

The



TRAINMASTER

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



AUGUST 1991

Rail Destinations

While travelling this summer don't forget the abundant railfan opportunities available:

Crooked River Dinner Train
Redmond, Oregon

Sumpter Valley Railway
Sumpter, Oregon

Oregon Coast Explorer
Tillamook, Oregon

Lewis and Clark Railroad
Battleground, Washington

Chehalis & Centralia Railroad
Centralia, Washington

Mt. Rainer Scenic Railroad
Elbe, Washington

Logging Display & Railroad
Point Defiance Zoo
Tacoma, Washington

Washington Central Dinner Train
Yakima, Washington

Yakima Valley Rail Museum
Toppenish, Washington

Historic Wallace Depot
Wallace, Idaho

CHAPTER TIMETABLE NO. 347

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, August 8, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, Friday, August 16, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

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

ROLLING STOCK WORK SESSIONS, every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

ARCHIVES WORK SESSION, Thursday August 8 & Saturday August 17, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS, Saturday, August 17 & 24, 1 to 4pm at Room 1, Union Station.

EXTRA BOARD

SCANDINAVIAN FESTIVAL EXCURSION - August 10, Ride to Junction City on the OE sponsored by NRM. Details on page 9.

SP&S HISTORICAL SOCIETY ANNUAL CONVENTION - August 16 - 18 - Richland, Washington. Details on page 9.

CPR TRAINING CLASS - August 17, 1:00pm at Hollywood Dance and Fitness - 4419 NE Sandy

SHADY DELL STEAM-UP PICNIC - August 24, 12:00pm, for kids of all ages
Shasta Daylight '91, CHAPTER EXCURSION TO REDDING, CALIFORNIA, September 21 & 22

2nd ANNUAL Dixieland Jazz Special TO ASTORIA - October 11 -13, It's not too early to start planning. We had a great time last year.

AUGUST MEETING PROGRAM

Amtrak Employee Safety

by Jack Wilson

Program begins before business meeting

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

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The TRAINMASTER

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

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$25/yr.
Joint....\$30/yr.

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

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!

—MC

from the President

Almost the dog days of summer-sans heat! Many of our members are on vacation, visiting and photographing short lines, rail museums, etc.

By now everyone knows we are missing one of our favorite hard-working cheerful car hosts, co-chair for food concessions, and Library Committee member, Chris Schoof. Her almost sudden death will surely leave a void in our chapter. Our heartfelt loss goes to Russ. We are sending a contribution to an educational fund Chris set up for nurses and staff at the Health Center in Mt. Angel.

Our financial health should be helped by another Redding trip with an Amtrak Superliner, September 21-22nd. The Redding Chamber of Commerce has assured us of another musical greeting, and sit-down banquet.

Your Board is working on some projects, that should they become feasible, will bring us closer to our by-law requirements. Maybe a new home!

On behalf of your Board and membership, I would like to express thanks and appreciation to Southern Pacific's Oregon Division Super, Bob Melbo. May we have a long lasting relationship with them (See inside story).

Lastly, moving of the archive's flat files shows how teamwork operates among our committees to make our chapter a success. Truly an interdisciplinary society. More next month.

-Chuck Bukowsky

Shady Dell Steam-Up Picnic

Saturday - August 24th - High Noon

Friends & Family Welcome

Fun for kids of all ages

Feel free to bring main dish, salad or dessert

for PotLuck

Small admission charge

for more information contact
Marilyn Edgar at 236-7271

CHAPTER BUSINESS

Committee Reports

LIBRARY/ARCHIVES

Walt Grande, Chair

The Chapter Library will be open on August 17th and 24th from 1 pm to 4 pm.

We will continue to sell surplus books at chapter meetings. So far we have added over \$1,000 to chapter income.

Through the efforts of Brad Reese and Dick Ordway we have acquired five 5-drawer flat file cabinets from Reliance Electric Company, where Dick Ordway is employed. These cabinets will provide an excellent home for maps, station plats, etc., that we recently received from the SP, as well as for some of the SP&S drawings.

Portland Development Commission is providing venetian blinds for the windows in Room 1-A, to keep out extraneous light.

Mr. and Mrs. Orin Knee have donated two video tapes to the chapter library--one on the V&T Railway and one on UP diesels. They had previously donated several books to the chapter library.

