

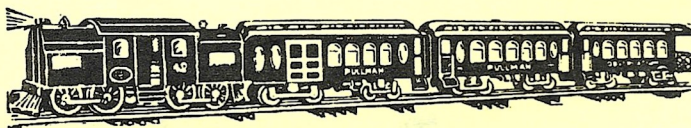
VOLUME 3  
NUMBER 1

# THE SOUTHWESTERN LIMITED

JANUARY  
1984

JOSEPH LOVI  
PRESIDENT

HILLY LAZARUS  
TEMPORARY EDITOR



SOUTHWESTERN LIMITED: WE NOW BEGIN OUR THIRD YEAR OF PUBLICATION UNDER OUR TITLE. HOT BOX ADS HAVE FALLEN OFF TO NIL AND THIS SERVICE WILL BE CONTINUED IF WE GET ANY CLASSIFIED ADS SENT IN. A REMINDER THAT WE NEED STORIES TO PRINT EACH MONTH AND SOME HELP WOULD BE APPRECIATED. PICTURES OF TRAINS AND TRAIN MEETS ARE MOST WELCOME. IF ANYONE WOULD LIKE TO TAKE OVER AS EDITOR, TEMPORARY OR OTHERWISE, PLEASE CALL HILLY AT 762-3652.

HARRY CHORTANIAN, MASTER BUILDER: HARRY IS HEADING UP THE CONSTRUCTION CREW FOR BUILDING THE TTOS MUSEUM LAYOUT AND DISPLAY CABINETS. HE PLANS TO START BUILDING IN JANUARY, SO, IF YOU HAVE BUILDING TALENT AND/OR TOOLS, GIVE HARRY A CALL AT 797-7398. WE NEED HAMMERS, SAWS, LEVELS AND HANDS.

MEMBERSHIP CONTEST: T.T.O.S. NATIONAL IS HOLDING A MEMBERSHIP CONTEST BEGINNING IN JANUARY. SOME VERY NICE PRIZES HAVE BEEN SELECTED BY CHAIRMAN BOB CLOUD. SO, IT IS TIME TO TRY TO RECRUIT NEW MEMBERS FOR THE NATIONAL ORGANIZATION.

NATIONAL ELECTIONS: THERE WAS SOME SORT OF BALLOT PROBLEM BECAUSE OF A PRINTING ERROR SO THERE MAY BE A VICE PRESIDENTIAL RUN-OFF BALLOT IN THE JANUARY NATIONAL BULLETIN. CANDIDATES ARE NORWOOD DOLAND AND BOB CLOUD.

1984 NATIONAL CONVENTION: MARK YOUR CALENDARS FOR AUGUST 2-5 FOR A TRIP TO SACRAMENTO, THE CALIFORNIA STATE RAILROAD MUSEUM, THE WOODLAKE INN, AND SIDE TRIPS TO RENO, LAKE TAHOE, NAPA VALLEY WINE COUNTRY, HIGHWAY 49 GOLD COUNTRY, THE SKUNK RAILROAD AND OTHER INTERESTING TOURIST PLACES. SACRAMENTO FOR 1984 PROMISES TO HOST THE FINEST NATIONAL CONVENTION YET!! AND, IT SHOULD BE. WITHIN THE WESTERN 7 STATES, WE HAVE OVER 1,500 MEMBERS AND MOST SHOULD SHOW UP FOR THE CONVENTION. WE ALSO EXPECT TO HAVE MANY EASTERN MEMBERS PRESENT, ESPECIALLY THOSE WHO HAVE BECOME THE "FOUNDERS" OF THE TTOS MUSEUM EXHIBIT.

THANK YOU TO L.C.C.A. AND A.F.C.C.: THE LIONEL COLLECTORS CLUB OF AMERICA AND THE AMERICAN FLYER COLLECTORS CLUB EACH PRINTED OUR CAL-STEWART MEET NOTICES IN THEIR NATIONAL DIRECTORIES AND WE THANK THEM FOR THEIR COOPERATION IN THIS REGARD.

