



JUNE 1993

ALCO S2 GETS UNLOADED

photo-story by Kristopher Lundt



On Saturday, May 1, the Chapters' Alco locomotive is lifted off the DODX flat car at Union Pacific's Albina yard in Portland. A 90 Ton crane (foreground) and a 150 Ton crane (background) were used to lift the locomotive. The trucks were chained to the flat car and pulled into position under the locomotive.

On a cloudy, rainy, May first, the Rolling Stock group went down to Albina to unload the Alco S2 that came down from Alaska. The day began around 10am that morning. David Stimac and Bob Hoffman got the crew together to get the job done.

First Dave and I used an SW10 switcher to move the DODX flat car to the track on the north side of the engine house next to the turntable. After a couple of switching moves the flat car was spotted in the right place. Next all of the cables holding down the engine had to be removed before the cranes arrived. Ralph Jack, Ed Ackerman, Roger White, Tom Green and Bob Hoffman handled this job. Each cable had a couple of u-shaped clamp with two nuts, and duct tape wrapped around the ends. After all the cables were removed, the 120 ton locomotive was ready to be unloaded.

Shortly after 10am, two cranes—a 150 Ton and a 90 Ton—from Campbell Crane & Rigging Service, Inc. of Portland, arrived and began setting up for the lift. It took a couple of hours to get both cranes rigged and in position to lift the locomotive off the flat car.

After lunch everyone assumed their position and was ready to get the job done. The trucks for the locomotive had been unloaded

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* does 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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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$27/yr.

Joint....\$32/yr.

For more information, contact the Membership Chairperson at

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 TIME TABLE No. 369

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, June 10, 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, June 18, 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 the 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 Yard. 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, June 10, 1 to 4pm & Saturday, June 19, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, June 19 & 26, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

Salem Swap Meet: Sponsored by The Willamette Valley Model RR Club, Saturday & Sunday October 2nd & 3rd at the Jackson-Long Building, Oregon State Fairgrounds 2330 17th St NE, Salem, OR. **Admission:** \$2.00, **Time:** 10:00am to 4:00pm both days. **Contact** Bill Geisler, Chairman 2550 Wayside Terrance NE Salem, OR 97303 (503) 362-0582.

1st Annual Chapter Slide Show—Held at November chapter regular meeting. Contact Rocky Regula (648-7904) if you have slide to auction off.

RAIL SENSATION—June 11 thru 13 at Union Station. This year it will be an official event of Rose Festival. There will be music, live steam engine and displays from all rail organization from the ears.

JUNE MEETING PROGRAM

Program begins after business meeting

presented by **Dale Miller**
**SLIDES OF PORTLAND AND NORTHWEST
DURING THE MID-1970S**

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

LIBRARY COMMITTEE REPORT

James Loomis, Chairperson

Committee members were informed of freeze of all budgets until revenue picture improves.

Suggestions were made for a list of saleable books, articles, and timetables, to reduce duplication of material, and provide revenue for the chapter. We want to restrict our library to regional coverage.

The problem of numerous books and tapes missing from the library was discussed. Jim mentioned the number of letters sent out to members listed as having long overdue books. So far, only 1 member has responded to the letters. Some names could not be located in the membership list.

A motion was made by Gordon Zimmerman, seconded by Walt Grande to limit the number of books and tapes checked out at one time to three (3) books, and check-out not to exceed a period of two (2) months. Motion passed unanimously.

A motion was made by Walt Grande, seconded by Gordon Zimmerman, to obtain a list of "record numbers" of each member, and to use that number to verify membership for checking out books and tapes. The number will be put on the check-out card. It will be the responsibility of the host on duty to verify membership. Motion passed unanimously.

-Jim Loomis

CONCESSIONS COMMITTEE REPORT

Marilyn Edgar, Chairperson

We have been unable to schedule a meeting so far, due to personal circumstances, but our work goes on. We need excursions for real successful sales. So in lieu of that, for June we will have the "Rail Sensation" event at Union Station. This will give us an opportunity to offer our stuff to the public who are usually very excited about railroad related items.

Please let me know if you can help with staffing both at our stand and at any other areas needing it.

Our Table at the swap meet did not do as well as expected, but we really couldn't afford any new items to help attract sales.

