



pacific northwest chapter

THE TRAINMASTER

MAY 1985

Number 273

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PACIFIC NORTHWEST CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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CHAPTER TIMETABLE OF EVENTS

- | | | | |
|---------|----------|-----------|---|
| 9 May | Thursday | 7:30pm | MAY BOARD MEETING, all welcome, at Columbia Gorge Model Railroad Club clubhouse @ N Russell. |
| 11 May | Saturday | 7:30am | DESCHUTES RIVER RAIL EXCURSION from Portland up the Deschutes River Canyon to Madras, and return. All SOLD OUT for Saturday. |
| 12 May | Sunday | 7:30am | DESCHUTES RIVER RAIL EXCURSION from Portland up Deschutes River Canyon to Madras, and return. POSSIBLE SEATS LEFT. Call ROOM ONE now. |
| 17 May | Friday | 2p | Union Station NEON SIGN kick-off, with Mayor up the tower. PINS cost \$5. See inside for details. |
| 17 May | Friday | 7:30pm | MAY BUSINESS MEETING, all welcome. Program, some food. Lots of slides of Deschutes River Rail run. Big program. We invite you to bring up to six recent slides of railroading for our Newsreel. |
| 12 June | Thursday | 7:30pm | JUNE BOARD MEETING, all welcome, at Columbia Gorge Model Railroad Club clubhouse @ N Russell. |
| 21 June | Friday | 5pm or so | ANNUAL CHAPTER PICNIC up in Washington Park by the Zoo Railway station. Watch for details in June Trainmaster. NO MEETING THIS MONTH AT ALL. |
| each | Saturday | 12:30pm | No host lunch in back room of Village Inn at NE Broadway across from Safeway at NE 10th. |

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 19, 1985

The meeting was called to order by President Rich Carlson at 7:50 PM.

Union Station Sign Restoration: Rich Carlson reported that the campaign to raise money to restore the Union Station signs will begin on May 17 at 2 PM. More Chapter members are needed to help run the campaign.

Museum: Rich Carlson reported that he attended a meeting in Vancouver on 4/17 about the establishment of a railroad museum in that city. The project is in the very early stage of development. A site close to I-5 is being sought.

Committee Reports: Rich Carlson advised that after this meeting detailed committee reports will be made at board meetings and only important developments will be reported at general meetings.

Excursion Committee: Mary Lou Weaver reported that 1300 tickets have been sold for the Madras excursions. Rogers Cable will be on the excursion to record the event.

Museum Committee: Terry Parker reported that an in depth report has been given to the board by the museum committee. The committee wants input from the membership on developing a non-profit museum.

Rolling Stock Committee: Bob Hoffman reported that the lettering "Southern Pacific" will be removed from the car Mt. Hood. A bid of \$3500 has been made on the Seattle & North Coast coach with a total delivered cost to Portland of \$7500 expected if the Chapter's bid is accepted. The ex-Milwaukee dome car used for the Warsaw Express restaurant may be available due to closure of the restaurant.

Publications: Dave Van Sickle advised that help is needed each month to assemble The Trainmaster and asked members who can help to contact Editor Al Viewig.

Concessions: Doug Auburg reported that Gordon Zimmerman will be taking merchandise to the Fresno NMRA convention and that Fred Dorsett will be handling sales on the Madras excursions.

Activities: Jim Whaley advised that sixty days from tonight the Chapter's annual picnic will be held at Washington Park.

Increase in Madras Excursion Budget: President Rich Carlson advised that membership approval is needed for the increase in the Madras excursion budget amount. The increase is from \$85,000 to \$148,000 gross revenue. Mary Lou Weaver advised that the increase is needed due to more seats being available with all the connected costs. Moved by Doug Auburg, seconded by Kerrigan Gray, to authorize the increase from \$85,000 to \$148,000 in gross revenue for the Madras excursions and to authorize a proportionate increase in expenses. Motion passed.

Moved by Paul McMillan, seconded by Jim Whaley to authorize \$500 for the purchase of albums of 1930's locomotive photos by the Historic Foundation Committee. Motion passed.

Moved by Kerrigan Gray, seconded by Paul McMillan, to authorize \$1000 for the purchase of additional 4449 T-shirts by the concessions committee. Motion passed.

Respectfully submitted,

Chuck Storz, Secretary

The President's Page by Rich Carlson

The Deschutes River Rail Excursion trips set for Sat., May 11 and Sun., May 12 have drawn an excellent response. At this writing, less than two weeks away, we have decided a thirteenth car is needed for Saturday, and maybe for Sunday as well. Thanks in advance to all those on the Excursions Committee and others who have been working so hard to make the trips a success. Counting both passengers and all staff we may well have close to 1,600 people on the trains for the two days. One humorous note: a lady called to ask if we would cancel the trip if the weather was bad, and refund the money! The questions we get sometimes take your breath away.

Jack Pfeifer reports that the new orange vests for the car hosts will be ready, and we expect delivery of the cloisonné pins at any moment. The tradition of having commemorative lapel pins as souvenirs began with the Snowfall Special in January, 1984, and continues to be very popular. We believe you'll like the new one very much, and we hope the passengers will feel likewise.

We are also expecting the cloisonné pins for the Union Station clock tower neon sign project momentarily. The 200 interior bus card signs and 50 mounted on the rear of Tri-Met buses went up on April 24, a week early. Mr. Harry Merlo of Louisiana-Pacific Corporation donated \$1,000, and the printer donated the printing for the rear signs, which allows us to reach people both on and off the buses. Tri-Met picked up the installation fee for the interior signs. We hope they'll be up through June.

Mayor J.E. Bud Clark has confirmed he'll lend his support to the project with an appearance at Union Station at 2 p.m., Friday, May 17, the afternoon of our next regular chapter meeting. If you can, come down to the depot and lend your support! Larry Hodson is the helium balloon launchmaster. His challenge is to release the balloons from a location where they will go past the clock on the clock tower. I noticed the other day that the balloons launched from the Portland Building to kick off the Oregon Lottery all went northwest! Probably all landed in the ocean or in Washington state. Call Larry if you can help with the balloon launch.

We are still in need of volunteers to get the counter display cards placed around town, and then serviced when more pins are needed. So far, the Oregon Historical Society gift shop, State Office Building cigar counter, Wilf's, Rich's Cigar Store, Pringle's at Union Station, Multnomah County Courthouse candy counter, Vic's Hobby Shop, and the Portland Chamber of Commerce (at Front & S.W. Salmon) are committed, and maybe the cigar counter in the Main Post Office. George Burton will be issuing the pins and counter cards, so call him at 292-3392 if you can help out. The pins will be placed on consignment, but anyone stocking them will be required to sign for the exact number of pins received, and be responsible for payment. All the paperwork will be supplied with the pins and boards.

At the outset, we'll also be selling them ourselves from the 'tomb' counter in Union Station. If you can give some time there, give me a call. Finally, we are also going to be filling mail orders. Our first 'order' by mail came in the other day. It contained a stamped, self-addressed envelope, as requested, but no remittance was included. Maybe the person thought if you buy a pin at a store, you pay, but if you order by mail, you get it free?

