

THE SOUTHWESTERN LIMITED



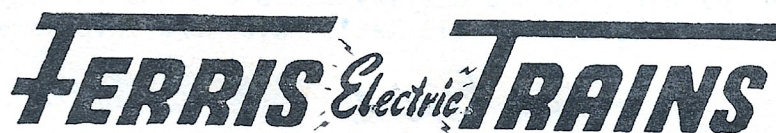
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JANUARY
1986

JERRY BUTLER
PRESIDENT

STEVE MARINKOVICH
EDITOR

20 YEARS OF TTOS!



The Southwestern Limited is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS). Contributions may be made by mailing articles, photographs, letters, and other related material to: Steve Marinkovich, editor, 1815 Marina Drive, San Pedro, CA 90732 (213)833-6735. Materials must be received by the first day of the month preceding publication. Original materials will be returned to the sender whenever possible. Please enclose return postage.

ON THE COVER A 20th Anniversary toast to the trains we collect and operate and to the men who were enterprising enough to manufacture them!!

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ON THE READY TRACK



Happy New Year! Here's hoping you all have a happy and prosperous 1986!

I would like to express my sincere condolences to Ralph Johnson and his family over the passing of Ralph's wife Dorothy. Our thoughts and prayers are with you.

I have recieved some kind words of support from Arlen Hurt and Bruce Metcalf. These two gentlemen are the editors of the AGTTA "Mainline" and L.A. Division NMRA "L.A. Coupler" newsletters respectively and I appreciate the interest and support. Thank you!!

The articles and photos have been coming in to me at a good rate. Thank you! If you send in Xerox copies of an article I can only use the text. The photos will NOT reproduce properly from Xerox copies. Please try to clip the originals from the magazines and then I can include the photos. Newspaper photos are O.K. as is. I need letters! There is no S.W. RPO this month because I did not get any letters from you. I overhear lots of comments at the meets which would be great to get in print. Write me some letters!

I have moved since our last issue. The new address for correspondence is:
 STEVE MARINKOVICH, 1815 Marina Drive, San Pedro, CA 90732
 (213) 833-6735 *****

This year is the 20th Anniversary Year of TTOS. With our National Convention in Portland July 31- August 3 and Pre-Convention Meet in Vancouver, B.C. July 27 you need to make plans now to attend. Don't forget EXPO 86 also in Vancouver. Plan your vacation to be a TTOS 20th Anniversary Celebration!

Here we are beginning another new year. How many of us need to plan what we'd like to do in the hobby this year? This is the year to get those trains out of the cardboard boxes and either into the display cases or onto the layout. Maybe even begin to build that layout. Most of all let's have more involvement and more fun in 1986!

Steve

CAL-STEWART 1985

RAFFLE PRIZE

YAH HOO!

WINNERS

Reported by Roy Bell

Chuck Brasher.....Lionel Standard Gauge
Dave Selvy.....Lionel 1663
Bob Caplan.....Virginian FM
XXX972 Where are you??.....American Flyer
Dave Dansky.....LCL Containers
Antoine Melkonian.....TTOS Loco
George Lagomarsino.....Lionel Lumber Loader
F. Burg.....Work Caboose
Don Brace.....LGB Boxcar
Ron Moss.....TTOS Convention Car
Mike Rowan.....TTOS Convention Car

Free Drawing!

FOR A LIONEL 783 HUDSON OR A LIONEL REPLICA 400E

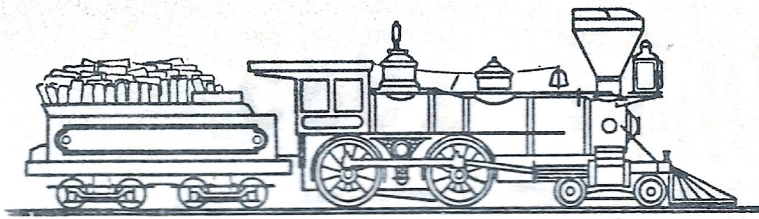
THE WINNER



G. JOHN WILBECK, JR.
ANGLETON, TEXAS



T. T. O. S. THANKS EVERYONE WHO PARTICIPATED IN OUR FREE DRAWING BY PURCHASING CONVENTION CARS FROM PAST YEARS. BECAUSE OF YOUR CAR PURCHASES, T. T. O. S. IS NOW ON A HEALTHY FINANCIAL FOOTING. THANKS.



SHORTLINES

Mrs. Ralph Johnson recently passed away after a long illness. The sincere sympathies of the members of this division go out to Ralph and his family.

Wes Frye is now getting better after a problem with kidney stones. Get well soon Wes.

Ed Garacochea is recovering from a recent heart attack. We miss you Ed. Get better soon and let's play trains.

Did you remember to pay your National dues? You still have time but please don't wait for the deadline as it will cost you \$5 extra after that date. Surprisingly and generously, the TTOS office reports that many members are including nice donations to TTOS along with their dues notices.

At Cal-Stewart we gained 24 new members and 5 former members reinstated their memberships in TTOS National. Now, if we can just locate those 29 people, we can invite them to join our Southwestern Division also.

National Treasurer Vic Gerendasy reports that TTOS is now solvent again thanks to budgetary controls and the generosity of many of our members. You can recognize the TTOS Heroes that donated money by their Hero Badges. TTOS is fiscally sound and will not have to do any more deficit spending. The future looks bright for 1986 on the National TTOS level.

