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NUMBER 9

SEPTEMBER
1984

COMING EVENTS

- AUG 29-30-31. GOLDEN GATE MODEL RAILROADERS SHOW & OPEN HOUSE, RANDALL MUSEUM, MUSEUM & ROOSEVELT WAY, SAN FRANCISCO. INFO: MAC DOW, (415) 587-5163.
- AUG 31. GOLDEN STATE DIVISION OF T.T.O.S. MEETS IN SAN JOSE. BARBARA JONES.
- SEPT 1. T.T.O.S. SACRAMENTO VALLEY DIVISION MEET. 10 A.M. WOODLAKE INN, SACRAMENTO. INFO: TOM GIBSON.
- SEPT 8. T.T.O.S. SOUTHWESTERN DIVISION ALL DAY MEET, ARCADIA MASONIC HALL, 50 W. DUARTE ROAD. ARCADIA. INFO: JOE LOVI. (NOT SEPTEMBER 15).
- SEPT 9. GIANT MEET OF COMBINED NIAGARA FRONTIER AND NORTHEASTERN T.T.O.S. DIVISIONS AND THE "ARCADE & ATTICA RAILROAD". SWAPS IN THE A.M. & RIDES ON THE REAL THING IN THE P.M. ARCADE, N.Y. DEPOT. INFO: MIKE GOEHLE, (315) 597-6754.
- SEPT 11. ALL GAUGE TOY TRAIN ASSOCIATION, SAN DIEGO MEET. INFO: ED KARPER.
- SEPT 15. ~~RAILROAD SWAP MEET (THE LAST ONE) AT THE SAN DIEGO RAILROAD MUSEUM. BRING YOUR OWN TABLES. SELLER ADMITTED 7:30 A.M. OPEN FOR EVERYONE 9-1 P.M. INFO: ED KARPER. ADMISSION \$2.00.~~
- SEPT 22. SPECIAL T.T.O.S. SILVER STATE DIVISION MEET IN RENO AT THE RENO/ SPARKS NEVADA CONVENTION CENTER. INFO: JOHN WILLIAMS (702) 972-8836.
- SEPT 22. WESTERN RAILROAD CLUB SWAP MEET. 7422 ORANGETHORPE, BUENA PARK. INFO: PAUL BUSH. (714) 526-6718.
- SEPT 30. T.T.O.S. SOUTHERN PACIFIC DIVISION MEETS AT NOON IN THE ANAHEIM ELKS LODGE NEAR DISNEYLAND. 1600 S. CLEMENTINE. INFO: STEVE LATTA.
- OCT 7. T.T.O.S. NORTHEASTERN DIVISION BIG FALL MEET, ROCHESTER, N.Y. AREA. INFO: JACK MCGREGOR (716) 838-5201.
- OCT 9. ALL GAUGE GUILD OF SAN DIEGO MEET. INFO: ED KARPER.
- OCT 12. T.T.O.S. SOUTHWESTERN DIVISION MEET, ARCADIA. USUAL TIME & PLACE.
- OCT 28. T.T.O.S. SOUTHERN PACIFIC DIVISION MEET. ANAHEIM.
- NOV 9-10-11. CAL-STEWART MEET (THE GREAT ONE). PASADENA CONVENTION CENTER.

FRIDAY NIGHT FEVER by Roy Bell

How many of you can remember when you first started collecting, back before you knew about the train meets? You probably knew some other collectors but they hadn't yet told you about the meets. That way, you were sort of a captive student, a captive customer. They probably planned to tell you about the clubs but not right away. You can't blame them, they had a few items they didn't need any longer and these would be perfect pieces for a newcomer to restore. All the parts were there, they just needed someone with a newcomer's enthusiasm. If you took the best part of the car and took the inserts out of another car and trucks are easy to come up with. Even if the tender didn't exactly go with that engine it looked good. If some of the steps were broken off you didn't really notice if the corresponding step was broken off cleanly from the other side. Selling some of these projects to the newcomer was kind of like providing OJT. The only way he could learn from the ground up was to go through the same training process that was provided to you as a newcomer. Those guys were offering you an apprenticeship that couldn't be obtained anywhere else, there just aren't any schools.

So what happened was, you spent a lot of time over at this guys place because you didn't know many other places where you could have as much fun. Oh you could go to the antique stores and the toy stores and the hobby stores but this seldom produced anything. Toys-R-Us always had a few items and at Christmas you could find something at Sears or Penneys or if you checked the classifieds you might see Bill Grove's add. On weekends there were garage sales and swap meets and once in a while you might get lucky. The rest of the time you had to hope that this guy might turn loose something else. And he usually did but eventually he would see that you were getting smarter and that you were going to find out where he went on Friday nights. So finally he told you that maybe you would be interested in seeing some more trains and maybe you could even buy some.

