



PCRRHS 2005 Annual Convention
September 15-17, 2005
Clarion Hotel & Conference Center
Independence, Ohio

CONVENTION INFORMATION

HOTEL

The convention will be held at the **Clarion Hotel & Conference Center**, located at 5300 Rockside Road in Independence, OH. The convention room rate is \$69/night. Reservations need to be made before August 26 in order to guarantee this rate. Make your room reservations directly with the hotel at (216) 524-0700. A map to the hotel is on the back of this page.

Please note that because of legal liability for all food and beverage served on the hotel premises, as well as licensing restrictions, no food or beverage of any kind will be permitted to be brought into or taken out of the hotel by any guests or invitees. (This is a hotel policy.)

TOURS AND EVENTS

CVSR Fitzwater Shop Tour: Friday afternoon will feature a tour of the Cuyahoga Valley Scenic Railroad's Fitzwater Shops. The CVSR is a tourist railroad operating a former B&O line between Cleveland, Akron, and Canton, and features a varied roster of Alco and MLW locomotives and Budd RDC cars. They also use some former Penn Central coaches as well. (Please note: shop tour participants must be age 10 and up.)

Goodtime III: Saturday afternoon will feature a ride on the *Goodtime III*, Cleveland's largest sightseeing vessel, for a ride on Lake Erie and up the Cuyahoga River. Along the river you will be able to view different rail lines and industries in the "Flats" part of Cleveland, including riding under several railroad drawbridges, along with spectacular views of the Cleveland skyline.

Steamship William G. Mather Museum: Cleveland has long been a lake port where iron ore carried by lake boat from the upper Great Lakes has been unloaded for rail shipment to inland steel centers such as Youngstown, Weirton, and Pittsburgh. The *William G.*

Mather is a retired lake freighter that has been restored into a museum on Cleveland's lakefront. During its life as the flagship for the Cleveland-Cliffs Iron Company lake boat fleet, it hauled coal and iron ore between various lake ports including Cleveland. It was donated by Cleveland-Cliffs to the Great Lakes Historical Society in 1987, meticulously restored to its former glory, and opened to the public as a museum in 1991.

Terminal Tower: The final tour of the weekend will be of the Terminal Tower, the 52-story skyscraper built as part of the Cleveland Union Terminal complex. When opened in 1930, it was the tallest building in North America outside of New York City. Part of our tour will include a visit to the Tower's observation deck on the 42nd floor.

Banquet: The convention banquet will be held at the Clarion Hotel ballroom on Saturday evening. There is a choice of three entrees, and all meals include salad, vegetable, and dessert. There will be a cash bar open before and during the banquet. Please indicate on your registration form if you have any special dietary needs and we will do our best to accommodate them.

CONVENTION SHIRTS

Convention shirts will be available this year by preorder only. The shirts are high-quality denim shirts with white lettering, and are available with long or short sleeves. A limited number of T-shirts are also available for order. Use the enclosed form for ordering shirts. Please pay for shirts using a separate check.

PLEASE NOTE

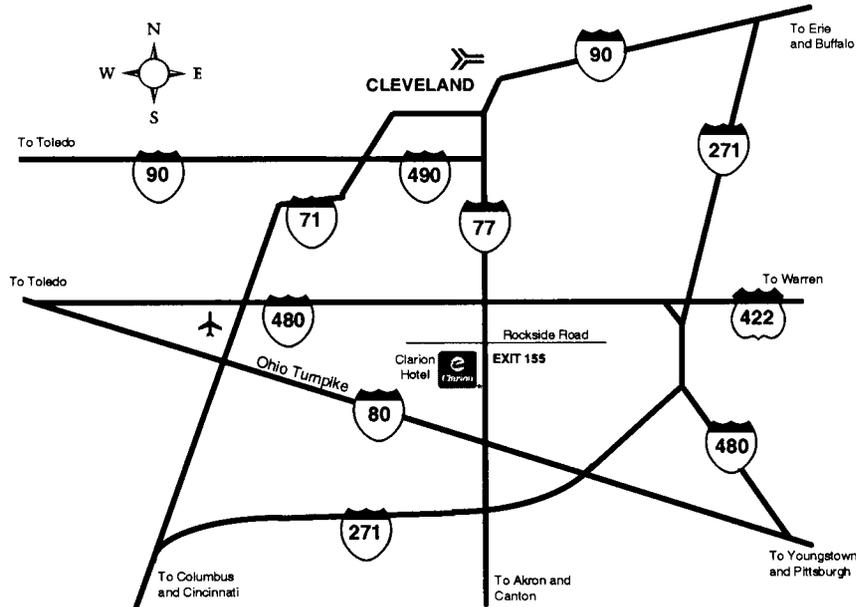
There is a registration deadline of **September 1, 2005**. Due to the need to furnish headcount in advance, we cannot guarantee space on tours or at the banquet for members whose registrations are received after this date, so please register early.

RNE

1-78 6-78 9-78
 2-78 4-78 10-78
 5-78 7-78 11-78
 3-78 8-78

GETTING THERE

The Clarion Hotel is easy to get to from any direction. It is located at the interchange of Rockside Road and Interstate 77 (exit 155) in Independence, Ohio, approximately eight miles south of downtown Cleveland. The hotel entrance is on the south side of the road, between the freeway and the BP gas station. **Please note:** The Rockside Road area has many hotels and office buildings and consequently, traffic on Rockside and I-77 south can be quite heavy during the evening rush hour. You may wish to plan your arrival to the convention hotel before 4:00 PM or after 6:00 PM.



For those of you traveling by Amtrak, please indicate on your registration form the day and train you will be arriving on, and we will give you a ride from the station to the hotel.

CONVENTION SCHEDULE (subject to change)

Thursday, September 15		7:00 – 8:00	Slide show: Al Mixer
2:30 – 4:30	Registration, social time	8:00 – 9:00	Slide show: Chip Syme, "Whiskey Island Hulets"
4:30 – 6:30	Dinner (on your own)	9:00 – 10:00	Open projector (bring slides to show)
6:30 – 8:00	Flea Market and Swap Meet		
8:00 – 9:00	Slide show: Blaine Hays, "Cleveland Union Terminal"		
9:00 – 10:00	Slide show: Jerry Jordak, "Cleveland 101"		

Friday, September 16		Saturday, September 17	
8:30 – 11:30	Business meeting	9:30 – 10:00	Depart hotel for East 9 th Street pier
11:30 – 12:30	Lunch	10:00 – 11:30	Tour of Steamship William G. Mather Museum
12:30 – 1:00	Depart for CVSR shop tour	11:30 – 12:00	Gather for boat boarding
1:00 – 2:30	Tour of Cuyahoga Valley Scenic Railroad's Fitzwater Shops	12:00 – 2:00	Lake/River cruise on <i>Goodtime III</i>
2:30 – 3:00	Return to hotel	2:00 – 2:30	Travel to Tower City
3:00 – 4:30	Penn Central safety training film and PC videos	2:30 – 4:00	Terminal Tower (CUT) tour
4:30 – 6:30	Dinner at Quaker Steak & Lube	4:00 – 4:30	Return to hotel
6:30 – 7:00	Open time	4:30 – 5:30	Open time
		5:30 – 7:00	Banquet and raffle
		7:00 – 8:00	Slide show: Mark Demaline
		8:00 – 9:30	Slide show: Mark Branibar, "PC Railfanning along the Boston to Chicago Main Line"

X U-M home



WELCOME TO CLEVELAND!

Welcome to the 2005 PCRRHS Convention in Cleveland, Ohio. Thank you for taking the time and effort to attend. May your time here to be fun, educational, and worthwhile. The convention schedule is quite packed, so there will be plenty to do and see!

Included in your registration packet are a number of materials, including the convention schedule, a local map and restaurant guide, your name badge, banquet meal ticket (if applicable) and several articles and maps about railroading around Cleveland. Note that the back of one of the articles has a Cleveland railroad map. You may wish to bring this map with you for the Thursday night slide shows if you are not familiar with Cleveland.