The annual convention of the American Association of Private Railroad Car Owners, which had been announced for September 20-22 in Portland, has run into a snag, and may not be held here. They want to come here and are hoping to work out an agreement that will allow it, but only time will tell. For the sake of Portland and the Pacific Northwest, it would be a good thing, and if it goes elsewhere, it is unlikely we'll ever have another chance to see a magnificent display of private varnish such as these conventions assemble.

Finally, thanks to all the committees for their good work. A quick survey of the chairmen revealed most are making good progress. Remember you don't have to be an 'official' member of a committee to work with it! All help is welcomed!

FANCY PRIVATE CAR "CARITAS" RECENTLY IN PORTLAND ON MOVE

A Saturday or two ago right here in Portland's Union Station appeared the unique private car named "Caritas." It was on the rear of the Coast going north and was switched to the Empire Builder for a swing to Spokane and Minneapolis or thereabouts. Information on renting the car can be had from Clark Johnson at the High Iron Travel Corp, 6400 Barrie Road #303, Minneapolis MINN.

"You can lease CARITAS for short or long trips at a price roughly comparable to first-class air fare and lodging for six passengers. Exact fare depends on itinerary, number of passengers, food and beverage requirements. In stationary service the cost is somewhat less than a first-class hotel."

"CARITAS sleeps eight guests in three double bedrooms and master suite. Each room has private lavatory. The master suite has a shower, and a second shower serves the other three bedrooms. Servants' quarters provide for cook and porter. Two dining tables seat four each; the lounge seats ten."

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MUSEUM COMMITTEE REPORT

by Terry Parker - Committee Chairman

The Museum Committee is presently collecting information on three locations that appear to offer some potential as museum sites. Letters and questionnaires to several railroad museums are still in the preparation stage. One museum clearing house has been contacted with no response as of this writing.

The next Museum Committee meeting is scheduled for Thursday, May 23rd, at 7:30 pm o'clock in Room ONE A at the station.

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HISTORICAL FOUNDATION COMMITTEE REPORT

by Walt Grande - Committee Chairman

The Historical Foundation Committee has met and is in the process of developing a program to increase the Chapter's historical preservation of railroadiana. We hope to secure funds through bequests, gifts, an "in memorium" program, and through contributions from foundations and trusts. We will also encourage gifts and donations of railroadiana. With these funds we hope to secure additional material for our library, and potential museum. We will be looking for books, maps, photographs, negatives, movies, videotapes and files. We have already secured some material through give or purchase, including five photograph albums, some "Locomotive Engineers' Journals," "Western Railroaders," and others. All chapter members are encouraged to be on the lookout for material that would be desirable for our Chapter's collection.

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CENTENNIAL CELEBRATION PLANNED FOR TOLEDO, OREGON

The chapter has been asked by Mr. Tom Vaughan, Oregon Historical Society, to participate in the creation of a special exhibit to commemorate the centennial of the first railroad train to Toledo, Oregon (Yaquina Bay). The actual date of the event is July 4, but the celebration is planned for Aug. 23-25, 1985 in Toledo.

Other participants will be the Port of Toledo and Southern Pacific. Present plans call for running a special mixed train to that city. The consist might include the business car "Oregon," the "Miln D. Gillespie" (3300) (in which the historical and photo displays would be placed) plus some freight or flat cars.

At this time, Walt Grande and Al McCready are heading up the effort to locate photographs and anything else related to the following railroads: the Toledo Branch of SP and its predecessors, namely, Oregon Pacific; Willamette Valley and Coast; Corvallis & Eastern.

The OHS will provide blowups of the photos we supply and otherwise help in the makeup of the displays, but our chapter will be responsible for the historic research and other details. If you have any books, literature, documents, artifacts, etc. relating to the above, give Walt (246-3254) or Al (281-2415) a call.

This is the kind of project our chapter is dedicated to do. If you can help out in any way, get in touch with these men.

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"RAILFAN DAY" - Mt. Rainier Scenic Railroad, Elbe, Washington

On Sat., May 18, 1985, from 10 a.m. til 4 p.m., a special steam-powered locomotive (Heisler #91) will pull a short log train out of Elbe, Washington. Elbe (pronounced El-bee) is about an hour's drive east from Chehalis, 40 miles south of Tacoma and twelve miles west of Mt. Rainier National Park. The train will include five log cars, three passenger cars, a caboose, and if the weather's good, an open car. Capacity (of the three passenger cars) is 180 persons.

Departing from Elbe, the train will go roughly northwesterly to New Reliance, over tracks never before open to an excursion train, then head back to Elbe in time for lunch. Food is available there, but you might want to consider brown-bagging it which will also give you more time to look around during the short stop. From there the train will proceed to Mineral, where passengers can inspect a 1924 Porter Mikado undergoing restoration. The return to Elbe will be about 4 p.m. Total mileage of the trip is 22 miles, and the price is a very attractive \$10.00.

Only NRHS chapters in Washington and Oregon have been notified of this 'experimental' trip. Advance publicity was not possible because an operating agreement under new management was only recently completed.

Whether you are a mileage collector or just want to see some new territory by rail, this one is for you! To be sure of having a seat, send your money in advance to: Mount Rainier Scenic Railroad, Box 921, Elbe, Washington 98330. Unreservedspace may be available on a first-come, first-served basis at the same price. If you have questions, call Jim Whaley, Activities Committee Chairman, at 244-7948 (H). If you are interested in going by a chartered bus, give Jim a call; if there is enough interest, we'll do it. Otherwise, carpooling is probably the best bet. In any case, this sounds like a fun event and a nice outing.

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NEW MEMBERS JOIN US FOR HISTORICAL AND EDUCATIONAL PURPOSE

Ya gotta get over to welcome these folks when they show at our next meeting.

HOWARD W. KRIZ	RUSS CRAWFORD	CAROL HOWARD
HAROLD E. HOWARD	KIT KRIZ	RONALD W. KUHNEL
LINDA M HOFFMAN (formerly of Snake R Chapter NRHS)	SHANNON LASSETER	JAMES F. LASSETER

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CAR POOLING RESOURCE AVAILABLE BY AND THRU LAURI McCORMACK

If you would like to share a ride with someone to and hopefully from the monthly business meetings, and if you want to give someone a ride or if you want to be the rider, LAURA McCORMACK is sitting by her phone willing to set up a list to match up passengers and drivers for the THIRD FRIDAY MEETING. A quick call now to Lauri at 655-7999 will put you in business. Be friendly.

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DID YOU JUST GET A NATIONAL RAILWAY BULLETIN IN THE MAIL ?

Sometimes it may be months before you begin to realize that the mailman or lady might be taking home your personal copy of the slick magazine called the National Railway Bulletin so take a moment to scratch your head and see if you can recall getting such a magazine this past week or so. On the cover was a picture of a British Columbia electric switch engine. Ring a bell yet?

If you did not get such a mailing, please contact Membership Committee Chairman CONNIE McCREADY at 281-2415 right now. Sometimes our records do not match the records of the NRHS and now is the time to get back on the mailing list.

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E X P O 8 6 COMMITTEE CHANGES

Ed Immel announced at the April monthly business meeting that he will no longer serve on the Chapter's EXPO '86 Committee. Pat Tracy and Jack Pfeifer remain as the two members on the Chapter's Committee. Any questions or suggestions now about the Chapter's role in Expo '86 should be directed to Jack and / or Pat, or contact President Rich Carlson with your ideas.

