

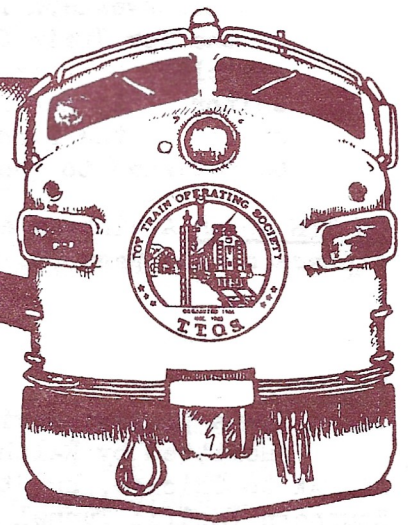
# THE SOUTHWESTERN LIMITED

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NUMBER 2

FEBRUARY  
1986

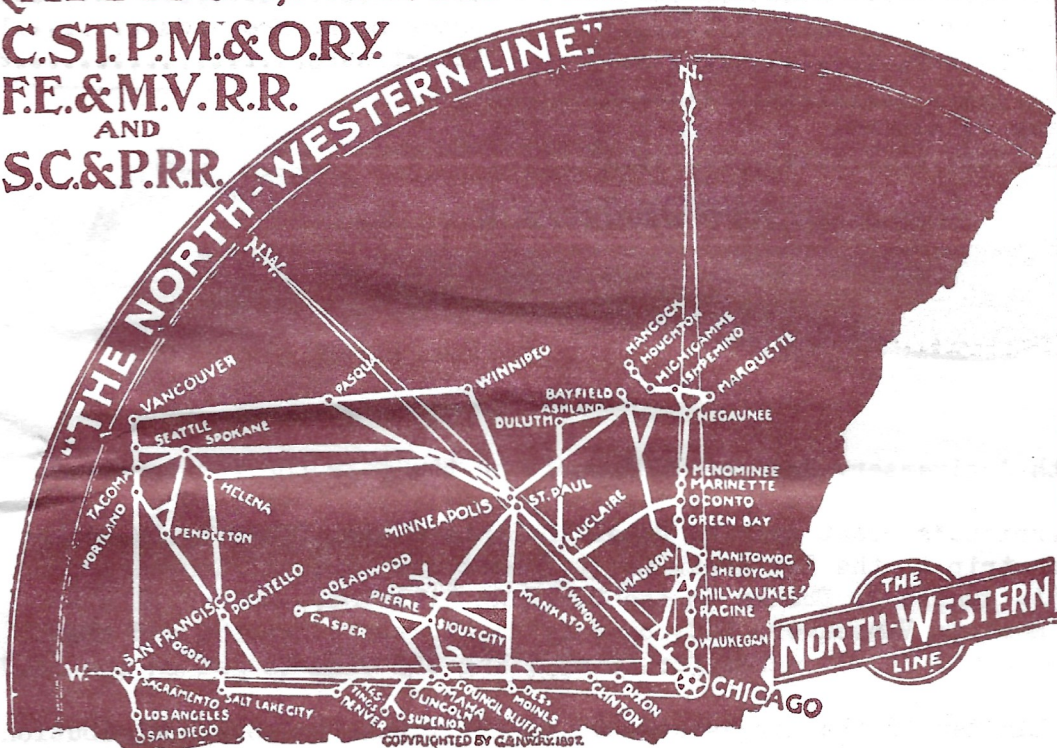
JERRY BUTLER  
PRESIDENT

STEVE MARINKOVICH  
EDITOR



## CHICAGO & NORTH-WESTERN RAILWAY

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AND  
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The **PACIFIC EXPRESS** leaves CHICAGO daily at 10.30 p. m., reaches DENVER 7.35 the second morning and COLORADO SPRINGS 1.00 p. m.

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INSIDE

VINTAGE  
R.R. ADS

AMTRAK  
TO CHICAGO

S.P. TUNNEL  
DISASTER: 1941

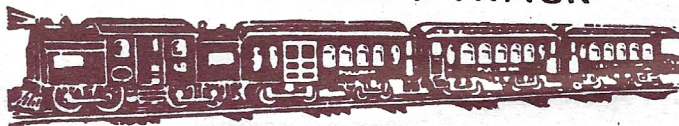
The Southwestern Limited is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS). Contributions may be made by mailing articles, photographs, letters, and other related material to: Steve Marinkovich, editor, 1815 Marina Drive, San Pedro, CA 90732 (213)833-6735. Materials must be received by the first day of the month preceding publication. Original materials will be returned to the sender whenever possible. Please enclose return postage.

ON THE COVER A vintage ad for the C&NW from Scribner's magazine Nov. 1898 issue. more vintage ads on page 14. Courtesy Phil Haffen.

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## ON THE READY TRACK



Hello again! This 20th Anniversary Year of TTOS could be the year for you to do some real vacationing. February 28- March 2 are the dates for Nor-Cal Cal-Stewart 1986. This meet will take place at Marriott's Great America Hotel in Santa Clara. (INFO pg.17) Take the weekend and enjoy a fun trip to the Bay Area. Don't forget our National Convention in Portland, Oregon July 31- August 3. Thanks to the Canadian Division, you can plan to attend the Pre-Convention Meet in Vancouver, B.C. on July 26-27, visit Expo 86 and then go to National on the trip south. It all makes for an exciting 86! Time to get on the road again!

This issue of the SW Limited is the largest ever-20 pages! Thanks to your contributions we have a full 12 pages of feature articles alone-plus our regular columns and announcements. This month we have two features so large they will appear in two parts, the first part this month and the conclusions next month. So continue to send in the material and I'll keep trying to make this an even better publication!

\*\*\*\*\*

The masthead you see on the cover of this issue will be the permanent "new look" on the SW Limited. The drawing is courtesy of Bob Knouse. (Sure looks like the Lionel F unit)

\*\*\*\*\*

I have had many articles arrive in my mailbox about the prototype. I need some material about toy and model trains and of course photos of your layouts and collections. I'd like to get a balance between the prototype, toys, and models. If you have kitbashed or repainted items, a "how to" article would be great. Should we have a "Toy Train of the Month"? I'm open to your ideas. Let me know what you want and what you can do.

\*\*\*\*\*

Once again this month there is no SW RPO column because I again got no letters. Please send in your questions and comments and we'll get some exchange of ideas going.

Let's have some fun!!

*Steve*

# Toy Train Operating Society

## Southwestern Division No. 1



Fellow Members,

Nineteen hundred eighty five has come and gone. During 1985 there were many happy times and sad times.

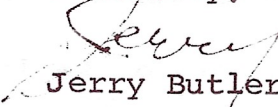
We all want to thank Ralph Johnson for his untiring efforts all through the year which made TTOS Southwestern a better club for you. Ralph has had a very trying year, as we all know, and still found time to contribute much effort to our club with no complaints and no excuses.

All of the chairmen and volunteers who have given their time to TTOS Southwestern throughout the year are to be commended. To those of you who worked so hard to make Cal-Stewart '85 the biggest and best ever, I wish to personally thank you for your cooperation and untiring efforts.

