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AUGUST
1984

COMING EVENTS

- JULY 27 & JULY 29 & AUGUST 5: SIERRA PACIFIC MODEL RAILROAD SOCIETY OPEN HOUSE: 2007 N. LUGO, SAN BERNADINO, CA 92404: FRI 7-9 P.M., SUN 1-7 P.M. \$1.00 ENTRY. BRAD PESHECK, (714) 788-5123.
- JULY 28, AUGUST 25, SEPT. 22: L.A. LIVE STEAMER'S NIGHT RUN NEXT TO TRAVEL TOWN IN GRIFFITH PARK. 5200 ZOO DRIVE. GORDON SHERWOOD FOR INFO: (818) 849-4003.
- JULY 28 ORANGE EMPIRE RAILWAY MUSEUM EVENING TROLLEY FEST. 2201 "A" St., PERRIS, CA. 2 P.M. MOVIES & SLIDES; 7 P.M. OPERATION. INFORMATION: JIM WALKER, (714) 657-2605.
- JULY 29 & AUGUST 12: L.A. LIVE STEAMERS OPERATION. SEE ABOVE. INFORMATION: DANIEL F. O'BRIEN, (213) 669-9729.
- AUG. 2 T.T.O.S. NATIONAL CONVENTION--SACRAMENTO. COCKTAIL PARTY BEGINS AT 6:30 AT THE WOODLAKE INN. BABY SITTING AVAILABLE FROM ANDREA LAZARUS FOR THIS NIGHT ONLY. \$10 PER CHILD FOR THE EVENING. CALL ANDREA AT (818) 980-0441 HERE IN NORTH HOLLYWOOD BEFORE YOU LEAVE.
- AUG. 3 T.T.O.S. NATIONAL CONVENTION FIRST DAY OF TRADING 9 A.M. SPECIAL FOUNDER'S DINNER AT THE CAPITOL PLAZA HOLIDAY INN AT 6 P.M. SHARP. COCKTAILS IN THE HOTEL LOBBY BEFORE 6 P.M. DON'T BE LATE AS THE SCHEDULE IS TIGHT. MUSEUM OPEN HOUSE FOR ALL T.T.O.S. MEMBERS AND THEIR PARTIES AT 8:30 AT THE CALIFORNIA STATE RAILROAD MUSEUM. YOU SHOULD WEAR YOUR CONVENTION BADGE FOR IDENTIFICATION.
- AUG. 4 T.T.O.S. NATIONAL CONVENTION SECOND DAY OF TRADING FOLLOWED BY THE NATIONAL WESTERN STYLE BANQUET UNDER THE STARS. BUFFET STYLE WITH BOTH BAR-B-QUED CHICKEN AND RIBS, ETC., WITH ALL THE TRIMMINGS. ENTERTAINMENT FOR EVERYONE. DON'T MISS THIS SPECIAL EVENT.
- AUG. 5 T.T.O.S. NATIONAL CONVENTION SUNDAY MORNING LAST-CHANCE TRADING.
- AUG. 4 & 5. CITRUS EMPIRE MODEL RAILROAD CLUB OPEN HOUSE, GRANDSTANDS AT THE L.A. COUNTY FAIRGROUNDS IN POMONA. JIM FRITSCH (714) 629-0330.
- AUG. 5 ORANGE EMPIRE RAILWAY MUSEUM--RAILROADIANA SHOW: HOLIDAY INN, 7000 BEACH BLVD., BUENA PARK. 9 A.M.-3 P.M. RON RUFFULO (714) 657-2605.
- AUG 10 T.T.O.S. S.W. DIVISION MEETING IN ARCADIA. USUAL TIME & PLACE.

Off the Beaten Track

By MICHAEL ROGOFF

The Orient Express used to bring travelers to Israel in pre-statehood times. After the long journey from Paris to Constantinople, travelers would be ferried across the Bosphorus to Asia; then through the mainland of Turkey to the port of Latakia (now in Syria), then south to Beirut, Sidon, and into Haifa, Lydda (Lod), Gaza and across the northern Sinai desert, ferried again across the Suez Canal and, finally, to Cairo, the Orient Express' final destination.

Politics and the Wright Brothers changed all that, but the experience still exists just as in 1911, when the Cook's handbook advised, "Between Jaffa and Jerusalem there are two trains daily, a journey of about 54 miles in three and three quarter hours." Jaffa has, of course, been absorbed by Tel Aviv, now a vibrant metropolis but in 1911 a mere settlement on sand dunes.

The old carriage road which wound up to Jerusalem took two days to cover; the new expressway from Tel Aviv to Jerusalem takes 55 minutes! But for the true traveler, the train still runs. The ride lasts just under two hours (twice as long as by road), is astonishingly inexpensive, and offers unusual glimpses of scenery and byways, as well as an opportunity to muse over three thousand years of history.

We board the 16:00 Tel Aviv-Jerusalem train in Bet Shemesh. This is Samson country, here where the Sorek gorge emerges from the rugged mountains of Judah into the gentle vistas of the Lowland Hills. Samson loved Delilah and confounded the Philistines. Years later, in a wheatfield still cultivated, the repentant Philistines returned the captured Ark of the Lord. Today a town and several farming villages bear the ancient names.

4:45 — A shout, door-bangs, whistle-blasts, and we're off past groves of avocados and olives. Caves are in the cliffs. We pass a cooperative settlement. The engine strains as we climb into the Sorek Valley.

While several limestone caves are visible from the train window, the gem lies in the ridge behind the quarry. The Sorek Cave was discovered in 1968 when a routine quarry blast gouged an opening through which the incredulous workers beheld a wonderland never seen before. Millions of years of water action on the native dolomite have created a unique variety of stalagmites and stalagmites that have caused the Sorek Cave to be recognized as one of the most exquisite in the world.

