

The three first class cars were duly photographed before boarding commenced.



Heber Valley Railroad dome car 4729 "Silver Scene", ex. IFE Leasing as MRLX 9544 "Silver Scene" 2004, exx. Rail Quest America 9544 "City of Livingston" 2002, exxx. lease to American Orient Express/Montana Rockies Rail Tours/American Spirit, exxxx. Wyoming and Pacific WPRX 9544 1998, exxxxx. Montana Rockies Daylight, BKSX 9544 1994, exxxxxx. Bill Brommer as WKMR 800269, exxxxxxx. Project 2472 1984, exxxxxxxx. Esprit de Corps Sportswear 1984, exxxxxxxxxx. Amtrak 9544 1971, exxxxxxxxxxxx. Burlington Northern 5484, nee Chicago, Burlington and Quincy 4729, built by Budd Company in 1947. It is Heber Valley's first dome car, acquired in February 2023.



Heber Valley Railroad buffet-lounge car 1291 "Royal Gorge", ex. Amtrak 3361, exx. Penn Central 4448, exxx. Pennsylvania Railroad 1448, nee Denver and Rio Grande Western 1448, built by Pullman-Standard in 1950.



Heber Valley Railroad dome-lounge 503 "Plaza Santa Fe", built by Budd Company in 1950 as a Pleasure Dome for the Super Chief and featured the Turquoise Room under the dome and parlour car-style revolving seats in the dome. While the name "Plaza Santa Fe" was given later in its life, it was never applied to the car during Santa Fe ownership. It became Amtrak 9353 then in 1981, was bought by California Rail Tours to be leased for charters.



Heber Valley Railroad GP9 5926, ex. Boston and Maine 52 1983, exx. Boston and Maine 1826, nee Boston and Maine 1726, built by Electro-Motive Division in 1957. It entered service in December 2018 then more recently, was painted in this Rio Grande-inspired livery and re-numbered with matching last two digits of its original number, entering service on July 3, 2023.



Richard Shulby, Advisory Council Chairman and National Representative for the Baltimore and Piedmont-Carolina Chapters, enjoying his ride and the experience of riding in Santa Fe's Pleasure Dome 503 "Plaza Santa Fe". Dawn Holmberg, Cora Sowa, Dan Meyer and Cliff Kierstead also pictured.



A double lower quadrant semaphore signal as seen from the dome car, just beyond the yard.



The Turquoise Room of "Plaza Santa Fe".

Santa Fe publicity promoted the Turquoise Room as "the only private dining room on rails." After 1954, when Union Pacific included a private dining room in the dome-diners of the City of Los Angeles and City of Portland, this changed to "the first private dining room on rails."

The Turquoise Room was decorated with light woods and a brilliant turquoise mosaic on one wall. Zuni Indians hand-fashioned the sterling silver medallion inlaid with specially selected turquoise. This medallion was replicated on the room's menus, in advertising and on ash trays that the railroad sold to customers for a nominal cost. Turquoise was particularly appropriate to use on the Super Chief as it is not only used for distinctive Southwest Indian jewelry, it is sometimes called the traveller's stone that is said to "possess healing and protective powers."





Above: rounding one of the curves around Deer Creek Reservoir as seen from the vestibule.

Below: The passing track at Decker Bay.





Heber Valley Railroad GP9 5926 switching ends at Decker Bay for the return journey, as seen from dome car "Silver Scene". Photograph courtesy Christopher Guenzler.



Heber Valley Railroad GP9 5926 leading the train back Photograph courtesy Christopher Guenzler.



Part of the first class experience included fruit, cheese and crackers and a selection of cookies and delicious desserts, including chocolate éclairs.



The Rio Grande Bar was well-stocked and patronized throughout the afternoon.



The lounge area of Heber Valley buffet-lounge car 1291 "Royal Gorge".

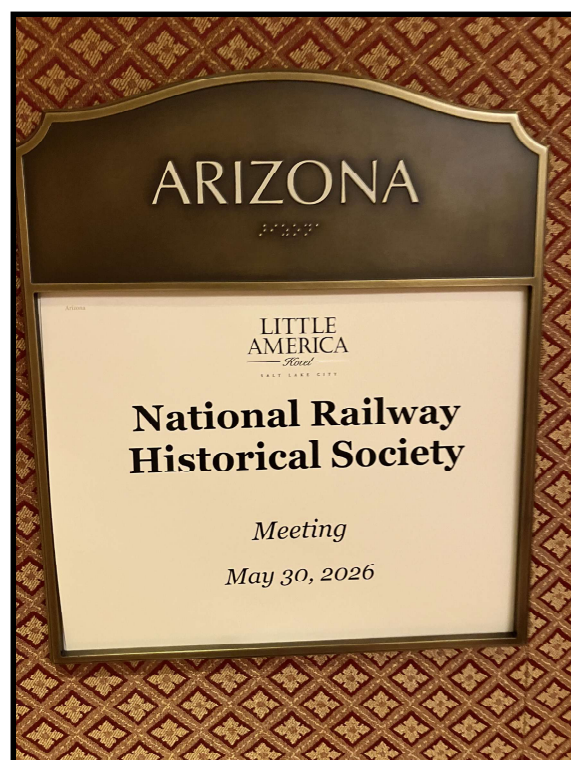
Upon return to Heber City, there was time to look around a bit more before the bus returned us to Salt Lake City and everyone had the evening to themselves.