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SPLIT MAILING TO DUES AND NON DUES PAYING PEOPLE

IF you have been wondering why the LAST PAGE of this newsletter is totally blank, then we have your attention. Folks who are dues paying members of this non-profit (and after last year, we mean it) organization get a chance to see a running budget and the balances left in each of the accounts and it now appears in print each month on the back page. If you by chance still get this publication but your dues were due and you ignored us, you will not get a chance to see what our illustrious leaders are doing with the Budget. Of course the budget page is unofficial also and all errors are unintentional but caused by the editor.

LIBRARY WANTS TO SEE SOME BOOKS RETURNED

The following people have the following books checked out of the Chapter Library and the folks who run the Library are in need of their return right now.

In no particular order, these are the missing people and/or books:

ROCK ISLAND RECOLLECTIONS	John von Gaertner	no date
SP&S PASSENGER CAR DIAGRAMS	W. D. Bain	8/3/84
SPOKANE, PORTLAND & SEATTLE RY	Rich Carlson	1/23/85
THE RIO GRANDE PICTORIAL	John von Gaertner	8/26
ALL ABOARD AMERICA	E M Berntsen	10/31/83
LITTLE RAILWAYS OF THE WORLD	John Holloway	12/31/83
RAILS TO THE OCHOCO COUNTRY	Rich Carlson	1/28/85
SMOKE ABOVE THE PLAINS	Randy Nelson	no date
THOSE AMAZING CAB FORWARDS	Larry Hodsen	3/16/84
NORTHWESTERN PACIFIC RR	Roger Phillips	no date
NORTHERN PACIFIC VIEWS	Roger Phillips	2/20
ALONG AN OPEN TRACK	Howard Sawyer	10/31/84
SOUTHERN PACIFIC DAYLIGHT	E Rosu	7/17/84
ILLUSTRATED TSTRY PULLMAN v2	Doug Crites	9/3/84
ILLUSTRATED TSTRY BUDD 1931	Doug Crites	9/3/84
AMERICAN RR PASSENGER CAR	Irv Ewen	12/30/84
PYLE CATALOG	George Lavacot	10/8/84
1935 ERA STEAM LOCO	P A McMillan	12/29
CARBUILDERS' CYCLOPEDIA	Irv Ewen	12/30/84
WILLAMETTE LOCOMOTIVE	Tom Green	4/15/84
SMOKLE ALONG THE COLUMBIA	Jack Norwood	4/15
PORTRAIT OF A SILVER LADY	Doug Crites	9/28/84
DOODLEBUG COUNTRY	Doug Crites	9/28

Please take a moment to see if your name leads all the rest. Maybe the good president of this organization will come out with a poem about the listing of people and the invasion of privacy of having their selections here.

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POSSIBLE MOUNT HOOD TRIP IN JULY TO OAKLAND FOR A DAY

With a fear that AMTRAK might fold up the rails before one last glorious trip on the Mount Hood, member DALE HAMMERSLY is about to assemble 10 or so folks for a Friday departure, arrive Oakland around 8am Saturday and depart 8pm on that same day and be back here in the land of endless rain on Sunday afternoon. If you share the idea of a big ride, let Dale know now. He needs to set a July weekend date with the Chapter as soon as possible.

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UNION PACIFIC SPECIAL ROSE FESTIVAL TRAIN 15 / 16 MAY

The bright Yellow of Union Pacific will be displayed on a nine car special train that will leave Portland on 15 May and go out to Pendleton to display our Rose Festival Court. Projected return is 16 May so get your friend over in the Albina yards to keep you informed of the departure times out of the Albina Yard.

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North county Week in review

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1985

Amtrak wants a cut

SAN FRANCISCO — Two men who hope to start passenger excursion service on the Eureka Southern Railroad Memorial Day got some bad news last week. Amtrak, the federally subsidized passenger rail service, said in a letter to the state Public Utilities Commission that it owns the rights to rail service on the Willits-to-Eureka line. Amtrak officials said Dick Reynolds of Great Western Tours, and partner Neil Ferguson, president of Sierra Western Rail Corp., may operate on the line for one year for a \$500 deposit and a 10 percent cut of the gross. The two men said such conditions are unacceptable and will seek help from both California senators and Congressman Doug Bosco.

Line held for ransom

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11 April 85

It appears that Amtrak, the federally subsidized passenger rail corporation, is holding its legal interest in the Willits-to-Eureka railroad line for ransom.

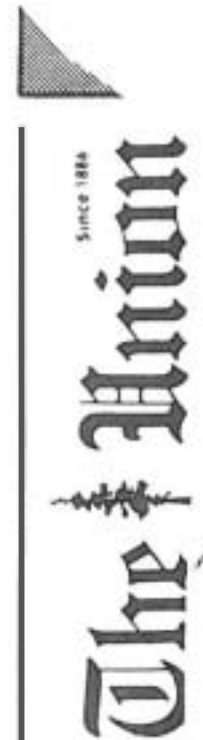
In a letter to the California Public Utilities last week, Amtrak officials refused to relinquish rights to passenger service to two men interested in starting up an excursion service. They did offer, however, to "sell" the private operators use of the line for one year for \$500 down and 10 percent of the gross.

Selling its interest in the line would be appropriate if Amtrak had any possibility of starting up service itself. Since no such possibility exists, Amtrak's position is outrageous.

In a case such as this, government officials, or those acting on behalf of the government, should assist the entrepreneurs in any way possible — or at least get out of their way. (jah)

Viewpoints

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Fun train back on track

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EUREKA — A passenger excursion train will be rolling between Willits and Eureka Memorial Day thanks to an agreement reached last week. Dick Reynolds, one of two partners in the Redwood Coast Railways, said Amtrak, the federally subsidized passenger train service, had agreed to forego its request for 10 percent of the gross. The new operators will pay the \$500 legal fee, however. Amtrak claims it has exclusive rights to the line, purchased last year by Brian Whipple from Southern Pacific, for the purpose of passenger service.

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REDWOOD COAST RAILWAY COMPANY

&

GREAT WESTERN TOURS

Tentative program for the operation of passenger trains on the Eureka Southern Railroad Company, successor to the Northwestern Pacific Railroad's line between Willits and Eureka and including branch lines to Carlotta, Samoa and Korblex.