Make your reservations now for Vancouver, B.C. Canada for July 26/27, 1986 or you will end up sleeping on the street or in your car. Rooms are selling out fast because of the tourism for the EXPO 86 World's Fair. This is not a joke---no kidding--do it now. You might also book yourself in at hotels in Washington state if you are driving for the same reasons. We have a block of rooms reserved in Portland at the Red Lion Inn-Lloyd Center so we don't anticipate room problems there.

LIONEL TO BUILD OUR 1986 CONVENTION CAR. Yes, we will have a genuine Lionel flat car with Lionel number this next year. It will have a lumber load designed by our Pacific Northwest and Canadian Divisions. The catch is that TTOS must place its final order by March 1, 1986 so the pre-order forms will be out soon and you had better order all the cars you want as soon as you get the form as there will be no re-orders nor late orders accepted. Lionel will not do a re-run on these cars. They should become immediate collectors items.

DEATH CLAIMS LA RUE SHEMP. La Rue Shemp, the TTOS Poet Laureate from Williamsport, Pennsylvania, passed away on November 20th from a heart attack. He was a great supporter of TTOS and contributed many articles to our publications. He had one of the major collections of this country and it was featured in the "Toy Train Treasury" books. The collection was recently moved to the Lycoming County Museum where La Rue conducted many tours for the public. His passing will be felt by all that knew him and his philanthropic works. The loss of this great gentleman will be particularly felt by his good friend, Hilly Lazarus, our President.

MORE SHORTLINES... continued from previous page

Free ad space available in the TTOS "Order Board" says Al Bailey, editor. Take advantage of this and help us to expand our publication at the same time. Paid display advertising is also accepted.

TAKE SOME PICTURES OF YOUR LGB LAYOUT and send them to Dave Otth for the TTOS Bulletin. Write a little story to go with it too please.

At the close of Cal-Stewart Many items were left behind, including trains, accessories and jackets, etc. . Also left was a stainless steel butter server at the cocktail party. Please contact Jerry Butler (818) 363-8200

The LGB Model Railroad Club Calendars are available from Robert Cage. The calendar features LGB in action on five of the members home layouts. The club also needs photos for their 1987 calendar. Check for your calendar should be made out to LGB Model Railroad Club. \$5.95 each. Send to Robert Cage, 9725 Old Creek Road, Ventura, CA 93001 (805) 649-1769

The Tri-State Division Secretary Charles Chaloux has sent us a nice letter of thanks for the \$100.00 we sent after their meet was literally blown away by Hurricane Gloria. It is nice to know that our division can come through when our fellow members need help.

Don't forget to fill out and mail the Cal-Stewart Fire Department Survey in this issue. Your input on this souvenir for Cal-Stewart 1987 is needed.

There is nothing you can do for **National** more important than bringing in new members. If each one of us brings in ONE new member this year, we will increase National membership 12-14% and DOUBLE SW membership. The more, The merrier. Bring in a friend this year!

INVITE A FRIEND TO JOIN T. T. O. S.



Toy Train Operating Society

25 West Walnut Street, Suite 408
Pasadena, California 91103

1986 APPLICATION FOR MEMBERSHIP

TTOS was formed to further the toy train hobby and to promote good fellowship among the membership. This application, if accepted by the Society, automatically makes you a member. You will begin to receive TTOS publications immediately.

Please make your check out in U. S. Funds,
payable to TOY TRAIN OPERATING SOCIETY.
Please do not send cash. Thank you.

Initiation Fee	_____	\$15
1986 Dues	_____	\$20
Total	_____	\$35

I hereby subscribe to the purposes of the Toy Train Operating Society and agree to abide by the by-laws. (PLEASE PRINT CLEARLY).

NAME _____ AGE _____

ADDRESS _____ PHONE () _____

CITY _____ STATE _____ ZIP _____

SIGNATURE _____

Gravy train

Rolling restaurant revives popular dining car

By JUDY KLEMESRUD
New York Times

The loudspeaker crackled, and then the voice of the conductor, Scott Ahlhelm, came on the air.

"We've passed through Lyle, Minn.," he said, "we entered a place some of us fondly know as God's

Country referring to the state of Iowa.

The comment drew an equal number of cheers and groans from the 95 people aboard the Star Clipper. The diners were from the lowans; the boos from Minnesotans. But the people were not on the train to engage in the interstate rivalry; they were there to have dinner.

The Star Clipper is a dinner train, a restaurant on steel wheels. Its passengers pay \$35 for a four-course meal that is served while the train travels at 16 mph through rural northern Iowa and southern Minnesota.

The train lumbers about 26 miles in one direction, then returns to the starting point. During the 3½-hour journey, diners are might see horses running in the fields, farmers on tractors, white-tailed deer scampering through the woods and corn, yes, as high as an elephant's eye.

"Ladies and gentlemen, you with cameras," Ahlhelm said, "we'll be crossing the Cedar River in a quarter of a mile, and it does make for an interesting picture."

"Oh, Harry," said one of the women passengers, "be sure to get a picture of that!"

The three-car train, with a diesel engine at either end, began operating May 5, departing from one of five towns on a rotating schedule. On this particular evening, it had left from Glenville, Minn. It also leaves from Waverly, as well as from three Iowa towns: Waverly, Cedar Falls and Osage, its headquarters.

