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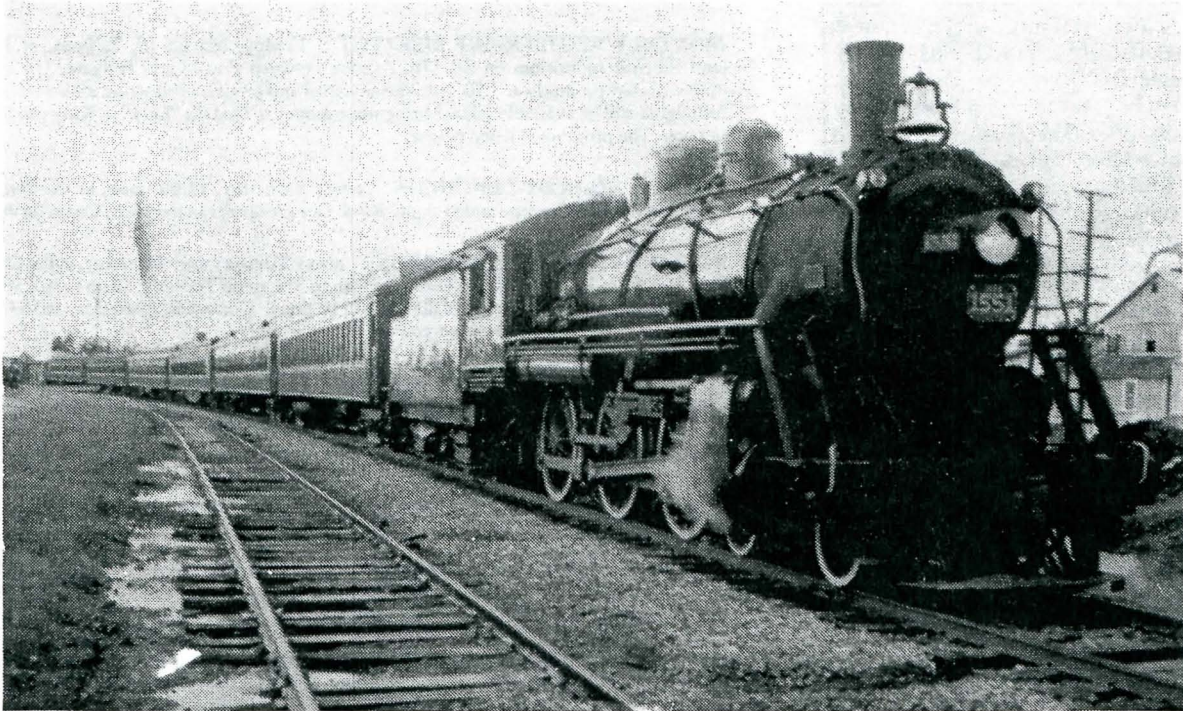


TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society



MARCH 1993



Number 1551, a 4-6-0, pulls an excursion train at Sugar Creek, Ohio. -John Lukens

THE ADVENTURES WITH AMTRAK CONTINUES -part 2

From Chicago the International train took John and me through Michigan farm lands and into Canada. At Port Huron the crew changed from American to Canadian. The trip there had been slow, often traveling 10 to 15 mph due to track replacement. I looked forward to entering Canada. Lake Huron would be seen to the left and Lake Erie way off to the right. I couldn't see a thing! The tracks descended into a chunnel and all was black. As we approached Toronto, the green double-decked GO light rail trains were much in evidence. The tracks at the railyard in Toronto were full of them.

Across from Union Station is the Royal York Hotel that was built in the heyday of rail travel to serve the passengers. It is a grand place with inlaid wood ceilings, mural over the entry and thick carpets on the floor. Nearby is the CN tower with an observation deck and a revolving restaurant 2 floors above the 114th floor. The view was magnificent as our table rotated past the waterfront of Lake Ontario, over the railway station, past the Skydome and on to an expansive view of Toronto.