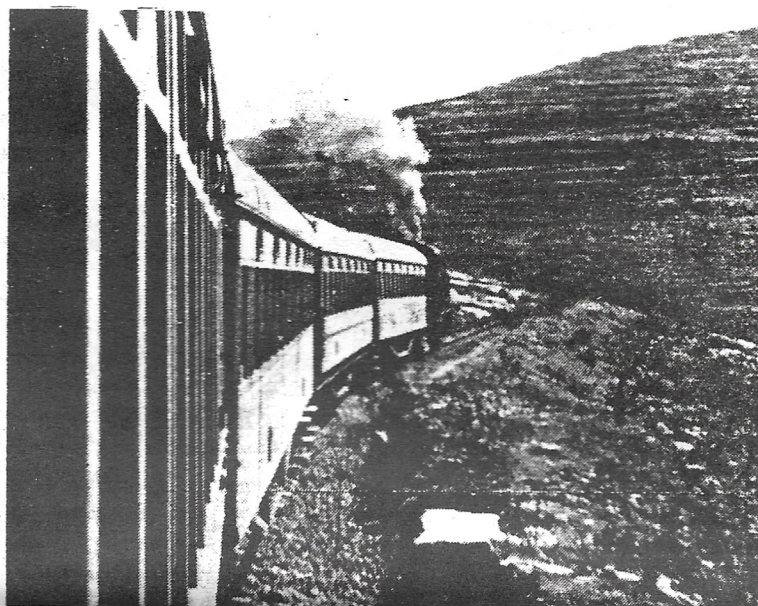
Reaching it by road from either Jerusalem or Bet Shemesh, visitors to the cave enjoy an audiovisual introduction and a tour conducted by Nature Reserves Authority guides.

5:01 — The gorge deepens spectacularly. Thoughts of the Alps. The stream below small and sluggish. Shrub, some young pine trees. Someone passes around a bunch of grapes, somehow appropriately biblical.

5:10 — Bar Giyyora — a whistle-stop. A sudden blaze of purple bougainvillea. A group of young hikers waves from the track across the stream. Two hoots and we're through. High above, on the rim of a steep canyon, the scenic road from Jerusalem winds southwest to the Valley of Elah.

5:13 — Forests begin to dominate the mountain slopes. Tall pines and cypress. A few huge eucalyptus trees. My companion, lulled by the motion of the train, dozes. I am absorbed by the passing scenic beauty.

The great natural forests of Joshua have long been cut down: Farmers needed fields, shepherds pasture, and invading armies wood for campfires and siege-machines. In 1877 Mark Twain found "hardly a tree or a shrub anywhere. Even the olive and the cactus, those fast friends of a worthless soil, had almost deserted the country." For half a century now, the Jewish National Fund has been working to reverse the curse on the land, draining swamps, preparing farmland, planting forests.



Winding through Judean hills between Tel Aviv and Jerusalem, train takes easygoing route off beaten track, opening ancient historical vistas to travelers' view.

In two generations, over 150 million new trees have transformed the countryside. In addition to the traditional pines, olives, vines and figs, other fruit trees — plums and apricots, for example — abound.

5:25 — The village of Battir. Ingenious exploitation of the narrow valleys for growing crops — vegetables, fruit trees, some wheat.

Eighteen-and-a-half centuries ago the now-pastoral setting of Battir (ancient Betar) rang to the clash of arms. The Temple of Jerusalem had been destroyed by the Romans in 70 A.D.; but in 132 another Jewish revolt erupted, this time under the command of Simon Bar-Kochba. For a brief moment Rome teetered: the legions of Hadrian were thrown back. But the Romans ground down the opposition, and, with the loss of Jerusalem, the rebels fell back on the hill-fortress of Betar. Here Bar-Kochba died and Jerusalem was razed, to be replaced by a Roman town, Aelia Capitolina, dedicated to Jupiter.

5:29 — Country commuters homeward bound on donkey-back. The first sight of Jerusalem: the new southern neighborhood of Gilo.

5:32 — The Western neighborhoods — Kiryat Hayovel up the hill to the left.

5:37 — Jerusalem's downtown area visible.

5:40 — Jerusalem. Now the time-warp reaches its climax. On the horizon is the Mount of Olives, the view punctured by church spires on Mount Zion. The train chugs slowly into the

station, and emits a rush of exhaled steam. The whistle blows, a bell is ringing in the station building. And what a building!

Created by the Turks in 1899 especially for the ceremonial arrival of Kaiser Wilhelm II of Germany during his pilgrimage to the Holy Land, it boasts graceful arches, a vaulted waiting-room, and, like everything in Jerusalem, it is built of the city's golden-pick stone.

For many Israelis, the two-hour train ride between Jerusalem and Tel Aviv is far too slow, leaving the trains wonderfully uncrowded for the nostalgic, the curious and the inveterate traveler.

When you go, remember that trains run throughout Israel, linking Tel Aviv and Jerusalem with the port of Haifa and Nahariya, a resort on the northern Mediterranean coast. The train operates once daily in each direction between Jerusalem and Tel Aviv, departing from each city at 4 p.m.; the Friday train departs at 11:30 a.m. and there is no schedule on Saturday. The fare is less than a dollar; tickets can be purchased at the train stations before departure. Trains are one class, and reservations cannot be made in advance.

Southwestern Division Dues Are Now Overdue. Send Vic \$13.00.

CONVENTION SELLERS TABLES WILL BE SIX FEET LONG.

NOR-CAL CAL-STEWART ANNOUNCES THAT THEIR USUAL SPRING MEET WILL BE MOVED UP TO FEBRUARY IN 1985 BECAUSE THE USUAL HOTEL WASN'T AVAILABLE IN APRIL OR MAY.

DAYLIGHT PHOTO EXCHANGE & SWAP MEET, ETC. BEING PLANNED FOR SEPTEMBER BY THE L.A. DIVISION OF THE N.M.R.A. FOR INFO: JACQUIE CUSTER (818) 892-8888.

MUSEUM EXHIBIT FOUNDER'S PLAQUE IS NOW CLOSED FOR REGULAR FOUNDERS. SPECIAL CATEGORIES WILL REMAIN OPEN FOR A FEW MONTHS AND INCLUDE A "MEMORIAL TRIBUTE" SECTION TO HONOR DEPARTED FRIENDS, RELATIVES AND MEMBERS AND ANOTHER SPECIAL CATEGORY FOR LATE-SUPPORTERS WHO WISH TO CONTRIBUTE. THESE \$100 LEVELS WILL BE USED TO SUSTAIN THE EXHIBIT FOR THE NEXT SEVERAL YEARS. THE PLAQUE WILL BE UNVEILED AT THE EXHIBIT DEDICATION ON FRIDAY NIGHT, AUGUST 3. IF YOU HAVE ANY LAST MINUTE COMMUNICATIONS, BETTER CALL HILLY LAZARUS SOON AS HE LEAVES FOR SACRAMENTO A WEEK BEFORE THE CONVENTION TO MAKE FINAL PREPARATIONS ON THE EXHIBIT. (818) 762-3652 OR (818) 785-4282.