TRAIN; "The North Coast Daylight"
 Reserved coaches .
 Unreserved seats in full-dome car with lower lounge
 "Ranch" buffet-lounge
 Dining car for extra luncheon seating
 First Class parlor/lounge with open bar

SCHEDULE: Weekly - May 24 through October 28, 1985

Northbound	-	<u>Saturday & Monday*</u>	
		Lv. Willits, NWP/Cal. Western Depot	11:15 AM
		Ar. Scotia, ES Station	5:05 PM
		Ar. Eureka, 1st & F Streets	6:15 PM
Southbound	-	<u>Friday & Sunday*</u>	
		Lv. Eureka, 1st & F Streets	9:15 AM
		Lv. Scotia, ES Station	10:30 AM
		Ar. Willits, NWP/Cal. Western Depot	4:15 PM

Note * During three-day Memorial Day & Labor Day weekends the train will operate as follows:

Southbound: Friday & Monday
 Northbound: Saturday & Tuesday
 Sunday ONLY: Local excursion Eureka to Samoa & Carlotta
 Lv. Eureka, 1st & F Sts. 10:30 AM

BUS CONNECTION: Service from San Francisco, San Rafael & Santa Rosa

Northbound	-	<u>Saturdays</u>	
		Lv. S.F., Caltrain, 4th & Townsend	7:40 AM
		Lv. S.F., Sheraton Palace Hotel (BART/Muni)	7:50 AM
		Lv. S.F., Trans Bay Terminal (Amtrak Natoma St)	8:00 AM
		(On-call stops San Rafael and Santa Rosa.)	
		Ar. Willits, NWP Depot	11:00 AM
Southbound	-	<u>Sundays</u> (Mondays when Memorial & Labor Day weekends)	
		Lv. Willits, NWP Station	4:30 PM
		Ar. S.F. Stops approximately	7:45 PM
		(On-call stops Santa Rosa and San Rafael)	

SCOTIA TURN: One-day trip from Willits to Scotia with bus return Sat. & Mon.
 Lv. Willits (by train) 11:15 AM
 Ar. Scotia 5:05 PM
 (bus transfer to Scotia Inn for dinner)
 Lv. Scotia, Scotia Inn 6:30 PM
 Ar. Willits, NWP Depot approximately 9:00 PM

(Subject to minimum of 15 for charter bus)

REDWOOD COAST RAILWAY COMPANY Tentative Operations

Page two -

FARES: Round Trip Excursion to Eureka

From San Francisco, San Rafael & Santa Rosa by bus to and from Willits	
Adult.....	\$ 79.00
Child (ages 5 through 11).....	39.00
Adult only First Class parlor/lounge.....	119.00
From Willits or Eureka via train in both directions	
Adult.....	49.00
Child (ages 5 through 11).....	24.00
Adult only First Class parlor/lounge.....	89.00
From Eureka to Willits via Greyhound Bus then train return in one day	
Adult.....	46.00
Child.....	23.00
Adult only First Class parlor/lounge.....	66.00
From Willits to Scotia with Scotia meal stop and bus return in one day	
Adult.....	42.00
Child (ages 5 through 11).....	19.00
Adult only First Class parlor/lounge on train.....	62.00
Sunday Excursions May 26 and September 1 from Eureka	
Adult.....	25.00
Child (ages 5 through 11).....	12.00
Adult only First Class parlor/lounge.....	49.00

One Way Excursion Fares

San Francisco, San Rafael or Santa Rosa to Eureka or reverse	
Adult.....	55.00
Child (ages 5 through 11).....	27.00
Adult only First Class parlor/lounge on train.....	75.00
Willits - Eureka either direction	
Adult.....	35.00
Child (ages 5 through 11).....	17.00

GREAT WESTERN TOURS.

REDWOOD COAST RAILWAY COMPANY

Sheraton Palace Hotel, Suite 900

639 Market Street (at BART/MUNI New Montgomery St. Station)

San Francisco, CA 94105

(800) 482-7100 (toll free in California)

(415) 398-2994 (in S.F. Bay Area)

CALIFORNIA WESTERN RAILROAD (Skunk Line) Effective after May 25, 1985

Joint Depot

Commercial Street

Willits, California

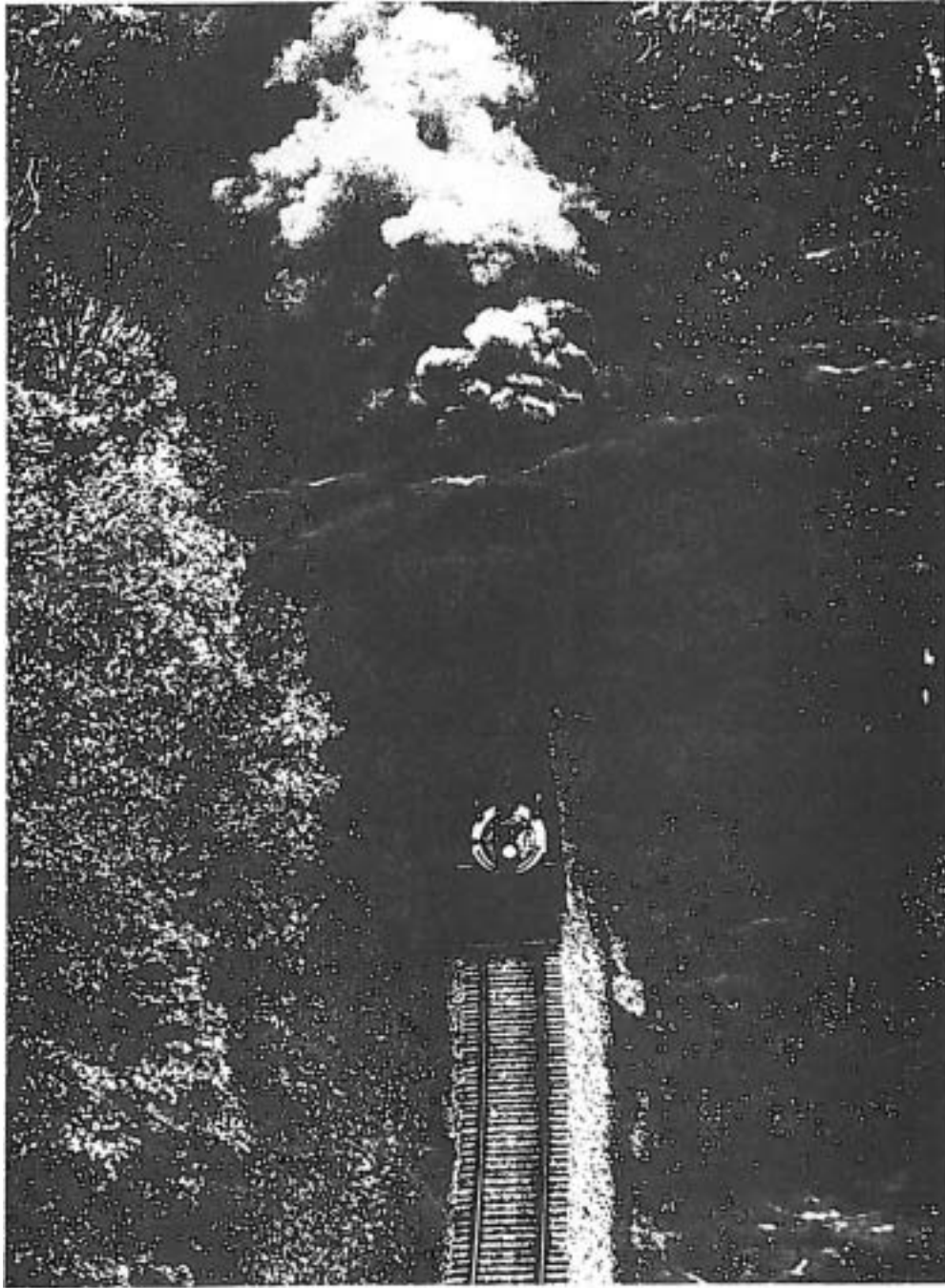
REDWOOD COAST RAILWAY COMPANY DEPOT

Effective after May 3, 1985

109 "F" Street (First & F)

