



pacific northwest chapter

# THE TRAINMASTER

JULY 1985

Number 275

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PACIFIC NORTHWEST CHAPTER  
of the  
NATIONAL RAILWAY HISTORICAL SOCIETY, INC  
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CHAPTER	TIMETABLE	OF	EVENTS :
11 July 85	Thursday	7:30pm	JULY BOARD MEETING at the Columbia Gorge Model Railroad Club Clubhouse at N William & N Russell. All invited. No food. Much information.
19 July 85	Friday	7:30pm	JULY MONTHLY BUSINESS MEETING at the Union Pacific Clubhouse at N Interstate and N Russell. Program involves the North Coast Daylight area of nearby California by Gordon Zimmerman. We also need up to six recent rail related slides for the News-reel.
26 July 85	Friday		DEPARTURE BY BUS for California and the North Coast Daylight trip. Must contact JIM WHALEY in what we call the evening to see if space available. Phone 244-7948. See inside for details.
8 August 85	Thursday	7:30pm	AUGUST BOARD MEETING at the Columbia Gorge Model Railroad Club Clubhouse at N William & N Russell.
11 August 85	Saturday	early	POSSIBLE ONE DAY TRIP TO SEATTLE ON MT HOOD PRIVATE RAIL CAR.
12 August 85	Sunday	early	POSSIBLE ONE DAY TRIP TO SEATTLE ON MT HOOD PRIVATE RAIL CAR - sponsored by the Chapter's Activities Committee. Watch or listen for details at July Business Meeting.
16 August 85	Friday	7:30pm	AUGUST MONTHLY BUSINESS MEETING - but there is a change in location to the PGE Building Auditorium near Powell and SE 17th. Watch for better details next month. REMEMBER WE CHANGE LOCATIONS.
each & every Saturday		12:30pm	No host lunch at Village Inn Pancake place in back room. Gather for gossip & fellowship. All welcome. Located @ NE 10 & Broadway.

# JUNE BUSINESS MEETING MINUTES

PACIFIC NORTHWEST CHAPTER - BUSINESS MEETING - JUNE 21, 1985

The meeting was called to order by President Rich Carlson at 6:50 PM.

Neighborfair Fee Increase: Rich Carlson explained to the membership that the Chapter's fee for the booth had increased from \$50 to \$75 due to one of the co-sponsors dropping out. The Chapter board has recommended authorizing the increase in the Neighborfair fee. Moved by Lee Jackson, seconded by Bill Gano to authorize the increase. Motion passed.

National Director Expenses to Attend Convention: Rich Carlson reminded the membership that \$1000 has been budgeted to pay the expenses of Chapter National Director John Holloway to attend the NRHS national convention. The amount must now be formally authorized. Moved by Bob Hoffman, seconded by Lee Jackson to authorize the \$1000 expenditure to send the national director the the NRHS convention. Motion passed.

Car Mt. Hood Repairs: Rich Carlson advised the membership that two amounts for work on the Mt. Hood need to be authorized. First is \$2965 from the cars budget for brake conversion work. Second is \$1000 from general rolling stock funds for additional repairs to the car. Moved by Bob Hoffman, seconded by Jim Buckley to authorize both amounts. Motion passed.

Excursion Host Vests: Rich Carlson told the membership that a few additional vests are needed for excursion hosts and that the cost of \$75 must be authorized. Moved by Randy Nelson, seconded by Larry Miller, that the \$75 for vests be authorized. Motion passed.

The meeting was adjourned at 6:54 PM.

Respectfully submitted,

Chuck Storz, Secretary

AUG 10 + 11 - ONE DAY TRIPS TO SEATTLE ON  
THE MT HOOD CAR

AUGUST BUSINESS MEETING

LOCATION CHANGED TO

PORTLAND GENERAL ELECTRIC

AUDITORIUM ON SE 17TH, PORTLAND

# MAY BOARD MINUTES

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - MAY 9, 1985

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

The minutes of the April meeting were approved as read.

Treasurer Vija Keeler reported the following balances as of April 30:

General account	\$53,493.88
CDIC account	\$33,244.58

President Rich Carlson reported on the following:

1. The sign restoration project is underway. The formal opening of the campaign will be on May 17. Pins have been distributed for sale and are going well.
2. Rich attended a meeting on April 17 in Vancouver sponsored by a committee seeking to establish a railroad museum. The committee plans to ask for help from the city of Vancouver.
3. The proposal for the Chapter to paint the Union Station trainsheds is on hold. The Portland Terminal RR Co. has turned down having the private car convention at Union Station.
4. Al McCready and Walt Grande are working on possible use of car 3300 as an exhibit car for the celebration of the 100th anniversary of the first Corvallis & Eastern passenger train to Toledo, OR.
5. Rich has asked Dave Van Sickle of the Publications Committee to work up a draft of a brochure on the car Mt. Hood. No money is to be spent on the brochure for the present. Other board members felt that a brochure is premature until the car is ready to rent, and that the excursion and rolling stock committees should do the rough draft of a brochure.
6. Bob Melbo of the S.P. has advised Rich that the two cars traded to the S.P. for the Santa Inez could be given back to the Chapter by the S.P. Rich has written a letter on this as suggested by Bob Melbo.

Membership Committee: Connie McCready <sup>REPORTED A SUGGESTION OF</sup> ~~proposed~~ publishing a list in The Trainmaster of those not renewing their memberships for 1985. Vija Keeler suggested publishing a notice reading "this is the last issue you will receive if you've not renewed your membership." The consensus of the board was to put the notice in The Trainmaster and not publish a list.

Excursion Committee: Mary Lou Weaver reported that 780 tickets for Saturday and 663 tickets for Sunday have been sold for the Madras excursions. She urged members not to ask on Monday after the excursions how much we made. Mary Lou wants two weeks to finalize the results.

Museum Committee: Terry Parker reported that the Chapter may be able to get some cooperation from the Port of Portland. Meetings of the committee have not been too well attended lately.

Library Committee: Dale Hammersly explained that the list in The Trainmaster was published to retrieve library material which has been out for a long time. Cataloging of library material is proving to be more of a chore than expected.

Rolling Stock Committee: Bob Hoffman reported that the Mt. Hood is to be inspected this month by S.P. personnel. The bid on the Seattle & North Coast coach is waiting for the bankruptcy judge to rule on the case. The committee will meet on the Mt. Hood on June 1st.

