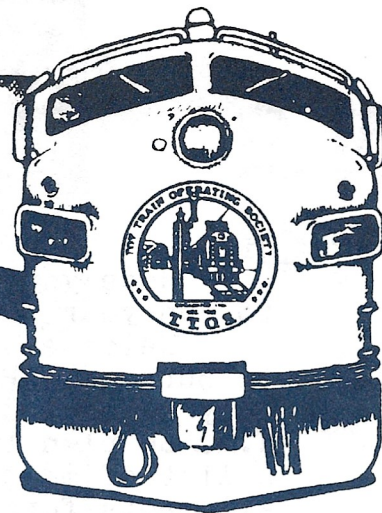


THE SOUTHWESTERN LIMITED



VOLUME 6
NUMBER 1

JANUARY
1987

GARY KECK
PRESIDENT

CALVIN SMITH
EDITOR



"Send a Wire to Portland; Tell 'Em Number 206 Will Be Late"

PRESIDENT'S MESSAGE

Hi!

Hope you are all enjoying the holidays and also having time to run your trains.

Welcome all members to our new meeting location, Pickwick in Burbank.. Please note that the January 10th meeting is the only scheduled Saturday meet for the year. It will start at 10 a.m.. So plan to come out and enjoy the new larger facilities.. A list of meeting dates are listed on another page in this issue. All meets for the rest of the 1987 year will be on Sunday.

Your national dues are now due and must be paid to continue membership in SWD1.

Pre-sale reservations of tables will be available for the next three months, February, March and April at \$5.00 per table per month.. Mail your check to Sam Mattes early. A coupon is available for your use in this issue.

All members interested in attending the board meetings are welcome. The next meeting will January 14th at the Coral Cafe, 3321 West Burbank Boulevard, Burbank, at 7 p.m..

If you have not sent in your marked ballot to Ralph Johnson, do so immediately. As it must be his hands no later than Jan. 10.

Til next meet, Happy Training,

Gary

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ON THE COVER More of the fine material from Harry Altman's scrapbook, submitted by Hilly Lazarus..

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: Calvin Smith, editor, 25 South Fair Oaks Avenue, Pasadena, CA 91105.(818) 792-6594.. Materials must be received by the firstday of the month preceding publication. Original materials will be returned to the sender whenever possible. Please enclose return postage..

Scenery, service add to lure of Durango-Silverton railway

Submitted by Al Bailey



Republic

The narrow-gauge railway between Durango, Colo., and Silverton follows the Animas River.

By BOB THOMAS
The Arizona Republic

DURANGO, Colo. — Thousands of tourists who have ridden the narrow-gauge railroad between Durango and the old gold-mining town of Silverton must have yearned to sample the wonders they saw from the rocking gondola cars.

Within throwing distance of the tracks is the Animas River, a rollicking, fast-flowing trout stream. Around each bend are intoxicating views of some of the grandest mountains; mountains whose sides can be ablaze in yellow fire from changing aspen leaves, or spotted with clumps of red from big-toothed maple leaves.

The higher slopes may be covered with snow, outlining the lodgepole pine forests. Side canyons, watered by musical creeks, invite exploration.

Through this natural wonderland, a wilderness area of the San Juan National Forest, only the railroad, completed in 1882, provides a means of mechanized access.

"This is a very remote area," said Jay Slauter, assistant traffic manager for the Durango & Silverton Narrow Gauge Railroad Co.

"There's no way you can reach it except by railroad because of the high mountains. The railroad follows the grade of the Animas River. The road to Silverton goes by a different route."

Although it is not generally known, the railroad drops off — and picks up — day hikers, backpackers, fishermen and hunters.

The railroad has two points along the right of way, Needleton and Elk Park, where people can be picked up or let off.

"They're called flag stops," Slauter said. "In the old days they were used by the miners. You 'flag' a train by waving your hands back and forth across your knees."