This is an invitation to those members, especially the new ones who have joined our ranks in the past year, to step forward and volunteer to help us in the year 1986. You could contribute by joining committees and, also, suggest new ideas which would benefit our club. Remember the same crew can't do it all--all the time. Join in and make yourself a part of TTOS Southwestern. We have some exciting meets coming up plus the National Convention, Nor-Cal, all day meets, and Cal-Stewart '86. There's many things you may do to support the club. As your new president I'm hoping to have your support.

Wishing you all the best for 1986, I look forward to more participation by members in TTOS Southwestern, more toy trains, and more new members.

Sincerely,

  
Jerry Butler

Dear fellow members:

There are many things that I would like to say, so I will start with that you are all great. Your understanding and kindness cannot be exceeded. You have proven that you consider me a friend, more than just the President of our club. I have tried to run the club with your help. I have made mistakes, but they were honest ones. I have tried to make our club more friendly and cooperative. I had many suggestions that I tried to install, so maybe this year new President Jerry Butler will carry out these suggestions. With your help I am quite sure that he will succeed.

This year all new membership cards will be mailed to you in the Southwestern Limited; thus saving a lot of hard feelings about not having your card.

The board has gone on record to pay a committee for the table set-up and clean-up.

The board also agreed to pay for an assistant secretary to care for your membership dues and related matters.

Ed Karper is the chairman of the table committee. Remember to obey the 6 o'clock rule of no sales until that time. We've let you in early several times in the past, so please try to cooperate.

We have learned several things about our Christmas Party that we hope to put into effect this year. On our free raffle we neglected to have a prize for the ladies. I am quite sure that Jerry will take care of this.

Even though I am not your President for this year you will still be hearing from me trying to help the club in any way that I can.

Again I want to thank all of you for your cooperation during 1985.

Most Sincerely,

*Ralph Johnson*



## Toy Train Operating Society

25 West Walnut Street, Suite 408  
Pasadena, California 91103

### 1986 APPLICATION FOR MEMBERSHIP

TTOS was formed to further the toy train hobby and to promote good fellowship among the membership. This application, if accepted by the Society, automatically makes you a member. You will begin to receive TTOS publications immediately.

Please make your check out in U.S. Funds,  
payable to TOY TRAIN OPERATING SOCIETY.  
Please do not send cash. Thank you.

Initiation Fee \_\_\_\_\_ \$15  
1986 Dues \_\_\_\_\_ \$20  
Total \_\_\_\_\_ \$35

I hereby subscribe to the purposes of the Toy Train Operating Society and agree to abide by the by-laws. (PLEASE PRINT CLEARLY).

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

SIGNATURE \_\_\_\_\_

# T.T.O.S.'86 NATIONAL CONVENTION



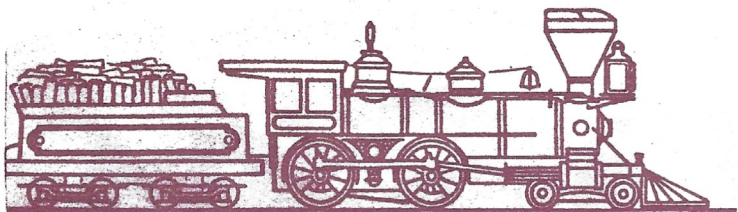
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## SHORTLINES

If you have not yet paid your National dues, **YOU ARE SERIOUSLY LATE!!** So mail your dues in today!

Make your reservations **NOW** for Vancouver, B.C. Canada for July 26/27, 1986 as time draws short. Due to Expo 86 rooms are going fast. Don't miss the Expo or the Pre-Convention Meet! Reserve accommodations **NOW!!!**

Don't forget to place your **FREE AD** in the **TTOS ORDER BOARD**. Form for your ad is on page 19 of this issue.

**LGB modelers**- Send in your photos and story to Dave Otth for publication in the **TTOS Bulletin**.

**LGB Model RR Club Calendars** are still available from Robert Cage. Check payable to: **LGB Model Railroad Club, Robert Cage, 9725 Old Creek Road, Ventura, CA 93001 (805) 649-1769**

Bring a new member into **TTOS** in 1986. Share the fun of collecting and operating and let's make our club bigger and better. Membership application is on page 4<sup>th</sup>.

## TTOS Canadian Division Special Pre-Convention Meet

**DATE:** July 27, 1986 which is the Sunday prior to the Portland Convention

**LOCATION:** Delta Airport Inn Resort, 10251 St. Edwards Drive, Richmond, British Columbia, Canada V6X 2M9. Phone (604) 278-9611.

**MEET DETAILS:** Hospitality Party in the Hospitality Suite at 6 P.M. on July 26th. Sellers may set up their tables Sunday morning at 9 A.M. and the trading hall is open for trading from 10 A.M. until 4 P.M. All tables are **FREE** for those reserving in advance by notifying Mark Horne. Admission is \$3.00 in U.S. funds or \$4 in Canadian funds.

**TOY TRAINS** are considered as personal possessions if only a few. Bringing a carload is a different story. It means declaring them with customs which involves considerable paperwork and may prove costly.

**LEAVING CANADA** with trains poses no problems if the trains were made in the U.S.A. That is a matter for U.S. Customs.

**OTHER ACTIVITIES** you could plan in and around our meet would be visits to Victoria, Vancouver Island or the British Columbia Interior. Combine **TTOS** activities with your holiday or summer vacation. Include tours of layouts and displays in Washington State provided by Al Cox, Bob and Margaret McCoy and Mike Kolosseus on your way to Portland.

**PORTLAND** is a six hour drive from Vancouver so plan accordingly. Do not confuse Vancouver, Washington (near Portland) with Vancouver, B.C.

**WRITE OR CALL** us now for more information or to let us know you plan to come and if you need a **FREE** table. Mark Horne (604) 732-5974 and/or Larry Setterfield (604) 438-3647. Addresses in our **TTOS** Directory.

# Rail crews protest device to replace train cabooses

SUBMITTED BY RALPH HALL

DENVER (AP) — After a century and a half of pulling up the rear on the rails, it's the end of the line for the caboose — in most states.

Railroads say economics and modern technology are pushing the caboose off the tracks and the days of friendly railroaders waving from the caboose at crossings are over.

Some people, especially caboose crews, are fighting mad about it. "Well, there are romantic things always going out," said Tom LaHood, Union Pacific railroad spokesman in Omaha, Neb. "There are no more gas lights on the streets. It's a matter of economics and crew safety. The caboose simply has outgrown its usefulness. It's outmoded."

Nationally, there are about 12,000 cabooses in operation, each weighing around 27 tons and costing about \$80,000 brand new. They're being replaced by an electronic box that fits on the coupler of the last car of a train.

Weighing about 35 pounds and costing \$4,000, the "Trainlink" monitors air brake pressure, train speed and other data and transmits it to the locomotive engineer.

Some railroad workers say the device cannot replace the human touch in a caboose, checking for broken wheels and axles, or watching out for overheated bearings.

Cabooses are making sort of a last stand in North America.