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## MAY BOARD - CONTINUED

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - May 9, 1985 (continued)

Finance Committee: Joh von Gaertner stated that he feels that the finance committee should be an elected body due to the nature of its responsibilities. The CPA feels that the software on the Chapter's computer is adequate but that some needed reports are not being generated. The CPA is well along with the Chapter's tax return and should finish it in 10 to 14 days. After the return is done the Chapter's accounting procedures will be examined for possible change. The CPA has estimated that the Chapter lost about \$13,000 on the New Orleans trip and that there is a possible surplus of \$5,000 on the 4449 rebuilding. The board discussed the budget report appearing monthly in The Trainmaster. Mary Lou Weaver and Randy Nelson felt that a quarterly report is enough and should be prepared by the finance committee for greater accuracy. John von Gaertner will prepare a budget report format for board approval at the next board meeting. Bob Slover suggested making the budget report available on request for a stamped, self-addressed envelope. Ed Immel brought up the question of the Hinkle excursion still being in the budget report after the excursion has been cancelled. Several board members and other Chapter members present brought up the question of how often the budget report should be published. The consensus was that quarterly reports are the most common practice. Al Viewig stated that he's personally concerned with knowing the monthly status of the budget and feels that the membership should be informed on a monthly basis. Ed Immel expressed concern with the editor making up budget reports on his own. Moved by Randy Nelson, seconded by Jack Pfeifer, that a finance report be prepared by the finance committee quarterly (end of March, June, Sept. and Dec.) and be published in The Trainmaster two months after the end of the quarter (May, Aug., Nov. and Feb.) and that only the finance committee report be published in The Trainmaster. Motion passed. Mary Lou Weaver suggested that John von Gaertner write a short article for The Trainmaster explaining the reporting policy. John von Gaertner advised that he is still checking on who in the Chapter is bonded. M/S/P

Publications Committee: Dave Van Sickle reported that the Madras trip brochure has been printed and is on hand at Room 1. Dave said that Editor Al Viewig needs monthly reports from committee chairmen for The Trainmaster. Al Viewig asked committee chairman to advise him of committee meeting dates. The 25th of the month is the cutoff date for material for the next month's Trainmaster.

Concessions Committee: Rich Carlson reported that Doug Auburg has reported sales of over \$900 by Gordon Zimmerman at the Fresno NMRA convention.

Historical Foundation Committee: Ed Immel reported that 1. The committee will draw up a set of goals and objectives, 2. The committee is working on a foundation pamphlet, and 3. Will develop an estate counseling program.

Activities Committee: Jim Whaley reported that he is looking into a Chapter member trip on the "North Coast Daylight" on the Eureka Southern.

Expo '86: Rich Carlson reported that the Oregon legislature has not appropriated any money as yet for the state's participation in Expo '86. The B.N. has refused to operate steam locomotives over its tracks to Vancouver, B.C. The whole project is up in the air at this time.

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## MAY BOARD - CONTINUED

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - May 9, 1985 (concluded)

By Law Change Proposals: Rich Carlson announced that he has appointed a committee to review proposed changes to the by laws and also to review how the by laws are working generally. The committee members are Jack Pfeifer (chairman), Dale Hammersly, Terry Parker, Roger Phillips and Al Viewig. Rich stated that he has charged the committee also with making recommendations for changes.

1985 Circle Trip: Ed Immel reported that Amtrak has approved Oct. 19 & 20 for a circle trip if they're still running. Hotels in Spokane have been reserved.

Present: Board: Keeler, Weaver, Holloway, Nelson, Storz, Carlson, Viewig, Dorsett, Pfeifer, Slover, McCready. Members: Immel, Tom Brewer, von Gaertner, Parker, Esther Rosu, Rehm, Hoffman, Hammersly, Van Sickle, Connie McCready.

The meeting was adjourned at 10:10 PM.

Respectfully submitted,

*Chuck Storz*

Chuck Storz, Secretary

**END MAY BOARD**

## DISCLAIMER

EDITOR'S WARNING --- Nothing contained herein should be accepted as fact. All "minutes" may contain errors and may not have been approved by anyone up to this point in time. Some of the material reproduced herein was taken without written permission from other publications. Nothing appearing herein in this issue has been inserted as a test for sharp eyed readers. All entries were presumed to be true, but then, what is truth? Any and all complaints should be presented to the publication committee within 362 days of publication.

## BOARD MEETINGS

BOARD MEETING POLICIES AND MEETING TIMES AND MEETINGS DATES NOT TO BE KEPT SECRET

Usually the Board of the Pacific Northwest Chapter of the National Railway Historical Society, Inc., an Oregon corporation, meets eight days prior to the regular monthly business meeting of the Chapter. Usually the Chapter monthly business meeting is on the THIRD Friday of each month and usually it is held at the Union Pacific Clubhouse.

EIGHT DAYS PRIOR to the monthly business meeting, on a THURSDAY evening, the Board meets usually at the Columbia Gorge Model Railroad Club clubhouse at N Russell and N Williams. The meeting is open to all members. Only the Board members are able to vote. Discussions usually permit non-board members to add what they want. As a rule, the Board meetings go until about 11pm. Much fun and much business goes on. All welcome. Come on by and have a comfortable seat and learn about the NRHS.

# JUNE BOARD MINUTES

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - JUNE 13, 1985

The meeting was called to order by President Rich Carlson at 7:38 PM.

The minutes of the May meeting were approved as corrected.

Larry Miller reported for treasurer Vija Keeler. End of May balances in the Chapter's accounts were:

General	\$46,823.80
CDIC	33,462.74.

Report from President Rich Carlson on the following:

- 1) Vancouver Museum: The organizing committee in Vancouver has prepared a resolution for presentation to the City of Vancouver to get the city's approval for a feasibility study of a museum in downtown Vancouver.
- 2) The Oaks Park: Very little action by the new management committee for the park. No action has been taken affecting the locomotives still at the park. The board discussed the possibility of obtaining designation from the City of Portland as official caretaker of the two locomotives now at the park. The consensus was that the situation should be left alone for the present.
- 3) Painting Union Station Sheds: Amtrak officials have tentatively agreed to pay the cost of the paint for the sheds.
- 4) Union Station Sign Restoration: Rich reported that he has signed a contract with Ackley Sign Co. to paint the Union Station Signs. Pin sales have grossed about \$3500 as of today. Another 1000 pins have been ordered.

Excursion Committee: Mary Lou Weaver reported that the excursion committee met on June 10. Unofficial excursion committee records show a total of 1462 people on the Madras trips including staff. There is a profit of \$36,920.41 as of 6/11/85 according to excursion committee records. The committee agreed that the trips were very successful. Some ways to improve procedures on future excursions were discussed. The refund policy offering cancelling insurance worked well. The dates for the fall trip have been changed to Sept. 21 and 22. The committee will meet again when prices have been received from Amtrak for the fall trip.

