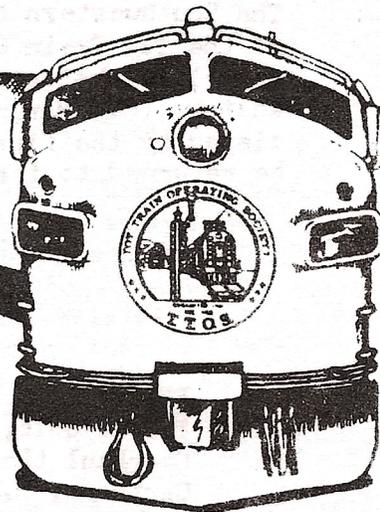


THE SOUTHWESTERN LIMITED



VOLUME 5
NUMBER 10

OCTOBER
1986

GARY KECK
PRESIDENT

STEVE MARINKOVICH
EDITOR

RAILROAD TRIVIA QUIZ

- T During what decade did Vermont begin owned and operated railroads?
- R What was a *stake*?
- A What railroad became known as the Dan Patch Line?
- C On Class Six track, what is FRA's maximum speed allowed for passenger trains?
- K *The El Capitan* passenger train belonged to what railroad?
- S When was the standardization of track gauge to 4 ft. 8½ inches adopted by American railroads? 164

A

- T In 1867, what railroad first tried out the Pullman hotel car?
- R What is meant by the term *Nose On*?
- A What famous person built an entire train to 1/8 scale, which operated on coal and water, and was named the *CP* after Carolwood Pacific, the street he lived on?
- C What states are served by the Texas, Oklahoma & Eastern Railroad?
- K What are the terminals for the Penn Central's *the Twilight Limited*?
- S What two great conglomerates merged to form the CSX? 392

B

- T Was the Delaware, Lackawanna & Western started the same year as the Erie Railroad?
- R What is a *speedgauger*?
- A Who introduced the first block-signal system in 1863?
- C What do the terms *Buff* and *Draft* refer to?
- K Was the passenger train named *the Gopher* operated by the Great Northern Railroad?
- S When were mechanical coal stokers for locomotives introduced? 172

C

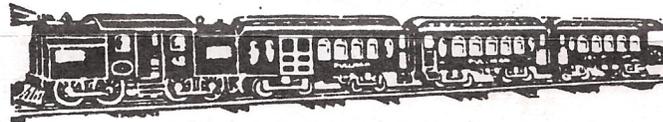
ANSWERS ON BACK PAGE!

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.

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ON THE READY TRACK



Hi Everyone!

I hope you all enjoyed the September meet at our new home, Pickwick! With over 135 tables sold along with the classy surroundings this was a fine meet. Don't forget our next two meets Oct 10 at Arcadia and December 14 at Pickwick.

Which brings us to November...Cal-Stewart is upon us and **WE NEED HELP!!** Use the form on page 7 and sign up to help. Crew members receive a high quality souvenir cap which is not available to the public and the thrill of being a part of the action in this very exciting meet, **SO VOLUNTEER NOW!!**

Nominations are open for all SW Division offices. Contact Ralph Johnson, Nominations Chairman to place your choice on the ballot which will be mailed to you.

Any time that a club changes quarters to move to a new location there is bound to be some person (or persons) who is not entirely happy with the change. In the case of our move to Pickwick a small minority has voiced displeasure with this move. First of all, we were badly in need of larger quarters. Both Pickwick meets this year have had table sales of 135-Plus, a figure not possible at Arcadia. Frankly, having commuted to the valley from Diamond Bar myself, the drive is not appreciably longer. And finally I am tired of hearing the Sour Grapes people WHO NEVER DO A STICK OF WORK FOR THIS CLUB complain about this change. It is the opinion of this Editor that rather than complain, run for an office and put in some work to help this club become a better one for the members. **REMEMBER: TALK IS CHEAP !!**

Don't forget to order your Season's Greetings Car and help our Museum Committee keep up their important work. See page 8.

See you at the meet!

