

The



TRAINMASTER

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



JANUARY 1995

THE NEW YORK CITY SUBWAY : 90 YEARS OF THRILLS, CHILLS AND STANDSTILLS

In October, the New York City subway celebrated its 90th birthday. The Interborough Rapid Transit (IRT) first opened for business on October 27, 1904 along a nine mile route under Manhattan. The original line began at City Hall station and ran to Grand Central Terminal. There, the tracks swung east under 42nd Street to Times Square, where they resumed their journey north under Broadway to reach Harlem. The route took four years to build. The original fare was a nickel, which was a lot of money in days when the average wage was only around \$8.00 a week. Today, that nickel would be equivalent to about \$3.50.

The Metropolitan Transit Authority commemorated the subway's anniversary with celebrations at two of its busiest stations: Grand Central Terminal and Times Square, two of the original stops on the line. In the main concourse of Grand Central, television monitors were set up showing the PBS documentary *River of Steel* and old movies of New York, including a film of a subway running from City Hall to Grand Central in 1904. A ceremony was held on the 42nd Street shuttle platform in Grand Central. Transit authority employees gave out special buttons to members of the public, while a dixieland band played "Happy Birthday".

But the highlight of the day was riding a vintage subway train from the early 20th century. Maintenance employees worked hard to restore four cars from the IRT's early fleet to operating condition. Cars 5290 and 5292 were built in 1917 by the Pullman Company; Cars 5443 and 5483 were built seven years later in 1924. All four cars are composite low-voltage motor cars constructed of both wood and steel. The restored train traveled the route of the 42nd Street shuttle, back and forth between Times Square and Grand Central during the morning and evening rush hours. Commuters did a double take as they saw the drab green cars with cream *Interborough Rapid Transit* lettering on the sides. Transit employees waved people aboard, assuring them the train would be able to take them across town.

Car 5290 was as crowded as any other subway car on the system. I was too late to get a seat on one of the wicker benches that stretched along each side of the car, so I had to content myself with standing and grabbing onto one of the early straphangs. Leaving Grand Central, the train made a noise not unlike the growling of a trolley car as it picked up speed in the tunnel. The standees began to reposition themselves for balance. Our arrival in Times Square was heralded with several blasts from the train's pleasant sounding two-tone whistle.

Today, more than 3.5 million people use the subway each day, and the initial 9 mile route has grown to encompass 714 miles of track. On October 27, however, several thousand lucky travelers got a chance to step back in time and relive a part of New York City's past, all for the price of a subway token.

Story by Matt Van Hattem as printed in *The Stoker*, Bergen-Rockland Chapter NRHS

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:

**Attn. TM Editor
PNWC-NRHS
Room 1, Union Station
Portland, OR 97209-3715
(503) 226-6747**

Editor:

Stan Woolard
246-4503

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Chuck Storz, 289-4529

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DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats.

The Editor reserves the right to edit or hold material at his discretion.

CHAPTER TIME TABLE NO. 388

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, January 12, 7:00 PM., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, January 20, 7:30 PM at St. David's Episcopal Church at 2800 S.E. Harrison. 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 the kitty can continue to feed you.

WEEKLY NO-HOST LUNCHEON cancelled due to move.

ROLLING STOCK WORK SESSIONS will resume after the move is completed.

LIBRARY/ ARCHIVES WORK SESSION: Saturday, January 14, 1:00 to 4:00 PM., at Room 1 & 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information, or just show up! There's a lot of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday January 21, 1:30 to 400 .M. at Room 1, Union Station.

EXTRA BOARD

Future Excursions to be announced.

JANUARY MEETING PROGRAM

Program begins after the business meeting.

Presented by Stan Woolard

The Final Steam Runs of the Incomparable

4449

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact the President.

CHAPTER BUSINESS

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING DECEMBER 8, 1994

The meeting was called to order by President Terkelsen at 7:15 PM

Present : Board : Ackerman, Edgar, Larson, Mack, Miller, Ordway, Reese, Rodabaugh, Schler, Terkelsen, White. Guests: John Bartles, Jim Edgar, Irv Ewen, Richard Parks, Ralph Johnson, Juanita White.