Mr. Paul Hobbs from Auckland, New Zealand, recently spent several days in the chapter library, researching the SP&S Ry in the chapter's SP&S AFE collection.

ATTENTION ALL COMMITTEE CHAIRS:

We are not delivering our committee reports. The rest of the chapter would like to know what you're up to! It is also important to the history of our chapter to have regular detailed reports on record.

Lets all get a report in next month.

- » Excursions
- » Museum
- » Rolling stock
- » Room 105

I would even invite the Finance Committee to report on what our future options and alternatives are. Lets have some input.

*Inside most of us is a thin person
struggling to get out, but he can
usually be sedated with a few pieces
of chocolate.*

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JULY 11, 1991

The meeting was called to order by President Chuck Bukowsky at 7:25 PM.

The board of directors passed the following motions as its July meeting: 1) Authorized use of \$8000 from CDIC savings for up front money for the Redding excursion, the money to be returned to the savings account and recommended approval by the membership. 2) Set selling prices for the Redding excursion at \$350 single, \$325 double. 3) Appropriated \$2000, to come from the restoration account, to be used to pay for unanticipated repairs to the cars damaged by the S.P., such costs due to wear and tear not covered by the S.P. damage. 4) Authorized the sale of 52 commuter seats to a party in Concrete, WA for a total of \$1560, FOB Portland plus a \$200 delivery charge. 5) Authorized the purchase of 40 benches (80 seats) from Northwester Tours for \$2600 using restoration fund money, the purchase to be contingent on the sale of the seats to the party in Concrete, WA. 6) Authorized \$300 to cover expenses to take the seats to and pick up seats from Concrete, WA.

Finance Committee: Al Viewig reported that the committee agrees that up front money for the Redding excursion be taken from the CDIC savings account and replaced after the trip. The board agreed that the \$20 a day charge to excursion workers be continued.

Library: Jerry Webb reported that the library committee will be considering limiting the scope of the library collection to Northwest railroads and eliminating model railroad material. Several desks from the former Portland Traction Co. office have been given to the Chapter and will be moved to Room 1 or Room 1A.

National Director Bob Hoffman reported that a \$2.00 a year increase in the NRHS national dues will go into effect on Jan. 1, 1992.

Excursions: Chuck Bukowsky reported for John Von Gaertner that Amtrak cost for the Redding trip will be about \$77,000. Amtrak will provide 600 seats of which 575 will be sold.

Rolling Stock: Peter Rodabaugh reported that holding tanks and toilets have been installed on car 4461 and that the installation of air conditioning equipment on the car is under way. Cars 76, 600 and 3300 are under repair at Tillamook by Bob Steele & Asso. RDC car 6911 has been cleaned inside and its running gear inspected. The car Plum Creek which is to be leased by the Chapter has been inspected at Minneapolis, MN. Chuck Bukowsky reported that the Alco switcher from Ketchikan Pulp & Paper is on its way to Seattle. A decision must be made soon on how to move the Baldwin switcher from Hines, OR.

CHAPTER BUSINESS

f o r u m

On November 2-3 of this year a celebration is planned for the 25th Anniversary of the NS Steam Program. They will be running the Chattanooga Choo-Choo. This is a joint venture sponsored by Norfolk Southern, Atlanta Chapter NRHS and Tennessee Valley Railroad Museum. The event is near the end of the steam excursion season that boasts no less than 47 movements between July 20 and November 24.

It seems inconceivable to have your choice of so many different trips. I think we would be happy to have 5 mainline steam excursions out here on the west coast.

-editor

Insurance: Chuck Bukowsky reported that a cooperative insurance arrangement with other groups in the area is being explored.

Rail Sensation: Fred Nusbaum reported to the board that the Union Station open house made about \$1800. He asked the board's approval for a pledge of \$1000 to preserve the station train shed.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JULY 19, 1991

The meeting was called to order at 7:30 PM by Vice President Dave Van Sickle.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 6/30/91: Checking \$10,415.37; Car Restoration \$4988.68; Excursion \$414.15. During June \$3700 in concession sales money was received. So far in 1991 \$921 worth of surplus library books have been sold.