Museum Committee: Terry Parker reported that the committee has asked the Port of Portland if they have any storage space available. A letter is being prepared to ask twenty museums questions on how they operate. Committee activity is on hold until this information is received.

Rolling Stock Committee: Bob Hoffman reported that the bankruptcy court has accepted the Chapter's bid for the Seattle & North Coast coach. The total cost for the coach so far is \$4200 with transportation charges from Seattle to Portland to be additional. Work is needed on the car before it can be moved from Seattle. There will be a work party at 10:30 AM on Saturday, June 22 to wash the car Mt. Hood. Brake shoes for the Mt. Hood are a problem. The committee needs \$3000 to either convert to composition brake shoes or to replace the trucks with disc brake type trucks. Moved by Randy Nelson, seconded by John Holloway, to authorize \$2965 from the Mt. Hood budget for brake conversion. Motion passed. Bob advised that the work will be done while the car

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## JUNE BOARD - CONTINUED

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - JUNE 13, 1985 (continued)

is in Seattle. He asked for an additional \$300 for repairs to the Mt. Hood's air conditioning system. Moved by Al Viewig, seconded by Jack Pfeifer to authorize expenditure of an additional \$1000 on the Mt. Hood from un-allocated funds. Motion passed. Bob Hoffman advised that the committee will be completing installation of the toilet in car #3300. Bob questioned where the \$196 shown as spent on the #3300 during 1985 went - he doesn't know. The Chapter equipment at Glenwood needs<sup>work</sup> and Bob is considering a work party during August.

Finance Committee: John von Gaertner said that the format used for the finance committee report in the June issue of The Trainmaster is not final. He asked for comments on improving or simplifying the report. The board discussed application of the policy regarding who is to receive Chapter financial reports. Rich Carlson reaffirmed that Chapter policy is to send financial information to members only. John von Gaertner asked for approval for a number of members who will be permitted to make charge purchases for the Chapter at Arvey Paper Co. Names on the list are: Irv Ewen, Larry Miller, Al Viewig, Mary Lou Weaver, Connie McCready, John Holloway, Maryilyn Rehm, Chuck Storz, Vija Keeler and Rich Carlson. Moved by Randy Nelson, seconded by Al Viewig, to approved the list. Motion passed. Bonding: John von Gaertner advised that the Chapter has bonding coverage of \$150,000 per person on the Chapter's officers.

Concessions Committee: Rich Carlson reported that about 525 Madras excursion pins have been sold for sales of about \$1300. Doug Auburg reported sales of \$750 at the Fresno CA NMRA convention. Gordon Zimmerman has sold about \$1350 worth in addition since the convention. Fred Dorsett sold \$750 worth on the two Madras trips. A total of about \$2850 in merchandise has been sold over the last two months.

Activities Committee: Jim Whaley reported that he is working on costs for a North Coast Daylight trip, probably for the first weekend in August. The Mt. Hood will probably be run on trips to Seattle on July 27 & 28.

Vests: Jack Pfeifer reported that the vests worked very well for trip personnel on the Madras trips. All were returned except one medium size. More extra large size vests are needed. Jack asked for authorization to buy six (6) more vests at a total cost of under \$75. Moved by Randy Nelson, seconded by John Holloway, to authorize spending \$75 to buy six more vests. Motion passed.

Expo '86: Rich Carlson reported that there is nothing new on Expo '86. There is no definite word on what the Oregon legislature has or hasn't done.

Neighborfair: Rich Carlson reported that the Transit Riders have backed out and that the Chapter needs \$25 more to reserve the booth. Moved by Al Viewig, seconded by Jack Pfeifer, to recommend to the membership an increase in the budget item for Neighborfair from \$50 to \$75. Motion passed.

NRHS National Convention: John Holloway will be attending the NRHS national convention as the Chapter's representative.

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# JUNE BOARD - CONTINUED

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - JUNE 13, 1985 (concluded)

Worlds Fair Daylight Commission Report: Rich Carlson reported that Brad Miller has requested a copy of the report on the letterhead of Mobile Fidelity Productions of Nevada. Board discussion developed the fact that the final revision has not been read by all of the board. The board decided informally to wait until the July board meeting to decide on who can receive the report. The consensus of the board was to charge for the report to cover the cost of reproduction.

Fee for Private Car Convention: The board agreed to discuss payment of the fee for the private car owner's convention when more information is received.

Budget Changes: Randy Nelson stated that he feels that budget amounts should be allowed to be moved, if needed, within general categories such as rolling stock. Those present expressed feelings pro and con about Randy's idea. Randy then moved to recommend to the membership that the board have the authority to move funds around within budget categories, such as rolling stock, excursions, activities, and within the limits for each category. Motion failed for lack of a second.

Present: Board: Viewig, Holloway, Storz, Carlson, Dorsett, Nelson, Weaver, Pfeifer. Members: Auburg, Whaley, Hoffman, Larry Miller, von Gaertner, Parker, Brewer, Rodabaugh.

The meeting was adjourned at 10:30 PM.

Respectfully submitted,

*Chuck Storz*

Chuck Storz, Secretary

## END JUNE BOARD

# MADRAS TRIP

TRACKING THE DESCHUTES ON TV 11 JULY

A thirty minute Rogers Cablesystem Special will premier on Thursday, July 11th, on Channel 25 at 11 AM and at 8:30 PM. The AMTRAK trips sponsored by the Chapter on May 11 and 12 to Madras serve as background. In addition to motorcading shots and on-train interviews, history of previous Oregon excursions, Celilo Bridge and Celilo Falls, Railroad War in the Deschutes River, and Railroad Day in Madras are featured.

Other play dates are shown below. The Special will also be shown over Liberty Cable Channel 11 about two to three weeks later. Check your local listings for additional play dates:

Friday	July 12	4:30pm	"Tracking the Deschutes"
Friday	July 12	8:00pm	"British Columbia Special"
Friday	July 12	8:30pm	"Tracking the Deschutes"
Saturday	July 13	2:30pm	"Tracking the Deschutes"
		8:30pm	

The above play times are all on Channel 25 of Rogers Cablesystem.



The President's Page by Rich Carlson

The fundraising for the Union Station clock tower neon sign project has gone very well, and we have let the contract for the cleaning, scraping and painting. The matter of insurance has been resolved, so the work will begin shortly, probably before you read this. The neon people will then do their thing and while we may turn the lights on sooner, the formal lighting-off will be at the time of the AAPRCO Convention, which runs from Fri., Sept. 20 through Sun., Sept. 22. With as many as 40 private cars likely to be parked at Union Station, we'll have a built-in audience for the event, and it will be great to see our goal finally attained.