Steve

PRESIDENT'S LETTER

Hi!

The September All-Day Meet was a grand success! So many trains, an outstanding auction, and excellent food, all in a spacious hall.

Our next meet will be at Arcadia, Friday night October 10 at 6:00 PM. This will probably be our last meet in Arcadia as your Board of Directors has decided to remain at Pickwick in 1987. The dates and times for next year will be published as soon as the negotiations with Pickwick are completed.

Most important is Cal-Stewart looming ever so close November 14-16. This will probably be the largest Cal-Stewart in the Division's history, which means that we need help from anyone who can provide it!! Please use the form on page 7 to sign up or call one of the chairmen on the brochure OR see a board member. NOW!! This division is only as strong as the volunteers who support it.

If you would really like to get involved RUN FOR OFFICE. Nominations will be accepted at the OCT 10 meeting or recieved by Ralph Johnson, nominations chairman. Nominations are open for President, VP, Secretary, Treasurer, and Board of Directors.

You may wish to attend the next Board of Directors meeting scheduled for Oct 15 at 7:00 PM, with the location announced at the business meeting on the 10th.

Til next meet, Happy Training.

Gary

SHORTLINES

National elections are coming up soon and we have SW Division members running for office who need your support.

Phil Haffen-- President
Lyle Cain Sr.--V.P.
Tami Jo Nix--Secretary
Ernie Knudsen--Director at Large

Hilly Lazarus would like to thank SW Division and especially Lyle Cain Sr., Phil Haffen, and Vic Gerendasy for helping TTOS National recover financial stability. As outgoing national President Hilly will stay on national Board of Directors as Past President. **THANK YOU HILLY AND CONTINUED SUCCESS!!**

CAL-STEW NOTES- A potential Blockbuster attendance of approximately 1500 could be at the meet this year. Bruce Lazarus reports heavy early registration. Be sure to register soon and beat the late fees! Registration at the door could delay your early entry into the hall.

DISPLAY TRAINS NEEDED-Bob Wall is now accepting your pledges to display Lionel Trains dating from 1946-1986 at Cal-Stewart.

The John King Memorial Cocktail and Raffle Party (doo-dah, doo-dah) will be catered. Please DO NOT bring appetizers as in past years. Invite your friends as our Cal-Stew guests to participate in this free event. Please Don't be FOOD PIGS. This is a cocktail party with snacks and is not intended to feed dinner to the greedy. Since it is free, use your money to buy raffle tickets at the party.

BRING YOUR TRAINS TO THE TRAIN RACES AND DEMOLITION DERBY -ALWAYS A CROWD PLEASER

HOW TO OVERHAUL THE LIONEL #50 GANGCAR

1. Remove cab shell with men (one sheet metal screw).
2. Remove brush plate (two machine screws) (Be careful not to lose the small ball bearing on end of armature shaft in the brush plate.) You can leave the wires soldered except the roller pickup.
3. Remove armature with thrust washers and bearings. Rid commutator slots of old carbon, grease and dirt. Clean commutator with fine abrasive. An eraser works well. Grease thrust bearing.
4. Remove the motor field (two hex-head bolts).
5. Remove two sheet metal screws (near middle of chassis) and lift the reversing mechanism with the field attachment from the chassis. Also remove bumper plate.
6. Remove the roller pickup screw. The brass ground contact will also be freed at this point.
7. Remove the plastic bushing (armature shaft goes through this to engage the drive gear on the axle).
8. Clean the chassis by dunking in mineral spirits to dissolve the old grease.
9. Blow dry with compressed air if available. Buff wheels until dirt and grease free.
10. Scrub all metal at this point with a soft toothbrush and a light machine oil. (I use WD-40.) The purpose is to put oil back on the metal that the mineral spirits leached out. Wipe excess with soft cloth.
11. Lubricate axles with light weight oil.
12. Put light weight grease on drive axle. Be generous. Put plastic bushing back in place.