The membership passed the following motions at the July meeting: 1) Appropriated \$8000 seed money for the Redding excursion and \$5000 for the Astoria excursion. 2) Authorized the sale of 56 car seats for the best price obtainable. 3) Authorized spending up to \$500 for expenses to move locomotive parts from Hines, OR to Portland (passed on show of hands).

Excursions: John Von Gaertner announced that the selling price of tickets for the Redding excursion will be \$310 double and \$325 single. The trip is scheduled for Sept. 21 and 22. with 575 saleable seats available with the break even point at 400 seats.

Library: Walt Grande announced that the Portland Terminal RR. collection of late Chapter member John Runciman has been donated to the Chapter by his widow. Five flat files have been donated to the Chapter by the Reliance Electric Co. Desks and files from the former Portland Traction Co. offices have been donated by the S.P.

Rolling Stock: Peter Rodabaugh reported that the body bolsters and trucks have been inspected on the three cars at Tillamook for repair. The locomotive from Ketchikan is due in Seattle, on Aug. 11 along with a boxcar of spare parts. The Chapter's locomotive at Hines, OR and the locomotive from Ketchikan will both have to be loaded on flat cars for the final move to Portland with funds yet to be provided for the moves. Peter also reported that he has inspected the car Plum Creek, which the Chapter will be leasing, and reported defects needing correction to the owner. The Chapter has been given additional time, until next February, to move the C.Z. narrow gauge electric locomotives stored at Glenwood.

Respectfully submitted, Chuck Storz, Secretary

Garbage Train

The UP has begun a containerized movement of solid waste for the city of Seattle that could reach 550,000 tons per year. There are other programs around the country but this is the first major containerized solid waste program in the US. Total length of the move is about 330 miles one way to the Columbia Ridge Landfill near Arlington, Oregon. Anticipation is that three dedicated stack trains will be used weekly, carrying 100 containers each. Trailer Train flat cars are used to haul the product. Due to the density of the waste, the trains will use stand-alone stack cars with capacity of 75 tons per well.

The system is set up to work this way:

Solid waste is consolidated at four transfer stations.

Trash is compacted there and loaded into devices known as "slugs", which are slightly smaller than a container.

Once the garbage is fully compacted in the slug, it is closed and inserted into the rail container.

The train will move to the Columbia Ridge site, where a side loader will be used in the unloading process.

Trains will return to Seattle empty.

(The 470)

NEWS—HISTORY—TRAVEL

Fan Keeps Track of Facts Behind Casey Jones Legend

from the Columbian, Sept. 4, 1988

submitted by Doug Auburg

The 20th century was not quite four months old when railroad engineer John Luther "Casey" Jones crashed the Cannon Ball Express into a freight train at Vaughan, Miss., and became an American folk hero.

Bruce Gurner had not been born then, but you'd never guess it listening to him talk, sitting under a shade tree in his front yard on the edge of town, thumbs tucked under the bib of his overalls, a railroader's cap on his head.

"Casey Jones was a good engineer," he was saying. "Casey would have bade a good jet pilot. He was a bit of a chance-taker, but he got caught in a trap that was not of his own making.

"If Casey hadn't of gotten killed, he would have died of a broken heart, because he sure would have gotten fired for what happened. Railroading was his first love. Even his wife, Janie--she was the cutest thing--came in second to railroading."

Bruce Gurner, 68, former schoolteacher and railroad engineer, historian and photographer, fisherman, curator of his own backyard museum of railroad memorabilia, chronicler of the last ride of Casey Jones. Retired 10 years ago, after losing the sight in his left eye. Gurner spends much of his time these days in his canoe out on Enid Reservoir, running trotlines in quest of crappie and catfish.

If you want to listen, Bruce Gurner can talk to you for hours about highballing up and down the Illinois Central tracks from Memphis, Tenn., to Canton, Miss., and the golden era of steam locomotives, in the days when Water Valley was a railroad town, with a big roundhouse and shop, and people like Casey Jones lived there.

"Come all you rounders if you want to hear

"The story told of a brave engineer;

"Casey Jones was the rounders name,

"A high right-wheeler of mighty fame."

"It took me 25 years to figure out what happened to him down there at Vaughan," says Gurner, who collected rare photographs and old railroad records and the recollections of Casey Jones' widow and the old-timers who had ridden with him. "Thing is, nothing would have ever come of it except that an engine wiper in the canton shop, who was an old friend of Casey's wrote that ballad about it, and some vaudeville performers picked it up.

