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JOSEPH E. LOVI
PRESIDENT

THE SOUTHWESTERN LIMITED



NICK BARONE
CAL-STEWART CHAIRMAN



DECEMBER
1984

HILLY LAZARUS
TEMPORARY EDITOR

CAL STEWART FALL TRAIN BONANZA

NICK BARONE AND THE CREW HE ASSEMBLED PULLED OFF ONE OF THE GREATEST CAL-STEWART EVENTS WE HAVE HAD. A SMASHING SUCCESS WITH LOTS OF ACTIVITIES, LOTS OF FOOD, LOTS OF AUCTION AND RAFFLE ITEMS AND TONS OF FUN, NOT TO MENTION BILLIONS AND BILLIONS OF TOY TRAINS. A FULL REPORT IS UPCOMING IN THE JANUARY ISSUE FROM OUT-GOING PRESIDENT JOSEPH E. LOVI AND CHAIRMAN NICK BARONE.

THIS ISSUE WENT TO PRESS JUST DAYS AFTER CAL-STEWART SO THE FINAL FIGURES ARE NOT IN YET. IT LOOKS LIKE WE HAD JUST UNDER 1000 REGISTERED AND ABOUT 430 TABLES TAKEN. OUR SECOND BIGGEST MEET AFTER LAST YEARS CAL-STEWART.

THE SOUVENIR ITEMS WERE VERY WELL RECEIVED. WE PRE-SOLD OVER 400 FIRE TRUCKS AND A GROSS OF STANDARD GAUGE FIGURES. DOZENS OF PEOPLE WANTED TO BUY MORE AT THE MEET BUT WE WERE NOT ONLY SOLD OUT BUT HAD A GROSS OF TRUCKS ON BACK-ORDER. THESE WILL BE DELIVERED IN DECEMBER IF ALL GOES WELL.

A PRELIMINARY THANKS TO ALL THOSE WHO PARTICIPATED BY VOLUNTEERING THEIR TIME, TRAINS AND PERHAPS APPETIZERS FOR THE PARTY. MANY THANKS WERE HEARD FROM THE OUT-OF-TOWNERS. THEY SEEMED PLEASED WITH THE RECEPTION WE GAVE THEM AND EVERYONE ENJOYED THEMSELVES.

IN ORDER TO SAVE OUR RESOURCES ON THE FIRE TRUCKS, ALL OF THEM WERE DECALLED BY OUR OWN BOARD OF DIRECTORS SO WE DIDN'T HAVE TO PAY AN OUTSIDE DECORATOR. WE EARNED ENOUGH ON THESE ITEMS TO PAY OUR RENT FOR HALF A YEAR. THANKS TO ALL OF YOU FOR PURCHASING THESE FINE ITEMS. IN THE NEXT TWO CAL-STEWARTS, WE WILL ISSUE TWO MORE EMERGENCY VEHICLES EACH YEAR. WE WANT TO MAKE A VERY SPECIAL FIRE DEPARTMENT BUILDING FOR 1987 AND NEED YOUR INPUT. HAVE ANY IDEAS HOW WE MAY GO ABOUT MAKING A GENUINE SHEET-METAL FIRE STATION THAT IS BOTH BEAUTIFUL AND REASONABLE? HOW ABOUT US HAVING A DESIGN CONTEST?

HOW TO REWORK YOUR LIONEL WHISTLING TENDER

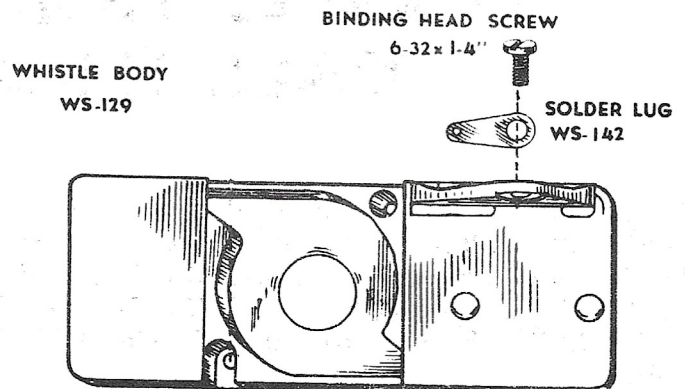
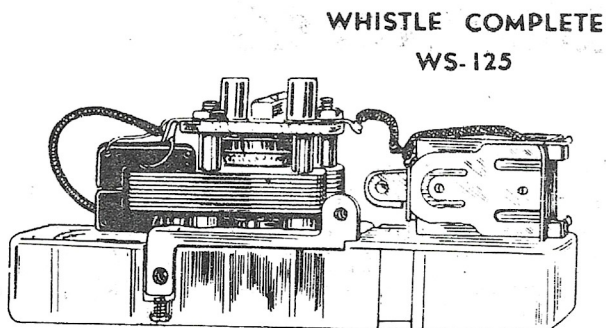
Copyright 1984 by JIM WEATHERFORD

Your whistling tender doesn't work, makes strange sounds, or just does not perform to your expectations. You will find the following article of some use if you're not getting that lonesome, sad, dissonate wail from your tender. Here's what I do to get a Lionel whistling tender operating at peak performance:

1. Make an external inspection first. Look for brittle roller pick-up wires, stuck or wobbly wheels, oil/dirt build-up on wheels, missing screws, bent axles, or anything else out of the ordinary. Especially observe how the shell is attached. Many plastic shells have slots at the rear and only one screw in front. You have to remove the screw and raise the front edge slightly, then push back to clear the tabs in the stamped metal frame. I have encountered many broken shells where a previous owner was careless during disassembly.

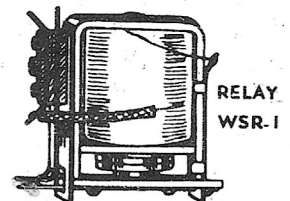
2. Remove the shell and set it aside for later cleaning. Be especially careful if the shell is sheet metal with bend over tabs. Gently straighten the tabs and don't bend them any more than necessary.

3. Let's assume the pick-up wires are defective and will be replaced. Unsolder the wires at the brush plate or on the DC relay. Remove both trucks and set aside for later cleaning and rewiring.



