

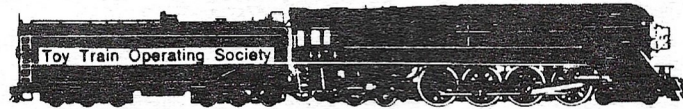
THE SOUTHWESTERN LIMITED

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T.T.O.S. SOUTHWESTERN FISHING TRIP

NEXT TRIPS: AUGUST 28 & OCTOBER 30. CALL MIKE ROMAN.



ALAN LITT, HILLY LAZARUS, GEORGE SPELLMIRE, MIKE ROMAN

CALENDAR OF EVENTS

AUGUST 4-6: NATIONAL CONVENTION IN PHOENIX--RAMADA INN
AUGUST 12: TTOS SW DIVISION MEET, AS USUAL--ARCADIA
AUGUST 20-21: GLENDALE TOY SHOW, GLENDALE AUDITORIUM
AUGUST 21: BIG SWAP MEET AT THE VENTURA FAIRGROUNDS
NOTE: THERE WILL NOT BE A TTOS SW MEET IN VENTURA.

VISIT ANOTHER TTOS DIVISION ON YOUR VACATION. CURRENT PRESIDENTS ARE LISTED INSIDE OF YOUR TTOS BULLETIN FRONT COVER. IF YOU ARE GOING TO OREGON, BE SURE TO RIDE "THE GOOSE SHORTLINE". STORY IN THIS SW LTD.

PLEASE CONTRIBUTE AN ARTICLE OR REPRINT FOR OUR SOUTHWESTERN LIMITED. HOW ABOUT SENDING IN A PICTURE OF YOUR LAYOUT OR COLLECTION? PLEASE!

ALL ABOARD THE T.T.O.S. MUSEUM CAMPAIGN. CONTRIBUTE TIME AND/OR MONEY. WE ALSO NEED BUILDING MATERIALS FOR THE LAYOUT AND DISPLAYS. ANY HELP WILL BE APPRECIATED. CONTACT DAVE OTH, CHAIRMAN, AT (213) 351-0022.

60 - 39 - 40 and GO!

by Al Bailey

TTOS SOUTHWESTERN DIVISION



Atchison,
Topeka
& Santa Fe

Sound like football signals? Not on your life! Those numbers represent a good share of the life story of one George Herron. Let's see: 60 is mail car number 60 of the Railway Postal Service and the Santa Fe Railroad. In this car, George worked almost half of his 40 years in the postal service. Both are retired now, but still spend part of their lives together. How do they do that? George discovered old number 60 stored on a railway siding, arranged to buy it, then had it moved to the Orange Empire Railway Museum in Perris, CA where he restored it (over a two year period) to pristine glory.

Now, on alternating Saturdays, George is at the Museum, keeping his old friend in shape and explaining to interested visitors how the Railway Postal Service served the American people for over a century. Why not visit him there? Who knows, you may get him to join TTOS (or he might get you to join the Orange Empire Railway Museum!). Oh yes, the 39? That's the number of hours it used to take the Super Chief to cover the distance from Chicago to Los Angeles. George worked the first-class mail on that train for three years. That was really first-class travel for first-class mail!

Travel connoisseurs prefer rails

By AUDREY KARRAKER
Daily News Staff Writer

4-10-83

Meeting — that's another advantage trains have over airplanes. It must be the unhurried atmosphere they foster, or the unhurried travelers they attract. Trains give you time to talk, to your traveling companions and to other passengers — many of whom have something in common with you, an interest in trains.

I recall a 50ish couple who shared a dinner table with my friend and me on a southbound Coast Starlight out of Portland. He was a passenger train buff, and we exchanged information on trains we had ridden and personal favorites. He talked about the rail organization meeting he was on his way to attend. We exchanged business cards, and he promised to send me some information on the California Rail Museum in Sacramento. He did, and it was useful in planning a later trip.

Even briefer encounters are pleasurable, too. There were the two young men from Chicago on their way to Hollywood who reluctantly admitted they could use some advice on what to expect. Another trip introduced us to a Swiss rail executive who was criss-crossing the U.S. to experience American trains.