-Marilyn Edgar

X-2000 SCHEDULE REV1

This is the latest schedule as of May 22, 1993

Sun, July 4—Public display in Seattle. Lv Seattle @ 7:30pm, arr Portland @ 11:30pm

Mon, July 5—10:00am-5:00pm Public Display @ Portland. Lv Portland 6pm, arr Seattle @ 10pm.

Tue, July 6—Lv Seattle: Bellingham(10:30am-12:30pm), Sea(3-3:30pm), Tacoma(4:20-4:30pm), Portland(7:40pm)

Wed, July 7—Lv Prtlnd:Kelso/Longview(10:40am), Centralia(11:15-11:30am), Prtlnd(1:15pm), Lv Prtlnd @ 3:00pm, Salem(4:20), Eugene(6:30pm)

Thrs, July 8—Lv Eugene: Albany(9:45am), Salem(10:20-11:20am), Albany(11:55am), Eugene(12:40pm). 2-5:00pm Public Display @ Eugene, lv Eugene 7:00pm for California.

-from Dan McFarling of OreARP

SP Signals For Sale

Southern Pacific is gearing up for a wholesale killing of Style "B"s in the near future, with change overs at the following locations: Rice Hill, OR. Two sets of single-arm intermediate signals between Rice Hill and Oakland, OR. All signals at Oakland, OR. Sutherlin, OR and Green, OR.

This will make about 20 signals available for sale, and for persons with transportation available, it is a good opportunity to take delivery F.O.B. on-site, with less chance of damage occurring to the signal.

Price: \$1250 for a ddl arm, \$1000 for a single arm. Signals are complete,

with the exception of relays an batteries. They have operated up to time of retirement. The signals weigh between 1000 to 1500 pounds and are 30 feet in length.

Southern Pacific is donating the signals to cities and museums who write Mr. Dewey on their business letterhead and request one.

Contact W.D. Dewey, Signal Supervisor

PO Box 1358 Eugene, Oregon 97???

Phone: 503-341-5637

Fax: 503-341-5609

-Steven Coons



Its UP, not NP

On the cover of the May issue, the caption stated the train to be NP #19. Ray McKinght and Jack Pfeifer both sent me a letter informing me that the train is really OWR&N #361. The photo I used was a postcard that was post marked Jan 1913 with a 1 cent stamp. The information on the back of the postcard said it was NP #19. I guess you can't believe everything you read on a postcard. *-Kristopher Lundt*

CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MAY 13, 1993

The meeting was called to order by President Bob Hoffman at 7:05 PM. The board of directors passed the following motions at the May meeting: 1) Authorized an invitation to the NRHS to hold its spring 1996 national board meeting in Portland, OR. 2) Approved an expenditure of \$17.70 by the concessions committee to buy a small stock of a new book. 3) Approved a budget of \$88,600 for a fall, 1993 Spokane circle trip. 4) Passed a motion to reconsider the budget for a Spokane trip passed in no. 3. 5) Cancelled the proposed Fall, 1993 Spokane trip due to the financial risk outweighing the possible financial gain. Treasurer Al Viewig reported that the Chapter spends about \$2500 a month on fixed expenses. A payment of \$2000 has just been made on the Chapter's insurance renewal.

Futures Report: VP Gerry Schuler reported that the futures report was mailed about 4/17 and asked for comments from the membership by May 26.

Rolling Stock: Bob Hoffman reported that a diesel engine is being installed under car 6200. Bob and Richard Gray will be meeting shortly with David Duncan to work out a contract for the Montana lease and to arrange for advance money to help with preparation of the cars. As of today only three cars will be ready for the lease. Discussion by the board of the tentative terms on the leasing contract. Locomotives: The two Portland Terminal Alcos have been moved to the Daisy Kingdom siding in northwest Portland. The Chapter has access to the track for any needed work. The Alco from Alaska is now on its own trucks at Albina and the flat cars have been released. Cars Damaged by S.P.: Bob Hoffman reported word from the S.P. that a partial payment for the damages will be made after the Chapter has a report from a recognized inspector. Library: Chuck reported that the library committee has set a limit of three books to be taken at a time, books to be returned within 60 days, and proof of Chapter membership to be required when checking out books.