HOTEL: AS OF JULY 10, THE WOODLAKE INN REPORTS MORE THAN 200 ROOMS HAVE BEEN RESERVED FOR T.T.O.S. AND THEY ONLY HAVE 325 AVAILABLE. BETTER HURRY IF YOU WANT ACCOMODATIONS IN THE REGULAR CONVENTION HOTEL AT \$35 A NIGHT. IT IS A GREAT DEAL AT A VERY NICE PLACE. SEE THE "ORDER BOARD" IN THE LAST T.T.O.S. BULLETIN FOR DETAILS AND RESERVATION FORM.

TROLLEYS: WE ARE TEMPORARILY OUT OF ALL OF THEM BUT EXPECT ANOTHER DELIVERY ANY DAY NOW---THANK YOU FOR YOUR PATIENCE. ONCE THIS LAST SHIPMENT IS HERE, THERE PROBABLY WON'T BE ANY MORE MADE. THE MANUFACTURER JUST RAISED HIS PRICES ABOUT \$10 PER TROLLEY SO, THOSE OF YOU WHO PRE-ORDERED GOT LUCKY.

LIONEL 400E: DAVE OTTH STILL NEEDS ONE FOR DISPLAY AT THE MUSEUM. IF YOU CAN LOAN ONE, GIVE DAVE A CALL AT (818) 351-0022.

FIFTEEN DIVISIONS OF T.T.O.S. AS WELL AS 270 MEMBERS HAVE BECOME FOUNDER'S OF THE T.T.O.S. MUSEUM EXHIBIT.

CAL-STEWART FALL MEET: THIS YEAR WE WILL BEGIN A NEW SOUVENIR PROGRAM OF THE "CAL-STEWART FIRE DEPARTMENT". FOR "O" GAUGE, WE WILL OFFER THE FIRST TWO OF SIX PLANNED FIRE TRUCKS, INCLUDING ONE AMBULANCE, WHICH ARE 1/43 SCALE DIECAST REPLICAS OF 1933-34 FORDS. BEAUTIFUL ITEMS MADE IN SWITZERLAND BY THE "ELIGOR" COMPANY. BY THE END OF THE THREE YEAR RUN OF THIS SERIES, WE HOPE TO BE ABLE TO FIND AND ISSUE A FIRE DEPARTMENT BUILDING TO GO ALONG WITH THEM. NO STANDARD GAUGE VEHICLE WAS FOUND FOR THIS YEAR BUT WE SURE DID TRY. SEEMS THE MANUFACTURERS DON'T HAVE MUCH AVAILABLE FOR THE LARGER GAUGES. IF YOU HAVE ANY IDEAS ALONG THESE LINES, PLEASE CALL HILLY RIGHT AWAY AND MAYBE WE CAN STILL ISSUE SOMETHING. (818) 762-3652, 785-4282.

TABLE RULES FOR MEETS. THESE CONTINUE TO BE MODIFIED BY THE BOARD OF DIRECTORS AND WILL BE PUBLISHED AS SOON AS FORMALIZED. BASICALLY, IN FAIRNESS TO EVERYONE, ALL TRAINS MUST REMAIN BOXED AND/OR COVERED UNTIL OUR USUAL 6 P.M. OPENING TIME. ADVANCE TABLE RESERVATIONS HAVE BEEN DISCONTINUED FOR SPECIFIC TABLES. SOME COMMENTS ON THIS HAVE BEEN RECEIVED IN OUR SURVEY AND WILL BE PUBLISHED. EDITORIAL OPINION: I THINK WE COULD SAFELY MAKE IT POSSIBLE TO GUARANTEE A TABLE BY ADVANCED SALES BUT NOT A SPECIFIC LOCATION OF THAT TABLE---THAT WOULD STILL BE FIRST COME-FIRST SERVED. PEOPLE WHO DRIVE GREAT DISTANCES FOR OUR MEETS, SUCH AS SAN DIEGO AND BAKERSFIELD, WANT TO BE GUARANTEED A TABLE BEFORE THEY DRIVE SO FAR. TO ME IT SEEMS QUITE REASONABLE THAT WE RESERVE SPOTS FOR ANYONE WHO TRAVELS 100+ MILES TO GET TO OUR MEETS. DO YOU AGREE? LET'S HEAR FROM YOU IN THE SOUTHWESTERN LIMITED.

P/A SYSTEM. ISN'T THAT A NICE AMPLIFIER DON HUTH FOUND FOR US? THANKS.

NATIONAL T.T.O.S. ELECTIONS. WANT TO RUN? LAST CHANCE TO TELL JOE LOVI BEFORE THE NOMINATIONS CLOSE AT THE NATIONAL CONVENTION. OFFICERS NEEDED!

MEMBERSHIP SURVEY. RESULTS ARE STILL BEING TABULATED BUT ONLY 60% OF THE MEMBERS HAVE RESPONDED SO FAR. SEE TABULATION ELSEWHERE IN THIS ISSUE.

NATIONAL CONVENTION, AUGUST 2-5.

CAL-STEWART PASADENA, NOVEMBER 9-11.

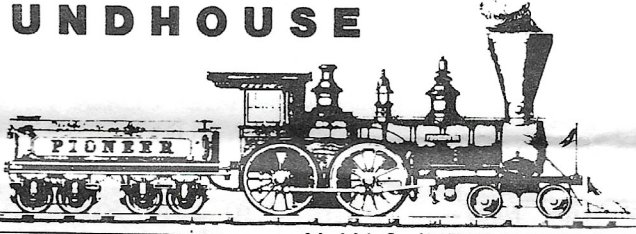
SOUTHWESTERN GENEROSITY: THE BOARD OF DIRECTORS OF SOUTHWESTERN DIVISION SHOWED THE SUPPORT THIS DIVISION HAS FOR THE T.T.O.S. MUSEUM PROJECT BY REFUSING TO SPLIT THE PROFITS ON THE TROLLEY PROJECT WHICH HAD BEEN AGREED TO IN ADVANCE. SOUTHWESTERN HAD ADVANCED THE MONEY TO FUND THE TROLLEY PRODUCTION. ONCE ALL COSTS HAVE BEEN PAID BACK TO THE DIVISION, THE BOARD VOTED THAT THE MUSEUM COMMITTEE SHOULD THEN KEEP ALL PROFITS. ONCE AGAIN, SOUTHWESTERN HAS COME THROUGH WITH A BIG HEART, AND IS THE ONLY T.T.O.S. DIVISION IN THE \$1000+ BENEFACTOR CATEGORY. THANK YOU SOUTHWESTERN. AGAIN.