Crew members, too, are often happy to take time to chat. A trainman on the Denver and Rio Grande Western (the last long route in the country to be swallowed up by Amtrak later this month) noticed my camera and offered to point out white-tail deer on a hillside in Utah. The pictures did not turn out, but that is less important than the fun I had shooting them. Hint: If you want to ask questions, look for the conductor doing paperwork at a table in the lounge or diner.

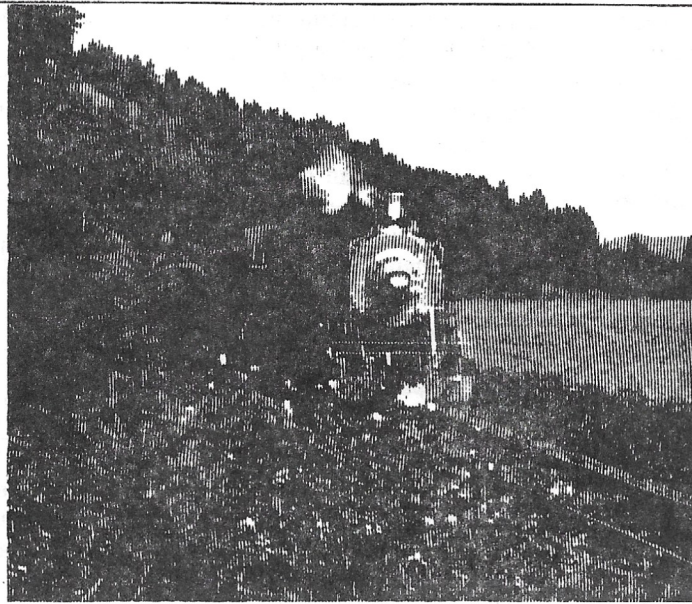
From the days of the first diners a century ago until the 1930s, meal service was a rail line's signature. Now, with no competition except airlines and buses (as cramped as planes and at least as slow as trains), Amtrak is in no position to operate gourmet kitchens at a loss the way those early lines did. Shorter runs, like the San Diegan or the Desert Wind to Las Vegas, offer only basic fast food. But the longer routes with genuine kitchens can be the sites of memorable meals. That two-day trip to New Orleans culminated with a romantic dinner for two, complete with wine and a star-lit Southern sky twinkling outside the window.

Who was it who said, "Getting there is half the fun"? He or she must have had train travel in mind.

If you want to get somewhere in a hurry, you fly. But if you want to *travel* to your destination, a train is the only way to go.

To fly non-stop from Los Angeles to New Orleans, for example, you see two airports and some clouds in a 2½-hour trip. Amtrak's Sunset Ltd. takes about 48 hours but travels through Arizona's red sand deserts, the surprisingly large oases of population in New Mexico, the barren vastness of Texas and the green of Louisiana. The most startling find of that trip for one who has only known Texas for its wasteland is the green lushness, the almost swampy climate of east Texas you encounter long before crossing the Mississippi.

Such scenic discoveries outside your window (instead of airline movies you really didn't want to see anyway) compensate for the time it takes to pass through them. Dedicated rail travelers know that if you want to get to know the United States you have to make the effort to go out and meet it.



"The Goose," a major Oregon tourist attraction, is one of America's last shortline scenic railways. The train transports visitors to some of Oregon's particularly scenic areas.

The Goose

Shortline Scenic Railway Explores Oregon's Unspoiled Beauty

All Aboard! That melodious call from yesterday rings out daily, as the Oregon Pacific & Eastern Scenic Railroad—"The Goose"—celebrates its 12th summer excursion season.

One of America's last shortline scenic railways, The Goose is a major Oregon tourist attraction. The depot is conveniently located at The Village Green in Cottage Grove, adjacent to Interstate 5, just 20 miles south of Eugene.

This season, about 25,000 passengers are expected to "track back in time on the goose," depart on diesel-powered trips at 2 p.m. weekdays and steam engine rides at 10 a.m. and 2 p.m. weekends. The season runs through Labor Day, September 5.