4. Now perform a quick test to check the relay, motor and resonant chamber. Connect your test leads from the transformer to the tender; one to the metal frame and the other to the point where you unsoldered the pick-up wires. Turn the transformer on (approximately 16 volts A.C.) and try the whistle control. (We will assume your transformer is good). The whistle button knob is engaged and one of the following happens:

- nothing
- the relay works but no whistle
- the relay works momentarily but drops out
- relay works, motor tries to turn but is reluctant
- everything works but whistle sounds peculiar or you get a grinding noise
- relay/motor work but no whistle
- relay/motor work, whistle tone is good and there is no grinding noise on start-up or when power is removed



HELPFUL HINTS (continued)

5. If you were fortunate enough to encounter (g), skip the remainder of this section and go to (6), truck cleaning and pick-up rewiring. Let's take (a), the worse case; nothing happens. The relay may be bad or not making good ground. Move the ground lead to the metal frame of the relay and try the whistle control again. Still nothing; the relay is defective and has to be replaced. You should, at this time, clean the new relay points with a fine grit sandpaper or emory cloth. Fold the cloth with abrasive on the outside and insert between the contact points. Buff thoroughly. Be careful not to bend the brass tab.

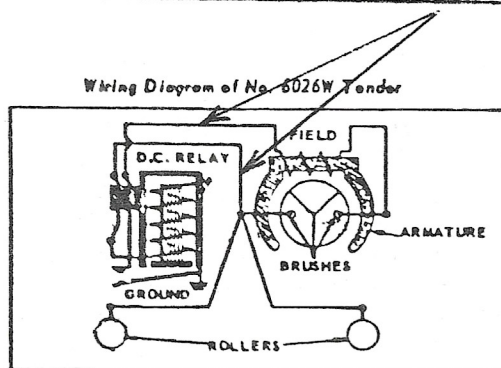
Now (b), relay works but the motor doesn't start. Bypass the relay and apply 16 volt A.C. power directly to the motor. See the drawing for where you should attach the transformer leads. Still no motor operation? Check rotation of the armature.

If it's frozen, remove the brush plate and brushes and again check rotation. Still frozen? Get out your WD40 and spray the shaft that you can't see. You have to use the plastic tube with the spray can and slip it between the motor frame and the armature. Douse the offending area, wait a couple of minutes and gently (by hand) twist the armature back and forth until it turns freely. This works on the plastic whistles.

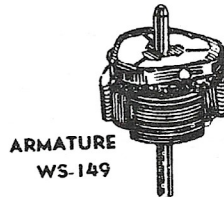
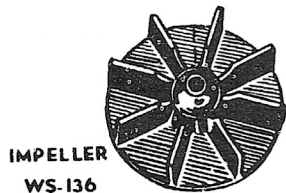
If you have the metal whistle, and the armature won't turn, spray the WD40 on the ball bearing at the other end of the armature shaft past the impeller. Push on the bearing (it should move about 1/16") and continue to lubricate. Another consideration: the armature turns but motor still refuses to activate. Check armature windings for continuity by using a multimeter on the Rx1 scale and checking resistance between each winding to the next. Just touch one copper commutator with one test lead and check continuity to the other two. If the armature checks bad, you'll have to replace it or you may be lucky and find a bad solder joint at one or more of the three terminal points on the commutator. We can move on to the next trouble spots if the armature is good but still no motor action. Using a toothpick or pointed stick, gently clean the three slots between the copper segments of the commutator. Then clean the commutator surface with a very light abrasive. I use a pencil eraser. You can also buff the copper with VERY fine sandpaper or emory cloth as long as you don't scratch the surface. Further, check the brushes for wear and deposits of oil; replace them if in doubt. Make sure brush springs are not compressed permanently--gently stretch them until they're about an inch long. Now, before you put everything back together, check the field windings for continuity. O.K.? Good! Reassemble the motor and apply the power. Motor should run easily and smoothly. I think I forgot to mention putting a little lightweight grease on the armature shaft where the brush plate fits. Don't over-oil the armature shaft at the brushplate because the oil will seep to the commutator and soak the brushes and you'll be right back where you started.

Alright, we have worked our way through problems (a), (b) and (d). Your motor and relay work but you get a grinding sound (symptom (e)). The impeller may be dragging on the surface of the resonant chamber because it has worked away from the motor. If that's the case, drive it back on the shaft with a hollow metal cylinder (brass tubing is good) until everything spins freely. Use a little super glue on the shaft to keep the impeller in place.

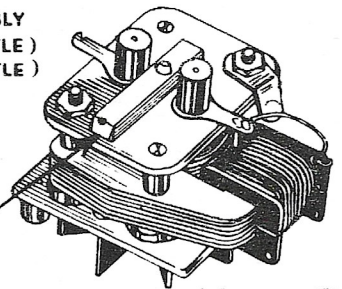
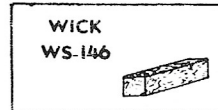
ATTACH TRANSFORMER LEADS



HELPFUL HINTS (continued)



MOTOR & IMPELLER ASSEMBLY
WS-135 (FOR WS-125 WHISTLE)
WS-141 (FOR WS-175 WHISTLE)



Let me briefly address problem (c); relay only works momentarily. This is usually not a problem when the engine and tender are both running on the track. The relay holding voltage is then strong enough to keep the contacts together.

Moving on to problem (f); motor runs but no whistle tone or only one tone. This indicates a leak in the resonant chamber, either from a leaky gasket in the case of the metal whistles, or (for plastic chambers) a crack or the motor seal is bad and should be resealed. Plastic whistles: seal the crack with epoxy or get a replacement. Metal whistles: remove the two machine screws from the frame that hold the whistle. Next, remove all the studs that hold the back plate to the rest of the resonant chamber. Use a pair of flush wire cutters to ease the studs straight out. DO NOT TWIST. Now, try to take the back plate off without damaging the gasket. Use a utility knife or single edged razor to assist. I hope you were luck and kept the gasket intact because the only place I know to get another one is from another whistle. It is not catastrophic, however, if your gasket is unusable because I use a clear silicon caulk (bathroom type) to ensure a good, tight seal when you put everything back together and this will suffice in place of or to augment the gasket. Spread an even bead (not too heavy) on all top surfaces of the resonant chamber. Put the gasket on if it's good, then the back plate, and lastly, push the studs back in to hold the plate securely. Make sure the studs are in tight; best way is to squeeze with a large pair of pliers until the silicon caulk is mashed out. Seal all edges with the excess caulk. Check whistle tone now; if good, let the caulk cure; if not, disassemble and repeat the process until you're satisfied with the results.

Remount the whistle to the frame and repeat the quick test described at the very beginning of step (4) above. You should be gratified to find your whistle working nicely at this point.

