

THE SOUTHWESTERN LIMITED



VOLUME 5
NUMBER 4

APRIL
1966

JERRY BUTLER
PRESIDENT

STEVE MARINKOVICH
EDITOR

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TTOS PUBLICATIONS

1966

Toy Train
Operating Society

1986

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

ON THE COVER An ad for the Kellogg's "Fun with trains" book, circa 1950, from Model Railroader Magazine, submitted by Al Summerfield

IN THIS ISSUE

<u>FEATURES</u>	<u>PAGE</u>	<u>DEPARTMENTS</u>	<u>PAGE</u>
INFO:Canadian Pre-Convention meet.....	4	On The Ready Track.....	2
INFO:TTOS National Convention.....	4	Presidents Letter.....	3
Travel Town on Road to Recovery submitted by Vic Gerendasy.....	6	Shortlines.....	5
Lionel Ads from the 1950's submitted by Al Summerfield.....	8,13	Advertisers.....	18
Stems Up 1986 Membership Drive Info.....	9	Calendar.....	19
FREE National Publications Info.....	9	Order Board Free Ads.....	19
10 Favorite Treks to the tracks submitted by Vic Gerendasy.....	10	Join TTOS.....	20
Portland, A Vacation Hit, by Dick Owen.....	12		
Fame Arrives Late for O.Winston Link submitted by Vic Gerendasy.....	14		
Restaurateur Lives in Private Coach submitted by Al Bailey.....	16		
Experts Say Key to Model RR is Fantasy submitted by Al Bailey.....	17		
Pre-Convention in Vancouver, by Hilly Lazarus..	11		



ON THE READY TRACK

Hello Again! This month we have sort of a "Vic Gerendasy" issue. Vic contributed a good portion of the fine material for this issue. A hearty thank you to you Vic!! Thanks also to Al Summerfield for his Lionel ads and to Al Bailey for his continued fine support. Well done all of you!!

This month I was invited as a guest to attend the TCA Western Division Meet. I really enjoyed the evening I spent in Glendale at TCA because I had achance to see some different trains BUT MORE IMPORTANTLY a different approach to the meet. The TCA group put on a "Show and Tell" session that I found quite interesting. It's my opinion that our attitudes as clubs should be one of fellowship and the TCA people surely treated me well. I hope that we too can continue to respect the different clubs and promote continued good will.

At our regular monthly meet on March 14, I was engaged in buying a boxcar when the business meeting began. Some members loudly voiced complaints about the manner in which the meet was being run. It's this editor's opinion that the meet is neither the time nor the place for these complaints. We had many new members and guests at this meet and certainly this display did not give them a favorable impression. I had a guest with me and I was at a loss to cover for this. We have a monthly Board of Directors meeting to iron out our problems and the membership is perfectly welcome to attend. The next Board meeting is on Wed., April 16. Any member who would like to attend can call me for further information. This date is NOT in this month's Calendar section but will be included in next month's. All too often the people who complain the loudest do the least amount of work. Come to the meeting and GET INVOLVED. If you don't like something, CHANGE IT. *****

National Membership Drive information is on page 9. Bring in some new members in 86!!
See you at the meet!!

2 Steve



Toy Train Operating Society

Southwestern Division No. 1

JERRY BUTLER President

Fellow Members,

March is here, and almost gone! Nor-Cal Division of TCA hosted a very successful spring Cal-Stewart meet on March 1st and 2nd. It was a sell out of tables which meant that the tables were laden with lots and lots of trains. Yours truly didn't expect to buy anything at today's high prices, but bought a four car early standard gauge set at a bargain price. The wine and cheese party was a real feast with lots of good things to eat and drink. Warren Heid, Don Church and their committees really outdid themselves again this year. The motto is "don't miss any Cal-Stewart meets unless you just don't care anything about train collecting!".

As a reminder please pay your dues when due--with a check or a money order. Those of you who do not have a checking account can pay cash at the door, of course, but remember you may have to stand in line to be served like the bank or postoffice, and this takes time away from your own train collecting at the meet. It would be nice if you didn't have to pay dues to an organization--but realistically dues are a necessity to pay for our hall, insurance, and all of the informative mailing which each member receives. So please pay your dues promptly when you receive your notice.

I want to compliment our Board of Directors. All of them wish to have everything fair and square for all members. The fellows on the Board are the fairest, most non-discriminating bunch of guys I've ever had the pleasure to work with. Their vote in meetings has proven this. Your Board of Directors can be identified by a BLACK AND WHITE BOARD MEMBER'S TTOS BADGE. If one of them should request you to comply with a club rule--please do so promptly. He is volunteering his service to help the club in such matters and it is to your best interest to cooperate.

I wish to thank all of you in advance for your cooperation.

Jerry

TTOS '86 NATIONAL CONVENTION

FOR INFORMATION:

DICK OWEN
2150 S.E. ELLIOTT PL.
GRESHAM OR 97030
PHONE:
503-666-4317



HOSTED BY
PACIFIC NORTHWEST
AND
CANADIAN
DIVISIONS

TTOS Canadian Division Special Pre-Convention Meet

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

LOCATION: Delta Airport Inn Resort, 10251 St. Edwards Drive, Richmond, British Columbia, Canada V6X 2M9. Phone (604) 278-9511.

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

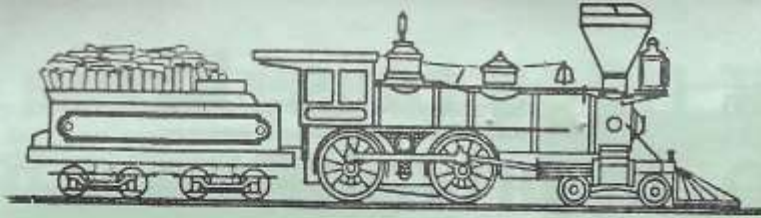
TOY TRAINS are considered as personal possessions if only a few. Bringing a carload is a different story. It means declaring them with customs which involves considerable paperwork and may prove costly.

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

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

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

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



SHORTLINES

This issue contains lots of information regarding recruitment of new members. National is offering a dues discount as incentive. See pages 9, 16, and 20 for the details.

The SW Limited still needs toy train related material. I would love to do a story on YOUR layout or collection. If you already have photos or negs, I can interview you and write the story. If you have "paper" i.e. catalogues, ads, etc. these too can be duplicated and reproduced in the SW Limited. Let me know and we'll do it your way.

Check out the articles in this issue with regard to our National Convention. Registration forms will soon be available so pay attention.

Don't forget-The All Day Meet will be May 10, not in April. Check the CALENDAR section for all the details.

The next Board of Directors meeting will be April 16, 7p.m. at 10850 Riverside Dr. in N.Hollywood. Call me for details.

The deadline for ordering your Standard Gauge convention cars is May 1. See page 9 of the April Order Board for all the details

Speaking of the Order Board, you can place a FREE AD by filling out the blank on page 19 and mailing it to Al Bailey. Address is on the blank. MAIL NOW!