Lou Steinberg told me about TTOS. What an experience. I didn't even know where Alhambra was. I finally found my way to the hall and then found a parking place on the street and when I walked through that door I thought I'd died and gone to heaven. The stuff was even for sale. You probably had all the track and transformers and oddball cars you could use for awhile. Here you could buy two or three cars that actually matched. You could even buy a set where the cars all had matching trucks. And a lot of the stuff was in better condition than anything you had ever seen before. As a matter of fact some of the stuff was in even better condition than when it came from the factory, but that's probably another story. That first meet I bought something of everything. I hadn't completely learned about condition yet so I bought mostly by price. This was of course as it should be because most everybody was shopping for condition and somebody had to buy the rest of the stuff otherwise there wouldn't have been any place to get rid of it. But that's all part of the learning experience.

Look around at the next meet at the newcomers. It kind of takes you back, makes you feel young again. And if you're the one to invite the newcomer he might actually forgive you for not having told him sooner what you did on Friday Nights.

IN MEMORIAM

WILLIAM RICE PASSED AWAY ON AUGUST 13th AFTER A LONG FIGHT AGAINST CANCER. BILL WAS ALWAYS A FRIENDLY MEMBER OF T.T.O.S. AND EACH YEAR AT CAL-STEWART, SUPPLIED SEVERAL LAYOUTS FOR THE CHILDREN TO OPERATE AND HAVE FUN WITH. BILL WILL BE MISSED BY US AND OUR CHILDREN. BROTHER MYRON IS A T.T.O.S. SOUTHWESTERN DIVISION MEMBER. OUR SYMPATHIES ARE EXTENDED.

1984 TTOS NATIONAL CONVENTION A GREAT SUCCESS

Tom Gibson, and members of the Sacramento Valley Division provided us with the largest, most successful National Convention in several years. The Woodlake Inn was a perfect setting for a summertime get-together in a real Western fashion.

350 tables of trains were not the only exciting part of this convention. The dedication of the new TTOS display in the California State Railway Museum attracted so many people I thought the floor would collapse. Bill Harris won the honor of pulling the switch to turn on the display for the first time, and the first lights did not disappoint us. This display was a major attraction to TTOS members the rest of the weekend.

Dick Mayer won the auction for the privilege of driving in the museum's Western Pacific diesel locomotive. I can still hear the roar of her powerful engine as Dick cautiously crept her in, trying to avoid Hilly Lazarus, who had been laid on the tracks by fellow TTOS members.

Members and their families re-made friendships with others from all parts of the country, and many new faces were seen of those who attended a TTOS Convention for the first time. I do not even have the final figures yet, but it was attended better than any convention since 1978. Our Saturday evening banquet was one of the largest, ever.

Tom Gibson, and Barry Garland, along with all the other Sacramento Valley Division members deserve a standing ovation. Thank you, everyone, and we will remember 1984 for a long, long time to come.

ROBERT THON, NATIONAL PRESIDENT

WAY TO GO -- CHOO-CHOO!

REVIEWED BY AL BAILEY

IN THE SUMMER ISSUE OF "THE NATIONAL MOTORIST" IS AN INTERESTING ARTICLE ABOUT THE CUMBRES AND TOLTEC SCENIC RAILROAD, A NARROW GAUGE TOURIST LINE OPERATING OUT OF CHAMA, NEW MEXICO. THIS IS THE FABLED NARROW GAUGE COUNTRY OF THE COLORADO ROCKIES AND THE DENVER & RIO GRANDE RAILROAD.

THERE IS NOW A STRETCH OF 64 MILES OF TRACK IN STEAM OPERATION BETWEEN CHAMA AND ANTONITO, AND TRIPS ARE OFFERED FIVE DAYS A WEEK DURING SUMMER AND EARLY AUTUMN. THE ENTIRE TRIP TAKES ABOUT SIX HOURS, AND THERE IS VAN SERVICE BACK TO YOUR CAR--OR YOU CAN MAKE IT A TWO DAY RUN BY STAYING OVER NIGHT AT EITHER END (NATURALLY THE END WHERE YOU DIDN'T START, IF YOU GET MY MEANING!). OR, TO CONFUSE YOU A LITTLE MORE, YOU CAN START AT EITHER END, RIDE TO THE MIDDLE, WHICH IS OSIER, COLORADO, FOR LUNCH, AND THEN RETURN TO YOUR STARTING POINT THE SAME DAY. WE'RE TALKING \$39.50, \$25.00 AND \$99.00, RESPECTIVELY, PER ADULT. KIDS ARE CHEAPER.