A popular new feature, introduced in 1982, has been Seniors' Day on Wednesdays, when all senior fares

are discounted 10 percent. Group charters are also available with special discounts and accommodations with advance notice to larger groups. The Goose can carry 464 passengers and usually runs to capacity on weekends, when reservations are suggested.

Before departing, the gift shop is a pleasant way to while away the time. Included in the merchandise for sale are railroad books, T-shirts, jackets, buttons, railroad gear, stickers and other souvenirs of your "track back in time." The shop also carries a wide selection of Oregon-made products, ranging from wines and foods to jewelry and crafts.

Along with air-conditioned coaches, the OP&E has a snack car and a bar/lounge car for the two-hour, 35-mile trip into yesteryear. Each ride is highlighted with live and taped narration about the many points of interest and Oregon history as the

train meanders through the beautiful Row River Valley and up into the Calapooya foothills of the majestic Cascade range.

About four and one-half miles into the journey, The Goose passes the Indian Wedding Tree, immortalized in "Ripley's Believe It or Not." According to legend, this strangely-shaped fir tree was the symbol of a solid marriage. Before each marriage, the Calapooya Indians split the tree and believed if the tree survived, so would their marriage. The Indian Wedding Tree still stands healthy today.

This fascinating sojourn also winds by the Layng Road covered bridge, Dorena Lake, Chimney Rock and a working plywood and sawmill. The trip is steeped in history, harking back to 1863 when George Ramsey and James "Bohemia" Johnson discovered gold near the headwaters of Culp Creek.

As news of the gold strike spread, miners poured into the area seeking their fortunes. Bohemia City was established along Culp Creek, shortly reaching a population of 1,000. But like so many get-rich-quick enterprises, the veins played out and Bohemia City became deserted.

New life sprang up in 1891 when a rich new ledge was unearthed. In a few short years, mining towns dotted Bohemia Mountain and, by 1900, the need for a railroad to the mines became apparent.

On April 25, 1902, Cottage Grove's second weekly newspaper, *The Leader* reported the contract for grading the first 20 miles of the Cottage Grove-Bohemia Railroad was let and that satisfactory arrangements had been made with Southern Pacific for a junction at Cottage Grove.

A few days later, ground-breaking ceremonies were held and, on May 5, 1902, four carloads of horses and tools arrived from Portland. Grading commenced the following day with the contract calling for 22 miles of finished track, the first 10 to be ready by July 31.

And the forerunner of The Goose, The Oregon & Southeastern Railroad, was born to haul quartz and ore concentrate from the Row River Valley into Cottage Grove. As the mining industry died down, lumber

mills started sprouting up and the "Old Slow & Easy" began replacing the horse-drawn carts to haul logs into town.

In 1917, the "Galloping Goose" was built out of an old street car body and gas motor car to provide passenger service to the 18 stations along the route. For 11 years, this odd locomotive served the needs of the lumbering communities, providing transportation for as many as 17,000 people annually.

The daily steam train made its freight and log run over the line after the gas motor returned to Cottage Grove around noon. Freight, logs and passengers started to decline in the late '20s and in March, 1929, the Galloping Goose was discontinued. The steam engine hooked on the ancient passenger coach and operated as a mixed train three days a week. The depression of 1929 ended the passenger service and the OP&E became a freight-only carrier.


In 1952, the OP&E retired the old "Iron Horse" steam engine and hooked up with its first diesel engine. Not until 1971, when the railroad was purchased by Bohemia, Inc. and Willis B. Kyle, was the rhapsodic chugging of The Goose steam engine heard again in the valley. Built in 1915, The Goose is an