T.C.A. WESTERN DIVISION GENEROSITY: THE BOARD OF DIRECTORS OF OUR SISTER CLUB VOTED TO DONATE \$250 TO THE T.T.O.S. MUSEUM EXHIBIT AND THUS HAVE BECOME FOUNDING SPONSORS AND THE ONLY OUTSIDE CLUB TO BECOME A FOUNDER. THANK YOU VERY MUCH WESTERN DIVISION AND HAPPY 30TH ANNIVERSARY. WE MAY NOW ANNOUNCE THAT OUR PRESIDENT, JOE LOVI, HAS BECOME A T.C.A. MEMBER AND IS LOOKING FORWARD TO THEIR MOVE TO GLENDALE IN THE FALL.

ANOTHER SPONSOR IS THE ROUNDHOUSE OF NORTH HOLLYWOOD. ALAN AND JUDIE HAVE BEEN MOST GENEROUS TOWARDS T.T.O.S. AND HERE IS THEIR STORE ANNOUNCEMENT. DROP IN MOST ANYTIME. THEY ARE OPEN NIGHT AND DAY, AND THEY ARE STILL LOOKING FOR A REPAIR MAN. NEED A PART TIME JOB?

THE ROUNDHOUSE
MODEL TRAIN
SUPPLIES

HO N Märklin
LGB LIONEL
American Flyer



NEW ADDRESS!!
ALAN & JUDIE KEESLING
12804 Victory Blvd. North Hollywood (818) 769-0403

ONE GAUGE AND STANDARD GAUGE: BOB A. SCHUSTER OF DELTON LOCOMOTIVE WORKS ANNOUNCES THAT HIS #1 GAUGE MODEL OF "THE BRECKENRIDGE" WILL BE ON THE AUCTION BLOCKS AT THE CONVENTION IN SACRAMENTO TO HELP RAISE MONEY FOR THE T.T.O.S. MUSEUM EXHIBIT. ALL PROFITS GO TOWARDS THAT GOAL. HIS SECOND ANNOUNCEMENT IS THAT HE WILL BE COMING TO CAL-STEWART IN NOVEMBER AND IS BRINGING ALONG HIS BRAND NEW, FIRST OFF THE PRODUCTION LINE, STANDARD GAUGE "C. P. HUNTINGTON" LOCOMOTIVE FOR AUCTION WITH THE PROCEEDS AGAIN GOING TO FUND THE EXHIBIT. WHAT A BEAUTIFUL PAIR OF LOCOMOTIVES. THE REAL C. P. HUNTINGTON IS THE FEATURED LOCOMOTIVE IN THE WINDOW OF THE MUSEUM. ONLY ABOUT 200 OF EACH SPECIAL RUN LOCOMOTIVE WILL BE MADE.

UNION PACIFIC: THIS FINE OLD RAILROAD HAS A PUBLICITY OFFICE IN LOS ANGELES AND HAVE INDICATED THEIR INTEREST IN WHAT WE ARE DOING AT THE CALIFORNIA STATE RAILROAD MUSEUM. IN THE FUTURE, LOOK FOR SOME POSSIBLE HELP FROM U.P. THEY ARE PRESENTLY LOANING US AN "O" GAUGE MODEL OF THE M10,000 STREAMLINER FROM THEIR OWN MUSEUM FOR OUR EXHIBIT CASES. U.P. IS ALSO FURNISHING SOME PACKETTE STUFFERS FOR THE CONVENTION.

LIONEL: WHAT IS THE CURRENT NEWS ABOUT MPC PRODUCTION? IF ANYONE IS UP ON THIS, PLEASE WRITE UP A LITTLE SOMETHING FOR OUR SOUTHWESTERN LIMITED. YOUR (TEMPORARY) EDITOR DOESN'T COLLECT NEWER LIONEL SO HELP IS REALLY NEEDED IN PROVIDING THIS INFORMATION TO OUR MEMBERSHIP.

FOUNDING MARLATTS: OUR SECRETARY JOAN, HER MOM NORMA WHO IS THE NATIONAL BUSINESS OFFICE MANAGER, AND HUSBAND JIM HAVE CONTRIBUTED TO THE MUSEUM EXHIBIT FUND AND HAVE BECOME FOUNDERS. THANKS VERY MUCH. SUPER NICE.

PICTURES: WE'RE OUT OF THEM. PLEASE BRING YOUR CAMERA TO OUR NEXT MEET SO WE CAN GET SOME NEW FACES AND TRAIN PICTURES INTO THIS BULLETIN. HELP!!

OLD #1 GAUGE TRACK BY MAERKLIN & BING FROM c. 1900. A FELLOW IN ENGLAND WANTS TO SELL THREE BIG OVALS FOR ABOUT TWENTY POUNDS WHICH IS ABOUT \$30. F. J. A. ATKINSS, 28 WOODLAND'S RD., EAST GRINSTEAD, SUSSEX, ENGLAND RH19-3EL.

SURVEY RESPONSES: WHO HAS WHAT KIND OF LAYOUT. IF YOU WANT TO SHARE SOME OPERATING IDEAS OR JUST SEE DIFFERENT LAYOUTS, LOOK UP THESE MEMBERS IN OUR SOUTHWESTERN DIVISION DIRECTORY AND GIVE THEM A CALL.