THERE ARE A LOT OF OPPORTUNITIES FOR PHOTOGRAPHY, GORGEOUS SCENERY, GOOD FOOD, AND CHANCES TO EXPLORE VARIOUS BITS OF RAILROADIANA, SUCH AS THE COVERED "Y" AT CUMBRES, INTERESTING STATIONS, AND OTHER BUILDINGS. IN THE MEANTIME ABSORBING SOME GOOD OLD COAL SMOKE AND CINDERS.

MYRON RICE ALSO BROUGHT US PAMPHLETS ON THE CUMBRES AND TOLTEC AND DISTRIBUTED THEM AT THE LAST T.T.O.S. S.W. MEETING. ANOTHER AD FOR THIS RAILROAD, FROM SUNSET MAGAZINE, APPEARS ELSEWHERE IN THIS ISSUE OF THE SOUTHWESTERN LIMITED.

ALL ABOARD!

SUBMITTED BY
AL BAILEY

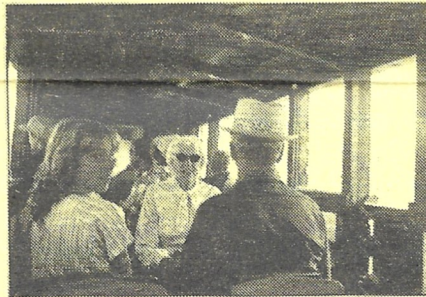
FOR THE CUMBRES & TOLTEC SCENIC RAILROAD

*New Mexico's Little Engine That Could
—and still does!*

by Jane Mersky Leder photography by Alan J. Leder

SITTING IN FRONT of the old railway yards in Chama, New Mexico, eagerly awaiting the departure of the New Mexico Express, passengers are transported more than one hundred years back to a time when railroads carried people and supplies to rich mining camps in the San Juan Mountains. The New Mexico Express and its sister line, The Colorado Limited, comprise what has been known since 1970 as the Cumbres & Toltec Scenic Railroad, sixty-four miles of track between Chama and Antonito, Colorado. As this country's longest and highest steam railroad, the C&TS represents the finest remaining example of what was once a vast network of railroad lines that linked the commercial outposts of the Rocky Mountain region.

Completed in 1882 as the San Juan Extension of the Denver & Rio Grande Railway, the C&TS actually was a branch line connecting the mining camps in the San Juan Mountains around Sil-



On the way up: Passengers take in the scenery of the San Juan Mountains.

verton, Colorado. The railroad was built narrow gauge (rails three feet apart) rather than standard gauge (four feet, eight-and-a-half inches wide) because construction was cheaper and sharper curves were possible, making such rails more suitable for mountainous terrain. Some portions of the narrow gauge San Juan Extension managed to survive until the 1940s and 1950s. Although people used the route that is now the C&TS fre-

quently, passenger service was cancelled in 1951. And in 1967, the railroad requested permission to abandon the line completely.

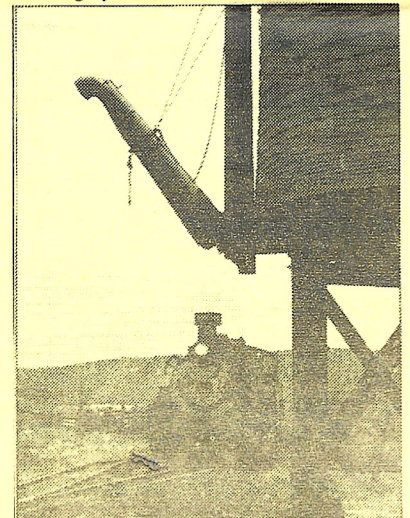
The end of such a magnificent example of mountain railroading disturbed many people committed to preserving at least a part of the San Juan Extension as a tourist line. In 1970 the states of New Mexico and Colorado joined forces and purchased sixty-four miles of track between Chama and Antonito for close to \$550,000. The Cumbres & Toltec Scenic Railroad opened to the public in 1971, running five days a week during the summer and early autumn. Since that time, well over 300,000 people have shared in the fun of riding in converted freight cars pulled by steam locomotives through a remote, virtually unspoiled mountain terrain.

