



THE TRAINMASTER

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PICTURE BELOW ARE TWO ELECTRIC CARS THAT ARE REPORTED TO BE FOR SALE BY THE O.E.R.H.S. The cars are an ex Key System unit, shown on the right and a 42" gauge Los Angeles car. Both are operational, but need work & paint. Contact "Trolley Park", Star Route, Box 1318 Glenwood, Oregon 97120.



OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY
GLENWOOD, ORE.

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JANUARY MEETING NOTICE

The regular January meeting will be held in Room 208, Portland Union Station on Friday, January 19th. Meeting will be at 8 PM. The program will consist of slides and movies of Roger Phillips trip to Colorado for the last run of the Yampa Valley Mail, Tacoma Railfan Conference and MacMillan & Bloedel steam operations on Vancouver Island.

QUIZ

Following are the initials of several foreign railroads. Name the country represented by the initials or the name of the road. Five Points per correct answer. Answers are elsewhere in this issue.

1. D. B.
2. C. F. L.
3. S. N. C. F.
4. B. B. O.
5. F. S.
6. C. N. R.
7. J. N. R.
8. N de M
9. N. Z. G.
10. I. R. C. A.

DISASTER

24 Nov. 1967

The Iowa Terminal Railroad Company's shops were lost to fire. Destroyed were: # 1 line car, single truck, wooden construction vintage 1900. Tool car #31 (ex North Shore #239 wood express motor), #52, a 50 ton electric locomotive, and ex Waterloo Cedar Falls & Northern #100 combine.

Apparently the greatest loss to the railroad was the stockpile of spare parts required for the Baldwin-Westinghouse locomotives the line uses.

It is tragically ironic that # 100's sisters were lost in a W.C.F. & N. car barn fire years previous.

As an added note by this newsletter directed not to our membership but to those who receive the Trainmaster in interchange and may have contact or affiliation with an electric railway museum. If you have or know of equipment that may be suitable for their use to maintain a serious operating electric railroad – why not donate it to them for the cost of shipping. Many museums have surplus that will never be of use to them. The crying and screaming that accompanies every electric abandonment might be forestalled by this gesture of sincere interest.

Editor

END OF THE CENTURY

New York Central on December 3rd stripped the once proud “Twentieth Century Limited” of its name, rank, and luxury as part of a complete reshuffling of mainline passenger service. The old Century (Train 25) slipped out of Grand Central Terminal, N.Y. for the last time at 6 PM Dec. 2nd unnoticed by the public and with only a one-column obituary in the New York Times to mark its demise. The Century was replaced by nameless Trains 61-27 and 28-62. The new trains still carry both sleepers and coaches but are without the familiar observation and lounge cars. After 65 years the once-mighty “Century” had died.

When the “Silver Bridge” between the Ohio River towns of Point Pleasant W. Va. and Kanauga, Ohio collapsed, local citizens found themselves without ready access to stores and jobs across the river because the nearest highway bridges are 15 miles upstream and 40 miles down. To meet this pressing transportation need the NYC began rail shuttle service across the nearby Kanauga bridge using self-propelled Budd R.D.C. This is the first main-line passenger service on the Ohio Central Division since through trains between Charleston, W. Va. and Columbus, Ohio were discontinued in the late 1940’s.

Chapter Chatter, Louisville Chapter, N.R.H.S.

DELAWARE & HUDSON BUYS RIO GRANDE COACHES

D & H’s frequent but unsuccessful attempts to shelve its daylight NY-Montreal “Laurentian” have apparently been dropped. The road has recently purchased 12 stainless steel passenger cars from the Rio Grande, which were made surplus when the “Prospector” and “Royal Gorge” were discontinued. Included among the purchase are coaches, baggage cars, and dining lounge cars which should enable the road to retire its older equipment, and re-equip its two through trains.

Wilmington Chapter, N.R.H.S.