The cloisonné pins have proved very popular and we re-ordered an additional quantity in order to have as large a reserve fund as possible to cover such things as transformer failures, neon tubing replacement. Rather than to cut back on the amount of time the sign will be operated, which would have to be done if a percentage of the operating funds were set aside for maintenance, we hope to have sufficient maintenance money on hand. We would like to see the signs run from about 4 p.m. to midnight each day.

We are still awaiting word from Amtrak on their bearing part of the cost of the train shed painting project. Volunteers to wash and scrape the shelters as well as to assist in the preparation and administration of the AAPRCO convention will be needed from the chapter. As a member of the American Association of Private Railroad Car Owners, our hosting abilities will be put to the test. Complicating things is that our "Spokane-Seattle" excursion falls on the same weekend. It is unfortunate, but it was simply a case of hotel space and Amtrak equipment availability that determined the dates. It should be recalled that a few years ago we had a similar excursion and Amtrak Family Days conflict, but we handled that and I am confident we can take this one in stride as well. We have a very large membership; be prepared to take an active role in the months ahead! The opportunities will be there!

On Sunday, July 21, the chapter will be sharing space with the Oregon Association of Railway Passengers at "Neighborfair". Held annually at Tom McCall Waterfront Park, it is a popular event that always draws very large crowds. At our booth, we'll be selling souvenirs, the lapel pins, passing out literature and basically letting the community know more about us and what we do. If we do not have sufficient volunteers lined up beforehand, be prepared to sign up at the July 19 chapter meeting for a few hours' booth duty the following Sunday. It's a fun event, and it's a great way to become more involved in chapter activities.

Our bid for the Seattle & North Coast 56-seat Budd passenger car was accepted, so the chapter will soon receive the latest addition to our small roster of equipment. It is nice to obtain additional equipment, but it is also important for every member to recognize that responsibility goes with this in terms of maintenance. Don't be a "let-George-do-it" type and assume that "others" will be around to do all the work. Maybe you can't give a lot of hours, but give what you can -- it is true that you only get out of something what you put into it. Having shown your interest by joining the chapter, you now have the opportunity to show how much you care.

The Oregon legislature adjourned after appropriating only \$2 million for the Oregon EXPO 86 Pavilion, leaving the Oregon Promotional Fund, which included the possibility of running 4449 to Vancouver in limbo at this writing. The Oregon Expo 86 Committee is looking hard at the remaining options now, and while it is too early to say, and time is running short, it may be possible to put together a package that will work. The Burlington Northern ban on steam running over their tracks apparently remains unrescinded, which further complicates matters, but we will just have to see what, if anything, can now be done.

Finally, a personal note. I try as much as possible to confine chapter activities to non-working hours, doing what I can evenings and weekends. Sometimes it can't be avoided, but as much as you can, I would request that you call me after 5. I plan to get a phone call recorder shortly, and that will also help. Your cooperation would be sincerely appreciated.

## CAR HOST SIGN-UPS

The Excursion Committee recommendations adopted by the Board of Directors provide that all eligible members not already on the CAR HOST list may apply for inclusion on that list at the February and July Business Meetings each year. Accordingly, Car Host applications will be available from Jack Pfeifer at the July Business Meeting. They should be completed and returned to Jack before the close of the meeting.

Any member in good standing in 1984 and 1985 is eligible. You are reminded those recommendations adopted by the Board also provide that all Chapter members (Car Hosts included) working on a Chapter excursion will pay \$20.00 per day (i.e., 2-day trip \$40; 3-day trip \$60) to help offset the expenses of the excursion. In general they will receive the same meals, lodging, etc. as the passengers.

If your name was on the Car Host list appearing in the JUNE Trainmaster, there is no need to submit another application.

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## FREE MONEY FOR WESTERN AMERICANA RESEARCH

(4) The DeGolyer Library, Southern Methodist University, Dallas, Texas, invites applications for a fellowship in Western American history. The fellowship includes a \$600-per-month stipend plus a housing allocation, to run from one to four months, depending on the fellow's needs. The fellow is expected to complete the major part of his or her research within the

DeGolyer, an active research library which contains a Western history collection of over 80,000 titles, and support collections of manuscripts, photographs, and periodicals. The library is particularly strong on the history and literature of the Spanish Borderlands, railroads, overland travel, agriculture, ranching, mining, and the fur trade. Applications are reviewed on a continuing basis; to insure full consideration, applications should be received by September 30, 1985. For further information write to the Director, DeGolyer Library, Southern Methodist University, Dallas, Texas 75275, (214) 692-3234.

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## MISSING VEST

There is still one orange vest that has not been checked in following the Madras excursions. If it surfaces in your neighborhood please return it to ROOM ONE or bring it to the July Business Meeting.

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## SALESMAN ZIMMERMAN SELLS SOUVENIRS BY THE SEASHORE

Gordon Zimmerman filled up his trunk and took off for sunny California to try and unload some of our left over 4449 New Orleans Worlds Fair Special specials. At last count he netted for the Chapter \$1,059.68. Please go & thank him.

Thanks and Recognition

Last August an appeal was made by me as chapter president for contributions to help offset the deficit resulting from the running of the "Louisiana World's Fair Daylight." At the time, we were not certain what the final loss would be, but we knew the excursion would end up in the red.

It was gratifying to see the response from the railfan community, from other NRHS chapters, other organizations, from individuals and our own members. Recognizing the need and wishing to offer tangible support, these groups and persons came through. An audit will reveal the final figures, but it is apparent the total contributions served to halve the amount of the loss. They also boosted chapter morale at a critical time.

Listed below are the names of the organizations or individuals who contributed to the fund to offset the losses. Some have indicated they did not wish to have the amount of their contribution announced, so in fairness, we have decided not to list any specific amounts. However, the donors are listed in order of the amount of donation, i.e., the largest to the smallest.

As we all know, the specific amount is not always a measure of the degree of commitment. While large amounts are most appreciated, one's ability to contribute is an individual matter. All were most welcomed.