## GO WEST FOR MORE IN '84

### Woodlake Inn, Sacramento

# Last run of a rail classic

A view of the electric locomotive GG1, being retired after 50 years of service during special ceremonies in Matawan on Saturday

By GUY T. BAEHR



If there was such a thing as a National Register of Historic Railroad Locomotives, the GG1, first built by the Pennsylvania Rail Road 49 years ago and still in service pulling NJ Transit commuter trains, would be near the top of the list.

In the realm of locomotives, the GG1 type occupies a position similar to such National Historic Sites as Grand Central Terminal, the Brooklyn Bridge and the Empire State Building.

On Saturday, age and economics will take their toll and NJ Transit will retire the last of the GG1s still pulling passengers for pay.

Four thousand or more railroad history buffs, train lovers and nostalgia-minded commuters, some from as far away as Arizona and Washington state, are expected to gather in Matawan for two ceremonial "Last Runs of the GG1," one at 10 a.m. and one at 1 p.m.

"Even if they don't know the name or the history of the GG1, most people who have ridden trains in New Jersey, or just watched them, probably have an image of the GG1 in their mind," said Karl Zimmermann, a former Glen Rock resident who wrote a 1977 book about the locomotive.

"Their styling, by the famous industrial designer Raymond Lowey, is unique. It epitomized the 'Streamline Moderne' aesthetic that was current in the 1930s when it was built, but the design has also proven to be timeless."

Lowey, who later designed the postwar Studebaker which revolutionized automobile design in the 1950s, "smoothed and refined the basic shape of the prototype GG1," replaced the original riveted body with a smooth welded shell and added distinctive gold pinstripes, he said.

"The result still looks modern today, which is not something you can say about many other things from 50 year ago. And it is much more handsome than anything that has come since," said Zimmermann. His book, "The Remarkable GG1," has sold about 18,000 copies, more than any of his seven other books on railroading.

Unhappy with the drab black paint jobs given the GG1s by the Penn Central, rail fan groups have contributed money to put at least two operating GG1 back into their original pinstriped glory.

A "Friends of the GG1 Committee" had one of Amtrak's GG1s repainted in dark green and gold in 1977 and the Central Jersey Chapter of the National Historical Railway Society put up \$1,500 to repaint an NJ Transit GG1 in red and gold in 1981. That engine, dubbed "The Jersey G," will pull the last trains.

While the distinctive shape of the GG1—at once massive and graceful—has helped impress the engine on the public's consciousness, so has the quality of the mechanical design, which has enabled the electric locomotive to stay in continuous, and distinguished, service between Washington and New York for more than four decades and in New Jersey for nearly five.

"With a top speed of 130 miles-per-hour, the GG1s pulled most of the Pennsylvania Railroad's crack trains," said Zimmermann, including the Broadway Limited, the Congressional, the Senator and, in 1968, Robert F. Kennedy's funeral train.

Later, in the 1970s, the GG1s, despite their age, were often called on to pull Amtrak's high-speed Metroliners.

Amtrak retired the last of its GG1s two years ago and, since then, the 13 GG1s owned by NJ Transit and used on the North Jersey Coast Line have been the only ones still in service from among the 139 originally built between 1934 and 1944.

All of those owned by the state transit agency were built during the first three months of 1939.

On a recent morning, the oldest of NJ Transit's GG1s, No. 4872, built in January 1939, left South Amboy pulling a 12-car train filled with Monmouth County commuters.

By the time it crossed the New Jersey Turnpike in Woodbridge it was traveling 70 miles-per-hour on its way to New York City and the engineer at the controls, Thomas Bartu of Edison, was telling a visitor standing behind him in the cramped cab how it felt to pilot the 350-ton locomotive.