Minutes : The November minutes were accepted as corrected. The National Director's report was corrected by removing Rich Carlson's name, since he had not attended the National Board Meeting.

Treasurer's Report : We may clear \$800 on the Tillamook trip. In answer to a question, the variations between the Board and Membership meeting checking account reports come from bills paid between the two meetings. Irv Ewen cheered us with the news that he discovered Odyssey had not paid its bill yet. He called them, and they will send their \$1,000 soon increasing our Tillamook profit.

Vice-President's Report : Marilyn Edgar reported about the November membership meeting.

President's Report : Bob Terkelsen announced that a thank you letter from the City of Vernonia for the lathe had been received. Copies were distributed.

National Director's Report : Gerald Schuler reported that the new President of NRHS is Greg Molloy. A 25 Year pin has been sent to Clarence Bell since he was not ready to attend a meeting to receive it. NRHS asks that we send them a paragraph in our "Trainmaster" about awarding the pin. Ms. Calvert, chair of the convention committee is urging us to host the convention in 1997. A motion was made and seconded to extend an invitation for the NRHS Spring Board meeting in 1997. We will consider the 1998 Convention later.

STANDING COMMITTEES

Excursions : The next excursion has not been discussed yet. Irv Ewen told us of a rumor floating that would be interesting. The Tacoma Eastern is a possibility, Bob Terkelsen reported. It could be a short trip or a regular one. An Operation Lifesaver program at McMinneville is also under consideration.

Finance : Finance and Rolling Stock Committees discussed a RDC lease request. The proposed lease brought up a general discussion by the Board. The major problem on the RDC's is needed wheel work.

Rolling Stock : Our cars were switched out into Brooklyn Yard where the 700 cars had been. Some cars went to Cooke where they may sit for awhile. Within a week, we should be out of there. The last thing to go will be the Firehouse. We need a written inventory of which storage sites have what. The Board discussed the problems involved in moving the Firehouse. Richard Gray has arranged to sell some unneeded air conditioning parts for \$500 to co-workers. The money will be used to buy a wire feed welder which we badly need now and in the future. A motion was made and seconded to give R. Gray permission to sell the air conditioning parts and use the money to buy the wire feed welder for the chapter. The museum pictures on the display board need a new home in a dry place as soon as possible. Brent Larson has offered basement space for these items.

Library : There was no report. A few supply bills are being paid.

Activities : Darel Mack reported that the spaghetti feed has been moved from January to Feb. 17, when the weather will be better. The swap meet is March 11. Darel will line up workers. The day after the swap meet, Bob Hoffman's huge collection of trains will be auctioned.

Museum : Bob Terkelsen reported that Dave Stimac has done nothing yet. It was suggested that Bob should ask Stimac for the letter to the Board about the railroad track site. A committee to write grants is under " New Business " since Bob now has the information to start the process.

AD HOC COMMITTEES

Concessions : Jim Edgar reported he will soon get calendars from Union Pacific.

Programs : Bob Terkelsen reported that the December program is Railroad Stations. The spaghetti feed will be February maybe with a program of interest to the public, and then a tight agenda for business afterward. Dan Kuhn (AMTRAK) was suggested for a speaker.

Membership : Maxine plans to send a letter asking for donations beyond the dues for moving expenses of the chapter cars.

OLD BUSINESS

Election Committee : The Voter's Guide is out thanks to the Election Committee. Absentee ballots are being requested and being mailed out.

NEW BUSINESS

New Bylaws : The new bylaws are out. They are ready to go out to members with the directory which will be ready for the membership meeting. should be the committee or another committee assembled to prepare grant requests after deciding what the grant purposes are. Volunteers for the committee were recommended to be the president, the treasurer, the vice-president, Darel Mack, Dick Ordway, and whoever else might be interested.

Santa Fe Stock : Maxine gave us the latest details of the condition of our Santa Fe stock. Some Board members suggested that since we don't have much say with our amount of stock, it doesn't really matter what we do.

