



THE SOUTHWESTERN LIMITED

VOLUME 3
NUMBER 2

FEBRUARY
1984

JOSEPH LOVI
PRESIDENT

HILLY LAZARUS
TEMPORARY EDITOR



MONDAY, NOVEMBER 14, 1983

COURTESY OF DICK STAFFORD. INDIANAPOLIS.

The Train Era: Wrecks, Romance, Regrets

BY EDMUND FULLER

"If any man has invented a mechanism with just fifty percent of the steam locomotive's solid spiritual satisfaction, he hasn't applied for a patent yet." That is David Morgan, quoted in "Scalded to Death by the Steam," by Katie Letcher Lyle (Aigonquin Books, P.O. Box 2225, Chapel Hill, N.C., illustrated, \$22.50).

An engine-driver reflects: "If there are railroads in the next world, I hope the tracks are smooth and the engines are all good steamers." That is Clyde Redfield, in "The Railroaders," by Stuart Leuthner (Random House, 160 pages, illustrated, \$19.95).

In "Metropolitan Corridor: Railroads and the American Scene," by John R. Stilgoe (Yale Univ. Press, 410 pages, illustrated, \$29.95), one perhaps hears the author's own recollection: "For the small boy grasping his father's hand as the crack express thundered past in a roar of steam, coal smoke, and dizzying vibration, the train existed as a fiercely directed energy, as power magnified almost beyond comprehension."

The Iron Horse, snorting through its smokestack nostrils, its neigh the shuddering spin of slipping wheels and a staccato chuff-chuffing when starting up with a heavy load, has vanished from our land except in "museum" routes for swarms of nostalgic buffs. It lingers in American literature and iconography. You may have seen two excellent public-TV documentaries, about standard- and narrow-gauge railroads around the world. The three books above are a boon to the railway fan. Differing in scope, each does superbly what it set out to do.

If you remember those grand, lugubrious railroad ballads sung with guitar, you will love "Scalded to Death by the Steam." Mrs. Lyle, a writer and sometime folk singer, tells the colorful stories of horrific wrecks that inspired the songs, of which 26 are included here with music.

Foremost is "The Wreck of the Old 97" (from which the book's title comes), matched only in popularity by "Casey Jones." (The latter is not here because that crackup occurred in Mississippi rather than in Appalachia, which is the loosely defined region on which Mrs. Lyle concentrates.)

The real stories of some of these truly awful wrecks are even better than their pop versions. They are enhanced by a wealth of remarkable photographs of the wreckage, maps of the locations and portraits of the persons involved. Mrs. Lyle says, rightly, that these ballads, "As a body . . . comprise a sort of white folk-epic. . . . Brave, young, and true, the sung-about engineer certainly qualifies as a prototypical American epic hero. He was in the forefront of industrialism, running his machine that ran the world." There is also a strong evangelical strain in some of these songs, as in, "See that Christ is your conductor on this lightning train of life. . . ."

Stuart Leuthner's "The Railroaders" is rich oral history. With brief background information, he presents, as monologues, tape-recorded talks with 33 veteran railroaders, two of them women. Represented are 21 engineers, a railroad president, a Pullman porter, a chef, a dispatcher, a stationmaster, a conductor, a crew caller, and roundhouse and track foremen. Their recollections are a delight. Enhancing them is a wealth of pictures of the people interviewed, their families and co-workers, plus stunning shots of powerful locomotives, all by photographer Lawson Little. We see the transition from steam locomotives to "cabbage cutters," a derisive term of old-timers for the diesels. Oliver Jensen, to whose editorial help Mr. Leuthner pays tribute, remarks in a foreword that, "Your clothes stay clean, but the thrill, and the sense of controlling a majestic piece of machinery, is gone."

A former B&O president, Jervis Langdon Jr. (Mark Twain was his great-uncle),

gives a firsthand account of the hard economic realities of the decline of the railroads. Outstanding voices include an engineer and a black chef of the last days of the New York Central's 20th Century Limited; a real tough guy, "Writer, historian, athlete, soldier and railroad engineer," Chester F. Geaslen; a Pullman porter—for years all were called "George" after the inventor of the sleeper; and George H. Kelch, one of the men truly "in love with steam."

The most far-reaching of these three books, the most comprehensive as social history, is John R. Stilgoe's "Metropolitan



Bookshelf

Three Books About Railroads

Corridor"—a term including the major rail connections of city to city, many now vanished or diminished.

His book is as fascinating as the others. Mr. Stilgoe, a writer of broad cultivation, also has gathered a profusion of marvelous pictures, many of which are from his own collection. He quotes from such writers as Thoreau, Robert Frost, Ellen Glasgow, Sinclair Lewis, Willa Cather, Thomas Wolfe and many others, reflecting the impact of railroads on the American culture as well as economy. He discusses even the Lionel toy-train company and gives us the lore of categories of depots—large, small, handsome or dingy. There's a section on level crossings and their perils. He talks of railroad magazines and boys' stories. As a lad, I had "Ralph of the Roundhouse" and others of the Ralph series.

An enthusiast, reading any or all of these splendid books, might feel a rekindling of the spirit of Edna St. Vincent Millay, as quoted by Katie Letcher Lyle: ". . . there isn't a train I wouldn't take, No matter where it's going."

CAL-STEW TCA NOR-CAL
Santa Clara
March 24-26



to See and Hear

the New LIONEL TRAINS
Send for the catalog and
Sound Effects Record!

The catalog is a beauty!—Full color! 32 Pages of all the newest LIONEL Trains and accessories, with complete story of SMOKE, WHISTLE and Electronic Control.

And so that you can HEAR LIONEL Trains in action and thrill to the exciting WHISTLE we have provided a 4-inch sound effects record, narrated by Bill Stern, famous Sports Commentator, with official R.R. whistle signals on reverse side.

Now you can SEE the New LIONEL Trains, and then put the record on and HEAR them in action! It's a grand package, especially made up for you this year by LIONEL! Send for it now!



HEAR THEM
 Not alone can you SEE LIONEL Trains in the catalog, but you can HEAR them in action.
 For 25c we'll send you the 32-page full color catalog, the sound effects record with narration by Bill Stern, famous Sports Commentator, also a 32-page "FUN With LIONEL" book, a R.R. Guide Wall Chart, and an ideal layout Blue Print.

