



THE SOUTHWESTERN LIMITED

VOL. 38 NO. 1 JAN.- MAR 2021

T.T.O.S. SOUTHWESTERN DIVISION

A NON-PROFIT CORPORATION

WWW.TTOS-SW.ORG

2021 1ST EDITION

Logo Courtesy of Ginny Cotton

Thank you, saying good-bye and help!!

Mike and I are have sold our home in Sherman Oaks and we are moving to Scottsdale, AZ. The actual move should take place by mid to end of June. With that being said we would like to thank everyone who has helped make this Southwestern Limited possible. Taking over after our loss of Phyliss Smith, who was quite a graphic artist among so many other things, was a hard position to fill. We can't fill her place but have been trying hard to make the newsletter interesting.

We wish to say good-bye to all who we have met over the years. Many friendships have come about from belonging to this club. We will miss all of you. We will be back to visit. Now on to a major need: We need someone to take over this Newsletter. So if you have any interest, please let Larry Pearson know. He will welcome you with open arms!

This is a volunteer position with help from the board.

We will have a sale at a later time and will donate lots to the clubs.

Keep checking in as to when we can have a safe meet. Until then, please keep safe.

Meets held at Arcadia Masonic Center

50 W. Duarte Road, Arcadia 91007

Sellers Setup & Members 10:00 AM

Tables still \$5.00 Call Hollis Cotton to reserve

818-590-0553

Auction Sellers: Call George Blanch

818-590-8238

Public 10 AM- Admission \$5.00 Children under 21 free with paid adult

TABLE SALES • DRAWING AUCTION • LAYOUTS • FOOD

Family Fun • Repair Clinic • Test Track 50/50 Drawing 11:45

a.m. Auction 12:00 Noon • Snack Bar

Operating Layouts to run your trains

PLEASE NOTE DATES BELOW ARE TENTATIVE

2021 Proposed Southwestern Division Meets & Event Dates

January 3 (first Sunday) CANCELLED

February 14 (second Sunday) This is to avoid the annual Super Bowl game on the first Sunday. CANCELLED

March 7 (first Sunday) CANCELLED

April 11 (second Sunday) This is to avoid Easter Sunday on the first Sunday. CANCELLED

May 2 (first Sunday)

June 6 (first Sunday)

July 11 (second Sunday) This is to avoid July 4th the first Sunday

August No date requested. This is the month of our annual picnic at Griffith Park.

September 12 (second Sunday) This is to avoid Labor Day weekend.

October 3 (first Sunday)

November 7 (first Sunday)

December TBA

PRESIDENT'S MESSAGE

LARRY PEARSON, President T.T.O.S. Southwestern Division 2017-2018
1108 West Palm Ave., Burbank, CA 91506 818-848-2653 (mornings after 8:00 AM)

*Please be advised that the following article is comprised solely of my own thoughts, opinions, and experiences and does not necessarily convey the beliefs and thoughts of the TTOS Southwestern Division (SWD) and its Members and Officers or the editor and publisher of The Southwestern Limited. Call me at the above number. I love to talk.
Larry*



In lieu of the monthly post card, the proposed SWD April 11th Meet is cancelled.

I am sorry to report that Mike and Sheila Roman have sold their home in Sherman Oaks and are in the process of moving to Arizona. Sheila graciously took over as Editor of The Southwest limited when our long term editor, Phyllis Smith, passed away several years ago. We will need a new editor for the next issue, about three months from now. The Limited is published quarterly. With today's software, desktop publishing is fairly easy for someone who likes to do this. If you are willing to volunteer but lack the software, we will be happy to purchase it for you. Please help find us a volunteer! Also, Mike Roman has been the monthly Meet Photographer, and we also need a replacement for him. Mike and Sheila have lots of toy train parts that they are donating to SWD, and we are very appreciative of that. These items will be offered in our Monthly Meet auction when our Meets resume.

