

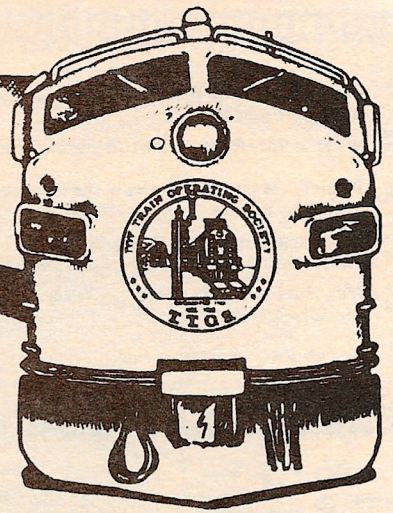
# THE SOUTHWESTERN LIMITED

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1986

GARY KECK  
PRESIDENT

STEVE MARINKOVICH  
EDITOR



Special Shipment

- T In 1850, not one mile of steam railroad existed west of what landmark?
- R What is meant by the word *bootlegger*?
- A Western Massachusetts saw the completion in 1876 of a 25,000 foot long tunnel by what name?
- C Besides station, warnings and grade crossing signals, what other uses are made of a train whistle or air horn?
- K Was *the Cheyenne* passenger train run by the Denver & Rio Grande Railroad?
- S On caboosless trains, what nickname is given to the rear end device?

229

A

- T Who founded the notable dynasty of private car fanciers?
- R What is a *Cinder Dick*?
- A Who was the Conductor on the last train to ever run between Chama, New Mexico and Durango, Colorado on Dec. 6, 1968?
- C What are the reporting marks *S&C*?
- K For whom was the private car *the Manhattan* built?
- S When Death Valley Scotty paid \$5500 in 1905 for the Santa Fe to run his 3-car special from California to Chicago in 44'54", how many engine changes were made?

470

B

MORE  
TRAIN  
TRIVIA

ANSWERS ON  
PAGE 7.

- T In what year was the earliest shipment of cattle by rail?
- R What does *Fishtail* mean?
- A What is the name of the railroad that was formed by the merger of the Norfolk & Western and the Southern Railway?
- C What does *OS* mean?
- K Who owned the passenger car named *the Idlehour*?
- S Where would you find a *Piggy Packer*?

453

Submitted by Rocky Rotkewicz

C

Hello Everyone,

Cal-Stewart was a resounding success, with registration of 1276 and table sales of 638!! I would like to thank all of our chairmen and volunteers for a job well done. Bring on 1987!!

Please VOTE!! your ballot is your voice in this club so use it.

I'm proud to announce that Calvin Smith will be your new editor for this paper beginning with the January 1987 issue. I would expect that the fine contributions will continue, so give Cal all your support!!