LIONEL
TRAINS

LIONEL TRAINS Box No. 474,
 Madison Square Station, New York 10, New York

Please send me offer checked below. Complete special offer of Catalog, Sound Effects Record, Fun Book, Wall Chart, and Ideal Layout—all for 25c.

I enclose 25c for Special Offer. I enclose 10c for catalog only.

NAME _____
 ADDRESS _____
 CITY _____ ZONE _____ STATE _____

THIS ADVERTISEMENT IS FROM A 1947 NATIONAL GEOGRAPHIC MAGAZINE IN THE COLLECTION OF THE EDITOR. DAVE OTTH WOULD LIKE TO KNOW IF ANYONE HAS THE OLD LIONEL SOUND EFFECTS RECORDS. CALL DAVE AT (818) 351-0022.

TABLE RULES

BY NICK BARONE, RALPH JOHNSON, AND SAM MATTES

TABLE RULES FOR FRIDAY NIGHT MEETINGS

RESERVED TABLES:

1. All tables shall cost \$2 per table.
2. Members wishing to purchase tables for an entire year shall submit their names to the table chairman (currently Sam Mattes) prior to June 1. Names submitted shall be placed in a box and drawn until no more than 50% of the available tables in the main hall have been assigned. Tables shall be limited to two (2) per member.
3. Members wishing to purchase tables under a reserved basis in the Foyer area are unrestricted in quantity.
4. Only members in good standing may have a table.
5. Tables shall be held under the reserved basis until 7 P.M. Tables unoccupied after 7 P.M. shall be sold to any member requesting a table. Members with a reserved table arriving after 7 P.M. shall be reassigned for that evening to some other unoccupied table.
6. Reserved tables shall be paid for in advance at a cost of \$18 for a period of one (1) year. One year consists of nine (9) regular meets but excludes the two (2) all-day meets and Cal-Stewart.

UNRESERVED TABLES:

1. All tables shall rent for \$2 per table.
2. The table chairman will assign tables on a first-come first-served basis.
3. Members shall be limited to two (2) tables each.
4. Only members in good standing may have tables. Guests may not have tables.

TABLE RULES FOR ALL-DAY MEETS

1. All tables shall cost \$6 each.
2. People wishing to reserve a table shall send their application and payment to the table chairman early enough for him to receive it in the mails at least one (1) week before the event.
3. Unreserved tables shall be assigned on a first-come, first-served basis.
4. Tables shall be limited to two (2) per individual.
5. Tables shall be set up in the main hall, foyer area and small hall.

FOR FURTHER INFORMATION, CONTACT THE TABLES CHAIRMAN: Sam Mattes, 7253 Pondera Circle, Canoga Park, CA 91304. Phone (818) 347-4753.

CORRECTION: John Thousand has not been dropped from SW for non-payment of dues. He is currently paid-up and has been all along. John is also a FOUNDER of the Museum Exhibit.

NATIONAL DUES: If you forgot to pay your \$18 to National, even after a reminder in the last SOUTHWESTERN LIMITED, you can be re-instated by paying the \$18 plus a \$5 penalty. Send your payment to TTOS, 25 W. Walnut St., Pasadena, CA 91103. National membership is required as a prerequisite for membership in Southwestern Division. You may also pay National at our February 10th meeting. Joan Marlatt or Wes Frye will accept dues.

FEBRUARY MEETING: Be sure to bring your National and Southwestern membership cards with you and wear your badge. Memberships will be checked at the door.

CAL-STEWART RAFFLE PRIZES, BY ROY BELL

ACTUALLY, THIS COULD BE CALLED FRIDAY, SATURDAY, AND SUNDAY FEVER BECAUSE OUR CAL-STEWART MEET FOR NOVEMBER OF 1983 WAS EXCITING ON ALL THREE DAYS.

A LOT OF PEOPLE WORKED HARD PUTTING ON THE MEET THIS YEAR AS THEY DO EVERY YEAR. A SPECIAL THANKS GOES TO THE MEMBERS, DEALERS, AND FRIENDS WHO DONATED PRIZES FOR THE JOHN KING MEMORIAL COCKTAIL PARTY AND FOR THE GIANT RAFFLE HELD ON SUNDAY, NOVEMBER 20th. JUST IN CASE OUR APPRECIATION HASN'T BEEN PROPERLY CONVEYED TO THOSE WHO DONATED PRIZES, THE RAFFLE PRIZE COMMITTEE WOULD LIKE TO THANK THE FOLLOWING: LYLE CAIN, SR., AND ALAN DRUCKER, WHO DONATED PRIZES FOR THE JKMCP AND TO AN ANONYMOUS DONOR WHO GAVE US THREE PRIZES THROUGH CLUB MEMBER, DAN AIKENS. ALSO, PRIZES WERE DONATED BY OUR DEALER/COLLECTOR FRIENDS: THE RICHART COMPANY (DICK MAYER), MODEL ENGINEERING WORKS (BILL DOOMEY), GARY KECK, RAIL-RAX, PAUL KIRBY OF THE TRAIN STOP IN SAN DIMAS, AND BOB TOPLEY FROM THE OLD VENICE LIONEL TRAIN SHOP WHO DONATED A PRIZE WHICH WILL BE OFFERED AT A LATER RAFFLE DRAWING.

SOME OF THE PRIZES CAME FROM CLUB MEMBERS WHO WERE KIND ENOUGH TO SELL ITEMS TO US AT COST OR BELOW COST.

THE WINNERS WERE ALL PRESENT TO PICK UP THEIR PRIZES EXCEPT FOR THE MPC #8263 SANTA FE ENGINE AND THAT PRIZE WAS SHIPPED TO THE HAPPY WINNER IN OCEANSIDE. THE WINNERS WERE AS FOLLOWS:

NOVEMBER 18: KAY SPELLMIRE--BURGER KING SET. THE OTHER TWO WINNERS AT THE JOHN KING MCP MUST GO UNDOCUMENTED.