SWD Limited editor Sheila Roman has been very frustrated by the lack of material available to put into our quarterly issues of The Southwest Limited since we have stopped having our Monthly Meets in March, 2020. Normally, much of the content in each issue of the Limited comes from photographs showing the activities at our Monthly Meets. Sheila has had a hard time coming up with content material that would be of interest to our Membership. I have asked for and called Members asking for photos and articles on Members home layouts and special trains that they have, and very little has been offered. Until our Monthly Meets resume, please help us with this.

As I write this, things are starting to open up. Due to a decline in the COVID infection rate, indoor dining is being allowed in LA County with up to 25% occupancy. This is a move in the right direction for us, but in order for us to resume our monthly Arcadia meets, we have to get up to 100%. Some parts of the country are already at 100%, but not Southern California. Our monthly Meets are so packed that the mandated six foot social distancing is impossible in our Arcadia hall. In order to arrive at this goal as soon as possible, we need all of us to get vaccinated. The Arcadia Masonic Center's parking lot is much too small for us to host a parking lot Meet. Zoom meetings are great for Board and committee meetings, but they don't work at all for toy train trading meets.

Starting April 1, California residents over the age of 50 will be eligible to receive their first vaccination, and, amazingly, starting April 15, all Californians 16 and older will be eligible. The vaccinations have proven to be almost totally effective in preventing people from getting COVID 19, and I beg all of you to get vaccinated. Unless you are a real whiz on the computer internet, getting an appointment can be nerve racking and I recommend that you get help if you think that you may need it. I had the staff at my cardiac fitness center schedule my first vaccination. My second shot is scheduled for April 9th. If you have youngsters in your family, ask for their help. I had a young neighbor put a Post-It on my front door offering to get me an appointment. That was so sweet of him. I'm told that Kaiser will vaccinate you even if you are not a Member. My brother's doctor says that he will administer him his shots as soon as he can get vaccine. My brother does not use the internet.

Continued on Page 3

Larry's message continued:

The Toy Train Operating Society Southern Pacific Division (SP) held their second "Trains and Coffee" parking lot meet this year on Saturday March 27th. It was a big success, I thought. I stayed about three hours, including time in the Donut Shop. There was a lot of quality trains for sale, but I have all of it already. A lot of our Members were there and I was happy to get to talk to them. All attendees cooperated and wore their masks. I got two locomotives to repair, and will return them at the April 24th Meet. Another nice feature is that there is a very busy rail line across the street, and I love watching the frequent freight trains go by. They had about 50 sellers taking two parking lot spaces each for social distancing. The Meet is held at Duke's Café parking lot, 2099 E. Orangethorpe Ave in Placentia. Duke's is on the northwest corner of Lakeview and Orangethorpe. The Meet is not visible from the street, and it is tricky to find for the first time. Going North, after crossing Orangethorpe, immediately get in the left turn lane and enter the first driveway. Turn Left and the Meet is straight ahead, you can't miss it. If you would like to sell at the April 24th Meet, please give Jeff Meyer a call at 909.851.9846 so he can better organize his Meet. The parking lot is shared by many other businesses, some of which are open on Saturday, and it is important for us not to intrude on them.

The All Gauge Toy Train Association (AGTTA) in the San Diego area is holding a monthly parking lot meet at the National City Train Depot in National City in lieu of their indoor monthly Meet at a Church hall. It is being held on Saturday, April 10th. A flier is included in this issue of the Southwest Limited. The Meet is located in close vicinity to the I-5 Freeway. Visit AGTTA.Com for future Meets and Events and SDERA.org for map and directions.

The Sacramento-Sierra Train Collectors Association (TCA) is hosting a train meet on Saturday, May 29th at the Elks Lodge in Carmichael, CA. They will have 70 8' sellers tables available for \$35.00 each. I attended a Meet at this location in March, 2020, just before the California shutdown. I had a great time and Marple was there selling parts. All persons entering the show will have their temperatures taken, and masks and social distancing rules will be enforced. This meet was similar to our Monthly Meets, and I cannot envision how they can achieve social distancing. The place was packed. Sacramento County currently is in the red tier, and they hope to advance to a less restrictive tier by the show date. Contact Bryan Stanton at brsta@comcast.net or 916.838.0095 to reserve tables or for information.