The Star Clipper is operated by Walter Vining and his son, Randi, farmers in Osage who also run a supper club there called Big Don's. Jack Haley, a Washington, D.C., entrepreneur, owns the Cedar Valley Railroad, a 110-mile stretch that follows the Cedar River most of the way from Glenville to Cedar Falls. He bought it from the Illinois Central Gulf Railroad and had been using it to haul grain before he got the idea for a restaurant.

"As far as we know, no one else in the United States is doing what we're doing," said Randi Vining, 35, the train's host on most nights and head of the staff of 18. "I've heard there is a dinner train in Arkansas

operating on only five miles of track, but they don't cook on the train."

The cooking on the Star Clipper is done in a passenger car that has been converted into a kitchen. The chefs, Dorothy Crooks and Diane Miller, both known locally for their cooking skills, prepare the soup, salads, main course and dessert. The passengers get a choice of three entrees: prime rib, Cornish hen or a seafood dish. The dessert is generally mint ice cream inside a chocolate crust, topped with whipped cream.

The passengers — 144 is the limit — sit at tables for four in the dining cars, the Velvet Rose or the Snowbird. The Velvet Rose is decorated in shades of dusty rose and burgundy, while the Snowbird is predominantly navy blue and burgundy.

On this evening, passengers from Iowa, Minnesota, Texas, Colorado and New York were on board.

"We're train buffs," said George Mahler of Waseca, Minn., who was celebrating his 45th wedding anniversary with his wife, Willmette. "My wife's father was an old railroad man, a conductor on the Chicago Northwestern."

"This is just something interesting and different to do in the evening," LaVae Lillebo of Thompson, Iowa, said over her cauliflower and cheese soup. "I haven't ridden on a train for 25 years, and everyone is so friendly." Then, as the train passed through the hamlet of London, Minn., she added: "It isn't every day you can take the train to London."

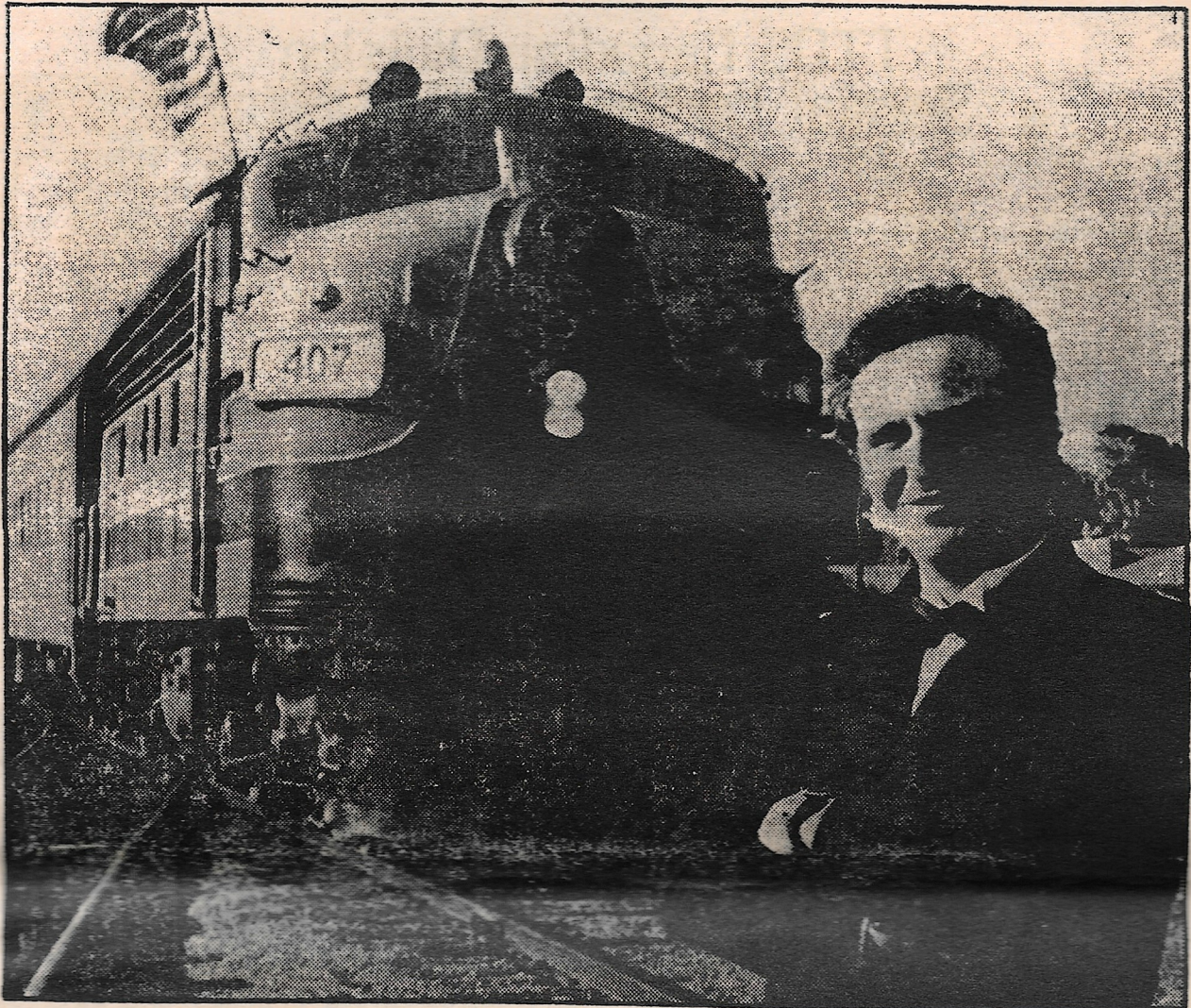
Donald and Mary Ann Bartz of Forest City, Iowa, were with their two adult children, Carolyn and Donald.

