



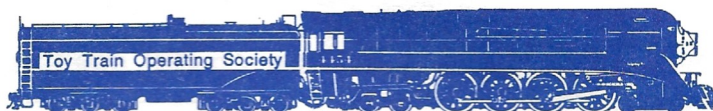
THE SOUTHWESTERN LIMITED

VOLUME 2
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DECEMBER
1983

JOE LOVI
PRESIDENT

HILLY LAZARUS
TEMPORARY EDITOR



HARD TO TOP
TOPLEY

CAL-STEWART. WOW !!

CAL-STEWART EDITORIAL: My personal thanks to everyone who volunteered and helped make this the great event of the year. I especially enjoyed the John King Memorial Cocktail & Raffle Party and want to thank Gloria and Ed Garachochea for all their hard work in putting on a super party with great goodies that lasted out the evening. Also my thanks to Jerry Blaine and Donald J. Ladenberger for serving the libations. My gratitude to Victor Gerendasy who graciously put in dozens of hours in helping me with the publicity and promotion of Cal-Stewart and personally stuffed 1000 Cal-Stew brochures and mailed them to non-TTOS members---and he is now working along with me in shipping out the Cal-Stew souvenirs that were mail ordered. You are a super worker Vic. My apologies to the Raffle Prize Committee for my reporting in the last SW LTD. They did a fine job and sold enough tickets to keep us well out of the red ink. Peter De Beers and crew did a nice job, as usual, in setting up the club layout---for the umpteenth year---thanks a lot Pete. Bob Wall, you really came through with a difficult display topic this year. Your efforts to give us a fine foreign train display really paid off and, I for one, enjoyed it a lot---many thanks. I didn't hear one little grumble about table assignments and this was due to the meticulous effort of veteran Sam Mattes---thanks Sam. I also want to give my appreciation to Chuck Stone and Ralph Johnson and their crews for handling Security and the Parking chores. Good job gentlemen. I didn't get a chance to participate in the auction but good old George and his helpers sure came through for the TTOS Museum Committee by auctioning off some of our items to raise over a thousand dollars for our exhibit destined for Sacramento. Margaret and Roger McDaniel donated a Lionel Standard gauge train which, alone, raised \$800 for the Museum Fund. It was bought by BIG TED from Ventura. Lastly, but in my mind most importantly, were the fantastic efforts of our one and only Registration Chairman, Bruce Lazarus. His was a solitary job which went on for months and months and took more than 100 hours to log in all the registrants and enter their registration information into a computer---also furnished free by Bruce Lazarus---then he made print-outs for table assignments, souvenir orders, registration packages and our name badges. Bruce, I want to say thank you. You worked your ass off and I appreciate it. Now, how about sneaking me in free next year? Thank you one and all. GREAT!

Hilly Lazarus

HAPPY HOLIDAYS

SOUTHWESTERN SUCCEEDS: Once again, Southwestern Division put on the biggest toy train swap meet west of the Mississippi. We had 970 registered and had 400 sellers tables, both a record for Cal-Stewart. If we count the family members present, we entertained over 2,500 people. The financial report should be ready in January from Treasurer Vic Gerendasy. Not all the bills have come in as yet so it is not possible right now to make a report. Vic says we are in the black ink in all areas. Will all Committee Chairmen please send in their receipts right away? The Cal-Stewart Chairman will issue formal documents of appreciation to all workers just as soon as their names are submitted by their Committee Chairmen. Next year, we will shoot to break over the 1000 mark in registration.