The round trip cost to the pickup points, based on mileage, is \$25.65 to Needleton and \$27.40 to Elk Park.

The railroad also rents a special car called a Railcamp for those who want to rough it in comfort.

Basically, Slauter said, it is a boxcar refurbished into a recreational vehicle. It has four beds, full kitchen, bathrooms and showers. "All the campers have to bring is their food and drinks. We furnish all the pots and pans and other cooking utensils, the dishes and knives and forks, bedding, drinking water, an outside grill for steaks, even the charcoal and the lighter," Slauter said.

The train pulls the special car to a siding in Cascade Canyon and leaves it for five days. The cost to rent the car from Monday to Friday is \$800.

"This is for the folks who want to enjoy the remote wilderness but still have a roof over their heads. They're alone, but they still have the safety of being able to contact passing trains," he said.

Most of the foot passengers consist of backpackers, whose numbers peak in late July and early August.

Perhaps 20 to 30 backpackers a day will use the train to reach remote areas like the Chicago Basin. A special car is set aside to carry their packs.

Many anglers also like to use the train. They carry their own camping gear and tents to set up a base camp near the tracks.

From there they can go upstream or down in search of the best fishing.

Some parts of the stream, insiders say, have stretches that contain trout that have never seen a lure or artificial fly.

In the fall, when deer and elk season opens, the train drops off hunters and their gear. If successful, the hunters bone out the venison or elk meat, wrap it, and the train carries it at a freight cost of \$5.

The only other railroad that performs such personal service for passengers is the Alaska Railroad.

Besides sportsmen and hikers, the railroad also picks up and delivers people and freight for local guest ranches along the river.

This year, for the first time, the train will not operate during the winter, closing down Oct. 26 and restarting May 9.

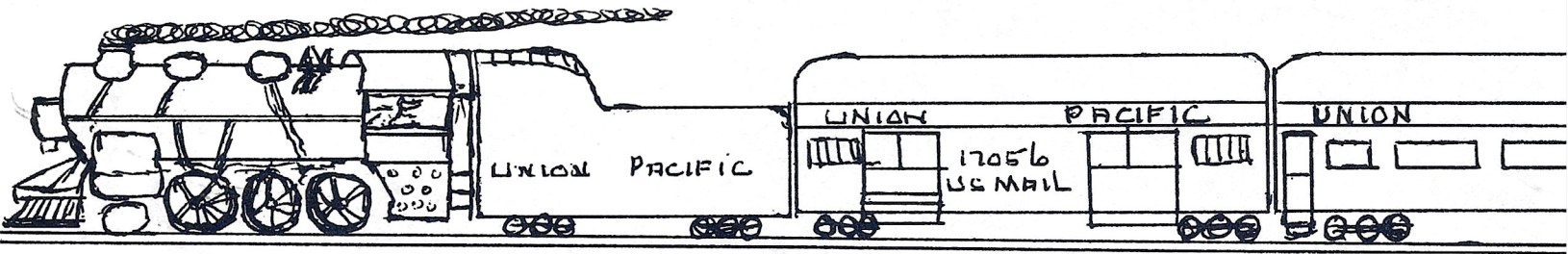
The train, which bills itself as "the only regulated (Colorado Public Utilities Commission and Interstate Commerce Commission) 100 percent coal-fired, narrow-gauge railroad in the United States," carried an estimated \$300 million in gold and silver during the early mining days.

When the mines petered out and buses and airlines chewed into train passenger traffic, the narrow-gauge railroad system was abandoned until only the Durango-Silverton segment remained.

However, the train ride through the spectacular Animas River canyon of the 2 million-acre San Juan National Forest has been so popular that the railroad has prospered.

The train, which is packed each day during the tourist season, has also helped Silverton and Durango to survive.

It is said the train has the longest record for continuous operation of any narrow-gauge railroad in the country and does the greatest passenger business per mile of any scheduled train in the United States.