The Western Division of the Train Collectors Association (TCA) has just been approved to host the 2021 TCA National Convention at the Los Angeles Marriott Burbank Airport Hotel, August 18 through 22. TCA Western normally hosts its monthly Meets at the Arcadia Senior Citizen center, just up the street from our SWD Monthly Meets. The TCA National Conventions normally are seven-day events and are held in June of each year, but the 2021 Convention was postponed to August and shortened to five days due to COVID 19 concerns. The 2020 Convention had to be cancelled for the same reason. I am part of the committee that will put this Convention on. This is the first time that TCA Western has hosted a National Convention in the Los Angeles area since 2003. More information to follow.

Please support Southwestern by continuing your Membership, recruiting new Members, making donations to SWD, and attending our Monthly Meets. As always, hugs to all, and run your trains often.

OFFICERS

President: Larry Pearson Presides over the monthly Board Meetings; conducts the Monthly Meet Repair seminar; serves as the Arcadia Hall liaison; monthly Meet Chairman; Chairman of the annual August Picnic at the Live Steamers; liaison with TCA Western, Toy Train Operating Society Southern Pacific Division, Model Train Association, and the All Gauge Toy Train Association in San Diego.

Vice President: Hollis Cotton Assists the SWD President; in charge of table assignments and Hall layout at the Monthly Meets; advertising artwork design; Pre-War American Flier Historian; provides the meeting place for our Monthly **Board Meetings**.

Recording Secretary: Jerry Moser Takes minutes at the monthly Board Meetings and helps at the front desk and the Table Sales desk at the Monthly Meets.

Membership Secretary: Nancy Giamatteo Is in charge of the annual Membership renewals and new Member applications; is in charge of the front desk at the Monthly Meets; helps with table sales at the Monthly Meets.

Treasurer: Manny Gonzales Is in charge of the SWD financials.

SWD BOARD MEMBERS

Danny Blanch: Monthly Auction clerk

George Blanch: Monthly Meet Auction Manager and Auctioneer; helps at the Monthly meets

Fred Kramer: Chairman of the Monthly Meet 50-50 Drawing; in charge of SWD polo shirt sales

Jon Pincus: Handles all social correspondence; helps at the Monthly Meets.

Mike Roman: Meet Photographer, helps at the Monthly Meets

Sheila Roman: Editor of The Southwest Limited; designs fliers and brochures; maintains SWD email file.

Hal Rothenborg: sets up and operates the operating layout at the Monthly Meets; liaison with and helps set up and operate the SWD large layout at various venues.

Calvin Smith: publisher of The Southwest Limited; designs & prints fliers and brochures; prints & mails notices and the Monthly Meet postcards.

The SWD Officers and Board Members work very hard without compensation of any kind to make our club the success it has become. Please show your respect for them whenever you encounter them and assist them whenever you can. The current Officers and Board Members are all senior citizens and we need younger people to step up and begin to take over the operation of our Club.

This time our President, Larry Pearson, will give us information on Toy Trains and Zinc Die Castings—Very Interesting!

TOY TRAINS AND ZINC DIE CASTINGS

Zinc is a common metal like iron, copper, and aluminum and is used in many consumer products. Its advantage over other metals is that it is relatively inexpensive and has a fairly low melting point and therefore can easily be melted and molded in precision metal dies to form complex shapes without the need for expensive machining. It is strong, but it is brittle and will usually break rather than bend or deform when impacted with a hard object. It is also fairly resistant to rusting, unlike iron, and because of this it is used to coat iron water pipe steel trash cans and buckets, rain gutters, and chain link fencing, as just a few examples of its integration into the metals industry.