Good of Order : Connie McCready has had two strokes before Thanksgiving. She is overloaded with flowers and doesn't want visitors, but cards are welcome.

The meeting was adjourned at 9:55 PM.

Respectfully submitted
Joyce E. Reese, Secretary

PACIFIC NORTHWEST CHAPTER - REGULAR CHAPTER MEETING DECEMBER 16, 1994

The meeting was called to order by President Bob Terkelsen at 7:59 pm. The meeting started at the end of balloting for next years' Board members. Bob welcomed members and three guests present. The guests were Don and Susie ? and Dave Staily, a friend of Lee Jackson.

Minutes : Both Oct. and Nov. were announced as posted in the back of the room.

Treasurer's Report : Insurance for physical damage to our cars has been paid. Cars that are used to store things have no insurance now. This insurance covers vandalism and theft.

Vice-President's Report : Marilyn Edgar was thanked by Bob Terkelsen for chairing the last member meeting in November. Marilyn had no report at this time.

President's Report : Bob Terkelsen announced receiving a thank you letter from the Mayor and City Council of Vernonia for our donation of a lathe to the Vernonia Restoration and Preservation Assn. for working on their Shay 102.

National Director's Report : Gerald Schuler reported that the Board at its Dec. meeting discussed whether to offer to host the 1997 convention or the National Board Spring Meeting in 1997. The Board decided to invite the NRHS Board to hold its spring meeting here since the convention might be a little ambitious for us at this time. We have also requested a national speaker for the April 22 40th Anniversary event. We might try for the 1998 National Convention if it is still open.

STANDING COMMITTEE REPORTS

Finance : The Finance and Rolling Stock Committees had a joint meeting due to a car lease request for the RDC's and maybe some other cars. They do not know for sure whether the lease requestors are going ahead with this.

Rolling Stock : Bob Terkelsen thanked everybody for coming out to work on the move. The help is much appreciated and more is needed. Pete Rodabaugh reported that we have made definite progress on the move. Four cars have no home yet since the owner of one site has not written a contract. Can't do much more about that; so we must wait. Two cars for Beaverton need brakes fixed and help is needed for this job. Tracks are being layed in a barn for all of the heavy equipment which will be stored there. The owner, John Hoyt, nephew of Dave Stimac, is donating the space. Help is needed to get the track laid. Four cars went to downtown Sherwood. The emphasis is getting out of Brooklyn Yard. Later, there will possibly be work making parts, but right now help in removing stuff from Brooklyn Yard is the most important. Storage space has also been provided by Brent and Janet Larson and Roger and Juanita White. The Larson's went in a pouring rain last Saturday to rescue the photos from the museum car, which is leaking. The Santa Inez car has four broken windows. Help is needed soon to board up the rest of the windows to avoid their getting broken. Vandalism seems rampant. If members know where the cars are, perhaps when we are out driving we can stop by the cars and look at them to scare young vandals off. Some of our cars are down by the Brooklyn Yard office. The Sherwood cars need windows boarded up as soon as the materials are collected. Talk to Peter or Richard Parks and plan to work.

Library : Jim Loomis was present at the meeting. Bob Weaver is coming this evening to get the video tapes bought by Concessions for the Library.

Excursions : Irv Ewen reported that no future trips are chosen yet. The Odyssey group on our Tillamook trip were overlooked in counting revenue; so we have unexpected extra money when they pay us.

Activities : Darel Mack reported that the 40th Anniversary event will be April 22, 1995. The Swap Meet will be March 18, rather than March 11, according to Dave Auberg because the National Guard will be using the building the first two weekends.

Museum : A letter is to be sent about purchasing right-of-way, but Bob Terkelsen has not been able to reach Dave Stimac. A Grants Committee has been set up to spell out what we need to write and what we need grants for. The committee includes Maxine Rodabaugh, Marilyn Edgar, Brent Larson and Dick Ordway. Bob Terkelsen invited any other volunteers. No response.

AD HOC COMMITTEES

Concessions : Marilyn Edgar reported a whole set of videos, calendars, tee shirts, new metal railroad picture signs that Terry Parker gets for Concessions as available. She invited us to come and Christmas shop.