"This is sort of a family reunion as well as a vacation," Bartz said. "Everybody is so busy that we don't have time to do anything else."

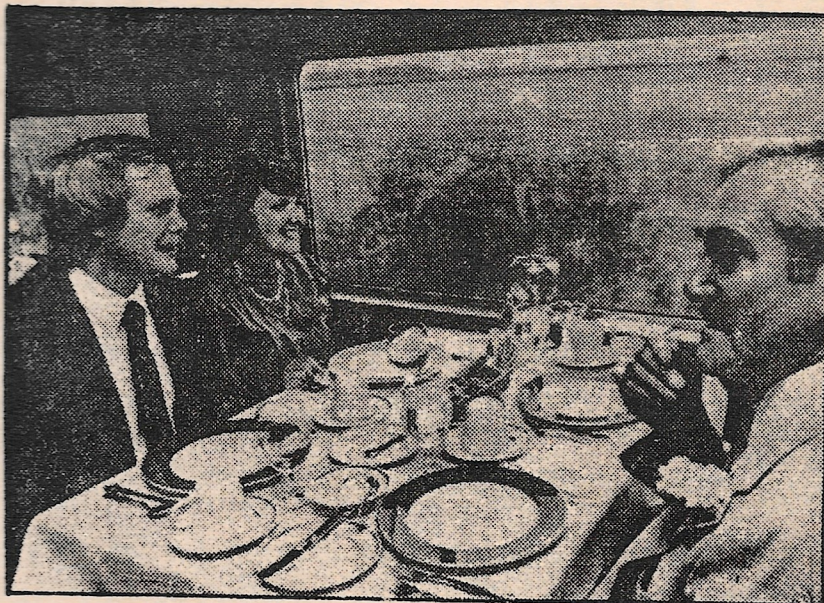
As it grew dark outside, the overhead lighting in the dining cars was replaced by candlelight. Outside, the countryside was illuminated by floodlights fitted under the dining cars. With this lighting system, the three partners hope to operate the Star Clipper year-round.

"We've already taken reservations for Christmas parties," Randi Vining said, adding that the dinner train already has about 7,500 reservations and is making a profit.

Asked what he thought was the train's appeal, he replied: "There's a lot of nostalgia with a railroad. People get to take a ride on a train, and we throw in an elegant, four-course meal. It's very first class, not like a TV dinner."



New York Times



Randi Vining, above, is a partner in an unusual rolling restaurant called the Star Clipper, a train on which diners, left, enjoy elegant, four-course meals as well as beautiful scenery. 'It's very first class,' Vining says, 'not like a TV dinner.'



TTOS Canadian Division Special Pre-Convention Meet

DATE: July 27, 1986 which is the Sunday prior to the Portland Convention

LOCATION: Delta Airport Inn Resort, 10251 St. Edwards Drive, Richmond, British Columbia, Canada V6X 2M9. Phone (604) 278-9611.

MEET DETAILS: Hospitality Party in the Hospitality Suite at 6 P.M. on July 26th. Sellers may set up their tables Sunday morning at 9 A.M. and the trading hall is open for trading from 10 A.M. until 4 P.M. All tables are FREE for those reserving in advance by notifying Mark Horne. Admission is \$3.00 in U.S. funds or \$4 in Canadian funds.

EXCHANGE rate is presently one U.S. dollar is worth \$1.35 in Canadian funds. To insure a fair exchange rate, visit a local bank.

VANCOUVER is a cosmopolitan city of 1.2 million people, located in the extreme Southwestern corner of British Columbia, Canada on the Pacific Ocean. To the North and East are the Coast Range of the Rocky Mountains. The climate is "Northern California". It is a very picturesque area and bringing your camera is a must.

ATTRACTIONS: Vancouver is the site of the EXPO 86 World's Fair and has many interesting attractions including Stanley Park & Zoo, Grouse Mountain Skyride and the Royal Hudson Steam Train Ride.

TRANSPORTATION: Via Rail, Air-Cal, Air Canada, C.P. Air, Frontier Airlines, Pacific Western, United and Western Airlines.

ACCOMODATIONS: Hilton, Hyatt, Sheraton, Delta, Holiday Inn and Best Western all have several hotels in the Vancouver area. Reservations can be made through a travel agent or any of the above mentioned hotel chains. R.V. facilities, for the most part, are in the outlying suburbs. Make your reservations NOW. Most accomodations may be booked up by February due to the World's Fair.

ENTERING CANADA: Visitors must first report to Canadian Customs who may ask you a brief series of routine questions such as: citizenship, purpose of visit, destination and length of stay, etc. Normally you will not encounter any problems at the border as it is more of a formality than anything else.

FIREARMS are a no-no. Guns, particularly handguns, are restricted weapons in Canada. You risk confiscation or being denied entry if guns are found in your possession.