Courtesy AGTTA MAINLINE

13. Clean roller pickup and buff with fine abrasive. Spray roller axle with degreaser.

14. Polish the brass ground contact strip at the point where it rides on the non-powered axle and where the bumper frame shifts back and forth. Also polish the two contacts on the reversing plate.

15. Install the power pickup assembly. Don't forget the brass ground contact strip.

16. Place the bumper frame on chassis & install field and reversing contact strip.

Solder pickup wire to brush terminal.

17. Install armature. Clean brushes. Put grease in brush plate hole where top of armature fits. Put ball bearing in hole. Place brushes in brush plate and attach with two machine screws to field. Make sure brush springs are still about 3/4 inches long. Stretch them a little if compressed.

18. Put a little grease on chassis where bumper frame slides. Also grease rack gear teeth where maintenance man shaft pivots.

19. Test run on track. Hopefully the car runs like a scalded rabbit.

20. Clean all the plastic with soft brush, mild detergent and warm water.

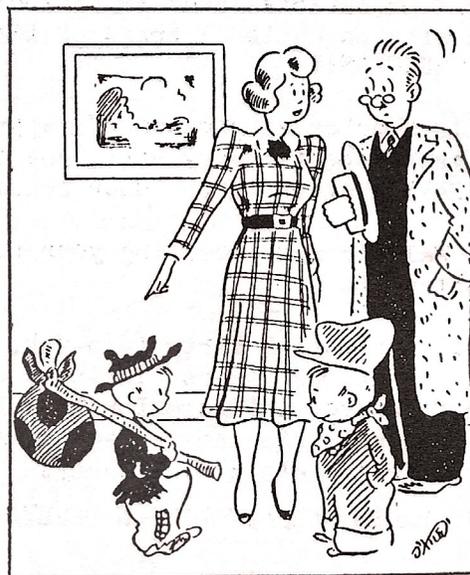
21. Replace rear fence and shell. Don't tighten the long sheet metal screw too much. You can crack shell and the bumper doesn't slide easily.

22. Test run again and admire your work.

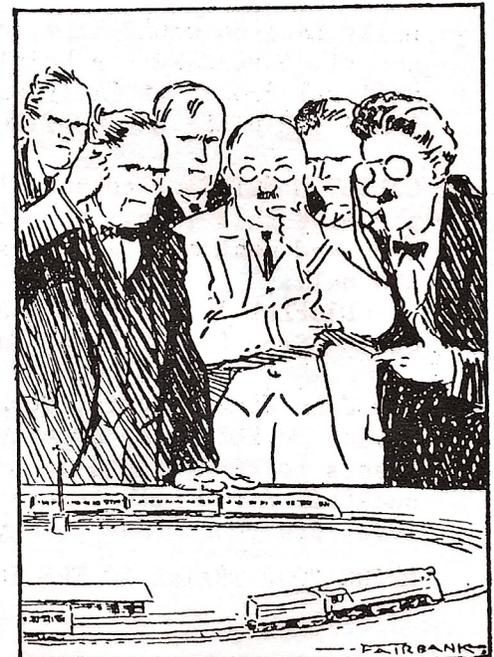
Jim Weatherford
Copyright, 1985



"She Won't Have Anything to Do with Me, She Says, Because I Live Across the Tracks"



"It's a Railroad Party. They're Supposed to Show by Their Costumes What They Would Like to Do on a Real Train"



"But if We Add Three More Cars We Face the Danger of a Rear-End Collision"

Courtesy of Vic Gerendasy

The Inside Track

Want to Make Friends and Influence People?
Buy Your Own Railroad Car

I've never thought of it as a status symbol," Tom Sefton said of the railroad car we were riding in. "But it's just been a lot of fun to use. I love the sound of the train from this platform. Just listening back here has made the car worthwhile to me, whatever the trouble or expense."

We moved inside. A quarter-century ago, banker Sefton and six friends shopped for a private railroad car. In Chicago they found a beauty, Private

the haze-shrouded surfing beach at San Clemente, attached to Amtrak's San Diegan. "We had a rule that whoever went out on the car had to stay on it and be responsible for it. We all had different tastes and mores in what we should and shouldn't do, but we were close enough to have no difficulty running the car."