QUIZ ANSWERS

- | | |
|----------------|-----------------------------------------------|
| 1. West German | 6. Canada |
| 2. Luxembourg | 7. Japan |
| 3. France | 8. Mexico |
| 4. Austria | 9. New Zealand |
| 5. Italy | 10. Guatemala (Inter. Ry. Of Central America) |

LOCOMOTIVE ROSTER

SNOQUALMIE FALLS LUMBER COMPANY

(Snoqualmie, Washington)

1916 to 1942

- | | | | |
|-------------------|--------------|---------|----------------------------------------------------------------------------------|
| #1. Baldwin 44058 | 18 x 24 cyl. | 44” dr. | /16 2-8-2; bgt new, scp |
| #2. Baldwin 44276 | 18 x 24 cyl. | 44” dr. | /16 2-8-2; bgt new, scp. |
| #3. Climax 1331 | 12 x 14 cyl. | 33” dr. | 45 ton 8/16 2tk.; bgt new, scp. ‘41 |
| #4. Lima 2969 | 11 x 12 cyl. | 32” dr. | 60 ton 3/18 3tk.; shay2; bgt new, scp |
| #5. Baldwin 52235 | 19 x 24 cyl. | 44” dr. | /19 2-8-2; bgt new, scp |
| #6 Baldwin 56323 | 18 x 24 cyl. | 44” dr. | 3/23 2-6-2T; bgt new, to Weyerhaeuser Tbr. #6; to Canadian Forest Products #112. |

Jack M. Holst

“RED HOT” RAILFAN NOTES FROM MEXICO

Miln & Mary Gillespie flew to and from Mexico City, but used local streetcars and city transit busses in Mexico City & Veracruz. We also went by daytime local train from Mexico City to Veracruz (#51) via Orizaba on the former Mexicano Ry. (now N de M). This quick report deals with incorrect information in the current English language timetable of the N de M dated “Summer – Fall 1967” (the usual “Winter – Spring 1968” edition is NOT yet printed as of this writing.) A copy of this “Summer – Fall 1967” timetable is necessary to gain full benefit from this info. However, as a service to all rail fans contemplating a trip to Mexico in the near future, I feel that this will be invaluable help. The facts given below were discovered by me personally, by being there, not by talking with someone who looked in a book.

Table 25 - Mexico City & Veracruz (via Orizaba): Day trains 51 & 52 are 1st and 2nd class coaches only. NO diner or sleeper or observation any day. Second class coaches very crowded with padded “walkover” seats. First class consists of streamlined chair cars with deluxe reclining footrest seats covered with imitation leather. Seats are NOT reserved. No problem, if you arrive at FIRST CLASS entrance gate at Buenavista Station one-half hour before departure. Take a box lunch. There are NO restaurants en route where you will safely have enough time to eat. Soft drinks sold aboard the train. Table F and N show Mexico City-Merida (Yucatan) sleeper and diner carried on Trains 51 & 52 three times a week. This is NO longer so. New 12-hour faster schedule to Yucatan leaves Mexico City at 9:22 PM daily, arriving Merida 10 AM second morning! This is accomplished by running over a “cut - off” line between Cordoba & Tierra Blanca, and by-passing Veracruz. Electrification is in operation ONLY between Esperanza and Orizaba. Our 8 car train had one former “Mexicano” electric on the point MU’ed with 2 diesel road switchers over this impressive descending trackage. (Electric now lettered N de M). The wire is still up the rest of the way through Cordoba to Paso del Macho, but it is “cold” and cut at least two places where a new, fast, modern highway is being built through Veracruz. The wire beyond Orizaba is soon to be removed.