Casa Loma castle, a couple miles to the north, was well worth a visit. The stonework was particularly attractive on the castle and garden walls. There are 98 rooms, 2 turrets, an immense pipe organ in the great hall and a gorgeous

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. **Please address contributions, correspondence, and exchange copies of newsletters to:**

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Room 1, Union Station
Portland, OR 97209-3715

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Kristopher Lundt
28790 SW Ashland Dr. #224
Wilsonville, Or 97070

CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$27/yr.
Joint...\$32/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The editor reserves the right to edit or hold material at his discretion.*

—Kristopher

CHAPTER TIMETABLE NO. 366

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, March 11, 7:00pm, at room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, March 19, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

LIBRARY/ ARCHIVES WORK SESSION Thursday, March 11, 1 to 4pm & Saturday, March 20, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jim Loomis at 253-3926 or Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, March 20 & 27, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

15th ANNUAL RAILRODIANA & MODEL RRSWAPMEET Saturday, March 13, 1993, 10:00am to 4:00pm at the Jackson Armory, 6255 NE Cornfoot Road, Portland Or. For information write to Doug Auburg, CGMRC, 2505 N. Vancouver Ave. Portland, Or 97227

MARCH MEETING PROGRAM

Program begins after business meeting

presented by Darel Mack
SLIDES OF SOUTHERN PACIFIC IN THE '20's & '30's

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the Meeting Program Coordinator.

CHAPTER BUSINESS

WORD FROM YOUR MEMBERSHIP CHAIRMAN

When you send in your membership applications, you should keep these few items in mind

1. The N.R.H.S. has received membership applications showing the applicant's mother or father as SPOUSE. This is not permitted per the Society By-laws, Article IV, Section 2(c), quoted in part as follows:

"Family membership shall be available to the spouse and/or children of a member who live at the same residence with the member".

Such applications received are processed without the paternal or maternal name and credit memo issued.

Also, we get an occasional child membership application which indicates the child is a college student. Unless you have a prodigy in your midst, remember that at age eighteen (18) children become adults according to the State of Maryland Statutes. This is the state where the NRHS is incorporated and we must obey accordingly.

2. Just a reminder of a previous announcement regarding addresses including the apartment, suite, space number. The postal service is getting quite specific about this and there have been recent instances of correspondences, and even copies of the BULLETIN, being returned due to lack of this information. It is all part of the ZIP + 4 system.

3. A number of members who have rural route/box number addresses, and live where the 911 system is being introduced, are showing change from route/box to actual address - WE THANK THEM. HOWEVER, please keep in mind that is you get your mail at a post office box, that is where you "LIVE" according to postal delivery. It is NOT necessary to show your street address.

4. A recent mailing from the National Secretary regarding an arrangement with LOCOMOTIVE & RAILWAY PRESERVATION which has in its wording, among other provisions, that effective with 1994 renewals, you will be able to renew your subscription. This procedure has some definite problems, none the least of which is placing such a task on the Chapter Treasurer. This is NOT a finalized arrangement; the final word will come from Membership Services.

-V. Allen Vaughn, Director Membership Service

(Thank you for your attention concerning the above items, and lets hope the membership continues to grow so that we can make the Portland chapter the best there is. -John L.)

ARCHIVES REPORT FOR JANUARY 1993

LIBRARY COMMITTEE MEETING

The chapter Library Committee will have its first meeting of 1993 on Saturday, February 27 at 1:30 in Room 1. We will talk about job assignments and goals and objectives for 1993. Jim Loomis has been appointed chair.

LIBRARY WORK PARTIES PLANNED

Library and archives work parties are planned for the afternoon of the Thursday board meeting and the Saturday morning after the monthly membership meeting, as follows:

Thursday March 11, 1:00 to 4:00 p.m.

Saturday, March 19, 9:30 to 12 noon

NEW COLLECTIONS

We want to thank Al Haij for getting a collection of 8 mm motion pictures from the estate of Cliff Hanson (1920-1992). Mr. Hanson took movies of Southern Pacific, rail transit, museum steam locomotives and other subjects in Oregon and San Francisco Bay Area from 1957 to 1988. Contact Walt Grande for more information about this collection.

