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THE TRAINMASTER

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NOVEMBER MEETING VERY IMPORTANT

The November meeting of the Pacific Northwest Chapter NRHS will be held on Friday, November 19. The 8:00pm meeting will be held in Room 208 Union Station, Portland. The meeting will take up the question of officers for next year. Nominations will be held from the floor and elections will take place too. Because of the small turnout last month several items were held over until this month in order to get reactions from members. The Chapters program for 1966 will be discussed. Committee reports on dues, excursions and the construction of a station for the Trolley Park will be made. As many members as possible are urged to attend the meeting. Also the program will feature steam, electric and diesel in Mexico, summer 1965. The last of Mexican standard-gauge and narrow gauge steam will be featured. Anyone having an auctionable item is requested to bring it to the meeting with proceeds going to the Chapter's treasury. The auction will become a monthly feature of the meetings.

BEYER*GARRATT LOCOMOTIVES ORDERED

In what must certainly be the locomotive order of the year, the South African Railways have ordered 8 Beyer-Garratt locomotives. The locomotives will be constructed by the Hunslet-Taylor Consolidated Ltd. of Cleveland, Transvaal. The boilers will however be constructed in Leeds, England. The 8 locos and one spare boiler are of the South African Railways class NNG-16, 2-6-0 - 0-6-2 for their narrow gauge (2ft) lines.

Extra 8853

The Salt Lake, Garfield and Western railway is going back into the passenger business. Operation is being planned for next summer from Memorial Day through the summer season. They are looking into the possibility of steam. The director of passenger is a member of the Intermountain Chapter. NRHS..... PNW member Jeff Richardson sends us a card from the "Possum Trot Line" the Reader RR. Jeff is making a tour of several of the tourist lines.....The Northern Pacific is using two A-type units from their passenger fleet on Portland-Tacoma freight trains. The two-tone units have no name on them since the B unit carries the words Northern Pacific.....The Great Northern has placed an order with EMD for 10 SDP-35's for their passenger trains.....Lake and Willbridge yards were so full on Saturday, November 13, that freight were put in the coach yards. A Northern Pacific freight was stuck on the SP&S's Oregon Electric line out of Willbridge.....The SP&S's blue and gray engine is back in the Portland area. Also road-switcher #97 can be seen in Portland-Vancouver transfer runs....SP&S is also putting their new color scheme to passenger equipment. The new colors have been applied to only one baggage car so far. The car is dark green with a yellow panel the height of the windows running down the side. Opinions as to the style seem to be mixed.....Talks are underway which hope to see Southern Pacific freight trains which carry freight for the NP and BN*SP&S run through Brooklyn Yard and continue to the Lake Yards of the Northern Pacific Terminal Co. this will put about 40 men out of work. No more transfer runs would be required between Brooklyn Yard and the Union Station freight yards also NPT crews would not have to move the cars from Union Station to the Lake Yards.....The Northern Pacific has asked the ICC for permission to withdraw passenger service between Spokane and Lewistown, Idaho. The run is the last NP branch train west of Mandan, ND. The service is usually run by a RDC-2 which has been converted into a semi-RDC-3. The car #B30 is said to be in (can't read) excellent running condition.

RAPID TRANSIT TO NORTH SEATTLE, BELLEVUE GETS GREEN LIGHT

It is "go" for rail transit in Seattle. De Leuw, Cather & Co. transit consulting engineer, recommended that a 20 mile rail rapid transit system be built by 1985 between North Seattle and Bellevue via Mercer Island. The cost, based on present prices, is estimated at \$171 million. It is expected that at least 2/3 of the funds would come from federal sources. The eagerly awaited recommendation was hailed by rapid-transit proponents, including Mayor Braman, as the beginning of a program to give the Seattle area a balanced transportation system.

De Leuw, Cather suggested that the system be constructed in two ten year stages. The first leg, to cost \$111 million, would be built by 1975 between a northern terminal at North 110th street and Fremont Avenue North via Ballard and the Seattle Center to the King County Courthouse.

Much of this line would be subway, including all that from Lower Queen Anne beneath the Seattle Center and through downtown under Third Avenue. The Lake Washington ship canal would be crossed by an underwater tube.

The system then would be extended by 1985 at a cost of \$60 million from the Courthouse over the proposed third Lake Washington Floating Bridge to Mercer Island, Factoria and Bellevue.