"They are virtually extinct in Europe," said Frank Wilner, assis-

tant vice president American Association of Railroads in Washington. He said a few cabooses are still at work in Britain, where some railways still lack automatic brakes, but they will be phased out.

In Canada, however, cabooses are still the rule, Wilner said.

U.S. railroads say about 95 percent of on-train injuries occur in cabooses, and it costs nearly \$1 a mile to operate a caboose. They note that the United Transportation Union agreed to eliminate the back car from one-fourth of through trains and all local and switching movements in a contract signed in October 1982.

"It was an arbitration award. It was dictated, actually," said Jack Shaver, Colorado legislative director for UTU. "We think public safety is at stake and all trains should have a caboose."

That is why the union has pushed for legislation in several states to require that trains have cabooses if they exceed a certain length — most about 1,500 feet — or are carrying hazardous materials, he said.

So far, Virginia, Oregon, Montana, Nebraska, and recently New Mexico have passed such laws. Similar legislation in California was vetoed this year by Gov. George Deukmejian.

Negotiations are under way for a new national railroad workers contract.

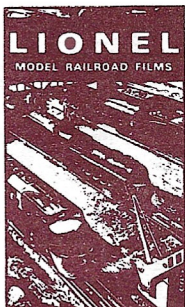


Associated Press

Dale Foster checks a caboose-replacing "Trainlink" on the rear of a Union Pacific train near Denver.

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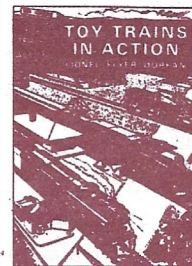
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# AMTRAK TO CHICAGO



For those of you who have never taken a long distance trip on AMTRAK, go to Chicago. Last spring I rode AMTRAK train #3, The Southwest Chief, eastbound to Chicago and returned to Los Angeles on #35, The Desert Wind.

Traveling eastbound one passes through California, Arizona, and New Mexico in the first 24 hours. The terrain changes gradually from desert to mountains in this span. (See Timetable) The second evening of your trip, you go through the southeast corner of Colorado, enjoying some beautiful mountain scenery between Raton, NM and Trinidad, CO. The night takes the train through Kansas, Missouri Iowa and finally into Illinois and to Chicago.

Traveling westbound on The Desert Wind one passes through the flat farm lands of Iowa and Nebraska and then into majestic Colorado and Utah. The Rockies in Colorado are certainly some of the world's most striking scenery. Finally the train goes through Las Vegas and on to L.A.

## Chicago-Denver Salt Lake City Las Vegas Los Angeles

## The Desert Wind

Y READ DOWN				READ UP A			
Daily				Daily			
(M) X (P)	Type of Service		(M) X (P)	Type of Service			
	km	Mi					
2 40P	0	0	Ar	4 00P			
3 15P	45	28	Ar	3 11P			
5 15P	261	162	Ar	1 15P			
6 05P	330	205	Ar	12 25P			
6 36P	377	234	Ar	11 50A			
7 20P	450	280	Ar	11 07A			
8 35P	584	363	Ar	9 45A			
9 06P	637	396	Ar	9 17A			
11 00P	811	504	Ar	7 25A			
11 10P	811	504	Ar	7 15A			
12 15A	898	558	Ar	6 15A			
12 50A	898	558	Ar	6 00A			
2 02A	1059	658	Ar	4 31A			
2 52A	1143	710	Ar	3 39A			
4 10A	1268	788	Ar	2 28A			
5 10A	1497	930	Ar	11 26P			
5 40A	1551	964	Ar	10 55P			
7 30A	1677	1042	Ar	9 30P			
8 10A	1677	1042	Ar	8 50P			
10 05A	1776	1104	Ar	6 32P			
10 30A	1798	1117	Ar	6 10P			
1 35P	1975	1227	Ar	3 15P			
3 45P	2115	1314	Ar	1 30P			
3 50P	2115	1314	Ar	1 25P			
6 45P	2401	1492	Ar	9 55A			
8 50P	2523	1568	Ar	7 55A			
10 25P	2596	1613	Ar	6 55A			
11 10P	2596	1613	Ar	6 25A			
1 20A	2811	1747	Ar	3 40A			
2 40A	2929	1820	Ar	2 45A			
3 50A	3117	1937	Ar	11 30P			
6 45A	3318	2062	Ar	9 05P			
7 00A	3318	2062	Ar	8 50P			
10 40A	3614	2246	Ar	5 35P			
12 20P	3750	2330	Ar	3 45P			
12 52P	3790	2355	Ar	3 07P			
1 23P	3830	2380	Ar	2 35P			
2 05P	3845	2389	Ar	2 10P			
3 45P	3845	2389	Ar	1 30P			
4 50P	3881	2412	Ar	10 00A			

The Desert Wind Chicago-Salt Lake City-Los Angeles (Superliner Service)  
 Sleeping Car Service—Chicago-Los Angeles—Deluxe, family, economy and special bedrooms. Complimentary coffee, tea, milk and orange juice served 6:30-9:30 AM.  
 Reserved Coach Service  
 Food Service—Dining and Lounge Service: Complete meals, sandwiches, snacks and beverages.  
 Checked Baggage—Handled at Salt Lake City, Las Vegas and Los Angeles. See California Zephyr for points handling baggage between Chicago and Salt Lake City.  
 The Pioneer Chicago-Salt Lake City-Seattle (Superliner Service)  
 Sleeping Car Service—Deluxe, family, economy and special bedrooms. Complimentary coffee, tea, milk and orange juice served 6:30-9:30 AM, except from Seattle on train 26, when it will be served upon departure.  
 Coach Service—Reservations required (except locally Portland-Seattle).  
 Food Service—Dining and Lounge Service: Complete meals, sandwiches, snacks and beverages.  
 Checked Baggage—Handled at Salt Lake City, Pocatello, Boise, Portland, Vancouver, Centennial, Tacoma and Seattle. See California Zephyr for points handling baggage between Chicago and Salt Lake City.