Membership : Maxine Rodabaugh is requesting donations in the dues mailing to help pay for unknown moving expenses.

"Trainmaster" : Stan Woolard, acting editor. Members were invited to sign in and take their copy of the December "Trainmaster" to save postage. Stan will welcome articles, so if you have any items of interest, let him know.

Programs : Bob Terkelsen reported that the January program will be Stan Woolard's train videos of the last operation of the 4449 and the '76 Freedom Train. Let Bob Terkelsen know when you have a program for the new year.

OLD BUSINESS : There was no old business reported.

NEW BUSINESS

1995 NRHS National Convention : Gerald Schuler told us about the convention. It will be in Lancaster, Pa. Members must send the postcard in the 4th "National Bulletin " to get the program and the registration material. For those who register early, it costs a little less.

Member of the Year : Nothing has been done on this yet. Anyone who has a nomination should bring in the name with a 50 word statement of why the nominee should have the award. The committee who makes the selections is composed of the last three living award winners.

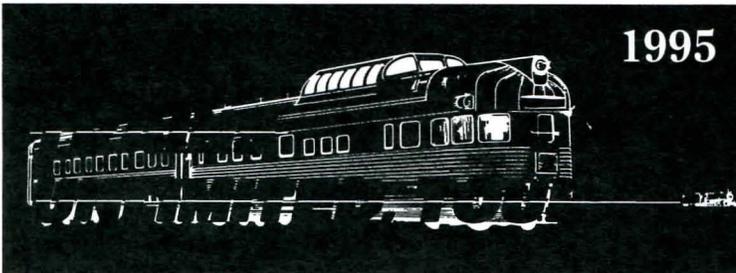
Good of the Order : There was a question about the Dave Duncan debts, which was answered that we don't have any answers or much payment yet. Rich Carlson gave a pep talk for attending the convention while Irv Ewen took pictures of him for NRHS because Rich is vice-president. He proposed donations to the Library of member's personal subscription issues of magazines to which the chapter does not subscribe. Also, good Library reading is newsletters from other chapters.

Terry Parker announced auction of Bob Hoffman's train collection, appraised value of \$20,000 to \$25,000. The auction will be open to the public with special invitation to Bob's train clubs. March 19 is the expected date. Beaumont School cafeteria is the latest prospect for a place, but that is not settled yet. The time and place will be announced in the " Trainmaster ".

Election Results : Clytis Beloit reported. The election was open until 8:00 pm. The Election Committee counted the ballots and found 57 people voted, 22 by absentee ballot. Clytis read the names of candidates and the number of votes for each person. Winners were: President- Bob Terkelsen, Secretary- Joyce Reese, Treasurer- Maxine Rodabaugh, all uncontested; and Vice-President- Marilyn Edgar, National Director- Gerald Schuler, two Director positions- Dick Ordway and Brent Larson. The Election Committee: Clytis Beloit (Chair), John Bartles, Louise Ives, Janet Larson, and Chuck Storz were all thanked for their efforts by Bob Terkelsen. Bob hopes next year to get started earlier to avoid this year's last minute rush. All members were thanked for voting.

Gerald Schuler called for adjournment. The vote was in favor. Meeting adjourned at 9:07 pm

Respectfully submitted,
Joyce E. Reese, Secretary



1995 RAILROAD ENTHUSIAST TOURS

(916) 836-1745 • FAX (916) 836-1748
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Welcome to Trains Unlimited, Tours. We have been offering spectacular rail adventures for the railfan since 1985. Our main specialty is the railroads of Latin America, a vast area of classic trains, motive power and spectacular routes that are nothing less than breathtaking. We also operate a few tours in western North America, Asia, and Africa.

Here in North America, we have our main office at Portola, California in the beautiful Feather River Canyon. A branch office is located in Reno, Nevada along with Travel Unlimited, which is a division of Trains Unlimited, Tours, and is a full-service travel agency. In Europe the main office is in Brussels, Belgium. We have a staff of professional travel agents, railroaders, and railfans that help plan and operate our railfan tours. Trains Unlimited, Tours is owned and operated by railfans for railfans. We know what you like.