The LGB Model Railroad Club will hold it's National Convention Aug. 4, 5, 6, & 7 at the El Rancho Tropicana Resort Hotel in Santa Rosa. For details write: Robert Case, 9725 Old Creek Road, Ventura, CA 93001. This Convention can be attended while traveling south on the way home from TTOS National in Portland.

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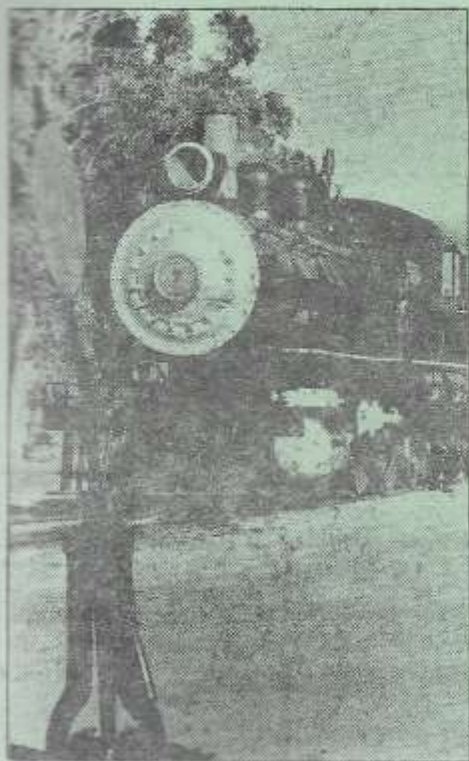
Lionel Post-war typed by 1950's TV personality John Cameron Swayl; Lionel Pre-war Standard Gauge in National Layout Contest; Flyer's S Gauge Alco's and Steam performing at the Gilbert Hall of Science; Frogg die-cast Dorfan Standard Gauge electric road like slot cars by Boy Scouts in factory process; Lionel Post-war steam and F-3's in TV consumer products ads and funny short subjects — entertainment for the collector and the whole family.

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TTOS PRECONVENTION MEET
JULY 26-27
VANCOUVER, BC, CANADA



Travel Town's trains are showing signs of wear and tear.

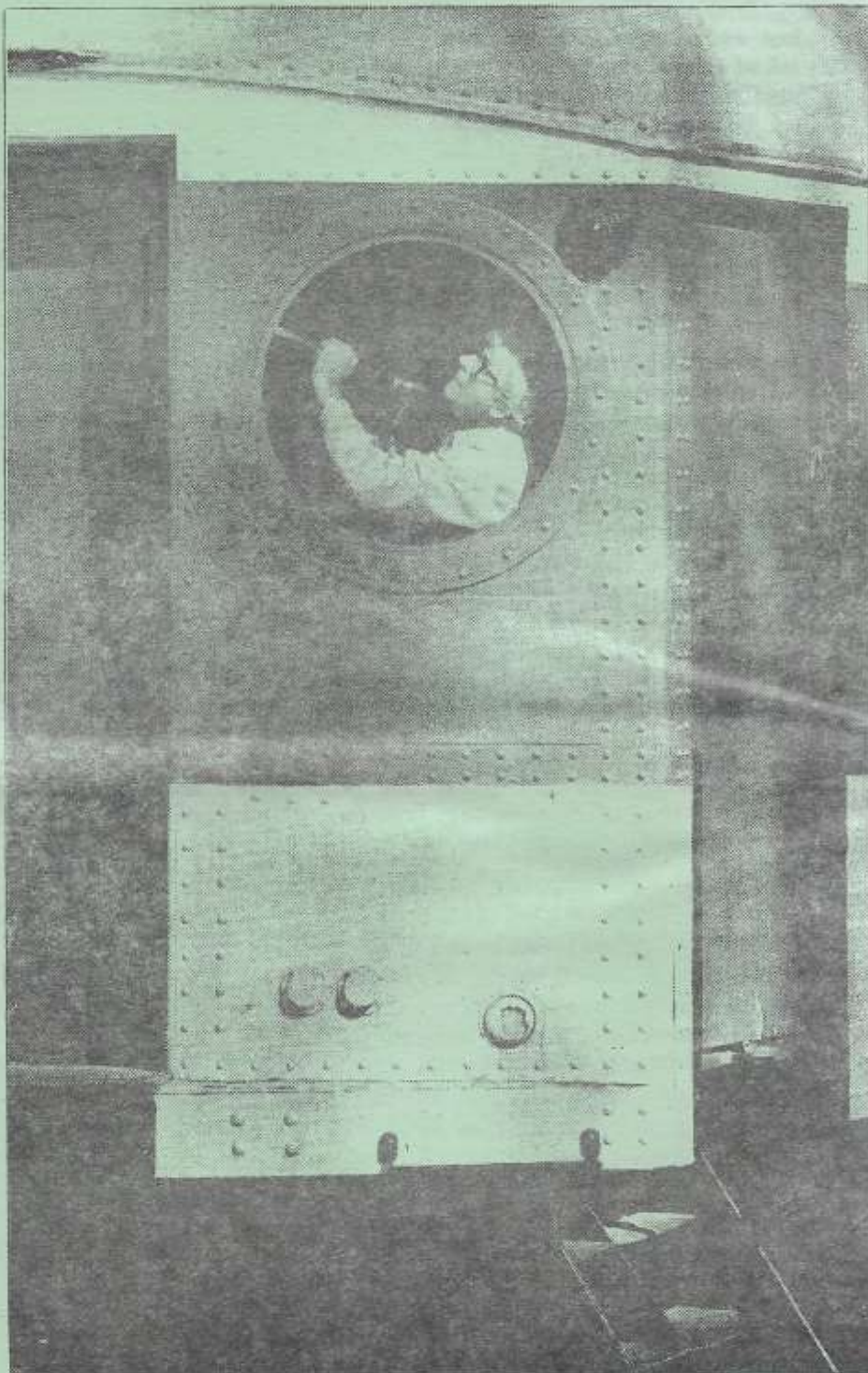
Courtesy of Vic Gerendasy

L.A.'s Run-Down Rail Collection May Be on the Road to Recovery

By GREG BRAXTON,
Times Staff Writer

Throughout Travel Town in Griffith Park, an outdoor train museum and final resting home for antique locomotives, has been subjected to some rough going over the years.

Many of the trains are displaying signs of wear from the feet of thousands of children and railroad buffs. The cars have also been repeatedly vandalized and many historical decorations and artifacts have been damaged or stolen.



CARLOS CHAVEZ / Los Angeles Times

Amid Travel Town's aging trains, carpenter Albert Black removes repeatedly broken plexiglass window, replacing it with wood to foil persistent vandals, and examines trolley car interior defaced by graffiti

But Los Angeles Parks and Recreation Department officials, who run the city-owned facility, may be getting ready to do something about the deterioration. Next week, recreation commissioners will examine a proposal to build an indoor museum and another plan to provide security for the existing outdoor facility.

The proposals, said Larry Reeder, interim director of Travel Town, are part of a long-term plan to restore Travel Town, which opened in 1952 and moved to its present location near the Los Angeles Zoo in 1965.