Researchers believe that the first commercial Zinc alloy was produced around 1907. Zinc castings are also referred to as “pot metal”, white cast, or ZAMAC (originated by the New Jersey Zinc Co.). In the early 20’s problems with cracking and swelling of some castings became a problem. In 1923, researchers determined that that impurities, particularly lead, cadmium, and tin, were the cause of this problem, which is known as Zinc pest (from German Zinkpest). It was determined that the percentage of these three impurities, each, could not exceed 0.003% if deterioration was to be avoided, and the Zinc had to be 99.99% pure. This degree of purity was difficult and costly to attain at the time. During WW II, manufacturing processes were greatly improved, and this problem is seldom seen today, but still can occur due to sloppy manufacturing processes.

The cracking of Zinc die castings results from internal corrosion caused by excess amounts of lead, cadmium, and tin and proceeds inwards from external surfaces and increases with the presence of moisture and high temperatures. Corrosion product build-up in the cracks causes swelling of the castings and surface irregularities such as small cracks, blisters or pitting. Over time the material slowly expands, cracking, buckling and warping in an irreversible process that can destroy the object altogether.

When toy train manufacturing began in the 19th Century, sheet steel, which was sometimes tin plated (hence the derivation of the designation “tinplate”), cast iron and even wood were the primary materials used in their construction. These early trains were un-powered floor trains used without track. With the introduction of track, spring driven motors were employed and the trains themselves were made of cast iron and sheet steel. The natural evolution, as more homes became electrified, was the implementation of electric motors to replace the earlier clockwork types.

As electric trains became more popular, ways were sought to cut costs. The wheels of early electric trains were made of cast iron that required expensive machining operations to obtain the desired shape and finish. Somewhere around 1915, precision zinc die casting technology started to become in use in toy train manufacturing. Lionel was the first to use this technology to manufacture the locomotive wheels out of Zinc with a pressed on nickel plated steel rim.

In 1928, Ives was the first American toy train manufacturer to replace its cast iron steam locomotive boiler shells with a precision Zinc die cast unit. This boiler casting had far better detail than was possible with cast iron and formed sheet steel, and it was an instant hit. Unfortunately, Ives went bankrupt in 1928 and its operations were taken over by Lionel and American Flyer. Starting in 1929, Lionel began manufacturing its steam locomotives using die cast frames and wheels. American Flyer adapted the Ives tooling to manufacture its first steam locomotive at this time also. Increasingly, American Flyer and Lionel switched over to Zinc die cast steam locomotives and wheels during the 1930’s.

Many of their products suffer from some degree of Zinc pest. Figure 1 shows a Lionel Standard Gauge drive wheel that is heavily infected with Zinc pest. During this time period a company named Dorfan produced electric outline locomotives completely out of Zinc, including the motor housings. Their castings were all high in impurities, and almost all of them have sufficient expansion to cause their motors to be inoperative and their surfaces usually show warping, small fractures, blisters and pitting. Persons determined to operate their Dorfan electric outline locomotives normally have to remove all the motor components and install a steel-framed electric motor from another manufacturer on the inside.

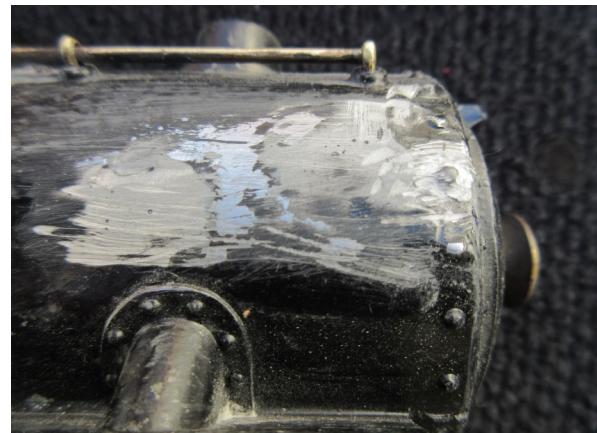
Be advised that all vintage Zinc die cast parts, even perfect appearing pieces, are exceedingly brittle. Drop a vintage die cast part on a hard surface and it will likely shatter like glass.