..... A TRAIN OF THOUGHT BY THE EDITOR

Hi Everyone,

Well, Christmas season got off to wonderful start with the December Southwestern Division #1 meet. The nice large facilities at Pickwick gives everyone plenty of room to spread out the trains and stuff. The large layout at the south end of the room was in full gear.

The Cal-Stewart Convention was being shown on video tape at the large seating area in the center of the room at the head table.

Each wife was greeted with a beautiful long stemmed rose and each member was given one free raffle ticket. There were some 25 prizes from Cal-Stewart for the raffle. The most prized was a Lionel Gold Coast Limited freight set.

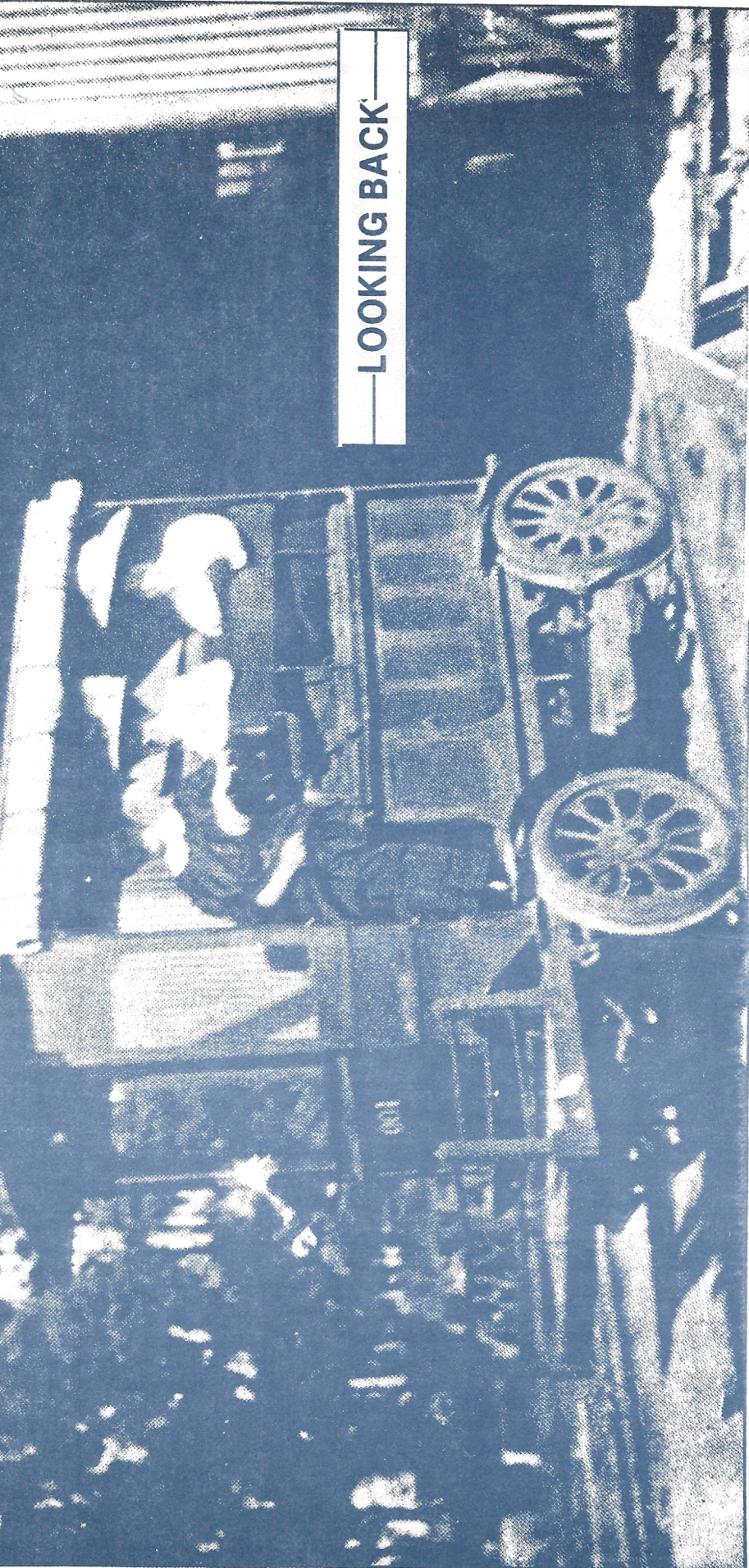
The food in the dining room area was well displayed and the sandwiches were very delicious and made to order. Complimentary ice cream and cake was provided for the members. There were plenty of round tables to sit and visit at with friends. At our table, Henry Jackson and Hilly Lazarus were digging into their pockets to scrape up enough change to buy the entire Malaysia RR (see Dec. issue pg. 6) for 38 cents. But they decided the plane fare would be too prohibitive.