"I like them. You feel like a real engineer when you're running one of them," said Bartu, who, at 29, was born 15 years after the locomotive he was operating was built.

Asked to compare it to the 10-year-old E-60 locomotives be-

CONTINUED ON PAGE 5

*Toy Train Operating Society*FOUNDERS OF THE T.T.O.S. MUSEUM PROJECT

DECEMBER 26, 1983

W. REECE BADER  
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 NANCY SWAN  
 BOB THON  
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 ROBERT WALL  
 ED WEIDNER  
 ED WHITE  
 JACK WHITMEYER  
 JOHN WILLIAMS  
 RICHARD YARIE  
 ROBERT M. ZIEGLER

THE "FOUNDERS" LISTED ABOVE HAVE CONTRIBUTED \$50 OR MORE TO THE T.T.O.S. MUSEUM FUND OR HAVE PURCHASED A REPRODUCTION IVES WATER TANK FOR \$150. AS BUILDING OF THE EXHIBIT WILL BEGIN THIS NEXT MONTH, THERE IS VERY LITTLE TIME LEFT TO BECOME A "FOUNDER". THERE ARE ONLY ABOUT A DOZEN REPRODUCTION TANKS LEFT AND, WHEN THESE ARE GONE, NO MORE WILL BE AVAILABLE. YOU MAY ALSO BECOME A "FOUNDER" BY CONTRIBUTING SIGNIFICANT AMOUNTS OF MATERIALS OR WORKING TIME FOR THE BUILDING OF THE LAYOUT AND DISPLAY CABINETS.

HILLEL DON LAZARUS, D.D.S.

*Secretary/Treasurer*
 14547 Titus Street, Suite 207  
 Panorama City, California 91402

RARE PAPER IS NEEDED. DO YOU HAVE ANY UNUSUAL TOY TRAIN LITERATURE THAT YOU MIGHT SHARE WITH US FOR THIS BULLETIN OR THE NATIONAL TTOS BULLETIN? WE WOULD LIKE TO REPRINT OBSCURE LIONEL INSTRUCTION SHEETS, LETTERS AND FLYERS, ETC., AND WOULD LIKE TO LEARN JUST WHO MIGHT HAVE WHAT IN UNUSUAL "PAPER". DOES ANYONE HAVE WHAT THEY THINK MIGHT BE A 1917 A.F. CATALOG? HOW ABOUT SOME LIONEL PUBLICATION OR DEALER NOTIFICATION SHEETS PUBLISHED DURING THE SECOND WORLD WAR? DOES ANYONE HAVE ANYTHING WHICH MIGHT SHOW A MANUFACTURERS HERALD SUCH AS THE LIONEL "L" IN A CIRCLE FOR OTHER TOY TRAIN BRANDS? WE HAVE THEM FOR LIONEL, AMERICAN FLYER, MARX, VOLTAMP AND HAFNER BUT NOT FOR BOUCHER, HOWARD, BING, CARLISLE & FINCH, WEEDEN, KATZ, HOGE, W.C. & E., BEGGS, ELEKTOY, BUDDY-L, CHEIN AND STRAUSS. WHAT HAVE YOU? WE NEED THE LOGOS FOR THE MUSEUM EXHIBIT CASES.

SOUTHWESTERN DIVISION CALENDAR FOR 1984 (AS FAR AS WE NOW KNOW):

JANUARY 13	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
FEBRUARY 10	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
MARCH 9	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
APRIL 13	SATURDAY	ALL-DAY MEET IN ARCADIA, 9 A.M.
MAY 11	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
JUNE 8	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
JULY 13	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
AUGUST 2-5	LONG WEEKEND	T.T.O.S. NATIONAL CONVENTION, SACRAMENTO
AUGUST 10	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
SEPTEMBER 15?	SATURDAY	ALL-DAY MEET IN ARCADIA, 9 A.M.
OCTOBER 12	FRIDAY NIGHT	REGULAR MONTHLY MEET IN ARCADIA
NOVEMBER 9-11	LONG WEEKEND	GIANT CAL-STEWART MEET IN PASADENA
DECEMBER 14	FRIDAY NIGHT	ANNUAL CHRISTMAS PARTY IN ARCADIA