NOVEMBER 20:

1. GLEN GERHARDT-----390 ENGINE AND FREIGHT SET
2. CHARLES MURRAY-----LIONEL 773 ENGINE AND TENDER
3. GEORGE LAGOMARSINO-----J. C. PENNEY GREEN & GOLD GENERAL
4. CHUCK STONE-----LIONEL BURRO CRANE
5. KEN SHETTIG-----RICHART 708, 709 & 711 CARS
6. JOHN FIORE-----HORNBY LIVE STEAMER
7. MIKE GRAY-----50 FEET OF RAIL-RAX
8. RON DE SIMONE-----4 TTOS CONVENTION CARS
9. CLOVIS TARLTON-----SANTA FE 8263 GP
10. JON DUNHAM-----MPC BLACK CAVE SET
11. BEN CLOW-----MPC SAWMILL
12. CARL VETTER-----MPC 8051 NON-POWERED GP
13. JOSE LYNNE RICKARD-----\$25 MODEL ENGINEERING CERTIFICATE

WE APOLOGIZE TO OUR "S" GAUGE FRIENDS FOR NOT THINKING OF THEM BUT WE PROMISE TO REMEMBER THEM DURING THE YEAR.

WE TURNED A PROFIT OF ABOUT \$500 THROUGH THE SALE OF RAFFLE TICKETS AND WE LEARNED HOW TO DO BETTER NEXT TIME BUT THE QUESTION ARISES AS TO WHETHER WE NEED TO GO THROUGH THIS EXERCISE EVERY YEAR. IT TAKES AN AWFUL LOT OF EFFORT COLLECTING DONATED PRIZES AND A LARGER EFFORT BY THE SELLERS TO SELL THE TICKETS. THE SUGGESTION HAS BEEN MADE THAT MAYBE WE SHOULD JUST SKIP THE RAFFLE PRIZES IF THEY DON'T RAISE MORE MONEY FOR THE CLUB. ANOTHER SUGGESTION HAS BEEN MADE THAT FOR A MEET LIKE CAL-STEWART, WE SKIP THE SELLING OF RAFFLE TICKETS AND JUST CHARGE A FEW DOLLARS EXTRA ADMISSION PRICE AND GIVE EVERYONE A FEW TICKETS. THEN THEY BECOME DOOR PRIZES AND TEN OR TWENTY PEOPLE STILL GO AWAY AS A WINNER WITHOUT ALL THE EFFORT TO SELL TICKETS. WHAT DO YOU THINK? TELL US OR TELL YOUR BOARD MEMBERS. YOUR SUGGESTIONS WOULD BE APPRECIATED.

GUESTS: If we get them printed on time, a guest-pass will be in this mailing. You may bring a guest with or without the guest-pass but try to keep guest visits to one time only in each 6 month period. Guests are considered to be NEW people being introduced to our Divison. FORMER members do not qualify as guests. To attend, they should join and pay their dues. Help us gain new members by having your guest fill out his name AND address on the guest-registrati n sheet at the door. In that manner, we can put the guest on our recruitment list and make mailings to him (or her).

FRIDAY NIGHT FEVER

BY ROY BELL

Some guys are more clever than others.

What do you do to keep the old lady from finding out you spent \$950 for an old train after you just told her you can't afford to have her teeth capped? I've been hearing all kinds of tales.

A lot of guys just hide them in boxes in closets. I know one fellow who still hasn't taken them out of the trunk of his car. Myself, what I do is just go ahead and put them on the shelf in the train room then once in a while, when I sell something, I get real generous and hand over maybe \$80 or \$100 for no reason at all. That way, she sees only the benefits of collecting. This technique allows you to spend \$1500 one month and then if you sell \$200 worth next month and give \$100 to the little lady, she actually thinks you are thinning out your collection.

Some guys have to be much more elusive to get away with it. I heard a story about one poor soul who has to integrate a new car into his collection over a very extended period of time. First he starts by spreading out the cars on the shelf maybe by $\frac{1}{2}$ inch. She apparently doesn't notice that the set takes up four feet, six inches of shelf when last week it took up only four feet three inches. Then, next week, the spaces grow another half inch. Once he has slipped in ten or eleven inches of dead space, he can make his move. He leaves the engine and caboose where they are but pushes all the other cars close together and inserts the new car and he's the only one that knows. When the technique is used, there is one critical rule: Never ever latch the couplers of any two cars. Otherwise, as soon as they have been uncoupled, she catches on that he's trying to slip one in.

The guy who has to be this deceptive has a real problem when he buys a new engine. He can upgrade without her getting suspicious if he just replaces the 2026 with a 675, then replaces the 675 with a 736, and then maybe he can slip in the 773 where the 736 used to be. For really major changes, he usually has to wait until she goes home to visit the family before he can add a whole new set to the collection. You can see that this guy is going to get real frustrated if he chooses to buy more trains for himself than trips for the Mrs.

Of course, some guys take the parity approach. For every \$100 on trains, she gets \$100 for dolls. She's probably going to like this system better than he does. For one thing, this system doesn't have any credit clause for when you sell something. You usually can't expect her to sell something too.

Then there's the guy who has such a big appetite for the things that he ends up with enough stuff to open a store. So he opens up a store. But that's good for the rest of us because a good train shop gives us somewhere to go when we get "Friday Night Fever" when it is only Tuesday.

The last type is the one who buys all of his trains one piece at a time. For instance, one piece is the tender, another piece is the set of trucks---the last piece usually consists of the bag of parts that comes from Model Engineering Works. If he ever gets all of these components put together, he'd have the same problem as the poor soul I mentioned before. Fortunately, this train usually remains in boxes, bags and drawers and never makes it to the shelf.

Then there's the other kind of guy that doesn't even have the problem. They're the ones who aren't devious enough to be able to collect trains and a wife at the same time.

Have I forgotten anybody?

THIS PAGE WILL NOT SELF-DESTRUCT. BURN IT BEFORE THE OLD LADY SEES IT.

THIS CHRISTMAS TALE PITS TOY RAILROADS AGAINST LITTLE KITTEN
TO PROTECT ITS CAT LOGOTYPE, CHESSIE SYSTEM PENALIZES MAKERS OF MODEL TRAINS

This article, by Daniel Machalba, appeared around Christmas 1983 in the "Wall Street Journal". It was submitted to us by Thad Lasky, TTOS Buckeye Division member from Cincinnati, Ohio.

Even Scrooge mended his ways eventually. Is the same going to be true of Chessie System Railroads?

The giant Cleveland-based carrier is the villain of a sad Christmas tale that may yet have a happy ending. Collectively playing the role of Tiny Tim are the manufacturers of model trains. The plot: Chessie, having instituted a new policy to protect its logotype, has ordered the model makers to pay fees, carry expensive insurance policies and open their premises to inspection or else cease imprinting the Chessie name on their miniature cars and engines.