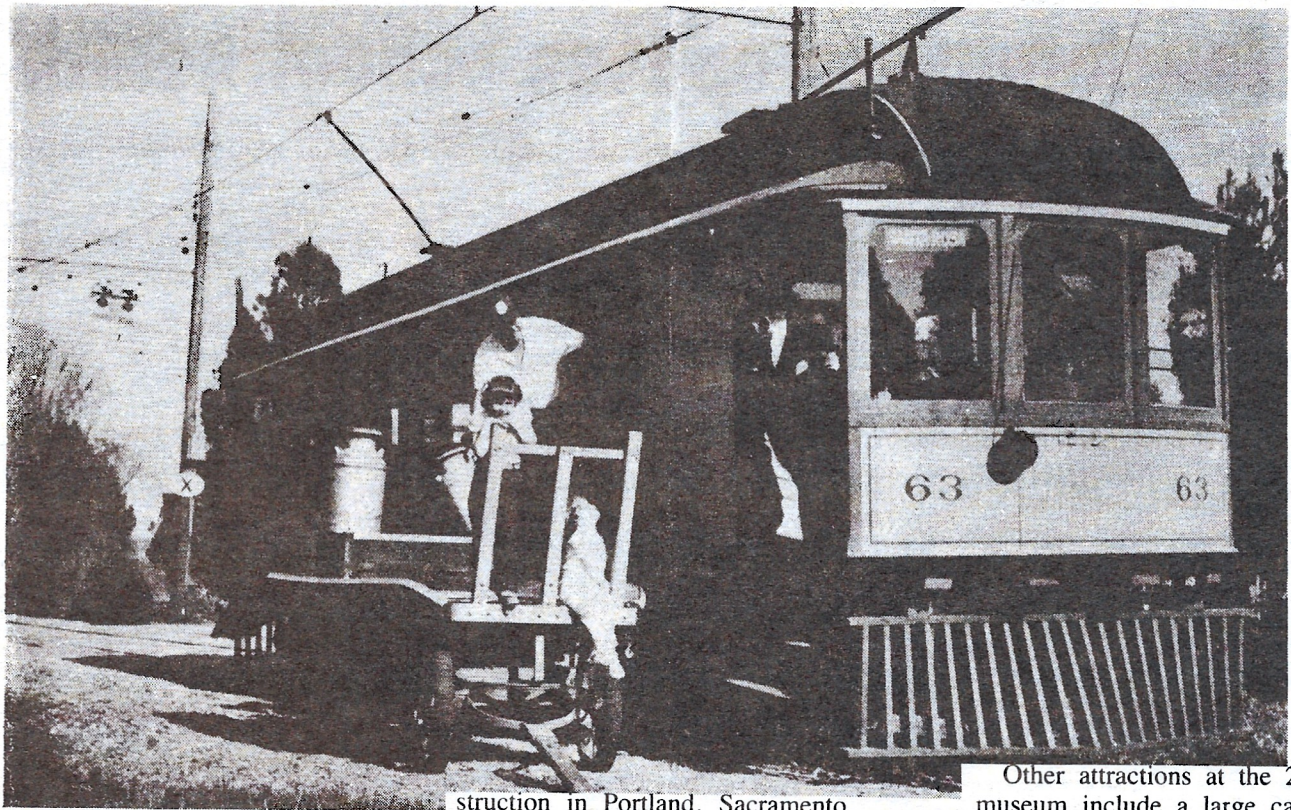
I'd like to thank the people who have supported me in my year as editor. Ralph Hall, Harry Altman, Henry Jackson, Hilly Lazarus, Les Gnatz, and Phil Haffen have consistently sent in fine articles. Of course Order Board editor Al Bailey has also fed a never ending stream of material my way. Also Vic Gerendasy, Jon Sirugo and Larry Poland contributed significantly this year. And to those of you not mentioned by name, thanks. I think we have had a very informative SW Limited in 1986 and it has been my pleasure to deal with all of you. Best of luck to Calvin Smith, your new editor!

My Heartfelt Thanks,  
Happy Holidays!!

Stew

# An inexpensive and romantic ride on the rails

Rides into the past are available every weekend at the Western Railway Museum at Rio Vista Junction in Solano County. This wooden electric car which regularly runs the museum's mile-and-a-half line once hauled eggs, poultry, apples, milk and passengers between Petaluma, Santa Rosa, Forestville and Sebastopol before the Petaluma and Santa Rosa line closed in 1933.



Submitted by  
Ralph Hall

The Western Railway Museum at Rio Vista Junction, midway between Fairfield on Interstate 80 and Rio Vista on the Sacramento River, offers families a nostalgia-filled visit to a less-hurried era. From the East Bay and Contra Costa it's an easy drive east on route 4 through Pittsburg and Antioch and 160 toward Isleton to state route 12, then about 10 miles north to the museum at a rail crossing in the rolling farmlands above the Sacramento River delta.