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Sefton with guests on his bank's private car: mixing business and pleasure.

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Rejection of merger throws SP off track

By Bill Cauble
Staff writer

SAN FRANCISCO — Southern Pacific Railroad officials, shocked at the government's rejection Thursday of its proposed merger with Santa Fe, said they weren't sure what course of action they would take now.

The two companies made no contingency plans because neither expected the Interstate Commerce Commission's 4-1 vote to disapprove the merger due to what the agency said would be a "substantial adverse effect" on competition.

The companies were so sure of approval that they had already painted some locomotives a unified maroon and yellow, as opposed to Southern Pacific's gray and red and Santa Fe's yellow and blue.

"We think the merger would have resulted in a much-stronger company," said Jerry Pera, a Southern Pacific spokesman. "Southern Pacific is not in the best financial shape. We lost \$40 million in the first six months of the year."

SP, which employs 3,000 in the Bay Area, is faced with a variety of options, which include appealing the decision, possible sale of many of its competing rail lines, merging with smaller railroad companies or diversifying into other areas not affected by the deregulation of trucking that many see as the reason for railroads' declining fortunes.

SP eliminated about 2,000 jobs last year, but for economic reasons not connected with the merger, Pera said. No layoffs have been made in connection with the merger plan, he said.

Santa Fe and SP had proposed a merger 2½ years ago, joining together two railroad giants that would have had combined revenues of about \$5 billion and track stretching a total of 25,000 miles. The two companies also had proposed a merger in 1980, but the deal fell apart over issues of how to share control.

Bay Area real estate development plans proposed by Southern Pacific — such as the huge Mission

Bay project in San Francisco's China Basin for retail, commercial and residential construction and waterfront property between Richmond and Emeryville — will not be affected by the ICC decision because the projects were not sponsored by the rail company, but its former real estate subsidiaries, said SP spokesman Bob Hoppe.

SP has either lost money or made little profit since 1982. SP executives testified in ICC hearings that rejection of the merger might force one or both rail companies into bankruptcy.

Santa Fe Southern Pacific Corp. Chairman John J. Schmidt released a brief statement Thursday, saying he was "shocked and disappointed" by the ICC's decision.

"Since the denial of the merger is so totally unexpected, we had not developed an approved, comprehensive plan for these rail assets, other than the merger plan which was presented to the commission," he said. "That will now be our No. 1 priority."

Schmidt said, "... we will concen-

State funds to aid railroad land pu

By Bill Parks
Staff writer

Contra Costa County will get \$6 million in state funds to finish buying 19.5 miles of abandoned railroad right-of-way that someday may be used to build a light-rail commuter system.

The money is part of about \$9 million left after Gov. George Deukmejian last week vetoed \$35 million from the state transportation planning and development fund.

Other projects to be funded include:

- \$608,000 to retrofit BART lead cars with control systems that will match the system's new cars now being built by a French firm.
- \$609,500 to improve stations on the Caltrans com-

Alameda County is acquiring the abandoned Southern Pacific right-of-way from the county line westward through Niles Canyon to a point near the Fremont BART station.

muter train route on the San Francisco Peninsula.

- About \$2 million as part of the \$8 million needed for an extension of San Diego's "Tijuana Trolley" light-rail system.

The spending priority California Transportation

Contra Costa County of-way from Southern some private owners f Murphy, county senior is mostly 100 feet wide. It extends from station to the Alamed paralleling Interstate

Alameda County is ern Pacific right-of-way through Niles Canyon BART station and east section near Stanley B Altamont Pass toward

Murphy emphasized on what kind of transp ly be built, but some enabling commuters stations. A light-rail s proposed BART exten

Both articles this page
Courtesy Ralph Hall



Associated Press

Rail officials jumped the gun and painted trains to reflect the anticipated SP-Santa Fe merger.

trate on how to redeploy our rail assets in a way that is in the best interests of our stockholders, our employees, and our customers and is consistent with the commission's order."