6. Truck cleaning and pick-up rewiring. Remove the coupler mounting assembly from the truck axles by gently bending the four tabs until removal is effected. Don't bend too much--they have been known to break. Use WD40 and a toothbrush to scrub the truck wheels and side frames. Oil each axle at the wheel with a lightweight lubricant. Rub off all excess oil from each wheel. Scrape all built up oil and dirt from the wheel surface. Buff the wheels with a wire brush until shiny, or use the hobby tool with cratex fine buffer wheels. Once the wheels are clean and rolling freely, you're ready to rewire the roller pick-up. By the way, buff the roller pick-up while you're cleaning the wheels. Use a very flexible, rubber coated, stranded wire for the pick-up. Strip and tin the end and solder to the roller pick-up bracket. (I hope you first removed all old wire pieces and old solder). Make sure the wire is soldered so the rubber insulator jacket is flush with the bracket. Cut off the excess wire from the other side of the bracket so accidental grounding to the frame is avoided. Reassemble the coupler assembly to the truck and mount trucks to the frame. Almost done now!! Cut the roller pickup wire to the correct length, strip, tin and solder to the original point on the whistle or relay. Put the shell back on after you've cleaned and shined it and you can be proud of the job you've done. One last caution: the metal shells with bend-over-tabs should not be bent over again as they may break. Instead, just twist the tabs slightly with needle-nosed pliers until the union is secure. Good luck!

LEROY C. LOWDEN: PROFILE IN SERVICE

Leroy is our Founding Charter Member #5 and is our #1 Life Member. He served as the first Secretary/Treasurer of T.T.O.S. (before T.T.O.S. was a National Organization) from January 1966 to March 1967, as a Director from March 1967 to January 1971, as Vice President from January 1971 to August 1971 and as National President from August 1971 until February of 1975. He served a total of 9 years and 2 months as a member of the National Board. In addition to local activities, he is a founding Father and Honorary of Southern Pacific Division and A. T. & N. M. Division and an Honorary Life Member of Buckeye Division.

Leroy hasn't been able to come to meets with any regularity and he writes us that "In 1978, I was operated on for cancer of the colon. Since that time on, my activities have been serverly curtailed. My wife is in ill health so I can seldom get away to attend any of the meetings. I used to be active in everything and miss doing so now very much".

Southwestern Division welcomes you back anytime Leroy. Best regards!

SOUTHWESTERN ELECTION RESULTS

President Lovi will announce the winners of our local election at the December meeting. By that time, we may also have the results of the National T.T.O.S. elections. *IF YOU HAVE NOT MAILED YOUR S.W. BALLOT, BRING IT ON 12-14.*

MOURNING AND CONDUCT OF MEMBERS

We have lost several members in recent times and we all must face our own mortality some day. It is a difficult time for the families of those departed and we, as honorable T.T.O.S. brethern, should not add to the suffering of the mourners. Please be gentlemen and DO NOT contact the survivors of recently departed members. Trains are never that important. Our Society offers to help the family dispose of their collections if they so desire so that the family is treated fairly and without cost---this is a club service. It is reprehensible to hear of club members contacting mourners, sometimes even before interment, to try to be the first to pry loose a toy train collection. Such greed is to be condemned as unworthy of T.T.O.S. members. As our Society acts to protect the interests of the survivors of departed members, so too does it act to dispose of their toy train collections to members by sales and/or auctions if asked to do so. Surely this is the fairest to all members.

In the not-too-distant past, one honored member of our club was very very ill and decided to dispose of much of his collection. He has since died. In his weakened condition, he offered his collection to club members only to have a few take advantage of his age and weakness. He not only offered his trains for sale at far below market value but then discounted the lot heavily when purchased in bulk by these few people. He probably had little idea of how much he was being taken advantage of. Of course, these people didn't tell him. Now, his widow is very upset and dismayed at the unfair and greedy way her husband was relieved of his lifetime collection at a price that wasn't even near wholesale value. Such acts by our members brings shame onto our Society and is unbecoming conduct. Let's all hope that deeds like this are never repeated.

SOUTHWESTERN DIVISION MEMBERSHIP DIRECTORY OF PHONE NUMBERS

We are in preparation of this at the moment, at the direction of our President Joe Lovi. If you want to advertise in it, please phone Hilly Lazarus right away. We go to press this month for January delivery. Office phone (818) 785-4282; Home phone (818) 782-3652.

SATELLITE MEETS?

Would anyone care to organize an occasional meet out of the Arcadia area? Beach cities? West valley to Ventura? Central City to West L.A.?

HOT BOX ADS

FOR SALE: A.F. "O" and Wide gauge locos, cars and sets. No list. Visit my train room. Pick and choose--we'll haggle over prices. My wife says I have too much packed in boxes. JOHN THOUSAND, #4118. (714) 548-4326.

FOR TRADE OR SALE: Van Nuys Condo, 1 bedroom with all amenities. \$73M obo. \$15M equity. Trade for LGB or Lionel "O" gauge & accessories. RICHARD ROSS, #5684. (818) 343-4454.

WANT: Lionel "OO" gauge locomotives, cars, switches, track and parts. Will buy bits and pieces if they have usable parts. BEN C. HEINLEIN, #4258. (206) 459-5266. 5516 61st. Avenue, S.E., Olympia, WA 98503.

FOR SALE OR TRADE: "HO" trains for Lionel or American Flyer. CAL DEXTER, #424. (818) 966-8256.

WANTED: Marx "B" units for KCS #54, Seaboard #4000. KCS 6", 4 wheeled caboose. EX condition. GARY BREYLINGER, #4854. (619) 743-7038.

FOR SALE: Large assortment of post-war Lionel 4 and 6 wheeled motors. A few pre-war also available complete with "E" units. ED KARPER, #4776. (619) 452-8773.

WANTED: Ives #1134 loco and tender with high headlight in EX or restored LN condition. Also want A.F. standard gauge blue log/machinery car, wine gondola, yellow/brown caboose in EX condition. DAVID DANSKY, #1201. (415) 339-0573. Call collect 7 p.m. to 10 p.m.

WANTED: A.F. Gabe the lamplighter and A.F. trackgang set ("S" gauge). I am NOT, however, willing to pawn my first born for them! BRUCE LAZARUS, #4470. (818) 703-6662.

FOR SALE: British made toy train freight and passenger cars by "Leeds". Also some very early model train magazines from England and the Kalmbach predecessor to Model Railroader called "The Model Maker". WANTED: Hafner "Overland Flyer" windup trains, cars, misc. MAGAZINES WANTED: "Hobby Railroading", April 1952; "Model Engineer", November/December 1936; "Lionel Magazine" most issues from the early 1930's; "Miniature Railroading" by Hertz; "Whistle Stop" from around 1950; and, "Model Builder" numbers 34, 35, 39, 44, 45, 46, 49, 50, 52, 55, 60, 61, 62, 71 and 73 through 80. I have "Model Builder" duplicate issues to trade as follows: #'s 1-7, 24, 25 & 56. Need for S.W. LTD. HILLY LAZARUS, #1071. (818) 762-3652.