Dates Back to 1867

It has 17 locomotives on display, ranging from a two-ton "saddleback" to a 115-ton Southern Pacific engine. The oldest of them is a steam engine built in 1867.

"We want to provide a museum which would give hands-on displays for the children and give pertinent information," Reeder said.

But the interiors of the trains have been so damaged by vandalism that they have been closed to the public. "There's been a citywide vandalism going on in all the parks for several years, and our trains have had an ongoing deterioration from vandalism," Reeder said.

A miniature steam train that travels around the perimeter of Travel Town has also been vandalized. The train's delicate mechanism was ruined when someone poured a liquid into it, said Ralph Peterson, whose Burbank firm owns the miniature.

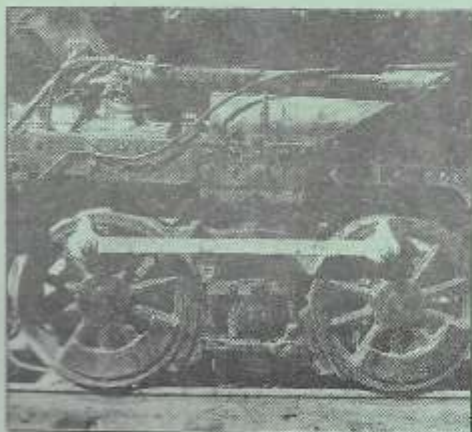
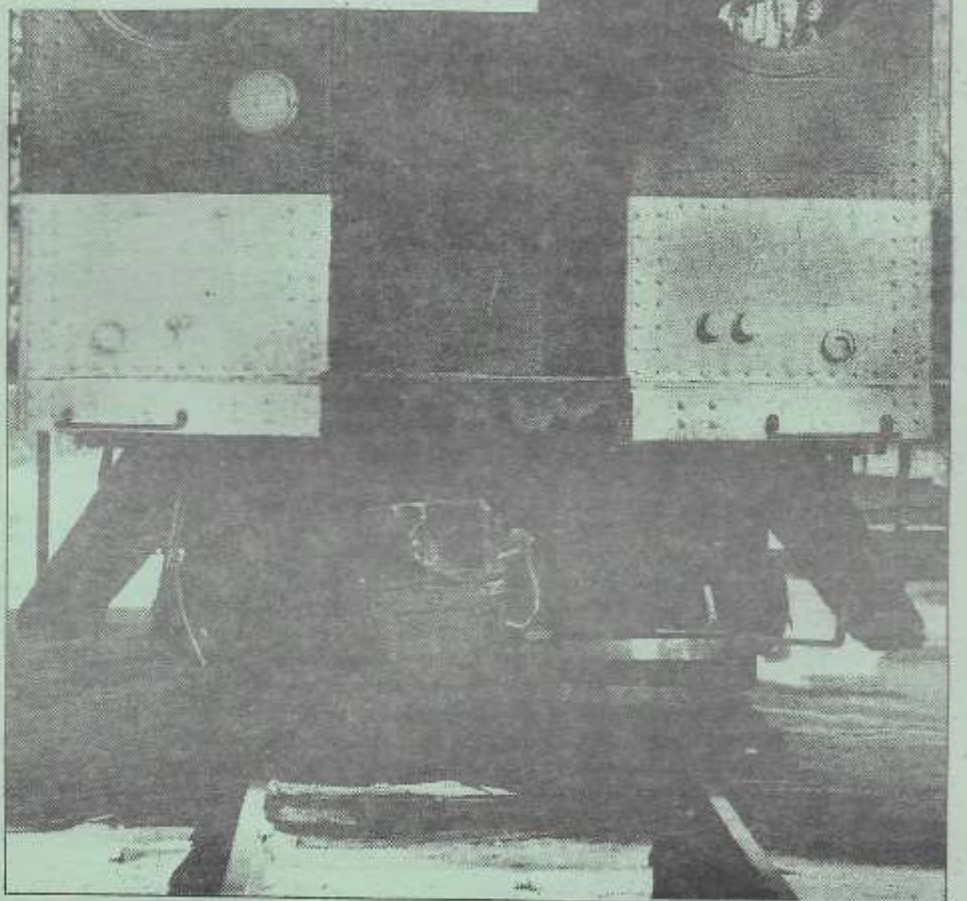
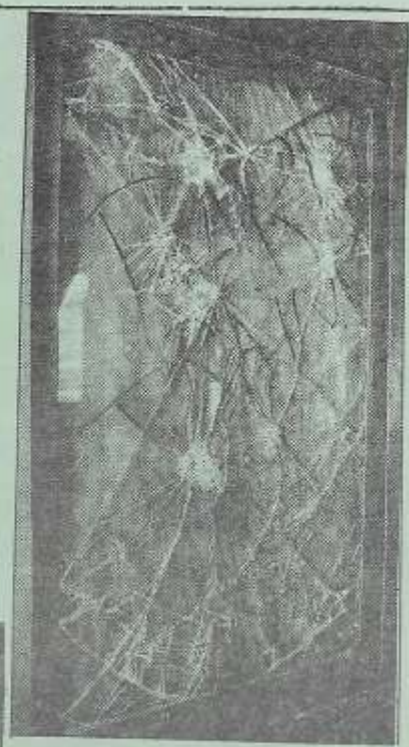
'Vandals Kept Hitting It'

"People would just hop the fence, use the bathroom and just wreck up my ride and Travel Town," Peterson said. "Two full-sized train bells were stolen once, also a full-sized train pump. I had to sell one of the beautiful steam engines Gene Autry had given me in 1979 as junk last week because vandals just kept on hitting it."

However, vandalism has decreased significantly since lights were installed last June, Reeder said.

"The place is lighted up, and park rangers also pass by on their rounds," he said. "During the last three months, there's been no sign of any breaking in."

Still, Reeder said, more needs to be done to upgrade Travel Town.



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10 FAVORITE TREKS TO THE TRACK