TOY TRAINS are considered as personal possessions if only a few. Bringing a carload is a different story. It means declaring them with customs which involves considerable paperwork and may prove costly.

LEAVING CANADA with trains poses no problems if the trains were made in the U.S.A. That is a matter for U.S. Customs.

OTHER ACTIVITIES you could plan in and around our meet would be visits to Victoria, Vancouver Island or the British Columbia Interior. Combine TTOS activities with your holiday or summer vacation. Include tours of layouts and displays in Washington State provided by Al Cox, Bob and Margaret McCoy and Mike Kolosseus on your way to Portland.

PORTLAND is a six hour drive from Vancouver so plan accordingly. Do not confuse Vancouver, Washington (near Portland) with Vancouver, B.C.

WRITE OR CALL us now for more information or to let us know you plan to come and if you need a FREE table. Mark Horne (604) 732-5974 and/or Larry Setterfield (604) 438-3647. Addresses in our TTOS Directory.

T.T.O.S.'86 NATIONAL CONVENTION



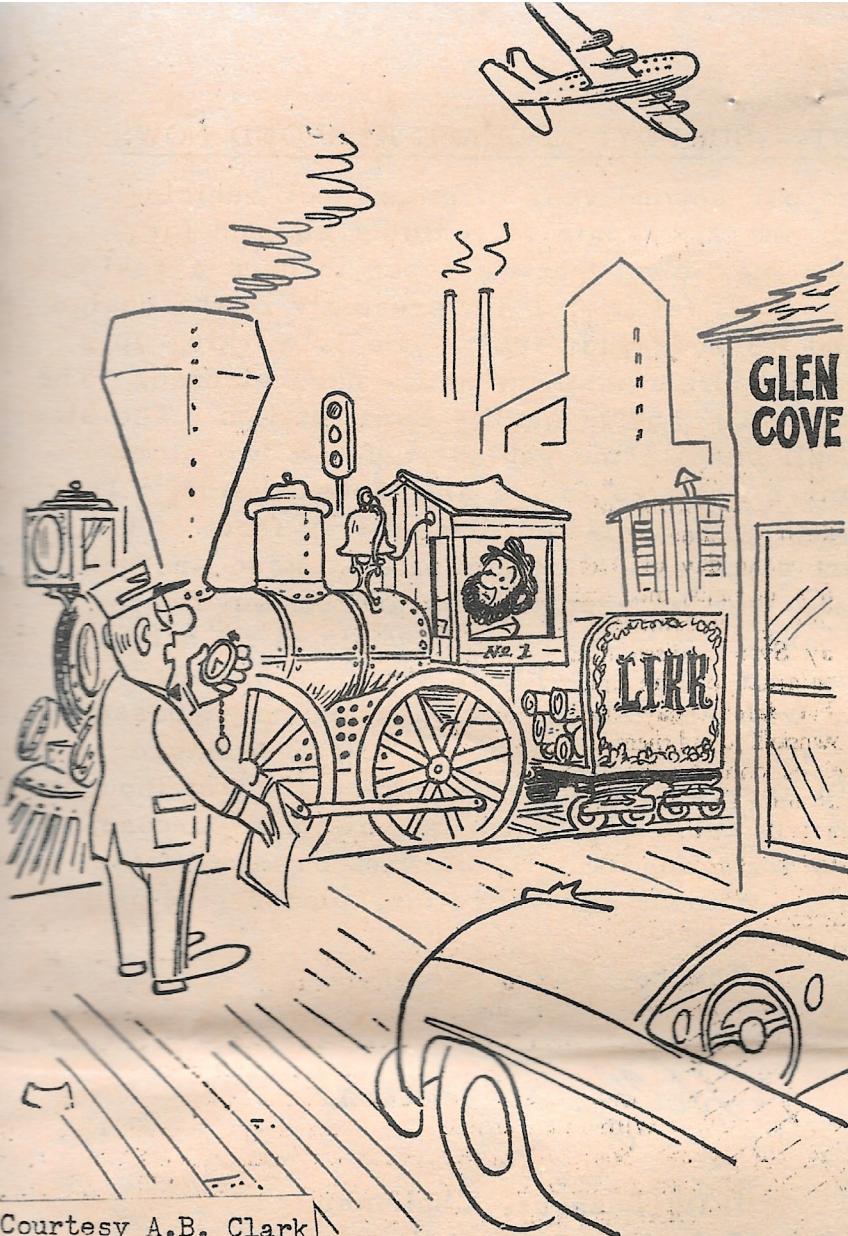
JULY 31-AUG. 3

HOSTED BY: PACIFIC NORTHWEST DIVISION
CANADIAN DIVISION

Complete your vacation by visiting the Canadian Expo!

For more information contact
DICK OWEN →

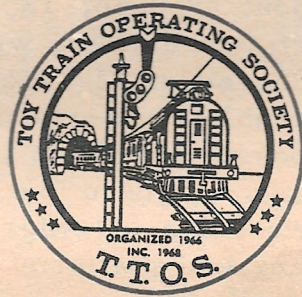
Phone 503-666-4317 or write to
2150 S.E. Elliott Pl. Gresham, Or. 97030



Courtesy A.B. Clark

"You're late!"

