



THE SOUTHWESTERN LIMITED

VOLUME 4
NUMBER 8

AUGUST
1985

RALPH N. JOHNSON
PRESIDENT

HILLY LAZARUS
TEMPORARY EDITOR

THE TROLLEYS ARE COMING --- FINALLY! Dave Otth announces that the trolleys you ordered from the TTOS Museum Exhibit Committee are now in the final stages of decoration and should be available in a couple of months. Thank you all for being so patient. The Hollywood trolleys were delivered last year but the remaining ones to be delivered are the P.E. Big Red Car, the P.E. Birney and the Sacramento Northern Birney.

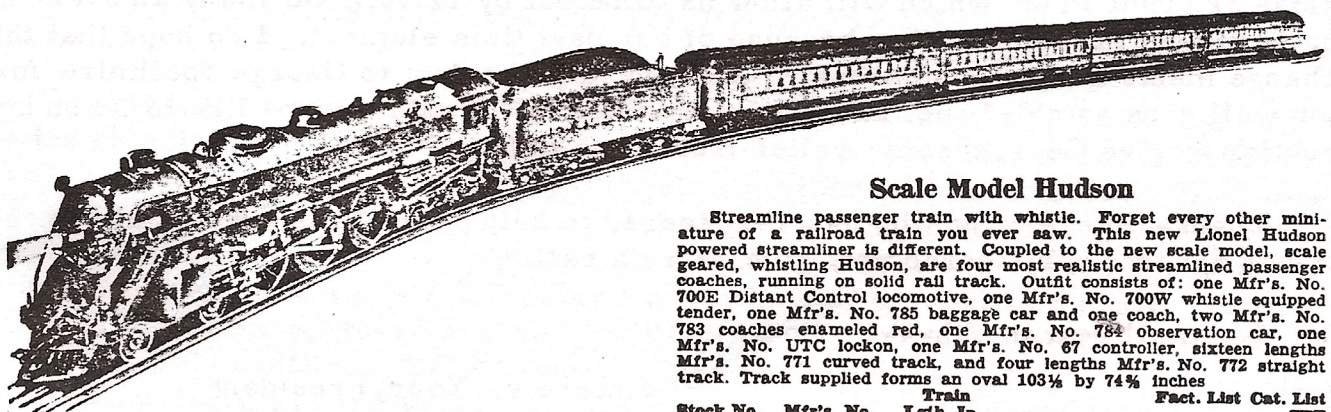
EDITORIAL: Hey guys and gals, I'm getting tired out and would welcome some help in producing our "Southwestern Limited". I apologize for the lack of original articles of late but nobody has sent in any writings or pictures except for the few newspaper and magazine articles we reprint from time to time. Trying to solve the problems our Society is facing, financially, is taking most of my time and energy now and I'd sure appreciate it if anyone is willing to take over as editor (temporary or permanent) or at least help out by submitting printable material. Many thanks.

Hilly Lazarus

UNION HARDWARE & METAL CO., LOS ANGELES, c. 1939

2146

TOYS



Scale Model Hudson

Streamline passenger train with whistle. Forget every other miniature of a railroad train you ever saw. This new Lionel Hudson powered streamliner is different. Coupled to the new scale model, scale geared, whistling Hudson, are four most realistic streamlined passenger coaches, running on solid rail track. Outfit consists of: one Mfr's. No. 700E Distant Control locomotive, one Mfr's. No. 700W whistle equipped tender, one Mfr's. No. 785 baggage car and one coach, two Mfr's. No. 783 coaches enameled red, one Mfr's. No. 784 observation car, one Mfr's. No. UTC lockon, one Mfr's. No. 67 controller, sixteen lengths Mfr's. No. 771 curved track, and four lengths Mfr's. No. 772 straight track. Track supplied forms an oval 103 1/2 by 74 1/2 inches

Stock No.	Mfr's. No.	Train Lgth. In.	Fact. List Cat. List SET
4H4750	700W	84	\$87.50 \$130.05

One set in a carton.

From a Jerry Rokos catalog.