The Third bridge would be parallel to and north of the Mercer Island Island Floating Bridge. It would be constructed to carry two sets of tracks.

The firm said ten years usually is required for engineering, getting public approval, land acquisition and construction.

De Leuw, Cather suggested a dual-rail system, operating 70 ft. long, 72-passenger rail cars traveling in trains up to 80 miles an hour.

There would be 18 stations. Outlying terminals would provide ample parking facilities. An area-wide bus network would be coordinated with the rapid-transit system to serve transit terminals and all other urban regions not served by rapid transit. (The above article was sent to us by our former sec.-treas. Glenn Eades who is now living in Seattle. It was from The Seattle Daily Times. Oct. 14.)

NORTHERN PACIFIC TERMINAL COMPANY CHANGES NAME

Effective November 1, 1965 the name Northern Pacific Terminal Co. was changed to Portland Terminal Railroad Company. General manager, and PNW member Jack Jones, advised Al Hajj that this will avoid confusion with the Northern Pacific Railway. Portland Terminal RR is owned by three carriers, NP, SP, UP.

Interestingly enough Portland, Oregon's namesake city Portland, Maine has a Portland Terminal Co. Which also serves three carriers, B&M, Main Central and Grand Truck (CN)

PZ RY. "SPOOK TRAINS" CARRY RECORD LOADS

Those who attended the 1965 NRHS National Convention and local fans will be pleased to know that the Portland Zoo Railway set new records for passenger carried during Halloween weekend and the entire week "and weekend" preceeding it.

A total of some 13,000 persons made the forty-minute trip during the nine days of the "Spook Rides." Each trip covered both the round trip to Washington Park Station plus the Zoo Loop for a three ¼ mile train ride. Not all the passengers were "kiddies" and their parents; many high-school and college students went with dates, and not a few adult couples and groups of friends were observed. Three trains were in continuous operation; the steam train (pulled by the 4-4-0 "Oregon") the diesel Zooliner, and the overflow train pulled by the 0-4-0 gasoline loco. Dispatching and "meets" would do credit to any single-track mainline railroad. While one train would be on the Zoo Loop, the other two would make an all most perfect meet at the second siding west of Washington Park Station.

On Saturday night, October 30, a record for passenger in one day was set by the Portland Zoo Railway-a total of 3,128 passengers! My wife and son and I were among them, and, like nearly all the others, we spent three hours waiting in line before we could even board the train. Arriving at the end of a two-block-long line at 9:40 pm we boarded the steam train (our lucky turn) at 12:40 am. The last "Spook Train" that evening actually left the main Zoo Station about 1:10 am Daylight Saving Time! Lucky it was that everyone would get an extra hour of sleep that night due to change-over to standard time. Now, why would 28 "or so" railfans and 3100 other ordinary folk on a Saturday night subject themselves to a 2½ -three hours wait to ride a train? First, comma this is no ordinary train. (even if run like a real railroad), and there was rather outstanding Halloween entertainment. The waiting room areas of both the main Zoo Station and Washington Park Station were turned into darkened passages where lurked witches and demons-many alive. Exceedingly imaginative figures of ghosts, goblins, and ghouls were seen along the right-of-way.

It is improbable that two "tunnels of horrors" plus a few goblins and ghouls, "fringe benefits" would, alone, draw the fantastily large and patient crowds which are a matter of record. But, coupled with a train ride through the "enchanted forest"—that is something to do! Full-size railroad take note: There are passengers waiting to be shown that train riding is fun: that "getting there" can be half the fun. Not with goblins and ghouls but with the scenic length and breadth of this land of ours, plus the poetry of motion, served with a background of clean and comfortable equitable and good service. By Miln Gillespie

MEXICO 1965

(Two years ago your editor made his first trip south of the border. This last summer I made my second trip. The following is a story of my impressions of Western United States and Mexican railroading.)