"A big old monstrous railroad is coming along to squash the little railroad under the Christmas tree," says James King, the publisher of Model Railroader magazine.

But Chessie says it doesn't have any choice if it is to protect its trademarks. At the heart of its protective zeal is the Chessie cat, its current logo; the cat is a version of the sleeping-kitten-on-a-pillow drawing that was first used in 1933 to promote the George Washington, a now-defunct passenger train that ran between Washington and Cincinnati.

PROBLEM OF PIRACY. The problem, says Chessie, is that the cat logo has been pirated by plate makers, apparel companies, a motel owner and the like. Chessie is only trying to squelch such unauthorized use, it says--while capitalizing on the popularity of its corporate symbol through licensing agreements.

Chessie takes pains to point out that it has no quarrel with the model-train companies, most of which are small businesses that take pride in their authentic reproductions. But Sally Kircher, assistant general solicitor at Chessie's headquarters, says, "If you want to protect the mark at all, you have to protect it every way it's used--you can't just do it selectively."

So, Chessie has notified more than 30 model-train makers that they must enter licensing agreements if they wish to continue making Chessie reproductions, and it has threatened those who don't comply with "legal action." The nine-page agreement requires the model makers to send samples of their workmanship to Chessie's public-relations office and to agree, among other conditions, "to indemnify, save harmless and defend Chessie, its servants, agents and employees of its affiliated or subsidiary companies from and against all claims for loss or damage to property and/or business...."

AN INSULT. When he received the agreement in the mail recently, Edward Petras, the President of Roller Bearing Models, a Rockaway, N.J., business with annual gross sales of less than \$25,000, admits, "I took it kind of seriously at first." But he has since decided to stop production of any Chessie model freight cars rather than sign an agreement he sees as an insult. "Chessie is picking on its allies, not its foes," Mr. Petras says.

Joe Luber, a distributor in Baltimore, says so many of his suppliers have stopped making models of Chessie cars that he is getting only half his 1982 supplies. "If a fellow asks for a Chessie engine, we hand him a Santa Fe or a Conrail one," he says.

That isn't lost on Chessies's full-size competitors, none of whom seem inclined to follow the Chessie example. "I don't know if they put a pound of freight on our rails, but model trains are good exposure," says an official of the Illinois Central Gulf Railroad.

As for Chessie, it says it has no intention of abandoning its trademark protection campaign. However, apparently taken aback by the model-makers' reaction, the company is attempting to condense its nine page licensing agreement to a two-page document especially for the model companies; better yet, a plan is afoot that would in many cases impose \$1 fees.

"Lawyers, being lawyers, are probably a little more aggressive than we'd want them to be," says Milton Dolinger, the assistant Vice President and Director of Public Relations and Advertising for Chessie.

Miss Kircher, the Chessie attorney, says the standard agreement was aimed at "big companies which have a legal staff or a lawyer on call." As for model makers, she adds: "It's unfortunate there are many small manufacturers--if we had known the type of industry we were dealing with, we might have gone about this differently."

THANKS FROM ROBERT L. WALL, CAL-STEWART DISPLAY CHAIRMAN.

I wish to thank everyone who contributed foreign toy trains for our exhibit at Cal-Stewart. Sharing is what this hobby is all about and we certainly appreciate the efforts of our Southwestern Division members: Larry Poland, Larry DuPont, Chuck Stone, Ed Garacochea, Hilly Lazarus, Clyde Suttle, Dave Otth, Ward Kimball, Wes Frye, Al Bailey, Mervin Lew, Don Danielson, Pete DeBeers, Jerry Ropczycki, Myron Rice, Roy Bell and Ralph Johnson. Nick Barone, our 1984 Cal-Stewart Chairman, is now working up some ideas for a theme for this year. If you have suggestions, please contact him. Once the theme is decided upon, we will again be asking our membership to contribute toy trains for display.

JERRY BLAINE REPORTS that he is trying to get a better room for the 1984 Cal-Stewart JOHN KING MEMORIAL COCKTAIL & RAFFLE PARTY (doo-da, doo-da). Jerry was overall chief-of-staff at this years party, arranging the rooms, buying the goodies and pouring libations. Jerry also served on the raffle prize committee and is currently a member of the SW Board of Directors.

WES FRYE REPORTS that the I.R.S. has forced T.T.O.S. National into an agreement whereby we are no longer permitted to have paid advertising in our National Directory or stuffers in the T.T.O.S. Bulletin. Why don't they pick on the big guys? Directory advertising barely pays for the paper it is printed on. Remember, BIG BROTHER IS WATCHING YOU!!! (1984).

HOT BOX ADS

WANTED: Motor unit for LIONEL #262 engine. Louis Smith. (213) 698-8653.

FOR SALE: One 1½" scale box cab electric locomotive with riding car, storage rack, battery charger and miscellaneous parts. \$700 or best offer. Dave Sara, (714) 845-5475.

SERVICE: Custom badge making (3" diameter) including picture taking and mounting. Larry Kirk, (818) 358-1763.

FOR SALE: TTOS 1984 Calendars. See Vinnie Rogers at our meetings.

WANTED: Windup trains from before WW II. Especially OVERLAND FLYER. Sets or individual pieces. Hilly Lazarus, (818) 762-3652.

WANTED: Builders/helpers for the TTOS Museum Exhibit. Contact Harry Chortanian, (213) 797-7398. Building project is on Saturdays. Can anyone get us plate glass at wholesale cost?

50 YEARS AGO BY ZENON HANSEN

Reprinted from "THE RAILROAD CAPITAL", the official publication of the Railroad Club of Chicago, Illinois.

ON THIS 50th ANNIVERSARY YEAR OF THE RAILROAD CLUB OF CHICAGO, WE SHOULD REFLECT ON THE FACT THAT 1934 WAS PERHAPS THE MOST SIGNIFICANT YEAR IN AMERICAN RAILROADING AND MASS TRANSIT IN THIS CENTURY. FOR IN THAT PIVOTAL YEAR, WHEN THE GREAT DEPRESSION WAS AT ITS BOTTOM, BEGAN THE TRANSITION FROM STANDARD STEAM AND HEAVYWEIGHT TO MODERN LIGHTWEIGHT STREAMLINED CARS AND NEW FORMS OF MOTIVE POWER.