At one p.m. Santa Claus came to Pickwick and all the children were treated by him. All in all it was a great family meet. Those of you who were unable to attend missed a good one!

Plan now to attend our only Saturday meet in 1987. January 10 at Pickwick. See you there!

Keep on training.

P.S. Any articles of interest to the membership will be accepted for publication. Mail to: Calvin Smith, editor
25 South Fair Oaks Ave.
Pasadena, CA 91105



LOOKING BACK

Trolley was a jolly way to go

In 1905, the trolley was a favorite form of transportation for those going from Oxnard to the beach at Port Hueneme. The cars were operated by the Ventura County Railway, and ran from the Oxnard Brothers Sugar Beet Factory to a lima bean storage house in Port Hueneme.

The trolley was known as the Seabreeze Flyer. It was a 12-horsepower, gasoline-fueled machine, and took 15 minutes to travel from the sugar beet factory on Saviers Road to Port Hueneme.

The three women in the picture are sitting at the

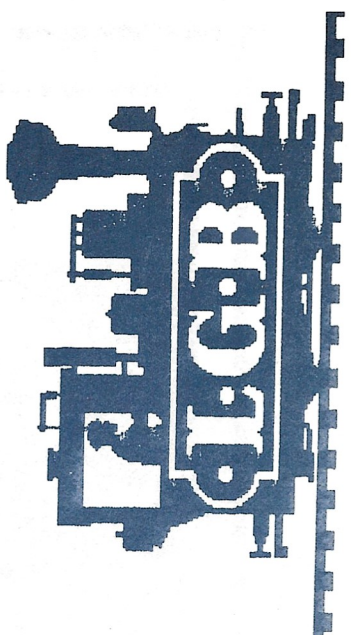
terminus of the line at the sugar beet factory. The barn behind them was used to store the cars.

The woman in the front of the car is Tilla Carnes, a

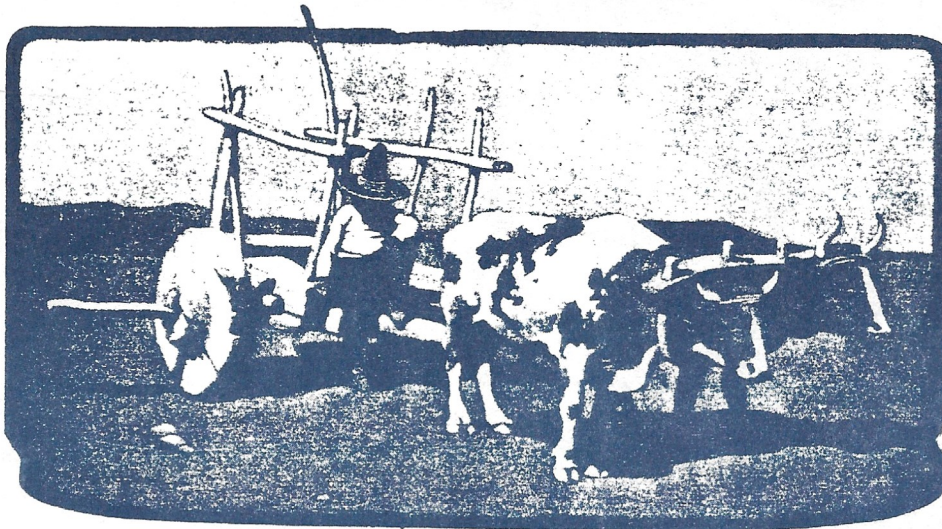
young woman from Port Hueneme.