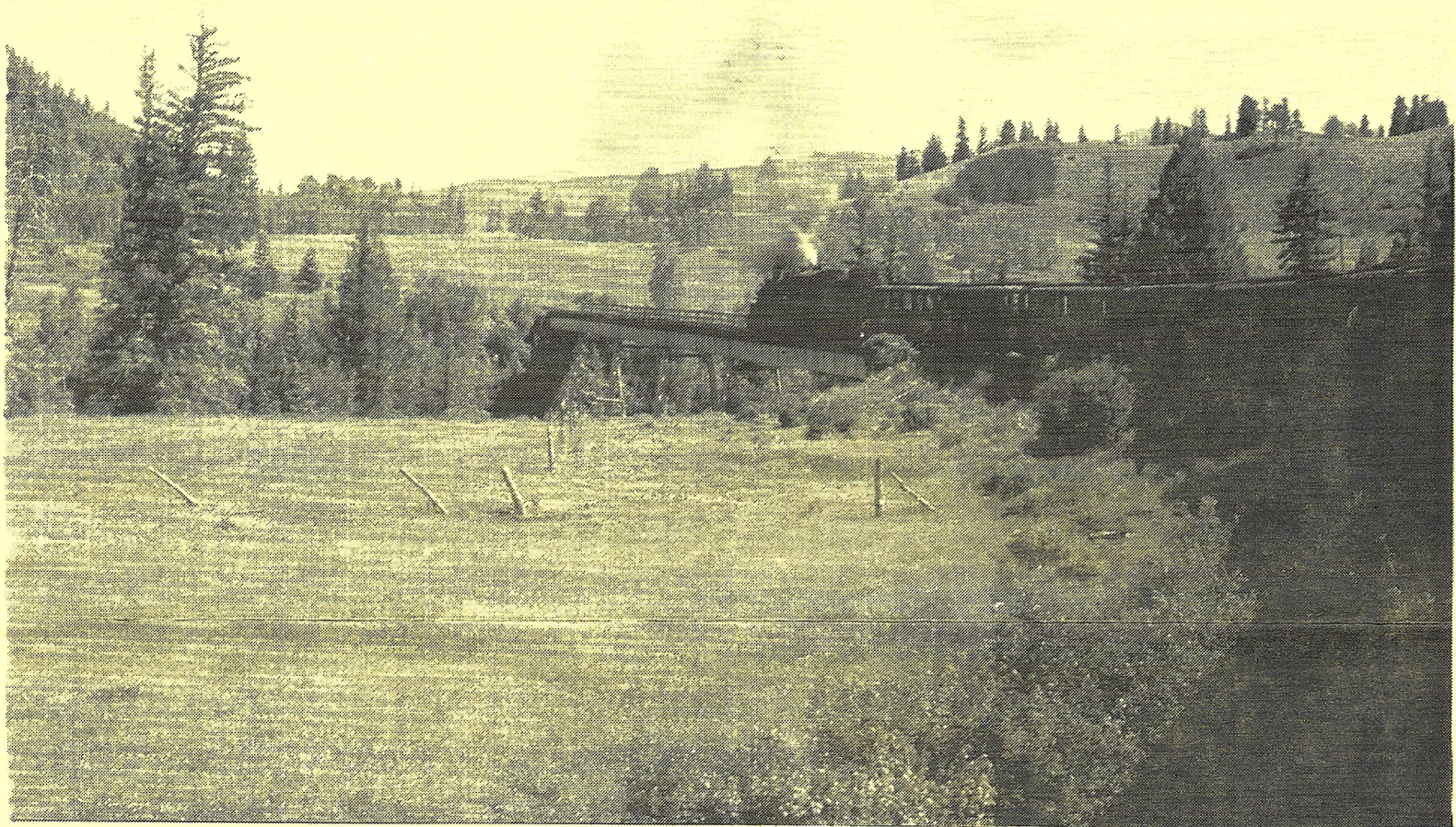
Moving at an average speed of ten to twelve miles per hour, the C&TS travels slowly enough for you to enjoy the spectacular scenery and for amateur land-

Old Faithful of the rails: Steam engine #489.



Passing by the old water tank at Osier.





The C&TS steams across the Lobato Trestle, near "Weed City."