On behalf of the chapter I wish to publicly thank the following for their most appreciated donations: (\* = Member, PNWC-NRHS)

Steve Rusconi	Redwood City, California
Central Coast Chapter, NRHS	Santa Clara, California
Pacific Railroad Society	San Marino, California
Capt. & Mrs. E. J. Fisher	Forestville, California
Rolf S. Augustine	Santa Cruz, California
*Richard P. Cornish	Monmouth, Oregon
*Connie McCready	Portland, Oregon
Frank G. Tatnall, Jr.	Plymouth Meeting, Pennsylvania
Mr. & Mrs. A. M. Henson	San Antonio, Texas
David L. Ross	Cliffside Park, New Jersey
*Larry Miller	Hillsboro, Oregon
*Carl Rodabaugh	Portland, Oregon
*Paul McMillan	Vancouver, Washington
*Richard A. Carlson	Portland, Oregon
*Ray McKnight	Portland, Oregon
*C. Howard Sawyer	Portland, Oregon
*Richard Mather	Salem, Oregon
Tampa Bay Chapter, NRHS	Clearwater, Florida
Southern California Chapter, R&LHS	Culver City, California
*Larry S. Trumbull	Lancaster, California
*Leon F. Ballard	Canyon City, Oregon
*Theodore Zehring	Eugene, Oregon
*F. R. (Bob) Gahlsdorf	Salem, Oregon
**Ken and Vija Keeler	Portland, Oregon
Raymond M. Wells	Daly City, California
*Gerald K. Webb, Sr.	The Dalles, Oregon
*Fred Klyver	Walnut Creek, California
*Michael Clayton	Pasadena, California
*Tom W. Green	Portland, Oregon
Harold O. Lewis, Jr.	San Jose, California
*Clarence R. Nissan	Berkeley, California

(continued)

Thanks and Recognition (continued)

Michel J. Knight	Capitola, California
George E. Reed	San Francisco, California
Richard Shea	San Francisco, California
Lloyd & Pat Salkeld	Grenada Hills, California
Thad Taubert	San Antonio, Texas
Jeff Barber	Crosby, Texas
T. G. Wurm	Oakland, California

Finally, we wish to acknowledge the release of the trust funds for the project by the City of Portland, and the waiver of recollectible charges related to the operation of the train by Southern Pacific Transportation Co. Both actions significantly reduced our liabilities and exposure.

Sincerely yours,

Richard A. Carlson, Chapter Pres.  
PNWC-NRHS

EXPO '86 NEWS

KILL JOYS!!

BN THROWS RED BLOCK AT EXPO '86

The Vancouver exposition's plans to put on a pageant of 28 operating standard gauge steam locomotives on the Vancouver waterfront in May, 1986 were threatened when BN announced it will not allow operation of any steam engines on its property, either under their own power or in tow. BN stated that the weight and configuration of the steamers "can damage signals, switches and equipment detectors." The Union Pacific is planning to send 8444 to Vancouver by way of Spokane International (a Union Pacific subsidiary) tracks to Eastport-Kings Gate and thence by Canadian Pacific to Golden, B.C. and west on the CP main line to Vancouver.

INLAND EMPIRE RAILWAY HISTORICAL SOCIETY

Vol. 19  
June 1985

BELIEVE  
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NOT

YARDBULL  
newsletter

# 3 REPORTS OF NRHS DIRECTOR MEETING

NRHS SPRING DIRECTORS' MEETING by G.A. Hott

## 1ST REPORT BY G.A. HOTT

The NRHS Spring Directors' Meeting was held on the evening of Saturday, April 27, 1985 at the Holiday Inn Four Seasons Complex in Greensboro, North Carolina, hosted by the Greensboro Chapter. The meeting was called to order by NRHS President Nelson Bowers. Minutes of the previous meeting (Philadelphia, PA - Nov. 11, 1984) were dispensed with since they had been mailed to all (Chapter) National Directors previously. A National Treasurer's Report as of February 28, 1985 was distributed. All National Directors elected by Chapters since the last National Directors' meeting were duly elected to the National Board of Directors.

### Old Business:

- a. Copies of two proposed new "simplified" NRHS Membership Application Forms were distributed. Comments were requested prior to July 1, 1985.
- b. Mr. Bowers acknowledged the receipt (from G.A. Hott, Potomac Chapter) of IRS information on the procedure necessary for the NRHS to apply for, and maintain, a "GROUP EXEMPTION" from the IRS for non-profit status for NRHS Chapters. He said that no action would be taken until this information had been examined by NRHS General Counsel, C.Alex Rose. Mr. Hott announced that he also had information from the IRS for individual chapters wishing to apply for tax exempt status.
- c. Mr. Bowers announced the formation of a committee to develop recommendations for long-range planning and policy for the NRHS. This committee will be chaired by Harold Ahlstrom, former National Secretary, and will have six other members.
- d. Since no representative from the West Jersey Chapter was present, there was no report on the George C. Springer Memorial Fund project.

### Convention Reports:

- a. Greg Molloy, Chairman of the 1984 Cincinnati Convention Committee, announced a surplus from that convention in excess of \$38,000, a new record for NRHS Conventions! He presented another check to the National for an additional \$11,000+.
- b. Charles Gilbo, Chairman of the 1985 Lancaster, PA - 50th Anniversary Celebration Convention Committee reported the following:
  1. All members should have received the yellow, preliminary mailing which contains basic information on convention activities and trips, and hotel reservation forms. He recommended early return of hotel reservations, since hotel space is in great demand in the Lancaster area.
  2. The final mailing containing detailed information on trips, activities and prices, will be sent by first-class mail in May. Credit cards will not be accepted for convention activities and trips.
  3. Three pre-convention trips and a pre-convention night photo session are planned.
  4. There will be special postal covers (available by mail) and an NRHS 50th Anniversary Commemorative Plate has been commissioned.

FROM POTOMAC RAIL NEWS

MORE →

NRHS SPRING DIRECTORS' MEETING (continued) (by G.A. HOT)

Convention Reports:

- 5. Two guest speakers are scheduled for the Convention Banquet.
- c. John Wilson, Chairman of the 1986 (NRHS) Boston Convention (joint with NMRA and RRE) reported that at least four trips are planned. Hotel rates downtown will be high (about \$79.00 per night), but outlying motels will be less.
- d. It was announced that Mohawk & Hudson Chapter had withdrawn their bid for the 1987 convention. Carl Jensen of the Roanoke Chapter submitted a bid to have the convention in Roanoke, VA from July 29 to August 2, 1987.

Library of American Transportation Report:

Since Chairman V. Allan Vaughn was absent, Mr. Bowers read his report, which stated that all library material had been moved from Jacobstown, NJ to the new NRHS headquarters in the Philadelphia Suburban Station Building. Additional library material from the Empire Building and private collections will be moved to the new headquarters in May 1985.

Railtours of American Report

Carl Jensen reported that Railtours had arranged for insurance for 28 trips during the past year. Due to the rash of railroad accidents this past year, insurance rates have gone up 61 percent! AMTRAK now requires \$4 Million minimum insurance. As a result, Railtours will now carry \$4 Million insurance, but the minimum charge per trip will now be \$550.