Toy Train Operating Society

Southwestern Division No. 1

President: RALPH N. JOHNSON
Vice Pres.: NICK BARONE

Rec. Sec.: GARY KECK
1832 Bel Aire Drive
Burbank, CA 91504
(818) 843-0610

Treasurer: DAVID WEISS



PRESIDENT'S LETTER

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Dear Fellow Members:

It is time for our National Convention in Snowbird Utah. I do hope that many will be able to attend and enjoy themselves. Due to the seriousness of my wife's illness, I will not be able to attend. I do wish TTOS a very successful convention.

I want to take this opportunity to thank, most sincerely, all of those who have helped TTOS National in its financial time of need. I am very proud of our division and all its members are doing to help TTOS. We now are approaching 760 members which is beyond Hilly's goal of 750 by mid-year. Keep handing out our Guest Passes. They really have helped to swell our ranks.

Due to a lack of cooperation by some of our members, no one who is not on our table set-up crew will be admitted into the meeting hall until 5 P.M. There will be no exceptions to this rule. I am very sorry to have to take this stand but I was forced to do so. Rules are made to help one another. I don't like this regimentation and procedure at all. The problem used to be from just a few members who couldn't cooperate by waiting until opening time to make deals. Now, the numbers have become more than we can tolerate.

I understand that many have complained about the auction being cut too short, so they are not bringing their merchandise. For your information, as of August, we will be starting the auction at 7:30 P.M. instead of at a later time. The auction then will close at 11:00 P.M. which will allow us to be out by 11:30. On many an evening, we have run out of merchandise because of our past time element. I do hope that this change meets with your approval. We owe a great debt to George Spellmire for a job well done as chief auctioneer of our Division. Would anyone like to learn how to auction to give George some relief from time to time?

Thanks to everyone who has volunteered to help Jerry Butler with Cal-Stewart. If you haven't volunteered yet, give Jerry a call.

So, until next month---

Sincerely, Your President

Ralph N. Johnson

THE SOUL OF AN OLD MACHINE

That workhorse of early industrialization, the steam engine, could move out of museums and back to work for industry. Fred Prah! wants to bring back the coal-fired steam engine, but without the banners of black smoke that choked cities a century ago.

National Steam Propulsion Co., Prah!'s Woburn, Mass., company, has designed a steam engine powered by a boiler that burns crushed coal in a bed of sand. Combustion takes place at a high enough temperature to prevent many common pollutants from forming. The smoke rises through a limestone bed that removes sulfur and any unburned coal particles.

American railroads spend about \$3 billion a year on diesel fuel, and are eager to find cheaper alternative fuels, says Frank Wilner, a spokesman for the Association of American Railroads. Prah!, he says, "is no more crazy than Steve Jobs was when he developed his Apple computer out in the garage." Prah! uses most of the components of existing diesel engines, thereby allowing customers to retrofit their locomotives, rather than scrap them.

Prah! estimates that it would cost \$1.8 million to convert a diesel train engine and add a car to carry coal, limestone, and a "bag house" that sucks up ash like a vacuum cleaner. A train operator would save about \$300,000 a year in fuel costs, he says.

Prah! is also concentrating on a multi-purpose engine, ideal for use in developing countries, that runs on such agricultural waste as coconut shells. He also has designed a coal-powered towboat engine that would cost \$2.2 million for retrofitting, with a two-to-three-year payback period for a 6,000-horsepower boat.

Prah! is millions of dollars away from a prototype, having run on \$235,000 seed capital for two years. He hopes to raise more than \$7 million this year. It may be difficult to convince investors that a machine consigned to history could actually be on the cutting edge.



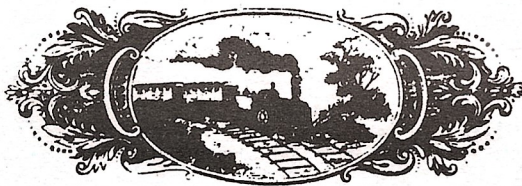
INC./JANUARY 1985

DOT MATRIX PRINTER NEEDED

We need a dot matrix computer printer that is workable with our IBM PC computer in the TTOS office. Do you have one for sale or know where we might get one wholesale? If so, please give Hilly Lazarus a call. We also need a used photocopy machine. (818) 762-3652. Many thanks.