MEETS OF OTHER T.T.O.S. DIVISIONS IN THE WEST: ALMOST ALL OF THE OTHER WESTERN T.T.O.S. DIVISIONS HOLD MONTHLY MEETINGS AND WELCOME YOUR VISIT. IF YOU WANT TO FIND OUT THE DATES, JUST LOOK UP THE DIVISIONS IN THE INSIDE FRONT PAGE OF THE T.T.O.S. BULLETIN AND GIVE THEIR PRESIDENT A CALL. BESIDES OUR OWN SOUTHWESTERN DIVISION, THE SOUTHERN PACIFIC DIVISION MEETS IN ANAHEIM EVERY MONTH. THERE ARE FOUR DIVISIONS OF TTOS IN NORTHERN CALIFORNIA: THE GOLDEN STATE DIVISION MEETS IN SAN JOSE; THE CAL-NEVA DIVISION MEETS IN RICHMOND NEAR SAN FRANCISCO; THE SAN JOAQUIN VALLEY DIVISION MEETS IN TURLOCK; AND, THE SACRAMENTO VALLEY DIVISION MEETS IN SACRAMENTO. OUTSIDE OUR STATE WE HAVE TWO DIVISIONS IN ARIZONA WHICH MEET IN TUCSON AND PHOENIX, A NEW DIVISION IN LAS VEGAS WITH THE NEW NAME OF "SILVER STATE DIVISION", AND WE ALSO HAVE A PACIFIC NORTHWEST DIVISION WHICH HOLDS TWO MEETS EACH MONTH ALTERNATING BETWEEN THE SEATTLE, WASHINGTON AREA AND THE PORTLAND, OREGON AREA. WE ALSO HAVE A DIVISION IN SALT LAKE CITY CALLED THE "IDAHO, COLORADO AND UTAH" DIVISION. TO ROUND OUT THE TTOS DIVISIONS ON THIS SIDE OF THE COUNTRY WE HAVE THE SOONER DIVISION IN OKLAHOMA CITY. I ALMOST FORGOT THAT WE HAVE A VERY ACTIVE DIVISION IN BRITISH COLUMBIA, CANADA WHICH IS NOT ALL THAT FAR FROM SEATTLE. THEY HAVE A LOT OF FUN AND WELCOME VISITORS.

PUBLICATION NEWS: FOR THOSE AMONG US WHO BELONG TO THE TRAIN COLLECTORS ASSOCIATION, THEIR ATLANTIC DIVISION PUBLISHES AN EXCELLENT QUARTERLY MAGAZINE. IF YOU WANT TO SUBSCRIBE, JUST PAY THE DIVISIONAL DUES. YOU CAN CONTACT ED PINSKY, THE EDITOR, AT HIS ADDRESS IN THE TTOS DIRECTORY. ANOTHER EXCELLENT QUARTERLY PUBLICATION IS THE "COLLECTOR" OF THE AMERICAN FLYER COLLECTORS CLUB. MEMBERSHIP IN THAT SMALL ORGANIZATION IS \$10 PER YEAR AND YOU CAN APPLY TO FRANK HARE, ALSO IN OUR TTOS NATIONAL DIRECTORY. BOTH ORGANIZATIONS HAVE BEEN VERY COOPERATIVE WITH US IN SHARING THEIR RESEARCH INFORMATION AND PICTURES FOR TTOS PUBLICATION. GOOD SHOW! THERE IS ANOTHER PUBLICATION FROM AN INDEPENDENT CLUB CALLED THE "VIRGINIA TRAIN COLLECTORS" WHICH IS VERY GOOD BUT YOUR TEMPORARY EDITOR HAS NOT RECEIVED SUBSCRIPTION INFORMATION ON THAT ONE YET. MAYBE NEXT MONTH.