Larry's item continued:

Affected locomotive frames have been known to break in two just while picking them up. Lightly cracked die cast surfaces can be greatly strengthened by the careful application of liquid Cyanoacrylate (Crazy glue, super glue, Eastman 910, etc.) into the cracks. This is the stuff that can glue your fingers together. If you are applying this to cracks in wheels, be careful not to cause it to get onto the axle, or the wheel may never turn again. Sometimes part of the surface of affected Zinc castings actually pops off, leaving a crater. These craters can be repaired by filling the void with JB Weld, a light gray two part filled epoxy that cures to a hard surface that is easy to sand. Figure 2 shows a tube of Cyanoacrylate and JB Weld tubes (resin and hardener). Figure 3 shows an Ives 1134 boiler casting with two pop offs. Figure 4 shows the surface repaired with JB Weld and ready to be painted.

There is nothing you can do to stop the deterioration of Zinc components that have impurities in them and therefore you have to find service replacement parts to replace the bad parts if they are unsalvageable. Reproduction replacement wheels have been made by Model Engineering Works (MEW), Lionel (LTI), Bowser, Mikes Train House (MTH), and McCoy. Currently, MEW is the only manufacturer making replacement die cast wheels. MEW wheels and parts are currently available from Henning's Trains (www.henningstrains.com). Die cast Zinc replacement locomotive frames, boilers, steam chests, and tender shells have been made by MTH, and they are of excellent quality. But MTH has announced that they are shutting down operations, and therefore the future source of these parts is uncertain. Their tooling is up for sale, and hopefully someone will purchase the tooling and continue the manufacture of replacement Zinc die cast parts.

Zinc pest will continue to appear from time to time if impurities are allowed to get into the Zinc mixture. According to a post in 2020 in OGR (0 Gauge Railroading internet site) Lionel, MTH, K-Line, Atlas, Weaver, MEW, and McCoy have had some problems from time to time in the last 30 years. I have had to replace replacement MEW and McCoy wheels due to Zinc pest. Even in the case of trains produced within the last 30 or so years, buyers should be cognizant of potential problems with castings. Due to the enormous variety of Modern Era trains produced, getting replacement parts is a big problem.



Roy Bell Insurance Agency Inc

11335 Magnolia Blvd. Suite 2B
North Hollywood, CA 91601-4955
Bus (818) 766-6444
Fax (818) 766-1052
roy.bell.b9cc@statefarm.com

Insurance Options:

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- * Life Insurance
- *Motorcycle Insurance
- * Small Business Insurance
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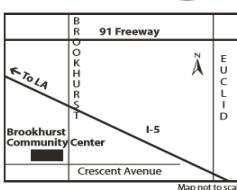


TOY TRAIN MEET

Monthly Train Meets

Educational Displays,

Trains for Sale,
Super Auction,
Great Raffle,
Operating Layouts,
Kids Korner & Snack Bar



PUBLIC INVITED: 10:00 TO 2:00
DONATION: \$5.00 PER PERSON / FAMILY

Brookhurst Community Center
2271 W. Crescent Ave. - Anaheim, CA

Check for meet
dates once we
can have them
once again.



www.ttss-sp.org
For information visit our website
or call Jeff Meyer our President at (909) 851-9846

 Train Collectors Association
Western Division
Celebrating 67 Years!

**Our Train Meets Are Paused Temporarily
Please Visit Our Website For Schedule Updates**

<http://www.tcawestern.org>

2021 TCA Convention Merchandise Is Now Available For Purchase
Items Are Viewable On The Website
And An Order Form Can Be Downloaded There As Well

Questions?
Stephen J. Waller, President
626-710-7768 (evenings) Robert Caplan, Vice-President
213-369-2446 (daytime)



All Gauge Toy Train Association

San Diego, California

AGTTA Saturday Meets 9 AM to 2 PM
St. Dunstan's Episcopal Church
6556 Park Ridge Blvd.
San Diego, Ca 92120

BUY AND SELL TRAINS

SUPER RAFFLE & SNACK BAR

Contact: Jim Weatherford at wxfd@cox.net 619-441-8462

Website: www.agtt.org

Meets generally 3rd Saturday of the month

Please check with
Jim to see when the
next meet will be
scheduled.