The trolley was driven by an operator, who carried mail, newspapers and some freight, in addition to passengers.

VENTURA
STAR
FACE
PRESS



Submitted by Henry Jackson



A CHOICE OF ROUTES
SUNSET OGDEN SHASTA
To the East by way of...

New Orleans El Paso
Odgen or Portland

Limited Trains Daily

Thomas A. Graham,
 Asst. Gen. Freight and Pass. Agent

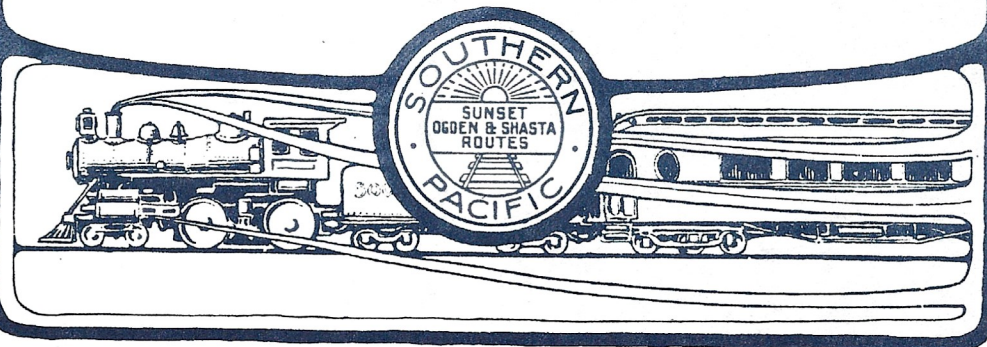
N. R. Martin,
 Dist. Pass. Agent

City Ticket Office:

261 S. Spring St., Cor. of Third

Los Angeles, Cal.

SOUTHERN PACIFIC



1904 ad

Submitted by Calvin Smith

E

Old finally original dale a erside museu

Locc the Gl way th freight Cresce that it Electri compa

Locc largest of the Line. vivor existen

In 19 inent C came trolley into G woo t into b Verdu San I roads (Belme way) o

His after p up for funds again the G Railwa the Gl

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The on Mar In 1 an asso of Ver

End of line for old Engine No. 22

ELLEN PERRY

Correspondent

Locomotive No. 22 will have a home—not on its running grounds in Glendale and Montrose, but in Riverside County at a railroad

Locomotive No. 22 was part of the Glendale and Montrose Railway, which carried passengers and freight from Glendale to the La Brea area. It was unique in that it was not part of the Pacific Electric or Los Angeles Railway systems.