You may have noticed upon your arrival that our convention hotel is located in a busy and congested area. The Rockside Road area has plenty of office buildings, hotels, and restaurants, but along with those comes plenty of traffic. Therefore, the meal breaks on Thursday and Friday are scheduled to start a little earlier than the traditional meal times. This is purposely done to avoid the traffic and congestion of rush hour.

Friday's events include a shop tour on the Cuyahoga Valley Scenic Railroad. As with any shop tour, proper attire is required, so please be sure to wear long pants and hard-soled shoes (no sandals or shorts, please). Friday evening we will have dinner at Quaker Steak & Lube, a nearby automotive-themed restaurant that you will enjoy.

Saturday is going to be a busy day, with tours all day long. The vans will be leaving the hotel at 9:30 AM, and will return around 4:30 PM. No formal lunch is scheduled during the day due to the number of activities, so you may wish to eat a large breakfast that morning. There will be food available on the Goodtime III boat if you wish to have a light lunch. That evening will be the banquet meal, followed by two excellent slide shows.

This year's convention will offer a raffle for a number of unique prizes. The drawing will be held on Saturday evening after the banquet meal. Tickets cost \$1 each or six for \$5 and they will be available for sale on Friday evening and Saturday evening before and during the banquet.

Enjoy this year's convention!

A handwritten signature in black ink, appearing to read "JW", is positioned above the typed name.

Jerry W. Jordak
2005 Convention Chair



CONVENTION SCHEDULE

(subject to change)

Thursday, September 15

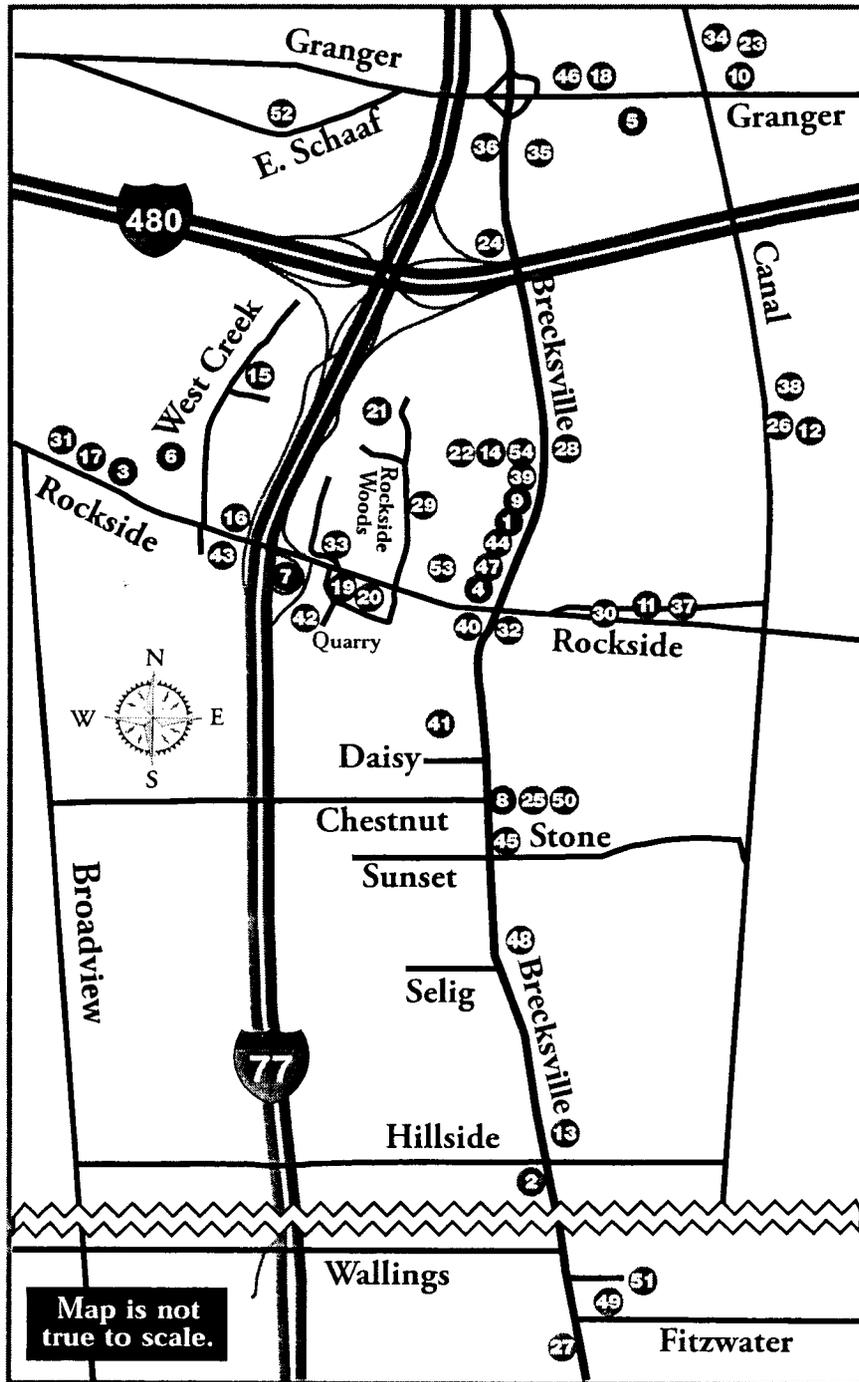
- 2:30 – 4:30 Registration, social time
- 4:30 – 6:30 Dinner (on your own)
- 6:30 – 8:00 Flea Market and Swap Meet
- 8:00 – 9:00 Slide show: Blaine Hays, "Cleveland Union Terminal"
- 9:00 – 10:00 Slide show: Jerry Jordak, "Cleveland 101"

Friday, September 16

- 8:30 – 11:30 Business meeting
- 11:30 – 12:40 Lunch
- 12:40 – 1:00 Depart for CVSR shop tour
- 1:00 – 2:30 Tour of Cuyahoga Valley Scenic Railroad's Fitzwater Shops
- 2:30 – 3:00 Return to hotel
- 3:00 – 4:15 Penn Central safety training film and PC videos
- 4:15 – 4:30 Depart hotel for dinner
- 4:30 – 6:30 Dinner at Quaker Steak & Lube
- 6:30 – 7:00 Return to hotel, open time
- 7:00 – 8:00 Slide show: Al Mixer
- 8:00 – 9:00 Slide show: Chip Syme, "Whiskey Island Huletts"
- 9:00 – 10:00 Open projector (bring slides to show)

Saturday, September 17

- 9:30 – 10:00 Depart hotel for East 9th Street pier
- 10:00 – 11:30 Tour of Steamship *William G. Mather* museum
- 11:30 – 2:00 Lake/River cruise on ship *Goodtime III*
- 2:00 – 2:30 Board vans, travel to Tower City
- 2:30 – 4:00 Terminal Tower (CUT) tour
- 4:00 – 4:30 Return to hotel
- 4:30 – 5:30 Open time
- 5:30 – 7:00 Banquet
- 7:00 – 8:00 Slide show: Mark Demaline
- 8:00 – 9:30 Slide show: Mark Branibar, "PC Railfanning along the Boston to Chicago Main Line"



NAME	NUMBER ON KEY	NAME	NUMBER ON KEY
Aladdin's Eatery.....	1	Le Peep	28
Angie's Pizza	2	Lighthouse Café	29
Applebees	3	Lockkeepers.....	30
Augie's Pizza & Ribs.....	4	Longhorn Steakhouse	31
Big Boy	5	McDonald's.....	32
Bistro at Freedom Square	6	Michael's Grille - Holiday Inn.....	33
Bob Evans	7	Mr. Hero.....	34
Brielle's Coffee & Tea Room	8	Pak Lok	35
Budapest Blonde	9	Paninis Bar & Grill.....	36
Burger King	10	Park City Diner	37
California Salads and Catering.....	11	Quaker Steak & Lube.....	38
Champps Restaurant & Bar	12	Quiznos Classic Subs	39
China King	13	Red Robin	40
Chipotle Mexican Grill	14	Romito's Pizza	41
Courtyard Café-Marriott	15	Shula's 2 - Hilton.....	42
Crown Café.....	16	South Side Café - Clarion Hotel.....	43
Damon's Grill.....	17	Starbucks.....	44
Deanatella's Italian Foods	18	Sub Sations	45
Delmonico's Steakhouse.....	19	Subway	46
Denny's	20	Tang's Wok.....	47
Embassy Grille - Embassy Suites	21	The ITC Café	48
Fornos Cafe	22	The London Pickle Works	49
Gourmand's	23	Town Square Family Restaurant.....	50
Harry's Steak House	24	Valley Inn.....	51
Heavenly Ham	25	Valley Tavern	52
Hoggy's Barn & Grille.....	26	Wendy's	53
Hunters Pub	27	Winking Lizard Tavern	54

TOWER CITY CENTER

HISTORIC PLAQUES

TOWER CITY CENTER HISTORY

Tower City Center, a unique and unprecedented "city within a city" began as the brainchild of two Cleveland brothers, O. P. and M. J. Van Sweringen, who had assembled a railroad and real estate empire worth \$3 billion by the mid-1920s.