Commission chairman Heather

Gradison was the only ICC member favoring the merger. Commissioners voting against the plan were J.J. Simmons, Malcolm Sterrett, Paul Andre and Frederic Lamboley.

Sterrett said before casting his vote that the two railroads "have

simply not made a case" for the merger.

"The anti-competitive effects outweigh the public interest," Simmons said.

(Wire services contributed to this story.)

urchase

were set in March by the Commission.

buying the abandoned right-of-way from the Pacific Transportation Co. and about \$25 million, said Bud engineer. The right-of-way at varies from 50 to 300 feet ar the Pleasant Hill BART County line, with most of it

quiring the abandoned South-om the county line westward a point near the Fremont d from the "Y"-shaped inter-ward in east Pleasanton over acy.

at no decision has been made ation system might eventual-ners envision a rail system connect with various BART em could also connect to the n to the Livermore Valley.



ANOTHER LICENSE PLATE This plate belongs to Myron Erickson. Myron says he has gotten some good leads this way!

In its heyday, the Niles tower was used to direct train traffic at a busy intersection.



Niles railroad tower burns

By Mike McGuire
Staff writer

FREMONT — Fire raced through the historic Niles railroad tower Wednesday morning, destroying the roof and seriously damaging the rest of the structure.

For 72 years, the tower was used by clerks who directed train traffic across a busy intersection of rail lines. But it has remained empty, a target of vandals, since Union Pacific Railroad Co. computerized that task and closed the tower.

Battalion Chief Alan Kenney said nine firefighters were called to the tower just after 1 a.m. and found it fully engulfed. The tower is located just north of Mowry Avenue and west of Mission Boulevard where the Southern Pacific and Union Pacific railroad lines cross near Alameda Creek.

Kenney said the fire was controlled in about 40 minutes. Firefighters have not discovered its cause.

But Kenney said the fire department has labeled it suspicious and said that any further investigation into the cause would probably come from the Union Pacific.

Ray Troyer, a Union Pacific spokesman, said railroad officials were aware of the fire.

"I can't say what investigation would follow," he said.

Since the tower was abandoned the fire department attached no dollar value to the structure.

But railroad buffs said it did have historical value.

Peter Schulze, general manager for Pacific Locomotive Association, said the tower was not merely a part of the area's railroad history.

"The Niles tower was not strictly a significant railroad facility. It's significant in the development in the East and South Bay," Schulze said, adding that the intersection of the tracks was a key hub of rail traffic for many

years.

Nick Laba, who worked as an operator at the tower for 23 years until it closed, saw the charred hulk of the tower from the Mission Boulevard bridge over Alameda Creek about 1 p.m. Wednesday as he was headed home from a trip to the Niles Post Office.

"I was already predisposed to it," said Laba, 54. "I knew that if it stayed for any length of time, it would be destroyed. Actually I felt more of a loss from people taking it apart bit by bit — the disrespect for something that had historic value. It just shows how many people don't care, who show a total disregard by being destructive."

Laba recalled how clerks used to burn the paper trash every morning in the tower's coal stove.

"We had two fires in the mid-70s from stuff going up the chimney after the cap rusted away," he recalled.

Courtesy of Vic Gerendasy

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Courtesy Henry Jackson



'Elegant edifice' still in use

"An elegant edifice," a Los Angeles newspaper proclaimed when the Saticoy train depot was unveiled in November 1887.

It has been almost a century since the building opened its doors and it is still very much in use, though not as a depot.

The two-story "elegant edifice" is now the site of a building materials company.

But oldtimers cannot pass by without remembering the exciting days when the building was an important link in the Southern Pacific railroad service between

Ventura and Los Angeles.

Local newspapers in 1887 excitedly reported on the progress railroad crews were making in laying track and building the depot.

With the addition of train service, Saticoy experienced a land boom as people came in droves to buy property. The Southern Pacific railroad even provided a special train to take commuters from Ventura to Saticoy for a land auction in 1888.