"Engineers were getting killed all the time in those days of heavy traffic on single-track railroads, when slow freights had to be sidetracked to make way for the passenger trains. Sometimes they didn't even get their names in the paper when they got killed, but Casey had a song written about him and America had a new folk hero."

At 12:50 a.m. on the morning of April 30, 1900, Casey Jones pulled out of Memphis' Poplar Street Station at the throttle of the Cannon Ball Express, with Sim Webb as his fireman and J.C. Turner the conductor. Casey was leaving an hour and 35 minutes late and wanted to make up the time before he reached Canton.

"Through South Memphis yards on the fly,

"He heard the fireman say, 'You got a white eye.'

"All the switchmen knew by the engine's moan

"That the man at the throttle was Casey Jones."

In a self-published account of

Jones' last ride, Gurner, who has made that same run many times, described how Jones had probably made up that lost time.

"Passenger comfort was not too important in those days, and damage suits for being thrown about at high rates of speed almost unheard of," Gurner says.

The Cannon Ball was on time when it reached Goodman, 10 miles north of Vaughan, but disaster awaited down the tracks. To make way for the passenger train, two long freights, one headed north and one headed south, were switched off to a siding on the East side of the main line, but the caboose and three cars of the southbound train were still protruding onto the main line.

Sim Webb, the fireman, first saw the caboose, shouted, and jumped to safety. Casey Jones hit the emergency brakes but stayed with his engine as it crashed into the rear cars of the freight and lunged to the left, coming to rest pointing in the direction it came. A bolt or a splinter of lumber pierced Jones in the throat. He was taken on a stretcher to the depot a half-mile away, where he died lying on a baggage wagon.

In addition to Webb, three passengers, An American Express messenger, and two postal clerks were slightly injured.

"All the crew safe, you say, and the passengers too?

"Thank God, that is clever,

"And his soft eyes closed as his pale face smiled

"And he whistled down brakes forever."

What went wrong? Webb said later he saw a flagman and heard the torpedoes, explosive devices placed on the tracks to warn the engineer, but Gurner contends Jones was "short-flagged."

"The flagman didn't get far

enough back for Jones to see him in time to stop," he says.

Nonetheless, the railroad's investigation concluded that, "Engineer Jones was solely responsible for the accident as a consequence of not having responded to flag signals."

According to railroad records, the Illinois Central Railroad awarded Webb \$5 for his injuries. The messenger, who hurt his back, got \$23, and the two postal clerks \$1 each.

Why didn't Casey jump?

"That is really the hard one to answer," Gurner says. "Once the engineer puts the brake in emergency, reverses the engine and opens the sanders, the engine has no further need of his services."

Even though Gurner insists Jones was a "fine engineer," he

found railroad records that showed Jones had been suspended nine times, for periods ranging from 5 days to 30 days, for safety violations between Feb. 14, 1891, and May 22, 1899. The offenses included such things as "collision in Water Valley Yard," "running through switch at Carbondale," "for not recognizing flagman who was protecting work train."

Jones lived in Water Valley from 1893 to 1896. He moved his wife and three sons back to Jackson, Tenn., at his wife's insistence, but he retained his membership in the Water Valley lodge of the Brotherhood of Locomotive Engineers. Today there are Casey Jones museums at Jackson and at Vaughan, where much of Gurner's memorabilia is on display.

-by David L. Langford

The Iron Horse State Park

reprinted from the January 1991

Rails-to-Trails newsletter

submitted by Ken Lantz

Would you like to take a 100-mile off-road bicycle ride that traverses lush forests, raging rivers, mountaintop lakes, snow-capped peaks, rocky deserts and deep canyons, and that includes massive trestles and historic snowsheds that formerly protected trains from avalanches? How about a horse-drawn sleigh ride within view of Mt. Rainier? How about joining several hundred equestrians in a 250-mile wagon train journey that stretches from the Idaho border almost to the Pacific Ocean?

If so, start making plans to visit Washington's Iron Horse State Park, a former rail line that is well on its way to becoming perhaps the greatest rail-trail in the country.