Eureka, California

OHIO



Hear That Lonesome Whistle Call
The Cuyahoga Valley Line Rides Again

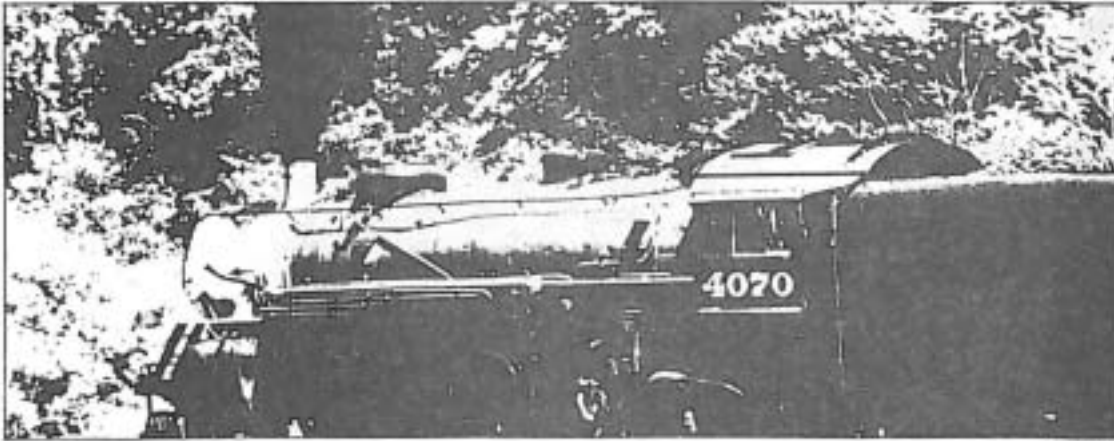
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April

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26 *Hear That Lonesome Whistle Call*

A hardy band of amateur railroaders keeps a vintage steam locomotive running through the Cuyahoga Valley. *By Jay Paris*

On the Cover: Engine 4070 steams along the tracks of the Cuyahoga Valley Line in northeastern Ohio. Photo by Mike Steinberg and Tom Simon.

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OHIO MAGAZINE 3

Hear That Lonesome Whistle Call

by JAY PARIS

A hardy band of amateur railroaders keeps a vintage steam locomotive running through the Cuyahoga Valley.

A wrench flew out of the dark, clanging a hollow warning as it hit a lone metal table under a floodlight. Doug Fink staggered past it and lay down, spread-eagled upwards. His face and clothes were deeply pitted with black pitch. His eyes were only slightly white. It had been a night in coal soot, accrued from many long nights spent working in coal soot.

"This won't work," he said to the darkness of the old roundhouse and to nineteen assistants, all volunteers, who had hoped he wouldn't fail where they had. Forty-one days had passed since Fink decided to de-wheel a 448,000-pound steam locomotive in his spare time. The entire Cuyahoga Valley Line was depending on him.

"I need BIGGER wrenches, BIGGER jacks, heavier, fatter—BIIGGER!!" he bellowed his frustration at the drive wheels. But he was aware he needed more than that. He had known it during the engine's last run while he stood in its coal spray, tilting his trained ear to the wheels, as an internist listens to the heart. Above the wild

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"It was agreed by default that Fink, even as a teenager, was the only member ambitious enough to be the 4070's keeper."

singing of 350 girl scouts at the train windows, he recognized the sound of the unlubricated mashing of wheel bearings.

"To fix this, I will have to remove the wheels," he told the engineer, aware at that moment there was no solution to the problem that everyone expected him to solve.

All fall, he had commuted to the Third Street freight yards in Cleveland, mostly just to stare at the backlit engine. He knew of no jack in the Midwest that could raise and lower the driving wheels off the eighty-five-foot body. He had delayed because he didn't know what to do and because he hoped that hard concentration would jar his mechanical wit. He had heard that the theory of relativity occurred to Albert Einstein in a barber's chair while reading *The Saturday Review*. Einstein knew physics, then discovered relativity; Fink knew a locomotive with bad bearings but had discovered nothing. He hoped the corollary was an incomplete pattern. Or maybe it was time for a haircut. Still, he waited, past Thanksgiving and then Christmas, assuming that a solution would just occur. It had happened to him before.

The 4070, as the engine is called, had not survived with manuals. Eighteen years earlier, Fink and a handful of equally committed train buffs were looking for a steam engine to pull nine antique railroad cars they had collected and restored. They were the leading members of a Cleveland area group called the Midwest Railway Historical Foundation, a chapter of the National Railway Historical Society. Fink, although still in high school, split his time between his mother's house in Akron and a restored caboose parked next to a nightclub in Peninsula.

"The good life," he said, "was to sit in my caboose all weekend with a can of beer, watching for freight."

It was in a caboose in a snowstorm that an associate of Fink's learned that a 1918 steam locomotive with eight driving wheels was for sale in Durand, Michigan. Fink wanted to go to Durand immediately but remembered that he had a high school gym class to make up. So the officers of the club departed

without him, promising a full report. As they reached Michigan, the temperature dropped to fifteen degrees below zero, and the snowstorm became a blizzard. They found the 4070, wind-battered and frozen, available for \$10,000.

The membership of their railway chapter coughed up the money. It was agreed by default that Doug Fink, even as a teenager, was the only member big enough, smart enough and ambitious enough to be its keeper.

The first winter, he gingerly opened up its snout. It was full of copper superheaters, valves and couplings that he untangled and memorized. Winter after winter, he tore down the 4070 in the dark, unheated roundhouse, readying it for summer excursions. Others helped, but none worked as devotedly as Fink, who also worked in a machine shop, took college transportation courses and attempted a marriage. The routine was not new to him—as a youth he had spurned girl-hunting and customizing convertibles for his interest in railroading, but as an adult the weight of his passion crushed all nonrailroading matters. His marriage suffered, and he moved in with his mother, living only to see the 4070 fly.

After the first few years as the 4070's volunteer mechanic, Fink met Siegfried Buerling. Buerling was an immigrant cabinetmaker who came to Cleveland with wife and child, searching for work. He found some in a room scheduled for restoration at Hale Farm and Village. The week became months, then a year, and shortly Buerling became the homestead's director. At their first meeting, Buerling defined his life to Fink as "a succession of urges to overcome the impossible." Fink immediately thought of his steam engine and asked Siegfried if he liked railroads. Siegfried said it was not a matter of *liking* railroads, it was a matter of *starting* them.

"That's impossible," Fink said.

"Yes, yes, we shall see," Siegfried countered.

Siegfried began to speak openly about the possibility of starting a historic railway that would involve Hale Farm and Village. Initially, the members of the

"Fink changed his strategy, cursing only to himself while lecturing the others about the possibilities of the unknown."

Midwest chapter thought he was mad; but a year later Nick Mileti, the bejeweled, open-collared owner of the Cleveland Indians, had tracked down Siegfried in a Hale Farm and Village parking lot. They shook hands as Mileti removed his banana-gold-tinted aviator glasses and offered Buerling \$20,000 to start a railway company. Buerling had never met Mileti, but they soon became a forceful team in Cleveland business circles. They negotiated tracks from the C. & O., leased the train from the Midwest Railway Historical Foundation and raised lots of money, all accomplished within months.