Even though railroads in general are mere shadows of their one-time preeminence in both industry and transportation, children still seem to have an inborn fascination for them, and they offer most adults opportunities to remember now-gone experiences from their youth. Only in San Francisco, New Orleans, Philadelphia, Pittsburgh, Boston, Newark, Buffalo, San Diego and the Shaker Heights section of Cleveland is it still a routine matter to ride a trolley car, streetcar or light rail line in the United States. Even in Richmond, Va., where electric streetcars made their debut in 1887, the streetcar has become a thing of the past. Though systems under con-

struction in Portland, Sacramento and San Jose may be the beginning of a worldwide trend back to light rail as a major means of urban transportation, it's not likely we'll ever again see the webs of rail lines that once criss-crossed every sizeable city and linked neighboring cities and suburbs together.

The Western Railway Museum exists to propagate the memory of that era with its collection of 85 pieces of rail equipment, most of them from the streetcar and interurban lines of now-gone railways like the East Bay's extensive Key System. It was once possible to ride the same rail car all the way from San Francisco via the Bay Bridge, Oakland, Walnut Creek, Sacramento, Marysville and Yuba City to Chico, a 180-mile trip, according to a spokeswoman for the Rio Vista Junction museum.

Every Saturday and Sunday throughout the year, the museum offers rides on its one-and-a-half-mile electric line at intervals of 10 to 15 minutes. Various cars like the one in the accompanying photo are used for the jaunt around the museum's buildings and side rails and a short way into the sheep meadows. On selected weekends, short excursions are also offered on its steam locomotive railroad line.

Other attractions at the 25-acre museum include a large car barn with many streetcars, interurban and full-size railroad cars and engines in various states of restoration, including an unusual interurban observation car with an open-air rear platform, one of the museum sponsors' first acquisitions, back in 1946, from the Salt Lake and Utah Railroad. Also available for exploring are cars from various San Francisco lines, former San Jose and Marin County cars, and a millionaire's exclusive luxury club car. A bookstore offers a wide selection of railroading titles, along with memorabilia, postcards, and other souvenirs.

Admission to the museum, including rides, is \$3 adults, \$2 youths 12 to 17 and seniors over 65, and \$1 for children three to 11. Children under three get in free.

Hours of operation are noon to 5 p.m. Picnic tables are available among trees on the grounds, and patrons are welcome to stay for dinner past the 5 o'clock closing of the rides on long summer evenings. The entire operation is nonprofit and all aspects are run by volunteer members of the Bay Area Electric Railroad Association, Inc., an outgrowth of the Bay Area Railfans Association informally organized in 1945 to preserve what was then the fast-disappearing electric railroad.

# Historic caboose 'a gem'

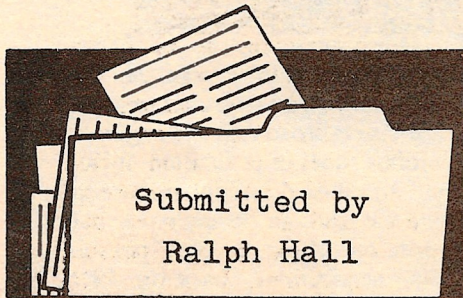
By Diane E. Brooks  
Staff writer

FREMONT — Caboose No. 47 sits forlornly beneath a row of eucalyptus trees at the edge of Ardenwood Historic Farm, looking every bit of its 106-year age.

The historic narrow-gauge car, manufactured in Newark by the Carter Brothers, was discovered nine years ago in the Sierra Nevada. A group of local railroad buffs rescued the treasure and shipped it "home" to be restored as a museum piece.

Little has happened since then to the handsome old car, the only surviving Carter Brothers caboose.

Its weathered frame is still a silvery mosaic of sun-bleached color; its sides



## Clipfile

are still splintering; a window sill is about to drop off.