NO LONGER MEMBERS: The following people have been dropped from our membership in Southwestern Division because their dues were not paid: Greg Allen, Joel Ashley, Michael S. Bach, Ed Bates, John Benson, Terry Block, Bruce Bowman, Gordon Brown, Carl Burnett, Clark Byam, Mark Campbell, Paul N. Conner, Allan F. Cook II, Joseph Cooling, Bill Dal Porto, Loren Davidson, Jack Decker, Jeff Deisher, Charles DiLeo, Wilbur Douglas, W. K. Drake, Jr., Richard Espinoza, Bob Evans, Roger Flynn, Glenn Franks, Jeffrey Frey, Gary Garde, Ray Gemme, Jack Gilsdorf, Bruce Goldberg, Alfonso Gonzales, Nick Grippe, Bob Hanson, Verdis Harris, Michael Hartley, Billy Don Hartwig, Steven Hirschberg, David Hixson, John Hoover, Henry Hopkinson, David Howard, Tore Johnson, Richard Judd, Stephan Kamen, Edward Kapitanoff, Fred Kramer, Mike Lamb, Michael La Rosa, Carl Loya, Sr., Phil Marchetti, Chett Maruyama, Ron Meadow, Jim Menichetti, Paul Milazzo, Michael Miller, Robert Craig Miller, Ken Missar, Douglas Mooers, Cliff Moore, Charles Morrey, Stewart Mulford, Roger McDaniel (but Margaret is paid-up), Glenn P. O'Neill, Thomas Parsons, Mickey Don Phillips, Walt Pitter, Wallace Porter, Joseph Putt, Bill Reckert, Steve Reeley, Wayne Richardson, Sr., Gregory Ripke, Herb Rohwer, Richard Rose, Stan Rosenthal, Arthur Schmidt, Jim Selvius, Dave Selvy, Bob Shaffer, Dan Shippey, Rachel Solis, Michael Stella, David Stewart, Virginia Thompson, John Thousand, Warren Tillquist, Ralph Torres, Dave Twomey, Jack Uhern, Charles Valenzuela, Marge Valenzuela, Vern Van Voorst, Joel Vlietstra, Paul Volpp, Frank Waller, Wayne Westfall, Bill White and Drake Whitlock. We currently have 611 active members in TTOS Southwestern Division. Please call it to the attention of the Board of Directors if any of the above former members are at one of our meets so that dues payment will be solicited--or else.

DUES: Southwestern members are all paid up through next June so there will be no local dues notices. National TTOS will send out their notices this month so please save our National organization a lot of work and expense by paying up promptly. Norma, Joan and Wes will be greatly appreciative.

ELECTIONS: Southwestern Division will hold its annual voting during the Christmas party. Please try to attend and vote.

CHRISTMAS PARTY/MEETING: This is for members and their family ONLY. No guests will be admitted---but you sure can bring a friend if they are prepared to pay National and Southwestern dues and initiation fee that night as new members.

TCA SAYS NO TO CAL-STEWART BROCHURES: Al Franceschetti, President of the TCA Eastern Division had permission from his officers to distribute our Cal-Stewart brochures at the recent York, PA meet but was prohibited from doing so by TCA National people. Strange lack of cooperation, reflecting protectionism in this hobby. Does this mean that TTOS should stop TCA meet notice distribution and announcements for the York and Cal-Stewart Nor-Cal meets? We sure have been friendly in helping to promote TCA events and their attitude toward us seems arrogant and arbitrary. What do you think? Should we continue on a friendly basis or adopt their methods?

OUR LEGACY

BY STEVE MARINKOVICH

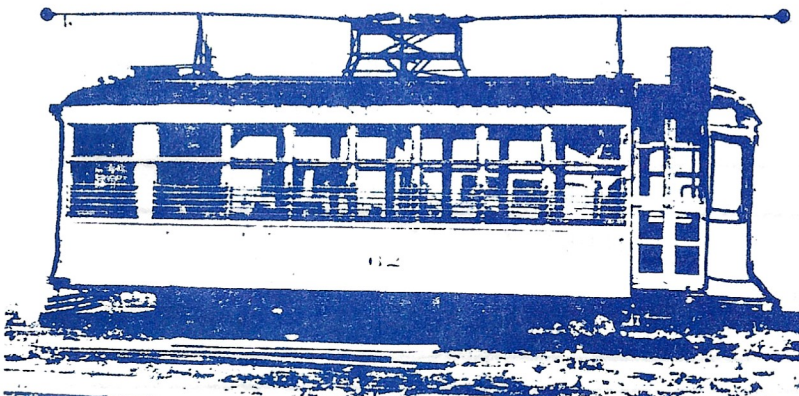
Steve Marinkovich is a relatively new member, having joined TTOS only one year ago. He lives in Diamond Bar but has recently gone into the printing business in Van Nuys and has offered to write articles for us and even work with us in printing this SW Limited. Steve wants to get active in our Division so if anyone has a TTOS project that needs attention, Steve may just be your man.