Respectfully submitted, Chuck Storz,

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MAY 21, 1993

The meeting was called to order by President Bob Hoffman at 7:34 PM. The membership passed the following motions at the May meeting: 1) Authorized an application to the NRHS national organization inviting the national board to meet in Portland, OR in the spring of 1996. 2) Approved a budget of \$88,600 for an Amtrak Spokane trip for Oct. 16 and 17, 1993 as proposed by the excursion committee. (See more on this elsewhere in these minutes).

Chapter Finances: Treasurer Alan Viewig reported that the general checking account has only enough to run the Chapter for about 2-1/2 more months. The Chapter's total outstanding debt is \$40,000 including bond liability of over \$30,000 and \$10,000 in locomotive loans. Discussion by several members followed advocating selling part of the Chapter's collection to solve its financial problems.

Chapter's Future: President Bob Hoffman asked for guidance from the membership as to what the Chapter's future should be. Bob suggested that the membership work together to preserve the Chapter as it now exists rather than selling off part of its collections and contracting any part of its present activities. After stating some options for the Chapter's future, Bob passed out paper for everyone present to make suggestions for by laws changes and the future course of the Chapter.

Insurance: Bob Hoffman reported that the board has voted to continue the accident insurance covering Chapter members working on Chapter cars.

Excursions: Bob Hoffman reported that the excursion committee submitted a proposed budget for a fall Spokane trip. The finance committee approved the budget. The board approved the budget, but then decided by motion to cancel the trip due to the financial risk outweighing the possible gain. Excursion Chair Irv Ewen pointed out that the projected profit of \$17,400 was better than nothing. Treasurer Alan Viewig spoke to needing a profit of \$30,000 for a two day trip to be worth while. Motion 2) [see above] was

then made and seconded. Discussion followed as to whether or not the general membership could override the board of directors in matters of Chapter management including excursions without violating the Chapter by laws. Irv Ewen pointed out that the trip would be cancelled if the proper approvals were not received. As noted the motion passed.

Rolling Stock: Peter Rodabaugh reported that a diesel generator is being installed under car 6200 in addition to air conditioning work on the car. Work has begun on the air conditioning on the two RDC's. Work is continuing on the cars for the Montana lease. Bob Hoffman reported that the contract for the Montana lease is being drawn.

Library: Jim Loomis reported that books may now be checked out for a maximum time of two months, that a limit of three books may be taken out at a time and that Chapter membership verification is required to borrow books from the Chapter library. Some books have been out for several years.

Respectfully submitted, Chuck Storz,
Secretary

STEPPING DOWN

At the end of June 1993, I am resigning as editor of The Trainmaster. During my time as editor, it has been a struggle each month getting the newsletter together, it seems the Trainmaster as gone to the "crappers". I have been climbing a 2.2% grade and after 10 months, my sanders are empty, I'm out of steam and the helpers are nowhere in sight.

I want to spend more time to pursue other interest will I am still in my youth.

If anyone is interested in filling the position, they should contact a Chapter Officer soon.

-Kristopher Lundt, Editor



Peter Rodabaugh gives instructions to David Stimac to position the second truck under the Alco. After the truck was in position, Richard Gray and Roger White remove the chain tying it to the DODX flat car. After everyone has cleared of the locomotive, the 150 Ton crane will lower the locomotive down onto its truck.

weeks before and were positioned on the rail in front of the flat car with the locomotive. The trucks were chained to each other and chained to the DODX flat car with the locomotive. The plan was to lift the locomotive straight up, pull the DODX flat car back with the SW10 switch engine, and position each truck under the locomotive.

The 150 Ton crane was at the cab end and the 90 Ton crane lifted at the other end of the locomotive. The crew from the crane company positioned their cables around the Alco and to a spreader bar. Slowly both cranes lifted the locomotive straight up. With the Alco hanging in the air, Peter Rodabaugh gave David Stimac the signal to pull the flat car out from under the engine. Peter gave David instructions over

the radio to position the trucks. The first one was in position, the chain was taken off and Peter instructed David to move the DODX car further back. Slowly the SW10 and the DODX car moved until the second truck was in position under the can end of the locomotive.

Peter eye-balled both trucks to make sure they were just right. The signal was given to the crane operators to lower the locomotive. The locomotive came down just as slowly as it went up.