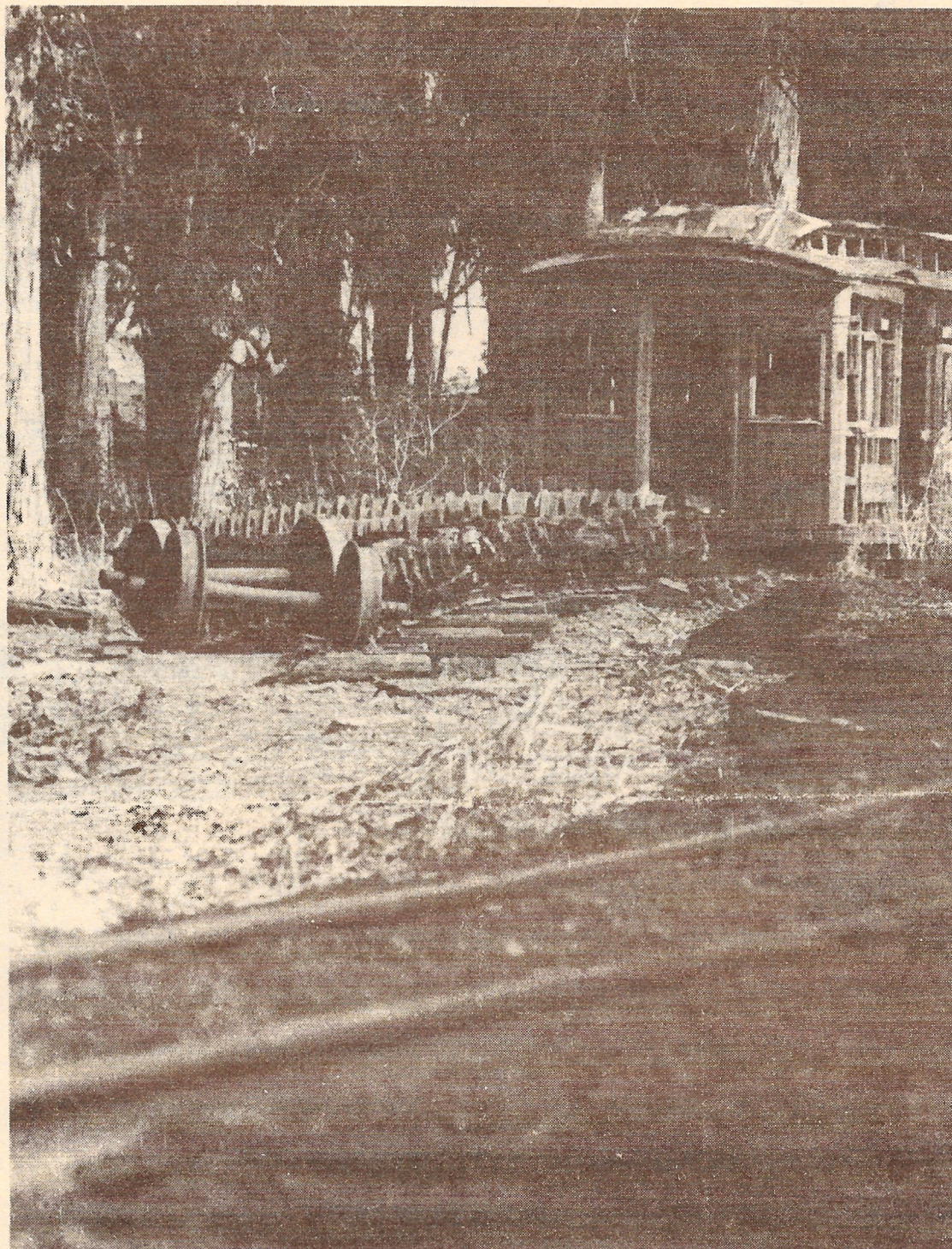
"It needs to be indoors; it needs us to start working on it," said Bruce MacGregor, local historian and railroad authority. So far, \$3,500 has been invested in 50 detailed drawings of the relic, he said. Another \$200,000 is needed to rebuild it.