New Chapters:

Five new NRHS Chapters were granted charters, as follows:

<u>Chapter Name</u>	<u>Location</u>	<u>Members</u>
Black Hills	Rapid City, SD	14
T.G. & N.C. Mountains (Tennessee, Georgia & North Carolina)	Blue Ridge, GA	50
Yuma Valley	Yuma, AZ	22
Western Kentucky	Madisonville, KY	20
Chicago	Chicago, IL	35

New Business:

- a. A request for NRHS "Endorsement" of the "35" Project (Class E5, 4-6-0 restoration) was denied insofar as specific endorsement by the NRHS was concerned, but a resolution of general support for such activities was passed.
- b. A bid from the Pontchartrain Chapter (Kenner, LA) for the Fall Directors' Meeting (Nov. 9-11, 1985) was approved. Sid Bailey (Director, Pocahontas Chapter, Bluefield, WV) said that his private car, POCAHONTAS, just happened to be available to depart

FROM PATOMAC RAIL NEWS

MORE →

NRHS SPRING DIRECTORS' MEETING (continued)

(by G.A. HOTT)

New Business:

Washington, DC on the CRESCENT on Thursday, November 7, 1985 (at \$500-550 per person, R.T.) with return on Monday, November 11, 1985.

- c. A bid by Warren Olt of the Baltimore Chapter for the Spring 1986 Directors' Meeting to be held the weekend of April 18, 1986 was approved.
- d. David Short announced that 18 inch NRHS decals are now available.
- e. Gerald Hott announced a pre-publication offer for a new book by William P. Price entitled, The Western Maryland Steam Album, being published by Potomac Chapter, NRHS!

After reports by various regional vice presidents, the meeting was adjourned.

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## 2ND REPORT

### REPORT OF THE NATIONAL DIRECT - THE GREENSBORO DIRECTORS MEETING

The meeting was called to order by President Nelson Bowers after the dinner meeting at which James A. Bistline was the principle speaker. The Invocation and Roll Call were presented. The minutes of the last meeting at Philadelphia were approved with modifications. The Treasurer reported that as of February 28, the funds on hand were \$124,106.52.

Newly elected Directors were approved.

Old Business: Suggested changes in the membership application form were passed out. The blanket IRS tax exemption was discussed. A commitee for long range planning was appointed; memtion was made of the George C. Springer Memorial Fund.

Convention reports: Cincinnati was a success. Gregory P. Mallory reported a surplus of \$38,319.81 of which the National gets half. The 1985 50th Anniversary Convention to be held in Lancaster was discussed with the updated plans being discussed. The 1986 Convention in Boston is getting off the ground. This convention will be a triple-header with the NRHS, NMRA and RRE holding a joint convention. The 1987 Convention was awarded to Roanoke Chapter NRHS.

The Library of American Transportation report was given. Railtours of America reported that because of increased costs, due to many accidents on the railroads, the cost of insurance had risen. The minimum was to go up to \$550 from \$300 as of that date on all contracts after that date.

New Chapters: Five new chapters were granted charters at this meeting. This was the most at one time since 1968. The new chapters were: The Black Hills Chapter, Rapid City, SD; TG&NC Mountains Chapter, Blue Ridge, GA; Yuna Valley Chapter, Yuma, AR; Western Kentucky Chapter, Madisonville, KY; and the Chicago Chapter, Chicago, IL.

New Business: The National Directors went on record to support all historic restorations that are in line with our present policies. The next Directors meeting after the Convention will be held in New Orleans, November 9 - 11, 1985. The Spring meeting will be held in Baltimore! The meeting ended with the reports of the National Officers, Regional VP's and the Service Directors. Following the reports, the Benediction was pronounced and the meeting was adjourned.

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## FROM THE BALTIMORE CHAPTER

**3RD REPORT**NATIONAL DIRECTOR'S REPORT

The Spring Meeting of the Board of Directors of the National Railway Historical Society held at the Holiday Inn Four Seasons Complex at Greensboro, NC on April 27, 1985.

I travelled to and from Greensboro via Amtrak. Back in the twilight of the electric interurbans, one was always afraid that a particular ride might be the last. Now, I have the same feeling riding Amtrak! Nevertheless, I found most trains sold out, or almost sold out. The Maple Leaf to New York was packed as was the Crescent to Atlanta, GA, and from Atlanta to New York. To avoid a night's stay in a New York hotel, I chose to use the layover sleeper which may be occupied at Penn Station, New York, at 9:30 p.m. The car is switched onto the Night Owl around 3:00 a.m., with early morning arrival in Washington, with a continental breakfast served to your room. The cost of a roomette is only \$35.00, much cheaper than a New York hotel! The new Carolinian was used from Washington to Greensboro, with a good number of NRHS directors among the passengers. I encountered Harold and Hazel Ahlstrom in the diner lounge upon boarding this train at Washington. During my layover at Washington, I rode three lines of the Metro (WMATA), a great system and very fast, but with an inferior ride. Later, while visiting Bob Wilson at Atlanta, I rode Atlanta's system (MARTA), which was superb. Very clean and smooth and very professional in operation. Both systems are to be expanded in the near future, since financing does not seem to be a problem such as in Buffalo.

The Treasurer's Report of the NRHS showed a balance of \$124,106.52 as of February 28, 1985. Richard M. Billings, National Treasurer is performing a fine job in his thorough and accurate performance as treasurer. and is to be complimented for rendering this service on behalf of the Board and membership.

Progress is being made on the revision of the membership application form. Several ideas have been forthcoming from various Chapters and the committee assigned to the task of working out a final draft is expected to submit their report this year.

It is expected that a Long Range Planning Committee will be appointed at the Lancaster Convention Director's Meeting, with our own Harold Ahlstrom (again) being appointed to chair this committee.

The 1984 Cincinnati Convention closed out with a surplus of \$38,320.00, which is commendable. The 1985 convention at Lancaster, PA was updated. The final convention brochures for Lancaster are at the printers and should be in your hands by the time you receive this newsletter. Both convention hotels will provide early breakfast menus. An NRHS 50th Anniversary Plate will be offered for sale. The Boston Convention is scheduled for July 21-27, 1986, and the Boston Sheraton has offered a rate of \$79.00 per room, which is very reasonable for downtown Boston. Following the success of our moonlight trolley tours at the Toronto Convention in 1980, I am happy to report that Boston will provide the same on their surface rail system - a pleasant surprise! Roanoke, VA will be the site of the 1987 convention, on July 29 through August 2. With Norfolk Southern President Robert Claytor retiring in 1986, the decision was made to move N&W Class "A" 2-6-6-4 #1218 from the Roanoke Transportation Museum to Birmingham, AL for eventual restoration to excursion passenger service. Along the same lines, ex-Long Island G-5 #35 will be moved from its present location on Long Island to the Strasburg Rail Road shops for restoration. This project received the approval and endorsement of the directors.