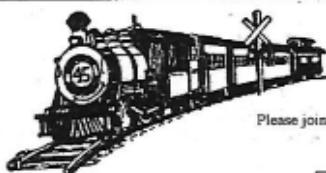


GRAND CANYON MODEL RAILROADERS

Bringing Arizona tinplaters of all stripes
together for fun and activities

Monthly meetings, travelling layouts
twice yearly, huge swap meets and lots of com-
raderie.

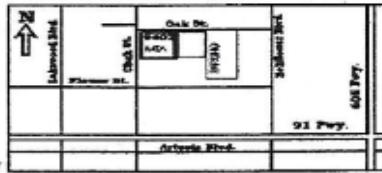
Info: Dave Brown
eaglefour@juno.com
Website: www.gcmrr.org



MTA

Model Train Association "The Friendly Club"

Please join us for our meetings at the Womens Club of Bellflower
9402 Oak Street (Clark and Oak)
Friday Evenings at 7:00 pm



Call for 2018 Dates

For information call
Larry Garrett at 714-893-2979
Bruce Engelbach at 562-925-7797

We are a diverse group (all ages - men, women & kids) of toy train collectors, rail fans,
and modelers of all gauges (2- to the real Locomotive).
Our meetings feature historical slides and videos, usually of actual Railroads.

**Due to the Pandemic and all
the meets having had to be
postponed, please check
with the clubs to see what
the
status is of their next meet.**

CLASSIFIED ADS AND MORE

Giant moving sale with date to be announced. Trains, parts and a train seat from the Carney's train on Ventura Bl. Later part of May.
Contact Mike Roman for details at 818-981-4166.



1959 Franklin Mint Corvette

Displayed only with original tag

\$50.00 Free Shipping

CONTACT: FRANK SORANNO

fsoranno@yahoo.com

Sacramento-Sierra TCA Train Show Saturday, May 29th 2021

*** NEW LOCATION ***

The annual Sacramento-Sierra TCA Train Show is now accepting Seller Applications.

DATE: Saturday, May, 29th, 2021

*** NEW LOCATION *** Elks Lodge Carmichael 5631 Cypress Ave , Carmichael, CA 95608.

We are anticipating another large attendance and feature free parking, food on-site available for purchase, and train layout exhibits, too. Last time the tables sales were a "sell-out once again". At this venue the tables are 8' long and will be sold for \$35 each. There are 70 tables available, so don't wait to get your forms in for a spot on a first come, first served basis. I will sell tables all the way until the day of the show, if still available, and will fit you in, if possible. I believe they will all sell early.

Sales Tax rate is 7.75%.

You are responsible for your own exhibit. No special security personnel will be present at the show. You must wear your badges at all times.

The Vendor Application form and accompanying Board of Equalization form are attached to this email. All the forms are in simple PDF format, so just click on the attachment to print out each one. Kindly complete and forward them with payment to Stan Salzman. See the bottom of the application for the address. There is also a flyer for the show. Print them out and use them for advertising for the show, and give them to your friends to get them to the show. Any advertising helps all of us. Also, only Blue painters tape is allowed to be used in the building. Plus you must keep your area clean and tidy with NO displays in the aisles.

Seller set-up is from 8:00 AM to 9:45 AM. No table refunds after May 13, 2021. Each table is 8'long and set in rows 5 tables long grouping runs and 3 tables long grouping runs. Tables not claimed by 9:30 AM on meet day are subject to resale or given away. Show doors will be open to the public at 10am to 3pm. Then pack up and leave by 5pm.

** ALL COVID PROTOCOLS WILL BE IN EFFECT **

Sincerely,
Bryan Stanton 916-838-0095

And Local News: a great train meet!!!

We attended the SP meet at the end of March and were so happy we did. Our first outing since Covid and we saw so many people and were able to talk "trains". The set up is great, CDC precautions are taken and a great place to get breakfast or lunch! See Larry's postcard for more info. Call Jeff Meyer at 909-851-9846. Duke's Café parking lot at 2099 East Orangethorpe, Placentia. The meets are held the 4th Saturday of the month. Join in and support or neighboring club.