Locomotives have a round shaft that fits into the turntable of each truck. This shaft has a metal ring, or bushing, slipped on the outside of the shaft. The shaft at the front of the locomotive fit perfectly with its truck, but the shaft at the cab end did not want to fit into the turntable of its truck. Peter had the crane operators lift the locomotive up a few feet to see what the problem was. The rail was not level and when the weight of the locomotive was set on the truck, the truck wanted to lean. Peter placed a small jack under the truck to stop it from leaning. After about an hour of up and down with the locomotive, it was thought that the shaft on the locomotive had a flat spot. The Peter measured the diameter of the shaft and the hole in the turntable and found that a bushing was already in the truck. The ring on the locomotive shaft was removed, and the locomotive dropped down into the truck.

The cranes began the task of putting all of their rigging and cables away. After the cranes left Albina, David, Peter, Roger and myself began getting the DODX flat car ready for its trip to Portola.

Railway Gauges Used Throughout The World

Standard Gauge and Smaller

4'-8.5" (1435mm)-Standard Gauge. UK, Western Europe, USA, Canada, Mexico, Australia—V/Line, SRA-NSW, AN, Westrail, QR—Interstate, Argentina, Spain, Turkey, Iran, Iraq, Saudia Arabia, Syria, Peru, Uruguay, Paraguay, both Koreas, China, Japan (Shinkansen), Egypt, Algeria, Morocco, Tunisia, New Zealand (early days), South Africa (early days).

4'-0" (1219mm)-(Scotland) Glasgow Underground, (Wales-mines), Spain.

3'-6" (1067mm)-Cape Gauge. Southern Africa: South Africa, Botswana, Zimbabwe, Angola, Mozambique, Malawi (formerly Nyasaland), Tanzania (Tazara link), Nigeria, Sudan, Ghana, Philippines, Japan-main JR system, Taiwan, Indonesia, Ecuador, Canada, Sweden, Norway, (UK mine lines), Australia (Queensland, AN, esp. Tasrail, Westrail), Victoria—Bellarine Peninsula, NSW—Lithgow Zig Zag, (NT—old North Australia & old Gran Lines), (India 1865-1868).

3'-5.25" (1050mm)-Arabian Gauge. Algeria, Syria, Lebanon, Jordan, (Saudi Arabia pre-1917), Dahomey.

3'-3.375" (1000mm)-Metre Gauge. India, Pakistan, Bangladesh, Myanmar (formerly Burma), Malaysia incl. Borneo, Thailand, Cambodia, Vietnam, China (Kunming-Hanoi link), many secondary lines in Europe, Bolivia, Ecuador, Chile, Argentina, Brazil, East Africa—Kenya, Uganda, Tanganyika, Ethiopia, Malagasy.

3'-1.375" (950mm)-Italy—secondary lines, Libya (closed), Eritrea.

3'-0" (914mm)-USA—Old narrow gauge system mainly Colorado, Mexico, Central America, Columbia, Peru, (Ireland), UK—Isle of Man, (Newfoundland, since closed, White Pass still open).

2'-11" (891mm)-Sweden

2'-7.5" (800mm)-Snowdon Mountain Railway (Wales), Pilatus (Switzerland)—both rack railways.

2'-6" (762mm)-India, Pakistan, Sri Lanka, USA, W. Europe, (Cyprus), UK—minor lines (mostly closed), Australia—4 feeder lines in Victoria (only Puffing Billy remains), Argentina—Rio Turbio, (some British and Indian Military lines pre-1920), China, Taiwan, Japan.

2'-5.5" (750mm)-Spain, Minor narrow-gauge lines in Africa and South America, Argentina (Rio Turbio).

2'-4" (712mm)-UK.

2'-3" (686mm)-Wales—Talylyn.

2'-0" & 1'-11.5" (600mm nom.)-Narrow Gauge. Wales, India, Pakistan, USA (Maine), Queensland Sugar Cane, Fiji, many other industrial plantation and mining railways throughout the world, (The German, French, Austrian and most British military railway standard pre-1920).

1'-6" (457mm)-Used on many industrial and work lines.

1'-3" (381mm)-UK (Pioneer agricultural lines in UK—Heywood), Romney Hythe and Dymchurch, Eskdale, (Australia—proposed for an ACT tourist line).