The Iron Horse State Park is being fashioned out of the ashes of the old Chicago, Milwaukee, St. Paul and Pacific Railroad ("Milwaukee Road"), a venerable firm that went bankrupt in 1977 and abandoned most of its main line from Minnesota to Seattle. In a tes-

tament to farsighted planners and the pressure of some visionary equestrians, the entire 213-mile corridor within Washington was acquired in 1982 for \$1.9 million. (Sadly, Idaho and Montana did not follow suit and the corridor there is badly fragmented; in North and South Dakota the line is now operated by Burlington Northern Railroad.)

The westernmost 23 miles of corridor, from Easton almost to Thorp, was opened as a trail in 1984. However, even in rails-to-trails-happy Washington (the state has 23 rail-trails totaling 361 miles, third highest in the country), the concerns of adjacent landowners can be intense. In rural, conservative eastern Washington, neighbor opposition resulted in a compromise; the corridor would be state-owned but opened to the public only on a restricted basis.

Despite the cautious management approach, the trail is rapidly making friends and influencing

people. An amazing equestrian event, the John Wayne Pioneer Wagon Train, attracts over 200 riders and now features a giant cookout hosted by one of the trail's strongest original opponents. A horse-drawn sleigh concession has started up. An annual dog-sled race has been instituted. And an attractive bed-and-breakfast has opened in a refurbished historic building that formerly housed off-duty railroad workers.

Most exciting is the fact that the trail is being extended on both ends. In the east, as landowner opposition declines, the state is gradually opening the restricted portion of the corridor; in August, 1989 a section through the university town of Ellensburg to the Columbia River was transferred from restricted use to the State Park. In the west, a complex transaction between Washington State Parks, the U.S. Forest Service, Burlington Northern and AT&T is bringing the trail over the Cascades and toward Seattle. (In a model of cooperation, AT&T purchased a recent 36-mile abandonment, installed an underground fiber optics cable and donated the surface to the state for trail use.) It's only a matter of time before the state-run Iron Horse is linked with King County trails to reach the waters of Puget Sound.

Despite the progress, some daunting challenges still remain. A major trestle has been washed away. The 2.3 mile-long Hyak Tunnel under the crest of the Cascade Mountains needs engineering work and will be closed for at least five years. And the U.S. Army wants to take 17 miles of the trail for its expansion of the Yakima Firing Range. Nevertheless, the tremendous progress so far gives reason to be optimistic. And long-term visionaries are already predicting that if the U.S. ever completes a coast-to-coast rail-trail, the westernmost leg of the route will be the Iron Horse.

For more information: Ange Taylor, Washington State Park and Recreation Commission, 2201 N. Duncan Dr., Wenatchee, Wash. 98801; Tel.: 509-663-9719.

Lakeview Rail Excursion Studied

*from the Lake County Examiner May 16, 1991
submitted by Ken Lantz*

Efforts to put in a passenger rail line between Alturas and Lakeview may someday bring increased tourist traffic to the county. Currently, the idea remains in the planning stages.

Modoc County contracted with J.E. Minnich, executive vice president of Centennial Rail Ltd., Aurora, Colo. to do a preliminary feasibility study. In a phone interview with the Lake County Examiner, Minnich called liability insurance concerns "nonsense."

He said insurance is readily available, and is a function of the ticket price. Insurance fees are based on a percentage of gross profits. Minnich has been in the railroad business since 1956, and says he has been in the recreational railroad business for almost 20 years. His company deals with the financial end of the business, and acts as a financial consultant on projects such as short line and recreational rail operations.

Minnich's summary conclusions stated, in part, "...the undertaking would be of considerable economic benefit to the area's economy. ...various elements required for a successful tourist/excursion railway project...would be physically feasible and seems financially feasible.

Centennial Rail Ltd. stated it could find no negative aspects of the project and recommended that the project proceed. Positive aspects included the location of the railway branch line as one of the primary tourist routes between Reno and the Pacific Northwest. The area's scenic beauty, the good condition of the rail line, and the ability for the area to be a stopping place for those wishing lunch, fuel and overnight accommodations were also considered to be in the project's favor.

"The tourist railway is a high profile attraction and will serve as a centerpiece for the development of

the immediate area as a tourist destination. Further, the tourist railway will act as a catalyst for the creation of additional tourist attractions and infrastructure," the report states.

Minnich suggested the train service offer one hour and one and one-half hour train trips as the primary service, with five trips per day. Twilight trips could also be offered.