The citizens of Saticoy were justly proud of the depot as this 1890 photo demonstrates; most of the

town's leaders and business people attended.

The historical photographs that run in this column are from the Ventura County Historical Museum's collection of more than 10,000 old photos. Copies of any of them may be purchased at \$4 (5 by 7 inches), \$6 (8 by 10 inches) or \$10 (11 by 14 inches) by making arrangements with the museum's library staff.

This is photo No. 2611.

Eurail issues free timetable on 100 cities

A new pocket-size timetable for Europe's trains has been issued by the Eurailpass Executive Committee. Covering the best inter-city rail links across Europe, the 150-page timetable is valid from June 1, 1986 until May 30, 1987.

More than 100 cities are listed alphabetically. Departure and arrival times are given in local times of the countries concerned based on the 24-hour system. Stations with direct rail links to their corresponding airport gateways are also listed as well as time zone comparisons across Europe.

Copies of the timetable may be obtained by writing Trains, P.O. Box M, Staten Island, N.Y., 10305.



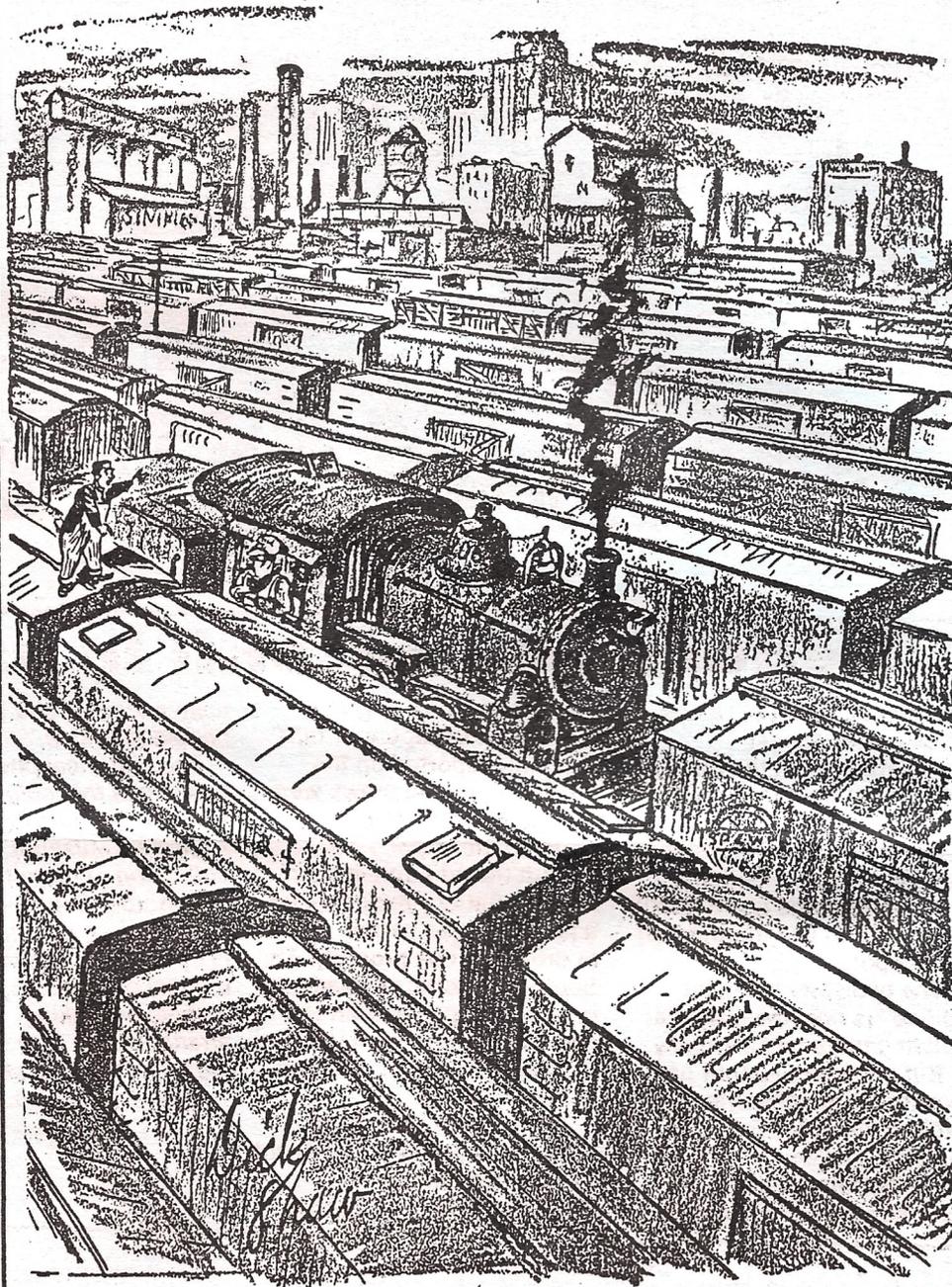
Did You Know...?