FOR SALE: Real seats from real passenger ears. Also other artifacts. No reasonable offer refused. CLYDE EASTERLY, #108. (818) 343-2007.

FOR SALE: Soon to be released cassettes of toy railroading sounds such as we have playing with our exhibit at the California State Railroad Museum. Sponsored by the T.T.O.S. Museum Exhibit Committee. Other items are now on the drawing boards for 1985 release. Ideas wanted. Call DAVE OTTH. (818) 351-0022.

WANTED: One hundred new members for T.T.O.S. Southwestern Division. Get ready and bring in some new people and toy trains. Membership drive to start again in January. Guest passes will be sent to you so please give them out to prospective members. We will have media publicity for our January meet so bring plenty of trains for sale, etc. Be cautious if you don't know a person by sight or name. Ask for identification. Please be sure to WEAR YOUR MEMBERSHIP BADGE and BRING YOUR MEMBERSHIP CARDS!

FOR SALE: New reproduction A.F. "President's Special" engine and cars at \$2,225 + \$25 shipping. A.F. "Mayflower" set, \$2700 + \$25 shipping. Ives "Olympian" set, engine and 3 cars, \$1550 + \$25 shipping. Send for brochure. THE RICHART COMPANY, DICK MAYER, #5654. (619) 743-2530. Hurry and these will make nice Christmas presents for your little woman.

++++POSTAGE FOR POST-CARDS, SUCH AS FOR HOT BOX ADS, IS ONLY 13¢ !! +++++

HOT BOX ADS

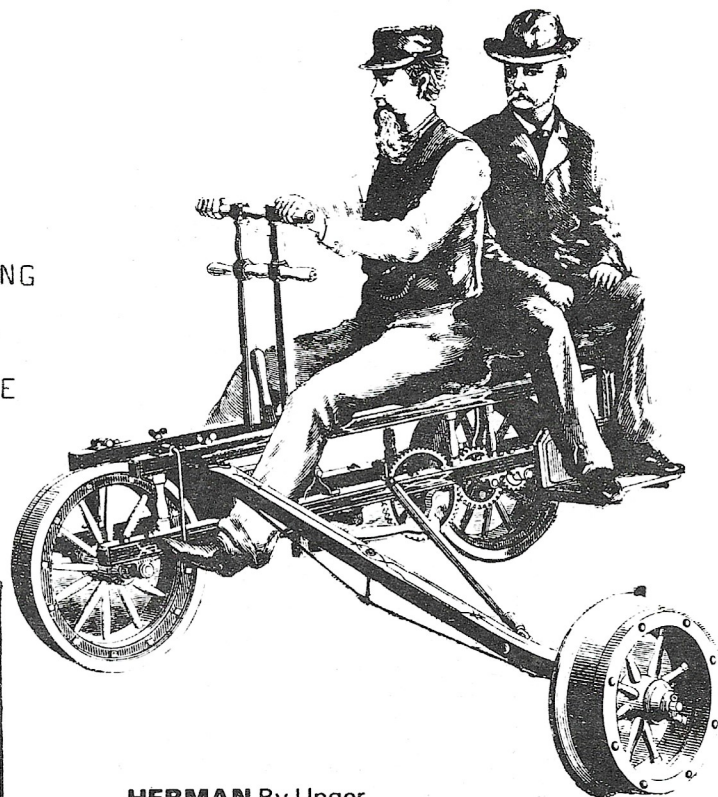
FOR SALE: Lionel 700 E, all original and like new. Lionel 5F test set, new in original box. Lionel black and yellow Virginian, excellent. 1965 and 1966 TCA Convention cars plus others. ALLEN DRUCKER, #277. (213)475-0463.

WANTED: Knapp, Howard & Voltamp locomotives and/or cars. Also Maerklin #1 gauge. LENNIE MARVIN, #817. (318) 841-5882.

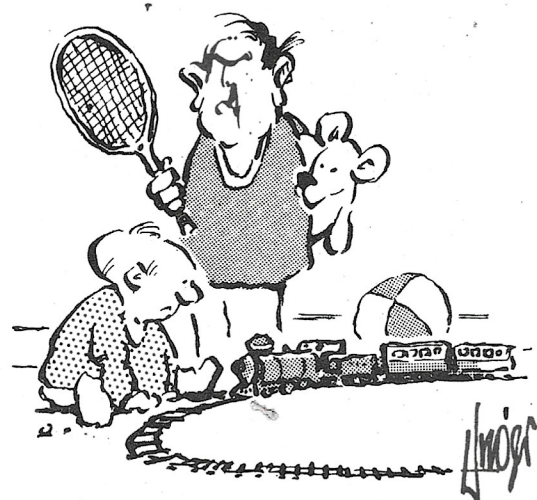
FOR SALE: Lionel Railroad Club #0780 Box Car, mint in the box @ \$45. Lionel VW Transformer, Excellent @ \$70. VIC GERENDASY, #5710. (818) 763-2292.

DID YOU KNOW?

- (1) THE VEHICLE AT THE RIGHT IS CALLED A VELOCIPEDE AND NOT A HAND CAR?
- (2) THERE ARE HAND CAR RACES EACH SPRING AT THE CALIFORNIA STATE RAILROAD MUSEUM? WOULD YOU LIKE THEM HERE?
- (3) CARTOONIST BILL PIRIE DRAWS FOR THE AMERICAN FLYER COLLECTORS CLUB ON A REGULAR BASIS?

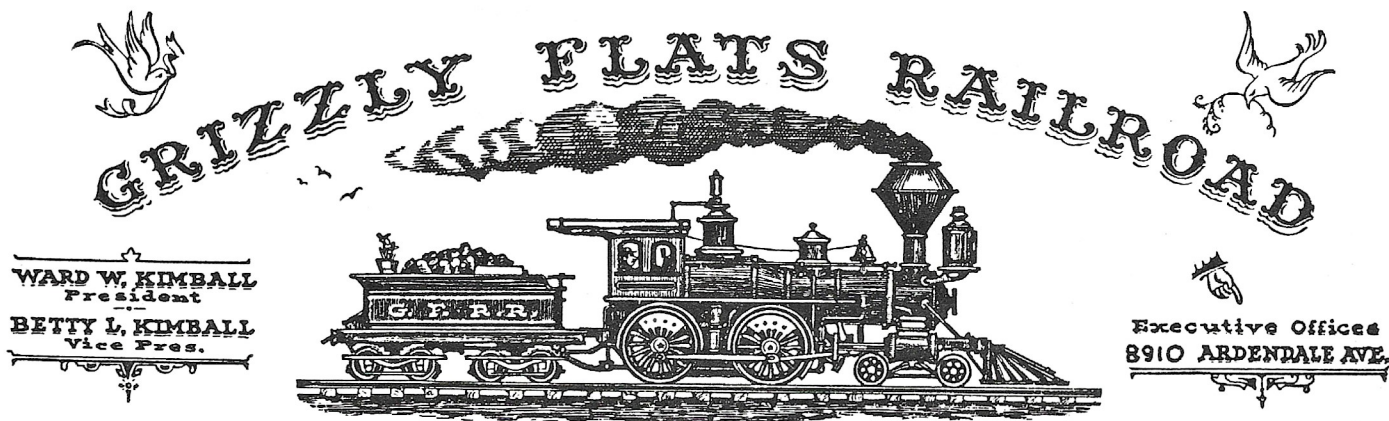


HERMAN By Unger



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"One day, kid, this will all be yours."