Table 22 – Mexico City, Cuautla, Puebla & Puente de Ixtla (Narrow gauge from old and decrepit San Lazaro Station in Mexico City. EFFECTIVE December 13, 1967, trains 127, 128, 129, and 130 were discontinued on account of too much bus competition. This leaves only through n.g. trains 109 & 110 between Mexico City and Puebla over this route out of San Lazaro St., DIESEL POWERED. Trains 257 & 258 running between Puebla & Atencingo (en route Tlancualpican on a branch line NOT shown in English language time table) still operates but with diesel power. These trains I saw. I did not see Cuautla-Puente de Ixtla branch line n.g. trains 253 & 254, but I heard they also were now diesel powered. (and had been for 2 years). I visited San Lazaro Yards (Patio) and roundhouse and the very LAST OF THE NARROW GAUGE STEAM on the N de M. These are two outside frame 2-8-0’s used alternately for switching in the dual gauge yards. They are F.C.I. #67 by Alco in 1900 and N de M # 260 narrow gauge Baldwin, 1924. This latter engine was fired up when I arrived, and soon left the roundhouse for switching chores along with the EMD BB road switchers (built 9/64) which have replaced all but those two steamers. A Mexican roundhouse worker who had labored for the Nickel Plate in Cleveland in 1944-1945 remembered a little of his English. He said rumor had it that the two remaining steam locomotives would be retired around April 1968 and that EVERY road train, both freight and passenger was diesel powered. Narrow gauge switches standard gauge cars on dual trackage without off-set couplers.

Table 27 – Puebla, Jalapa, & Veracruz (including Oriental – Teziutlan) not steam powered n.g. branch line.

MILN'S TRIP, CONTINUED

This line I rode. It is scenic, mountainous, and has been DIESEL POWERED for over 2 years. There is NO engine house at the Teziutlan end of the line. Train is "First Class Passenger" with 1880 coaches with electric lights and 1964 diesel road switcher on the point. Both the Spanish language public timetable and the operating timetable show the run from Teziutlan to Puebla as a through train from n.g. to std. gauge at Oriental. (Trains #131 & #132). Train #132 NOW leaves Teziutlan at 6:25 AM and is due Puebla at 12:39 PM. Train #132 schedule remains as shown. Mary & I rode British-built (Rolls Royce engine) diesel articulated railcars "AUTOVIA" #80 (Table 27-a) from Puebla to Mexico City. Passing Valle de Mexico yards in the gathering dusk, I saw two large (4-8-4) standard gauge steam engines switching.

Miln Gillespie

PORTLAND PUBLIC DOCKS

Portland Public Docks new locomotive, the replacement for the one that ran into the river, is now in service carrying # LDE 2. The locomotive is ex Hallack & Howard Lumber Co. #50 from Winchest, Idaho and is a 44 tone GE. It is the third Portland Public Docks loco to carry # LDE 2, the 1st being the side road Whitcomb sold to Cargill, Inc. and the second being the ill-fated loco which a longshoreman drove into the Willamette River.

Jack M. Holst

"NEW" LOCOMOTIVE IN PORTLAND

A "new" used locomotive has been acquired by Dulein Steel Products Co. stored in their Terminal # 4 yard is a standard gauge, 10 ton Davenport 040 diesel electric. The locomotive was originally built for Consolidated Builders, Inc. for use on the construction of Grand Coulee Dam in 1939. It later was sold to the U.S. Army and was used in Alaska until acquired by Dulien.

Jack M. Holst

STEAMTOWN

Following the death of Nelson Blount, the Steamtown Foundation is rumored to be selling some of its "surplus" steam engines, these being wheel arrangements of which they have several examples.

Gateway Rail Letter, St. Louis
Chapter, N.R.H.S.

RENT A TRAIN PLAN

Illinois Center's revolutionary "Rent a train" plan went into affect November 29th after the ICC voted to investigate but not delay introduction of the proposal. Under the plan, large shippers may rent an entire freight train for about \$1 million a year and move bulk cargoes like grain at reduced freight rates.

BROADWAY GOES COACH

The last remaining all-Pullman train in the U.S., Pennsy's famed Broadway Limited, lost that distinction on December 13th when coaches were added to consist. On that date the Broadway (#28 - # 29) and its running mate the "General" were combined on the overnight journey between N.Y. & Chicago. Though the "Broadway Limited" name has been retained, the survival are numbered 48-49 and the observation cars have been dropped.

Chapter Chatter, Louisville Chapter
N.R.H.S.