In 1975, there was an announcement from Hale Farm and Village that the Cuyahoga Valley Line, Ohio's smallest public railway system, would soon run between Cleveland and the newly renovated Quaker Square in Akron, making one stop at Hale Farm and Village. The steam-powered train would only operate on Saturdays between mid-June and mid-October. Its purpose was to bring history to life, to enthuse train fanatics and children alike. All who rode would learn about the golden age of railroading.

For Doug Fink, the association with Siegfried Buerling was fortifying but pressing. The train he had preserved only for tri-yearly club excursions now had to be rigorously maintained throughout the Cuyahoga Valley Line's season. Valves and side rods gave out weekly. After their daytime jobs were over, Fink and a few recruits drove to the roundhouse to work through the night.

For years, he continued. At one point, all of its drive-box bearings had to be resurfaced. No one in northeast Ohio had resurfaced steam engine drive rods. So Fink removed them and found a machine shop that was willing if not particularly able. Then a problem came up on the first run of the season; with 850 men, women and children in tow, a side rod smoked its way into uselessness. The train drifted down the tracks until Fink could find a pay phone.

In subsequent years, he rebuilt valves and replaced flues and spent many nighttime hours searching through the extreme inner reaches of the engine. He managed it by dedication and by deduction. But then the wheels had to come off, and Fink could think of nothing else.

He pondered solutions as he waited, but

by Christmas there was still no answer. To appease his helpers and the Cuyahoga Valley Line, he decided to experiment with freight-car jacks, putting four under each corner of the engine and inching it higher, week by week. It was so dangerous that Fink hated to let anyone but himself crawl into the coal soot beneath the engine's torso. It was hellishly cold, which continually deterred their manual dexterity and increased errors. He suspected that if one jack collapsed, the engine might fall to the ground. If removing its wheels was arduous, raising its crushed body from the concrete would be nearly impossible (since his association with Siegfried Buerling, nothing was utterly impossible).

So he spent the day after New Year's beneath the underlit belly of the engine, hands stiff, throwing his wrenches, whooping his frustration and announcing to his volunteers that it wouldn't work. They all went home except Doug's father, who also loved trains. He offered support, but like the others, he did not have his son's strength and stamina.

A long, almost sleepless week followed. Fink worked by day and stayed in the roundhouse by night. At midweek, a jack broke, almost eradicating six of the active members of the Midwest Chapter and the left side of the 4070. Driving home, the Finks went down State Route 8 and hit a speed limit sign, scattering parts of their car across the highway as they wrecked.

With most things going badly, Fink's volunteers became demoralized, so he changed his strategy, cursing only to himself while lecturing the others about the possibilities of the unknown. Then one night, after a particularly trying day, Fink went to bed at his mother's house and had an elaborate dream about advanced hydraulics and steel fulcrums. When he awoke, he told his mother that it had finally happened—that the interminable question of how to elevate the 4070

had been answered while he slept. Mrs. Fink, who knew of Albert Einstein's barber chair, believed her son.

At ABAR Manufacturing, Fink came to work with elation in his eyes. All of his co-workers knew of the train's problems and were accustomed to hearing Doug's lunchtime preamble. On that day, he couldn't wait until lunch. He arrived pulling a crumpled piece of paper from his trousers with hatch marks and numbers written across it. "This is the answer!" he exclaimed, raising the document over his head. The engineers and the supervisors at ABAR sorted out Fink's calculations about creative lifting and transcribed them to a pattern.

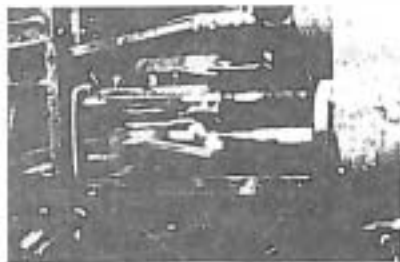
The Fink Jack took three months to assemble. The owners of ABAR Manufacturing donated the materials. Fink machined them during the day and, with a jackhammer, dug pits into the concrete of the Cleveland roundhouse at night.

In March, Fink and his helpers lowered the jack into the pit between the tracks, rolled the engine on top of it and, two hours later, removed the wheels.

Since replacing the bearings, Fink has removed the wheels many times, sometimes for repairs and sometimes for the sheer pleasure of knowing that a half-million pounds of steel can be denuded in less than two hours.

Although Nick Mileti sold the Cleveland Indians and moved to Hollywood, Siegfried Buerling still comes around to the Third Street freight yards to visit Fink. They talk about expanding the Cuyahoga Valley Line and maybe even hiring mechanics and engineers to do the things that Fink has done forever. Fink remains skeptical, blaming his lack of sleep. "Maybe it'll happen," he says to Siegfried, "but I doubt it."

"Yes, yes," Buerling says, massaging a few grams of coal soot between his thumb and fingers. "We shall see, we shall see . . ." ❶



The Cuyahoga Valley Line runs on Saturdays, June 15–Oct. 19 (except Aug. 31). Board at 10:30 a.m. and return at 6 p.m.—at Canal Rd. and Old Rockside Rd. in Independence, Ohio; or board "around" noon at Hale Farm and Village, 2686 Oak Hill Rd., in Bath. For further information, write Cuyahoga Valley Line, P.O. Box 502, Sagamore Hills, Ohio 44067.

NEW YORK JOURNAL OF COMMERCE
APRIL 29, 1985

BN Ban on Steam Locos Perils Expo 86 Pageant

By Mark WILSON
Journal of Commerce Staff

VANCOUVER, B.C. — Burlington Northern Inc. has placed a 25,000-mile obstacle in the way of organizers for Expo 86, a world's fair with a transportation theme to be held in Vancouver next year.

Expo 86 has announced plans for a steam locomotive pageant, with 28 operating machines, drawn chiefly from Canada and the United States, parading along the Vancouver waterfront and then going on display for 10 days in May.

BN, according to spokesman Howard Kallio, has notified Expo 86 that it will not accept steam locomotives being worked or towed over its sprawling system. BN is the only U.S. carrier with direct service to Vancouver.

Said Mr. Kallio: "They were told by Thomas Harmening, our vice president of corporate communications, that we couldn't take steam locomotives because their weight and configuration can damage signals, switches and equipment detectors. In addition, there is the real risk of mechanical breakdown on the road with equipment this old.

There is also the drawback that this equipment tends to delay other trains and we won't tolerate that. Our primary responsibility is to provide a transportation service using modern equipment."

BN is willing to transport light locomotives on flat cars at "greatly reduced rates or at no charge at all, depending on number." But large locomotives cannot be moved in this fashion.

Mr. Kallio said the ban on steam extends to a line between Portland, Ore., and Tacoma, Wash., used by the Union Pacific Railroad Co. under a lease arrangement.

Union Pacific is considering sending its 4-8-4 Northern type locomotive No. 8444 to Expo 86. The engine traveled under its own power from Omaha to the World's Fair in New Orleans in 1984.

UP spokesman George Skorney said: "BN has the most direct route to Vancouver, but we can go the long way around if we have to." CP has a border connection with CP rail north of Spokane, Wash.

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EDITOR'S DISCLAIMER OF WARRANTY OF FITNESS FOR ANY PURPOSE

Seems like only yesterday we were in the middle of a battle to see if the editor was going to be able to create editorials. Well, the editor ignores the distinction of editorials and other writings so there is no more dispute over any article having to be identified as an editorial. Some of the more vocal people thought that a disclaimer would be sufficient. As you can guess, whatever to read here has not been proof read, censored, nor approved by anyone. The words do not reflect the written or unwritten goals of the National or the local chapter. If by chance something here relates to what National does, it is purely coincidental.