## Chicago-Kansas City Albuquerque Flagstaff Los Angeles

## The Southwest Chief

Y READ DOWN				READ UP A			
Daily				Daily			
(M) X (P)	Type of Service		(M) X (P)	Type of Service			
	km	Mi					
4 40P	0	0	Ar	3 10P			
5 30P	60	38	Ar	1 50P			
6 15P	144	90	Ar	12 56P			
6 50P	209	130	Ar	12 19P			
7 35P	285	177	Ar	11 33A			
8 33P	377	234	Ar	10 38A			
9 38P	503	312	Ar	9 23A			
10 15P	558	346	Ar	8 48A			
12 05A	725	450	Ar	7 10A			
1 08P	0	0	Ar	2 3 25P			
10 30P	454	282	Ar	9 00A			
12 20A	725	450	Ar	6 55A			
1 10A	789	490	Ar	5 22A			
1 50A	831	516	Ar	4 07A			
3 00A	930	578	Ar	2 56A			
4 25A	1047	651	Ar	2 01A			
4 57A	1100	684	Ar	12 23A			
6 40A	1294	804	Ar	11 40P			
7 22A	1374	854	Ar	9 26P			
7 36A	1535	954	Ar	8 43P			
8 30A	1619	1006	Ar	8 36P			
9 47A	1751	1088	Ar	7 21P			
10 53A	1787	1110	Ar	6 16P			
12 51P	1964	1220	Ar	4 21P			
2 38P	2067	1284	Ar	2 39P			
3 05P			Ar	1 50P			
4 10P			Ar	3 05P			
3 57P	2174	1351	Ar	1 25P			
4 17P	2174	1351	Ar	1 05P			
6 40P	2435	1513	Ar	10 35A			
7 23P	2639	1640	Ar	7 49A			
8 33P	2734	1699	Ar	6 46A			
1 05A			Ar	10 35A			
1 40P			Ar	10 35A			
3 57P	2174	1351	Ar	6 46A			
4 17P	2174	1351	Ar	3 34A			
6 40P	2435	1513	Ar	2 22A			
7 23P	2639	1640	Ar	11 44P			
8 33P	2734	1699	Ar	9 42P			
1 05A			Ar	9 07P			
1 40P			Ar	8 36P			
3 57P	2174	1351	Ar	8 10P			
4 17P	2174	1351	Ar				

### Services

The Southwest Chief  
 Chicago-Los Angeles (Superliner Service)  
 Sleeping Car Service—Deluxe, family, economy and special bedrooms. Complimentary coffee, tea, milk and orange juice served 6:30-9:30 AM.  
 Reserved Coach Service  
 Food Service—Dining and Lounge Service: Complete meals, sandwiches, snacks and beverages. (Dinner is served aboard Train No. 4 upon departing Los Angeles.)  
 Entertainment—Feature-length motion pictures.  
 Checked Baggage—Handled at all stations except Galesburg, La Plata, Lawrence, Emporia, Dodge City, Lamar, Trinidad, Gallup, Winslow and Needles.



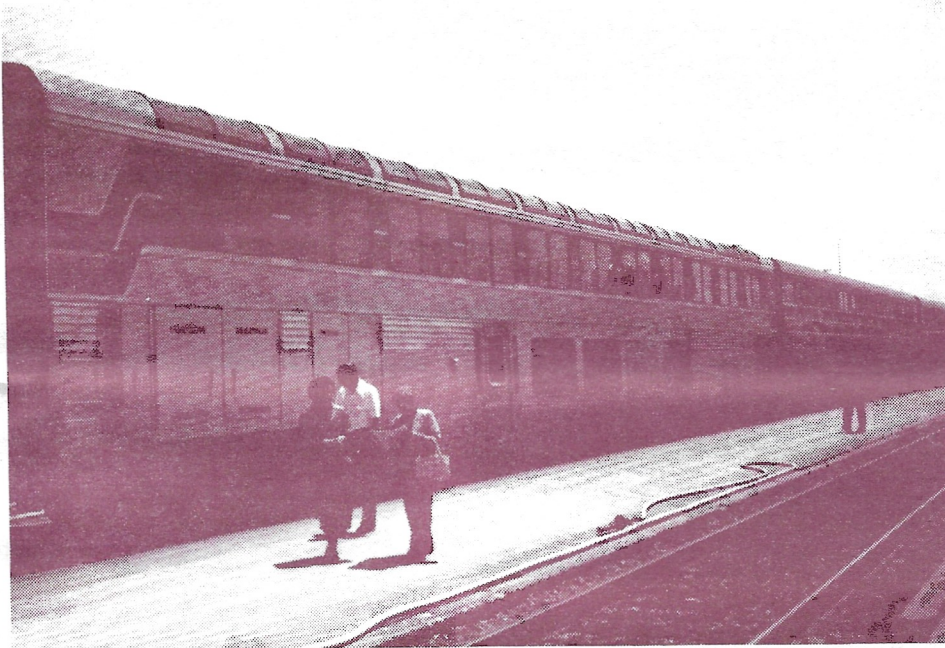
AMTRAK Superliners are exceedingly well conceived, with storage, restrooms and some seating on the first floor and main seating upstairs. Legroom is FAR in excess of First Class on ANY airline. The second floor height gives the passenger a commanding view of the scenic panorama unfolding outside. Although modern and definitely spartan, the interiors of the Superliners are functional and attractive.

The diners (in both directions) serve food BETTER than any airline food I've ever had! Steak, fresh fish and chicken are all prepared FRESH in the diner. There are no microwave meals here! And of course the service was excellent, and the price modest at \$7-\$10 for dinner. You won't find

crystal, silver and fine linen here, but you'll get great food with a view. When the diner is closed, both food and beverages are available from 6AM until midnight in the Cafe section of the Lounge Car. On the Southwest Chief full length movies were shown in the Lounge.

AMTRAK employees gave the impression that they really enjoy themselves on the job and were without exception friendly, knowledgeable people. They work around the clock to see that you have a relaxing trip and always leave you with the desire to go AMTRAK again next trip.

Take the plunge! Take AMTRAK and believe me you'll never want to go any other way again!



LEFT/The Lounge affords maximum visibility and comfort.  
 BOTTOM LEFT/ #236 gets a bath at Albuquerque, NM  
 BOTTOM RIGHT/AMTRAK people are the companys' biggest asset.



# Five Persons Killed Freight Train Stalls In Five Die From Smoke and Fumes



Rescue train enters portal of Hassen Tunnel in which stalled engine blazed, filling the passage with smoke and fumes, killing five persons and carloads of cattle. Five trainmen fought their way to safety through the suffocating smoke in tunnel.