During the past year, I have had the opportunity to start a young boy in American Flyer trains. The son of relatives, this boy, age 5, had always been attracted to both my N-gauge and Lionel, but he had no trains of his own. During a visit to the boys home, the father showed me his post-war Flyer loco, the last remnant of his own childhood set. It needed repairs and I offered to do them. The project quickly mushroomed after I suggested that we use the situation to get his son a train. I constructed an oval of track on a plywood base and acquired some cars and a transformer to complete the set. Obviously pleased to see his locomotive run again, the father was even more grateful because his son was quite thrilled to have his own train! I spent the better part of an afternoon on the floor with them running the train and have since added a freight car or two as gifts to the son! With Christmas coming, I'll be getting the young engineer more additions to his budding empire!

As operators and collectors, we can all trace our passion back to that oval of track on the floor. Now as adults, we sometimes see our hobby in a different light, preferring to hunt for those rare treasures or to restore them to like-new condition. This Christmas, let's remember OUR LEGACY, those children like the boy I know, who see so much in that oval of track on the floor. If you know a young boy or girl who would like a train, GIVE ONE TO THEM! It need not be new. Some clean up and care to an older set will make it look like the real thing to a deserving youngster. In our modern world of electronics and video, it is so easy to bypass the train in favor of a more flashy gift. But trains have stood the test of time for a century and are a rich part of the traditional American Christmas.

Remember that by helping young children get started, we can feel the joy of giving and the satisfaction of helping continue that tradition through those children, OUR LEGACY. MERRY CHRISTMAS!

SUPPORT THE TTOS MUSEUM FUND



THE NEW T.T.O.S. 1984 CALENDAR WILL BE AVAILABLE AT THE CHRISTMAS MEET FOR \$5.00 AND ORDERS WILL BE TAKEN FOR THE BIRNEY TROLLEYS. THERE IS STILL TIME FOR YOU TO BE A "FOUNDER".

1984 **TOY TRAIN CALENDAR**

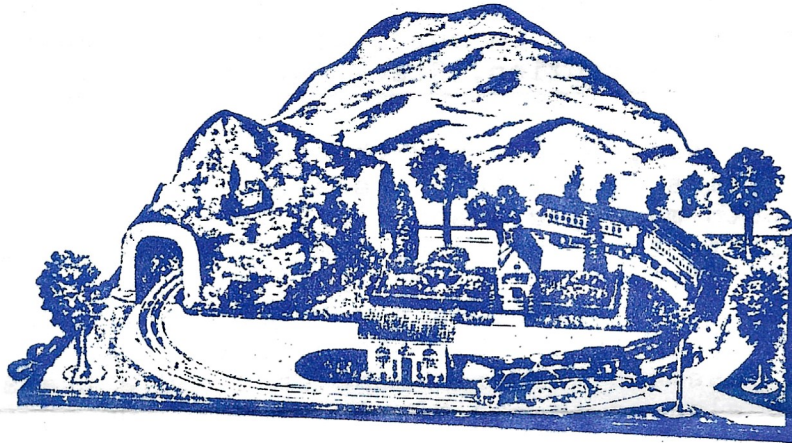
By
WARD KIMBALL



3122

Toys and Wheel Goods

LIONEL ELECTRIC TRAINS



No. 1053E Lionel-Ives outfit. Comprises one 1052E train outfit, one 1007 base, tunnel, etc.

NO. 1053E

Cat. List SET \$22.80

EAT YOUR HEART OUT. THIS WAS CHRISTMAS 50 YEARS AGO. NOTE THE LIST PRICE.

SPLURGE

HELP OUR NEWEST DIVISION GET STARTED. PART WITH A MERE \$5. GO AHEAD!

SILVER STATE DIVISION---TOY TRAIN OPERATING SOCIETY

APPLICATION FOR MEMBERSHIP

NAME: _____ DATE: _____

Please PRINT: (HIS) (HERS) (LAST)

ADDRESS: _____

ZIP _____

TELEPHONES: (HOME) () (WORK) ()

NATIONAL TTOS # _____ OCCUPATION _____ BIRTHDATE _____

TRAIN INTERESTS OR COMMENTS: _____

DUES ARE \$5 PER PERSON (Includes family).