that relate the colorful history of railroads joining the East with the West

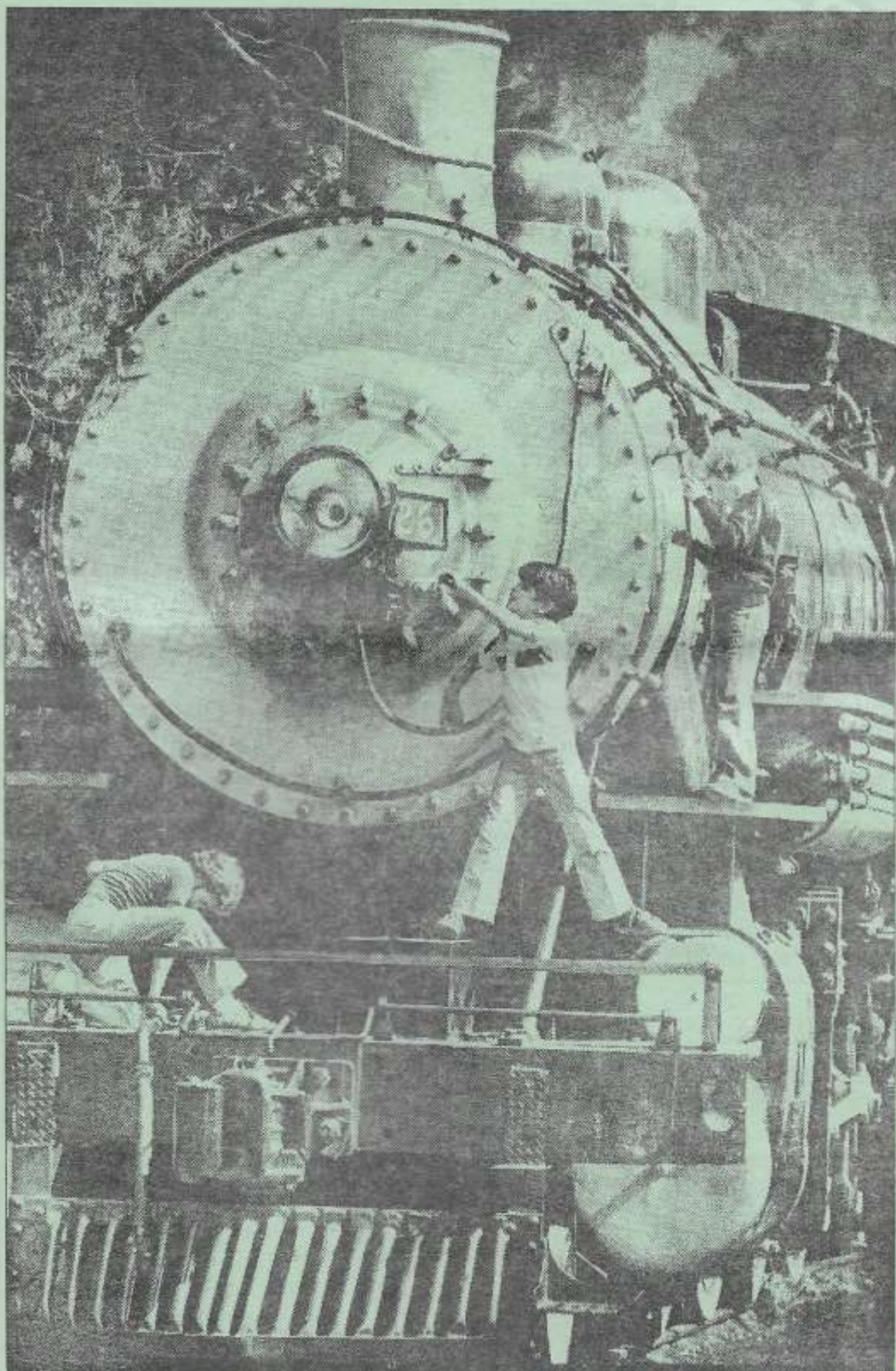
By TROY CORLEY

Whether you have a passing fancy for trains or you're an avid railroad fan, Southern California has several places where you can relive its railroad history.

Here are 10 of the best places suggested by Pacific Southwest Railway Museum Assn. and the Southern California chapter of the Railway and Locomotive Historical Society:

Lomita Railroad Museum, Lomita Junction, Woodward Avenue and 250th Street, Lomita, (213) 326-6255. Open 10 a.m. to 5 p.m., Wednesday through Sunday. Cost: 50 cents per person. Replica of turn-of-the-century Victorian passenger station has railroad memorabilia. Climb aboard the 1902 Southern Pacific steam engine called the Mogul and 1910-vintage Union Pacific caboose. A 1913 boxcar and 1923 Alaskan oil tank car are across the street. Managed by City of Lomita.

Orange Empire Railway Museum, 2201 South A St., Perris, (714) 657-2605. Open 9 a.m. to 5 p.m. daily, except Thanksgiving and Christmas. Streetcars operate weekends and major holidays, 11 a.m. to 5 p.m. Cost: free except on special-event days; nominal charge to ride cars. On display are 150 railway cars and streetcars, including steam and diesel locomotives, passenger coaches, freight cars



RICK MEYER / Los Angeles Times

Through the years, the 17 locomotives in Travel Town in Griffith Park have enticed youngsters to climb aboard and get better acquainted with traveling by rail.

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PRECONVENTION IN VANCOUVER

by Hilly Lazarus

You may already be too late. A report from Canadian Division President Larry Setterfield states that most hotels nearby are already booked up as 11 million people have already bought EXPO 86 tickets for this coming summer. People are currently having great difficulties in finding convenient accommodations, so if you still hope to attend the pre-convention party and "meet" of our Canadian Division on July 26 & 27, you had better scrounge for some place to sleep immediately. If you belong to American Express, try their travel agencies. If not, you can contact RES-WEST in Vancouver British Columbia as they are the official accommodations agency. Good luck.

The pre-convention tours in the Portland area and the Washington State area being on Tuesday, July 29th from Portland. At 8 A.M., we will board a tour bus to take us on an all-day excursion through the State of Washington to visit the Al Cox collection, the Mike Kolosseus fabulous layout and collection and the McCoy factory. The 12 hour tour includes lunch, all for about \$30 per person. In addition, the bus will stop somewhere for dinner but the dinner is not included in the tour price. On July 30th, tours are planned around Portland and will include visits to the zoo and zoo train ride (live steam) and a tour on a sternwheeler on the Columbia River Gorge. The convention brochure will be out shortly with more details and more tours.

The Canadian dollar is now at a very favorable exchange rate in terms of our dollar. You get 40% more Canadian money. Go to it.

of the Railway and Locomotive Historical Society. Display includes Arcadia's Santa Fe station, built in 1895, seven steam locomotives, a horse express car, Pacific Electric car, a caboose and dozens of other railroad items.

Union Station, 800 N. Alameda St., Los Angeles, (213) 624-0171. Open 6:30 a.m. to 11 p.m. daily. Cost: free. Last large passenger station built in the United States. Declared a historic cultural monument in 1972. To ride on the rails, Amtrak offers several short trips. Round trip to historical Downtown Fullerton, for example, is \$9.50, with seven trains scheduled daily.

Travel Town, Griffith Park, (213) 662-5874. Open 10 a.m. to 4 p.m. daily; 10 a.m. to 5 p.m. Saturdays and Sundays. Cost: Museum and park are free; train rides are \$1.50 for adults, \$1.25 for ages 4 to 12, and \$1 for seniors 62 and older. Outdoor museum of 17 locomotives suffers from deterioration and vandalism, yet Travel Town is still a favorite of railroad buffs. Rides offered on miniature steam train that travels around park's perimeter are available Saturdays, Sundays and holidays. Proposals to refurbish the exhibit are under consideration.

Pacific Southwest Railway Museum, 916 Sheridan Road, Campo, half a mile off California 94, (619) 478-9937. Open 9 a.m. to 4 p.m. Saturdays and Sundays. Cost: free.