Five new chapters were granted charters: Black Hills (Rapid City), TG&NC Mountains (Blue Ridge, GA), Yuma Valley (Arizona), Western Kentucky (Madisonville) and Chicago.

One final item: Gold 50 Year Membership pins will be presented at the Lancaster Convention.

My personal thanks and appreciation is extended to the Greenville Chapter for a great job in hosting the Spring Directors' Meeting.

**FROM THE BUFFALO CHAPTER**

Al Kerr



## OCTOBER AUCTION NOTICE

Last year's auction was very successful and a lot of fun. We will be having another auction at the October Business Meeting.

We need your donations of railroad related items. Small items may be brought to ROOM ONE or to any monthly meeting and given to Mary Lou Weaver, Jim Whaley, or Rich Carlson. If an item is too large to handle easily, just let us know what you have. (A good time to clean the attic, basement, and garage!)

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## NEWSREEL EACH MONTH OF YOUR RECENT SLIDES

Don't forget to take a few slides of some sort of rail related event this summer for our monthly business meeting NEWSREEL. Do not be afraid to bring them to a meeting. Someone should be at the front door to greet you and see that all of your slides get inserted into the tray properly. Then all you have to do is SPEAK UP and tell us what you have on the screen. Easy way to get acclaim.

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## MONTHLY PROGRAM HINTS NEEDED FOR EXCITING SHOWS

Mary Lou Weaver has appointed Jim Whaley to come up with ideas for the monthly business meeting PROGRAMS. You may have an entire program or at least an idea or a program, and have you told Jim Whaley about it? Please contact Jim now.

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## CHAPTER INVENTORY OF CHAPTER OWNED GOODS CONTINUES

Recently INVENTORY FORMS were given out to certain Individuals and All Committees. Please give those "completed" forms back to Mary Lou Weaver as soon as possible. We must get an inventory organized even if we have to fill in details later on. Please get your forms filled in and returned before the July meeting.

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## LIBRARY COMMITTEE THREATENS TO RUN LIST OF OVERDUE BORROWERS

In case you like to see you name in print, just don't return those Chapter Library books. If seeing your name leading all the rest bothers you, save all of us the trouble by getting the book(s) back to the Library before the next scandal packed issue of the TRAINMASTER assaults your good or bad character.

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## CONVENTION OF PRIVATE RAILROAD CARS STILL SET FOR SEPTEMBER

The CONVENTION is scheduled for Portland on September 20, 21, & 22. You may have heard rumors that the convention would be moved to L A, Milwaukee, or Pittsburgh, because of problems in Portland. It is true that there were, indeed, problems, but they have been resolved favorably. With the help of Rich Carlson, President of the Pacific Northwest Chapter NRHS; John Kirkwood; David Schumacher; Ray Thorpe; and Mitchell Wolfson; the concerns of the three owning railroads of the Portland Terminal Railroad Company have apparently been met.

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## ARE YOU GOING TO LANCASTER FOR THE CONVENTION

Please coordinate your travel plans with Rich Carlson so that we can present a good image at the Convention. Have no fear, the Trainmaster Editor will not be present.

# ACTIVITY COMMITTEE TRIP TO CALIFORNIA - 26 JULY

PNWC - NRHS  
MEMBERS' SPECIAL

"NORTH COAST DAYLIGHT WEEKEND"

48-Hour Odyssey from Portland and Return - Friday, July 26 - Sunday, July 28th

- \* Includes 1260 Miles of Travel - Both Bus and Train Fares Included
- \* Two Breakfasts - One Aboard the Bus, One in Samoa, California
- \* Buffet Luncheon Aboard the Train on Saturday, July 27th
- \* Motel in Eureka, California on Saturday, July 27th

All this for the bargain price of only \$136.50! DOUBLE OCCUPANCY

THE FIRST 47 PERSONS TO PAY THE PRICE GO! NO REFUNDS. ALL PAYMENTS DUE NO LATER THAN JULY 15, 1985.

We are proud to offer this outstanding opportunity to see the fabulous Redwood Coast Country of Northern California, riding the new "North Coast Daylight" through the spectacular Eel River Canyon all the way from Willits to the coastal city of Eureka. We know it is short notice, but the package we have put together is so attractive we are confident that the small number of places available will be quickly sold out. The first 47 to pay get to go.

You will cover a lot of territory in too short a time, but it provides an unbeatable chance to see and ride the train in peak season at a price almost anyone can afford.

The tour will leave Portland Friday evening, July 26th about 8:30 p.m. The Trailways bus will travel all night, south on I-5 and Hwy. 101, with a stop to pick up box breakfasts in Eureka about 6:00 a.m. We will arrive in Willits about 10:30 a.m. We board the train there, which departs for its northbound journey at 11:00 a.m., Saturday, July 27th. The train trip covers 132 miles.

Riding in the vintage railroad cars of such famous trains of yesteryear as the "Shasta Daylight", the "Empire Builder", the "Sante Fe Chief" and the "City of Denver", you will enjoy roomy seats and extra-large picture windows as you travel through some of the most beautiful and remote country on the Pacific Coast. There will be a full Dome Car with unreserved seats, and a friendly full-service lounge below.

Included is a buffet-style luncheon served in the Ranch Car with additional seating in the adjoining dining car. Wine and an assortment of popular beverages are available at extra cost.

While we are on the train, our bus will travel to Eureka where it will meet the train upon our arrival at 6:15 p.m., Saturday, July 27th. The bus will take us to our motel, the Thunderbird Lodge. Saturday night will be yours to enjoy as you wish in Eureka with its fascinating Victorian structures and its reborn Old Town district. Unique shops, great dining and unexpected charm awaits you.

On Sunday morning, our bus will pick us up and take us to Samoa, California after a short drive around Arcata Bay. There we will have breakfast at The Cookhouse, where you'll experience an old-time logger's dining hall. Following breakfast, the bus will depart on the return trip to Portland.

On the return trip Sunday, July 28th, the bus will make stops for lunch and dinner, no host. Return to Portland is expected to be about 9:00 p.m.

To order your seats (sorry, no children's prices or other reduced rates), send your payment to:

JIM WHALEY  
3106 S.W. Beaverton-Hillsdale Hwy.  
Portland, Oregon 97201

Make checks payable-to: PACIFIC NORTHWEST CHAPTER, NRHS

For more information, call Jim at 244-7948 after 5 p.m., any day.