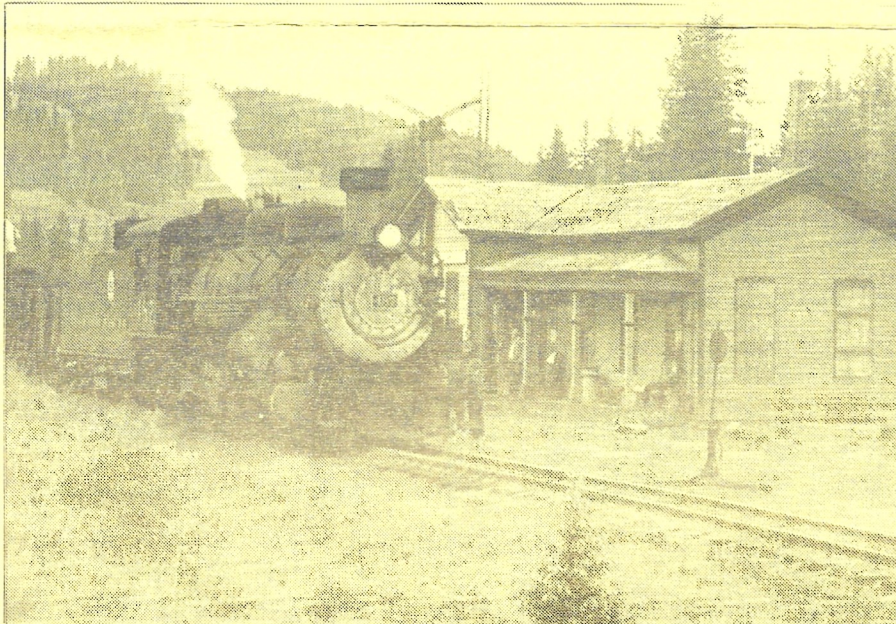
scape photographers to get their best shots. Whether riding the entire line from Chama to Antonito or Antonito to Chama (six hours of leisurely travel) or going as far as Osier, Colorado, and back from either departure location, the wealth of vegetation, animals, and historic landmarks will please even the most reluctant passengers.

As the New Mexico Express climbs the four percent grade from Chama to Cumbres Pass, you movie buffs will

recognize the "Weed City" Depot, built for use in *The Good Guys and the Bad Guys*, starring Rock Hudson and Gregory Peck. Adding to the scenery farther along the route you'll spy a huge formation of upthrust rock called Windy Point that appears in many of the Nineteenth-Century photos of the railroad. Not far beyond is Cumbres Pass, at 10,015 feet the highest pass in North America crossed by scheduled passenger trains. The sweet,

Continued on page

The station house at Cumbres Pass, 10,015 feet in elevation.



1984 Dates & Fares

THE CUMBRES & Toltec Scenic Railroad will run from June 16 through October 14, 1984. Roundtrips from Chama to Osier to Chama or from Antonito to Osier to Antonito will be \$25 adult, \$10 children. Fares for through-train excursions from Chama to Antonito or Antonito to Chama with early morning or late afternoon van service back to your car will be \$39.50 adult, \$20 children.

A two-day overnight special also is available. You may enjoy a two-day train ride—the entire 64 miles of the C&TS—with off-the-train overnight accommodations in either Chama or Antonito. The "Overnight Special" fare includes the ride, lunches at Osier, dinner and breakfast, hotel accommodations and the return train ride. The rates are: \$99 per person adult, \$49.50 per person children, based on double occupancy.

For information and reservations, contact: Cumbres & Toltec Scenic Railroad, P.O. Box 789, Chama, NM 87520, (505) 756-2151; or Cumbres & Toltec Scenic Railroad, P.O. Box 668, Antonito, CO 81120, (303) 376-5483.

Cumbres & Toltec

continued

pine-scented air is crisp at that elevation even in summer, and many people find they need a sweater before detraining for a walk among the Rocky Mountain columbine—the Colorado state flower—and the friendly chipmunks that make their homes on the mountainside.

Cumbres means “crests” or “summits” in Spanish. Grading crews reached Cumbres on September 31, 1880, and the San Juan Extension opened for travel from Antonito to Cumbres on December 15, of that year. With the completion of the line over Cumbres, this was one of the highest railroad tracks in the United States.

Railroad buffs should investigate the covered wye at Cumbres. (A “wye” is a piece of track laid down like the letter “Y”, but with the top arms of the “Y” linked together. With this track arrangement, it’s a simple matter to turn a train around.)

During the oil and gas boom that began in the 1930s in the San Juan Basin of New Mexico, helper engines needed to pull the heavy tank cars carrying oil from an oil field northwest of Chama to a refinery at Alamosa were turned on the wye at Cumbres and returned to Chama. The 269-foot wye is believed to be the only one covered by a snowshed still in use in the United States.