Its 30 pieces of railway equipment include six steam engines, four diesel-electric engines, passenger and freight cars and cabooses. Ongoing equipment restoration. A 15-mile train ride is \$7 for adults and \$3.50 for children 5 to 12. The train runs at 11 a.m. and 1 and 3 p.m.

Palms Railroad Depot, Heritage Square, 3800 N. Homer St., Los Angeles, (213) 222-3150. Open 11 a.m. to 4 p.m. Sundays. Cost: adults \$2; children 16 and under and seniors age 65 and over \$1, and children under 12 accompanied by an adult get in free. Includes admission to other historical buildings at Heritage Square. Featured is an 1886 depot used by Southern Pacific Railroad until about 1941. It was moved to Heritage Square in 1976. Stationmaster's house is at south end of depot.

Saugus Train Station, Newhall, adjacent to William S. Hart Park, (805) 254-1275. Open 2 to 4 p.m. on Sundays only. Group tours by appointment only. Cost: free, donations accepted. An 1887 depot, which was donated to Santa Clarita Valley Historical Society by Southern Pacific Transportation Co. on condition that it be moved. It has been restored, and furnishings are typical of early 1900s. A Mogul steam engine, donated by Gene Autry, is being restored. There is a small gift shop, and in the baggage room is a museum of local history.

The Department of Recreation and Parks of the City of Los Angeles is currently trying to figure out what to do with Travel Town. They had Steven Drew down from the California State Railroad Museum in Sacramento to do a study and make recommendations. Hilly Lazarus is to meet the Departmental people in the near future and explore the possibility of a toy train museum there for TTOS with a permanent office with staff for TTOS. More on this subject later.



Toy Train Operating Society

A Non-Profit Corporation

PORTLAND FOR '86, A VACATION HIT

by Dick Owen, Convention Chairman

Seldom has a TTOS National Convention offered so many possibilities for a great vacation! With this thought in mind, I would like to invite you to join us at the TTOS 20th Anniversary Convention in Portland, Oregon from July 31 through August 3, 1986.

Portland is located approximately 80 miles from the Pacific Ocean, at the junction of the Columbia and Willamette rivers. Besides being Oregon's largest city, Portland is the economic and cultural center of Oregon and Southwest Washington, and is located in a metropolitan area of over one and a half million people.

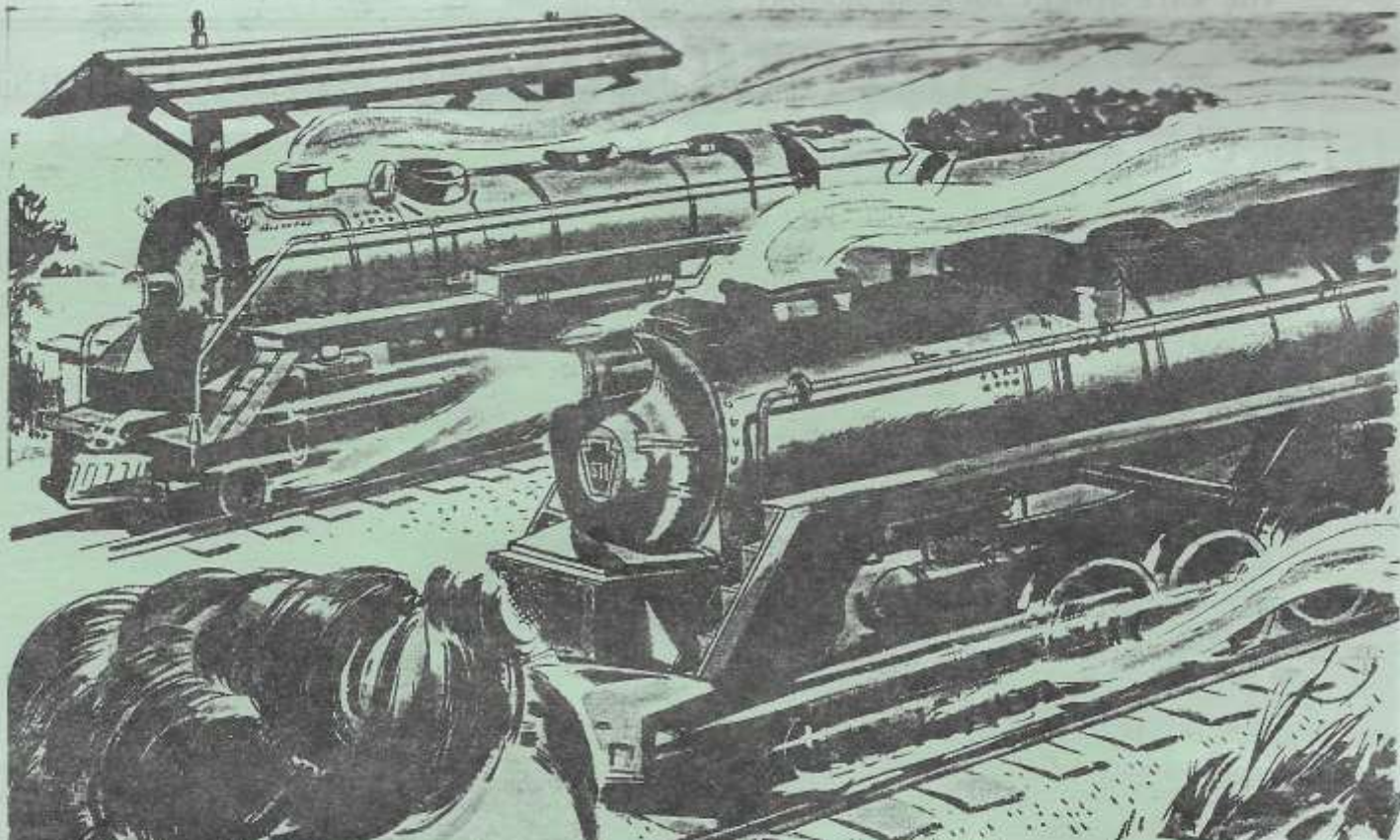
Portland is best described as green and clean! Oregonians take a fierce pride in the cleanliness of our state, and much effort and money goes into this goal each year. Another point for you to consider, is that Oregon has NO SALES TAX, making your vacation dollar stretch a little further. I might add that Oregon has no self-service gasoline pumps either so, if some fellow rushes out to your car at a filling station, do not be alarmed---he only wants to put gas into your car.

The list of activities available in Oregon is far too extensive to list in this article, but I want to mention a few:

1. Snow skiing. Timberline Lodge on Mount Hood offers the first year around skiing in North America.
2. The International Rose Test Garden is located in Washington Park and features over 400 varieties of roses, as well as breath-taking views of the City of Portland.
3. The Western Forestry Center to the partnership of the forestry industry and nature to maintain a vigorous, productive and renewable timber source.
4. The Oregon Coast is the most scenic Pacific shoreline in America, with ample opportunity for aquarium and museum visits, clam digging, beach-combing and even antique shop shopping for you and the little lady.
5. Local Vineyards. Oregon offers unique growing conditions for wine makers, attracting many new growers to Oregon in recent years. Wine tasting and sales are available at most of the vineyards.