Welcome to the Grizzly Flats R.R., the "Scenic Wonder of the West" and America's first privately operated, full size, backyard railroad! Founded in 1938 by Ward and Betty Kimball, this unique assortment of hobby railroaders and white elephants has grown and groaned through the years until it now consists of over 900 feet of three-foot gauge track, a three-stall engine house, 2 Baldwin locomotives, six pieces of rolling stock, hand cars, water tank, 1880 wood windmill, toy train museum, firehouse and dozens of lizards in the wood-pile.

LOCOMOTIVES OF THE G.F.R.R.

No. 1	0-4-2T	Baldwin #6944 - 1907	Ex Waimanalo Sugar Co. # "Pooka"
No. 2	2-6-0	Baldwin #5575 - 1881	Ex Nevada Central #2 "Sidney Dillon"

LOCOMOTIVE #1 ("Pooka") Renamed, "Chloe" (Daughter Chloe Lord's namesake) was acquired from the Waimanalo Sugar Co., Hawaii in 1948 and was completely redesigned and restored by 1956 with the help of the O'Conner Engineering Co. The original saddle tank locomotive was rebuilt in the style of the "Haleakala" locomotive of the Kihei Plantation, following Baldwin builders' photos and specifications of the 1880's. It is now equipped with new firebox, flues and wood-type grates. The engine weighs approximately 9½ tons, has 24" drivers, 7 x 10 cylinders and operates at 135 lbs. boiler pressure.

LOCOMOTIVE #2 ("Sidney Dillon") The first locomotive for the G.F.R.R. was acquired from the Nevada Central in 1938-39 and was completely restored to its original splendor by 1943. Re-named the "Emma Nevada" after Nevada's famous early-day opera star, the #2 is the largest engine in the roster. It weighs 22 tons without tender and is a coal burner. Drivers: 41", Cylinders: 13 x 18. This is a typical Baldwin Narrow gauge-type of 1870's and 80's. (Due to the urbanization of our surrounding neighborhood and strict smoke laws, old coal burning #2 has been retired in favor of running the cleaner wood burner, "Chloe")

ROLLING STOCK (In order of acquisition)

- No. 5 Passenger coach - 1881 Ex Carson & Colorado. Acquired in 1938. (Last passenger coach on the S.P. Narrow Gauge.)
- No. 4 Side Door Caboose - 1905 Ex Pacific Coast Ry. Acquired in 1946
- No. 6 Boxcar - 1890 Ex Pacific Coast Ry. Acquired in 1946
- No. 157 Flat Bottom Gondola - S.P. Narrow Gauge. Acquired in 1960.
- No. 223 Cattle Car - S.P. Narrow Gauge. Acquired in 1960
- No. 7 4-Wheel Open Passenger Car. (Under Construction.)

(Note: Baldwin tank locomotive #3, "Olomana" which had trackage rights on the Grizzly Flats R.R. was donated to the Smithsonian Institution by Jerry Best during the summer of 1977 and is now on display in Railroad Hall)

GRIZZLY FLATS DEPOT This ornate Victorian station is our railroaders museum. Its design is patterned after an old Lehigh Valley R.R. Depot. Parts of this building were used as a motion picture set in the Disney movie, "So Dear To My Heart." Inside are antique relics and furnishings of vintage railroading, including railroad prints, lamps, time tables, models and a reference library of old books. With its pot-belly stove, ancient S.P. desk and chairs, old-time furnishings, it is typical of a small-town depot of the 1880 era. Just outside, the two target stub switch stands in use are from the Virginia & Truckee Ry. and the Denver, South Park & Pacific Ry. The rare 3-ft. gauge hand car is ex Pacific Coast Ry. and the Rubble car is D.S.P.&P. The 12-ft. wooden windmill is almost 100 years old and originally came from Oklahoma.

TOY TRAIN MUSEUM Here in two rooms is displayed the colorful history of toy trains. Some of these antique railroad toys are over 100 years old - from the early floor trains of the 1870's, to the jumbo standard gauge models of the 1930's. One complete room is devoted to the antique toy trains of U.S. manufacture and in the other room, a display of ancient European models. Both displays have operating layouts with tracks of all gauges complimented by miniature signals, buildings and accessories.

FIREHOUSE #5 In this building are housed three fire fighting vehicles: A 1911 2-cylinder Maxwell Fire Chief's car, a 1914 American La France Hose and Pumper truck and 1888 Silsby steam fire engine. This equipment was used occasionally as parade vehicles during the 22-year history of Ward Kimball's jazz band, the famous, "Firehouse Five Plus Two."

The Grizzly Flats Railroad welcomes visitors or railfans who are genuinely interested in enjoying early-day railroading in unusual suburban surroundings. Be careful. Safety first!

MEMBERSHIPS INFORMATION. WE ARE CURRENTLY AT OUR ALL-TIME HIGH OF 650 MEMBERS AND WE ARE REALLY TRYING HARD TO GROW BY ATTRACTING NEW MEMBERS AND REINSTATING FORMER MEMBERS. SOON WE WILL HAVE MORE PUBLICITY IN PUBLIC MEDIA TO ATTRACT GUESTS TO OUR MEETS, IN THE HOPE OF THEM JOINING. LOOK FOR OUR ADS IN SOUTHLAND MAGAZINES AND NEWSPAPERS. DURING THE PAST THREE MONTHS, WE HAVE REGAINED 100 FORMER MEMBERS AND I WISH TO THANK VIC GERENDASY AND JOAN MARLATT WHO WORKED WITH ME IN THIS EFFORT. THE FOLLOWING LIST IS OF ALL FORMER TTOS SOUTHWESTERN DIVISION MEMBERS WHO HAVE DROPPED OUT OVER THE PAST THREE YEARS AND HAVE NOT REJOINED. THEY HAVE ALL BEEN CONTACTED MULTIPLE TIMES TO BE REINSTATED BUT, SO FAR, WE HAVE NOT HEARD FROM THEM.