DAVID DANSKY (OAKLAND). LIONEL O/STD.
BILL MOORE. A.F. "S" 12x30'
STEPHEN COLE. "HO" 5x10'
DICK BRANDT. LIONEL "O"
JAMES DOYLE. LIONEL PREWAR "O" 10x15'
LARRY POLAND. LIONEL "O" 6x14',
STD. GA. 8x16'
MARTIN VERTSON. "O" GA.
STAN GRINTER. N GA 30"x30".
LOWELL JEANS. PRE 1970 LIONEL "O".
CLYDE SUTTLE, JR. MAERKLIN "HO".
HAROLD HARMAN. TYCO "HO" 4x8', LIONEL
027 3x7', A.F. "O" 4x4' TOWER
RICHARD MARSHALL. LIONEL "O"
MILT DERMAN. LIONEL "O" 4x12'
JAMES PELLING. LIONEL "O" 4x13'
JACK DICKERT. LIONEL PREWAR "O" 6x12'
KEN SCHETTIG. AF "S" 8x12'
JOHN BATEY. LIONEL "O"/STD. 11x14'.
JEAN HATHAWAY. LIONEL "O" 10x6x12'.
RICHARD BLOOM, LIONEL "O" 7x11'
ROGER WILANDER "HO" 10x12'
DICK MAYER. REPRO STD GA, 8x12'
VINCE GARGUILO, POSTWAR LIONEL "O"
HOMER CARR. LIONEL "O" 9x18'
JOHN A. MOE, II. LIONEL "O" 5x9'
VICTOR GERENDASY, LIONEL "O" 4x8'
NELSON REED, LIONEL "O" 5x10'
JON SIRUGO, MPC "O" 10x16'.
RON REGAN, "O" SACLE 17½x45' BIG
EDWARD CHADROFF, LIONEL "O" 1940-65
BRUCE FOAT, LIONEL POST WAR 6x12'
BUD LACEY, LIONEL "O" 8x16'
DAVID ASHMAN, LIONEL "O" 6x12'
KURT RESCHKE, LIONEL "O" 9½x10½' +
JAMES WEATHERFORD, POST WAR LIONEL
ANTHONY PATYNIK, LIONEL POSTWAR 8x16'
ERNIE GILPIN, LIONEL POSTWAR "027"
BILL PEARCE, HO-O-STD, 2 DECKS 8x12'
ROY BELL, LIONEL PREWAR "O", 8x12'
LARRY KIRK, TYCO, ATHEARN, AHM "HO"
JULIUS GINTHER, LIONEL "O" 12x16'
JAMES HAWLEY, LIONEL "O", 17x27'
DOUGLAS FRIEND, LIONEL "O" 6x12'
LARRY KOSTKA, LIONEL "O" 11x17'
STEVE MARINKOVICH, "N" GAUGE 3x10'
JERRY RINDONE, LIONEL "O"
BOB SPELLMIRE, STD., "O" & "S" 12x12'
WM. YING LING, LIONEL "O" 8x10'
BOB SEAMAN, LIONEL O-STD, MODULAR 10x12
GREGORY GARCIA, LIONEL "O" 8x12'
LARRY HALL, LIONEL "O" 12x12'
PETER FREELAND, LIONEL "O" 12x14'
JERRY LATNER, LIONEL SUPER-O, LARGE
GREG STEVENS. "HO" 13x13'
DOUG MOSHER. LIONEL/AF "S" GA 8x8'
GREG ASLANIAN. LIONEL "O" 6x10'
PAUL KOEHLER. MIXED GAUGES 4x8'
HOLLIS COTTEN. AF "O" 7x12'
BOB HEFFLEY "HO" 5x9'
BOB HENDRICH. NEW STD GA, 20x28'
MIKE LA COM. LIONEL "O" 10x12'
BRUCE MARKUS. PREWAR LIONEL "O"
RICHARD STILGEBOUER. AF "S" GA.
SAL SPAGNOLO. LIONEL "O" P.W. 5x9'
RON HORSPOOL LIONEL "O" POST. 9x15'
LUTHER CRITZER. LIONEL "O" 6x12'.
DR. WM. ORLUSKE. LIONEL "O" & STD. BIG
ROBERT ROBINSON. MPC "O", 10x14'.
BOB FLOYD. LIONEL POSTWAR "O"
JACK LANTZ. AF "S" 12x15'.
ROBERT PENNSY, JR. MPC 9x13'
ROBERT CAPLAN. LIONEL POSTWAR "O".
GEOFF BERENS, MPC 12x8x4'.
A.B. CLARK, LIONEL "O"
PERRY ADAMS, "S" GA 16x20'
JACK WHITMEYER, LIONEL "O", 5x10'
HERB BALKIND, MAERKLIN "Z" GA.
RALPH JOHNSON, LIONEL "O", 17x39' BIG
VICTOR SERAFINI, LIONEL "O" 11x12'
BRUCE LAZARUS, A.F. "S" GAUGE
ROBERT MOORE, SMALL LIONEL "O"
BOB JONES, "O" GAUGE
FRANK BESSENGER, SMALL LIONEL "O"
RAY AIRES, AF "S", 8x8'
ROBERT WORTH, 10x18 HO, 20x22 LIONEL +N
MARIO LIBERATORE, LIONEL "O" 10x25
DON GOLDBERG, LIONEL "O" 6x10'
HILLY LAZARUS, AF CLOCKWORK 30" CIRCLE
W. ROBERT MACKAY, PREWAR LIONEL "O"
BILL SCHOUTEN, LIONEL "O" 16x26'
RON FROELICH, LIONEL "O" 16x20'
PETE DEBEERS, PREWAR 8x12' ALL, O-STD.
STERLING LABE, LIONEL/MARX 7x13' O-027
GREG ENGLISH, LIONEL "O"
JOHN WILKINSON, LIONEL "O", 11x18x20'
FRANK ALABART, MAERKLIN "HO" 4x8'
JAMES KARNEY, LIONEL "O" 4x20'
HARRY LA GESSE, LIONEL "O" 11x17'
HOWARD PACKER, LIONEL "O" 8x22½"
JOHN ROTH, SMALL STD. GA.
BRUCE MUNN, LIONEL "O", 12x12'
GEORGE GILLILAND, LIONEL "072" (OKLA.)
ENNIS HACKMAN, ATLAS "N", 6x12'
FRED MARTIN, LIONEL "O" 5x9'
RICHARD ROSS, LIONEL "O"
JACK HIRSCHBERG, LIONEL O/027 16x20'
CARROLL PEARSON, LIONEL 027, 10x11'

THIS SURVEY SUMMARY WAS BASED UPON THE FIRST 300 RESPONSES OF WHICH 108 HAVE LAYOUTS. PEOPLE TEND TO HAVE LIONEL LAYOUTS EVEN IF COLLECTING OTHER MAKES.

SURVEY RESPONSES: SUGGESTIONS FOR OUR MEETS.