MAIL TO: JACKIE REELEY
4722 BALSAM ST.
LAS VEGAS, NV 89108

DATE PAID: _____ AMOUNT: _____

- NOW A CENTURY OF TOY TRAINS
SEE NOTICE AT RIGHT
- NOW SANTA ANITA MALL LAYOUT
SEE NOTICE BELOW
- NOW TREASURED TRAINS. SEE
NOTICE ON NEXT PAGE
- 12/9 TTOS SOUTHWESTERN BIG
CHRISTMAS MEET. FAMILY
ONLY. NO GUESTS UNLESS
THEY JOIN AT THE MEET.
- 12/11 TTOS MUSEUM COMMITTEE
MEETS AT 2 P.M. SUNDAY
AT THE CHURCH OF THE
NAZARENE IN SIERRA MADRE.
IN THE GYMNASIUM WHERE
THE EXHIBIT WILL LATER
BE CONSTRUCTED. FOUNDERS
AND WORKERS WELCOME.
CALL DAVE OTTH FOR INFO:
(213) 351-0022. NO, DAVE
WILL BE OUT OF TOWN FROM
12/5 through 12/9 SO YOU
BETTER CALL HILLY: (213)
762-3652.
- 12/25 CHRISTMAS
- 12/31 LAST DAY FOR TTOS NATIONAL
DUES TO BE PAID WITHOUT
PENALTY
- 1/1 NEW YEAR
- 1/13 TTOS SOUTHWESTERN MEET
IN ARCADIA. BRING A NEW
JOINER AND QUALIFY FOR THE
NATIONAL TTOS MEMBERSHIP
CONTEST

◆◆ All Aboard For ◆◆

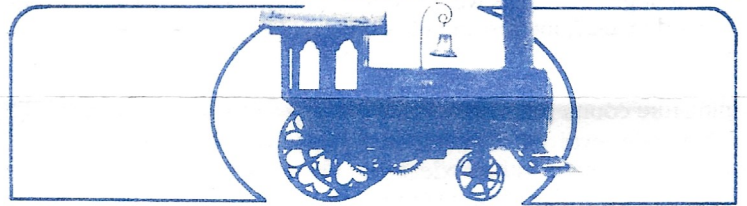
A CENTURY OF TOY TRAINS

1875 — TO — 1982

G R E A T E V E N T

LONG BEACH MUSEUM OF ART

2300 East Ocean Boulevard, Long Beach, CA (213) 439-2119



GRAND **DEC. 4th - 2-4p.m.** OPENING

EVERYONE'S INVITED!!!!!!!!!!!!

HOSTED by the FRIENDS
COUNCIL of the LBMA FOUNDATION

Enjoy a Trip to the SEASHORE
Journey for Pleasure, Health and Edification

TOY TRAINS FROM THE COLLECTIONS OF
JAMES B. NIXON JOSEPH LOVI RALPH N. JOHNSON

MUSEUM SCHEDULE of HOURS
WEDNESDAY - SUNDAY 12:00 noon - 5 P.M.

Exhibition Sponsored by the
American Association of Retired Persons



DE BEERS AND OTTH CONDUCT 5th "SANTA ANITA" MALL LAYOUT

Since 1977, Southwestern Division members, who love to operate toy trains, have enjoyed the dedication of Peter De Beers and Dave Otth in coordinating the ever popular Christmas shopping mall toy train layout in Long Beach. This year, from December 4th through December 19th, the Santa Anita Mall as provided a prime location for our toy trains. The mall's main entrance of Robinsons Department Store is a 12 by 24 foot rectangular layout. The layout is located at its center thereby recreating the traditions--a warm and fun time family a warm and fun time family and Dave again extend the fun of operating standard between 9 AM and 9 PM. Every year they are among the shoppers who still have Lionel or American Flyer stored in their homes or garages and love to watch or operate them at the Mall. Peter and Dave also pass out recruitment literature and applications for people to join TTOS and SW Division. If you would like to help, call Pete at 795-5286 or Dave at 351-0022 and bring down your favorite operating piece to run on the layout. That is the "O" in TTOS.

CANCELLED

TREASURED TRAINS

November 1 - December 30, 1983

Transamerica Center · 1150 S. Olive Street · Los Angeles

Memories of toy trains at Christmas are treasured by most. The train as a plaything has taken on many sizes and shapes in its colorful history. The TREASURED TRAINS in this exhibition, primarily from the Toy Train Operating Society, have been selected for their unique characteristics—some for their beauty and rarity, others for their detail, for their whimsical quality or historic value. All together, the trains represent a return to a cherished time—the era of the great “iron horse” and childhood.