HAVE YOU DONE YOUR PART TO HELP SAVE T.T.O.S.? HURRY!

About one quarter of our \$40,000 deficit has now been wiped out thanks to the generous contributions of our members across the country and by the special lottery/car sale project now in progress. TTOS thanks all HERO/Contributors. Everyone has a chance to help save the Society. All it takes is the donation of one dollar per member for each year you have been a member. Have you kicked in your share? Please do it soon so we can survive and start regular publications of our Bulletin again. For all who donate their fair share, there are real HERO BADGES available which are sent out from the TTOS Pasadena office. Be a savior. Earn your hero badge right away. Mail your generous contributions to: SAVE T.T.O.S., 25 W. Walnut St., Suite 408, Pasadena, CA 91103.



CHRISTMAS 'TRAINING'

By Rafael Alvarez

Model railroad "Christmas gardens" — those plywood city limits of Plasticville, U.S.A. — are the kind of projects of love in which barnyard animals often dwarf mighty locomotives.

The fact that many multi-scale layouts are out of line with reality matters little to the average family that hauls out the garden just after Thanksgiving each year to dust off the miniature municipalities in time for Santa's visit.

"I do a lot of out-of-town train shows, and when I use the term Christmas garden people look at me like I'm nuts. They want to know if people put their trains outside in the garden."

This being the season for toy train mania, Mr. Bianca offered a list of ideas for starting your own family tradition from scratch.

"Forty per cent of what you need you can find around your house," he said. "And the rest in places like this or in flea markets."

He advised beginners to start off with a 4-by-8-foot or a 5-by-9-foot sheet of plywood painted green or covered with green flannel or felt. Use other wood to build a low wall around the perimeter, creating a box for little eyes to peer into. The platform should sit on a pair of sawhorses, allowing small holes to be drilled in the bottom to insert electric lights inside model buildings.

From there, let your imagination and a tube of glue take over.

"You can use dried coffee grounds for earth," said Mr. Bianca, who once turned down a psychiatrist's offer to trade free analysis for trains. "Old sewing spools are good for barrels, and dried leaves for trees and shrubs. Balsa wood and heavy cardboard for buildings, coffee cans for water towers."

Carol Bianca, Frank's wife and an antique doll collector, said that in developing your mystery town, remember that "in every village there's the other side of the tracks; use old houses and broken toy cars to make a slum."

"And don't forget the graveyard," added Mr. Bianca, "popsicle sticks make excellent tombstones."

Other ideas include placing a small mirror on the platform, and surrounding it with fake snow for ice skaters to glide on.

"Chicken wire and plaster of

You can leave exacting railroad realism to the collectors and fanatics — Christmas gardens are for family fantasies relived from generation to generation.

"Baltimore's unusual in its train interest," said Frank J. Bianca, owner of the Collector's Item, a used train shop at 209 West 25th street in Remington. "In Baltimore, especially in the ethnic neighborhoods, Christmas gardens are passed down like a sacred trust. The Baltimore Christmas garden owner will probably have the same train till the day he dies. If it's one his father or grandfather had, he'll keep it in tip-top shape. He wants it to run on Christmas morning.

"You normally don't find people selling them unless it's a financial hardship," continues Mr. Bianca, who offers spot cash for trains and their accessories. "Some of these people have trains aren't worth \$10, and they wouldn't sell them for \$1,000. They're totally engulfed in sentiment."

According to the 45-year-old toy train merchant, who passed up the opportunity to practice law after earning his degree at the University of Baltimore because trains had captivated him, the phrase "Christmas garden" is unique to the Baltimore area.



Frank Bianci poses in his store with some of his many model trains, cars and railroad equipment.

THE SUN/WILLIAM HÖTZ, Sr

Paris or papier mache make great mountains and tunnels," said Mrs. Bianca.

"These are all inexpensive things a family can do around the table together on a cold winter night," Mr. Bianca said.