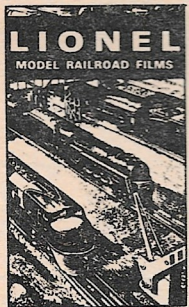
1966



1986

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MODEL RAILROAD SOUND EFFECTS

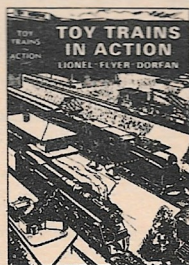


Nostalgic collage of 26 station-master, conductor, switch-tower, yard boss calls; promotional recordings and steam/diesel sounds electronically enhanced from original records by LIONEL-FLYER-MARX-COLBER-NOMA

AUDIO CASSETTE \$5.95

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Pasadena, CA 91103
(818) 578-0673

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Lionel Post-war hyped by 1950's TV personality John Cameron Swazi; Lionel Pre-war Standard Gauge in National Layout Contest; Flyer's 'S' Gauge Alco's and Steam performing at the Gilbert Hall of Science; Fragil die-cast Dorfan Standard Gauge electrics raced like slot cars by Boy Scouts in factory promo; Lionel Post-war steam and F-3's in TV consumer products ads and funny short subjects — entertainment for the collector and the whole family.

TOP QUALITY VHS/BETA 29.95

THE CAL-STEWART FIRE DEPARTMENT---SURVEY. PLEASE RESPOND NOW.

As most of you know, we have completed our second year of emergency vehicles for the Cal-Stewart Fire Department with one more pair of vehicles planned for next year. Along with these 6 trucks, we mentioned that we hoped to have a real fire department building for you in 1987. Well fellows, I am presently in the design stage now with Dick Mayer of Richart and we need your input. He is working up a prototype model soon to show us. Here is approximately what we have planned. The structure will be of pressed steel (sheet metal) and of quality construction. The size will be about 6" deep, 12" wide and 8" tall beneath the gabled roof---a two story fire department building with room for three vehicles inside and three outside. The base will be about 12" deep by 18" in width with a slanted driveway in front of the three moveable firehouse doors. Current plans call for illumination inside and out with the possibility of an internal firemans pole between the top and bottom floors. The building will be offset on the base making room for outside vehicles or a hose drying tower plus we might add a fire hydrant with or without a dog as options. The building and platform will be painted with enamel and will have some embossed detail as well as further fine detail with silk screening and/or decals. A future option might be a small water tower. In any case, you can see that a lot of thought is going into making this quality item for you and it will be expensive. The purpose of this survey is to find out how many people want this fine Cal-Stewart building if the price would be in the range of \$95 to \$115. Without any obligation, please give us your input on the form below.

Thanks,



Hilly Lazarus, Chairman
Cal-Stewart Souvenirs

CAL-STEWART FIRE DEPARTMENT BUILDING SURVEY

- () I like the whole idea and certainly will purchase the fire department building.
- () I like the plan but would like it simplified to reduce the price to around \$85.
- () I like the plan but don't think I'll buy the building in any case.

COMMENTS: _____

NAME: _____ TTOS # _____

(Only TTOS Southwestern Division members are being asked to do this survey)

Please return the bottom portion of this survey to Hilly Lazarus, 14547 Titus St., Suite 207, Panorama City, CA 91402. Thanks for helping in our planning.

FRIDAY NIGHT FEVER by Roy Bell

WHOSE GOT TICKET STUB NUMBER XXX972. THE FOURTH RAFFLE PRIZE FROM THE 1985 CAL-STEWART RAFFLE HAS NOT YET BEEN CLAIMED. I'VE OMITTED THE FIRST THREE DIGITS OF THE 6 DIGIT TICKET NUMBER, BUT WHOEVER ATTENDED CAL-STEWART AND BOUGHT THAT TICKET WILL KNOW THE REST OF THE DIGITS.

SOMETIMES IT'S LIKE A WHO-DUNIT FIGURING OUT WHO THE WINNERS ARE. WE THINK THE WINNER OF THE PREWAR FLYER FREIGHT SET MIGHT HAVE PUT BOTH PARTS OF HIS TICKET IN THE BASKET IN THE EXCITEMENT OF THE CLOSING OF THE TICKET SALES. WE HAVE AN IDEA WHO HE IS BUT NONE OF THE TICKET SELLERS KNOWS THE PARTYS NAME. IF HE COMES FORWARD WE THINK WE'LL RECOGNIZE HIM.

GETTING THE PRIZES TO THE WINNERS IS ALSO A COMPLICATION BECAUSE MANY TIMES THEY COME FROM OUT OF STATE EVEN SOMETIMES FOR OUR FRIDAY NIGHT AND ALL-DAY SATURDAY MEETS. SINCE WE CAN'T ALWAYS RECOGNIZE A SIGNATURE AND DON'T ALWAYS HAVE A MEMBERSHIP ROSTER, HOW ABOUT PUTTING AT LEAST A PHONE NUMBER ON THE BACK OF YOUR STUB.