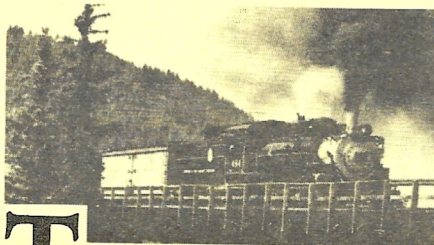
After the stop at Cumbres Pass, the New Mexico Express steams toward Osier, Colorado, for a hearty one-hour lunch stop, plus an engine change. Passengers may purchase a catered, all-you-can-eat Mexican or barbecue beef lunch, or bring their own snack for a picnic overlooking a mountain stream. The hot meals are served from the same building that was used as an “eating house” in 1885, when a “good meal” cost an astronomical 75 cents. Once a bustling construction camp, Osier now serves as the turnback point for the New Mexico Express and the Colorado Limited. This is the only place in North America where two steam passenger trains meet and exchange their locomotives.

If you’re continuing on to Antonito, you’ll be treated to a never-ending variety of scenic surprises. For example, at Toltec Gorge the train crosses a narrow rock wall more than six hundred feet above the turbulent waters of the Los Pinos River. Not far beyond, the train passes through Toltec Tunnel, a 366-foot curving tunnel blasted out of Precambrian crystalline rock. On September 12, 1880, a correspondent named Dillenback wrote a description of this part of the line that appeared in both the Silverton and Colorado Springs newspapers:

“... At one point the canyon narrows into an awful gorge, apparently but a few yards wide and nearly a thousand feet in depth, between almost perpendicular walls of granite. Here a high point of granite has to be tunneled, and in this tunnel the rock men are at work drilling and blasting to complete the passage, which is now open to pedestrians. The frequent explosions of the blasts echo and reecho among the mountains until they die away in the distance.”

Before reaching Antonito, the Colorado Limited stops at Sublette, New Mexico, an abandoned maintenance camp located in one of the many groves of beautiful aspen that enhance this part of the railroad—particularly in the autumn. After time for walking and photographs, you reboard for the final leg of the trip that includes the site where the film *Butch & Sundance: The Early Years* was filmed.

As the train slowly pulls into the Antonito depot, after the last echo of the whistle and bell has faded away, the sights of a day spent traveling a remote route used over a century ago linger on. Passengers detrain and head for their cars, modern automobiles, carrying with them the treasure of Nature at her finest in the San Juan Mountains. ○



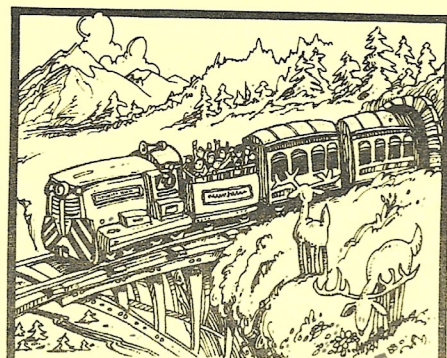
There's only one train to Toltec.

And it's a special journey into yesterday. This enchanting narrow-gauge steam railroad (jointly owned by the states of New Mexico and Colorado) meanders 64 miles thru the Scenic Rockies, tunnels, gorges, breathtaking trestles, awesome peaks and valleys. Running every day mid-June to mid-October from Chama, New Mexico, and Antonito, Colorado. It's America's longest and highest narrow-gauge steam railroad. Plan now to make this adventure a part of your vacation this summer! **Write or call for free colorful brochure.**

Box 789D6, Chama,
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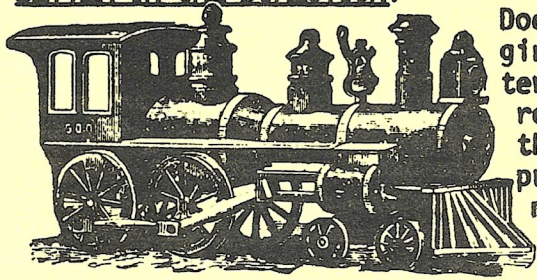
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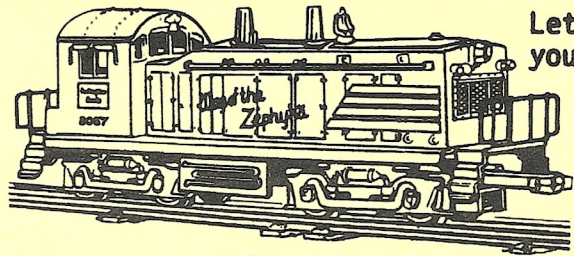
HELPFUL REPAIR HINT; DOES YOUR ENGINE RUN BETTER IN ONE DIRECTION?