Walt helped us obtain a collection of railroad maps from Gratron, a Portland grain marketing company. The collection includes many railroads serving the Pacific Northwest and cover the years 1929 to 1991. Thanks to Ray Guimary, Gratron's manager and to Jonathan Schlueter of Pacific Northwest Grain and Feed Association for helping us acquire these maps. An inventory of the collection is in the library.

-- Bob Weaver, 1-20-93

MEMBERSHIP REPORT

Tammy Auburg, Chairperson

Thank you to the members who have been sending in their renewals. The response has been so great I am having trouble keeping up with it. If it takes a while to get your cards back to you, please be patient with an over committed person. I will get them to you eventually. This last week I received two notices of deaths of chapter members. These are George Combs and James Wollam. Our condolences to their families and I hope they are on a good train.

ADDRESS CHANGE

Drapeau, Jacques

3920 Oak Street
Longview, WA 98632

Lundt, Kristopher-TM Editor

28790 SW Ashland Dr. #224

Wilsonville, OR 97070

Sedlacek, Rod

19083 Saddleback Ln

Bend, OR 97701

Nicodemus, David

changed zip to 97333

CHAPTER BUSINESS

NEW MEMBERS THIS MONTH ARE:

Leo & Betty Cremeen

6114 NE 122th Ave
Vancouver, WA 98662

Jack H. Norton

36435 SE Gordon Creek Rd
Corbett, OR 97019

Quentin & Jean Smith

3486 Wood Ave
Eugene, OR 97402

Alock Pandey

1836 Banbury Rd
Charleston, SC 29414-5941 (Transferred in)

Lets give them all a big "Welcome". We are a large and diverse group all interested in railroads and their preservation. We meet on the third Friday evening of each month and we would be glad to have you attend. The meeting time and place are listed on page 2 in the *Trainmaster*. We also welcome any volunteer time you would be so inclined to give.

-Tammy Auburg

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - FEBRUARY 11, 1993

The meeting was called to order by President Bob Hoffman at 7:09 PM.

The Chapter board passed the following motions at its February meeting: 1) Authorized the five Chapter officers to be check signers and maintaining two bank accounts each in the US Bank and First Interstate Bank. 2) Authorized \$150 seed money to set up food sales at the 1993 swap meet. 3) Authorized an advance of \$26.00 to rent two tables for the Chapter at the 1993 swap meet. 4) Authorized spending up to \$500 to publish the new Chapter membership directory.

Committee Member Lists: Bob Hoffman asked the board contacts for each committee to make up membership lists of each committee as soon as possible for publication in *The Trainmaster*.

National Director Al McCready announced that he will be attending the NRHS national board meeting to be held in Little Rock, AR in March.

Finance: Bob Hoffman stated that he wants representation from each major Chapter committee on the finance committee in addition to needing a chair for the committee. Shannon Pratt was suggested for finance committee chair.

Rolling Stock: Bob Hoffman asked the rolling stock committee to give priority to reviewing the status of the cars needed for the coming Montana lease and compile a list of needed repairs and a cost estimate. Richard Gray reported that no late word has been received from Dave

Duncan on the Montana lease. Bob Hoffman reported that the demurrage on the two flat cars used to move the locomotives has been stopped.

Excursions: Bob Hoffman reported that Amtrak will furnish a 700 seat train for the Spokane circle trip. A Seattle trip is planned for the weekend of July 10 and 11 with a commitment for the steamboat Virginia V already made for July 11.

Oregon Trail Excursion: Bob Hoffman reported that the Oregon Train Excursion is being sold from Salt Lake City to Portland by the Pacific Limited group (Central Coast Chapter, Promontory Chapter, Feather River Rail Society and the U.P. Historical Society). Bob said that in light of the Chapter not being allowed to participate in the excursion efforts will be made to improve relations with the Union Pacific.