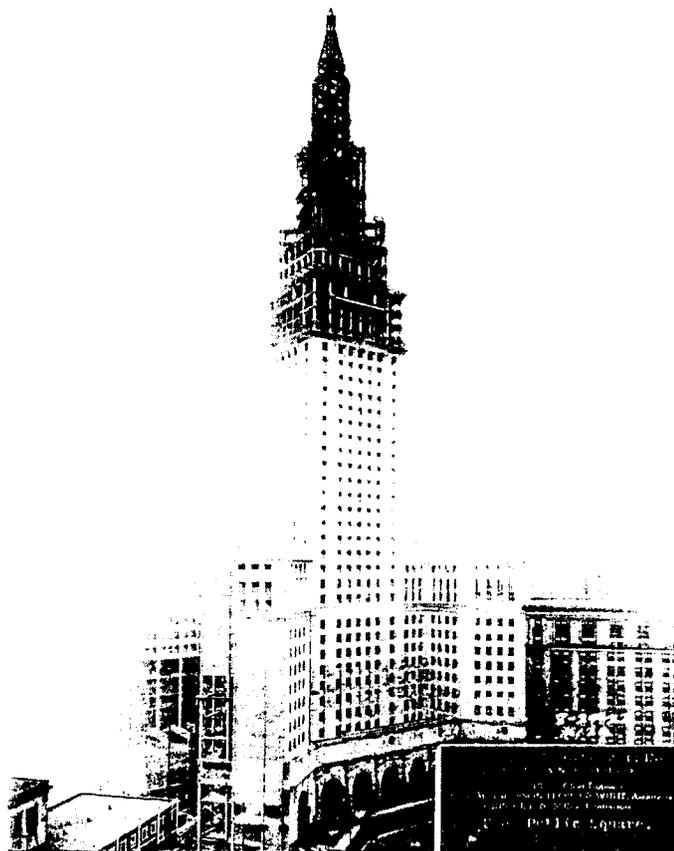
The project began with the construction of a hotel on Public Square in the mid-1910s. Plans for an interconnected, 17-acre complex were then drawn up by the Chicago-based architectural firm of Graham, Anderson, Probst, and White.

From 1923 to 1934, through the innovative use of air rights, office buildings (including the Terminal Tower), a post office, and a department store were constructed over a railroad and rapid transit station which was the key to the entire project.

Select historic elements preserved as part of the renovation of Tower City Center (completed in 1990) have been marked with descriptive plaques.

[original construction photo, 1927]

0. PLAQUE LOCATION: two of them, one in the Portico on the inner wall, and one near the escalators to the south parking areas.



MURALS

Overhead, the semi-circular panels formed by the arches on the north, east and west walls of the Portico (main lobby) contain seven murals by Jules Guerin. These represent the four elements which were the basis of Cleveland's great industrial economy of the 1920s. Upon careful inspection, it can be seen that the first (east) panel represents "Water"; the second and third, "Air"; the fourth (center), "Commerce and Industry"; the fifth and sixth panels, "Earth"; and the seventh (west), "Fire".

The figures in the mural are drawn to a nearly life-size scale. The second panel features Col. Charles Lindbergh and his plane the "Spirit of St. Louis". The center panel contains images of Cleveland in the 1920s: railroads, steel mills and Great Lakes ore ships, and in the background, the artist's vision of the great, modern city of Cleveland. Guerin, who also did the murals for the Lincoln Memorial in Washington and the Huntington Bank at East 9th and Euclid in Cleveland, painted these murals in 1929.

Passing beneath the murals, you enter the lobby of the Terminal Tower building. This 52-story, 708' structure was, for many years, the tallest building outside of New York City.

[1987 photograph by Jennie Jones]

1. PLAQUE LOCATION: in the Portico, on an inner wall.



BANKING ROOM

This impressive room was built in 1928-29 as the Union Trust Company's Terminal Tower branch. Within this space are several types of marble, ornate light fixtures, and unusually decorative brasswork. Other features include an ornate plaster ceiling and leaded glass windows.

The bank had a short-lived stay at this location, as the firm went into receivership shortly after the Stock Market Crash of 1929. Another bank then occupied this space for over 50 years.

[1987 photograph by Jennie Jones]

2. PLAQUE LOCATION: near Brooks Brothers.



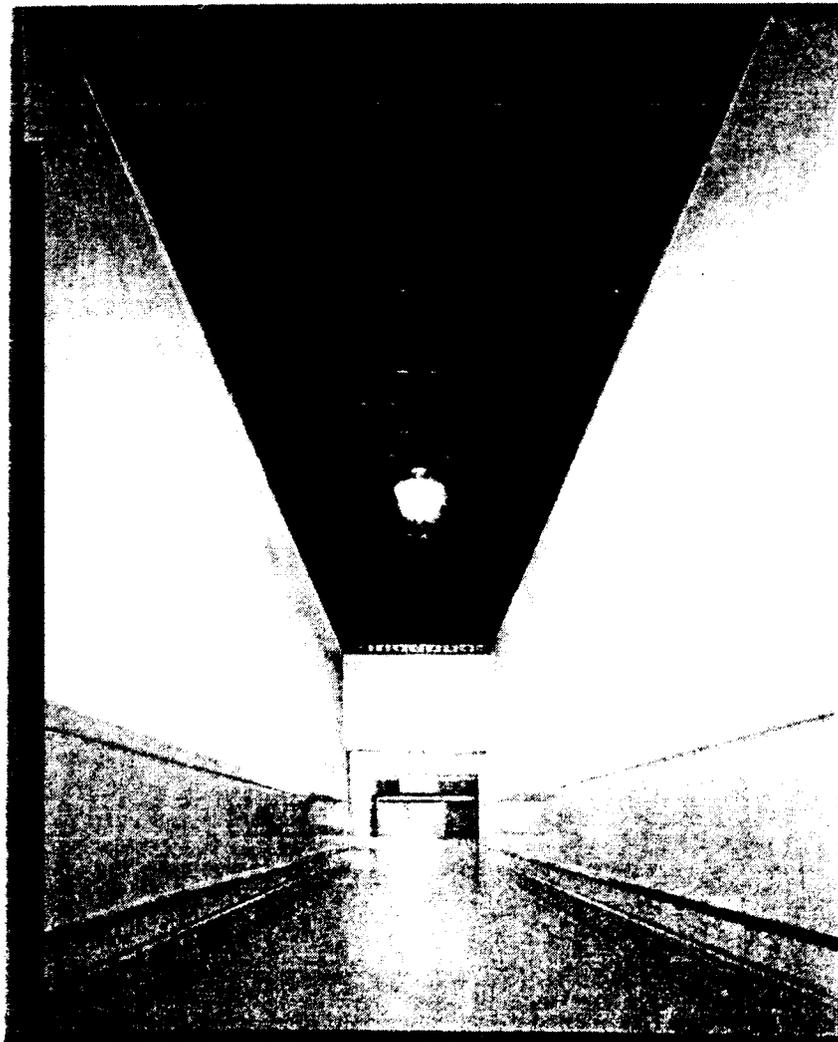
PLASTER CEILING

An ornate, multi-colored, molded plaster ceiling is a noteworthy feature of this corridor as well as the adjacent lobbies of the complex. The ceilings in these areas, originally painted rose, gold, and blue over an ivory base, had become shades of brown by the mid-1980s. In 1987 the ceilings were refinished in colors including mauve, blue-gray, plum, and gold. Thus the present color scheme is very similar to the original one.