Passing up the LP&N trip because I was too tired: I decided to start my vacation one day early. Originally planning to fly to Los Angeles, I decided to take the "Shasta Daylight" on what may have been its second to the last trip. Falling asleep upon crossing the Steel Bridge, I didn't wake until we were out of Eugene. The climb over the mountains was marked by a beautiful cloudless day. The line was very busy with freight trains working hard to get their drags up over the hill. The coffee shop put out a very good lunch and dinner which was served with tremendous views of Mt. Shasta and the country around Dunsmuir. Arrival at Oakland was about 15 minutes late. Sleep was short since a 7:00 flight was to be made from Oakland to Los Angeles. With a fare of \$13.50 it is no wonder that patronage on the SP trains is thin between San Francisco and LA. At LA a connection was made with Western Greyhound bus for Calexico and its Mexican sister city Mexicali, the terminus of the Sonora-Baja California Ry. My fellow traveler, PNW member Chris Pagni, had been on the Sonora-Baja a few years ago so he was in position to point out changes since his last visit. Our Pullman was a heavy weight from the Lackawanna circa 1921. The train was pulled by a new, May 1965, EMD chopped nose diesel dressed up in its orange color scheme. The nights sleep was cold since there was no steam heat on account of the second class cars not having any steam lines. The morning was cloudless and already hot when our connection was made with the Ferrocarriles Del Pacifico at Bejamin Hill, where our train was turned over for the trip further south. The Diner on the Del Pacifico was the worst that I have ever eaten on! The only decent thing to eat was a ham and cheese sandwich since most of the meat was just too tough to chew. Another cold, steamless night was spent, made pleasant only by the company of a couple from the US traveling to Mexico City and the trainmaster for the Nogales Division of FCP whom Chris had meet several years earlier. The trainmaster and his wife were traveling to Guadalajara for a meeting with the brass. The morning brought the climb from sealevel to the plateau of Guadalajara through the coastal jungle which almost stopped the Southern Pacific from completing its line to Guadalajara. Our train of 13 cars had two Alco engines on the headend and a six wheeled Alco road switcher which was on the rear for a helper. The track looks over 2% most of the way up from sealevel. Crossing high bridges, sweeping around wide curves and into tunnels, the trip was worth the money from Portland to see. After an ontime arrival in Guadalajara, a night was spent on the town, attending a band concert, looking in old churches, and visiting some of the local meeting places. At 21.55 Nacionales De Mexico #6 pulled out the modern station, the second section of two all Pullman trains overnight to Mexico City. The dining car proved to be the surprise of the entire trip, filet mignon wrapped in bacon, all the trimmings and wine for only \$22.00 Mex. (\$1.76 US) the best meal for the money I have ever eaten. I drew the bottom berth for the trip into Mexico City since I was out to see steam while Chris is an electric fan. About five am I raised my shade just in time to see a 4-8-4 in the hole, what a way to wake up! The sun was just starting to come up and the metal work on the steamer was a golden glow with gold steam coming out of its pop-off valve. This was 1965?! It took me two minutes to get dressed and out to the vestibule with my camera. A few minutes later a 2-6-6-2 was seen sitting dead on an industrial lead to a scrap yard. As we approached Mexico City the rail traffic was starting to get thicker with outbound passenger and freight trains running on the right track of the double mainline. These trains were pulled with an assortment of diesels, chopped nose EMD's, Alco cab units, EMD export units, and even a Mexican product built out of a wrecked engine. The train rushed past Valle de Mexico yard but not fast enough to prevent taking pictures of two freights headed by 4-8-4's. These two steamers proved to be my one and only look at standard gauge steam on the trip. The railways of Mexico are owned by the government who classes them as coming under national defense policies. No picture taking in the yards! The station in Mexico City was just as clean and modern as when I had last seen it two years ago.

With a day to spend in Mexico City, since our trip was to go on to Veracruz, one doesn't have much to do but ride the streetcars which travel over 300 miles of track. They may be PCC's but they are still streetcars. The first trip was a made over the Xochimilco line, a high speed rapid transit type line to the floating gardens at Xochimilco. The line runs up the center of a highway with fenced-off track and under ground walks to passenger stations. The trip takes about 30 minutes and costs a little over 3 cents US. Rides were then made over several other lines which seem to wander all over the town. NdeM #53 (a rapido) left on the advertised 20:45 for Veracruz, with my night spent on a sleeping car which had come from the US but the line could not be determined. The station in Veracruz is one of the worst looking stations in Mexico but upon leaving it one is confronted with a solid line of Peter Witts, single and double-truck Birneys and a few ex-Pacific Electric mixed in. Veracruz is a rolling operating trolley museum! Take your pick-every piece of rolling stock is the last kind on an operating street railway system in North America. I thought that a trip on a single-truck Birney was a good way to start the day. From there to a Peter Witt for the ride to Villa de Mar.