After MacGregor and his friends acquired the caboose in 1977, they incorporated as the Society for Preservation of Carter Railroad Resources. Since then they built the Ardenwood narrow gauge railroad, which they operate.

The society hopes someday to run their caboose on the Ardenwood tracks, with other Carter Brothers cars.

"The 47 is the gem of the collection," MacGregor said. "The miracle is that it exists at all."

MacGregor's research has proven that No. 47 was among 500 cars sent to a gold-mining town, Mina, after Southern Pacific swallowed up the South Pacific Coast narrow-gauge railroad in 1906.



Caboose No. 47 'needs to be indoors,' says Bruce MacGregor, local historian and

"They almost all vanished" in the following decades, he said. "No. 47 survived because it was retired, I'm estimating in 1915. Maybe it was in as slight wreck."

The caboose was sidetracked in the town of Keeler, located in the Owens Valley about 250 miles southeast of its birthplace. There it was put to use as a shed and sat moldering until 1977, when the Mission Peak Heritage Foundation helped MacGregor's group bring it home.

In Arden Station, Ardenwood's train depot and gift shop, Caboose No. 47 can be seen in its former glory. Two men

stand on its rear platform, as young boys and a bicyclist in a bowler hat stand watching. In the distance, steam erupts from its engine.

"It makes something of an emotional photograph, for those of us who have been working with the car," MacGregor said.

To save the car, the society first must build a workshop to protect it from the elements.

"It's delicate. The question is, how do you keep something like that from decaying," he said. "You lose the little things first. The support beams for the roof are little delicate bones, and they

will decay a

The works to restore otions, will c

The railroad materials ar year, and th society can years away, perhaps keep and instead

"The South town, and Ca first industr said. "So from linked to the

# Miniature community travels by Lionel train

By BOB WIEDRICH  
Chicago Tribune

COLFAX, Iowa — A cornfield would seem an unlikely place for one of the world's largest Lionel electric train sets.

Yet more than 10,000 people annually find their way to Trainland U.S.A., three miles north of this farming community in central Iowa.

Visitors watch 22 electric trains operating simultaneously over nearly an actual mile of track to the accompaniment of steam locomotive whistles and diesel air horns. Trainland U.S.A. portrays the nation in miniature and takes up 2,600 square feet.

The layout features 60 of the operating accessories that the Lionel Co. has produced over the years to the delight of millions of youngsters.

In New York, a dog runs around a fireplug outside a suburban train station while down the line at the White House, a glistening white fountain on the front lawn is illuminated.

In Mississippi, tiny couples enjoy an animated cartoon displayed on an 8-by-8-inch screen at the Passion Pit Drive-in — with the help of a movie projector and mirrors hidden beneath the display table.

And in the fields of Iowa and Kansas, farmers pitch bales of hay, paint their barns and supervise steers filing into a cattle car.

There are miniature replicas of the presidential faces on Mount Rushmore, and groups of skaters link arms on an ice rink in Colorado.

Visitors, who may come daily in the summer and fall, can activate each of the animated scenes by pushing a button.

On a slope in the Rockies, a ski lift carries vacationers to a mountaintop. Threshing machines move in a wheat field. And out on the Great Plains, two steam engines haul a long cattle train to market.

Leland "Red" Atwood, the 52-year-old farmer and seed dealer who spent nearly five years creating the gigantic train set, says he couldn't have achieved his boyhood dream without the help of 32 friends and neighbors.

Atwood poured the foundation for the 96-by-44-foot structure that houses the train set on his 200-acre

farm here July 4, 1976. The following January, he and his friends began cutting plywood into sheets on which to erect the display.

In the next 4½ years, the crew of local farmers, homemakers, carpenters and painters laid the track on 35,000 hand-cut wooden ties, installed 120 automatic switches and strung more than five miles of electrical wiring.

As they worked, eight women from the area went through 2½ tons of plaster and hundreds of feet of wire screening to create the landscape.