Swap Meet: Bob Hoffman advised that the activities committee needs to contact Doug Auburg of the Columbia Gorge Model RR Club about the Chapter's required share of manpower needed at the meet. A decision is also needed on operating the food concession at the meet.

By Laws Committee: Bob Hoffman announced that Janet Larson will be the new By-Laws Committee chair with Gerry Schuler to be the board contact. The board discussed sending the futures committee report to the membership before any general revision of the By -Laws begins.

The meeting was adjourned at 11:00 PM.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES-REGULAR CHAPTER MEETING-FEBRUARY 19, 1993

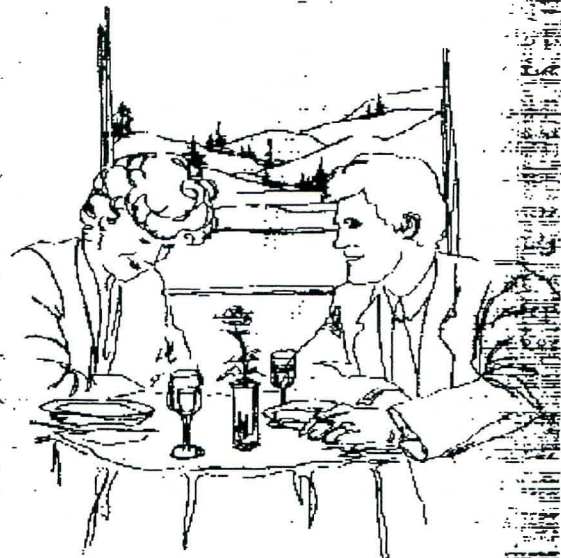
The February Meeting was canceled due to 6" of snow in the Portland area.

FROM JAY LENO...

"You notice how every time there's a train derailment, it's always somethin' bad like benzene or somethin' like that... Can't they ever have a train derailment that involves something like M&M's or candy corn?"

-The Coal Bucket

"The Spirit of Oregon" Dinner Train



Elegant Dining By Rail Roy, Oregon

On the *Spirit of Oregon* dinner train, four elegant railroad cars—two dining cars, a bar car and a kitchen car—will carry patrons on a new adventure. Two colorful Alco locomotives will do the pulling, while diners relax and enjoy the sights of Washington County's rolling hills and rugged mountains by train. A five-course meal is featured. The main course will offer your choice of prime rib, poultry, a vegetarian dish, or salmon (in season). Wine and/or champagne is also provided. To allow maximum dining pleasure, the *Spirit of Oregon* will travel at no more than 25 mph.

Spirit of Oregon
10285 NE Roy Road
Cornelius, Oregon 97113
(503) 324-1919

CAPTION; TIE LINES by John Lukens

After porusing thru the many NRHS chapter newsletters from the end of the year, with such names as , THE IDAHOAN, THE GOLDEN SPIKE, SEMAPHORES (there are two of these), SPARKS AND CINDERS, STEAM ECHOES, THE WAYBILL, THE COAL BUCKET, GREAT PLAINS DISPATCHER, and the tongue rattlin' FERROEQUOLOGIST (Iron Horse), I've found some noteworthy new from around the country.

In the SEMAPHORE out of Conneaut, Ohio, their article on strange laws (from the Pioneer) relates a law in Washington state that requires a dog to be carried on the cowcatcher to put to flight cattle obstructing the track. It's still on the books !!

The CINDERS FROM THE SMOKESTACK, from Birmingham, Alabama, had a nice picture of the CITY OF PORTLAND dome liner that was part of the August excursion from Memphis to Kansas City.

The very professionally done REVIEW from the bay area association, noted that according to Light Rail and Modern Tramway News, Portland's MAX carried 7.8 million passengers during KY1991-92 (up 5%).