## Rails Down the Eel

As late as the first decade of this century, goods and people moved into the northern Redwood Empire almost entirely by sea. The first settlements in Mendocino, Humboldt, and Del Norte counties sprang up around the few usable harbors. From there, logging railroads and a few crude wagon trails inched inland. Roads toward San Francisco Bay simply didn't exist. Few thought roads could ever be built over such bristling terrain.

The Indian wars of the 1850's and 1860's further delayed consideration of a north-south route. When these ended, cattlemen and lumbermen actually opposed such a road, the ranchers because it might bring in settlers to overrun their ranges, and the timber operators because, since they used the sea, they felt no need of a road and feared they would be taxed for it.

The Humboldt *Times* editorialized for a road. But when a vote to finance it in neighboring Mendocino County was forced in 1863, it lost 1,038 to 34.

Still, sea commerce was never ideal. Storms and adverse tides interrupted waterborne communications for weeks at a time. As towns like Eureka developed, the demand for a land route grew stronger. Almost simultaneously, the first probes for railroads and stage roads began.

The railroads made it first. In 1868, the ambitious San Francisco & Humboldt Bay Railroad was organized. It was headed by Asbury Harpending, a "boy wonder" who arrived in California a decade earlier at the age of 16. Now he counted his wealth in millions. But flamboyant Harpending overreached himself. He was blocked by the ruthless "Big Four" of the Central Pacific (Stanford, Huntington, Hopkins, Crocker) and had to sell out. Ironmonger Peter Donahue owned the franchise awhile and renamed the road the San Francisco & North Pacific. He launched rails north from Donahue's Landing, in the marshes east of Petaluma. They had reached Cloverdale by 1872, and deep water at Tiburon. A rival line, Milton S. Latham's narrow-gauge North Pacific Coast, went up to the Russian River from Sausalito via Point Reyes and Tomales Bay.

At the north end, the Eel River & Eureka Railroad opened a 25-mile stretch from Eureka to Hydesville, on the Van Duzen River, in 1884. But a great gap yawned between the various lines, punctuated by gorges and torrents.

Peter Donahue's son Mervyn pushed the railroad to Ukiah in 1889, where he swooned from conviviality while pounding in the traditional gold spike. Jovial Mervyn died the next year and left the job of finishing the road to A. W. Foster, a foxy San Rafael financier. Outmaneuvering Eastern moneymen, Foster organized the California Northwestern Railroad Co.

In between came – and perished – a score of smaller railway ventures, including the exotic Sonoma Valley Prismoidal, a sort of primitive monorail running for three miles on a continuous wooden pyramid, from tidewater toward Sonoma.

A classic donnybrook developed between Foster's California Northwestern and the electric Petaluma & Santa Rosa over access to Santa Rosa across CNW tracks. A day-long battle, featuring steam hoses and locomotive battering rams, ended on March 1, 1905, in victory for the electric railway.

The southern railhead was now at Sherwood, north of Willits. But between Sherwood and Shively, on the Lower Eel River, there remained a 100-mile no-man's-land through the deep Eel River canyon. Engineers calculated a rail line would cost \$150,000 a mile to build. (They were close. It averaged – eventually – \$25 a foot.) Eureka's began to feel they were doomed forever to ride the stage to Willits.

In the early 1900's high finance intervened. The upstart Santa Fe had reached Oakland, and its president, Edward Paysn Ripley, was eyeing the untapped redwood forests for freight revenue. Quietly Santa Fe bought up the Eel River & Eureka, plus its feeder lines, and Ripley now approached Foster to purchase the California Northwestern.

(MORE →)

## RAILS DOWN THE EEL - (CONT)

He was a few days late. Crafty E. H. Harriman, controlling genius of the Southern Pacific (as the Central Pacific was now called), already had a commitment from Foster. In retaliation Ripley merged the roads up north under the name of the San Francisco & North Western, and the Santa Fe "cross" went up in Eureka. Survey parties scurried up the Eel River and into Lake and Napa counties to scout a Santa Fe connection with the Oakland trackage.

But eventually both Harriman and Ripley had to recognize the obstacles and expenses involved in conquering the Eel. Finally they decided the traffic wouldn't warrant two lines. On November 26, 1906, they joined to form the Northwestern Pacific Railroad Company, and when prosperity resumed after the Panic of 1907, construction began.

Six locomotives were ferried to Eureka. Construction crews began pushing south from Shively, north from Longvale and Dos Rios (past which no highway ventures to this day). Thirty tunnels were drilled, mostly by hand. Landslides often sent the new-laid tracks plummeting down into the Eel—a nightly occurrence in one area—and the Eel might rise 30 feet in a few hours to wipe out another roadbed.

Against all odds, the job was done in 1914. On October 14, Superintendent W. S. Palmer drove the final spike near Cain Rock, where the road's great 1,117-foot bridge spans the Eel. Boulders fell on the tracks as the train proceeded to Eureka. The town that had waited half a century had to wait awhile longer for its jamboree. On July 1, 1915, regular service began between Sausalito and Eureka.

The road has not been an unqualified success. Its right-of-way is reputed to be the most expensive to maintain of any on earth—\$10,000 a mile per year versus a national average of \$4,000. Southern Pacific bought out Santa Fe in 1929, and the interurban commuter system in Marin was abandoned in 1941 after the Golden Gate Bridge brought competition for traffic.

The fortunes of the Northwestern Pacific Railroad have been tied closely to the forest product industry. During times of expansion and housing booms, NWP did well. However, in recent times the demand for lumber has been low and the competition from Canada and other foreign countries has diminished local production. NWP, faced with heavy losses, placed a punitive surcharge on freight shipments. Shippers turned to trucks rather than pay the freight surcharges, and almost overnight all traffic from the north of Willits was curtailed. NWP considered abandonment, but instead sold the railroad to a new enterprising company on November 1, 1984. The Eureka Southern Railroad Company came into being to return rail service to Humboldt County on an aggressive new policy and an eye for new rail

markets. The Eureka Southern is a freight carrier and is returning freight to the rails. By agreement with Redwood Coast Railway, once again passengers may enjoy the awesome beauty of the Eel River Canyon and the magnificent redwoods of this region. We sincerely hope that you will enjoy your trip on this unique railroad.

*Text reprinted by permission of Mr. Stuart Nixon, author of "Redwood Empire" and special appreciation to the late Gilber H. Kneiss, author, "Redwood Railways" and to Fred Stindt, author, "Northwestern Pacific."*

PHONE JIM WHALEY NOW TO SEE IF YOU  
CAN JOIN THE ACTIVITIES COMMITTEE ON  
THIS TRIP - 244-7948 - AFTER 5 PM