As for the trains themselves, \$25 should be enough to buy a modest engine, and a handful of new cars and track. It is more than enough to purchase a larger set at a second-hand store.

Old trains found in attics or closets can usually be fixed, and Mr. Bianca keeps a repair man named Ford Duncan on call for such work.

Several years ago, a City Hall worker stumbled on Mayor Schaefer's boyhood trains in a closet at the mayor's home, and had them repaired as a surprise for his boss.

Those trains, nearly 60 years old, travel around the state on goodwill tours like the Orioles 1983 World Series trophy. Complete with model houses and old automobiles, the mayor's trains are now on display at the Ellicott City B&O Railroad Station Museum at Main street and

Maryland avenue.

"I had a Christmas garden maybe 58 years ago," said the mayor, "old Lionel trains. I had freight and passenger trains. My uncle, Harry Skipper, was an electrician.

"Every year he built a platform and used to wire all the houses with electricity. We put brick paper around it, and the Christmas garden sat in the left-hand corner of the dining room near our live tree."

The mayor said he would like to see a large, permanent train garden in Baltimore in addition to the one at the B&O Museum on West Pratt street.

"With all the railroad buffs in Baltimore we could get some kind of permanent exhibit, maybe at the Camden Yards," said the mayor, opening himself to suggestions for the project.

"The thing to remember about Christmas gardens," said Mr. Bianca, "is the price of the train doesn't affect how much fun you can have. To the average child as long as it runs and does what it's supposed to do, that's enough."

Submitted by Bob Shaffer

Dream photo right on track

By ELIZABETH PENNISI
United Press International

NEW YORK — The steep cliffs, poison oak, rattlesnakes and loose rock were against him, but Dale Sanders was determined to photograph a freight train on the North Fork Bridge at Feather River Canyon — in the dark.

He wanted a special picture for *CTC Board*, his magazine for railroad buffs. A night shot of the locomotive on the bridge, which is about 80 miles from Sacramento, Calif., came to mind.

"It got a little more involved than I thought it would," he said in an interview in New York.

It took four months of planning; 750 flashbulbs; about \$3,000 for portable power supplies, rigging, 1,100 sockets and prewired panels; and 45 minutes to take the photograph — the biggest photoflash picture project of the decade, according to the company that supplied the flashbulbs.

Union Pacific officials arranged to park the eastbound freight train, all cleaned and polished, on the 1,200-foot-high bridge.

First, Sanders and 15 volunteers tried to string lights across the canyon, but trouble with the rigging forced the crew to use an alternate plan.

Twelve prewired panels were built, with 10 to 169 bulbs in each panel, depending on the distance from the train, Sanders explained. The nearest was 110 feet from the train, the farthest, 360 feet. All the bulbs in each panel went off at the same time, and high voltages were required to power each panel flash.

The panels had to be ferried to the embankments by boat, then positioned on the steep cliffs. Three people had to scramble up and down the embankment in complete darkness to set off the panels, one at a time, as directed by Sanders via radio.

"We couldn't really do a practice run because we were dealing with 750 flashbulbs," Sanders said. "(They) took all morning just to screw in."

For the last 10 seconds of the 45-minute shot, the train's headlight and running lights were turned on.

Submitted by Al Bailey

All together, 30 cameras, including one high-speed movie camera, were placed at bridge level or at a spot 75 feet higher. Two cameramen opened the shutters at 11:08 p.m., then closed them 45 minutes later.

Norton Pearl, a photographer from Burlingame, Calif., used Kodacolor VR100 film at an F8 setting and kept his Hasselblad 500 CM camera shutter open for the entire 45 minutes. His shot was taken at railroad level.

GTE Lighting Products, Danvers, Mass., donated the flashbulbs, Sylvania type 2, and provided the formula for figuring just how much light would be needed.

The all-time biggest flash shot used 6,500 Sylvania Press 25 lamps for a night shot of the Great Pyramid of Cheops in Cairo. Before the train shot, the last such photo was taken in 1969.

The magazine, circulation 5,000, is published by Sanders for "rail fans." *CTC Board* is a name derived from the centralized traffic control board, which in railroading is an information center where the movements of all the trains are monitored, Sanders said.