Does your engine run better in one direction than the other? You probably don't mind if it runs better forward but

are faintly annoyed if the opposite is true. There are several reasons why locomotives perform differently when run in opposite directions: (1) the 'E' unit needs attention (either the reversing drum of the brass contact fingers, or both are worn or dirty), (2) the brushes are worn unevenly or the brush plate tension springs are not applying the proper pressure, (3) the axle bushings are worn and allow the drive wheels to bind against the motor frame (this can happen on the horizontally mounted worm drive motors such as ones in the 671, 726 or 736), or (4) the motor (again such as in the 671, 726 or 736 needs to be shimmed to keep it in proper alignment with the gear on the drive axle.

The first thing I suggest (also the easiest) is to remove the brush plate and switch the brushes with each other, you know, right to left and left to right. Obviously, you should replace the brushes if they are worn. Put everything back together (leave the shell off for testing) and try the engine again. Hopefully this rectifies the situation. If not, then a more thorough approach is in order. First, check the brush plate tension springs. Ensure they make the brushes contact the commutator evenly. Also, since you have the brush plate loose, clean the brush holders with a degreaser (tuner cleaner works well). Try the engine again. Still the same? Okay, take the 'E' unit out and thoroughly spray the reversing drum and contact fingers with the degreaser. If the drum doesn't look clean, pop the 'E' unit apart and either buff all the drum brass surfaces, or replace it with a new one. While everything is wide open, examine the finger contact sets (the lower set has two brass fingers and the upper set has four) for alignment, wear and dirt. Clean and retension the fingers or replace if wear is excessive. Excessive means worn flat, has a hole in it, or is kinked and will soon break. Put the 'E' unit back together (remember, patience is a virtue) and we'll try it again. This much service solves the problem 98 percent of the time.



Let's assume your problem is more serious and the axle bushings are worn badly.

Now you have to take the wheels off and replace the bushings (another fun job) or find another engine and swap your out. Odds are, this is not the problem. Lastly, some of the motors in the 671, 726 or 736 need to have shims between the motor mount and the motor. Try 6-10 thousandths shims and see if that helps. Also, the armature may be loose and thrust washers will have to be added to take out the play.

I know this sounds like a lot of work and it is if you're unsure of your skill and/or knowledge. A good repair manual is essential to give you an exploded parts breakdown and don't be afraid to ask questions if you get stuck. Most of the AGTTA members are only too happy to give advice or even direct assistance. *GOOD LUCK!*

Jim Weatherford

The above article is reprinted here from the "Main-Line", the official publication of the All Gauge Toy Train Association of San Diego. Jim is a member of Southwestern Division and has agreed to supply us with some of his articles. This should help to meet the requests of our members for more articles on layout operation.

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ALL DAY MEET---SATURDAY, SEPT. 8

TELL A FRIEND

THE STORY OF CASEY JONES: JUST THE FACTS PLEASE

By Al Clarke

There have been many descriptions of what really happened to Casey Jones and Engine No. 382 on that fateful night of April 29, 1900. There is not complete agreement on the facts, and many do not believe Casey actually lived. He did — until the age of 37 — and the record shows that No. 382 was rebuilt after the crash and wrecked again, and repaired again, and even wrecked several more times after that, before it was retired in 1935. Those who think of this event as simply a legend is probably due to the song that became very popular — the words of Casey's "farewell trip to the Promised Land" sold over 17 million copies by World War I.

I have been interested in railroad history for a number of years and I always enjoy reading another "version" of this dramatic event that has become highly romanticized in American literature. The most accurate description, I feel, appeared in the **Chicago Tribune** and periodically railroad magazines continue to reprint this account. The story is still fascinating. Readers of this newsletter know both the events and the legend, but I think you will enjoy once more the following highlights.

Let's start with the fact that the Illinois Central Railroad's official report blamed Casey for the wreck. True, the charges were made by the I.C., but present-day engineers continue to debate and refute most of the charges. Casey's run was part of the "Cannonball" service between Chicago and New Orleans. On that historic night he volunteered to take Train No. 1 south because the previously assigned engineer was ill. Casey was over an hour late before he left, but the records show that he had a history of bringing his trains in on the time listed in the I.C. **advertised** schedule. This was very important to him. The time that was listed — that was **advertised** was the only time that counted. While it was true that most "old hands" regarded him as a "hotshot", it was also true that he had never been involved in an accident that had killed anyone, and in his famous collision, all his passengers survived. He was the only casualty.