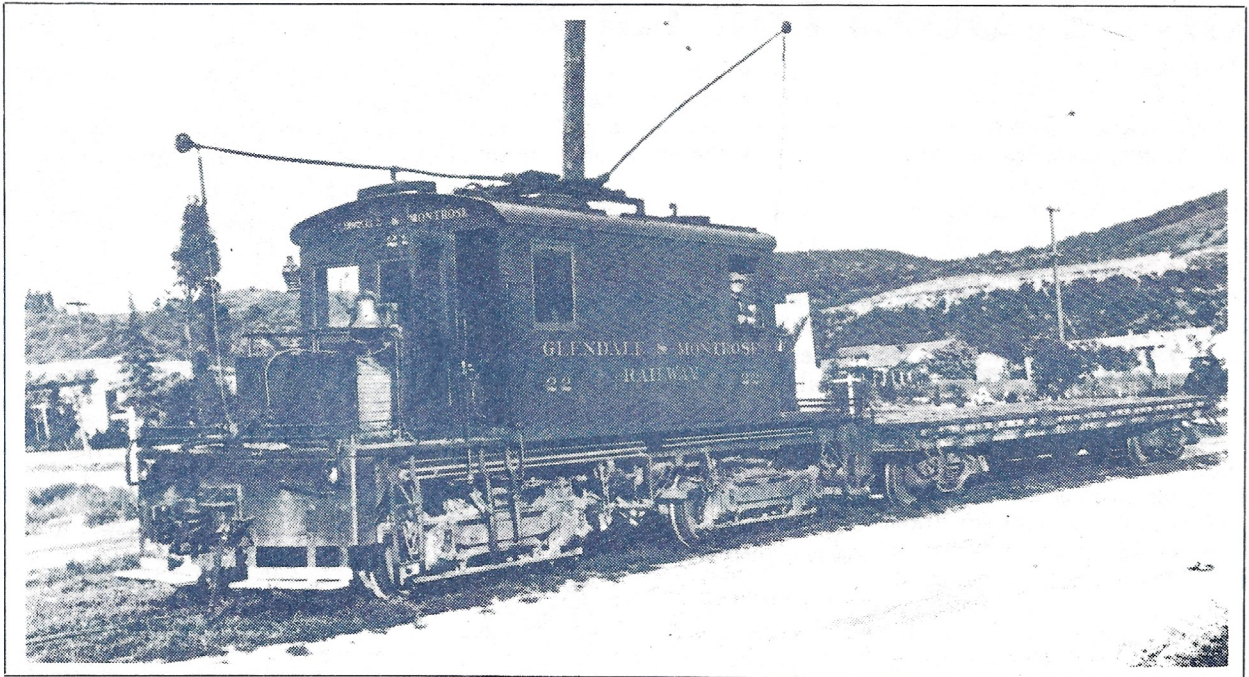
Locomotive No. 22 was the last piece of rolling equipment from the Glendale and Montrose Railway. Today, it is the only surviving locomotive the company still in

E. D. Goode, a prominent Glendale businessman, became interested in building a line from Eagle Rock to Glendale. He attempted to build a Los Angeles Railway branch along north Verdugo Road from its track at Grand and Verdugo to a point at either Broadway Street and 4th (Broadway) or 5th (Wilson).

Plans failed, but in 1909, Goode bought his Victorian house and mortgaged it, seeking help from others. Goode tried to succeed in forming the Glendale and Eagle Rock Line. This eventually became the Glendale and Montrose Line. It cost more than \$38,000, constructed an electric line 1.5 miles in length, from Grand and Wilson in Glendale to Eagle Rock via Wilson and Grand. From there, a connection was made to the Los Angeles trolley cars. The first Glendale and Eagle Rock trolley cars were built, and they were a beautiful sight to the people of Glendale. There had no such line to that

The first car was in operation on Jan. 13, 1909.

Andrew Glassell and Goode obtained possession of the Park and, after re-



From collection of CRAIG RASMUSSEN

Glendale & Montrose Railway locomotive No. 22 on north Verdugo Road in Montrose in 1924.

ceiving a refusal from Union Pacific—then operating as the Salt Lake Line—to extend trackage into the area, they approached Goode. Goode obtained a right-of-way, built tracks parallel to the Salt Lake Line and within 30 days the operation was completed and turned over to the Glendale and Eagle Rock Line.

On July 4 of that year more than 1,000 patrons rode to the park.

The Glendale and Eagle Rock Line was awarded the U.S. mail contract between Glendale and Eagle Rock. In 1913, the roadway was sold to the Holmes-Walton Development company. Rails were extended into Montrose and the Crescenta Valley, the purpose being to induce buyers into the Montrose area.