# Train buffs climb aboard for last run of a classic

SUBMITTED BY CRAIG KAMMERER

(Continued from Page 2)

ing leased from Amtrak to replace the GG1s, Bartu said. "In terms of ride, acceleration and handling, the GG1 is like a Porche and the E-60 is like an Oldsmobile 98."

The GG1's rapid acceleration—it can go from a standstill to 100 m.p.h. in just over a minute—is possible because its six electric motors provide 4,620 horsepower at cruising speed and a peak of 9,200 horsepower under full acceleration.

\* \* \*

And, Bartu said, its track-holding ability comes from the 12 driving wheels and eight guide wheels distributed along its 79½-foot length.

Despite their age, Bartu said the GG1 is still a dependable locomotive. "They're simple and straightforward," he said. "A good engineer could always get a train over the road in a G. There is always something you could do to keep it running, which is not true with some of the newer engines, like the E-60."

Martin Garelick, head of NJ Transit's rail operating division, said age and economics are the reason the GG1s are being taken out of service.

\* \* \*

"They are old and getting next to impossible to repair," said Garelick. "Amtrak, which repairs them for us under contract, put us on notice that they couldn't guarantee them anymore."

Heavy repairs on the GG1s, such as re-treading the large 4-foot 9-inch drive wheels or repairing frame members that are beginning to crack due to metal fatigue, must be done at Amtrak's Wilmington, Del., GG1 shops.

Garelick said Amtrak, having retired its own GG1s, is keeping the shops open solely to service NJ Transit's GG1s, and passing the considerable costs on to the state transit agency.

Beyond that, NJ Transit is under pressure from the federal Environmental Protection Agency to take the GG1s out of service because their transformers are filled with hazardous PCB coolant.

Retiring the GG1s will also allow some immediate operating savings for NJ Transit, he said.

It will allow the agency to put electrically heated cars on NJCL trains into New York, thus avoiding the need to purchase about \$1 million worth of steam from Amtrak which stores the cars at Sunnyside Yard in Queens during the day.

And, because the new E-60s place the engineer in front rather than to one side of the engine, Amtrak safety rules will no longer require that a conductor or trainman ride on the other side of the cab spotting signals for the engineer between

Newark and New York. "That way we can have that man back collecting tickets where we need him," said Garelick.

"It's a vintage locomotive. You can be a rail buff and lov'em, but from a managerial point of view their time is well past," he said.

Many of the rail fans expected at Matawan Station for Saturday's final runs (speeches are to begin at 9:30 and commemorative tickets will sell for \$1 each) are hoping that the NJ Transit-sponsored event will spark interest in preserving not only the GG1, but other vintage equipment being taken out of service by the state transit agency.

Don Dorfingler, president of the Tri-state Railway Historical Society, who helped organize the event, said, "New Jersey has a rich railroad heritage, but much of it has been lost to other states because New Jersey lacks a suitable museum."

"A lot of us believe the GG1 would be a great first piece to build such a museum around," he said.