The activities listed above are in addition to those planned for the convention, which include the pre-convention party and toy train "meet" in Vancouver, British Columbia, Canada on July 26th and 27th and the pre-convention Washington State collection and layout tours on July 29th. Fit in a visit to the EXPO 86 World's Fair someplace. In Portland, there is a sternwheeler tour of the Columbia Gorge, a tour of the Pittock Mansion and Japanese Gardens, a steam train ride on the 30" Zoo train which runs through Washington Park on a 4 mile trip, and, for the entire family, a visit to the Portland Zoo and the Oregon Museum of Science and Industry. An employee of the Greater Portland Convention and Visitors Association will be on duty at the registration desk to help you with on-the-spot travel plans. Come and see us in Portland for the time of your life.

For more travel and tourist information, please contact: Nancy L. Brown
G. P. C. V.
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Portland, OR 97204



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Fame Arrives Late for a Photographer Who Trained His Camera at Night Trains in the Late Steam Age

O. Winston Link, 71, an Artist
Of the Late Steam Age,
Is Acclaimed as a Virtuoso

By DANIEL MACHALABA

Staff Reporter of THE WALL STREET JOURNAL
LANESBORO, Pa.—The temperature is near freezing, and a crust of snow covers the hillside overlooking this backwoods rail junction.

For three hours a small group of men clamber up and down the wooded slope in gathering darkness, lugging two van-loads of electric cables, high-intensity flashbulbs, reflectors and a ladder. Working by lantern light, they string the gear together and wire it to a battery of old-fashioned boxy cameras on tripods.

Then they wait.

Within an hour, as a diesel throb signals the slow, uphill approach of a freight train to the 100-foot-high stone viaduct that arches over Lanesboro, they finger their cameras nervously.

Through distant trees the locomotive headlight pierces the dark, then creeps across the viaduct. When it reaches the far end, Howard Pincus clicks his shutter, and the scene vanishes in a silent flash of total whiteness.

Admirers and Imitators

Mr. Pincus and his band are among the growing number of admirers and imitators of O. Winston Link, whose photography of steam trains racing through the Virginia countryside at night has come into sudden, if belated, vogue. Mr. Link took his pictures from 1955 until the Norfolk & Western Railway retired its last steam locomotive in 1960. Today his work is winning both widespread artistic acclaim and financial success.

"It was an absolute virtuoso performance," says John Szarkowski, director of the photography department at New York's Museum of Modern Art, which has acquired six Links. "His work has a strangeness and nostalgia that is remarkable."

Squat, balding and 71, Mr. Link hasn't photographed a steam train at night for a quarter-century. But he isn't surprised by his newfound acclaim. "People are getting wise to this stuff now," says Mr. Link, a New York industrial photographer who snapped his black-and-white train photos between commercial assignments.

One photograph shows a monstrous steam locomotive blasting through a sleeping town; another captures a train speeding comet-like past a herd of cows. Museums across the country have acquired his prints, as have private collectors, including film director Steven Spielberg and actress Diane Keaton. A collection of his work is touring England, and another will visit U.S. preparatory schools.

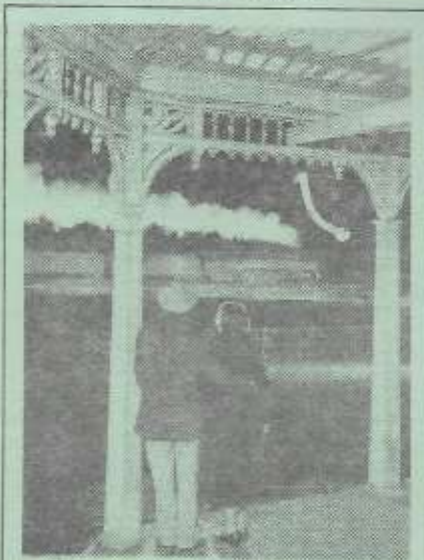
'Just Gone Wild'

People have "just gone wild" over Mr. Link, says Brooks Johnson, curator of photography at the Chrysler Museum in Norfolk, Va., whose catalog of Link photographs, "Ghost Trains," is entering its third printing. The photos "cross from the train buff to the art world," Mr. Johnson says. Salim B. Lewis, a Wall Street arbitrator, recently donated \$50,000 to Milton Academy, a prep school near Boston, to enable the school to buy 100 Link photographs and put them on tour.

The usual price of Mr. Link's prints has climbed to about \$500, from \$250 a few years ago. But he receives \$800 for his most popular photograph, "Hot Shot Eastbound," a picture made in 1956 of a steam locomotive passing a drive-in movie as a couple in a convertible watch the image of an airplane on the screen.

Some critics note the cinematic lighting of his pictures. Others praise the surrealistic effect created by the trains speeding through quiet rural towns. Still others mention the eerie, dreamlike quality of those photos in which people in the foreground seem oblivious to the massive energy of the passing trains.

Mr. Link says he wasn't consciously striving to create art but to "show what the railroad looked like at night and the way the railroad tied in with the community." He says he liked to photograph at night because "you can control the light and accent what you want; everything becomes dramatized." He adds, "I was into steam, and when the Norfolk & Western stopped steam, I had to stop."



The Popes and the Last Steam
Passenger Train
O. Winston Link (1957)

All told, Mr. Link took more than 2,000 shots while on two- and three-week expeditions to Virginia and West Virginia. He started taking them when it became evident that the steam locomotive was speeding toward extinction, and he photographed Norfolk & Western trains exclusively because that line still used plenty of steam locomotives then and because it agreed to go along with him.

Not all of the pictures are the nighttime ones that have gained such acclaim, but several hundred of them are. For these, Mr. Link developed a system of synchronized flash, consisting of flashbulbs placed in scattered reflectors and wired to discharge simultaneously the split second he clicked the shutter. For "Hot Shot Eastbound," Mr. Link fired 43 flashbulbs, equal to about 200,000 100-watt incandescent light bulbs.

"He pushed that button and the night lit up like Jupiter had sent down a thunder-



O. Winston Link

bolt," says David Plowden, a photographer who once assisted Mr. Link. The flash was so bright, Mr. Link says, that on a few occasions locomotive engineers thought their boilers had exploded.

Not everyone is impressed. Mel Patrick, an amateur train photographer in Denver, criticizes the lighting in some of Mr. Link's pictures as excessive. "You might as well be looking at a Hollywood set or a cheap used-car lot with the light bulbs strung out," he says.

Mr. Link says he needed intense light to capture the motion of steam locomotives and their billowing smoke. "I would still do everything exactly the same," he says. That includes the use of flashbulbs, which throw more light and require less power than electronic strobes. And it means stringing vast lengths of cable to trigger them. (Radio signals might be blocked by the trains.)

The Norfolk & Western gave Mr. Link access to its tracks and terminals, even providing a key to telephone boxes so that he could find out when trains were approaching. Although the railroad bought some prints for a promotional booklet, "Night Trick," Mr. Link shouldered the \$20,000 cost of his expeditions. Aside from the expense, he faced miserable working conditions. He shot in cold weather when the steam was the most spectacular and once stood on horse manure for nine hours, stringing up his lights and getting his gear ready, to take a picture.