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Saturday, May 18, 1985

Leave on bikes from Portland Union Station at 8:30 A.M. You should be there by 8:00 to check in. Map will be provided at train station prior to start. Distance is 62 miles.

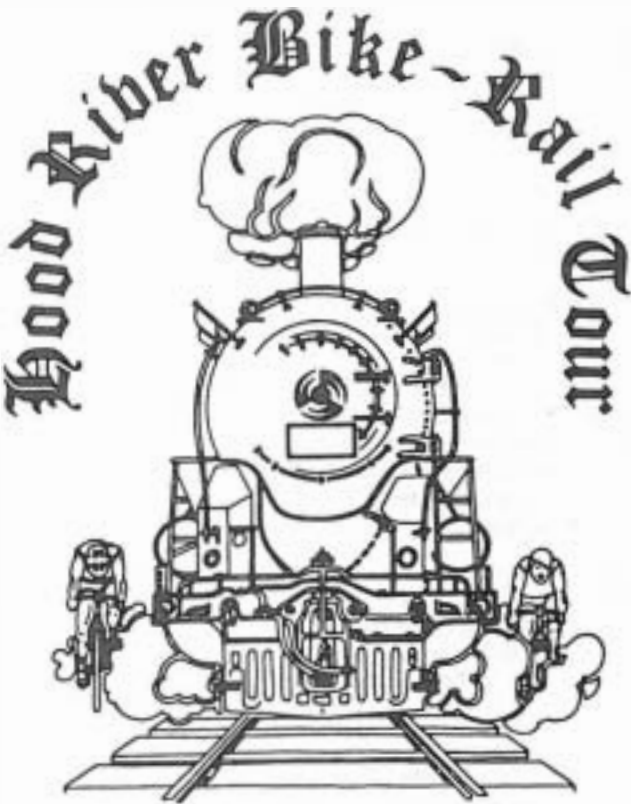
Meet at Hood River train depot by 2:30 for award ceremony and to load bikes. The train leaves Hood River at 3:30 and arrives in Portland at 5:15.

Total cost is \$19.50, which includes train ride, T-shirt, and refreshments in Hood River.

Seating is limited to 75 on a first come, first serve basis. Applications must be recieved by May 3, 1985.

Confirmation will be by phone following receipt of application.

For more information call Rose City Wheelmen at 281-2250, and leave message.



Rose City Wheelmen



Fill out application, include check payable to Rose City Wheelmen, and mail to: ROSE CITY WHEELMEN
2346 N.E. 40th Avenue
Portland, Oregon 97212

Please cut along dotted line. Take or mail this registration with check or money order.

NAME _____
ADDRESS _____
CITY, STATE _____
ZIP _____
PHONE (DAY) _____ (EVE) _____

Riders 16 and under must be accompanied by adult.

NO REFUNDS WILL BE ISSUED AFTER MAY 3, 1985

(AGE) _____ T-SHIRT SIZE S M L XL

I hereby release Rose City Wheelmen, Amtrak, and The Bicycle Center from any and all responsibility for accident, loss, injury or damage resulting from this event. I acknowledge that I am participating at my own risk.

SIGNATURE _____ DATE _____

REMEMBERING PORTLAND'S PASSENGER TRAINS

A 1950'S QUIZ

by Gil Hulin, 3895 Colony Oaks Dr., Eugene OR 97405

With the spring of 1985 marking the 15th and 14th birthdays, respectively, of Burlington Northern and Amtrak, longtime Chapter members sometimes forget that many of our newer and younger members may not recall the days of railroad operated passenger trains nor separate Northern Pacific, Great Northern and Spokane Portland & Seattle companies.

With the help of a January, 1950, Official Guide, let's look back 35 years at the action then taking place at Portland Union Station. At the midpoint of the 20th Century, five railroads dispatched 17 daily passenger trains from Portland (and 17 counterparts arrived), with 12 trains including sleeping car service. These sleepers traveled to 14 different terminal cities, some reached by multiple routes. Below are listed 18 cities/routes, only one of which could not be reached directly from Portland by through sleeping car service in 1950. Can you pick out the one that does not belong?

Chicago via Billings, St Paul
 Chicago via Havre, St Paul
 Chicago via Cheyenne, Omaha
 St Louis
 Kansas City
 Denver
 Salt Lake City
 Spokane via Umatilla
 Spokane via Pasco

Los Angeles
 Oakland (San Francisco)
 Ashland
 Coos Bay
 Yakima
 Lewiston
 Walla Walla
 Tacoma
 Seattle

The answer to this quiz is found in the following text.

Let's first eliminate the five trains not carrying sleeping cars. These include SP&S' COLUMBIA RIVER EXPRESS (#6) to Pasco; SP&S' morning local #22 to Seaside; GN's afternoon pool train #459 to Seattle; UP's MAIL & EXPRESS (#26) to Pocatello; and SP's SHASTA DAYLIGHT (#9) to Oakland.

This leaves six of Union Pacific's seven Portland departures carrying sleeping cars. The CITY OF PORTLAND (#106) included through cars to Chicago via Cheyenne and Omaha. The PORTLAND ROSE (#18) also handled a Portland-Chicago sleeper over the same route, it being switched to the GOLD COAST (#24) at Green River. Two other sleepers were handled on the PORTLAND ROSE, one from Portland to Denver and another from Seattle to Kansas City, originating on train #458 and ending up on PONY EXPRESS train #38 beyond Denver.

UP's IDAHOAN (#12) dispatched sleepers from Portland to Salt Lake City (#32 south of Pocatello) and to St. Louis (in UTAHN #4 Green River-Cheyenne and CITY OF ST. LOUIS #10 Cheyenne-St. Louis).

UP's SPOKANE (#20) left the Rose City with sleepers for Spokane, Lewiston, Walla Walla and Yakima. The Spokane cars stayed with #20 all the way, while the Walla Walla car was switched to #65 at Wallula and the Yakima car to #64, also at Wallula. The Lewiston sleeper was picked up by the Pendleton to Moscow train #62

CONTINUED

PORTLAND PASSENGER TRAINS - CONTINUATION -

at Wallula for the 54 mile run to Ayer, where train #74 originated for the final 89 miles to Lewiston.

SP&S Railway originated competitive traffic with UP between Portland and Spokane and Chicago. The EMPIRE BUILDER (#2) carried through Portland-Chicago sleepers via Havre and St. Paul, being a separate afternoon train out of Portland at this time. The NORTH COAST LIMITED in 1950 carried a through Portland-Chicago sleeper via Billings and St. Paul, but was part of SP&S' overnight #4, combined with GN's ORIENTAL LIMITED that also included a Portland-Chicago sleeper via Havre and St. Paul. A third sleeper on SP&S train #4 was a local Portland-Spokane car via Pasco.