Greg Allen, Joel Ashley, Michael Stephen Bach, Joseph E. Battaglia, Ernie Benson, John Benson, Albert Biddle, Terry Elock, Bruce Bowman, Gordon Brown, Carl Burnett, Clark Byam, Angus Campbell, Mark Campbell, John Casoli, David Charlebois, Paul Conner, Allan Cook, Bill Dal Porto, Loren Davidson, Wayne Day, Jack Decker, Jeff Deisher, James Dempsey, Charles Di Leo, Roy Diebold, Mike Elliott, Bob Evans, William Felgemaker, Roger J. Flynn, Ollie Fortuna, Glenn Franks, Arnold Freedland, Jeffrey Frey, Gary Garde, Sal Garguilo, Ray Gemme, Keith Gier, David Gietter, Jack Gilsdorf, Alphonso Gonzales, Nick Grippe, Richard Hamilton, Bob Hanson, Verdis Harris, Michael Hartley, Billy Don Hartwig, W. D. Heckman, Oliver Hein, Jack Heller, Ray Hernandez, Steven Hirschberg, Bob Hoffman, Guy Holland, John D. Hoover, Henry Hopkinson, David Howard, Ray Hunter, Tom Jasper, Daniel Johansen, Don Johnson, Doug Johnson, Tore Johnson, Richard Judd, Stephan Kamen, Edward Kapitanoff, Ron Keyser, T. Robert King, Mike Lamb, Robert Lamour, Russell^o Lange, Jerry Lee, Charles Licha, Carl Loya, Sr., W. Robert Mackay, Phil Marchetti, Dave Martin, Chett Maruyama, Rom Meadow, Antoine Melkonian, Walter Meskell, Charles Messier, Paul Milazzo, Michael Miller, Robert Craig Miller, Ken Missar, Charles Morrey, Stewart Mulford, John M. Murray, Robert A. Nathan, James J. Nolan, Glenn O'Neill, C. Steve Ough, Sarge Pauline, Mel Peterson, Mickey Don Phillips, Walt Pitter, Robert M. Plancey, Frank Picino, Wallace Porter, John Pryor, Joseph Putt, Mack Queen, Bill Reckert, Steve Reeley, Wayne Richardson, Sr., Gregory Ripke, Herb Rohwer, Stan Rosenthal, Mark Sandefur, Gene Sarno, Stephen Sauage, Norman Searlett, Jeff Scheer, Arthur Schmidt, Dave Selvy, Gary Semolich, William Shatzer, Joe Sherman, John Shields, Daniel Shippey, Robert Shultz, Eric Solis, Rachael Solis, Steve Spencer, Mike Stella, David Thompson, Warren Tillquist, Bob Topley, Ralph C. Torres, Pierre Tracy, Rene Trujillo, Dave Twomey, Jack Uhern, Charles Valenzuela, Marjorie Valenzuela, Vern Van Voorst, Joel Vlietstra, Sheldon Wasser, Raymond L. Weeks, Alan Welch, Wayne Westfall, Drake Whitlock, Charles Wilbur, Larry Wright, E. Shannon Wyant and Mike Zabaro.

THAT IS QUITE A LIST OF DROP-OUTS BUT, REMEMBER, IT IS FOR A THREE YEAR PERIOD. IF YOU KNOW ANY OF THE ABOVE PEOPLE, YOU MIGHT LIKE TO PERSUADE THEM TO BECOME REINSTATED. WE ARE HOPING TO INCREASE OUR MEMBERSHIP TO 700 OR 750 BY THE END OF THE FISCAL YEAR IN JUNE OF 1985. CAN YOU HELP BY RECRUITING SOME NEW MEMBERS?

Respectfully Submitted, Hilly Lazarus, Southwestern Membership Chairman

JIMINEY CRICKET--OUT OF DEBT

WHEN CAL-STEWART BEGAN, THE T.T.O.S. MUSEUM EXHIBIT COMMITTEE HAD DEBTS OF ABOUT \$800 AND NO RESOURCES TO PAY OFF THE CREDITORS. WARD KIMBALL CAME TO THE RESCUE BY HOSTING A PAID TOUR OF HIS MAGNIFICENT "GRIZZLY FLATS RAILROAD" WHICH FOLLOWED AN INFORMAL DINNER AT THE PASADENA CONVENTION CENTER. PROFITS FROM THIS EVENING OF ENTERTAINMENT PAID MOST OF OUR DEBTS.

MORE SURVEY RESPONSES: WHO HAS WHAT KIND OF LAYOUT (CONTINUED FROM OUR AUGUST EDITION). TO SEE THESE LAYOUTS AND SHARE SOME TIME, GIVE THESE MEMBERS A CALL AND DROP IN FOR A VISIT.

DALE MANQUEN, 200 SQ. FT. LIONEL O	BOB VERRE, 3x7', 10x12' FLYER O
LARRY DUPONT, 5x9' MARKLIN HO	ERNIE JACKSON, 14x14' LIONEL O
LEON JANZEN, 12x18' LIONEL, MARX, S	C. R. SCHAEFFER, JR. 9x27' LIONEL O
JOSEPH BISPO, BUILDING A LIONEL O	BOB GIOGA, O & STD. LIONEL TEST TRACK
BILL FIORELLI, LIONEL 10x12' O	ERNIE RANKIN, MARKLIN Z, 3x5'
BOB THON, N.Y., 30x40' AF O & STD.	DON HUTH, 4x8' LIONEL/A.F. O
JOHN THOUSAND, 20x20' A.F. O & STD.	DON GATZ, LIONEL O, 8x20'
ERNEST VERNON, 4x8' LIONEL O	HARRY SANDERS, LIONEL O BEING BUILT
KEN FLORY, JR. LIONEL O	AL KUBANIS, LIONEL "O"
LEROY LOWDEN, N, HO & S LAYOUTS	
MERRILL SILVERSTEIN, 19x27' HO	

MORE SURVEY RESPONSES: SUGGESTIONS FOR OUR MEETS.

COULD THEY START AFTER RUSH HOUR? CHANGE NIGHTS FROM FRIDAY TO SOME OTHER NIGHT. THEY'RE GREAT!! BETTER TABLE-TIMING AS I LIVE IN BAKERSFIELD AND PREFER RESERVED TABLES. MORE SLIDE SHOWS FOR FAMILIES. SOME MEMBERS CONSTANTLY STAND IN FRONT OF AUCTION TABLE, SO THOSE WHO ARE SEATED CAN NOT SEE ITEMS. STICK TO THE 3 TIME RULE IN AUCTIONS--GOING, GOING GONE! ALSO, START THE BID WITH THE SELLERS MINIMUM AND, IF NO ONE WILL MEET IT, GO ON TO THE NEXT ITEM. ENFORCE OUR SMOKING AND NO SMOKING SECTIONS. EVERYONE SHOULD REMAIN SEATED AT THE AUCTIONS SO WE CAN ALL SEE. EVERYTHING IS BEING HANDLED NICELY.