EXPOSITION

Pasadena Center, Pasadena, California, September 27, 28, 29, 30.

1985

SHOW HOURS:

Friday, Sept. 27. School students. 9:30 AM to 1 PM
Public show. 2:30 PM to 8 PM
Saturday, Sept. 28. Public show. 11:00 AM to 9 PM
Sunday, September 29. Public show. Noon to 6 PM
Monday, Trade Day. September 30. 9:00 AM to 3 PM

Children admitted free up to 12 years of age when accompanied by an adult.

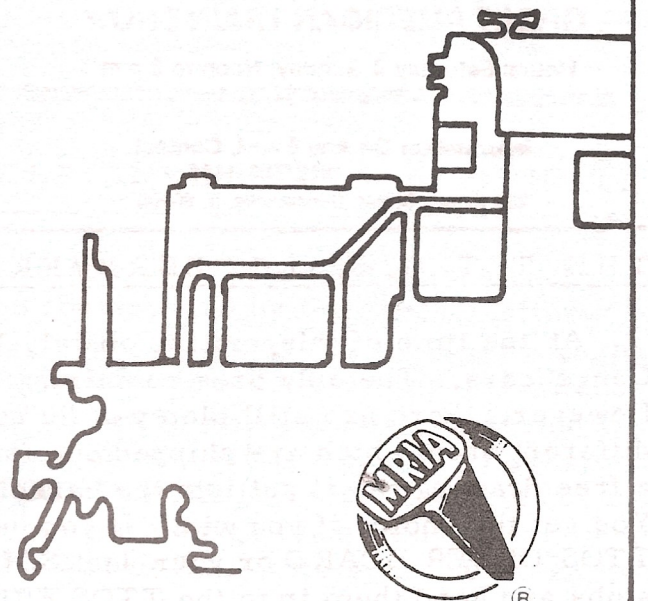
Admission: \$3.00

Over 75 manufacturers, importers and publishers from the model railroad field will be exhibiting their lines of equipment including new items for this year.

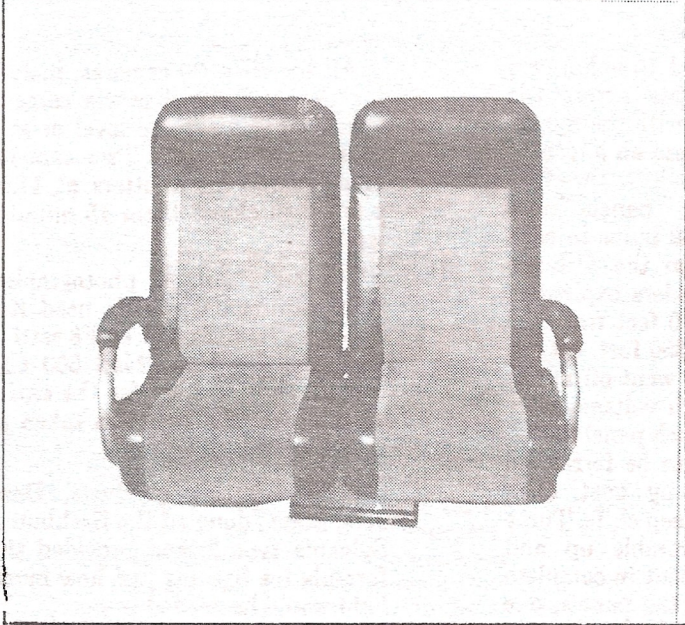
This is not a flea market type show, but rather a genuine exhibition of all facets of the hobby sponsored by the manufacturers, importers and publishers OWN organization, the MODEL RAILROAD INDUSTRY ASSOCIATION.