Note that the steep ramps which led to the lower level have been removed and a new floor level has been added. The ceiling still slopes as it originally did, and the original marble has been re-used on the walls.

[1987 photograph by Jennie Jones]

3. PLAQUE LOCATION: in the west corridor to the Avenue, just beyond the Portico.



LIGHT FIXTURES

Original light fixtures in several styles are still in use in the complex today. The fixtures in most of the concourses were of this type--frosted glass panels in polished bronze ribbing and suspended from link chains. These light fixtures were designed in the 1920s by the Sterling Bronze Company of New York City. As part of the renovation of Tower City Center, these light fixtures were repaired, cleaned, and re-installed in their original location.

Note, too, that the original ceiling remains unchanged; you are standing on an newly-created mezzanine level. The small, modern lights that are evident in the photo were removed during restoration work.

[1987 photograph by Jennie Jones]

4. PLAQUE LOCATION: column opposite White Barn Candle Co.



PLASTER FRIEZE

The ornate plaster frieze above the storefronts at this level is an exact replica of the original. This is one instance where it was necessary to reconstruct certain fragile, original elements.

The adjacent photograph illustrates that the frieze was near the original ceiling in the area. During the renovation the ceiling was opened up and a level was added above.

[1987 photograph by Jennie Jones]

6. PLAQUE LOCATION: near LVL X.

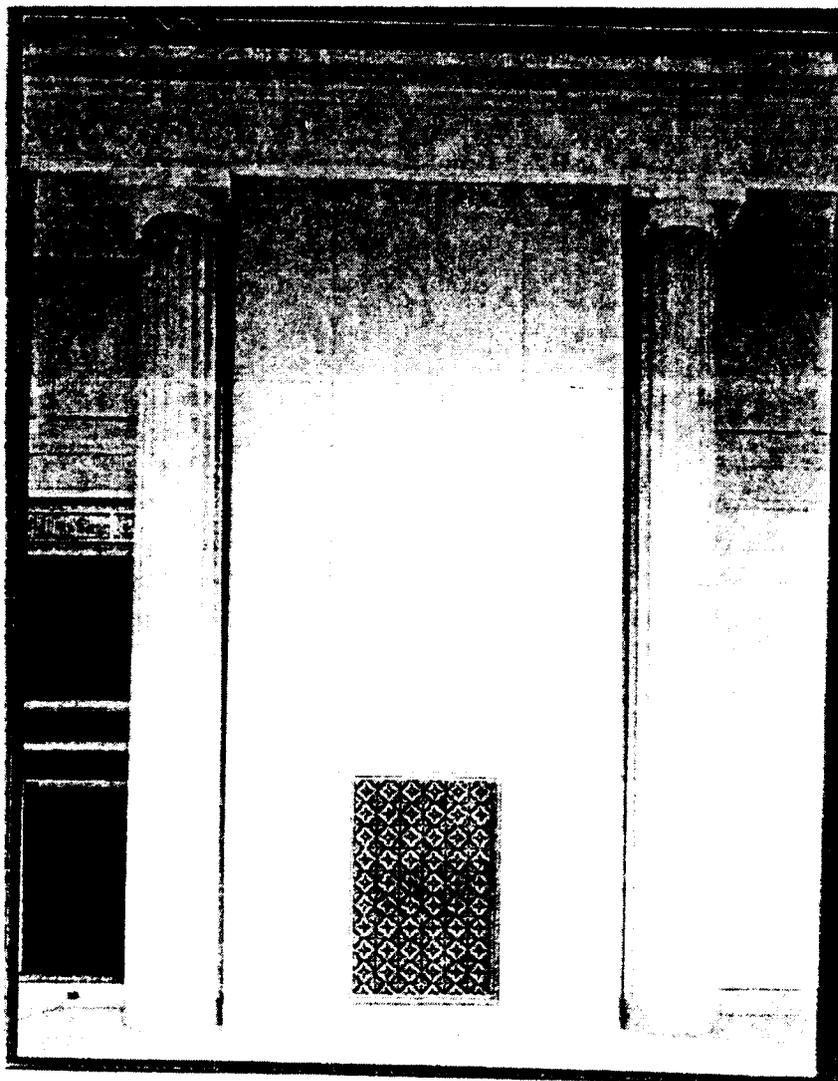


MOTH GRILL

This moth grill (also called dragonfly grill) is just one example of the remarkable decorative brass and bronze work original to the Terminal Tower Complex. These grills were used to camouflage fresh-air intakes and steam radiators. They were manufactured in the late 1920s by the General Bronze Company of New York. The moths seem to swarm in a geometrically harmonious pattern on the grill.

[1987 photograph by Jennie Jones]

7. PLAQUE LOCATION: near The Gap.



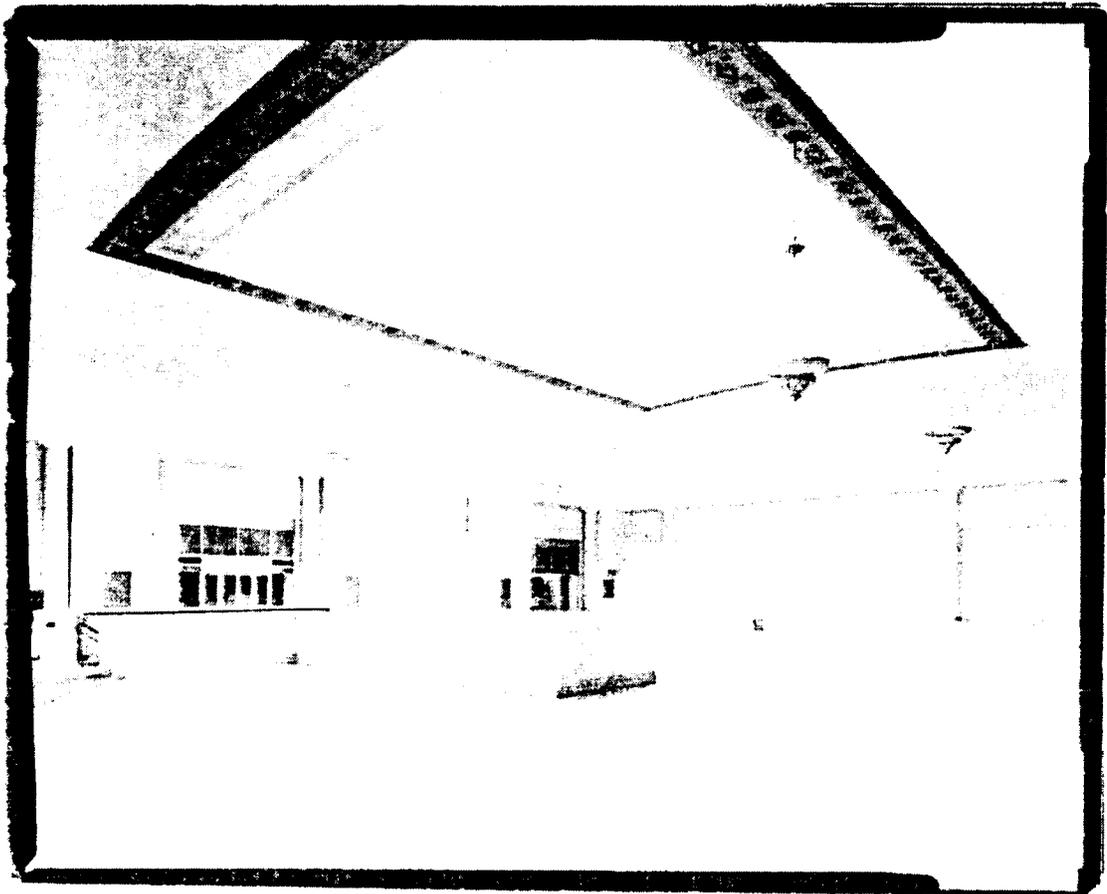
MARBLE WALLS

Large quantities of marble were used in the original construction of the Cleveland Union Station (now known as The Avenue at Tower City Center) and much of it remains intact. The floor marble in the Skylight Concourse in which you are standing is Tennessee Pink; the was quarried in the eastern portion of that state. The walls and columns are surfaced in beige Botticino marble, a stone quarried in northern Italy.