IN STEAM POWER, DELIVERIES WERE FEW. THE MAJOR DELIVERIES INCLUDED 4-8-4 "POCONOS" FOR THE LACKAWANA FROM ALCO AND THE START OF AN ORDER OF FIVE 4-8-4 "WYOMINGS" FOR THE LEHIGH VALLEY FROM BALDWIN LATE IN THE YEAR. THE BOSTON & MAINE GOT FIVE LARGE PACIFICS FROM LIMA. THE NICKEL PLATE RECEIVED FIVE 0-8-0's FROM LIMA, BUT IS BEST REMEMBERED FOR THE FIRST ORDER OF ITS FAMOUS 2-8-4 BERKSHIRES. THAT FIRST ORDER OF FIFTEEN, NUMBERS 700 TO 714 BEGAN ARRIVING FROM ALCO IN SEPTEMBER, BUT SUBSEQUENT SIMILAR ORDERS, 715 TO 779, WERE ALL BUILT BY LIMA IN 1942-1949. THESE WOULD LAST TO THE TAIL END OF THE MAINLINE STEAM ERA, THE LAST NKP BERKS BEING RETIRED IN JUNE 1958 AND THE LAST OF THE ORIGINAL 1934 BATCH IN OCTOBER OF 1957, JUST AS THE RUSSIANS WERE PUTTING THE FIRST SATELLITES INTO ORBIT AND THE SPACE AGE BEGAN.

IN CONVENTIONAL PASSENGER EQUIPMENT, 1934 SAW EXTREMES RANGING FROM A FINAL BATCH OF 125 STILWELL PASSENGER COACHES AND 8 COMBINES FROM ACF, PULLMAN AND PRESSED STEEL FOR THE ERIE, TO THE FIRST ORDER FOR 50 "AMERICAN FLYER" CARS FROM THE PULLMAN (OSGOOD-BRADLEY) PLANT AT WORCESTER, MASS., FOR THE NEW HAVEN. PERHAPS NOTHING BETTER ILLUSTRATES THE CONTRASTS OF THAT TRANSITIONAL YEAR -- A FINAL LARGE ORDER OF THE MOST ADVANCED HEAVYWEIGHT DESIGN OF A GENERATION EARLIER AND THE FIRST ORDER OF MODERN, SEMI-STREAMLINED, LIGHTWEIGHT COACHES TO THE DESIGN OF NOTED INDUSTRIAL DESIGNER WALTER DORWIN TEAGUE, BOTH ORDERS BEING OF SIMILAR CAPACITY AND FOR SIMILAR SERVICES. THE MILWAUKEE ROAD BEGAN TURNING OUT 85 LIGHTWEIGHT CARS IN ITS OWN SHOPS TO THE DESIGN OF CAR SUPERINTENDENT KARL FRIGOT NYSTROM. THE PROTOTYPE, NUMBER 4400, WAS COMPLETED IN MAY AND DISPLAYED AT THE CENTURY OF PROGRESS EXPOSITION, AND FROM IT WOULD EMERGE THE IMMORTAL "HIAWATHA" A YEAR LATER. AT THE OTHER, LESS IMAGINATIVE END OF THE SCALE, THE NICKEL PLATE GOT 8 CONVENTIONAL HEAVYWEIGHT COACHES FROM PULLMAN AND A SINGLE MAIL-EXPRESS CAR FROM ST. LOUIS, WHILE THE NORFOLK & WESTERN SETTLED FOR 10 COACHES AND 8 COMBINES FROM BETHLEHEM STEEL.

BUT WHAT REALLY IMMORTALIZED 1934 WAS STREAMLINING AND SPEED, HERALDING NOT ONLY A NEW ERA IN RAILROADING AND TRANSIT, BUT SYMBOLIZING A BRIGHT NEW AGE WHICH HOPEFULLY WOULD EMERGE FROM THE CHAOS OF THE DEPRESSION.

IT ALL BEGAN ON FEBRUARY 12, WITH THE EMERGENCE OF THE UNION PACIFIC M-10000 FROM PULLMAN AND ACCELERATED WITH SUCH RAPID PACE THROUGHOUT THE YEAR THAT IT IS PERHAPS EASIER TO LIST THE VARIOUS DEVELOPMENTS MORE OR LESS CHRONOLOGICALLY: (1934 TRAIN CHRONOLOGY CONTINUED ON PAGE 9).