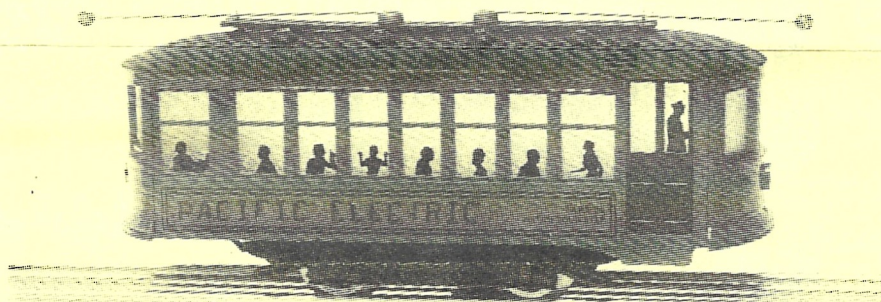
## T.T.O.S. TROLLEYS TOO

THE MUSEUM COMMITTEE IS PLANNING TO ISSUE SOME VERY NICE "BOWSER" TROLLEYS FOR ALL THE T.T.O.S. DIVISIONS, IN THEIR OWN CHOICE OF ROADNAMES. SO FAR, WE PLAN TO DO THEM IN PACIFIC ELECTRIC RED FOR SOUTHERN CALIFORNIA AND IN GREEN FOR THE SACRAMENTO NORTHERN R.R. OF NORTHERN CALIFORNIA.

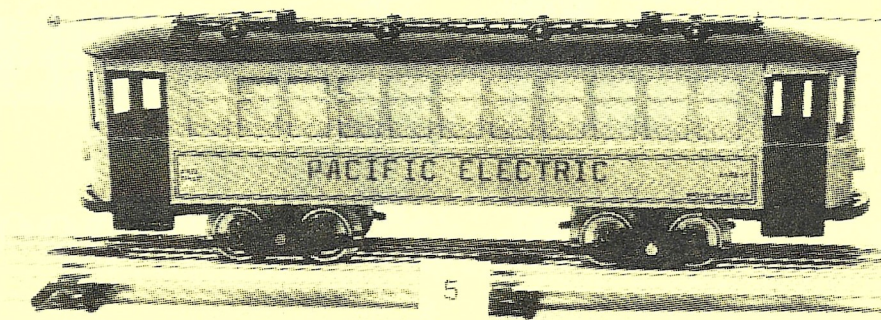
THE TROLLEYS WILL BE AVAILABLE IN TWO SIZES. THE SMALLER "BIRNEY" TROLLEY IS MUCH LIKE THE LIONEL TROLLEY AND WILL SELL FOR \$59.95 DELIVERED AT ONE OF OUR MEETS. THE LARGER 8 WHEELED "BRILL" TROLLEY SELLS FOR \$88.95 DELIVERED AT OUR MEETS.

PROFITS FROM THE SALES OF THESE TROLLEYS WILL GO TO HELP FUND THE T.T.O.S. MUSEUM PROJECT IN SACRAMENTO.