MRIA

For details: P.O. Box 72
Cedarburg, WI 53012



Dealers/Wholesalers, write on letterhead for pre-registration forms and information



SPECIAL OFFER. CLYDE EASTERLY OWNS SEVERAL OF THE REAL RAILROAD COACH SEATS PICTURED HERE TO THE LEFT. HE HAS THEM IN BOTH BLUE AND RED. CLYDE SAYS THAT ANYONE THAT MAKES A VERY SUBSTANTIAL DONATION TO T.T.O.S. IN THE SUMMER CAN DROP BY HIS HOUSE AND HE'LL GIVE THEM A DOUBLE SEAT. THESE ARE DELUXE STREAMLINER SEATS. MAY WE SUGGEST DONATIONS IN THE \$50 TO \$100 RANGE?

GREAT AMERICAN TRAIN SHOW

Sept. 7th & 8th 1985

San Jose County Fairgrounds
344 Tully road
San Jose, Calif.

GREAT AMERICAN TRAIN SHOW

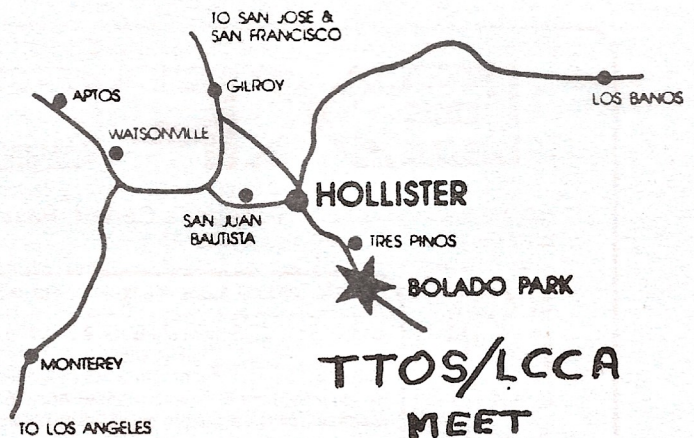
Hours: Saturday & Sunday, Noon to 6 p.m.
Admission: \$4.00

Information On Any Event, Contact
312/788-4417

239 James Street, Bensenville, IL 60106

FIRST ANNUAL HEAT WAVE MEET

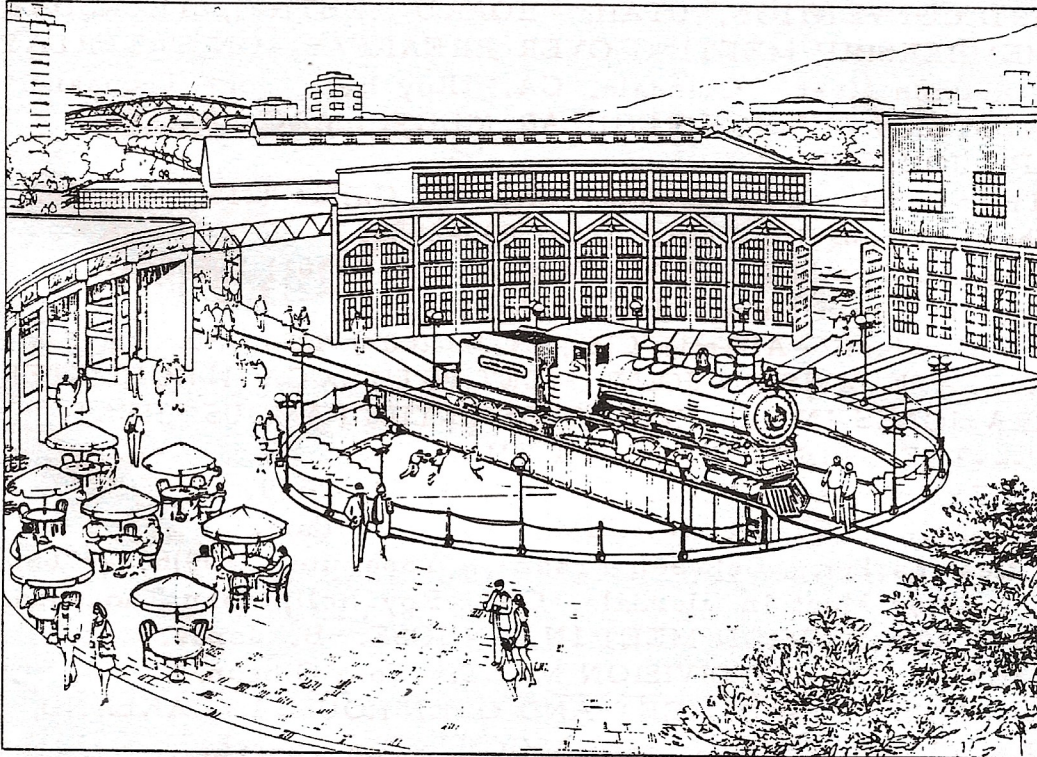
A joint LCCA/TTOS meet is to be held in Hollister, California on August 24th in Bolado Park near the city. Gene Carpenter is in charge and he invites us all. Write to him for info and tables at \$5. 83 Nevada Street, Hollister, CA 95023.