Mr. Szarkowski of the Museum of Modern Art once called Mr. Link "a legitimate American genius, and nut." Mr. Link, who doesn't dispute the description, says, "I had to be a nut to spend all that time and money and not be paid."

Today several groups of amateur photographers, who fancy themselves Link disciples, are willing to endure similar hardships. On this particular night in rural Lanesboro, Mr. Pincus's group, Rails After Dark, spends hours rigging 21 flashbulbs on a telephone pole, on signposts, and along the gravel right-of-way both on and below the viaduct. With distant dogs yelping at the commotion, Robert Hart Jr., a 30-year-old New Jersey postal worker, climbs a tree and clings precariously to a limb to position four of the bulbs. "Heads up," he yells as a branch crashes to the ground 45 feet below him.

The group takes its first shot at 8 p.m., then waits 10 hours to photograph a second freight train rolling on a track beneath the viaduct, at 6:25 a.m.

"This is a whole awful lot of work, but some shots can't be done any other way," says Mr. Pincus. Though some flashbulbs fall to fire, the finished prints capture the moving trains and the viaduct in vivid detail.

There is a limit to what they can produce, partly because modern diesel locomotives aren't as photogenic as the steam trains Mr. Link photographed. "In the days of steam the subjects were so much more alive," says Richard Steinheimer, a Sacramento, Calif., commercial photographer and night flash buff. "It's the difference between photographing a fire-breathing dragon and a cocker spaniel," he says.

When the Norfolk & Western retired steam in 1960, Mr. Link went back to his commercial work—taking pictures of factories for corporate clients, for instance. (Mr. Link bought a surplus steam locomotive that year which he hasn't yet finished restoring.) But with demand for his railroad photographs running high, Mr. Link now spends all his time in his Manhattan darkroom filling print orders.

He says he hasn't retired his flash gear, which he may want to use again to capture the image of owls at night. His initials spell "owl"—the O stands for Ogle—and he uses a picture of the bird framed in a camera shutter as his logo.

"Owls are some piece of work," says Mr. Link. "They look like airplanes coming in for a landing—they sail in. It would be terrific."

Photographs by O. Winston Link
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Main Line on Main Street
O. Winston Link (1958)



Hot Shot Eastbound
O. Winston Link (1956)

Courtesy of
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Restaurateur rides rails, lives on them, too, in private coach

By JOHN CORR
Knight-Ridder

PHILADELPHIA — Dante Stephensen is a gray-haired kid in his mid-50s, and he loves his toys.

His toys include a big brass whistle that goes, 'hoo-eee-hoo,' a spiffy conductor's cap and an 82-foot-long private railroad car in which Clark Gable courted Woolworth heiress Barbara Hutton.

The kid in the conductor's cap settles down in his big padded chair on the rear observation platform of his car, The Survivor, which is coupled to the rear of the Silver Meteor Amtrak train heading for Philadelphia from Washington.

He props his cowboy boots up on a railing, puffs on his corncob pipe and watches the scenery whip by at 85 mph.

"Ain't it grand?" he asks. "Ain't it grand?"

It is nothing less.

The lovingly restored old car, built in 1926 for the F.W. Woolworth family, has a marble bathtub with gold fixtures, three bedrooms, a dining room and a complete kitchen. It has oak paneling, stained-glass windows and an antique slot machine that operates only with English threepence coins.

And Stephensen loves it all, even though he says it is "horrendously expensive."

Stephensen, who owns a 400-seat restaurant in Atlanta, is one of about 100 Americans who own and travel in private railroad cars built in the early part of the century and used by millionaires, presidents and show-business personalities.

The number of private-railroad-car owners is on the increase, Stephensen said, because of Amtrak's willingness to let the cars tag along on regular runs and to provide switching and parking facilities.

You can buy an old railroad car for as little as \$5,000, but restorable and elegantly appointed private cars on the order of The Survivor could cost about \$300,000.

Stephensen won't say what he paid for his beauty, but he will say it was a bargain.

"It had been parked for 10 years on a stretch of dead track (not connected to any other track) in Nashville, Tenn. The only way to move it to a spur 300 yards away was by crane.

"Now, most people thought that moving the car would snap its spine and it would be ruined. That's why I got it cheap. I decided to take the chance after talking it over with a couple of old retired railroad chief mechanics."

Stephensen says he is not a rich

man. He is able to restore and operate the car only because he has been a railroad buff and has been collecting railroad antiques all his life.

He is a carpenter and does his own restoration work. And he saves money by living full time in the car, which is parked on a siding in Atlanta when he is not taking a trip.

His home becomes mobile about nine times a year, mostly for one-day jaunts. He was traveling to Philadelphia to attend the recent National Historic Railroad Society convention in Lancaster, Pa. He would sooner give up his train whistle than miss a railroad society convention, he says.

The round-trip Amtrak charges from Atlanta to Philadelphia, he says, will be about \$1,500.

Later this year, he plans to travel to Oregon and back.

"I haven't calculated how much that will cost," he says. "I'm scared to."

He expects to round up three or four paying passengers to help defray the cost of the coast-to-coast trip. Paying passengers also help finance the restoration of the car.

"I get seven other people, and we take one-day trips," he said. "They get the ride, three lavish — and I

continues on pg. 17

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mean lavish — meals with drinks and wine, and it costs them just a little more than it would to fly the same distance first-class." (A chef and a waiter from his restaurant see to the travelers' needs.)

His most popular paying trip is from Atlanta to New Orleans.

Stephensen, who has a degree in geology and is a jazz guitar player, said he has loved trains since childhood. At 15 he worked one summer as a section hand, swinging a pick and wielding a shovel to maintain a section of track.

"It was the hardest work I've ever done, but it paid off. The next year I won the state (of Illinois) high school wrestling championship."

Also during high school, he was arrested in Iowa for hobbing on trains.

He spent six years in the Navy as an underwater demolition expert, worked at various jobs. In 1976 he opened Dante's Down the Hatch restaurant.

"I work there 120 hours a week. That's how I can afford to do this."

The Survivor, a name bestowed by Dante, weighs 103 tons and rides considerably more smoothly than a regular Amtrak coach.

It was built by the Pullman Co. and used mainly by F.W. Woolworth's daughters, Jessie and Edna.

"Edna used it most. She was very anxious to break into New York high society and never quite succeeded. That's why she insisted on such lavish appointments, things like the silver-plated lighting fixtures.

"The car generally was staffed by an attendant and a chef, and they slept in a little compartment off the kitchen. There are buttons in every room, including the bathroom, for summoning a servant from the kitchen."

Experts say fantasy is key to popularity of model railroads

Submitted by Al Bailey

NEW BERLIN, Wis. — Early in the 19th century, not long after the age of the railroad began, miniature counterparts of the great steam locomotives and cars appeared. And toy train sets have been popular ever since.