-submitted by Chuck Storz

Elephant demolishes train

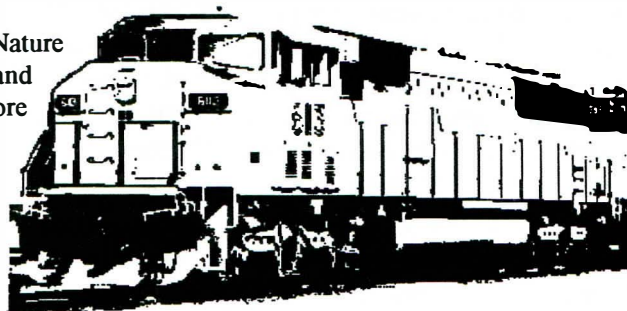
In Dhaka, Bangladesh, a train knocked down a young elephant calf. Its mother was not happy about the abuse that the train inflicted on her young. When the next train came down the track, she blocked the track and banged her forehead against the locomotive. For 15 minutes, the mother elephant rammed the engine until it was inoperable, about 200 passengers were stranded for 5 hours. The injuries to the young calf were not known. *-from the Columbian via Tammy Auburg*

Railroad Seminars

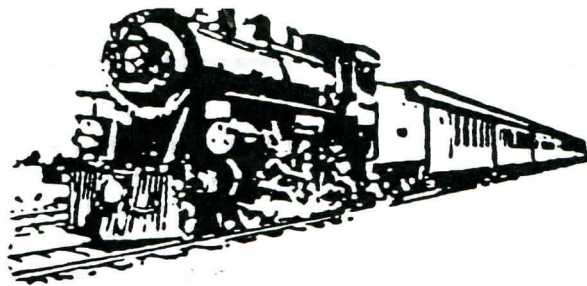
This summer two seminars will be held in Washington State on railroad history. The first one will be held on August 21 & 22, it will be about railroad history of Stevens Pass. The second field trip will be September 18 & 19 and it will cover the railroad history of Stampede Pass.

There are many other seminars to chose from like, "Nature Photography at Crater Lake", "Elk of Mt. St. Helens" and others. If you would like a registration form and more information contact:

Pacific NW Field Seminars
83 S. King Street, Suite 212
Seattle, Wa 98104
(206) 553-2636
-Kenn Lantz



Saturday & Sunday
October 2nd & 3rd
1993



Saturday & Sunday
October 2nd & 3rd
1993



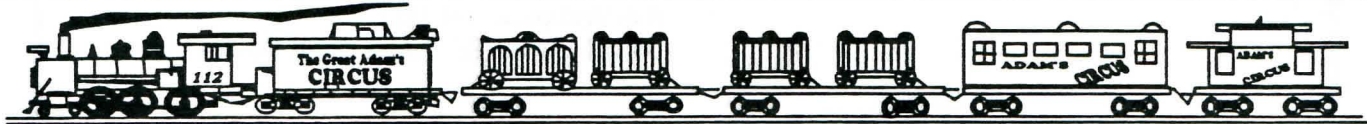
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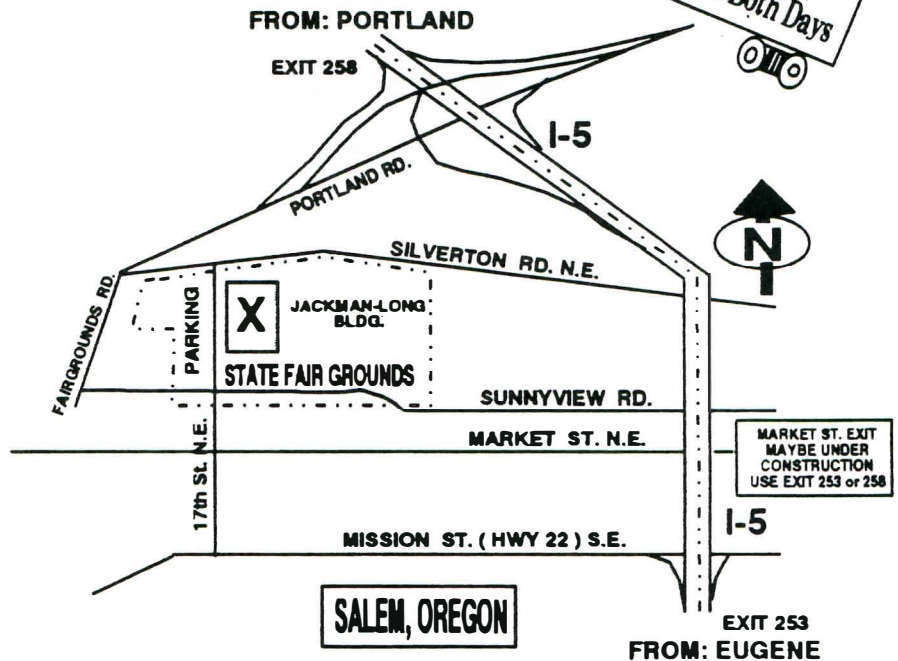