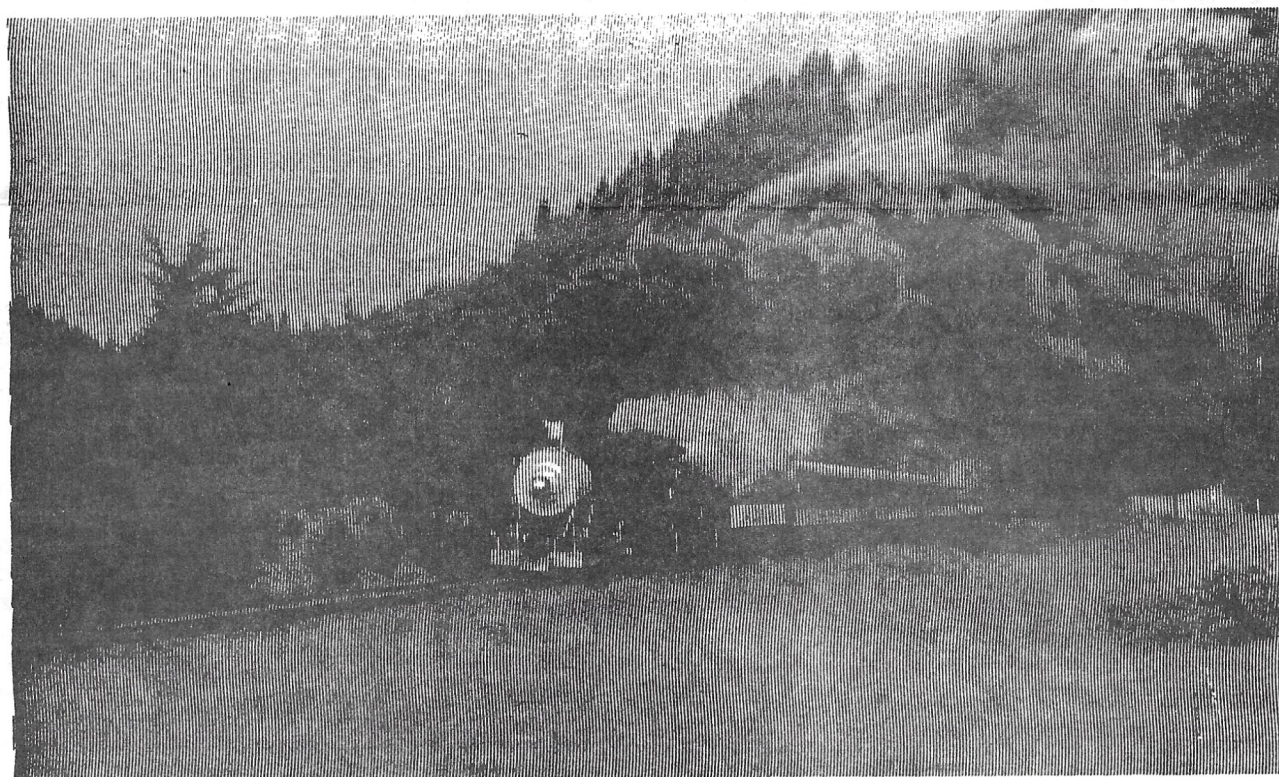
87-ton Baldwin steam engine with a colorful past. The bullet scars on the boiler are vivid souvenirs of its service in the Mexican Revolution.

Now operated on weekends, The Goose can use up to 1,200 gallons of water on the 35-mile trip, depending on how many times the engineer blows the whistle and passengers use the rest rooms.

The storied history of The Goose also includes two featured roles with Hollywood. The first, a classic old-time thriller filmed in 1926, was "The General," starring Buster Keaton. The film's spectacular highlight was the July 4 fiery bridge crash, all covered in narrative detail today as The Goose chugs past the key movie locations.

In 1972, Hollywood returned to Cottage Grove to film "Emperor of the North," with Lee Marvin and Ernest Borgnine in the leading roles. Today's riders will see the special siding constructed near Chimney Rock for the movie and learn more about The Goose and its key role.

From mining towns to movies and all the historical whistle-stops in between, the two-hour ride on the Oregon Pacific & Eastern Scenic Railroad is a fascinating trip. Rich with history and beautiful Oregon scenery, riding The Goose is a great way to spend a summer afternoon in Oregon. 