Harold Oldes, a Des Moines baker, used 25 gallons of oil paint to fashion the backdrops that help create the illusion of distance as Atwood's trains scale mountains and race across broad prairies.

Fred Iske, a 77-year-old retired farmer from nearby Newton, used pine paneling salvaged from a 75-year-old farmhouse on Atwood's farm to cut the ties.

Marilyn Pierce, a homemaker from Colfax, spent several hundred hours working on the trees and shrubs that dot the landscape.

"It took me half an hour to hand paint the harness on each of the mules in the 20 mule team with a mascara pencil," Pierce said.

"That wasn't work; it was fun. And it's still fun to watch the kids troop through here with their eyes getting wider with every new scene they see."

It takes a crew of three to operate and maintain the 22 trains and manipulate the electric switches that change day into night and control the 600 lights.

Atwood's collection of Lionel trains encompasses more than 5,000 cars and engines, including a locomotive dating back to 1916.

Atwood, who lives with his wife, Judy, in an apartment above the layout, got his first model train as a Christmas gift when he was 5 and has been hooked ever since.

He decided to build the train display in 1973 when he noticed that people in a Des Moines department store paused to watch a Lionel train operating in the toy department.

"I figured if they'd stop to watch that, they'd surely come to visit a gigantic layout," he said. "And by gosh, I was right."



Carol Padovan — staff photo

road authority.

the roof will fall in." which will also be used Carter Brothers acquisition about \$700,000 unless donated, he said.

will be complete next building is "maybe two MacGregor said. Then the in restoring the car, or in its present condition ld a perfect replica.

acific Coast started the r Brothers was one of the in Newark," MacGregor hat standpoint, the car is art of the town."



AP LaserPhoto

## Fold-up

Railroad cars resemble an accordion after a derailment Sunday near Lordstown, Ohio. Railroad officials say the accident resulted in about \$3.5 million in damage to property and cargo.

Submitted by Henry Jackson

## Token sum sought for railroad system

KUALA LUMPUR, Malaysia (AP) — The entire Malaysian railway, with hundreds of miles of track, buildings, locomotives, coaches and other facilities, is for rent for a nominal sum of one ringgit, about 38 U.S. cents.

Finance Minister Daim Zainuddin told Parliament when presenting the federal budget Friday that, as part of the government's

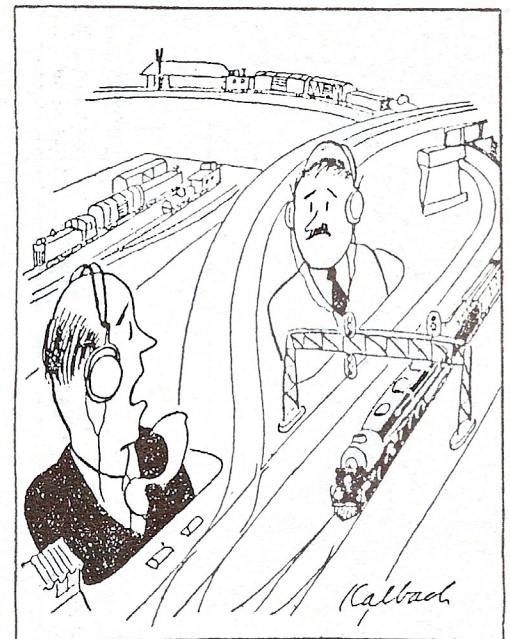
privatization program, the state-owned rail system can be leased at the nominal price by a firm that would operate it.

The railroad has steadily lost money for many years and owes the treasury more than \$192 million.