Do you know what AKAHELE I KE KA'AAHI means? or can you even pronounce it?? The Hawaiian Railway, in Ewa Beach, Hawaii, translates it as "look out for the fire wagon". Now can you say it ten times? it-it-it-it-it-it-it-it-it-it (chuckle-chuckle)

Tampa Bay, Florida, chapters ORDER BOARD, had a very glowing article by Ken Peale about his visit to friends in Oregon for his birthday. As a grand present, they flew from Eugene to Hood River and in his own words.....he had a "spectacular day riding the Mount Hood Railway". With a detailed report, he ended with this sentence; "May the Mount Hood Railway have a long and happy career". Nice, huh?

In their column STACK TALK, by Neil Moran, he reported that the Astoria RR and Preservation Society acquired a 2-8-2, #21 (an ex Santa Maria Valley locomotive) for future tourist operations.

Well, that's it. If you have any other news from around the state or the country, drop us a "Tie Line".



#261 REBUILDING PROGRESSES

Work shifts to Minneapolis GE Shop

After months of work performed at the Wisconsin Central Ltd. engine house in Green Bay, WI., work on Milwaukee Road 4-8-4 #261 has now shifted to Minneapolis, MN where rebuilding will be completed. The locomotive was moved to Minneapolis by Wisconsin Central Ltd. on September 20-22, 1992, and it is now safely tucked away in the heated, fully equipped General Electric apparatus shop adjacent to the Soo Line's Humboldt Yard in north Minneapolis. The GE Shop, which specializes in rebuilding traction motors for diesel locomotives, is an ideal location to complete the work on the #261. It is equipped with indoor railroad tracks and has large overhead cranes for moving heavy parts. GE has been most gracious in allowing the repair of 261 to take place at their facility. The company has undertaken the task of rebuilding the trailing wheel truck of the locomotive, and has allowed North Star Rail crews to use its tools and other equipment.

Since the locomotive arrived at the GE facility, much work has been accomplished. All of the boiler and firebox surfaces have been ultrasound tested and inspections of the stripped-down boiler have been conducted by North Star Rail, Moorehead Boiler of Minneapolis, Diversified Rail Services and the FRA. The inspections revealed that the boiler and firebox are metallurgically and mechanically in excellent condition, with all shell thicknesses conforming to proper specifications. In November, an 18" x 60" patch was installed on the knuckle portion of the rear flue sheet, in an area where cracks commonly occur (such cracks had developed on 261). The patch was fabricated by Moorehead Boiler. Of the 261's 3800 "staybolts", only 150 have required replacement.

The superheater tubes and flues have all been pulled out of the front of the locomotive, and new ones already on hand are being reinstalled. Most major appliances have been shipped out to various shops for repair work, and will be reapplied as they are returned. So far, rebuilding is on schedule, with the first steam-up of the locomotive planned for later this year.

"TOOL" CAR ACQUIRED, REBUILT

The first authentic piece of ex-Milwaukee Road rolling stock has been acquired for the consist to be pulled by #261. Former Milwaukee Road storage car 1959 trailed the #261 on the move from Green Bay to Minneapolis.

Painted in Milwaukee Road streamliner colors from the 1930's the car was originally constructed in 1938 as an observation car for the "Twin Cities Hiawatha" and carried the name "Earling." North Star Rail acquired the car in time for the move to Minneapolis. The "Earling" will be used to carry tools and equipment necessary to service #261.

-Northern Lines, publication from "Friends of the 261"

According to the 27th annual *STEAM PASSENGER SERVICE DIRECTORY*, we've got a lot of quality lines we could be traveling on this next year. See if there is one that peaks your interest and GO RAILIN'.