TABLES SHOULD BE PAY AS YOU GO. WE NEED A THEME & DISPLAY CASE UP IN FRONT. KEEP EVERYONE SEATED DURING THE AUCTION. SMOKING ON ONE SIDE OF AUCTION AREA ISLE IS GREAT. CAN THE BLOWERS BE TURNED ON EARLIER? CHANGE THE MEETS TO SATURDAY OR SUNDAY. FRIDAY NIGHT HAS TERRIBLE TRAFFIC (TWO SUCH RESPONSES). START THE MEET AT 7:00 AND THE AUCTION AT 7:30. HAVE THE MEETS FURTHER WEST. MORE RAFFLE PRIZES. HAVE A MEET OPEN TO THE PUBLIC SO WE CAN SPREAD THE WORD TO GET NEW MEMBERS. KEEP UP THE GOOD WORK; THANK YOU OFFICERS. TURN LIGHTS DOWN DURING THE BUSINESS MEETING. WE NEED BETTER VENTILATION AND AIR CONDITIONING. MORE ALL-DAY MEETS SUGGESTS AN ARIZONA MEMBER. NO PRE-REGISTRATION ON MONTHLY TABLES. HAVE A COMBINED TTOS/TCA MEET AT THE GLENDALE CIVIC AUDITORIUM AS MORE OUT OF STATERS MIGHT ATTEND. KEEP KIDS UNDER 14 OUT. LOOKS LIKE WE NEED A LARGER MEETING HALL. MEETINGS SHOULD BE CHANGED TO SATURDAY OR SUNDAY AFTERNOONS. EVERYTHING IS OK AS IT IS. DOING A GOOD JOB NOW. MORE PRE-WAR ITEMS FOR THE RAFFLE-- THERE IS TOO MUCH PLASTIC. THE AUCTION SELLER SHOULD BE ALLOWED TWO BIDS ON HIS OWN ITEMS. I'M SATISFIED. BAN SMOKING. I WORK ON FRIDAY NIGHTS AND CAN'T MAKE IT TO MEETINGS. ALLOW US TO PAY DUES EARLY ALONG WITH NATIONAL DUES. LET'S HAVE SOME MEETINGS ON OTHER THAN FRIDAY NIGHTS. START SHOWING SOME FILMS TO INTEREST WIVES AND KIDS. AT THE ALL-DAY MEETS, DON'T LET NON-MEMBERS IN UNTIL AFTER NOON. HAVE SEVERAL, OR ALL, BOARD MEMBERS GREET ALL NEW AND OLD MEMBERS AND GET TO KNOW THEM. FRIDAY IS A TOUGH NIGHT. HOW ABOUT SOME MEETS ON TUESDAY OR THURSDAY NIGHT? LET'S NOT HAVE RESERVED TABLES. ENCOURAGE MEMBERS TO SHARE IDEAS AND SKILLS FOR OPERATION AND REPAIR. I DON'T LIKE TO SEE ONE PERSON WITH TWO OR THREE TABLES WHILE OTHERS DON'T HAVE ANY. DON'T HAVE THE ALL-DAY MEETS ON THE SAME WEEKEND AS THE YORK MEET. STOP PETTY ANIMOSITIES. IS IT NECESSARY THAT WE CHARGE FOR TABLES? DOES THIS NOT TEND TO DISCOURAGE DISPLAY AND PARTICIPATION RATHER THAN ENCOURAGE IT? IN AUCTIONS, THE SALE OF LIONEL ITEMS SHOULD BE SEPARATED FROM THE SALE OF "ODD" ITEMS. TABLES SHOULD BE FIRST COME, FIRST SERVED WITH EVERYONE HAVING AN EQUAL CHANCE TO GET THE CHOICE FRONT ROW TABLES. KEEP UP THE GOOD WORK. I LIKE THINGS FINE. INFORMATION IS NEEDED ON RESTORATION AND REPAIRS, PEOPLE, PARTS & IDEAS. EACH "MEET" SHOULD HAVE A CHAIRMAN TO PLAN ACTIVITIES FOR THAT EVENING. WE NEED A SARGENT AT ARMS TO KEEP ORDER AND SILENCE WHEN OUR OFFICERS SPEAK. WE NEED MORE "S" GAUGE IN THE RAFFLES. LET'S GET OUR OWN AMPLIFIER & SPEAKERS. (WE JUST DID THIS). DON'T ASSIGN TABLES--INSTEAD, I'D SUGGEST WE NUMBER THE TABLES AND HAVE REGISTRANTS PULL A NUMBER OUT OF A HAT FOR THEIR TABLES. IN THIS WAY, EVERYONE HAS AN EQUAL CHANCE FOR A GOOD TABLE POSITION. ALL IS GOING GREAT. EXCELLENT PLUS. I ARRIVE SO LATE WHEN I GET THERE THAT I JUST APPRECIATE BEING A MEMBER. LET'S HAVE AN OCCASIONAL MEET NORTHWEST OF TOWN SUCH AS IN THE SAN FERNANDO VALLEY, THOUSAND OAKS OR CAMARILLO. NO SMOKING IN THE AUCTION AREA. LIMIT SELLERS TO ONE "PASS" AND ONE "BID", ON HIS OWN ITEMS. STOP CHARGING FOR TABLES. WE DON'T NEED THE MONEY THAT BAD. THE DIVISION IS DOING AN EXCELLENT JOB. I PREFER ALL MEETS IN THE EVENINGS. START THE EVENING MEETS AT 8 P.M. FRIDAYS OR SOME OTHER WEEK NIGHT. START THE AUCTIONS LATER. SHOW SOME TRAIN FILMS. HAVE "HOW TO" CLINICS ON RESTORATION, CLEANING, OPERATION EXPERIENCE, TIPS, ETC. DIVIDE AUCTION INTO POST-WAR AND PRE-WAR ITEMS. LOVE THE MEETS--KEEP THE BUSINESS SHORT. OPEN THE DOORS AT 5:00 or 5:30 P.M. WE NEED A LITTLE MORE ORGANIZATION AND LESS CHAOS. MAYBE A FIXED AGENDA OF BUSINESS AND NO TRADING UNTIL AFTER THE BUSINESS MEETING. WE NEED HIGHER QUALITY RAFFLE PRIZES FOR MORE INTEREST AND MONEY. ANNOUNCE CAR-POOLS TO MEETS, ESPECIALLY FROM DISTANT PLACES LIKE SAN DIEGO. INSIST ON QUIET AND ATTENTION DURING THE BUSINESS MEETING. IMPOSE A FINE ON THOSE WHO REFUSE TO COOPERATE.

SPECIAL T.T.O.S. MEET IN RENO, NEVADA ON SATURDAY, SEPTEMBER 22, 1984. RENO-SPARKS CONVENTION CENTER. REGISTRATION \$1 PER FAMILY. \$3 INCLUDES BOTH YOUR REGISTRATION & TABLE. HOTEL: (800) 648-5010. INFO: JOHN (702) 972-8836, HOMER (702) 348-7242. FUNTIME.

SURVEY RESPONSES: SUGGESTIONS FOR CAL-STEWART.