Submitted by Chris Watt

The longest and heaviest freight train on record was about four miles in length. It consisted of 500 coal cars pulled by six diesel engines. The 47-thousand-250-ton train made a 157-mile run on the Norfolk and Western Railway between Laeger (Yay'-gehr), West Virginia, and Portsmouth, Ohio, on November 15th, 1967.

FROM HARRY ALTMAN'S SCRAPBOOK OF 1939-40.
PREPARED AND SUBMITTED BY HILLY LAZARUS.

Along the Iron Pike



"Now, if You'll Just Set This Yellow Car Over There—"

Calendar 1986

OCT 5 TCA Western Division
12 Noon. Tuesday Afternoon
Club. 319 N. Central, Glendale
Bob Caplan (213) 382-5266

OCT 10 SW Division Meet
Arcadia 6PM S. Marinkovich
(213) 833-6735

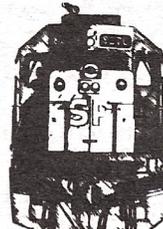
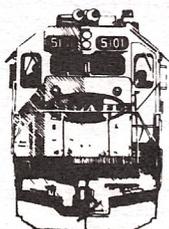
OCT 17 SFVTTTC 6PM St. Anne's
Melkite, 11211 Moorpark, N.
Hollywood Lois Butler
(818) 363-8200

Nov 2 TCA Western see above

NOV 14-16 CAL-Stewart 1986
Pasadena Conv. Ctr.

Nov 21 SFVTTTC see above

DEC 14 BIG SW DIV. CHRISTMAS
PARTY AND MEET AT PICKWICK
10 AM for the whole family





Toy Train Operating Society

25 West Walnut Street, Suite 408
Pasadena, California 91103

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.

	July-Dec
Initiation Fee	\$15
1986 Dues	\$10
Total	\$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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ADDRESS _____ PHONE () _____

CITY _____ STATE _____ ZIP _____

SIGNATURE _____

SPONSOR _____

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Albert R. Bailey, Order Board Editor
1235 S. Victory Blvd., Burbank CA 91502

Please place the following classified ad in the first available Order Board. I'll type or print legibly, otherwise I risk having the information published incorrectly.