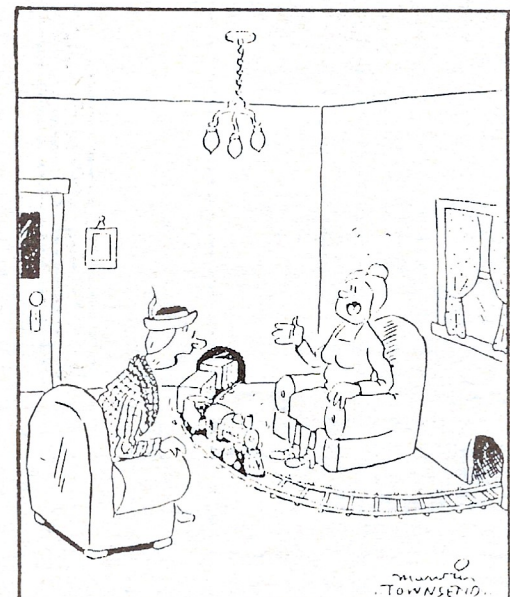
Daim said details of the deal could be worked out with anyone who is interested and able to operate the system.



"Who's Running This Blamed Railroad, You or Me?"



"My Gosh, Chief! 37's Headed for a Cornfield Meet, and I Can't Get You on the Phone"



"Don't Be Frightened, It's Only Fred's Train. It Comes Through Here Every Evening"



- T Mississippi River
- R A train that runs over more than one railroad
- A Hoosac Tunnel
- C Communication of information to conductor and crew
- K No, the Union Pacific
- S FRED (Fantastic Rear End Device)

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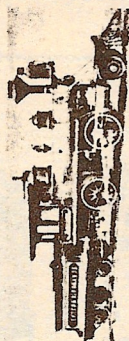


- T Commodore Cornelius Vanderbilt
- R A railroad policeman
- A James M. Mayer
- C Sumpter & Choctaw Railroad Corporation
- K Long Island Railroad
- S 19

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B

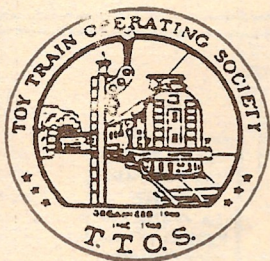
## TRIVIA ANSWERS



- T 1852
- R Semaphore blade
- A Norfolk Southern Corporation
- C On sheet
- K William K. Vanderbilt
- S In an intermodal terminal, for handling trailers

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C



## Toy Train Operating Society

25 West Walnut Street, Suite 408  
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### 1986 APPLICATION FOR MEMBERSHIP

This application, if accepted by the Society, automatically makes you a member and you may then join one or more Divisions of your choice and participate in all TTOS activities. Your subscription to TTOS publications will begin immediately.

Please pay the amount shown in U. S.  
Funds by check made out to T. T. O. S.  
Please do not send cash. Thanks.  
Dues are pro-rated semi-annually.

	Jan-June	July-Dec
Initiation Fee	\$15	\$15
1986 Dues	\$20	\$10
Total	\$35	\$25

I hereby subscribe to the purposes of the Toy Train Operating Society and agree to abide by the bylaws, policies and rules. PLEASE PRINT CLEARLY.

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# Calendar 1986

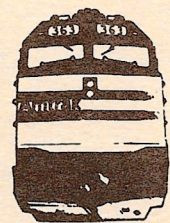
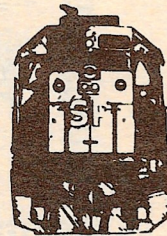
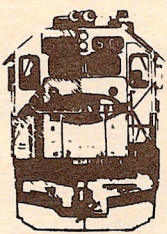
DECEMBER 14 Southwestern Division Christmas Party Meet. 10 A.M. Santa at 1P.M. Bring the whole family for a day of fun!! Pickwick, Burbank

JANUARY 10, 1987 SATURDAY SW DIVISION REGULAR

MONTHLY MEET, Pickwick, Burbank

FEBRUARY- DEC. 1987 SW Div. meets will be on the Sunday following second Friday of each month, with Cal-Stewart in November. Times TBA

AND HERE'S TO A GREAT 1987!!!



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