DON'T START THE AUCTIONS SO EARLY. GIVE US A CHANCE TO SEE THE TABLES BEFORE THE AUCTION STARTS. GIVE MORE TABLES TO GARY KECK. KEEP UP THE GOOD WORK. OPEN FOR TRADING AT 8 A.M. MAKE IT EASIER TO BRING GUESTS. PLEASE HOLD CAL-STEWART EARLIER IN THE AUTUMN. IT IS TOO CLOSE TO THE HOLIDAYS AND MONEY IS TIGHT FOR CHRISTMAS SHOPPING. MORE RUNNING TRAINS FOR THE KIDS. INSTEAD OF T-SHIRTS OR CAPS, HOW ABOUT A POST-CAL-STEWART MAILING TO ATTENDEES OF A PICTORIAL BOOKLET OF THE EVENT AND EXHIBITS? ALL IS O.K. AS IS. NATIONAL TTOS BOARD MEETING SHOULD BE HELD AT A TIME THAT DOES NOT CONFLICT WITH CAL-STEWART. SUNDAY P.M. IS SLOW. CAN WE SAVE MONEY BY STOPPING AT NOON? CLOSE THE HALL AT 5 OR 6 P.M. ON SATURDAY. MORE RAFFLE PRIZES. DON'T MAKE ANY CHANGES. HAVE A RARE OF THE RAREST CONTEST. WE COULD HAVE A DISPLAY OF TRAINS THAT ARE RARELY SEEN. PARKING IS TOO COSTLY. EXCELLENT AS NOW FORMULATED. CLOSE NO LATER THAN 6 P.M. (TWO RESPONSES). MORE PRE-WAR TRAINS FOR THE RAFFLE. SOME YEAR HAVE TROLLEYS FOR THE THEME. AUCTION SELLERS SHOULD BE ALLOWED TWO BIDS ON THEIR OWN ITEMS. I'M QUITE SATISFIED. BAN SMOKING. FINE. OK AS IS. HAVE MORE MEMBERS DURING THE DAY VOLUNTEER FOR SECURITY DUTY. KEEP IT MEMBERS ONLY. LET'S LET THE PUBLIC IN ON SUNDAY AT A REDUCED PRICE AND MAYBE THEY WILL JOIN T.T.O.S. GREAT SHOW--DON'T CHANGE IT. LET'S HAVE CONTESTS SUCH AS THE MOST POWERFUL LOCOMOTIVE OR THE BEST CUSTOM ITEM USING TOY TRAIN PARTS, ETC. CAL-STEWART IS HARD TO IMPROVE UPON. GET THE REGISTRATION FORMS OUT EARLIER. GREAT! HAVE CAL-STEWART IN OCTOBER. KEEP UP THE GOOD WORK. CAL-STEWART IS JUST GREAT. DON'T LET THE AUCTION DICTATE THE SCHEDULE FOR THE REST OF THE MEET. IT'S GREAT. GREAT. KEEP THE AUCTION GREAT--NOT LIKE UP NORTH. START THE AUCTION LATER ON SATURDAY--OR PERHAPS LIMIT IT TO A SEPARATE EVENING AUCTION AS IT INTERFERES WITH TABLE SALES. DIVIDE THE FLOOR AREA INTO GROUPS SUCH AS (1) LIONEL, (2) TRAIN PARTS SUPPLIERS, (3) AMERICAN FLYER, (4) EVERYTHING ELSE. DELAY AUCTION UNTIL LATER IN THE MEET SO WE CAN FINISH A ROUND OF TABLES BEFORE THE AUCTION STARTS SO WE DON'T MISS OUT ON AUCTION OR TABLE ITEMS. ALLOW THE PUBLIC IN EITHER HALF DAYS BOTH DAYS OR ALL DAY ON ONE OF THE DAYS. HAVE SELLERS FILL OUT A CARD LISTING ITEM, CONDITION AND SELLING PRICE SO WE CAN PUT OUT OUR OWN GREENBERG-TYPE PRICE GUIDE WHICH WE COULD SELL AT THE END OF THE YEAR TO RAISE FUNDS FOR THE CLUB.

SURVEY RESPONSES: SUGGESTIONS FOR THE SOUTHWESTERN LIMITED.

I'D LIKE SOME ARTICLES ON MEMBERS COLLECTIONS AND LAYOUTS. SUGGEST THAT MEMBERS HOLD OPEN HOUSES. MORE STORIES ABOUT LAYOUTS. COLORED PAPER IS HARD TO READ. MORE ARTICLES ON "HISTORIC" OLD TRAINS AS WELL AS MORE PHOTOS OF MEMBERS LAYOUTS. PUT ENERGY INTO SOMETHING ELSE. ARTICLES ARE INTERESTING. I'M TIRED OF LIONEL-LIONEL-LIONEL! KEEP UP THE GOOD WORK. IT IS JUST FINE. I LIKE HANDY HINT ARTICLES ON LAYOUT OPERATION. DON'T USE RED INK ON TAN PAPER. GREAT! I NEVER GOT VOLUME 2 NUMBER 9 AND WANT IT. SOME PRACTICAL LAYOUT SUGGESTIONS. MAYBE A CONTEST TO SEE WHO CAN DESIGN THE BEST LAYOUT FOR A RESTRICTED SPACE. NO SUGGESTIONS--GOOD WORK. WOULD LIKE INTERVIEW COLUMN ON A DIFFERENT MEMBER EACH MONTH SO WE CAN GET TO KNOW ONE ANOTHER BETTER--THE STORY COULD COVER ANYTHING ABOUT THE PERSON--NOT JUST TRAIN INTERESTS. DON'T STOP IT. CANCEL IT. WHERE IS THE PRESIDENT'S MESSAGE? RED PRINT IS HARD TO READ. I LIKE IT AS IT IS. NOT A SUGGESTION BUT A BIT OF GRATITUDE FOR THE EVER INCREASING EFFICIENCY (SUCH AS THIS SURVEY) AND ENTHUSIASM YOU LEADERS SHOW--THANKS. COULD SOMEONE WRITE A FEW ARTICLES TO HELP US WITH WIRING AN "O" GAUGE THREE RAIL LAYOUT FOR BETTER OPERATION? ALSO, FOR LARGE LAYOUTS, HOW TO CONNECT TWO OR MORE TRANSFORMERS TOGETHER--IF THAT IS EVEN A GOOD IDEA. IT IS GETTING BETTER. NEED ARTICLES ON LAYOUT PLANNING. KEEP UP THE GOOD WORK. DOING A GOOD JOB. INFORMATION ON INNOVATIVE "O" GAUGE LAYOUTS. BETTER CONTRAST BETWEEN COLOR OF INK AND PAPER. THANKS TO HILLY AND THOSE WHO ARE DOING THE SOUTHWESTERN LIMITED. IN COMING EVENTS, WE SHOULD HAVE A PERMANENT CALENDAR SHOWING CAL-STEWARTS, YORK MEETS AND ALL NATIONAL TTOS & TCA MEETS. I'M SATISFIED. HARD TO READ WHEN THE INK AND PAPER COLOR ARE TOO CLOSE. IT IS A GREAT PUBLICATION AS IT IS! GOOD WORK. HOW ABOUT MORE SOUTHWESTERN DIVISION NEWS?