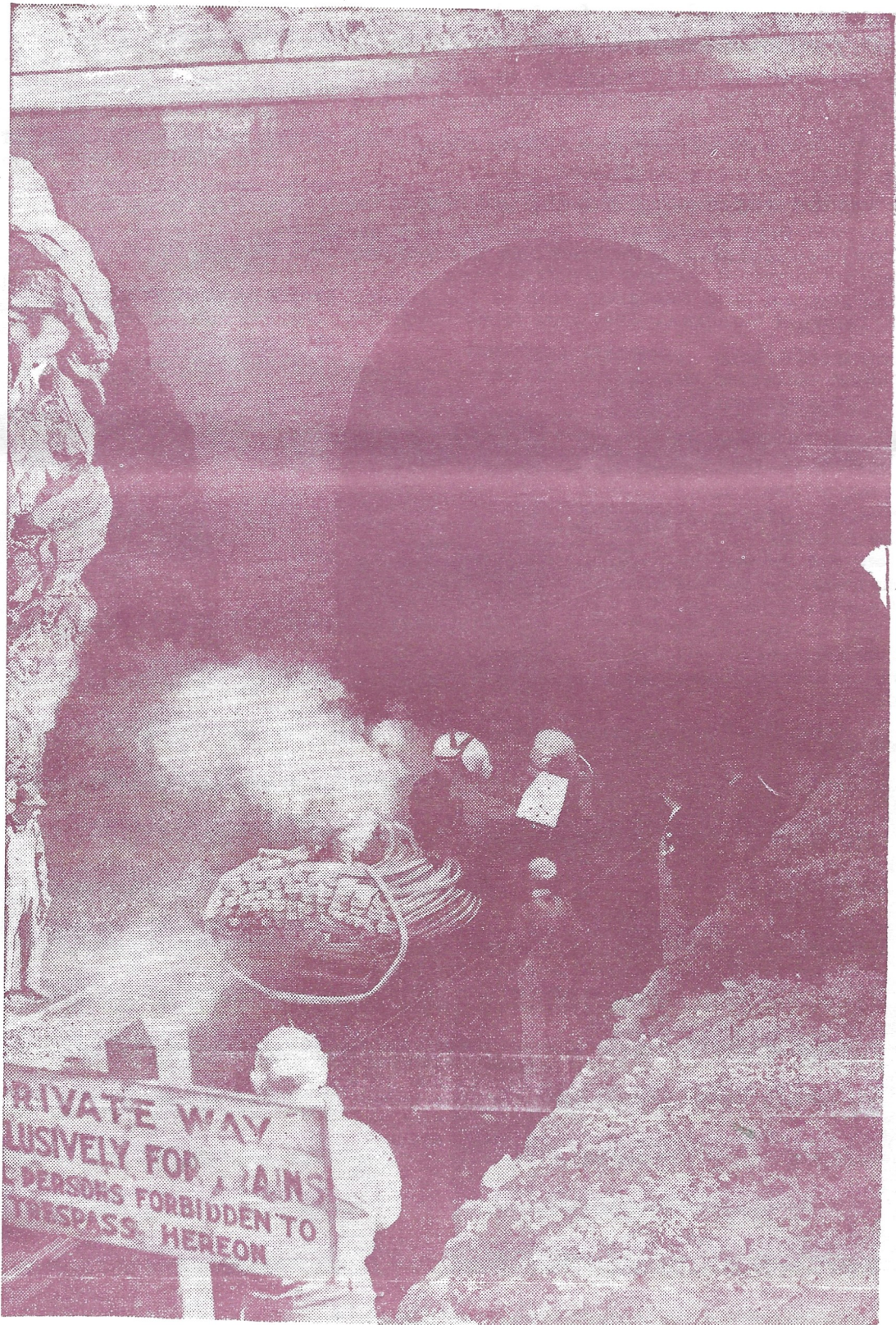
Firemen take hose and exit tunnel to fight blaze on Train stalled when coupling

# As 96-Car n Tunnel

TTOS member Harry Altman kept a scrapbook of train stories as a lad and recently gave it to me. The tunnel disaster reproduced here is from those clippings. — Hilly Lazarus.

PART ONE NOVEMBER 20, 1941.

# es in Rail Tunnel as Train Stalls



ushers into smoke-filled  
lled freight engine. →  
oke and cut train in two.

# Rescuers Held Back Heroic Firemen Battle For 11 Hours By Gas Deadly Fumes in Tunnel Fumes, Fire, Smoke

VAN NUYS, Calif., Nov. 19 (AP)—Five persons, including the engineer and two firemen of a 96-car freight train, were found suffocated today in a 7,000-foot long tunnel where for 11 hours smoke and deadly fumes had barred rescuers.

Two unidentified men, believed to have been "riding the rods," were found beside the tracks after the train, the huge locomotive still ablaze, was pulled from the Hason tunnel near Chatsworth.

"It was the crazy feeling of being lost in hell," a student fireman, Boyd Bonner, 24, of Bakersfield, said, describing how he escaped death in the black hole. The Southern Pacific railroad identified the crew victims as Engineer John Dunne and Fireman S. E. Snodgrass, both of Los Angeles, and G. E. Baker, of Pasadena. They were found inside the

330-ton locomotive when a switch engine succeeded in pulling the train out into the open.

Bonner told a dramatic story of a race through fumes for fresh air with Virgil Rippey, 52, the head brakeman.

## UNABLE TO BREATHE

"In the cab with me were the engineer, the fireman and the head brakeman," Bonner said from a hospital bed. "When the engine stalled I went out one side of the cab with Rippey while the other two climbed out the other side."

"Smoke was rolling out of the smokestack and the air was so heavy that we were hardly able to breathe," Bonner continued. "Just imagine yourself being lost in hell—that was the feeling I had."

"Rippey and I made our way to the end of the tunnel—and after we got our breath we went back in to find out what happened to the engineer and the firemen. They could have gotten out if they could have cut loose the engine from the rest of the train. But I suppose they were overcome trying to disconnect the coupling or kill the fire by shutting off the lever that controls the flow of oil from the tank to the firebox."

Bonner said he believed Baker was somewhere in the middle of the train when it stopped.

## BROKEN COUPLING

Treated with Bonner and Rippey for effects of the gas were Harry H. Hartley, 61, the conductor, and O. B. Castle, 25, a fireman, both of Los Angeles. Brakeman E. J. Byrne did not require hospitalization.

Hartley said a broken coupling automatically set the train's air brakes. He and Castle made a futile attempt to reach the engine.

Twenty-four cars were pulled from the tunnel by switch engines and a Southern Pacific spokesman said others would be brought out as rapidly as possible.

Smoke and deadly gas turned back attempted rescuers for several hours, and giant wind machines from movie studios finally were pressed into service.

## MASKS DISCARDED

Ordinary gas masks were discarded when users found they contained too little oxygen to penetrate the half mile or more to the engine. Fire department rescue crews from Los Angeles, 34 miles away, were rushed to the scene, in the hills which separate the San Fernando valley from the sea coast.

Ten carloads of cattle immediately behind the engine, were also believed to have perished. The other 41 loaded cars contained varied merchandise.

Hours after the mishap, neither the sheriff's office nor the Southern Pacific could explain what happened. Smoke continued to drift from the tunnel, but whether from fire or the engine could not be determined.

## Strangling From Gas and Smoke, They Ride Locomotive Time After Time Into Inferno

Illustrated on Page B.

Heroism bloomed in a pall of smoke yesterday at the north portal of the Hassen Tunnel of the Southern Pacific's coast line as firemen fought desperately to make their way to a stalled and flaming locomotive to recover the bodies of three suffocated trainmen.

Scene of the dramatic rescue attempts was in Smith Canyon, near Santa Susanna, where the tunnel, which opens a short distance west of Chatsworth, discharges the tracks onto a smooth plain leading toward Ventura and Santa Barbara.

## FIGHT DEADLY FUMES

Fighting suffocating smoke and gas which belched from the tunnel mouth, firemen, sometimes on foot and sometimes on the pilots of locomotives, tried again and again to reach the flaming engine.

One of these heroes is Paul Greemore of the Ventura County Fire Department, stationed at Santa Paula. He made three trips into the tunnel and on the third trip nearly lost his life.

Another hero is a Dr. Arnold of Moorpark who made the trip with Greemore once.

## ANGELENOS ENTER BORE

Then there is Capt. G. G. Harwood of the Los Angeles Fire Department Engine Co. 39 rescue squad who made two trips into the smoke and gas-filled inferno.