WORD SEARCH

L	D	G	O	T	O	E	B	O	I	L	E	R	I	S
O	E	I	D	J	R	O	N	L	B	C	U	N	R	W
C	J	R	V	Z	D	A	G	I	U	W	D	J	K	I
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L	F	E	Z	L	A	O	P	A	N	D	E	M	I	C
O	A	M	F	F	C	M	L	W	S	I	E	T	W	W

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MANTUA
MEETS
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SWITCHER
TANK
TRACK
TRAINS
WILLIAMS

RECIPES ON THE RAIL: AN AUTUMNAL DISH FROM DAYS GONE BY



BNSF's predecessors and their passenger rail dining services each had their own set of signature menus and dishes, depending on their geographical routes. Our series Recipes on the Rail takes you back to the glory days of train travel and provides you with delicious recipes for your enjoyment.

When you look back on holiday seasons past, you may have fond memories of cross-country road trips or a tight-knit gathering with family members. But there was a time when the annual trip home might not have been in a car, but aboard the most innovative transport of the day: The Chicago, Burlington & Quincy's Zephyr streamliners.

With automobiles gaining popularity in the 1920s, use of passenger rail was in decline. To remain competitive, railroads needed to find a way to lower operating costs and transport passengers over great distances at speeds that could compete with cars.



As early as 1897, BNSF predecessor Chicago, Burlington & Quincy (CB&Q), also known as the Burlington Route, sought an alternative to steam-powered engines. But despite several attempts from the mechanical shop in Aurora, Illinois, the locomotives were too heavy and susceptible to overheating. After a chance meeting in 1932 between CB&Q President Ralph Budd and Edward Budd (no relation), an auto manufacturer from Philadelphia, that dream finally came true.

Together, the two combined Edward Budd's craftsmanship in stamped steel and industrial-strength welding with Ralph Budd's desire to improve the railroad's speed, efficiency and appearance to create the now-iconic design of the Burlington Route's streamliners.

Meanwhile, Charles Kettering of General Motors was working to perfect a diesel-electric engine during the Chicago World's Fair in 1933. When Ralph Budd learned of this, he realized that this engine would be the perfect addition to the lightweight frame of the new locomotive design.

Ralph Budd chose to call this modernized, sleek locomotive the Burlington Zephyr (later renamed the Pioneer Zephyr) after Zephyrus, the Greek god of the West Wind and a symbol of rebirth, because it perfectly matched his railroad's "Everywhere West" slogan. Zephyr was also nearly the last word in the dictionary, making it a clever reference to the train's ability to be the "last word" in modern rail transportation.

As the first successful streamliner and the first to use diesel power, the Zephyr was the beginning of a trend that revitalized passenger rail for the next two decades.

To mark this new beginning for the rail industry, the Burlington Zephyr took a 1,000-mile, non-stop trip from Denver to the World's Fair in Chicago on May 26, 1934, to open the Wings of a Century transportation pageant. The top speed during the trip was 112.5 mph.

After making the Zephyr's debut at the World's Fair and completing a tour across the country, CB&Q went to work creating a whole fleet of streamliners, including the Pioneer Zephyr, the Mark Twain Zephyr and the General Pershing Zephyr.

The advent of the interstate highway system after the war helped bring about the end of the streamliner era. But the Zephyrs operated for 26 years before retiring in 1960.



With the leaves changing and the air getting crisp, we encourage you to try this autumnal dessert that was served on the Zephyr as people traveled home to reunite with loved ones for the holidays:

Fried Apples

Adapted from Dining by Rail by James D. Porterfield

4 tart apples

2 tbsp. bacon drippings

2 tbsp. butter

1 cup brown or white sugar

Wash apples and remove core, but do not remove skin. Cut each apple into 12 wedge-shaped slices. In a large skillet over medium heat, melt bacon drippings and butter together. Add the apple wedges and sauté for about 15 minutes without cover, carefully turning once. Sprinkle lightly with sugar, cover and continue cooking, turning several times until browned well. When properly prepared, apples will have a nice brown color and be tender (not cooked to a mush) and have a sour-sweet taste.