There were four pool trains from Portland to Seattle in January, 1950, (the number was to increase to five during the following year) with three of the four trains carrying sleepers. UP's morning departure (#457) had the Kansas City to Seattle car off the PORTLAND ROSE, while NP's noontime train (#407) had several Oakland to Seattle sleepers off SP's CASCADE. The overnight Seattle train (#401), which the three railroads took turns operating in five-year shifts, was UP's responsibility in January, 1950. It departed Portland with a through Oakland to Seattle sleeper off of SP's KLAMATH, a local Portland-Seattle sleeper, and a Portland-Tacoma sleeper that was set out at 5:00 am., but could be occupied until 8am.

South from Portland, Southern Pacific operated four trains: the coach-only SHASTA DAYLIGHT (#9), the CASCADE (#11) with both Portland-Oakland and Seattle-Oakland sleepers, the KLAMATH (#20), also with Portland-Oakland and Seattle-Oakland sleepers, and the ROUGE RIVER (#329) with a sleeper to Ashland and a sleeper to Coos Bay that was switched to train #334 at Eugene.

This leaves Los Angeles as the destination that a first class ticket holder in 1950 could not reach from Portland without changing cars. This situation was new, as SP's WEST COAST (#15-60) had provided through Portland-Los Angeles and Seattle-Los Angeles service until October 2, 1949, when train #15 was discontinued and the remaining WEST COAST (#60) became Sacramento-Los Angeles only. It would be 21 years until Amtrak's arrival before through cars would again link Southern California and Portland or Seattle.

But while it was impossible to travel from Portland to Los Angeles in 1950 without changing cars, it was possible to travel direct from Eastern Oregon to Los Angeles on a very limited basis. Union Pacific operated a Friday-only Spokane to Los Angeles sleeper during January and February, 1950. This car's routing found it on trains #19 (the SPOKANE, Spokane-Wallula), #61 (Wallula-Pendleton), #18 (PORTLAND ROSE, Pendleton-Pocatello), #34 (NORTHWEST SPECIAL, Pocatello-Salt Lake City) and #3 (UTAHN, Salt Lake City-Los Angeles). The Spokane-Salt Lake City portion of this route was a daily service in both directions, but there does not seem to have been a Los Angeles to Spokane return of the once-a-week through car. For a brief time Pendleton, La Grande, Baker and Huntington residents had an exotic service unavailable to Portland first class passengers.

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PROPOSED BY-LAW AMENDMENT FOR MEMBERSHIP VOTE

First, set out right below this line is the wording from the current By-Laws on how the By-Laws can be amended:

ARTICLE XI - AMENDMENTS

Subject to the restrictions contained in the Articles of Incorporation, these bylaws may be amended or repealed as follows:

The Board or ten percent of the entire chapter members may propose that the by-laws be amended or repealed. The changes may be effected by a vote of two-thirds majority of the chapter members present at any regular business meeting of the chapter. Notification of the proposed change must be distributed to the chapter members at least thirty days in advance of any meeting where such change will be acted upon.

The current section of the By-Laws reads as follows:

ARTICLE IX - FINANCIAL OPERATIONS

Section 9.01. Budget. The treasurer with the assistance of the president and the Finance Committee shall prepare a written budget for each fiscal year for approval by the Board. The budget shall be detailed as to each category of expenditure and revenue. If a detailed budget cannot be prepared for a special project such as an excursion, such budget will be prepared at a later time for approval by the Board and chapter members. The Board shall present to the chapter members at the October business meeting a proposed budget for the following year. The budget shall be voted on by the chapter members at the December business meeting.

Section 9.02. Board Limitations. The Board is authorized to obligate and expend funds in accordance with the annual budget as approved by the chapter members.

Section 9.03. Board Responsibility. The Board shall be responsible for the financial operations in accordance with the annual budget or any amendment approved by the chapter members.

Section 9.04. Expenditure of Funds. Expenditure of funds in excess of the budget must be authorized by the chapter members at any regular or special business meeting. The Finance Committee shall submit a report to the chapter members on every request to exceed the budget.

The proposed change in the wording is that after Section 9.02, the following words will be added:

"Except that normal operating expenditures such as for rent, telephone and other normally recurring items may be expended in an amount not to exceed \$350 per month per item at the discretion of the treasurer or other Chapter officers."

If approved by the membership at the May meeting, Section 9.02 of the By-Laws will then read:

BOARD LIMITATIONS. The Board is authorized to obligate and expend in accordance with the annual budget as approved by chapter members, except that normal operating expenditures such as for rent, telephone and other normally recurring items may be expended in an amount not to exceed \$350 per month per item at the discretion of the treasurer or other Chapter officers.

PNWC-NRHS BUDGET FOR 1985			
EXPENSES	DOLLARS	EXPENDED TO DATE 31 MAR 85	BALANCE
Operating			
rent	\$ 3,540	\$ 885	\$ 2,655
telephone	1,200	316	884
operating supply	2,000	635	1,365
dues to National	2,500	3,335	(- 835)
miscellaneous	3,000	581	2,419
insurance, general	500	5	495
insurance, rolling	1,000	0	1,000
sub total	\$ 13,740	\$ 5,757	\$ 7,983
National Director	\$ 1,000	\$ 0	\$ 1,000
Museum	10,000	270	9,730
Library	1,500	0	1,500
sub total	\$ 12,500	\$ 270	\$ 12,230
Rolling Stock maintenance			
Mt Hood railcar	\$ 3,000	\$ 8	\$ 2,992
3300 railcar	3,000	156	2,804
other roll stock	10,000	526	9,474
4449 locomotive	10,000	0	10,000
sub total	\$ 26,000	\$ 730	\$ 25,270
Excursions			
Madras	\$ 120,000	\$ 8,152	\$ 111,848
Spokane	85,000	0	85,000
Hinkle	40,000	0	40,000
Mt Hood rental	18,000	1,102	16,898
sub total	\$ 263,000	\$ 9,254	\$ 253,746
Activities			
swap meet	\$ 800	\$ 756	\$ 44
banquet & picnic	1,200	609	591
sub total	\$ 2,000	\$ 1,365	\$ 635
Publications			
Railfans' Guide	\$ 5,000	\$ 0	\$ 5,000
Trainmaster	4,000	810	3,190
sub total	\$ 9,000	\$ 810	\$ 8,190
TOTAL EXPENDITURES:	\$ 326,240	\$ 18,186	\$ 308,054

REVENUES	DOLLARS	REVENUE TO DATE 31 Mar 85	BALANCE
dues	\$ 6,000	\$ 6,648	\$ (648)
interest	2,500	875	1,625
swap meet	1,700	2,734	(1,034)
Mt Hood excursion	21,000	1,450	19,550
Madras excursion	148,000	72,516	75,484
Spokane excursion	113,000	0	113,000
Hinkle	50,000	0	50,000
banquet & picnic	1,200	628	572
Railfans' Guide	10,000	0	10,000
sales, raffle, misc	5,000	2,544	2,456
TOTAL PROJECTED REVENUE:	\$ 358,400	\$ 87,395	\$ 271,005

recap: revenues less expenses is income
 \$358,400 less \$326,240 is projected NET INCOME \$32,160
 (compiled by editor who is responsible for any errors)

Budget was amended @ April Biz Mtg to increase Madras expenditures from \$85,000 to \$120,000 and revenues from \$105,000 to \$148,000.

Other expenses not in above categories: sales \$2,661
 publications 471
 project 84 77
 neon sign 1,600
 EXTRA EXPENDITURE TOTAL is \$4,809