On the last attempt to reach the flaming train, Battalion Chief W. B. Seekins of the Los Angeles Fire Department also rode the locomotive pilot.

The rescue engine which carried the firemen toward the stalled train in the tunnel was piloted by Engineer George E. Livingston with Engineer L. H. Steele firing.

## FAILS TO CUT OFF OIL

Engineer Steele, equipped with an inadequate gas mask, once reached the blazing locomotive and attempted to turn off the oil which was feeding the flaming firebox, but found the control

crystallized and broken. He was forced back.

Rescue work was started by Ventura firemen during the early morning hours, but their smoke masks proved to be inadequate, and successful operation was not possible until Acting Assistant Fire Chief B. E. Cogar of Los Angeles arrived with his rescue squads equipped with oxygen masks.

## CREW NEARLY KILLED

The last attempt by the rescue crews to reach the burning train at 10 a.m. nearly resulted in death for the entire crew.

Carrying 2500 feet of 1½-inch hose, the engine was piloted into the tunnel by Engineer Livingston. Greemore and Capt. Harwood were riding the cowcatcher.

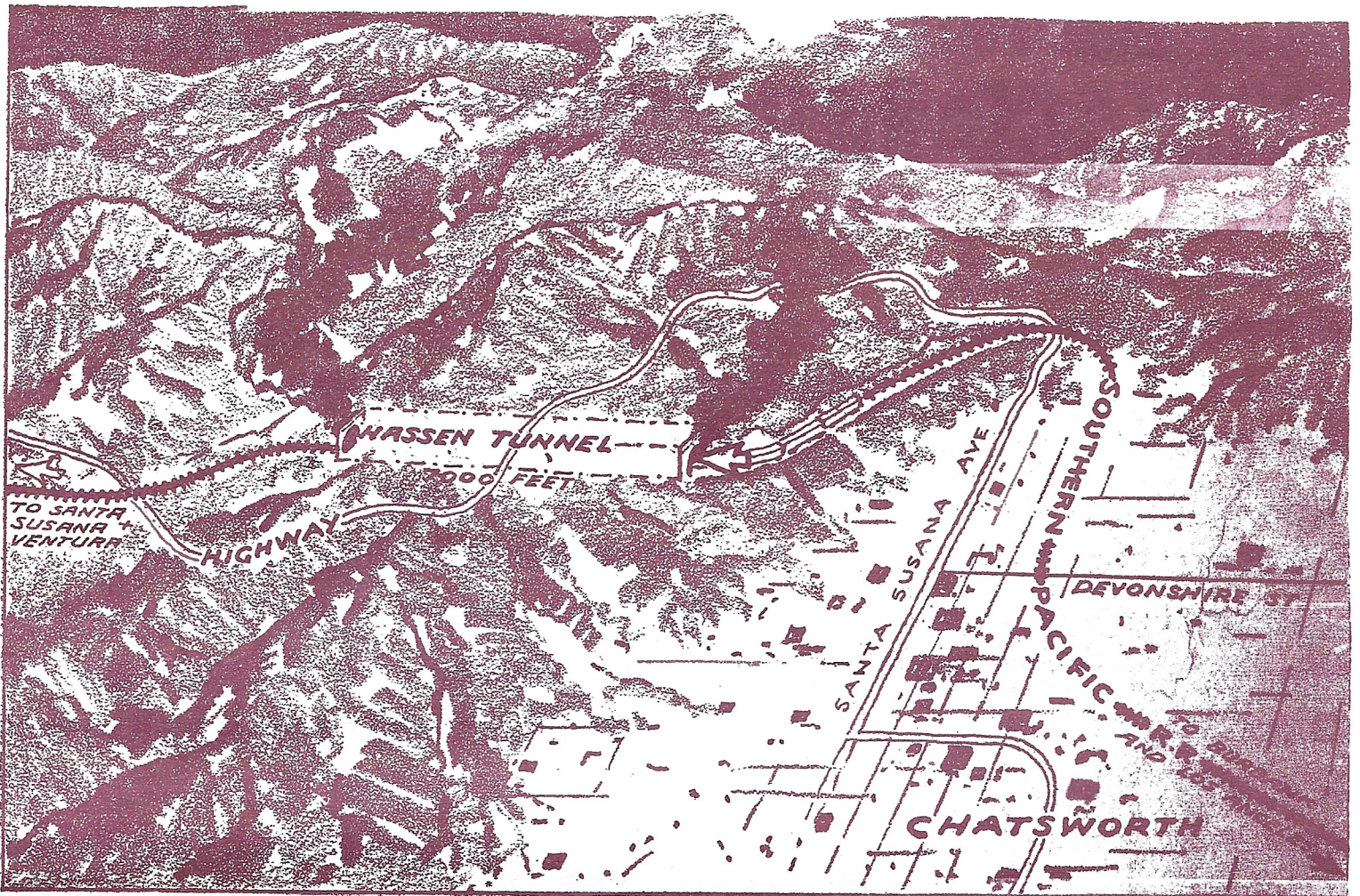
Fifteen minutes later the engine emerged from the tunnel and only Greemore was seen on the front bumper. He was collapsed over the pile of hose. Capt. Harwood was missing.