About this time the name of the line was officially changed to The Glendale and Montrose Railway.

In the following years, the line was rebuilt to standard gauge width. From the original five-cent fare the price rose until by 1924 the fare had increased to \$1 for a family ticket.

In 1917, an agreement was entered into by the Glendale and Montrose officials and the San Pedro, Los Angeles and Salt Lake Railroad Company. The contract allowed the usage of the track, permitting abandonment of the G & M's parallel lines. The G & M lines then ordered three Birney Safety streetcars. In 1919 these were delivered.

G & M officials announced plans to extend service into Los Angeles forming a connection with the Los Angeles Railway at the Glendale junction. The townspeople had complained to the city government about the steam-powered freight trains of the Union Pacific. Residents up and down Glendale Avenue were tired of the noise, dirt and smoke from the trains.

Enter Baldwin-Westinghouse electric locomotive Number 22 and the purchase of three double-truck steel cars.

On Feb. 3, 1924, service was inaugurated. An office for G & M was established on north Glendale Avenue, presently a city-owned parking lot.

But the G & M never used the

powerful engine to its fullest capabilities. For the next six years the hauled freight to the La Crescenta area. Passenger service had been discontinued since automobiles and bus service were more easily accessible.

On Dec. 31, 1930, the Glendale and Montrose Railway was forced into abandonment. The demise of the railway came with the last run from La Crescenta at 10:45 p.m. on Dec. 30, 1930. The passenger cars were placed in storage at the Pacific Electric Railway's shop in Torrance.

Engine 22 was purchased by Union Pacific Railroad and renumbered UP E-100. Used for the next few years hauling freight locally, it was sold in 1939 to a Union Pacific subsidiary, the Yakima Valley Transportation Company in Yakima, Wash. Until 1981 old No. 22 was in constant service until it was retired to the Washington freighting yards.

But No. 22 will once again be in the spotlight on Sunday, Jan. 19 at 1:30 p.m. when it will be officially presented to the Orange Empire Railway Museum in Perris in Riverside County.

Model trains provide more than child's play for devoted rail fans

By ANN BARRY
New York Times

NEW YORK — The model railroader is many things: engineer, electrician, artist and stage designer, historian and a bit of a romantic.

He — 98 percent of model railroaders are men — is a different animal than the collector of antique toy trains who displays his mint 1930s Lionel locomotive as something of an art object.

The model railroader, or "railer," creates a functioning layout, a microcosm of the railroad as it once was. While many are drawn to the field from a sense of nostalgia, the craft is no child's game. Articles in the dozen or so magazines devoted to the subject are apt to have such titles as *Modeling Delaware and Hudson's Welded Boxcars* and *Casting a Skewed Arch Stone Bridge*.

According to a recent survey by *Model Railroader*, a Milwaukee magazine with a circulation of 176,000, there are more than a quarter of a million model railroaders in this country, which makes it one of the biggest in the mechanical hobby field.

Richard Hendrickson, a professor of English and communications at California State College, Sonoma, describes the 12-foot-square layout he is building for his home north of San Francisco in theatrical terms: a series of dioramas representing locations of the Santa Fe Railroad in 1947 in southern California. Much of the track is to be behind the scenes, so that trains appear and disappear, as if on a stage.

As with many other railers, his involvement harks back to childhood. "As a kid I spent a lot of time around the railroad," he said. "In Southern California in those days the steam locomotive was still extensively in use. I was fascinated and got to know the railroad men, got to ride on the trains. My objective is to re-create the railroad as I remember it. This has involved historical research, such as using aerial photos of the scenes I'm trying to represent."

"There is a lot of romance to it," Hendrickson said. "We've forgotten how the railroad and the depot were once the center of life in small towns."