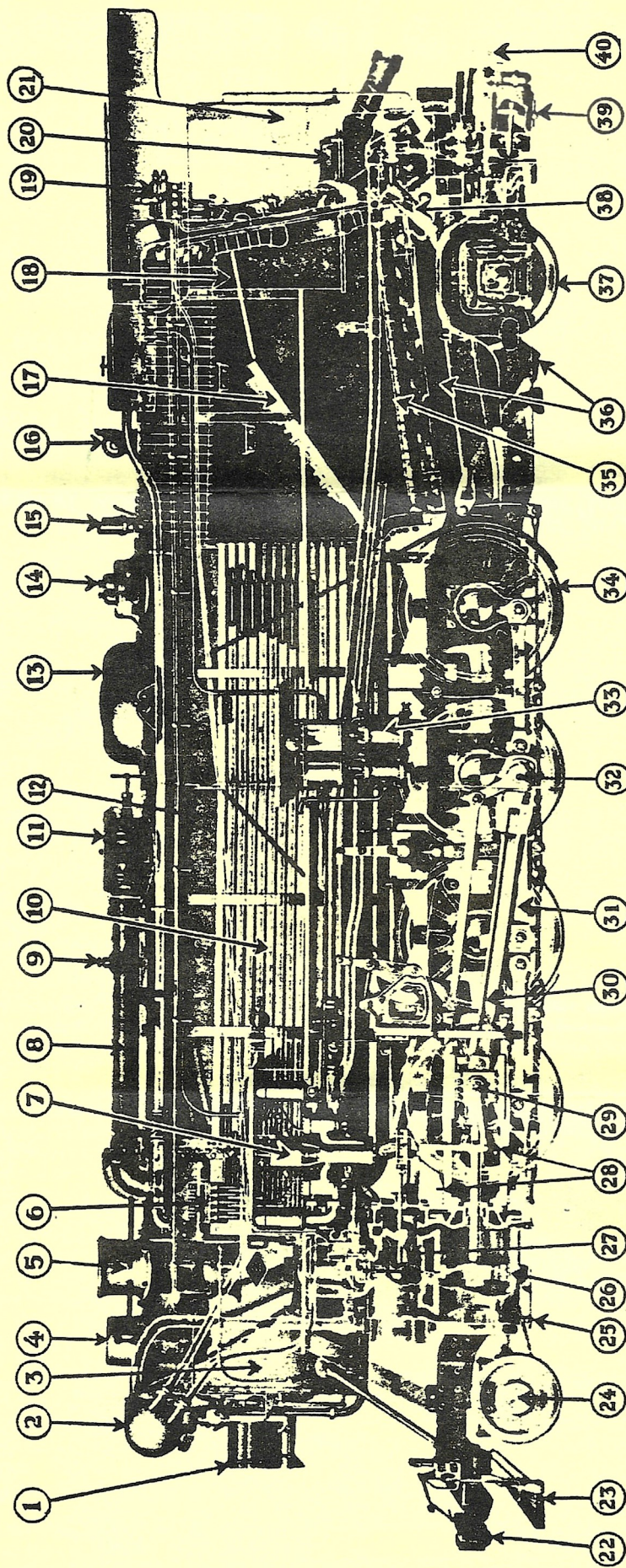
IN ORDER TO PURCHASE THE TROLLEYS AT WHOLESALE PRICES, WE MUST MEET A MINIMUM ORDER OF 36 UNITS, SO PLEASE HELP OUT BY CALLING HILLY LAZARUS NOW TO RESERVE A TROLLEY FOR YOURSELF. MONEY IS NOT WHAT IS NEEDED AT THE MOMENT—ONLY YOUR VERBAL INDICATION THAT YOU WANT A TROLLEY WHEN THEY BECOME AVAILABLE. PLEASE CALL (213) 762-3652.



\$59.95  
Tin Plate Wheels  
AC Operation  
Red



\$88.95  
Tin Plate Wheels  
AC Operation  
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LOCOMOTIVE PARTS

- |                          |                         |                          |
|--------------------------|-------------------------|--------------------------|
| 1. Headlight             | 11. Steam Dome          | 21. Side Rod             |
| 2. Feedwater Heater      | 12. Boiler Shell        | 22. Main Crank Pin       |
| 3. Smoke Box             | 13. Sand Box            | 23. Air Compressor       |
| 4. Front-end Throttle    | 14. Safety Valve        | 24. Front Truck Wheel    |
| 5. Smoke Stack           | 15. Whistle             | 25. Cylinder Cock        |
| 6. Superheater Header    | 16. Headlight Generator | 26. Piston               |
| 7. Feedwater Heater Pump | 17. Brick Arch          | 27. Distribution Valve   |
| 8. Dry Pipe              | 18. Firebox             | 28. Guides               |
| 9. Bell                  | 19. Lubricator          | 29. Crosshead            |
| 10. Boiler Tubes         | 20. Stoker              | 30. Main Rod             |
|                          |                         | 31. Rear Driving Wheel   |
|                          |                         | 32. Grate                |
|                          |                         | 33. Ash Pan              |
|                          |                         | 34. Trailing Truck Wheel |
|                          |                         | 35. Grate Shaker         |
|                          |                         | 36. Booster              |
|                          |                         | 37. Tank Hose            |
|                          |                         | 38. Cab                  |
|                          |                         | 39. Coupler              |
|                          |                         | 40. Pilot                |