## SOOT CLOGS MASKS

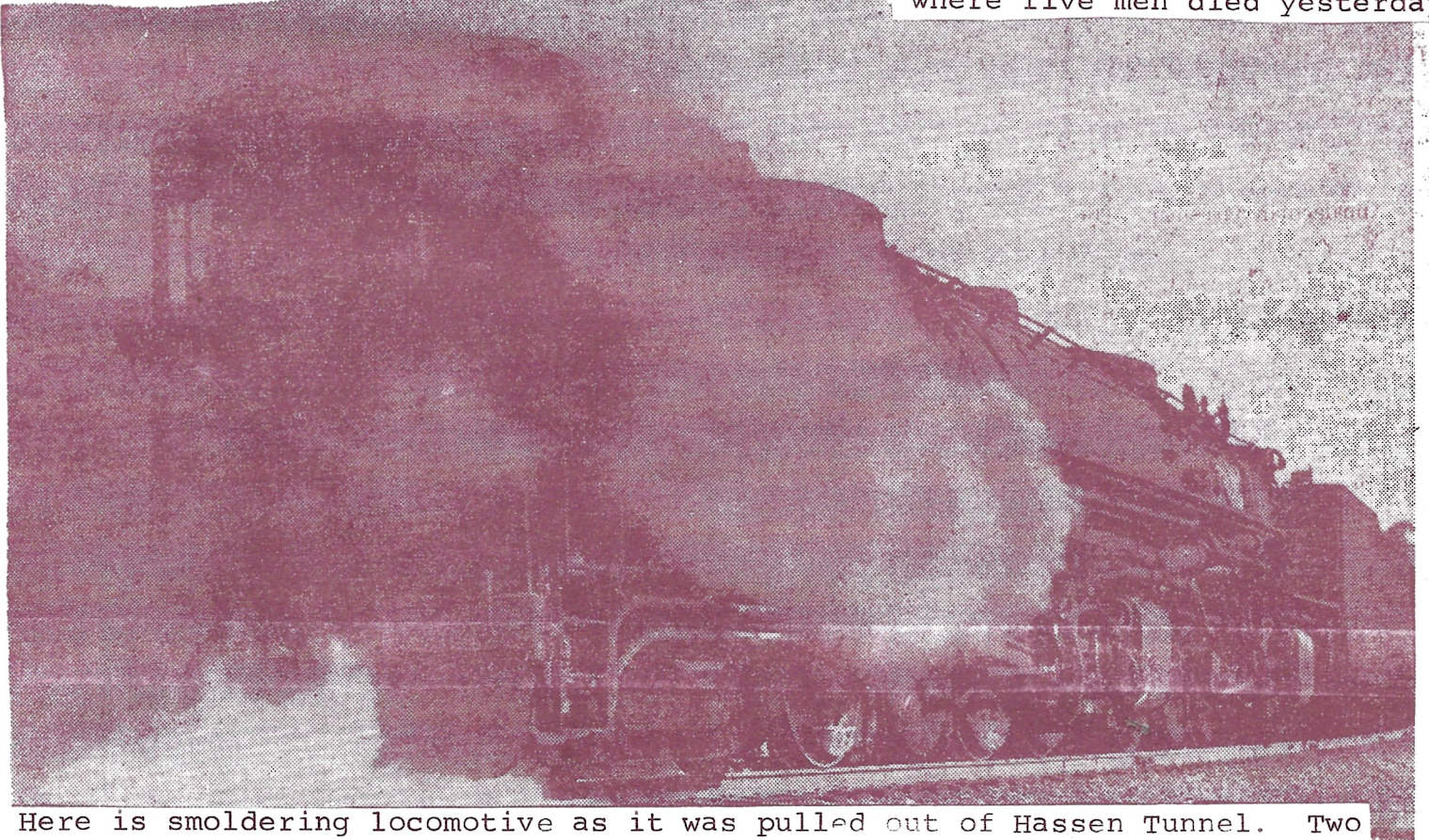
As soon as Greemore was able to speak he screamed:

"Where's Capt. Harwood?" Capt. Harwood walked up. He had walked back to the engine cab in the tunnel when it stopped, to find out why the engineer had halted the locomotive. He found that the oxygen masks of those in the cab were clogged with soot so that they could barely breathe.

A short time later word was received that the train had been pulled from the south portal of the tunnel and rescue efforts were stopped.



This map by Times Staff Artist Charles H. Owens Shows location of Hassen Tunnel where five men died yesterday.

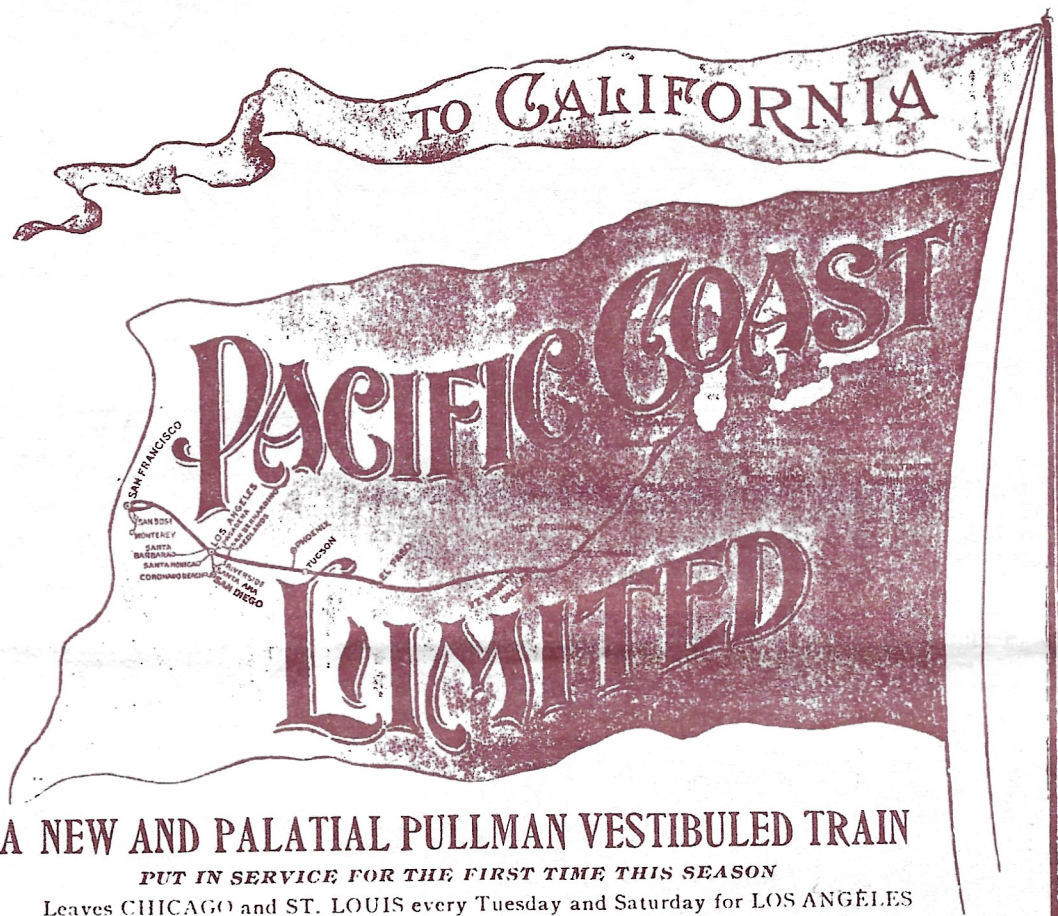


Here is smoldering locomotive as it was pulled out of Hassen Tunnel. Two bodies were found in cab.

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SUBMITTED BY PHIL HAFFEN



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THIS PAGE/ Both from American Magazine, April 1926

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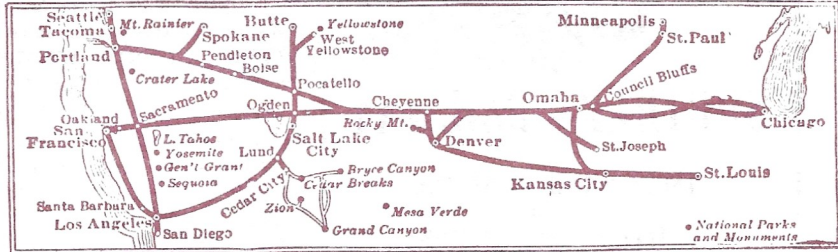
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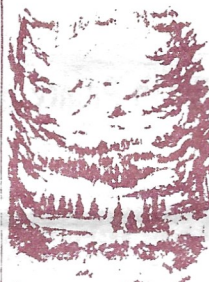


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# Better days

## Renovated railroad cars recall past times of elegance, style

By FRANK COOK  
United Press International

WASHINGTON — You rumble out of Union Station to the jumpin' jive of Glenn Miller's *String of Pearls*. You settle into your soft plum chair with a glass of champagne and watch the green trees and stately monuments of Washington go by the large picture windows.