ABOUT NOW YOU MIGHT ASK WHY DO WE EVEN HAVE A RAFFLE? DAMNED IF I KNOW. IN THE OLD DAYS WE PROBABLY DID IT TO EARN SOME MONEY FOR THE CLUB TREASURY BUT NOW WE JUST DO IT OUT OF INERTIA. WE COULD CUT IT OUT AT ANYTIME FOR ALL THE LITTLE PROBLEMS IT CAUSES. BECAUSE THIS CAL-STEWART LOOKS LIKE IT MAY TURN A PROFIT, WE MAY JUST HAVE DOOR PRIZES FOR AWHILE INSTEAD OF SELLING RAFFLE TICKETS. THIS IS ONE OF THE WAYS WE CAN RETURN MONEY BACK TO THE MEMBERS. ANOTHER POSSIBILITY IS TO START A FUND FOR THE PURPOSE OF BEGINNING A MUSEUM, MEETING HALL, OR CLUB LAYOUT. SINCE MOST OF THE CLUB MEMBERS GET FIDGETY WHEN ASKED TO GET INVOLVED IN CLUB BUSINESS, IT'S SOMETIMES HARD TO KNOW WHAT THE MAJORITY WANTS. YOU'LL PROBABLY HEAR MORE ABOUT THIS AFTER WE TALLY UP THE RESULTS OF THE DIFFERENT CAL-STEWART COMMITTEES. IF YOU WANT A MUSEUM IN SOUTHERN CALIFORNIA, TELL A BOARD MEMBER OR OFFICER.

ANYWAY, BACK TO THE RAFFLE. FOR NEXT YEAR WE ARE ENTERTAINING IDEAS FOR MAKING THE RAFFLE MORE FUN SUCH AS HAVING INSTANT WINNERS LIKE THE CALIFORNIA LOTTERY. THESE INSTANT WINNERS COULD THEN BECOME THE CONTESTANTS FOR THE MAJOR RAFFLE PRIZE. WE'LL PROBABLY SPEND MORE MONEY ON PRIZES TOO BECAUSE WE COULD EXPECT TO SELL MORE TICKETS. AS IT IS NOW, WE SPEND ALMOST AS MUCH ON PRIZES AS WE COLLECT IN SALES. THATS WHY IT IS PERPLEXING TO ME WHEN SOMEONE TELLS ME THEY NEVER BUY RAFFLE TICKETS. THE ODDS OF HAVING A WINNING TICKET ARE BETTER HERE THAN IN MOST OTHER FORMS OF GAMES, POOLS OR LOTTERIES. I THINK THE NON-PARTICIPANTS ARE THE SAME ONES WHO COME TO THE MEETS FOR THE TRAINS AND DON'T CARE FOR THE OTHER THINGS THAT GO ON LIKE THE SOCIAL EXCHANGES AND THE WAR STORIES AND THE ONES-THAT-GOT-AWAY STORIES.

ME, I GUESS I LIKE IT ALL. THE TRAINS ARE FUN, BUYING IS FUN, SELLING ALMOST AS MUCH FUN. HUNTING THEM DOWN IS FUN. REPAIRING THEM IS THERAPY AND OPERATING THEM IS GOOD FOR THE SOUL.

Riding Through the Redwoods

The Redwood Coast Daylight

This article originally appeared in *Pacific Rail News*, submitted by Henry Jackson

by Dick and Martha Stephenson

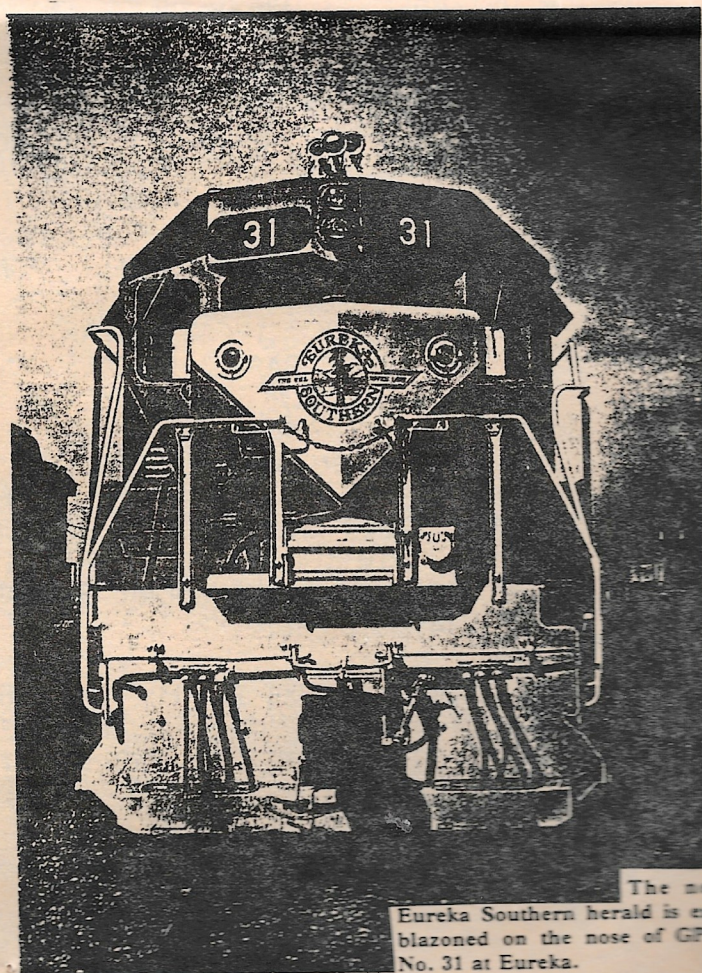
ONE OF THE MOST INTERESTING NON-Amtrak passenger services anywhere in the country is being operated in Northern California by Eureka Southern Railroad for Great Western Tours. Redwood Coast Railway Co., a limited partnership created by Great Western Tours, acts as the passenger-carrying entity, though it owns no trackage or locomotives. It has offices in Eureka and San Francisco. Great Western's affiliate Sierra Western owns the passenger cars which operate on the 144-mile Eureka-to-Willits run. Eureka Southern powers the trains with one of its ex-Comrail GP38s.