During the time that this concourse functioned as the main area for the train station, it appeared as shown in the adjacent photograph. This was the expanse through which railroad passengers traversed on their way to and from the trains. Rail service to this station ended in 1977.

[1937 photograph by Jennie Jones]

8. PLAQUE LOCATION: column opposite Opticnerve.



ENGLISH OAK ROOM

The English Oak Room is one of the finest historic spaces within Tower City Center. The room opened as an elegant restaurant in 1930. The adjacent sketch reflects the splendor of the room at that time. The Oak Room was described as having:

"English stump oak walls and columns with hand-carved ornament and inlays of ebony, white maple, and rosewood. The floor is of Belgian Black and Alaska Tokeen marble, laid in pattern, and the high ceiling is of ornamental plaster, richly decorated. It is entered through a foyer, which is in keeping with it in architectural treatment."

The English Oak Room was originally operated by the Fred Harvey Company. The Harvey concessions, which occupied a total of 175,000 square feet of space on the complex, served all of the railroad patrons' needs, including a quick-lunch counter, a drug store, and a toy store. The Fred Harvey Company closed their Cleveland operations in the late 1970s.

[sketch and quotation from The Cleveland Union Station Dedication Booklet, 1930]

9. PLAQUE LOCATION: near Oak Room entrance.



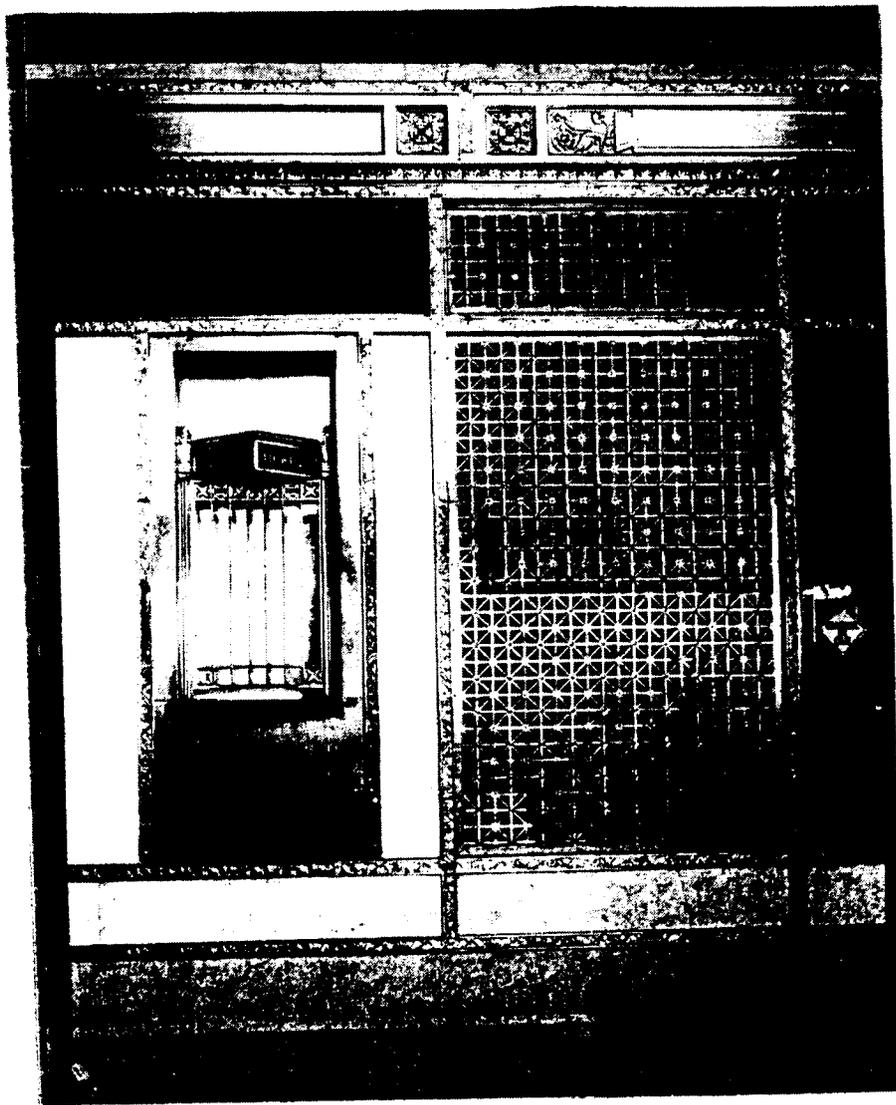
TICKET WINDOWS

The original railroad ticket lobby, with its bank of ticket windows, was formerly located directly behind you. In the early 1980s, the ticket windows were removed and most were placed in storage. In their original location, new storefronts were constructed using original bronze framing to match the existing storefronts nearby.

At that time, a few of the ticket windows were reused in the complex, such as the one shown in this photograph. As part of the adaptive reuse of historic elements during the renovation at Tower City Center, the ticket windows were given a new function--as decorative surrounds for the public telephone.

[1987 photograph by Jennie Jones]

10. PLAQUE LOCATION: wall opposite Football Town Again.



BRASS STOREFRONTS

Because the Cleveland Union Station was, for the most part, underground, the ornate brass storefronts with their display windows were largely limited to lining the public concourses on the interior of the train station. The raised relief pattern on the cast bronze frames was used on all of the storefronts. The configuration of each storefront, however, was different.

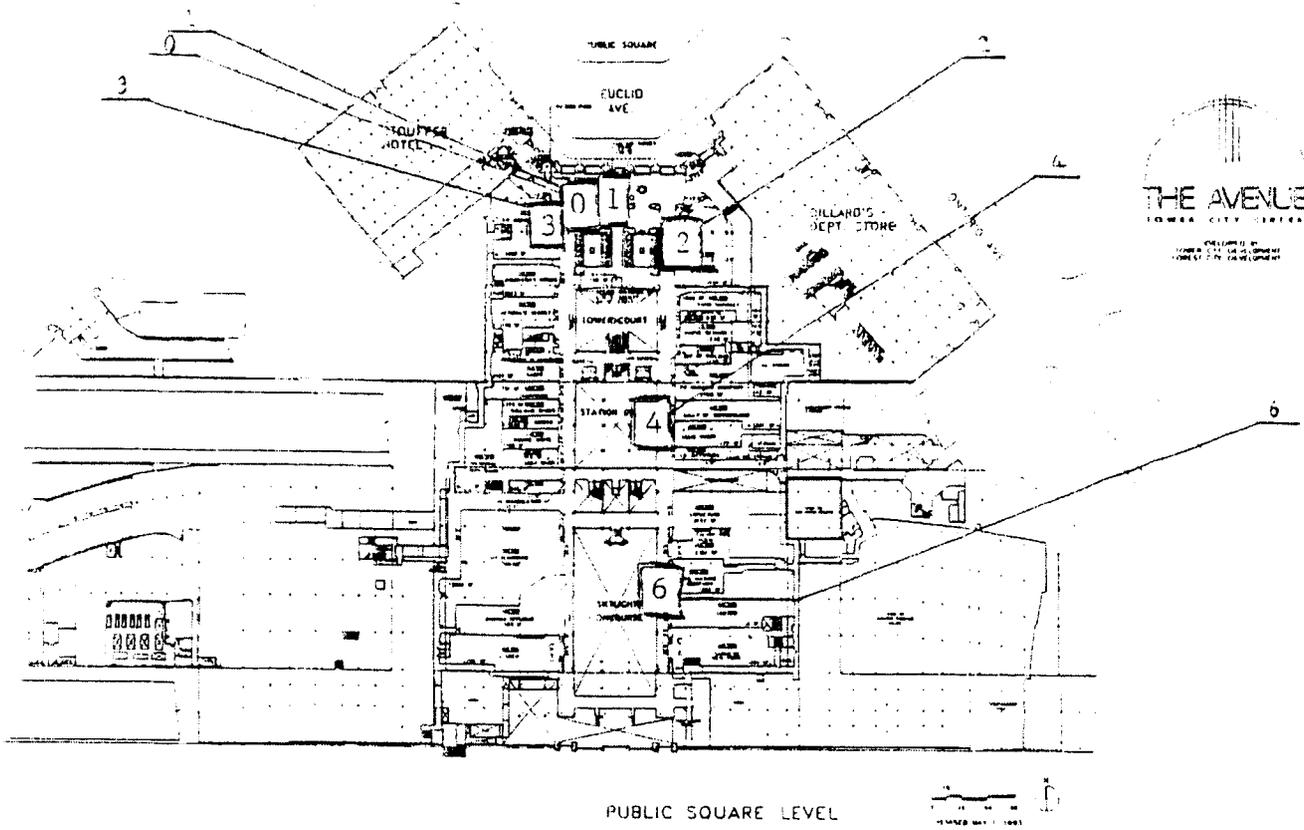
The large, mirrored storefront at the center marked the entrance to Harvey's Lunch Room restaurant. The Fred Harvey Company originally operated all of the concessions on this level. At this time, this was the largest retail operation catering to railroad patrons in the world.