MORE SURVEY RESPONSES: SUGGESTIONS FOR CAL-STEWART.

HAVE LIONEL IN ONE AREA, A.F. IN ANOTHER, IVES IN ANOTHER, ETC. CONTINUE TO LIMIT ENTRY TO MEMBERS ONLY (NOTE: IT HAS NEVER BEEN LIMITED AS SUCH). I THINK THE LAST MEET WAS VERY TOPS. MORE EMPHASIS ON TRAIN SALES & TRADING AND LESS ON LAYOUTS. IT'S A GREAT MEET.

MORE SURVEY RESPONSES: SUGGESTIONS FOR THE SOUTHWESTERN LIMITED.

RUN MORE ARTICLES ON POST-WAR AND MPC LIONEL. RUN ARTICLES ON WHAT GOES ON WITH LIONEL THESE DAYS AND ALSO WILLIAMS. I LIKE IT FINE AS IT IS. MORE STORIES IN IT--IT HAS BEEN REAL GOOD LATELY. KEEP IT COMING.

MORE SURVEY RESPONSES: IN THE FUTURE WE WILL PUBLISH THE RESULTS OF OUR SURVEY ON WHAT BRANDS AND GAUGES OF TOY TRAINS ARE MOSTLY COLLECTED BY OUR SOUTHWESTERN DIVISION MEMBERS. THE ONLY OTHER SIGNIFICANT RESULTS SO FAR IS THAT ONLY ABOUT 60 RESPONSES VOLUNTEERED FOR CAL-STEWART DUTY INCLUDING THOSE MEMBERS WHO WERE WILLING TO DISPLAY THEIR STREAMLINERS. THAT AMOUNTS TO ABOUT TEN PERCENT OF THE MEMBERSHIP. PROBABLY THE OTHER 90 PERCENT ARE TOO BUSY TO HELP OUT BUT THEY PROBABLY PLAN TO DO THEIR SHARE BY BRINGING APPETIZERS TO OUR GALA "JOHN KING MEMORIAL COCKTAIL & RAFFLE PARTY" doo da. YOU DON'T SUPPOSE THEY DON'T INTEND TO DO A LEAST A LITTLE SOMETHING, DO YOU?

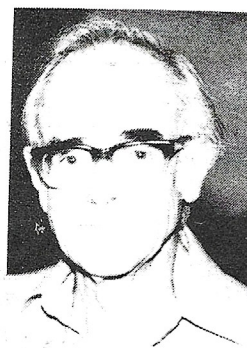
BE CAREFUL: WE HAVE A LOT OF GUESTS COMING TO OUR MEETS AND SOME ARE REPEAT FREELoadERS WHICH WE ARE TRYING TO ENCOURAGE TO JOIN OUR CLUB OR STAY AWAY. IF YOU DON'T KNOW A PERSON, GET SOME IDENTIFICATION BEFORE ACCEPTING CHECKS AND BE SURE TO WATCH YOUR TRAINS.

CHRISTMAS MEETING: AS USUAL, WE WILL HAVE A TREE AND GOODIES FOR ALL YOUR YOUNG CHILDREN. THEY ARE MOST WELCOME BUT PLEASE KEEP AN EYE ON THEM SO NO KIDS NOR TRAINS ARE HURT. THIS MEETING IS FOR MEMBERS ONLY--NO GUESTS AT ALL UNLESS THEY ARE JOINING THAT NIGHT. DIVISION MEMBERS ONLY PLEASE PLUS THEIR FAMILIES. KNOW ANYONE WHO QUALIFIES TO PLAY KRIS KRINGLE? TELL PRESIDENT JOE RIGHT AWAY PLEASE!

We're introducing a new column with this issue that was requested by a number of members in the recent survey. The Call Board will introduce our members, offer background information, a few facts, and perhaps a myth or two (T-T-O-Eth is not an all-male club, you know!).

Southwestern Division CALL BOARD

AL BAILEY, DISPATCHER



Al Bailey



Bob Villars

As you are probably aware, in railroad parlance the Call Board is (or at least was, BUT--Before the Ubiquitous Telephone) a blackboard at division points and yard offices where the dispatcher posted names of crew members being called to work a run. The Call Board gave the date, train number, locomotive number, route, and names of the crew (engineer, fireman, brakeman, conductor) being called up for the run. So if you can imagine our members being part of a crew, sit back in your parlor car seat, light up a cigar, and read about your neighbors. And as time passes you may read about yourself, too!

ALBERT R. BAILEY

This guy gets in the first issue so you'll know who's writing the "Call Board", which might be especially important when I ask to interview you.

I guess one of the standard questions in this series is going to be "Who got you started". The answer in my case is multiple, my wife, Mary, being number one. It was Christmas about 20 years ago when she thought it would be nice to have a train around the tree. So I got out some HO trains and track we'd put away a few years before and mounted the track on a sheet of plywood--SOP for those little trains. To be honest, nothing seemed to work very well, and who wants to push the train around the track during the Christmas season? Besides, it looked s-o-o-o small!

So off we went to Jim Rodgers' Hollywood Train Store (ain't there no more) and after looking over the merchandise, bought Lionel's biggest and finest: the freight set with the 773 on the point and such operating cars as the circus and log tagging along behind. This made an imposing display around the tree--you could put it on the carpet and still see it--and it accumulated a lot of mileage. And by the end of January we had accumulated a 616 switcher, tra-a-a-ck from here to there, a trestle set, snow plow (it was winter, wasn't it?), handcar, and a whole floor full of stuff.

Number two in who got me started, of course, was Jim Rodgers. He suggested TCA, so I went to a meeting at Roger Young Auditorium, where that club used to meet, asked for an application, and joined. I had to visit 6 collectors before becoming eligible, the rule in those days, among whom were Bob Villars and Bill Grove. That started the real collecting.

I think I generalized more than specialized in building my collection, for I acquired about one of everything in postwar Lionel, with a few prewar odds and ends, such as a Hiawatha, City of Portland, plus my only Standard gauge: a six-wheel 33 and two cars, which Rodgers had one day when I walked into his store. He said, "You really ought to have this." So I got it, and I'm glad I did. Original box, too!

Operation is currently my main interest. I started a layout several years ago but it has lain fallow. Now I'm back at it, rewiring with heavier wire in some places, and adding more power and ground connections, at least every three feet. The trains are obviously running much better. I'm constructing and kit-bashing buildings, laying in some streets and highways, and will shortly be doing scenery.