SUMPTER VALLEY RAILROAD . . Baker City, Oregon . . 10 mile

OREGON ELECTRIC RR Glenwood, Oregon . . 1.5 mile

MOUNT HOOD RAILWAY Hood River, Oregon . . 44 mile

WASHINGTON PARK RR Portland, Oregon . . 4 mile

WILLAMETTE SHORE TROLLEY . . Portland, Oregon . . 6.2 mile

and in our northern neighbor of Washington;

ANACORTES RAILWAY Anacortes, Wash. . . 3/4 mile

LEWIS & CLARK RAILWAY . . . Battle Ground, WA. . . 21 mile

CHEHALIS-CENTRALIA RR . . . Chehalis, Wash . . . 12 mile

MT. RAINIER SCENIC RR . . . Elbe, Wash. . . . 14 mile

SNOQUALMIE VALLEY RR Snoqualmie, Wash. . . 10 mile

YAKIMA VALLEY MUSEUM Toppenish, Wash. . . short

LAKE WHATCOM RR Wickersham, WA . . . 6 mile

YAKIMA INTERURBAN TROLLEY . Yakima, Wash. . . . city

BON-VORGEE -John Lukens

-from page 1

observatory with ornate brass and glass doors and a domed stained glass skylight. A tunnel in the basement leads to the stables a block away.

Grayline took us on an all day tour to Niagara which was included in the package from Amtrak. The falls were seen from the Canadian side from both above and below. The town was clean, pretty and beautifully landscaped with lots of colorful flowers. The Maid of the Mist boat took us to the base to the Canadian Horseshoe Falls. What an experience! the mist from the falls was thick, the thundering of the falls deafening as tones of water crashed onto the rocks below. The passengers looked like blue soggy monks in their long hooded raincoats. The American side is straight, less dramatic and much rockier at the bottom making it impossible to sail as close. A few hardy souls inched along a ramp leading under part of the American falls.

The Maple leaf took us from Toronto to Buffalo, N.Y. from the railroad bridge the falls were not visible being blocked by a freight bridge. Customs boarded as soon as American soil was reached. They held up the train for over an hour, being rigorous in their duty. We took a bus (please forgive us) from Buffalo to Cleveland, Ohio not wanting to wait until 3 AM from a train.

An Amish country tour from Country Magazine was leaving the next day for Holmes County, Ohio and having enjoyed their New England craft tour the previous year, we were looking forward to visiting the Amish with them. 41 friendly folks from 15 states spent a great week together. We enjoyed the hearty, tasty Amish cooking, sometimes right in their farm houses. There were quilts and crafts, buggy and wheel making, raisers of horses, llamas and pot bellied pigs and best of all - Eli, an Amish gentleman who toured with us for 2 days, explaining all about the Amish lifestyle. These are friendly, gracious, serene and positively delightful people. They live their faith in God.

Sugar creek was John's favorite town. It has alpine style buildings with lovely murals that have moving parts, like a steam engine puffing through a valley. I nearly lost John when he spotted the Sugarcreek excursion steam train pulling at least 6 beautifully restored Ohio Central passenger cars. He filmed it as it rounded a bend and pulled into the station. The 1551 engine (a 4-6-0-) was in wonderful condition and meticulously maintained. The stem whistle absolutely talked under the artistry of the engineer. John was walking on air when he was allowed to enter the cab and look around with his camcorder.



We returned to Cleveland and caught the Lakeshore Limited the next morning. It was crowded and chaotic, partly because most of the restrooms were out of order. Fortunately this run was an exception to the usually pleasant travel on Amtrak. I was pleased to relax in the new Metropolitan Lounge in Chicago when we reached there. The lounge is the first class waiting room now available in some of the major cities. It's great.

After a short layover, the Pioneer was ready for boarding to take us through Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Idaho, and home to Oregon. At the Illinois - Iowa border the train crossed a bridge 2,000 feet long, over the calm, murky waters of the mighty Mississippi. Iowa and Nebraska are mostly farmland. The yellow prairie of western Nebraska held big green circles of irrigated crops. There were huge ranches dense with cattle on fenced ranges bursting with waves of Black-Eyed Susans.

The depot at Denver sits downtown in a canyon of tall buildings. It is unappealing from the trackside but the interior is nice. I watched our train being separated into the Zephyr for California and

the Pioneer for Seattle. The fresh engine was coupled with just the slightest bump.