These storefronts remain in their original location and have been completely restored. The original marble floor, visible in this 1987 photograph, is also intact.

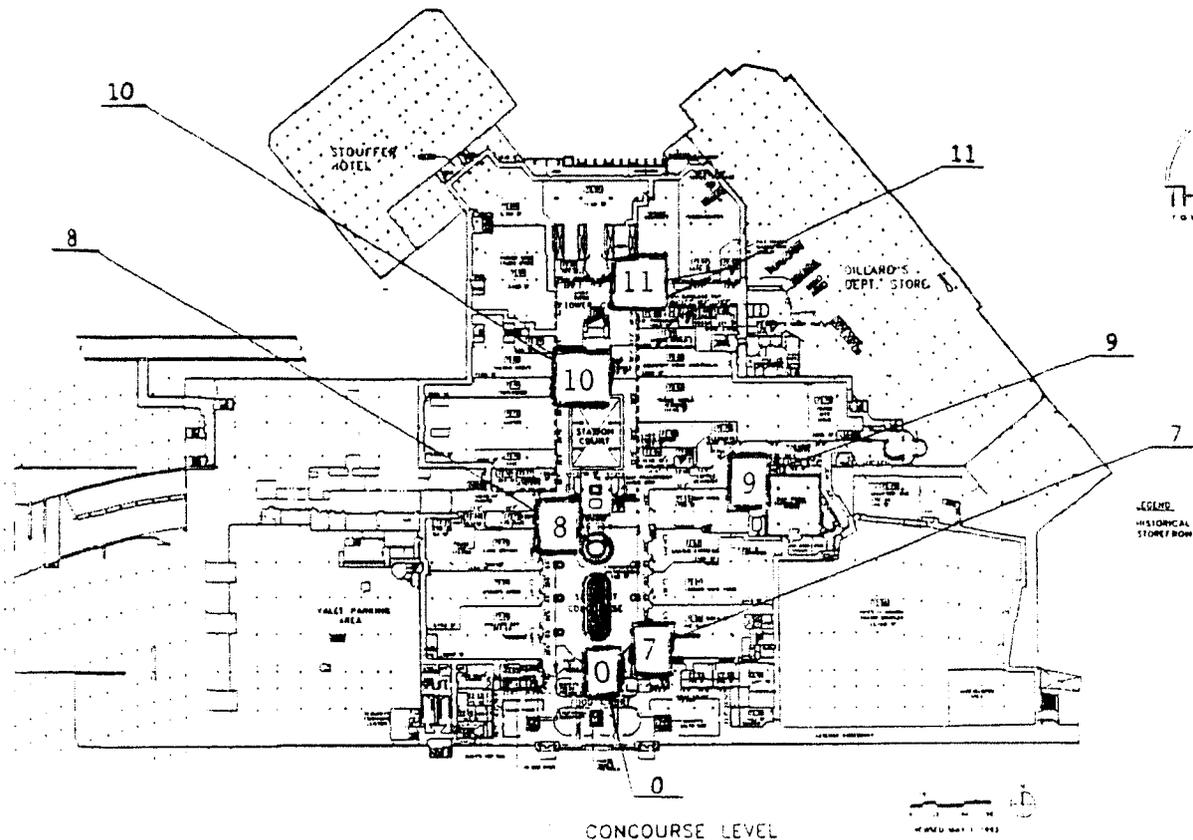
[1987 photograph by Jennie Jones]

11. PLAQUE LOCATION: near Sweet Factory.





PUBLIC SQUARE LEVEL



LEGEND:
 HISTORICAL STOREFRONTS

CONCOURSE LEVEL

Trains which used the Clark Branch and the Cleveland-Indianapolis Main Line did not need the Form D authority in order to operate. Rather, when they arrived at BE, the Cleveland Terminal Dispatcher gave each train permission to proceed past the Stop signal indication at Berea. And, because there were Stop signs for the work area, permission had to be secured from the party in charge of the Work Area.

The transfer of operations from the operator at BE to the dispatcher is not a new idea. Rather, it was proposed as far back as the 1960's. The reason for this is that it was felt that one person (dispatcher) being in a remote location could handle the movement of trains and track equipment not only for just one particular location but would physically control every movement within his territorial jurisdiction. This would be oppose to relying on one or more tower operators who would be in the local area and who could supervise the railroad activity more closely and could provide a more coordinated effort in the operations.

Berea Tower was just like the other towers found on not only on Conrail and its predecessor lines, but also on many of the other railroads throughout the country. The purpose of the tower was to provide for the routing and safe passage of trains. They were placed at strategic locations for controlling train movements. This could be at a place where a train would be required to cross over from one track to another. Or, it could be where two or more foreign railroads would meet at a junction. It could be where a railroad would cross a navigable body of water. In addition to control train movements the tower operators would also observe, as practical as possible, the passage of each train for the display of headlights and markers as well as for any defects such as sticking brakes, open doors, etc., which could be an unsafe condition not only for that train but for others as well. Also, the operator would provide information to the dispatcher regarding the makeup of a train which would be operating on his territory.

Berea Tower Interlocking Station was located at a point on the former New York Central Railroad, where the Cleveland, Columbus, and Toledo Divisions joined together. This was a very unique situation as this was about the only place on the system where three divisions joined. It certainly made BE a very busy place. In my article for the Forest City Division *Mainline*, which appeared in the August/September 1991 issue, reference was made to Richard Cook's article in the October 1957 *Trains* magazine regarding the number of trains which had passed by BE Tower. In 1991 there were still about 80 trains running at that time, too. This train count remained relatively the same even until the tower was closed. As a note, starting at midnight on February 1 until BE was closed shortly after the noon hour, there were 33 eastbounds and 17 westbounds, plus a couple of track car moves.



Considering the volume of traffic that passed through BE, it took a considerable effort to keep everything moving as much as possible. The course of action one would take was determined by the evaluation of several factors, such as the progress of the trains through a given area of track work. Many things were done on a priority basis as well as on a time available basis. So, one of the ways this evaluation was accomplished in order to decide whether a train would run, or another train would go ahead, or maintenance work would be permitted was through the use of a markup and figure. This was one of the duties which the tower operator performed.

The markup contained information about the makeup of the train. It contained such information as to the locomotives assigned, the crew and the time on duty, the car count, and in the days before End of Train devices, the caboos. The figure was the anticipated time for the train to reach a certain point. These were usually a two hour notice. Many people were affected by these figures. Train crews need a two hour notification in order to report for work. The yards need time to prepare for the receipt and dispatch of cars. The operator at the Drawbridge would be able to coordinate the rail and river traffic. The Track and Signal Departments may need a period of time when they can change a rail or make signal checks without interfering with train operations or their own safety. These are just a few examples to illustrate the dependency and importance of these factors involved in the decision-making process.

The operator at BE handled this duty of markups and figures until the late 1980's when they were told to discontinue it and the dispatchers would obtain this information. However, BE did continue furnishing markups and figures between the Cleveland Terminal and the Columbus Big Four dispatchers until the last day BE was open.