The key to the story is that Casey had no way of knowing that a freak air-hose break on a side-tracked freight would leave several cars on the main line just 14 miles from the end of his run. The **Tribune** gives these details: "Two freight trains have been pulled onto a siding to clear the track for the speeding Cannonball. Because the two freights together were longer than the siding, a 'saw-by' was planned. The freights would be moved in a sawing motion, first south to clear the north switch, then back north to clear the south switch. While the freights were 'sawing', Casey would slip past."

"A problem developed. An air hose on one of the cars of one of the freights broke, freezing the brakes and immobilizing that train with its last four cars sitting on the main line just south of a curve. The fireman on the stuck freight rushed back to fix the hose, but it was too late." Casey's locomotive hit the freight's caboose and kept going through the next two cars, one filled with hay and the other loaded with corn. Casey was thrown free of the wreck but he did not survive.

These, then, are the essential facts — the highlights of what happened. But a number of mysteries still remain. One of the most interesting questions is why he did not jump. The fireman did, and he lived. Bruce Gurner, a former railroader who knew Casey is quoted as saying, "I think he thought if there was a chance in a million of doing something, he'd be there to do it." The facts, however, do not reveal any answers here, but we do know one more fact. If that air hose on the freight had worked correctly, Casey's train would have arrived at the station on the **advertised time** listed in the I.C. schedule.

REPRINTED FROM TERMINAL LINES, THE BUCKEYE DIVISION T.T.O.S. NEWSLETTER

SACRAMENTO WAS SUPER. IF YOU MISSED THIS CONVENTION, YOU REALLY GOT THE SHORT END OF THE DEAL. THE SACRAMENTO VALLEY DIVISION OF T.T.O.S., ONLY IN THE SECOND YEAR OF EXISTENCE, REALLY PUT ON A GREAT CONVENTION AND IT WAS VERY WELL ATTENDED. MEMBERS ATTENDED FROM ALL OVER THE COUNTRY AND MANY WERE THERE FROM CANADA. THEY HAD LIVELY AUCTIONS AND RAFFLES AND OUR OWN PRESIDENT, JOE LOVI, PERFORMED AUCTION DUTIES ON SUNDAY MORNING, GOING FROM TABLE TO TABLE FOR LAST MINUTE SALES. GOOD SHOW, SACRAMENTO.

MUSEUM EXHIBIT DEDICATION. A SPECTACULAR EVENT. DAVE OTTH PRESIDED AND FOUNDING FATHER BILL HARRIS PAID \$400 FOR THE PRIVILEGE OF THROWING THE SWITCH TO TURN EVERYTHING ON AND LIGHTING UP THE DISPLAY. WE DIDN'T COUNT BUT IT LOOKED LIKE BETWEEN 500 AND 1000 PEOPLE ATTENDED. STEVE LATTA HAD MADE UP ONLY 57 SPECIAL MUSEUM DEDICATION CARS AND THESE SOLD OUT IN A MATTER OF A FEW MINUTES. ORDERS WERE TAKEN FOR UP TO 200 MORE. THESE ARE BEAUTIFUL AND ARE ALREADY COLLECTORS ITEMS AS THERE WAS SUCH A LIMITED SUPPLY AND THEY WERE ONLY AVAILABLE TO CONVENTIONEERS. T.T.O.S. BENEFITED BY PRODUCING THE CARS AND THE MUSEUM COMMITTEE BENEFITED BY EARNING ABOUT \$7.00 PROFIT ON EACH CAR. THIS CAME JUST IN TIME AS THE FUNDS OF THE MUSEUM EXHIBIT COMMITTEE WERE EXHAUSTED BY THE END OF THE PROJECT. THE FIGURES ARE NOT IN YET BUT IT LOOKS LIKE OUR EXHIBIT COST AROUND \$20,000. ALLEN DRUCKER STOLE THE SHOW BY CLIMBING ABOARD A STEAM LOCOMOTIVE IN THE ROUNDHOUSE TO AUCTION OFF SPECIAL ITEMS TO HELP RAISE MONEY. THE PRIZED "BRECKENRIDGE" STEAMER FROM BOB SCHUSTER OF DELTON LOCOMOTIVE WORKS WENT TO PHIL MADDOX WHO HAD THE HIGH BID OF \$1000. IT WHOLESALD TO US FOR THAT AMOUNT SO THE COMMITTEE DIDN'T EARN ANYTHING ON THAT ONE. DICK MAYER BID AND PAID \$200 JUST TO DRIVE A DIESEL ENGINE INTO THE ROUNDHOUSE. THANKS DICK. WE'LL HAVE PICTURES AND STORIES ON ALL SACRAMENTO ACTIVITIES IN A FUTURE T.T.O.S. BULLETIN.