And have you heard about this proposal???????

New York (CNN Business) Two of North America's largest railroad companies announced a merger Sunday that would connect freight customers to Canada, the United States and Mexico on a single network for the first time in history.



Canadian Pacific (CP) agreed to purchase Kansas City Southern (KSU) in a deal worth about \$25 billion after discounting \$3.8 billion of KCS debt that Canadian Pacific will take on. It would combine two of the industry's fastest-growing rail companies at a time when online purchases have soared, overwhelming ports and delaying shipments.

The companies said in a statement that the deal would help them become more competitive. That could become increasingly important as the USMCA -- the revised NAFTA trade deal between the United States, Canada and Mexico -- takes hold. The combined company would operate 20,000 miles of rail, employing nearly 20,000 people and generating annual sales of about \$8.7 billion.

"The new competition we will inject into the North American transportation market cannot happen soon enough, as the new USMCA Trade Agreement among these three countries makes the efficient integration of the continent's supply chains more important than ever before," said Canadian Pacific CEO Keith Creel, in a statement.

If the deal is consummated, the rail companies would join their networks in Kansas City, Missouri, giving customers access to Canada, the US Midwest, the US Northeast, the South Central United States and Mexico. The interchange point in Kansas City could remove a roadblock, speeding up shipments by allowing some cargo to remain on the same car. Currently, cargo being transported from one rival's network to another may have to be swapped out to a new car to continue on its journey.

Despite the large purchase price, the combined company, which would be called Canadian Pacific Kansas City, wouldn't climb the rankings of the largest of the top-tier railroads: It would remain No. 6 in the United States by revenue.

Still, the companies are predicting a potential antitrust fight. To win approval, they noted in their joint statement that the deal wouldn't remove any independent railroad competition from the market, since the two combining companies serve different geographies.

The US Surface Transportation Board regulator would need to bless the deal first. The companies predict that could happen sometime in the middle of 2022.

From
the
Farley
Post Of-
fice



To the
new
Moynihan
Station



A New, Modern Experience for the Busiest Train Station in the Western Hemisphere

The Moynihan Train Hall expands the nation's busiest train station, Penn Station, New York across 8th Avenue into the historic James A. Farley Post Office Building, part of a mixed-use redevelopment of the entire block. The imposing century-old Post Office Building was designed by the same architecture firm, McKim, Mead, and White, as the original, iconic Pennsylvania Station. The Moynihan Train Hall offers enhanced passenger facilities for Amtrak's Northeast Corridor (NEC) and long distance travelers, including accessibility for passengers with disabilities, all within a grand Train Hall featuring a sky lit atrium approximately the size of the Grand Central Terminal's Main Hall. In concert with the forthcoming renovation of Penn Station, to better serve commuter rail passengers and Amtrak's intercity passenger arrivals, expansion of Amtrak's passenger services into the new Moynihan Train Hall relieves existing station crowding and improve passenger comfort and security.

Moynihan Train Hall was constructed in two phases. Phase I, created the "West End Concourse". The concourse provides new stairs and elevators to boarding platforms, passenger circulation space and a new entrance across 8th Avenue from Penn Station.

Phase II, now complete, created Moynihan Train Hall, a world-class intercity and commuter passenger boarding concourse for Amtrak and MTA-Long Island Rail Road passengers. The facility provides relief to Penn Station's crowded boarding conditions for Amtrak's intercity passengers and MTA-Long Island Rail Road commuter rail passengers. Accommodations include a sunlit atrium boarding concourse, a combined ticketing and baggage unit, a new Metropolitan Lounge, a new reserved customer waiting room, casual waiting space with high top tables and retail and food shops. Expansion of the train shed's emergency ventilation system will also be completed. Moynihan Train Hall opened January 1, 2021.



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