A secondary train service from Alturas to Lakeview and back, for an all day trip with a two hour layover in Lakeview for lunch was also thought to be a viable market, based on the experience of similar tourist railways in the U.S. and Canada.

The season would run daily from June through Labor Day, and weekends mid-May through the end of October. Charter trains for all times of the year could also be offered.

Minnich suggested the railroad be equipped with open window coaches of the 1920's era, pulled by a steam or diesel locomotive, depending on the season. His company recommended at least 300 seats (four coaches) be provided initially, along with a provision for a first class or parlor car, plus a concession car for the long distance train service.

He suggested the Southern Pacific Railroad be the theme and that the mid-1940's paint scheme be adopted for the equipment. Occasionally a dinner train should be offered he said.

The tourist and leisure time industry is the leading growth industry in the U.S. and northern California, states Minnich. He suggested Modoc County work to increase its share of the market.

A Modoc County Tourism Study, completed in June of 1989, indicates that more than 500,000 tourists pass through the area every year. Based on that study, Minnich

projected a market of 25,000 passengers in the initial development of the project for the first three years.

Minnich expects a final market of some 50,000 people per year at the end of seven years. With those figures, and a charge of \$15 per trip, the first year could bring in \$375,000 gross, not including tour business, dinner or charter trips.

Costs were difficult to project, said Minnich. If the project requires the purchase and rebuilding or improvement of railway equipment and depot facilities only, the cost could be as little as \$500,000. If it involves the purchase of the rail line, the cost could be as much as \$1,500,000.

Typically, states the report, a tourist railway employs between 19 and 25 people. Almost all the required expertise is in the area. Additionally, a new tourist railway would create about 100 spin-off jobs.

According to Mike Maxwell, Modoc County economic development director, the preliminary study was presented to the Modoc Board of Superintendents and he was directed to make application and go after funds for a full-blown study.

Maxwell estimates it will take two to three months to access funds for the study, working through the SEDC, a regional economic development agency for northern California. He anticipates funding the study through grants from a state Community Development Block Grant and the A.D.E.

He said he believes the California Department of Transportation has possible funds to implement the project. Assuming everything is approved and money is received for the study, Maxwell said he thought accessing grant money for the project would take three to five months, putting the rail service in operation sometime next year.

"Probably once we get a little

further along in the process, we will be looking for a contact person in Lake County," said Maxwell.

Currently, he said, Barbara Gover, Lake County Chamber manager, is the contact person. Because negotiations are continuing over a railroad contract between Great Western and Lake County, who will be a contact remains uncertain.

From Across the Seas

We have received correspondence from a gentleman in Japan who desires to exchange information with American rail enthusiasts. AKIHIRO NAKAMURA would like to hear from railfans interested in Japanese railways who would be willing to provide information for him on United States railways. He has been studying our rail operation through monthly magazines. He is interested in rolling stock and locomotives in all countries. Members interested may write him at:

28-29, 2-chome Kamiochiai
Shinjuku-ku, Tokyo 161 Japan

Sample slides included with his letter are excellent quality.

(NRHS News)

In the Red

Southern Pacific was the only Class 1 railroad with operating losses over the past two years. In 1989, SP spent \$1.03 for every \$1.00 it took in as revenue. While SP was losing 3 cents on every dollar, NS made 22 cents for every dollar, UP made 17 cents and BN made 14. Other 1989 profits per dollar spent were: Conrail-.13, CSX-.11, ATSF-.08.

(Southern Pacific Bulletin via
Arkansas Railroader)

NS sponsors steam excursions and still makes more money than all other Class 1 railroads...imagine that.

(ed.-AR)

Seattle-Los Angeles-Return aboard the private rail car "VIRGINIA CITY"

full service
"Pullman Style" comfort
private staterooms
on board chef
gourmet dinner by candlelight
luxurious and leisurely
room for six lucky people

Departs September 18, 1991
Returns September 24, 1991

\$2650.00

for more info contact
Michael McNeil

CROSS-TIE
ADVENTURES
I N C.