Another duty that the BE operator performed was the handling of Train Orders (lately it was 19 Orders¹) and in some cases other paperwork, such as Bulletin Orders, messages, etc. This enabled anyone who would be operating on a track to receive instructions regarding their movement by way of the operator. Typically, a train order provides specific instructions or modifications for train movement not governed by timetable or bulletin order. One example would be a speed restriction or giving a train exclusive rights on a track against the current of traffic.

Until the mid-1980's nearly every westbound train destined for the Toledo side received a 19 Order. Most of these train orders were mostly for speed restrictions. For those operators who would work BE, they would call the job the "Dieter's Delight" because of the constant climbing up and down the stairs in order to hand on (hoop it up) the train order. It was when the Toledo Division began to issue the Wire Bulletin on a regularly scheduled basis that the hooping up of a 19 Order was only done as would be necessary. However, should a train require some sort of other paperwork, such as an updated bulletin order, train wheeler, etc., the material could be relayed at Berea and then handled onto the train.

Another duty which the tower operator handled was the protection for maintenance work within the interlocking or between BE and another point, such as CP-190, as arranged with the dispatcher. This was a function which the operator could be most helpful whereby, having the knowledge of where the track work was being done in relationship to the approaching trains, the operator would give all parties concerned a call notifying them of each other's presence and they could take appropriate action. Because of the physical characteristics and the knowledge of the activity in the general area, this was one means of overseeing and controlling train operations on a manageable basis. Nobody really wants that kind of cheap thrill.

Berea Tower was not alone or exempt from having an unusual occurrence. There were times when there was a derailment, a broken rail, a bad insulated joint, or a malfunctioning switch.

One recent example of an unusual occurrence that comes to mind happened in the Fall of 1997 when Mail-8 dropped a traction motor while proceeding through the interlocking. The locomotives and several cars derailed near the tower. Fortunately, no one was seriously hurt in this incident. The general public was very curious about this incident when they heard the news. There must have been some fascination with the damaged goods of televisions and broccoli.

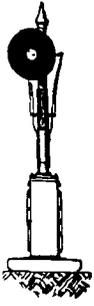
Another example of a recent unusual occurrence happened in the very early morning hours on the last day of operation. In this case, one of the crossover switches, which was used in a prior lineup, failed to respond for the next routing. Train SEEL-1A was the train to proceed west through BE after the ML-490 had cleared. The ML-490 was routed from Track 2 Toledo to Track 1 Lakefront. The SEEL-1A was in the process of traveling west on Track 2 Lakefront through CP-190. When it was realized that there was a problem with the route lineup, the crew was notified of the situation and they were able to stop short of the Eastland Road grade crossing.

It was a case of being on the "wrong" track for the route which they were to take where the failure occurred and hence inhibited their progress. Unfortunately, the train had to wait until a signal maintainer arrived in order to rectify the situation. Since the crossover switches were restored to the last lineup, arrangements were made to route other trains through BE because the location in the plant where the failure occurred would not hamper their progress.

When the signal maintainer finally arrived, he was given a brief report on the activity in the plant when the crossover failed and promptly went to work. Once the cause was determined, he made a few adjustments and the SEEL-1A was then able to proceed onward to Toledo. The cause of the failure was due to one of the contacts in the switch machine being out of adjustment. Just like in life, it was just one of those things.

This report would not be complete without mentioning some changes and modifications at BE since 1991. There are four items.

¹ At one time there was a 31 Order which was also used in train movements. This order required the crew to sign for it. The 19 Order did not require any signatures and could be caught on the fly.



One was the repositioning of Signals 96-94 which governed the westward train movements from Track 2 Lakefront. These signals were located originally on the same bracket post with Track 1 Lakefront westbound signals 100-98. This bracket post with these Signals 100-98 and 96-94 was located directly across from the tower on the north side of Track 1 Lakefront. With the increased usage of double stack containers and the increased heights of multilevel cars, many signals over the various lines could not be clearly seen. Consequently, many of the multiple track signals were repositioned from the usual right-hand side of the track to the left-hand side in order to provide greater visibility. This was done not only at Berea but also over the entire system. So, Signals 96-94 were then placed on the Track 4 Lakefront bracket post next to Signals 92-91.

Another item was the installation of train tracker equipment. This is a monitoring system which is used in the train operations aspect. This equipment permits an observer, in most cases the dispatcher, the ability to see all activity on any portion of his territory by means of a monitoring screen. This is also supposed to provide a readily available status on every train which is operating over that particular territory. Train symbols are placed on the screen and they are moved as the actual train passes certain reporting locations.

The third item is in regards to the interlocking machine. All of the levers at BE were the pistol grip type. Each level was specifically assigned to a switch or a signal. When a lineup was made and the signal was "cleared", the office indication would show all switches and the signal number plates illuminated for that route. There was a wiring modification made a few years ago in which a few of the signals' quadrants (sometimes also called heads or arms) that were on the same post were tied together. So, in this manner, whenever either the top or bottom arm was cleared, the other lever number plate was illuminated. For example, the eastward signals on the Toledo Connecting Track are Num. 121 (top) and Num. 122 (bottom). Before the wiring project, when either lever was pulled, only that lever showed the indication. After the project, when either signal lever was pulled, both levers showed the indication.

And finally, a piece of trackage and a signal were removed from BE on the Big Four side. As part of the Barrett Road and sewer projects improvements, a change was needed in the plant at BE for construction purposes. A shoofly track was needed. So, what happened was that a portion of the Eastbound Track 1 and its signals 29-30 were removed. A new interlocking was made at Bagley Road, called CP-13, which permitted trains to go from a single track at BE to double track. This was one of the routes that BE was able to make at one time; directly into double track on the Big Four.

These are some of the events that have occurred in the history of Berea Tower. There were many interesting things that happened during its lifetime. There were those times when several trains would manage to appear at the same time and the operator had to sort them out. The thrill of hooping up the 19 Orders to a train. The occasional phone calls with the report of some grade crossing being blocked. The fascination of watching a train as it treaded through the crossovers of the interlocking. The observation of a train to see if it had a particular car in its manifest.

There were also sounds. There were the whistles (horns) for the crossings and the acknowledgments of the wave from the tower. There were also the sounds of the wheels on the rails and then hearing one that just didn't sound right, like a flat spot or wheel buildup. There was the clicking of the relays in the tower. And, then there was the chatter of the radios and the block lines.

A final thought is the many people that are known through all these years. The people who stopped by for a visit or who were just able to pass by, yet still were able to say hello. And there was the exchange of a friendly wave with the crew on a passing train.

In closing it is hoped that this report has provided some insight as to the events that occurred when BE was closed. And that is provided some insight into railroad operations, especially that which was seen from the tower. Lastly, some reflections of the people and events from over the years. It is hoped that many people will retain these memories.

(This story was originally published in April 1998, two months after Berea Tower closed.)



CONRAIL BEREA TOWER REPORT

By Joe Polefko

After seventy years of service, the former New York Central, now Conrail, Berea Tower (BE) was closed. This event occurred on Sunday, February 1, 1998, shortly after the noon hour. TV-10B, Engine 5038 East, was the last train to clear BE while it was still under the control of the tower operators. TV-10B cleared and was OS'ed at 12:14 PM. At 12:15 PM, BE Rotating Relief Operator Norm Eighmy signed the train sheet for the last time and BE was closed. When the tower was closed and taken out of service, the control of the interlocking was transferred to the Cleveland Terminal Dispatcher.

When the day of the cutover arrived, the Signal Department had already completed much of the wiring for the project. While waiting for the appointed time, shortly before noon, the Track Department went and placed Approach and Resume speed boards for the affected work area. This work area included the Buffalo-Chicago Main Line, and Cleveland-Indianapolis Main Line, and the Clark/CUT Branch (Cleveland Short Line) tracks. After TV-10B cleared, permission was granted and the Stop boards were then placed. All trains would then be required to secure permission from the party in charge of the Work Area in order to proceed through the work area.

The Signal Department then began the cutover process by spiking and blocking all the switches at Berea. During this time, neither the Big Four Connection nor the Toledo Connection tracks were used. Also, there were no crossover movements.