We headed almost due north into Wyoming before turning west into the Sherman Mountains and the 8,000 ft. pass. Gish, an interpreter, was on board to tell us about this area. We passed through Butch Cassidy and Sundance Kid territory and the Laramie Mountains where Tom Horn put an end to cattle rustling in those parts, but was later hanged for allegedly shooting Willie Nickles. Tom is a local folk hero. At Devil's curve is milepost 666 in the Devil's backbone, so named by railroaders. Several train robberies occurred here.

The country in Wyoming and Utah looks barren at first glance but holds interesting formations and colors and some vegetation, including wild flowers. The terrain and sights change by the hour. We re-entered Oregon on July 19th, chugged through the lovely Blue Mountains, sped through the dry tan of eastern Oregon and back down the Columbia River Gorge to Portland.

The journey had been all we hoped for, and more. From the majesty of Glacier National Park, to Toronto and Niagara, to the dear Amish in Ohio and back through the center of our nation. We traveled through 17 states and met many nice folks. May God continue to bless America.

John and Carol Lukens, Amtrakers at large



Friends of the 261 inc.

4322 LAKEPOINT COURT
SHOREVIEW, MN 55126

FRIENDS OF THE #261 MEMBERSHIP APPLICATION

MEMBER NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE (Home) _____ (Business) _____

Please check the class of membership desired:

___ INDIVIDUAL MEMBERSHIP \$25.00 Annual Membership Dues

___ CORPORATE MEMBERSHIP \$100.00 Annual membership dues

Please indicate if you willing to participate in the following activities:

___ TRIP PLANNING, ___ TRIP OPERATION ___, ENGINE SERVICE

___ TRIP LOGISTICS, ___ TICKET SALES, ___, TRIP PROMOTION

Mail this application, with your check or money order to:

FRIENDS OF THE #261, INC.
4322 Lakepoint Court
Shoreview, MN 55126

SIGNATURE OF APPLICANT _____

DATE: _____

The Rocky Mountain Railroad Club and the Union Pacific Railroad present the 40th Anniversary of Steam Excursions

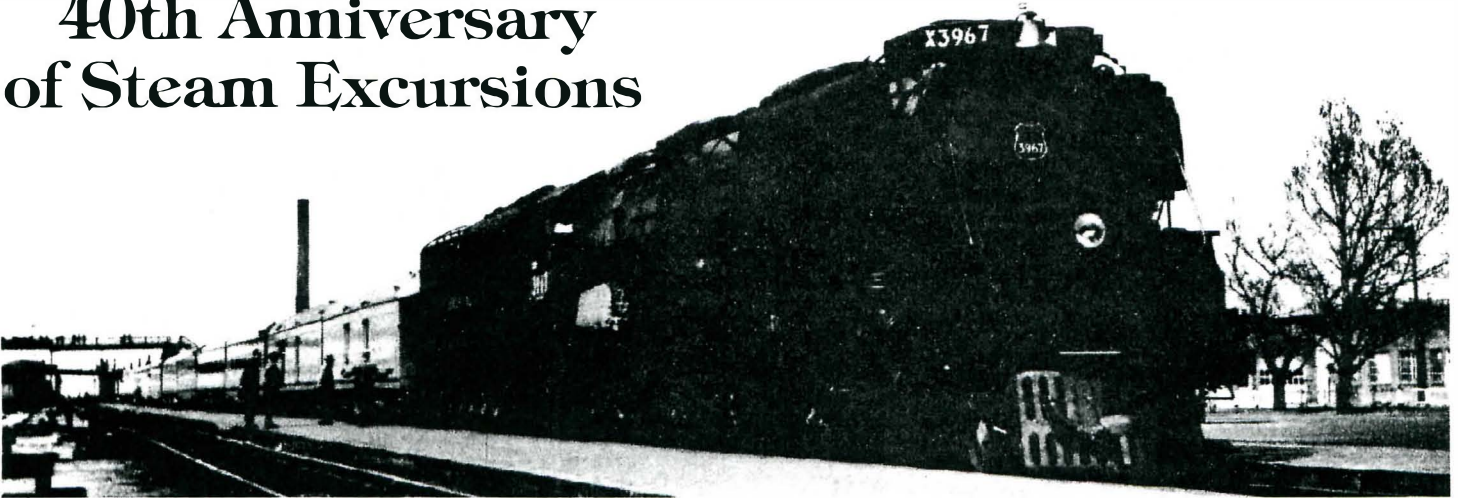


Photo by Richard Kindig
Union Pacific #3967 May 17, 1953 in Laramie, Wyoming
Rocky Mountain Railroad Club Special