GO WEST FOR MORE IN '84

T.T.O.S. NATIONAL CONVENTION, AUGUST 2-5

Woodlake Inn, Sacramento

MUSEUM EXHIBIT DEDICATION TENTATIVE FOR AUGUST 2 OR 3
WITH PRIVATE TOURS FOR "FOUNDERS" AND EXHIBIT WORKERS

50 YEARS AGO (CONTINUED)

- FEBRUARY 12. NATION'S FIRST STREAMLINE, DISTILLATE-POWERED UNION PACIFIC M-10000, DELIVERED IN CEREMONIES AT PULLMAN.
- MARCH. FIRST PRE-PCC EXPERIMENTAL STREETCAR, CHICAGO CITY RAILWAY 7001, DELIVERED TO CHICAGO SURFACE LINES BY J. G. BRILL WITH GE ELECTRICAL EQUIPMENT. MADE PRESS RUN ON MARCH 20th.
- APRIL 7. NATION'S FIRST DIESEL STREAMLINER, BURLINGTON ZEPHYR NO. 9900, COMPLETED BY BUDD AND MAKES TRIAL TRIP APRIL 9 BETWEEN PHILADELPHIA AND PERKIOMEN JUNCTION (24.8 mi) ON THE READING, BRIEFLY HITTING 104 mph. FORMALLY CHRISTENED "ZEPHYR" APRIL 18 AT PRR BROAD STREET STATION BY MARGUERITE CATSWORTH, DAUGHTER OF CB&Q'S GENERAL PASSENGER AGENT.
- MAY 26. ZEPHYR MAKES RECORD DAWN TO DUSK DENVER TO CHICAGO RUN, 1015.4 MILES IN 13 HOURS, 4 MINUTES AND 58 SECONDS, AT AN AVERAGE SPEED OF 77.61 mph. TOP SPEED WAS 112.5 mph.
- MAY. EXPERIMENTAL FIVE-SECTION ARTICULATED ALUMINUM RAPID TRANSIT CAR COMPLETED BY PULLMAN AT CHICAGO AND DELIVERED TO BROOKLYN-MANHATTAN TRANSIT, ARRIVING IN NEW YORK, MAY 24th. WESTINGHOUSE ELECTRICAL EQUIPMENT. KNOWN AS THE "GREEN HORNET".
- JUNE. STAINLESS STEEL ARTICULATED UNITS OF SIMILAR CONFIGURATION COMPLETED BY BUDD WITH GE ELECTRICAL EQUIPMENT, DELIVERED TO BROOKLYN-MANHATTAN TRANSIT ON JUNE 28th. UNOFFICIALLY KNOWN AS "ZEPHYR".
- JULY 2. SECOND PRE-PCC EXPERIMENTAL STREETCAR, CHICAGO RAILWAYS 4001, COMPLETED AT PULLMAN FOR CHICAGO SURFACE LINES WITH GE ELECTRICAL EQUIPMENT.
- JULY 31. PCC MODEL B PROTOTYPE ORDERED BACK ON FEBRUARY 5th WAS COMPLETED AT PULLMAN WITH GE ELECTRICAL EQUIPMENT. DELIVERED TO CHICAGO SURFACE LINES ON AUGUST 1st FOR TESTING, WITH ADJUSTMENTS TO CONTROL AND DOOR EQUIPMENT TAKING UNTIL AUGUST 20th. IN REVENUE SERVICE ON CSL AUGUST 20th TO SEPTEMBER 5th, WHEN RETURNED TO PULLMAN WITH TOTAL ACCUMULATED MILEAGE OF 1300. SHIPPED TO CLEVELAND SEPTEMBER 12, AND RAN SEPTEMBER 15-23 DURING AMERICAN ELECTRIC RAILWAY ASSOCIATION CONVENTION, ALONG WITH CSL 4001 AND 7001 AND PCC MODEL A. SHIPPED TO BROOKLYN ON SEPTEMBER 29th WITH 1500 ACCUMULATED MILES. RECEIVED OCTOBER 2nd AT DEKALB SHOP AND PLACED IN SERVICE ON FULTON STREET, OPERATED OUT OF EAST NEW YORK DEPOT, OCTOBER 19th.
- JULY 28. MILWAUKEE ROAD F-6 HUDSON 6402 WITH FIVE HEAVYWEIGHT CARS MAKES RECORD RUN WITH REVENUE TRAIN (No. 29 RUNNING AS SECOND No. 27) BETWEEN MILWAUKEE AND CHICAGO, 85 MILES IN 67 MINUTES AND 35 SECONDS, WITH START TO STOP AVERAGE SPEED OF 75.46 mph. TOP SPEED OF 103.5 mph REACHED NEAR OAKWOOD, WISCONSIN.
- AUGUST. PENNSYLVANIA GG-1 PROTOTYPE 4899 (LATER 4800, KNOWN TODAY AS "RIVETS", BEING THE ONLY GG-1 NOT WELDED. SAVED AT PENNSYLVANIA RAILROAD MUSEUM, STRASBURG, PA) DELIVERED BY BALDWIN-GE; AND A MODEL R-1 BY BALDWIN-WESTINGHOUSE. NUMBERS ON GG-1 MODEL CHANGED AFTER TRIALS AT CLAYMONT, DELAWARE PROVED SUPERIORITY OF GG-1 MODEL, AND PRODUCTION CONTRACTS FOR 57 UNITS WERE ANNOUNCED ON NOVEMBER 17th.
- OCTOBER 2. UNION PACIFIC TAKES DELIVERY OF ITS SECOND STREAMLINER, SIX UNIT DIESEL-POWERED M-10001, AT OMAHA, NEBRASKA. MAKES RECORD BREAKING RUN FROM LOS ANGELES TO NEW YORK (GRAND CENTRAL TERMINAL) OCTOBER 22-25; COVERING 3,258 MILES IN 56 HOURS AND 55 MINUTES. HIGHEST SPEED WAS BETWEEN DIX AND POTTER, NEBRASKA AT 120 mph, COVERING THE 9 MILES IN 4 MINUTES AND 30 SECONDS.
- NOVEMBER 11. BURLINGTON ZEPHYR ENTERS REGULAR SERVICE (REVENUE) BETWEEN KANSAS CITY, MO AND LINCOLN, NE, THE FIRST STREAMLINER IN THE COUNTRY TO DO SO.
- NOVEMBER/DECEMBER. C&NW REBUILDS CLASS E-2 PACIFICS 2902, 2903, 2907 AND 2908 INTO CLASS E-2A HIGH SPEED OIL BURNERS FOR "400" SERVICE, WHICH WAS INAUGURATED ON JANUARY 2, 1935.
- DECEMBER 14. FIRST STREAMLINED STEAM LOCO; NYC'S COMMODORE VANDERBILT OUTSHOPPED AT WEST ALBANY. CLASS J-1e HUDSON #5344 ORIGINALLY BUILT IN NOVEMBER 1931 (LAST J-1), NUMBER NOT VISIBLE WHILE STREAMLINED.
- DECEMBER. FIRST 50 CAR ORDER FOR "AMERICAN FLYER" CARS (8200-8249) DELIVERED TO NEW HAVEN FROM PULLMAN-BRADLEY PLANT.

"KirXKorner": Commentary from the Desk of Recording Secretary, Larry Kirk.

First of all, I wish to extend my wishes to everyone for a prosperous New Year, thus, another year ahead of us for enjoying the art (and skill) of toy train collecting and dealing.

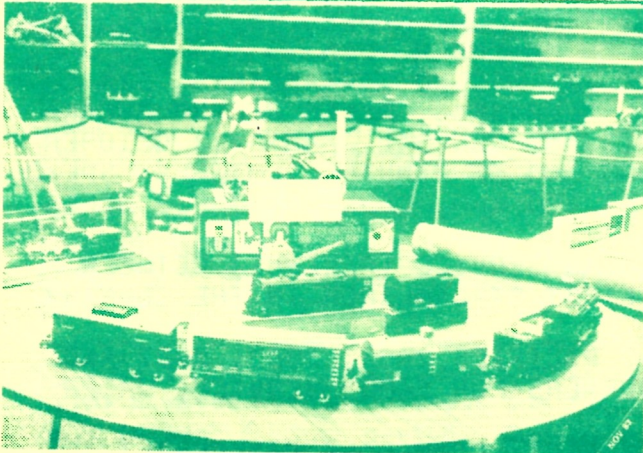
Thanks to all of you that voted for me as Recording Secretary. I hope that my services to the club may be as great as that of our former Secretary, David Nissen. I wish to thank Dave and his family for preparing me for this new position. I would like to extend my utmost thanks for their encouragement to Ralph Johnson and Joe Lovi.