P.O. Box 1485
Sumner, Wa 98390
206/863-5540 206/286-2110

SP&S Railway Historical Society 1991 Annual Convention

August 16-18, 1991
Richland, Washington

Information Call or Write

Walt Grande
4243 SW Admiral St.
Portland, Oregon 97221
503-246-3254

Scandinavian Festival Excursion

August 10, 1991
Portland to Junction City

Northwest Rail Museum
PO Box 19342
Portland, Oregon 97280
ph 244-4449

In the Black

By the Interstate Commerce Commission's reckoning, only two railroads earned their cost of capital during 1989. The Commission put the cost of capital at 11.5% for the year. Just two roads return on investment exceeded that number, BN at 12.5% and NS at 11.9%. For 1989, 11 of the 13 Class 1 carriers reported lower returns on investment than in 1988. No railroad reported an operating loss in 1988, but two did in 1989. Four earned more than their cost of capital; BN, NS, Florida East Coast and C&NW. But after reviewing the numbers, the Commission decided that only NS and FEC earned more than capital-cost. The ICC states that any railroad earning its costs of capital is "revenue adequate", but industry analysts differ, arguing that no company can be regarded as revenue adequate unless it covers capital costs over a full business cycle and not just a year or two.

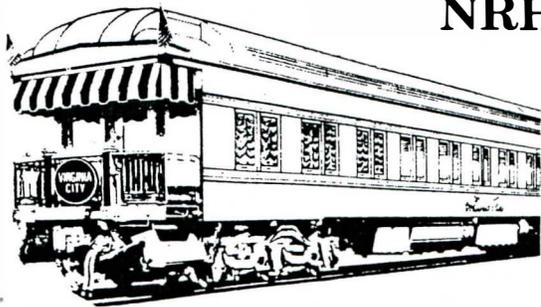
(Marker Lamp, No. Jersey NRHS)

True Railfan

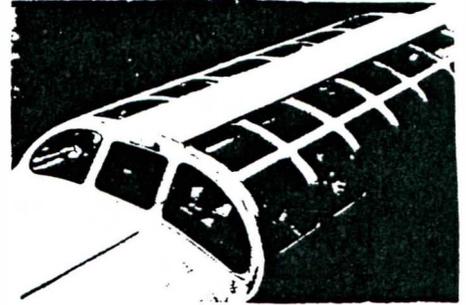
"CINDERS", newsletter of the Philadelphia Chapter, reports that a 16-year-old would-be trolley operator recently stole a PCC car from the LUZERNE depot and ran the car on a complete round-trip over Route 56-Erie Ave., picking up passengers routinely and behaving in a professional manner. No one at SEPTA noticed the theft, according to the Philadelphia Inquirer report, until the pseudo-operator failed to line a switch at 10th & Erie and crashed into an automobile. He then summoned the police. The youngster, who had "hung around" Luzerne for some time learning the ropes, was charged only with theft of the trolley--the farebox was intact.

(A kid after my own heart!! -ed.)
(Orderboard, Tampa Bay NRHS)

Promontory Chapter
NRHS Special Discount



WOW!
\$199



Round Trip with Onboard
Meals and Beverage Included

FALL COLORS EXPRESS
TO
DENVER

Vista-Dome

"SEE-WAY"
Thru The Rockies...



October 6 Salt Lake City to Denver
October 8 Denver to Salt Lake City

**TRAINS
UNLIMITED, TOURS**

will operate their Fall Colors Express between Oakland, Denver and return on October 5-9 using the open observation Virginia City, dome Plaza Santa Fe and sleeper Silver Iris on the rear of Amtrak's California Zephyr.

Fellow Promontory Chapter member Chris Skow, owner of Trains Unlimited is offering this special low fare to Promontory Charter member's, their families, and friends, only, between Salt Lake City and Denver. The excursion will only have 30 sleeping passengers onboard from California so there is limited space available for the day trip to Denver and return to Salt Lake City. This special fare also includes three meals each direction and all drinks. Our chef will prepare freshly-cooked meals in the galley and you may dine in the private car of your choice. Our bartender will be on duty during the trip in the cocktail lounge of the Plaza Santa Fe for all the drinks you want. Come enjoy first class travel at its finest, across spectacular Utah and Colorado.

	Oneway	roundtrip	with 2 nights lodging & transfers
Salt Lake City to Denver	\$125	\$199	\$254 per person double
Salt Lake City to Glenwood Springs	\$59	\$99	
Salt Lake City to Grand Junction	\$39	\$59	

Single room supplement in Denver add \$29 for 2 nights per person to the double rate.



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