If you want to know more, come by my table at the next meeting. Bear in mind I'll have my pen and notebook in hand, because I want to know more about you, too.

BOB VILLARS

Meet our longest distance commuter (unless someone wants to contest this statement)! Bob Villars comes from Boise, Idaho, believe it or not. And while he might not make TTOS Southwestern every month, he makes it, TCA, Valley, or MTA for sure. Of course, Bob did live in the San Fernando Valley and worked at Lockheed, but he finally decided he was young enough to retire and enjoy life a little more, so he and his wife moved to the north country, along with a lot of his trains. Now he splits his time between being a Snowbird and a Sunbird.

Bob started his collection at Christmas--1921--with an AF 0-4-0 box electric (1201?) with 3 passenger cars which he found--under the Christmas tree! He still has it, but it's no longer in service, worn out from many happy hours of going round and round. Another beginning was his first HO set, which he bought in January, 1946, when he got out of the service. He's been active in HO and O, etc., ever since. The "etc." is important, for his train collection includes N, HO, 00, TT, S, 027, 0, Standard, and 1½" scale: a hand-operated handcar with chain drive--he climbs on, turns the crank, and down the track he goes!

His most interesting train or find, he believes, is a Standard gauge Ives 3236R, another 0-4-0 electric type, with 3 cars: combine, Pullman, and observation in a buff or tan color. The unusual part is that the name plates on the sides say Southern Pacific Lines, and the drumhead on the observation reads SP Lark. Can you match or top this? He's been told that it was made for distribution from the Ives San Francisco warehouse.

Bob collects more than trains. Example: quite an array of John Deere farm equipment, mostly by Ertl. This includes--note this--an Ertl snowmobile about 10" long that's operated with rubber bands. And does it sail over the Boise snow on some of those wintry days! Example: Erector sets, including one that makes the White dump truck (I had that when I was a kid!), and two sets that make the steam shovel. Example: Matchbox toys, including a lot of the early stuff made in the late forties.

Now, you ask, what's happening trainwise in Boise and environs? Bob reports 7 or 8 TCA members, plus 1 TTOS member in a suburb. The Snake River chapter of the National Railroad Historical Society meets once a month. And there are 2 HO clubs that he's aware of. And what does he find to collect? At Christmas time he found several things, mainly a batch of S gauge from a fellow's minor collection, but it included an 0-6-0 switcher.

Make an opportunity to meet Bob Villars in person. You'll find him affable and with some interesting tales to tell about other parts of the train collecting world.



RENEW YOUR ^{T.T.O.S.}
NATIONAL MEMBERSHIP NOW

REMEMBER

JANUARY 1, 1985
DUES PAYMENT DEADLINE

DECEMBER EVENTS

- 1 TOY AND TRAIN COLLECTOR'S FAIR. RECREATION CENTRE, OLD BEDFORD ROAD, LUTON, BEDS, ENGLAND. PHONE 0858-62510.
- 1 T.T.O.S. CANADIAN DIVISION MYSTERY TOUR. CALL KEN WARNER IN BURNABY.
- 1 SACRAMENTO VALLEY DIVISION SWAP MEET, WOODLAKE INN. INFO: TOM GIBSON
- 1,2 GOLDEN STATE DIVISION MALL SHOW WITH LAYOUTS, TOWN & COUNTRY VILLAGE, STEVENS CREEK & WINCHESTER, SAN JOSE, CA. INFO: (408) 257-9385
- 2 ANTIQUE TOY ROW. POMONA, CA FAIRGROUNDS. G. ZANINOVICH. (213) 832-2282.
- 4 TOY AND TRAIN COLLECTOR'S FAIR. WELLAND PARK COLLEGE, WELLAND PARK RD., MARKET HARBOROUGH, LEICESTERSHIRE, ENGLAND. PHONE 0858-62510.
- 5 TOY AND TRAIN COLLECTOR'S FAIR. BIRMINGHAM ANGLERS ASSOC., ICKNIELD PORT ROAD, EDGBASTON, ENGLAND. PHONE 0858-62510.
- 7 T.C.A. WESTERN DIVISION CHRISTMAS PARTY FOR MEMBERS ONLY. GLENDALE.
- 8 N.M.R.A., PSR, CAJON DIVISION AUCTION HAS BEEN POSTPONED TO DECEMBER 15.
- 8 L.A. LIVE STEAMERS HANDICAPPED RUN. 5200 ZOO DRIVE IN GRIFFITH PARK. GORDON SHERWOOD. (213) 849-4003.
- 8,9 GOLDEN STATE DIVISION MALL SHOW, REPEATS. INFO: (408) 257-9385
- 9 SAN JOAQUIN VALLEY DIVISION BIG OPEN HOUSE, NOON TO 4 P.M. AT THE TURLOCK CUNNINGHAM SCHOOL, 324 W. LINWOOD AVE. INFO: JOHN GROSE.
- 9 T.T.O.S. CANADIAN DIVISION CLINIC ON SCRATCH BUILDING. BRITISH COLUMBIA. INFO: ERNIE PENNEY IN VANCOUVER, B.C., CANADA.
- 9 TOY AND TRAIN COLLECTOR'S FAIR. THE CRESSET, BRETTON CENTRE, PETERBOROUGH, ENGLAND. PHONE 0858-62510.
- ⑭ T.T.O.S. SOUTHWESTERN DIVISION CHRISTMAS PARTY FOR MEMBERS ONLY WITH THEIR FAMILIES. GIFTS FOR THE KIDS. CAKE, PUNCH AND GOODIES TO NIBBLE. SANTA CLAUS IS COMING TO TOWN. NO GUESTS. INFO: JOE LOVI (818) 242-7215.
- 15 N.M.R.A. AUCTION RESCHEDULED FROM DECEMBER 8. GLENDALE FEDERAL SAVINGS, 320 HARBOR BLVD., FULLERTON, CA. SELLERS ENTER AT 9 A.M.; BUYERS AT 10 A.M. \$2 FOR NON-MEMBERS. JOHN HACHEY, (714) 947-4389.
- 16 GREAT AMERICAN TRAIN SHOW. DENVER, COLORADO MERCHANDISE MART. GOING? INFO: (312) 766-4417.
- 16 TOY SHOW IN JAPAN. INFO: (045) 681-8151.
- 19 CHANUKAH
- 21 SAN FERNANDO VALLEY TOY TRAIN CLUB CHRISTMAS MEETING. INFO: JERRY BUTLER (818) 363-8200 OR JERRY LATNER (818) 888-0503.
- 25 CHRISTMAS

HAPPY HOLIDAYS