It began late last Summer when I made mention, to Ralph, about my bad-re-making business, and the possibility of making some up for Cal-Stewart '83. He suggested that I attend the Board of Directors meeting on the second Tuesday evening in September. Within fifteen minutes of arriving, Joe asked if anyone would like the job of Recording Secretary in which I volunteered (with a nod from Ralph, of course). It was then unanimous in which I was told to be at all of the Board meetings from now on, due to the fact that Dave Nissen was stepping down after 7 or 8 years on the job, due to personal responsibilities. Off and on, Joe spoke with me, gave me a few pointers, etc., and I was also told that I was to record at the regular Friday night meets. From then on, I was working my way into club officership. By the way, the button idea was passed up. Maybe later???

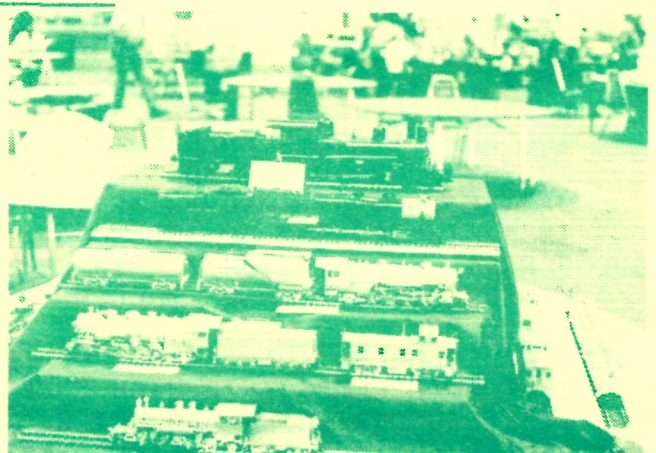
I enjoyed Cal-Stewart '83 very much. I especially enjoyed the John King Memorial Cocktail & Raffle Party (my very first). I enjoyed the dual role of working Security and helping at the registration desk. Everything, to me, was great: the table sales and displays, the English train and brass displays on the main entrance end of the building, the raffle (in which I came within two numbers of winning that LIONEL #773), the auction, the members and associates in attendance (we even had one or two Un-V.I.P.'s), and etc. We are now preparing for Cal-Stewart '84, which will hopefully be as great or better as the November '83 event.

In our annals of writing, my wife and I announced our new book (on science fiction) which contained what are called "Diesel Atomic" trains. Since last Fall, we are in the process of writing another book which, hopefully, should be completed by late Spring, 1985 (if not sooner). The book is entitled "Roidronian and the Lords of Iron", which is about trains. And we do mean TRAINS...trains and more trains...steam, electric, diesel, freight, passenger, local, main line hauling, wartime and peacetime moves, competition performances amongst themselves and other transportation forms and leading into a futurian and near-totally forgotten era when trains make their finest hour the finest since the Transition Era, when steam yielded to Diesel. And just as there are, and have been numerous stories about aircraft, ships, cars, eighteen-wheelers, horses, etc., we are working on this to be the train book of train books in pure dedication to all railroading, local and nationwide. We do appreciate any information and assistance from anyone with past (and even present) railway working experience in which we can add to our book. As of this article, we have already completed over thirty pages of the manuscript, with a goal of around two hundred fifty or so. Wish us luck, huh?

LARRY KIRK'S CAL-STEWART FALL-'83 PHOTOGRAPHS



RAFFLE PRIZES INCLUDED A LIONEL STANDARD GAUGE SET AND A #773 LIONEL HUDSON



SCALE "0" GAUGE BRASS SEEN AT CAL-STEWART IN NOVEMBER 1983.

TREASURERS REPORT (UN-AUDITED)

VICTOR GERENDASY

T.T.O.S.-SOUTHWESTERN DIVISION
A NON-PROFIT ORGANIZATIONSTATEMENT OF FINANCIAL CONDITION
DECEMBER 31, 1983

ASSETS	
CURRENT ASSETS	
CASH - BANK OF AMERICA	\$ 5,083.58
SAVINGS - BANK OF AMERICA	14,679.08
INVENTORY	658.00
INVENTORY - CONVENTION CARS	636.60
ACCOUNTS RECEIVABLE	60.00
RECEIVABLES - BAD CHECKS	33.00
<hr/>	
TOTAL CURRENT ASSETS	\$ 21,350.26
FIXED ASSETS	
TABLES	1,897.66
DISPLAY CABINETS & STANDS	275.79
<hr/>	
NET FIXED ASSETS	\$ 2,173.45
OTHER ASSETS	
PREPAID POSTAGE	420.00
<hr/>	
TOTAL OTHER ASSETS	\$ 420.00
<hr/>	
TOTAL ASSETS	\$ 23,943.71
<hr/>	
LIABILITIES	
CURRENT LIABILITIES	
ACCOUNTS PAYABLE	\$ 385.10
DUES RECEIVED IN ADVANCE	1,892.00
<hr/>	
TOTAL CURRENT LIABILITIES	\$ 2,277.10
<hr/>	
NET WORTH	
NET WORTH, JANUARY 1,	\$ 12,955.85
NET PROFIT (OR LOSS)	8,710.76
<hr/>	
TOTAL NET WORTH	\$ 21,666.61
<hr/>	
TOTAL LIAB. & NET WORTH	\$ 23,943.71
<hr/>	