TIME TABLE

Thrill to the Sights and Sounds
of Historic
Steam Locomotives



The Virginia & Truckee Railroad Co.
P.O. Box 467
Virginia City, Nevada 89110
Phone (702) 847-0380

HISTORY

Take a ride back into history over the original historic Virginia & Truckee Railroad between Virginia City and tunnel number 4 in Gold Hill.

The Virginia & Truckee Railroad is by far the most famous of all American short lines. In its heyday as many as 45 trains a day arrived and departed Virginia City. A U.S. president and dignitaries from the World over rode these trains. The line was completed in 1869 and in the ensuing 70 years hauled millions of dollars in gold and silver ore from the mines of Virginia City. Today 30 years after the last train left the Comstock, you can once again ride over this historic railroad.

Your train will be powered by an exciting hard working steam locomotive. You will have a choice of riding in open cars or a caboose, all of which are over 60 years old. The train, still following its original 109 year old right of way goes right through some of the most famous of the bonanza Comstock mines, the ruins of which are advantageously viewed from the train.



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FARES (All round-trips)

Adults	\$2.50
Children	\$1.25
All day pass	\$6.00

Special excursion and party trains available.
Phone (702) 847-0380

DISTANCE BY HIGHWAY TO VIRGINIA CITY

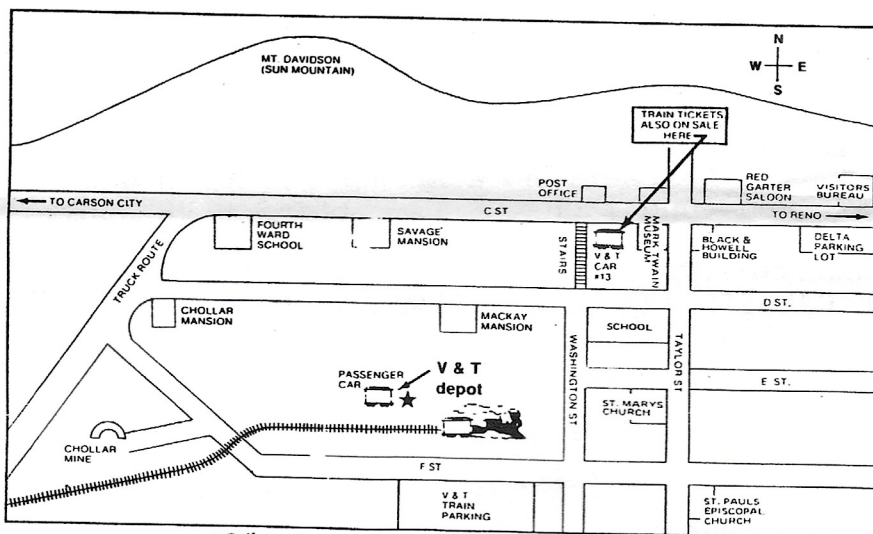
Reno to Virginia City 21 mi.
Carson City to Virginia City 14 mi.
Lake Tahoe to Virginia City 27 mi.
Sacramento to Virginia City (via Reno)
145 mi.
Sacramento to Virginia City (via Carson)
147 mi.
San Francisco to Sacramento 80 mi.

1984 SCHEDULES

Trains will operate roundtrip everyday
from May 26th through September 30th.

Train No.	Depart Virginia City	Arrive Virginia City
1	10:30 AM	10:55 AM
2	11:15 AM	11:40 AM
3	12:30 PM	12:55 AM
4	1:15 PM	1:40 PM
5	2:00 PM	2:25 PM
6	2:40 PM	3:05 PM
7	3:20 PM	3:45 PM
8	4:00 PM	4:25 PM
9	4:40 PM	5:05 PM
10	5:20 PM	5:45 PM
#11	6:00 PM	6:25 PM

#From June 16th to Sept. 2nd

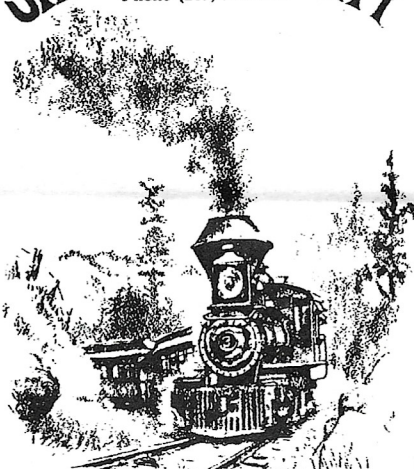


Turn downhill at Taylor St. in Virginia City

RAILTOWN 1897 STATE HISTORIC PARK

SIERRA RAILWAY

Phone (209) 984-3953



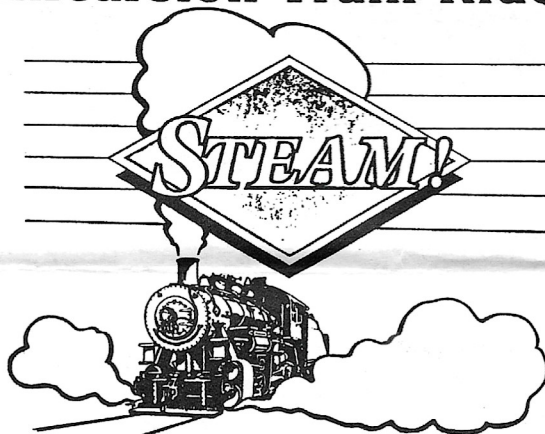
TIME TABLE 1984

Excursion Trains
to Yesteryear

Off Hwy. 49 & 108 on 5th Ave.

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Excursion Train Rides



Weekends, June 2 through September 3, 1984
(except July 7-8)

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Telephone Information: (916) 445-4209

California State Railroad Museum

Let's meet in
Sacramento