THE T. T. O. S. LOTTERY / FREE DRAWING / OLD CAR SALE IS ON

At the time of this writing on July 17, 1985, TTOS is almost sold out of Standard Gauge cars. The only ones remaining are about two dozen McCoy Circus Cabooses. However, there are still plenty of "0" gauge past convention cars available. About 5 different ones which are shipped out for \$15 each plus for each car purchased, you get a free drawing ticket put into the barrel for a 783 Lionel Hudson or a replica Lionel 400E. You get the choice if you win. If you haven't participated yet, look up the form in your TTOS ORDER BOARD or your last SOUTHWESTERN LIMITED and fill out your ticket stubs and send them in to the TTOS office with your check. Thanks for helping TTOS.

ROUNDHOUSE RENOVATION



Changes are intended to maintain spirit of the original structure.

—by Robin Brunet

Until September of 1984, what was left of the CPR Roundhouse—a diesel shop, machine shop and the 33-metre turntable—stood rotting on the corner of Davie and Pacific streets. The remains were anything but attractive: the Roundhouse doors were gone, all the windows were smashed, and the curved, six-stall section built in 1886 lay roofless. The brick walls and wooden foundations were on the verge of collapsing.

The remains would have gone the way of the rest of the buildings in the 13.5-acre Roundhouse site were it not for protests from heritage buffs and railway enthusiasts and a report filed in 1981 by J. V. Clyne which declared the turntable and the 1886 section of the Roundhouse Heritage structures. The 1886 structure that serviced Engine 374 after its inaugural trip from Montreal to Vancouver is one of the three oldest buildings in Vancouver.

B.C. Place, the Crown corporation that has leased the site to Expo 86, collaborated with Expo officials as early as 1983 to try to restore the Roundhouse for the upcoming fair and, later, for possible retail space.

In September of 1984 an eight-man Halse-Martin crew under the supervision of Roy McBride began the renovation work, estimated at \$3 million, which is expected to be finished in the spring of this year.

"It's phase one of a two-phase project," says B.C. Place project co-ordinator Tim Scott. "Halse-Martin is installing a new roof, floor toppings, renovating the original brickwork and clearing away a brick plaza around the turntable."

"We're trying as hard as possible to remain faithful to the spirit of the

original structures," says Roy McBride. "We're building a new wood stud wall with a drywall finish between the Roundhouse and machine shop. We're doing a lot of sandblasting to uncover the wood frames that are still in good condition, and we're putting steel walls up against the brick ones for additional support."

The structures being renovated form a quarter-circle around the turntable. "It is a shame all we have left is a quarter-circle," Scott says. "But phase two of our project will make up in part for this with the erection of a new quarter-circle building designed similarly to one knocked down on the same site in 1950. It will have a brick facade, but the frame will be made out of steel rather than wood. Hopefully phase two will get underway after Expo leaves; we don't know who the builders will be as of yet. We are estimating the cost of it at \$4 million."

During the time Expo occupies the False Creek site, the Roundhouse will be one of four theme pavilions dedicated to Man in Motion. The diesel shop will be used as a machinery exhibit, and the machine shop will house a display devoted to holographic art.

After Expo the Roundhouse will be deserted once again, but hopefully not for long.