Round Trip From Denver, Colorado to Laramie, Wyoming Saturday, May 15, 1993

An era began on Sunday, May 17, 1953 when a Union Pacific excursion train prepared to depart from Denver's Union Station with the *Rocky Mountain Railroad Club Special* headed for a day-long trip from Denver to Laramie and return via historic Sherman Hill. Power for this train was one of the giant 4-6-6-4 *Challenger* locomotives #3967, the last coal burning *Challenger* equipped with elephant ear smoke deflectors. This trip was the beginning of a long relationship between the RMRRC and the U.P. Railroad offering steam excursions.

Over 35 years have passed since a *Challenger* last operated out of Denver. Who would have thought that with the end of the steam era that we would ever again see a magnificent *Challenger* locomotive with elephant ear

deflectors and numbered "3967" glide out of Denver's Union Station. That is exactly what will happen on Saturday, May 15, 1993, when the Rocky Mountain Railroad Club Special departs with a beautifully restored 14-car train of the U.P. Streamliner era, complete with coaches, dome cars, and lounge.

This *40th Anniversary Special* will depart Denver at 7:00 a.m. for an exciting 300 mile, mainline, round trip to Laramie, Wyoming, and return. In the usual RMRRC tradition, a number of excellent and spectacular photo run-bys will be made in the rugged and historic country of Sherman Hill. The train will arrive back in Denver in the evening. Included in the ticket price are coffee and donuts, box lunch, beverage and snacks.

NOTICE: The RMRRC and the Union Pacific Railroad are not liable nor responsible for any inconvenience caused by trip cancellation, delays, changes in equipment, schedule or anything beyond our control. We cannot assume responsibility for missed travel connections. Purchasers are subject to all requirements and conditions of the Union Pacific Railroad and the RMRRC. All passengers will be required to sign a Union Pacific release form which will be mailed with the tickets. These forms will be collected at the time of boarding the train.

REFUND POLICY: A \$15.00 handling charge will be made on each ticket where refund is requested. No refunds will be made after April 15, 1993. Full refund will be made if the trip does not operate.

Please fill in the coupon and send it with your remittance (check or money order) and a LSSAE as soon as possible to the Rocky Mountain Railroad Club. c/o Ticket Chairman - Hugh Alexander, 700 S. Elizabeth St., Denver, Colorado 80209.

Ticket Information Only: (303) 778-8954 **General Information:** Club Phone Line (303) 431-4354.

Long distance return calls will be on a collect basis.



Please send: _____ Regular Tickets @ \$155.00 \$ _____
 _____ Dome Tickets * @ \$195.00 \$ _____
 Total Amount Enclosed: \$ _____

* Please note: Dome seating is limited. Seating reservations are on a first come, first served basis. All dome reservations which cannot be filled will be assigned to regular seating and appropriate refunds will be made.

Name _____

Address _____

City _____ State _____ Zip Code _____ Area Code and Phone Number _____

COMMITTEE CHAIRS

Activities: Rocky Regula
Meeting Program Coordinator: Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: James Loomis
253-3926
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Vacant
Publications: Vacant
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
Ad Hoc Property Development: Al McCready,
281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 236-7710

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2513 NE 232nd Av, Camas, WA 98607
Peter Rodabaugh - 771-8545
5230 SE Center St, Portland, OR 97206
Bob Terkelsen - 399-1882
347 Mize Road SE, Salem, OR 97203

THE TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
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800 NW 6th Avenue
Portland, OR 97209-3715

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