ALL ABOARD

CHANGE OF COMMAND AT AMTRAK

Amtrak has a new engineer in the driver's seat. The Board of Directors of the National Railroad Passenger Corporation has unanimously elected W. Graham Claytor, Jr., as its new President and Chairman of the Board succeeding Alan S. Boyd.

Mr. Claytor comes to Amtrak with top-level experience in both railroading and government service, having served as President and Chairman of the Board of the Southern Railway System and as Secretary of the Navy, Deputy Secretary of Defense, and Acting Secretary of Transportation.

Former Amtrak President Boyd described his successor as "the best possible choice in America."

Secretary of Transportation Drew Lewis, who also serves on the Amtrak Board of Directors, said, "We made a very diligent search, and I think we came up with the best possible candidate. We are very fortunate that with Alan Boyd's departure Graham Claytor is available to continue to guide the future of Amtrak, keep it going as a strong national rail passenger service company, and even improve on the very fine record that Alan has started."

After the announcement, Mr. Claytor praised his predecessor for "extraordinarily able leadership" and for the "tremendous strides" made by Amtrak.

"I intend to keep the company moving forward!" Mr. Claytor declared.

He said his two primary objectives will be to "continue to im-



U.S. Secretary of Transportation Drew Lewis (left) congratulates the new Chairman and President of Amtrak, W. Graham Claytor, Jr.

prove our service and to make that service more cost-effective.

"Whether we expand or contract the system in the future is going to depend on how things go after I take charge and have a chance to learn the company and the train system. We may not need everything we now have. We may need to expand. But we do need a national system."

Speaking of his past experiences with and assessments of Amtrak, Mr. Claytor said:

"When I was with the Southern, we continued to run a passenger train called the *Southern Crescent* that connected with the Amtrak system. We worked very well with

Amtrak and I think our relationship was very good. In the early days, Amtrak had a hard time with its service problems.

"But we worked together, did everything we could to help, and by the time I left, Amtrak was providing first-class service.

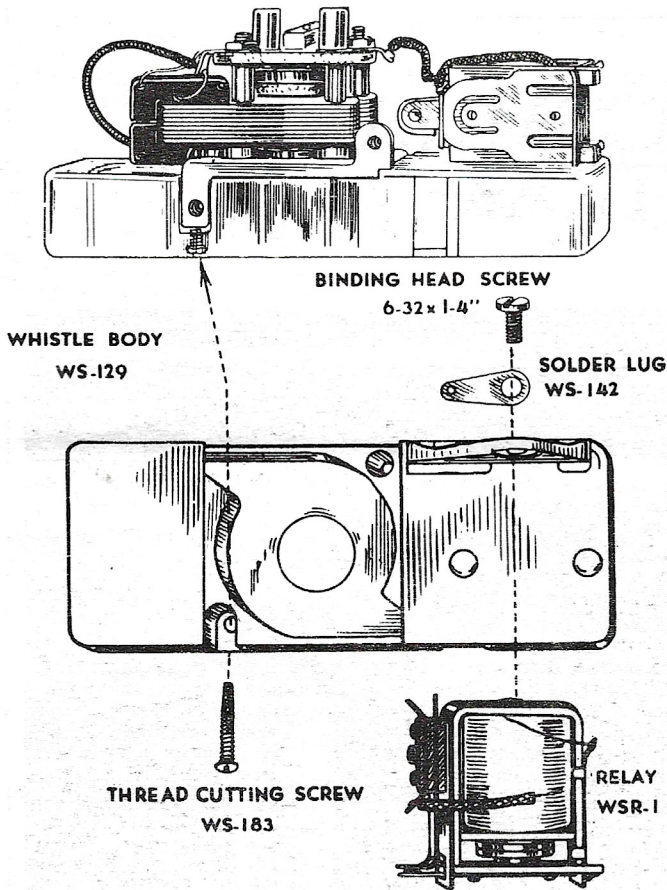
"I've ridden Amtrak a good deal. I do think service quality can still be improved. If anyone said any service in the world couldn't be improved, he would be overstating the case. Nevertheless, Amtrak service is so much better now than it once was; it's not in the same league anymore. I am sure that we can continue to improve it." ♦