"We see it as an excellent leasing space for shops, a restaurant, even a pub," says Scott. "The phase two building will definitely have office space on its upper storey and retail space on the ground floor, and the turntable with its renovated brick plaza will make an excellent open-air courtyard. It's been a tough project considering the poor quality of the remaining structures and what got knocked down before it, but certainly a worthwhile one." □

THIS ROUNDHOUSE, EXPO '86, AND T.T.O.S.

Part of the festivities associated with our 1986 convention will be a special meet in Vancouver, British Columbia, Canada and this will be scheduled in conjunction with the Expo '86 World's Fair in that City.

A side trip to the renovated roundhouse shown in the drawing above would be interesting. Vancouver is a train town and is also the stepping off point for many of British Columbia's many scenic attractions.

CALENDAR

ALL INFORMATION BASED UPON AVAILABLE DATA AND IS NOT GUARANTEED. CHECK WITH HOST BEFORE TRAVELLING. ALL CLUBS ARE INVITED TO SEND IN THEIR MEET SCHEDULES AT LEAST 6 WEEKS IN ADVANCE OF PUBLICATION.

- Aug 1-4 TTOS SNOWBIRD CONVENTION, UTAH. BOARD MEETING, THURSDAY AT NOON. MEMBERSHIP MEETING OVER BREAKFAST ON SATURDAY
- Aug 2 TCA Western Division Meet. Glendale, CA. Roy Bell, John Thousand.
- Aug 9 TTOS SOUTHWESTERN DIVISION REGULAR MEET. ARCADIA, CA. 6 P.M. RALPH JOHNSON.
- Aug 11 Liberty Bell Train Meet. Philadelphia, PA. C. Gallus (215)345-6988.
- Aug 11 Train & Toy Show. Strongville, OH. (216) 833-2582.
- Aug 17-18 Greenberg's Train & Toy Show. Philadelphia, PA. (301) 795-7447.
- Aug 18 Baltimore-Annapolis Train Meet. (301) 285-5809.
- Aug 24 Seashore Model RR Meet. Atlantic City, N.J. (609) 927-3730.
- Aug 24 TTOS GOLDEN STATE DIVISION JOINT MEET WITH LCCA IN HOLLISTER. INFO: BARBARA JONES IN SAN JOSE. THIS IS THE FAMOUS "HEAT WAVE MEET"---THE FIRST ANNUAL AT THAT.
- Aug 25 Bergen-Passaic Train Meet. Wayne, N.J. (201) 944-7539.
- Aug 25 TTOS S. P. DIVISION MEET IN ANAHEIM. Roger McDaniel.
- Sept 1 Oakhurst, CA flea market. Between Fresno & Yosemite. (209)683-7766.
- Sept 6 TCA Western Division Meet in Glendale, CA. Roy Bell, John Thousand.
- Sept 6 TTOS GOLDEN STATE DIVISION MEET IN SAN JOSE. B. Jones.
- Sept 7 TTOS SACRAMENTO VALLEY DIVISION MEET. Tom Gibson.
- Sept 8 TTOS BAY COUNTIES DIVISION MEET AND OPEN HOUSE IN OAKLAND, CA. MONTERA JR. HI SCHOOL, 5555 ASCOT. Don Church.
- Sept 8 Great Winchester Toy & Train Show, White Plains, NY. (718) 423-5149.
- Sept 14 TTOS SOUTHWESTERN DIVISION MEET---OUR OWN ALL-DAY EVENT. OPEN HOUSE TO ALL TOY TRAIN CLUBS AND GUESTS. TABLES: SAM MATTES. INFO: RALPH JOHNSON. BRING AUCTION AND RAFFLE ITEMS TO SUPPORT OUR NATIONAL TTOS. THANKS FOR DONATIONS.
- Sept 15 TTOS ARCADE & ATTICA MEET. NW N. Y. STATE. Steve Girsch.
- Sept 20 SAN FERNANDO VALLEY TOY TRAIN CLUB MEET. Jerry Butler.
- Nov 8-9-10 THE GREAT CAL-STEWART FALL MEET, Pasadena.

Southwestern Division No. 1

Toy Train Operating Society

GARY KECK, RECORDING SECRETARY
1832 Bel Aire Drive
Burbank, California 91504

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