ADMISSION:
Adults: \$2.00
Children (12 & under) Free

At The Jackman-Long Building
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2330 17th Street N. E.
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HOURS:
General Public: 10:00am to 4:00pm Saturday
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2550 Wayside Terrace N. E.
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(503) 362-0582

TABLES: \$15.00 (Second Day FREE)
(Remittance in advance)

COMMITTEE CHAIRS

Activities: Rocky Regula, 648-7904
Meeting Program Coordinator: Vacant
Bylaws: Janet Larson, 253-7436
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: David 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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THE TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 NW 6th Avenue
Portland, OR 97209-3715

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PRESENTS...

Rail Sensation

at Union Station

June 12 & 13



Rail Sensation '93

Live steam engine display

Information booths and displays

Model railroads and rail memorabilia

Live music on the Main Stage - Leading local artists

Historic and modern rail equipment

Special activities for kids

Great food

Steam engine and rail equipment preview: Friday June 11 5 pm - 9 pm
Saturday June 12 9 am - 1 pm

Entertainment and full event activities: Saturday June 12 1 pm - 10 pm
Sunday June 13 10 am - 5 pm

Event pass (Good all weekend): \$4 Adults, \$2 Child/Senior, \$10 Family - Reduced admission during preview hours
Frequent Tri-Met shuttle buses from marked stops on the Transit Mall - Limited parking available

SPONSORED IN PART BY...



Organized by: Rail Sensation Events, Inc., a non-profit, tax-exempt, educational organization. Call (503) 281-9120

All aboard for Rail Sensation at Union Station!

An exciting new **Portland Rose Festival** event is streaking toward Portland's historic Union Station, Saturday and Sunday, June 12 and 13, 1993.

Rail Sensation at Union Station! is a family-oriented celebration of rail transportation: past, present and future.

One of Portland's historic steam engines, the **SP&S 700** will be fired up and on display, along with several historic and modern rail cars. Over 14 hours of live music will be presented on the **Main Stage**, including such local artists as:

**Boka Marimba, Whammadiddle Dingbats,
Tall Jazz, and the Swingline Cubs**

Special activities for children, informational displays, model railroad exhibits, and railroad memorabilia promise something of interest for all ages. A variety of food and drink will be provided by quality Portland area food vendors. Comfortable seating will allow you to relax and eat while you listen to music on the **Main Stage**.

Explore the cab of a working 440 ton steam engine. Learn about the exciting plans for **high speed rail** between the major cities of the Northwest. See the latest in intermodal freight technology. Buy that railroad cap you've always wanted.

Rail Sensation at Union Station! is presented by **Gunderson Inc.** and is a fund-raising celebration for Rail Sensation Events, Inc. (RSE, Inc.), a non-profit, educational organization. Additional sponsorship has been provided by **LTK Engineering Services, Parsons Brinkerhoff, BRW, Inc.** and **Willamette and Pacific Railroad.**

A modest admission fee will be charged to help cover part of the event costs. (See inside for details). Event passes will be available at the gates.

Proceeds go toward a permanent display at Union Station on citizen involvement in rail-related historic preservation and RSE, Inc.'s Rail Education and Promotion Fund.

Rail Sensation at Union Station! will be located just north of the Portland Union Station building under the west end of the Broadway Bridge.

Please walk or take the frequent, convenient Tri-Met shuttle service from the Transit Mall. Parking at the site is limited.

2614 N. E. 43rd Avenue
Portland, OR 97213-1211

RAIL SENSATION EVENTS, INC.

GUNDERSON

PRESENTS...

Rail Sensation at Union Station

June 12 & 13



Celebrating Rail Transportation
Yesterday,
Today and
Tomorrow

Rail Sensation Events, Inc.
2614 N. E. 43rd Avenue
Portland, OR 97213-1211
(503) 281-9120