Saturday, May 30th: Society Meetings

The spring and autumn conferences usually feature a day of train riding, a tour or some combination thereof, then a day of meetings which strikes a worthy balance of the chapter showcasing rail-related attractions in the area and the business of the society.

After another excellent breakfast, those in person and those attending via video conference gathered in the Arizona room for the plenary session and reports discussion. The audiovisual component had been, as usual, organized and set up by Dan Meyer.

Once the reports discussion was finished, the Advisory Council convened, led by Richard Shulby, Chairman, and Elizabeth Guenzler, Secretary. That meeting was finished just before noon and there was a one-and-a-half hour lunch break before the Chapter Roundtable.





Chris and I used part of the lunch break to ride a portion of TRAX to Salt Lake Central station, but I returned to the hotel after this to prepare for the first of this afternoon's meetings.



The Arizona Room ready for the Chapter Roundtable and the Board meeting. The lone figure is Al Weber, who was using the down time to catch up on some work.

After the Roundtable, a break ensued, then the Board meeting commenced. A highlight of the meeting was an initiative introduced by Larry Pearlman to strengthen the society's engagement with younger members and build the next generation of participation. The Board passed a motion for a Youth Photo and Media Contest.

A small number of volunteers were sought for this project and the chapters, through their National Representatives (and Presidents), were solicited for individuals to join, with an e-mail being distributed in follow-up.



General Counsel John Fiorilla, President Tony White, Secretary and Director Ellen Scott, Director Mike Yuhas, Director Jon Baake and Director Larry Pearlman. Other directors joined remotely.



The Promontory Chapter's 60th anniversary banquet was held that evening in the hotel. A most unexpected and very nice surprise was a commemorative glass at everyone's place for all to take home.

The salad, vegetables, chicken and salmon were delicious and there was a large prime rib which many enjoyed throughout the evening. Since I like my steak well-done, I did not sample this.

The hotel's wait staff were attentive and it was a nice, intimate setting for the event.



NRHS President Tony White congratulating the Promontory Chapter for 60 years, in front of some of the conference delegates. Photograph courtesy Dawn Holmberg.



Promontory Chapter Vice-President Keith Osojnak, President Edward "Ted" Itchon and NRHS President Tony White with the 60th Anniversary certificate of recognition. Photograph courtesy Dawn Holmberg.



The dessert table and the server. Photograph courtesy Dawn Holmberg.

That brought an end to the banquet and the spring conference. Such conferences are so useful for networking and chatting with fellow members, directors and representatives in a smaller setting than a convention.

However, we are not quite finished. Doug Scott had an opportunity the following day to visit the chapter's business car where their meetings are held in the summer months.



Promontory Chapter business car "Janice L", ex, Union Pacific club-dormitory 1535 1954, exx. Union Pacific club-lounge 1535 "Colorado Club" 1930 for Columbine service, nee Union Pacific club-dormitory 1535, built by Pullman Company in 1923. It was retired in 1968 and sold to a private party in Denver, then named "Janice L" in 1970. The partially-open observation platform modification was added in 1982. PPCX 800225. Photograph courtesy Doug Scott.



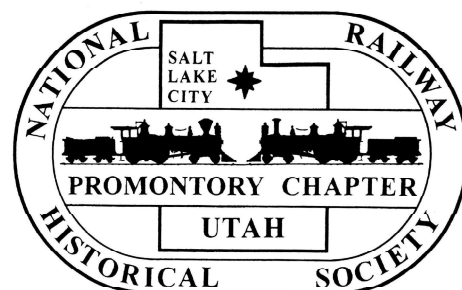
Interior of "Janice L". Photograph courtesy Doug Scott.



The Promontory Chapter drumhead. Photograph courtesy Doug Scott.



Utah Transit Authority's TRAX light rail trains passing very outside the Little America/Grand America Hotels. Photographs courtesy Doug Scott.



COMING ATTRACTION -- **Ohio 2026: The NRHS Railroad History Tour**

Preliminary information as of June 28th, 2026:

- ♦ Monday, September 21: NRHS business meetings (daytime), followed by a gala opening reception, featuring a compelling speaker discussing a relevant railroad topic. Hors d'oeuvres, beer/wine.
- ♦ Tuesday, September 22: Board our bus for the ride to Marion, where we will spend a couple hours watching Norfolk Southern and CSX trains on the three mainlines that cross here. After lunch, it's off to Bellevue for a visit to the Mad River & NKP Railroad Museum.
- ♦ Wednesday, September 23: Our day begins with a Cuyahoga Valley Scenic Railroad excursion from Cleveland to Akron and return, with lunch on the train. Afterward, we'll visit the shop of the Midwest Railroad Preservation Society, where we will observe the progress on GTW 4070 and Reading 2100 (American Freedom Train 250) and others.
- ♦ Thursday, September 24: No visit to Ohio would be complete without a tour of the Age of Steam Roundhouse Museum in Sugarcreek! We've arranged for access to areas not normally seen by the public. One of their locomotives will be fired up, and we'll ride a short distance behind it. We'll enjoy a buffet at a nearby Amish restaurant.
- ♦ Friday, September 25: Our group will be immersed in a rare behind-the-scenes tour of the Wabtec (former GE) locomotive factory in Erie, Pennsylvania. Lunch included. *Note: attendance for this activity is limited, so be sure to sign up early!*
- ♦ Most evenings will feature seminars presented by noted historians and photographers.
- ♦ *All events are subject to change.*