This, you realize, is the way John D. Rockefeller saw the world.

But despite the piped-in music and lacquered art deco surroundings, this is not the 1930s. This is American Zephyr, and it is trying to do for travel what gentrification has done for the inner city.

It is trying to rehabilitate the image of rail travel, and its biggest obstacle is an America that has forgotten, or never knew, the style and grace of the railroads.

Organized three years ago by businessmen Ken Wilson and John Hickman, American Zephyr Inc. is two railroad cars saved from the scrap heap, renovated in '30s style and available for charter.

"I've always felt there was a market for quality rail travel," says Hickman, who took a flyer as a railroad magnate after 10 secure years of government work.

"There are still a handful of private cars around the country, but this sort of travel really hasn't been available for decades."

Hickman concedes there are some pluses to airline travel but disputes that going by air is always faster, always more efficient or even always cheaper than an elegant rail trip.

"The shuttle from Washington to New York can cost up to \$150 round trip," he says. "A round trip on one of our getaways costs \$89."

And with the time it takes to get downtown from the various New York-area airports, a train trip that disembarks at Penn Central Station in the heart of Manhattan suddenly looks more attractive.

"Flying is a way to get there," Hickman says, shrugging. "But American Zephyr is the best way to get there."

The two Zephyr cars, a lounge car and a dining car, were pur-

chased for just \$1,600 each. But the renovation, which includes etched glass, polished brass, plush slate-gray carpeting, a full-service bar and a gourmet kitchen, cost more than \$100,000 per car.

To retrieve that investment, Wilson and Hickman charter the cars in a variety of ways.

A woman in Philadelphia recently rented them for a birthday party for her husband that never left the railroad yard. The price for that party was \$30 per person, which did not include the price of food and drink.

But American Zephyr truly becomes unique, and more expensive, when the cars are hooked to the back of an Amtrak train, making it a party on steel wheels that can go anywhere the railroads go.

Amtrak charges America Zephyr a mileage fee that can run in the neighborhood of \$1.95 per mile depending on how far the party is going. Above that cost, the host adds a caterer and bartender. Some soirees, Hickman says, can run between \$5,000 and \$10,000.

Much of American Zephyr's business comes from corporations treating guests to a rolling party around the countryside.

Zephyr also has special weekend vacation packages to New York, to historic Williamsburg in southern Virginia and the plush Homestead and Greenbrier resorts in the Allegheny Mountains on the Virginia-West Virginia border.

American Zephyr is Hickman's second, and he says better, attempt at upgrading railroad travel. His first venture was in Indianapolis, running charter trips to Chicago in renovated rail cars.

But while Wilson and Hickman fit the description of railroad entrepreneurs, Jay Goulds they are not.

On special charter trips, they may pour the wine and help wait on tables, and when the trip is over, they roll up their sleeves and help unload the baggage. And once the guests have departed, they are still standing by the tracks, helping the Amtrak crew unhook the Zephyr cars and guide them to a side rail until the next trip.

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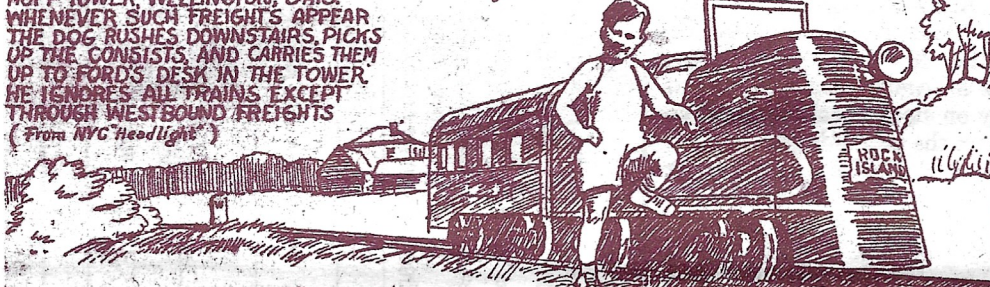
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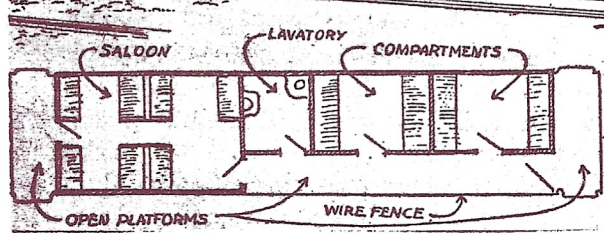
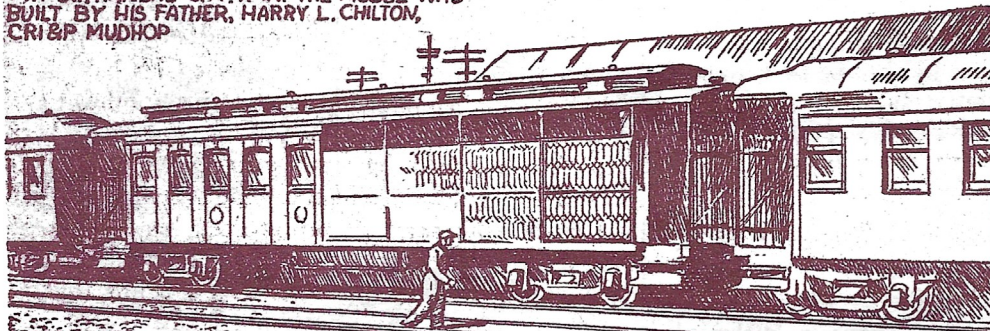
By JOE EASLEY



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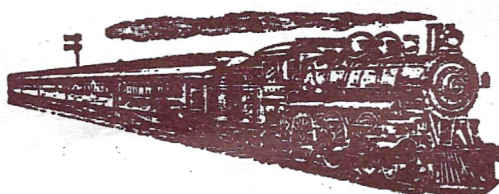
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CALENDAR

- Feb 2 TCA Western Division Meet, 12 Noon, Tuesday Afternoon Club, 319 N. Central Ave., Glendale INFO: Bob Caplan (213) 382-5266
- Feb 14 TTOS Southwestern Division Regular Monthly Meet. 50 W. Duarte Rd. Arcadia, CA 6PM
- Feb 23 Canadian Division Meet, Boy Scout Hall, 5641 Tyne Street. INFO: Larry Setterfield
- Feb 28 San Fernando Valley Toy Train Club Meet in N. Hollywood INFO: Jerry Butler
- Feb 28- Mar 2 Cal-Stewart Meet in Santa Clara. (see page 17) INFO: Don Church (415) 547-5228
- July 26-27 Canadian Division Pre-Convention Meet, Delta Airport Inn Resort, Richmond, British Columbia, Canada INFO: PAGE 6 THIS ISSUE
- July 31- Aug 3 TTOS National Convention, Portland, Oregon. INFO: Dick Owen (503) 666-4317 See PAGE 5 THIS ISSUE



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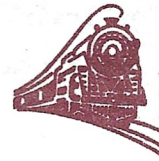
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