Name _____ TTOS # _____

Address _____

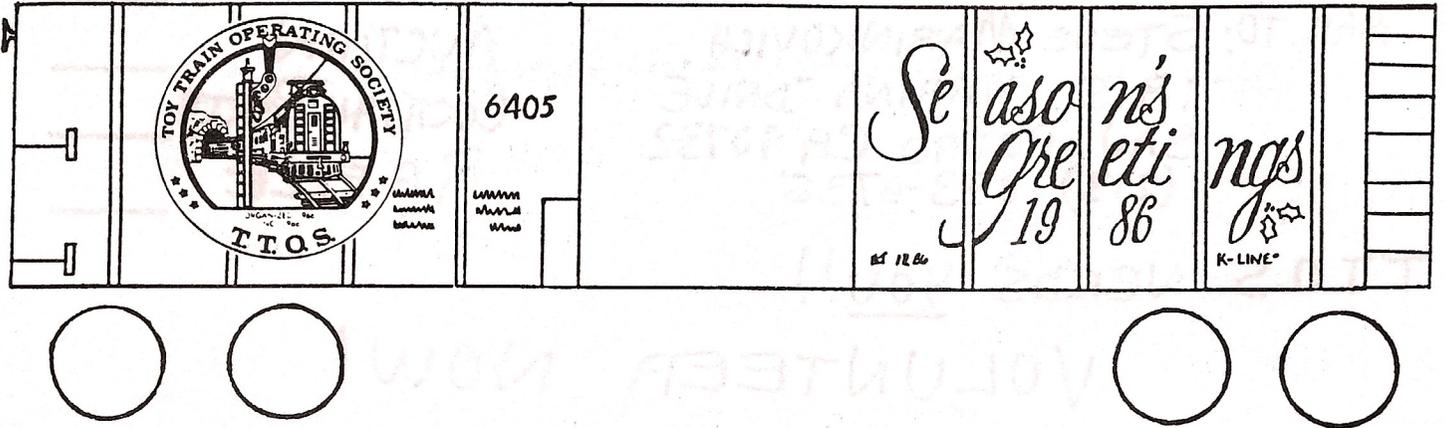
City _____ State _____ Zip _____

Phone (if wanted included in ad) _____



Toy Train Operating Society

SPECIAL CAR ORDER NOW FOR CHRISTMAS DELIVERY



- FULL "0" GAUGE 6464 STYLE BOX CAR INDEPENDENT BRAKEWHEEL
METAL UNDERCARRIAGE FIRST RUN OF REWORKED KUSAN MOLD
SLIDING DOORS IN METAL GUIDES AUTOMATIC KNUCKLE COUPLERS
DIECAST SPRUNG TRUCKS FIRST ANNUAL SEASON'S GREETINGS CAR
SILVER BODY, RED, GREEN & BLACK LETTERING PRICE INCLUDES SHIPPING
DECEMBER 1 SHIPPING DATE ORDERING DEADLINE OCTOBER 19, 1986
LIMITED TO FOUR PER PERSON - NO EXCEPTIONS

-----cut here-----

Please send me ___ of the special box cars described above in time to reach me by Christmas. I enclose my check or money order in U.S. funds for \$22 per car for a total of \$___. I hope this helps the projects of the Museum Committee.

NAME _____ PHONE _____
STREET ADDRESS _____
CITY _____ STATE _____ ZIPCODE _____

Mail this form and your check to: TTOS M. E. C., 25 W. Walnut Street, Pasadena, California 91103. First to order---first to be shipped. Pre-order basis only.

December 13-26, 1986: FREE-10th Annual Northeastern Division Eastview Mall Christmas Display, Victor, NY. See trains of all gauges and ages operating on the 16' x 24' display. Members invited to bring their own trains to operate. For information contact Bob Thon, P.O. Box 576, Walworth, NY, 14568 - (315) 597-6179.

TRIVIA ANSWERS
from page ONE



A

T 1850's
R A pole used in a perilous, now extinct method of switching; money saved by a boomer
A Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company
C 110 mph
K Atchison, Topeka & Santa Fe Railroad (AT&SF)
S 1886

164
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A

T Great Western Railroad
R Couple onto the head end of a locomotive
A Walt Disney
C Arkansas and Oklahoma
K Chicago and Detroit
S Chessie System Inc. and the Seaboard Coast Line Industries

392
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C

T Yes
R A locomotive engineer
A Ashbel Welch
C Coupler forces
K Yes
S 1901

172
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Southwestern Division No. 1

Toy Train Operating Society

Non-Profit Corporation
5 West Walnut Street, Suite 408
Pasadena, California 91103

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U.S. POSTAGE
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LA VERNE, CA
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TIME DATED MATERIAL