The cars of the "Cooperative de Transportes Urbanos y Sub Urbanos S.C.I. are painted yellow and red, some freshly painted others not seeing paint for mucho years. One trip took us past the shops of the system where an inspection was made of the facilities. Brought out for picture-taking was #15, the last open single truck streetcar operating in commercial service in North America. With a little talking and much film being used we finally persuaded the management that it would be a good idea to see the car in service. A conductor and motor-man were quickly assembled and off went #15 with Chris at the controls to aid the "newer" cars in the afternoon rush. The trip to the railroad station, which is the starting point for all the cities lines, was made with the "Especial" on the front end. In no time at all the car was swamped with people who were hanging all over the tram. The riding continued on into the night with the trollys carrying capacity loads on every trip. The day was finished with a trip back to the railway station in a single-truck Birney!

Getting back into Mexico City, more days were spent on riding the city lines and watching the Auto-vias (Fiat Diesel Cars) leaving for Puebla. Seeing and inspecting the cars made me wonder why NdeM bought the things when the Budd RDC looks much superior. Sunday brought about the trip to revisit the narrow-gauge system of the NdeM. Really intending to catch the early morning train to Cuautla, I woke up two hours after it had left. Well, I can always catch the 12:07 local for Ozumba. I managed to miss the 12:07 local too! So it was off on the second class bus ride for Ozumba hoping to catch the local. Around Amecameca the bus caught up to the train and we played hide-and-go seek with the steamer through the corn fields. Not knowing where the train station was in Ozumba we followed the sound of a ringing locomotive bell to the angosta (3ft) tracks. The local to Ozumba had managed to put its express car on the ground, on the north leg of the wye. Getting it re-railed the train wyeed the first class coach and the express car for the trip back to Mexico City. The cars were lacking of paint, two years ago they were the cleanest equipment in Mexico. The narrow gauge will be abandoned in a few years when the new line to Acapulco is completed since the right-of-way crossed the narrow-gauge several times. As the train returned to Mexico City every stop accumulated more passengers. At Los Reyes a couple of hard drinkers got on to top of the load. People were sitting in the windows, hanging on the steps and jamed in the cars. The ticket-collector couldn't make his way through the cars to collect money. The yard of San Lazaro was filled with three steam engines heading trains, a beautiful 2-6-0 passenger engine was lined up next to the roundhouse. Just as I was going to take a few pictures in the yard, a special agent for the NdeM came up and told us to leave; no pictures allowed!

The return trip was made by way of Aguascalientes, Torreon, Chihuahua, and Ciudad Juarez. The Santa Fe from El Paso to Denver, CB&Q #29, Denver to Billings, Montana. The Mainstreet tood us from Billings to Logan Mont. With the bus taking us into Butte. The final leg was from Butte to Portland on The "North Coast Limited"

MY PICK OF THE BEST(AND ON DOWN)

Dining Cars

1. North Coast Limited- the big baked potato is hard to beat.
2. NdeM (Guadalajara-Mexico City)biggest eating bargain on a train, good too.
3. "Shasta Daylight"-pretty hard to choose between this and no. 2.
4. Santa Fe "The Chief"-clearly not the best meal I had eaten on the Santa Fe with the service lacking over the "San Francisco Chief.
5. NdeM #7-pretty bad, one step over no. 6
6. Ferrocarriles del Pacifico #4-I don't think they can get any worse.

Sleeping Cars;

1. North Coast Limited-quiet and comfortable with a touch of piped in music.
2. The Mainstreeter-first trip in a Slumbercoach, good sleep for the money.
3. Nacionales de Mexico-good sleep in heavy weight cars.
4. Ferrocarriles del Pacifico-no heat!

Overall:

1. North Coast Limited- finest train in the United States, a friendly crews helps.
2. Shasta Daylight- a better diner rates this over no.3.
3. AT&SF "The Chief" inferior diner hurt this train.
4. NdeM (Mexico-Guadalajara) Best train ridden in Mexico.
5. CB&Q 329 (Denver-Billings)good scenery friendly crew
6. ATSF (La Junta-Denver- just another local run.
7. NdeM #7-(Mexico-Juarez-pretty bad
8. FCP-Sonora-Baja #4 worst train in Mexico.

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