The Automatic Block Signal Rules were removed from service between CP-190 and CP-197 on the Chicago Line. This method of operation was replaced by Non-Signaled DCS (Form D Control System) Rules. So, in order for a train to proceed, it had to receive authority from the dispatcher to occupy the track between these two points. And, since there was no other signal protection between these two points, an absolute block had to be maintained. This meant that the block must not be occupied by more than one train. The one way how the absolute block was released was through the use of block operators stationed at the end points of the block. These operators reported either to the Cleveland Terminal Dispatcher, if at CP-190, or to the Toledo East Dispatcher, if at CP-197, the entrance and exit of each train in the non-signaled territory. This method of operation lasted until very late afternoon the next day.

Trains operating on the Toledo side used that portion of the Lakefront trackage to the Drawbridge where they either continued onward toward Collinwood or switched over to the Alliance-Cleveland Main Line (PRR) onward to Harvard. For protection purposes, should a train require assistance climbing one of the grades out of the Drawbridge, a set of helper units were stationed at DB.

Trains that usually worked Rockport and Elyria (setoffs and/or pickups) were affected because of the straight track movements and the close proximity to BE. At Elyria, block swapping on trains was to be avoided on Sunday and Monday. Rockport traffic out of Elkhart would be taken to Toledo where the cars would accumulate and then be taken on Monday night on a TOPI-3X. A CLEL would run from Rockport on Sunday and Monday afternoons handling Toledo, Elkhart, and Hennepin traffic. A PIEL-A train would setout the Rockport traffic at Motor Yard and a puller would take those cars to Rockport and turn back to Bedford with the Midland and Conway cars. There was a Rockport job (YDRO-32) that made a round trip from Rockport to the Riverbed Yard on Whiskey Island at Drawbridge. The only trains that would work Rockport Yard would be BUCO, SEIN, and COBU. This would be done at the east end of Rockport at CP-Short (SL). A block truck would be on standby to assist all trains with car inspections and air tests during the period between Sunday and Monday.



THE GREENBRIER SUITE

Historical information from Forest City Enterprises, Inc.

The "fabled but little known" Greenbrier Suite is located on three floors in the Terminal Tower. This "Gothic chateau in the sky, one of the city's best-kept secrets," was the in-town residence of the secretive Van Sweringen brothers. Oris Paxton (O.P.) and Mantis James (M.J.). The brothers, builders of the Tower City Complex and developers of Shaker Heights, had assembled a railroad and real estate empire—and a fortune worth \$3 billion—by the mid 1920's. The brothers used this legendary suite when they did not want to return to their suburban residence after a long day's work; their offices were located on the 36th floor of the Terminal Tower. The suite was also used to lodge visited VIP's.

The Van Sweringen suite, as it was originally known, is located in the northwest corner of floors 12, 13, and 14 of the Terminal Tower. Additionally, a stairway accesses the 10th and 11th floors from the suite. The suite also has its own private elevator. The tower's architects, Graham, Anderson, Probst, and White planned a suite for this area of the building. However, the suite was not built as was originally planned. Instead, the Vans brought in their favorite architectural firm, Small and Rowley, to design this suite. This firm designed several projects for the brothers, including their private mansions and the English Oak Room in the Terminal Concourse.

The Van Sweringen's suite was located so as to intrude upon the Hotel Cleveland (now the Cleveland Renaissance Hotel). Likely this was because there originally was no kitchen; the hotel supplied food service.

Behind the leaded glass windows of the Van Sweringen's suite are spectacular views of Public Square and the city. The suite originally included sleeping rooms; a large den with a vaulted, beamed ceiling; and a dining room. The brothers were great Anglophiles, and therefore the suite was done in the English Gothic style.

Originally, nearly all the rooms had wood wainscot, ornamental plaster ceilings, ornamental iron radiators and grills, and elegant marble or "Bedford stone" fireplaces with "soapstone" hearths. There were ornamental iron doors to the elevator. The bathrooms were all done with Italian Statuary Vein marble floors and wainscot. One of the smaller rooms, now altered, had a terrazzo floor. M. J. Van Sweringen and architect Carl Rowley at the George Worthington Company in the Warehouse District personally chose some of the door hardware.

Paneling for the Van Sweringen's suite, and the English Oak Room, was cut from trees in Sherwood Forest¹ in England, carved, and set up in that country. It was then marked, taken apart, and shipped to Cleveland where the same craftsmen reassembled it.

The Van Sweringen brothers died in the mid-1930's after the collapse of their business empire; both were in their mid 50s. The Van Sweringen suite was subsequently owned by the Chesapeake and Ohio Railroad System, though it was operated by the Hotel Cleveland. Chessie used the suite to accommodate visiting executives.

In the mid 1940's, major changes were made to the Van Sweringen suite. On the 12th floor, one bedroom and the adjacent terrazzo-floored room were combined to create a kitchen. As part of the project, famed New York interior decorator Dorothy Draper was hired to redecorate this "rather dark and austere suite."

¹ Some sources say Oliver Cromwell's estate in England.

Mrs. Draper had just finished a highly successful redecorating of the Greenbrier Hotel in White Sulphur Springs, West Virginia. The Chesapeake and Ohio Railroad had owned this historic hotel since 1898. (When the Vans briefly owned the C&O railroad, they also owned the hotel.) During World War II, the government used the Greenbrier Hotel for various wartime uses. After the war, the railroad hired Mrs. Draper to redecorate the hotel. Many of her ideas used in decorating the Greenbrier Hotel were incorporated into the Van Sweringen suite. It therefore seemed appropriate to christen these rooms in the Terminal Tower the Greenbrier Suite.

When redecorating was completed, the suite was shown off to the public—for the first time since it was constructed. The newspapers boasted having the "first photos ever" of this suite, a complex which had been "hidden behind embroidered anecdotes and mysterious rumors for almost 20 years." Mrs. Draper achieved a "luxurious, homelike atmosphere" according to newspaper accounts. The original furniture was retained and reupholstered. Much of the oak woodwork was bleached, including in the den, where it blended with the beige drapes and floor coverings. Some sleeping rooms were converted into dining rooms. One dining room was done in a "Tibetan motif:" green and white, with red carpeting, upholstery, and drapes. This dining room contained matching crystal chandeliers and wall candle sconces and was also furnished with an original Duncan Phyfe set.

The "breakfast room" was decorated with yellow drapes. Another dining room had a brass chandelier with black leather shades. Throughout the suite were expensive furnishings such as an 1847 French clock inlaid with mother of pearl, and an original 1685 painting of the Prince of Nassau done by Jan Van Bee.

The Greenbrier Suite was now considered a "luxury hotel for visiting notables." One of the more noteworthy events held in this suite was a reception for the Cleveland Council on World Affairs in January of 1947. This event, sponsored by Henry R. Luce, the editor of Time publications, brought such notables as the Luces, General Omar Bradley, and Frances Cardinal Spellman to Cleveland—and to the Greenbrier Suite.

For many years, the "outrageously decorated" Greenbrier Suite was considered the "most chi-chi corporate dining room in Cleveland." It was, however, not open to the public—only to Chesapeake and Ohio visitors. Visitors over the years included American diplomat Sumner Welles, British diplomat Lord Halifax, former President Herbert Hoover, and Italy's Premier Alcide de Gasperi.

In 1975, Carleton Varney of New York, who then headed the interior design company founded by the late Dorothy Draper, was hired to update the suite. His plans were to make this corporate space look contemporary, more lived-in, and more functional. He designed the rooms to have a domestic scale and to be able to work on a day-to-day basis. His plans were to bring in "softness and warm color," and also "vibrant tones." Velvet chairs were part of the new furnishings. Much of the paneling was restored to its original dark oak color.

In 1986, the C&O, which became Chessie System in 1972 and CSX in 1980, moved out of the Terminal Tower—and Cleveland. When Chessie left, all of the furniture and furnishings were removed. Chessie auctioned what they did not wish to keep. The rooms of this elegant and historic suite retain only their architectural features, carpeting and wallpaper. Some original crystal chandeliers exist, while others are replacements.

For several years the suite was only used for special events. In 1993-94 the suite was renovated by Design Collective Inc. for Walter & Haverfield, a law firm. They vacated the space in 2003.