Model trains have endured because they "contribute to creative play and provide a firsthand experience in dealing with 'technology' such as electricity and mechanical control," says Frederick E. Gates, president of Marklin Inc., the U.S. subsidiary of the oldest manufacturer of model railroads and accessories. The parent company is based in Goppingen, West Germany.

An ability to stimulate fantasy is crucial to the staying power of toys, says Brian Sutton-Smith, author of the recent book, *Toys as Culture*.

"The great shift in modern times is from physical to symbolic play," says Sutton-Smith, a professor at the University of Pennsylvania Graduate School of Education. "Children are more stimulated toward having imaginative ideas than ever before."

As familiarity with a toy increases, children tend to create fantasies for the toy, he adds. For example, creating a train layout — assembling track, adding landscape details — allows children to build and add into this miniature world all the details they can imagine, then to alter or invent a new layout-world.

"What makes the train so exciting as you lie down beside it and see it and hear it is what you have projected onto it in terms of your own fantasies and dreams of life," Sutton-Smith says. "The train is made into a mirror of your mind."

Toy trains are not the private domain of children; they're becoming just as prevalent in adults' lives, Gates says.

"We've found children love owning a model train," he says. "It can grow from a gift into a hobby, and then a chance to expand and explore the hobby as an adult."

"Such toys also provide opportunity for parent-child participation. For example, in the case of model railroading, nearly 50 percent (of

the hobbyists) share their hobby with at least one other family member, according to a recent survey of model purchasers by *Model Railroader* magazine."

Early toy trains are far different from today's sophisticated train sets, according to Marklin, which in 1891 produced the first "standardized" model trains.

Before 1891, toy trains, which were driven by clockwork, were made of lacquered tinplate, wood or cardboard. Others were simply pulled or pushed on the floor.

Later toy railroads that ran on spirit burners were dangerous, since the spirit often would spill and cause fires when rough handling derailed the trains.

By 1902, model railroads powered by clockwork, steam and electricity in various gauges were available. The first transformers appeared in the 1920s, making the electrical toys less dangerous than those taking power directly from the lighting circuit.

As the popularity of real railroads grew, the faithfulness of reproductions of locomotives and cars also grew, Gates says. Almost all the technological developments — from the track railroad to the suspension railroad — could be found in detailed reproduction in Marklin's line just a short while after they went into real-life service, he adds.

The latest innovation in model railroading, introduced in 1979, is digital control, which allows the operator to control various trains simultaneously but independently of each other.

Estimates put the number of train collectors worldwide at 500,000, with 200,000 of them living in the United States.

The Train Collectors Association, the blanket organization for enthusiasts and history buffs, was founded in the early 1950s. Connected with the Toy Train Museum in Strasburg, Pa., it has more than 16,000 members.

The National Model Railroad Association, geared to the model train hobbyist, has 24,000 members nationwide. This organization, with headquarters in Chattanooga, Tenn., sponsors swap meets, conventions and layout contests.



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CALENDAR

Apr. 4, Fri: Golden State Division monthly meet, 7 PM at Immanuel Lutheran Church, Moorpark & Leigh, San Jose CA. Program: operating all gauges. Info: Barbara Jones, 10380 Castine Ave, Cupertino CA 95014; 408-257-9385.

Apr. 5, Sat: Pacific Northwest Northern (Washington) meet at Ralph Yeakley's home, 12209 NE 33rd, Bellevue WA 98005; 206-881-2165.

Apr. 6, Sun: Pacific Northwest Southern (Oregon) place unknown. Info: Dick Owen 503-666-4317.

Apr. 6, Sun: 4th annual Allied Model Trains auction at Masonic Hall, 50 W. Duarte Rd, Arcadia CA. Registration & viewing begins 9 AM, auction 11 AM until 5 PM, no reserves. Free admission. Allen Drucker 213-475-0463.

Apr. 6, Sun: Bay Counties regular monthly meeting 9 AM till noon at Montera Junior High School, 5555 Ascot Dr, Oakland CA. Info: Donald R. Church, 415-547-5228.

Apr. 6, Sun: TCA Western Division meet 12 noon. Tuesday Afternoon Club, 319 N. Central, Glendale INFO: Bob Caplan (213) 382-5266

Apr. 11, Fri: Southwestern regular monthly meeting (Note: All day meet is not this month as previously reported, but in May!!) at Masonic Hall, 50 W. Duarte Rd, Arcadia CA; trading begins at 6 PM. Info: Jerry Butler 818-363-8200.

Apr. 18, Fri: SFV Toy Train Club meet 6 P.M. St. Annes Melkite Church 11211 Moorpark, N. Hollywood. Visitors welcome. Lois Butler (818) 363-8200

Apr. 27, Sun: Canadian Division meeting 12 noon to 3 PM at 5461 Tyne St, Vancouver BC. Info: Ken Warner 604-434-5037.

Apr. 27, Sun: Southern Pacific meet, auction, raffle prizes 12 noon to 5 PM at Anaheim Bowl, Anaheim CA. Info: Linda Freeland 714-826-5341

May 2, Fri: Golden State monthly meet, 7 PM at Immanuel Lutheran Church, Moorpark & Leigh in San Jose CA. Info: Barbara Jones 408-257-9385.

May 4, Sun: Pacific Northwest joint North/South and Canadian meet at McCoy Mfg. in Kent WA. Info: Dick Owen 503-666-4317.

May 4, Sun: Bay Counties regular meet 9 AM to noon at Montera Junior High School, 5555 Ascot Dr, Oakland CA. Info: Don Church, 415-547-5228.

May 4, Sun: TCA Western Division Meet 12 noon. Tuesday Afternoon Club, 319 N. Central, Glendale INFO: Bob Caplan (213) 382-5266

May 10, Sat: Southwestern annual spring all-day meet at Masonic Hall, 50 W. Duarte Rd, Arcadia CA. Free to all TTOS members and their guests. Tables are \$6, reserved by remitting to Sam Mattes at 7253 Pondera Circle, Canoga Park CA 91304. Setup 8:30 AM, doors open 9 AM to 5 PM.

May 16, Fri: SFV Toy Train Club meet 6 P.M. St. Annes Melkite Church 11211 Moorpark, N. Hollywood. Visitors welcome. Lois Butler (818) 363-8200

May 25, Sun: Canadian Division regular meeting noon to 3 PM at 5461 Tyne St, Vancouver BC. Info: Ken Warner 604-434-5037.

May 25, Sun: Southern Pacific regular meet from noon to 5 PM at Anaheim Bowl, Anaheim CA. Info: Linda Freeland 714-826-5341.

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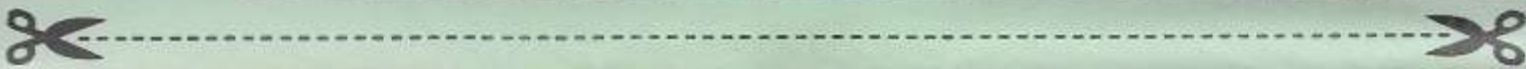
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