Dubbed the *North Coast Daylight*, regular service is operated from Eureka to Willits on Fridays and Sundays, with northbound return from Willits on Saturdays and Mondays, except Labor Day weekend (which may include an extra trip). Running time is seven hours. Continued improvements in track maintenance and tie replacement should permit higher speeds in the future, reducing running time. Plans call for a 12-car consist, including a full-length dome lounge (ex-AT&SF), eight coaches (most are ex-SP *Shasta Daylight* cars), diner *Lake Pepin*, buffet car *Hidden Lake* and parlor-lounge car *Shasta* (a converted *Shasta Daylight* coach, which offers first-class travel in traditional railroad style, complete with overstuffed furniture and open bar). The equipment acquired its *Daylight* paint in conjunction with the 1984 World's Fair *Daylight* (along with ex-SP 4449). Meal service aboard the *North Coast Daylight* is buffet style, with a variety of salads, vegetables, hot and cold entrees, dessert and choice of beverage. Advance reservations for meals are recommended, and are rewarded with a lower price (\$7.50 plus tax). On board the train, meal purchase is \$8.50 plus tax. Advance sales guarantee seating; on-board sales are made only as space is available.

Why would someone want to ride the *North Coast Daylight*? It provides a unique opportunity to view some of the most interesting scenery in the West, much of which is accessible only by train. The railroad follows the Eel River for over 100 miles. During the summer the river looks tame and unassuming. It is during the winter storms and times of heavy runoff that the river can become angry and raging. The railroad runs right through the redwood parks. The Sequoias are especially noticeable around South Fork, 20 miles south of Scotia, Calif. There is more to the route than just the river and forests. On the north end of the line near Eureka, there is good farming and dairy land, and the railroad runs for a way along the bay near Eureka.

It can be expected that the majority of travelers on the *North Coast Daylight* will make the round-trip Willits-Eureka-Willits. There are a number of good places to stay and eat in Eureka. Old Town Eureka offers an interesting assortment of Victorian houses and restored buildings. There are several bed and breakfast inns in some of the Victorian homes.

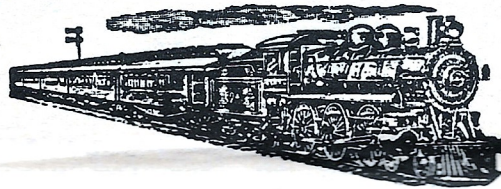
Great Western Tours offers a variety of package deals in conjunction with the *North Coast Daylight* ride. For example, round trip from San Francisco including charter bus between San Francisco (or San Rafael or Santa Rosa) is \$79. Round-trip rail fare is \$49. Further details may be obtained from Great Western Tours, who offers the convenience of a toll-free number, 1-800-482-7100 (in San Francisco, [415] 386-2994). They accept MasterCard, Visa and American Express cards; tickets may be charged by phone.



The new Eureka Southern herald is emblazoned on the nose of GP38 No. 31 at Eureka.

CALENDAR

- Jan 2 Pacific Northwest Division Twin Meets. North Meet at Paul Carter's in Kent, Washington. INFO: Jim Eberhart #6774 (206) 767-9141
South Meet at the Armory, Gresham, Oregon INFO: Dick Owen (503) 666-4317
- Jan 10 TTOS Southwestern Division Regular Monthly Meet. 50 W. Duarte Road, Arcadia, CA
- Jan 12 Bay Counties Division Meet. 8:30 A.M. Montera Junior High 5555 Ascot Drive, Oakland, CA INFO: Don Church (415) 547-5228
- Jan 25-29 British Toy & Hobby Fair. London, England INFO: in USA (212) 752-8400
- Jan 26 Canadian Division Meet 12:00 noon. Boy Scout Hall INFO: Gerry Shaw
- Jan 30-Feb 5 Nurnberg Toy Fair, West Germany INFO: Internationl Spielwarenmesse, dGmbH 86, Nurnberg, Messenzentrum Longwasser, West Germany
- Feb 29- Mar 2 CAL-STEWART MEET in Santa Clara. Early this year. INFO: Don Church (415) 547-5228
- July 26-27 Canadian Division Pre-Convention Meet, Delta Airport Inn Resort, Richmond, British Columbia, Canada INFO: Page 8 this issue.
- July 31- Aug 3 TTOS NATIONAL CONVENTION. PORTLAND, OREGON. INFO: Dick Owen (503) 666-4317 See page 9 this issue.



ORDER BOARD ORDER FORM

Albert R. Bailey, Order Board Editor
1235 S. Victory Blvd., Burbank CA 91502

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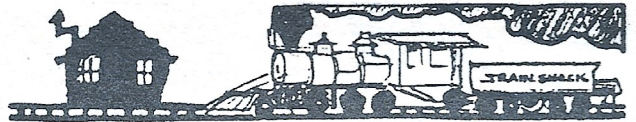
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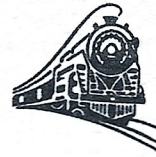
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