Production of toy trains closely follows the history of railroading. After tracks were laid for the Baltimore and Ohio railroad in 1827, interest in railroading spread quickly. It is not surprising that the toy train was an object of play as early as 1840. As the full-scale prototype became refined so did its miniature counterpart.

Toy trains evolved from crudely carved wooden blocks to splendidly crafted scale models. The first toy trains, whose basic designs still entertain youngsters today, were simple, trackless, pull toys made of wood, cast iron or tin. Friction-type toy locomotives, very popular in the early 1900's, were capable of short, self-sustained runs. Also driven under their own power were clockwork and wind-up models. Sometimes equipped with novel gadgetry—air whistles or cigarette burning devices to create smoke puffs—clockwork trains were doubly amusing. Toy steam engines appeared in the 1870's. They burned alcohol to provide heat, generate steam and induce movement. As problematic as they were popular, toy steam engines were prone to boiling over or exploding—a hazardous but fascinating feature! Popularity of the steam engine was soon overshadowed by the electric train. The market place greeted it with awe—a scientific wonder! The advantages and sophistication of electrically run trains still make them a universal favorite.

America and England are credited with developing the full-scale train as a mode of transportation. The manufacture of toy trains began in Europe around 1840. Germany, the world's leading toy manufacturer at that time produced the first miniature version. Trains made by German companies such as Marklin, Bing and Carette dominated the pre-World War I market in Europe and America alike. It was not long, however, before toy trains were manufactured world-wide. W.J. Bassett-Lowke and Company, a British concern, specialized in steam models.

American manufacturing of electric trains can be traced to 1896. It was then that an electric novelty company, the Carlisle and Finch Company of Cincinnati, Ohio made America's first brass, electric streetcar. Other American manufacturers such as Lionel Corporation, American Flyer Manufacturing Company, Ives Corporation and Louis Marx and Company expanded the idea, and retain fame for toy train production in the United States.

Toy trains sustained a high production from the late 1800's through the early 1940's. World War II halted toy manufacturing. After the War, the efficiency and convenience of other forms of transportation diminished the appeal of train travel. Consequently, production of miniature trains declined as well—but not before they had captured the imagination of many and had created a timeless and universal avocation.

The hobby of model railroading is enormously appealing.

Realistic representations of villages, depots, and railroad yards are carefully constructed by the enthusiast. His layout is the

showplace for exact replicas of “rolling stock.” (Rolling stock is the term used for the locomotive, cars and other vehicles used on a railroad, including box cars, freight cars, gondola cars, tenders and last but not least, the caboose.)

Traditionally, toy trains were made and advertised for boys. Early Ives ads stated, “Ives Toys Make Happy Boys.” But in 1957, Lionel tried to tap a new market by designing a train for girls. Advertisements boasted, “Now She Can Do Anything He Can Do.” The “beautiful pink frosted locomotives, butter cup yellow and robin's egg blue box cars” went unappreciated and their production ceased after two years.

Toy trains are collected for many reasons. Some, like the “girls train” are collected for their rarity. The joy of running them or building elaborate layouts also inspires collecting. Nevertheless, most toy trains are probably collected and treasured for their beauty and craftsmanship—or perhaps simply because they transport us back to yesteryear and fond memories of our childhood.



TOONERVILLE TROLLEY, designed by Fontain Fox, 1922 from the David & Peggy White Collection.

ACKNOWLEDGMENTS:

TREASURED TRAINS is sponsored by the Transamerica Occidental Life Insurance Company for the enjoyment of our friends, tenants and neighbors. For the loans of the trains and accessories in this exhibit we extend our thanks to the Toy Train Operating Society, 25 West Walnut St., Pasadena, CA 91103.

To all of you who visit the exhibition, we welcome you and hope you enjoy its nostalgia and fantasy, and accept our best wishes for a happy holiday season.

The exhibition is sponsored by Art Programs, Inc., of San Francisco and Los Angeles. For further information please call (415) 552-1734.

COVER: Detail of advertisement, Lionel Corporation, 1922 from the Michael Rothman Collection. Photos by: Kazu Yanagi