	Return	10:00 PM
Lv. Hood River	U. P. Station	9:10 AM	Return	8:15 PM
Lv. The Dalles	U. P. Station	9:40 AM	Return	7:55 PM
Ar. Redmond	O. T. Station	2:30 PM	Leave	3:30 PM

Note: Plenty of Free Trainside Parking at Albina Station

FARES

Adults, \$12.00 Children Age 5 thru 11, \$7.00

Children under 5, \$3.00

ADVANCE RESERVATIONS NECESSARY • ALL SEATS RESERVED

INCLUDES

Scenic 446 Mile Round Trip Excursion
Delux Union Pacific Railroad Streamlined Train
Refreshment and Lounge Cars

Continental Breakfast
Fried Chicken Box Dinner
Special Entertainment

RESERVATIONS & TICKETS

UNION PACIFIC R.R. — 917 S.W. Washington, Portland Ph. 227-6471

UNION STATION — 800 N.W. 6th Avenue, Portland Ph. 227-3421

UNION PACIFIC STATION — Foot of West 11th Avenue., Vancouver, Washington Ph. 694-5151

UNION PACIFIC STATIONS — Hood River and The Dalles, Oregon

Note: ALL SEATS on the "Deschutes Panorama" are RESERVED and specifically assigned in advance.



Make Check or Money Order payable to the Vernonia South Park & Sunset Steam Railroad...Send to 8138 S.E. 13th, Portland, Oregon 97202. Please enclose stamped self-addressed envelope. For information call 236-1589.

Tickets by Mail

“DESCHUTES PANORAMA”

Name _____ Phone _____
PLEASE PRINT

Address _____ City _____ State _____ Zip _____

NUMBER OF TICKETS: Adult _____ Age 5 thru 11 _____ Under 5 _____

I AM ENCLOSING CHECK OR MONEY ORDER IN THE AMOUNT OF \$ _____

WE WILL BOARD THE "DESCHUTES PANORAMA" AT:
PORTLAND HOOD RIVER THE DALLES