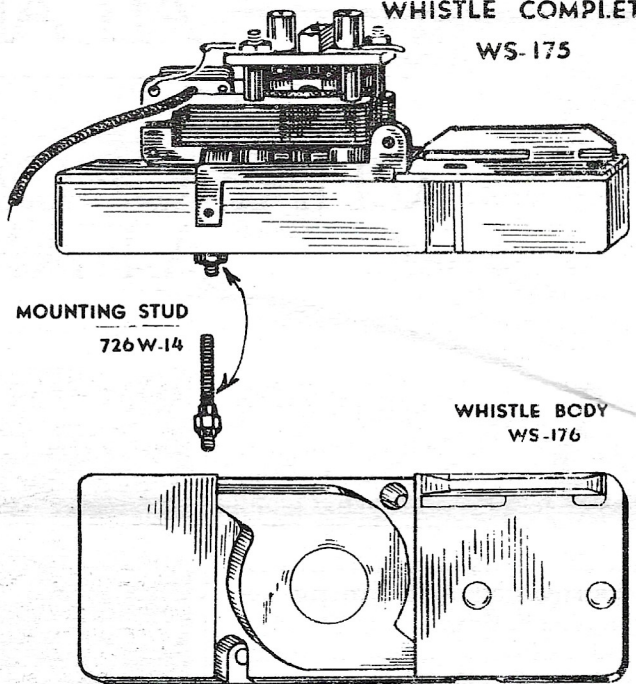
*Registered service mark of the National Railroad Passenger Corporation (Amtrak).

LIONEL SERVICE MANUAL

WHISTLE COMPLETE WS-125

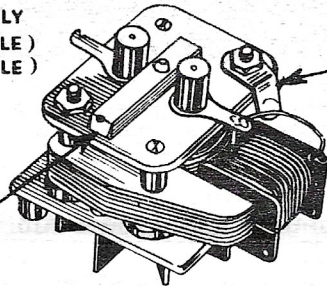


WHISTLE COMPLETE WS-175



Whistle WS-175, used in Tender 2671W, is mounted horizontally by means of Mounting Studs 726W-14 and does not include the Whistle Relay which is mounted and sold separately. Whistle WS-125, used in most other tenders, is mounted vertically and includes the Whistle Relay.

MOTOR & IMPELLER ASSEMBLY
WS-133 (FOR WS-125 WHISTLE)
WS-181 (FOR WS-175 WHISTLE)



WICK
WS-146



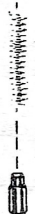
6-32 HEX NUT
5C-99



SOLDER LUG
WS-142
\$.05



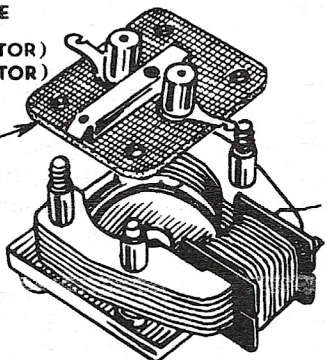
BRUSH SPRING
WS-147



BRUSH
1661E-29



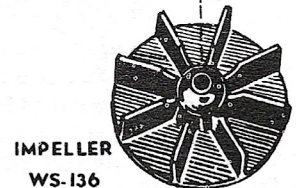
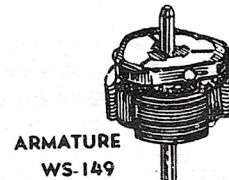
MOTOR FRAME ASSEMBLY
& MATCHING BRUSH PLATE
WS-134 (FOR WS-135 MOTOR)
WS-182 (FOR WS-181 MOTOR)



BRUSH PLATE
WS-143



Motor WS-181, used in Whistle WS-175 is tapped with No. 6-32 thread to accommodate Mounting Studs 726W-14. Motor WS-135, used in Whistle WS-125 is drilled with No. 37 drill to accommodate Thread Cutting Screws WS-183. Service Notes on these whistles and motors appear on the next page of this section.



COURTESY OF ED KAPER, TTOS SOUTHWESTERN