STATEMENT OF INCOME & EXPENSES

FOR THE PERIOD 12/01/83 TO 12/31/83

	12 MONTHS	YEAR-TO-DATE AMOUNT RATIO
INCOME		
DUES RECEIVED - CURRENT YEAR	\$ 3,939.00	11.25
AUCTION FEES	3,116.50	8.90
BADGES	44.00	.13
TABLE SALES	2,234.00	6.38
SNACK BAR	131.00	.37
INTEREST INCOME	1,020.75	2.92
MISCELLANEOUS INCOME	560.30	1.60
CAL-STEWART INCOME	23,960.00	68.45
<hr/>		
TOTAL INCOME	\$ 35,005.55	100.00
RAFFLE		
TICKETS SOLD	\$ 3,097.00	8.85
RAFFLE PRIZES PURCHASED	(2,196.80)	6.28
<hr/>		
RAFFLE (NET)	\$ 900.20	2.57
<hr/>		
GROSS INCOME	\$ 35,905.75	102.57
OPERATING EXPENSES		
BUSINESS PROMOTION	9.38	.03
PRESIDENT'S EXPENSES	397.55	1.14
SECRETARIAL EXPENSE	566.60	1.62
BANK CHARGES	28.95	.08
RECRUITING EXPENSES	64.76	.18
HONORARIUMS & GIFTS	102.30	.29
FILM & PHOTOS	52.00	.15
TABLE MAINTENANCE	580.00	1.66
SOUTHWESTERN LTD. & PRES. LETTER	2,778.73	7.94
PRINTING & STATIONERY	930.32	2.66
POSTAGE EXPENSE	1,409.25	4.03
OFFICERS EXPENSES	120.35	.34
BOARD MEETING EXPENSES	167.96	.48
TELEPHONE	340.61	.97
METER RENTAL	329.89	.94
ALL-DAY MEET EXPENSES	244.54	.70
CAL-STEWART EXPENSES	15,990.73	45.68
XMAS PARTY EXPENSES	485.04	1.39
AUTO EXPENSE	96.03	.27
RENT	2,500.00	7.14
<hr/>		
TOTAL OPERATING EXPENSES	\$ 27,194.99	77.69
<hr/>		
NET INCOME (OR LOSS)	\$ 8,710.76	24.88
<hr/>		

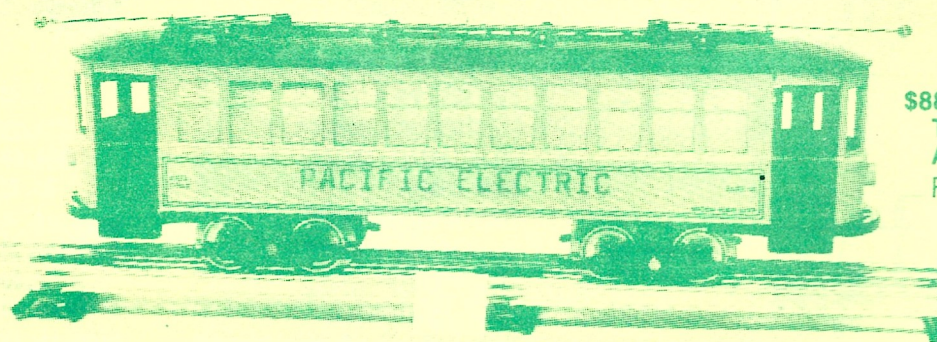
EDITORIAL COMMENT: Vic has done another superb accounting of Southwestern's financial condition and our profits and losses (none) for the past year. Kind of nice to have a treasurer who is a Certified Public Accountant. Take a look at those figures. Cal-Stewart netted almost \$8000. Don't you wish you could get free labor for your own business? In spite of spending almost \$2000 on new tables this year, and subtracting the Cal-Stewart net, and not collecting dues this January, our Division is still \$700 to the good. Looks like dues may not be raised, and members may get a bonus.

SUPPORT THE TTOS MUSEUM FUND

MUSEUM EXHIBIT--PROGRESS REPORT: The basic layout platform is now complete and we are beginning to add the trim, standards, decoration etc. We should be ready to lay track in a couple of weeks. The 46' long display cabinet will be started on Saturday, February the 11th. At the moment, construction is underway every Saturday at Dave Otth's house, in the garage. We hope to get a larger quarters for finishing up the project. Does anyone have an empty building we could use through March? Workers are welcomed and lunch is provided (usually pizza). We need good nail-drives, carpenters, sawers and morale boosters. Please call Dave or Hilly and volunteer to help out. For those who contribute significant labor, a place will be reserved on the "FOUNDERS PLAQUE". In any case, we only have about 6 weeks left to finish the whole shebang. The exhibit is scheduled to be installed in the CALIFORNIA STATE RAILROAD MUSEUM by the first week of April!!!



\$59.95
Tin Plate Wheels
AC Operation
RED OR GREEN
"0" GAUGE



PACIFIC ELECTRIC OR
SACRAMENTO NORTHERN

\$88.95
Tin Plate Wheels
AC Operation
RED OR GREEN
"0" GAUGE

I WANT TO HELP WITH THE TTOS MUSEUM EXHIBIT:

- () PUT MY NAME ON THE "FOUNDERS PLAQUE". HERE IS MY \$50 CHECK.
() PUT MY NAME ON THE "FOUNDERS PLAQUE". I WANT A REPRODUCTION
IVES WATER TOWER FOR \$150. HERE IS MY CHECK.
() I WANT TO SUPPORT THE PROJECT BY PURCHASING "0" GAUGE ELECTRIC
TROLLEYS AS FOLLOWS:

PLEASE RESERVE _____ 4 WHEELED BIRNEY TROLLEYS FOR ME @ \$59.95
PLEASE RESERVE _____ 8 WHEELED BRILL TROLLEYS FOR ME @ \$88.95

I WANT THEM IN () "PACIFIC ELECTRIC" RED OR () "SACRAMENTO
NORTHERN" GREEN, WITH APPROPRIATE LETTERING.

SPECIAL INSTRUCTIONS: _____

- () I'D LIKE TO HELP IN MY OWN WAY. HERE IS MY CONTRIBUTION _____.

PLEASE MAKE YOUR CHECKS PAYABLE TO THE T.T.O.S. MUSEUM ACCOUNT AND SEND TO HILLY LAZARUS, 14547 TITUS STREET, PANORAMA CITY, CA 91402. IF YOU WANT YOUR CONTRIBUTION TO BE TAX DEDUCTIBLE, THEN MAKE OUT YOUR CHECK TO THE "FRIENDS OF THE CALIFORNIA STATE RAILROAD MUSEUM"

MY NAME IS: _____

TTOS # _____