Trains Unlimited, Tours has now chartered over 305 trains on 62 rail lines in 18 countries since 1985 and has an excellent working relationships with many railroads worldwide. We work hard to give you a first class railfan tour.

Why Join our Latin Tours?

Latin America is a fabulous place for the railfan with a wide variety of motive power, equipment, gauges, and operating practices. Latin America is now operating classic equipment that once ran in North America and Europe 50 years ago. No matter what your interests are, be it steam, diesel, electric, railcars, or passenger equipment from the early 1900's to the present, Latin America truly has it all. A gold mine of rail operations with an awesome collection of the old and new operating side by side.

A railfan traveling on his own to Latin America can waste precious and expensive days trying to find this classic equipment or getting the needed photo permits and permission. Some photo permits can take several days to get and worse yet, you must apply for the permits in person, not by mail. Now some Latin railroads will give photo permits and workshop visits to railfan groups only.

Latin America is bigger than the United States, and many rail lines only operate trains once or twice a week, a railfan's nightmare. Unless you have done your research months in advance, a trip on your own to Latin America can be a total disaster. We know of railfans that have gone to Latin America just to spend time on a certain line. Some of these lines only operate a couple times a week. Many trains are cancelled or run up to 20 hours late. When a train is cancelled or runs hours late, the railfan's vacation is ruined.

Result, the railfan comes home without being able to see any operating trains. We have heard of fans waiting for seven days on a certain line for a train. Is it worth it?

We have the perfect solution. We charter our own trains on our own schedule with plenty of photo run-bys. It may cost a little more to charter, but we give to our railfan clients what they want.

Trains Unlimited, Tours makes all the arrangements for you. We pack in as much railfanning as possible for your dollar. What we can offer and give you would take a railfan traveling on his own at least double or triple the time and expense and then he may still not get what he came to Latin America for. Since we have full cooperation from the railroads and we charter our own trains, we do not have this problem. We also have a staff of Latin railfans and railroaders that help us with all of the arrangements and scheduling.

The time is right for the railfan to visit Latin America now. Steam in regular service is now very rare. Most steam engines are stored and will be retired in the next couple of years. Other classic equipment and engines are now being sent to the scrap line. Railfans are very welcome in all of Latin America by railroad management as long as they travel with us.

COMMITTEE CHAIRS

Activities: Darel Mack, 654-5017
Meeting Program Coordinator: Bob Terkelsen, 399-1882
Bylaws: Janct Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Marilyn Edgar, 236-7271
Library & Historical Foundation: Jim Loomis, 253-3926
Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: *Vacant*
Publications: *Vacant*
Rolling Stock: Richard Gray, 452-8936
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
Ad Hoc Property Development: Al McCready, 281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: *Vacant*

CHAPTER OFFICERS

President: Bob Terkelsen, 399-1882
347 Mize Road S.E., Salem, OR 97302-5017
Vice President: Marilyn Edgar, 236-7271
1424 S.E. Rex St., Portland, OR 97202-6057
Secretary: Joyce Reese, (206) 835-2884
P.O. Box 546, Camas, WA 98607-0546
Treasurer: Maxine Rodabaugh, 253-4241
2315 S.E. 104th Dr., Portland, OR 97216-3032
National Director: Gerald Schuler, 285-7941
2034 N. Webster St., Portland, OR 97217-3481

Directors-at-Large:

Brent Larson, 253-7436
9908 S.E. Lincoln St., Portland, OR 97216
Ed Ackerman: 649-6000
24375 S.W. Drake Lane, Hillsboro, OR 97123-7550
Darel Mack: 654-5017
2695 S.E. Pinelane St., Milwaukie, OR 97267
Dick Ordway: (206) 834-2073
2513 N.E. 232nd Ave., Camas, WA 98607-9225
Roger White: 678-2604
12298 Donald Road, Aurora, OR 97002-9703
Dale Miller: 284-4732
5550 N.E. Alberta, Portland, OR 97218-2556

The TRAINMASTER
Pacific Northwest Chapter
National Railway Historical
Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

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