Most model railroaders, who average 40 years of age, according to the *Model Railroader* survey, hark back to what they remember: post-World War II passenger trains. Their trains precisely replicate the real thing at scales that range from O gauge, about one-quarter of an inch to the foot, to Z gauge, so tiny that a complete railroad could be constructed on the brim of a straw hat. Today HO scale, roughly one-eighth of an inch to the foot, is the most popular.

Although 70 percent of model railroaders have a home layout, 20 percent belong to clubs, with memberships that can run from 4 to 100 or more. Exhibitions of joint layouts are common. An outstanding one is that of the New York Society of Model Engineers, 341 Hoboken Road, Carlstadt, N.J. Clubs also exhibit layouts at national competitions.

Bob Latham, a retired merchandise manager in Rocky Hill, N.J., is chairman of a 25-member club, the Pacific Southern Railway Co. of Rocky Hill. For exhibitions in the basement of his home, 18 men run 40 trains of the 1950s over 4,500 feet of track.

"I started a railroad club in high school, and have belonged to clubs for more than 50 years," Latham said. "There are so many facets to the hobby. It draws on all different talents. One fellow has five Ph.D.s, another is a trucker."

Although a starting layout, the sort found under the Christmas tree, may cost a mere \$50, the serious hobbyist hardly stops there. In fact, a model railroad is rarely finished; it can always be changed or expanded. A typical basement layout, say 20 by 12 feet, can easily cost \$1,000. An investment of many thousands in a layout is by no means uncommon.

Submitted by Al Bailey

Advanced hobbyists may make engines from scratch, but the most prized locomotives are the brass models imported from Japan, which require hand painting. These originated in the mid-50s, when American importers encouraged Japanese craftsmen to produce them. Extraordinary in their detail, they cost from \$200 to \$2,000.

The railer may lay his own track, fastening wooden ties with tiny spikes. He may fashion scenery — trees, railroad yards, factories, hills and valleys — of hand-painted plaster or papier-mache. He may enliven his layout with items available in hobby shops or through mail-order catalogues: figures in period costume, period cars, buses, trucks and ambulances, little boats on lakes, lines of clothes caught in the breeze.

Richard Sanders, president of a chain of convenience stores in central Pennsylvania, not only has a model Pennsylvania Railroad layout and a collection of railroad artifacts that includes five cabooses, but also owns, with a group of stockholders, a 1950 Pennsylvania Railroad diesel locomotive and 12 miles of track.

"I can get in my own engine and run it," he said. "It's a place to relax, to get away from the office, meet other people and talk about trains."





MEET YOUR NEW EDITOR CALVIN SMITH

A native of California, born in Bakersfield, CA, moved to L.A. area in 1944. Married, wife's name Phyllis, have two sons Randy, 21 and Ron, 20. Reside in Glendale, 1225 Norton Ave., Glendale 91202 (818) 243-4105. Occupation: Printer-self employed, Bickley Printing Company, 25 South Fair Oaks Ave., Pasadena, CA 91105 (818) 792-6594. TTOS# 7524, joined 1985.

My first train set was a Marx windup Union Pacific given to me by a cousin. I ran it until it fell apart.. My next train set was a Lionel freight set given to me on my 6th Christmas.. I acquired more equipment during the 1950's and 1960's and enjoy operating on two layouts O27 and Super O. I joined TTOS finally after being associated with members for a long time. I enjoy seeing all the variety of equipment displayed at the monthly meets, the auction, and the raffle.

I am active member of the First United Methodist Church, Glendale; serving as a vice president of The Challengers Class in 1985-6 a Sunday School Class at church; member of the Pasadena Lions Club, currently Drug Awareness Chairman and responsible for starting the Lions-Quest Drug Awareness Program in the 6th grade in the Pasadena Unified School District, immediate past district Drug Awareness Chairman for 4-L2 Lions District; member of Pasadena Lodge #272 of Free & Accepted Masons, Pasadena Scottish Rite, Pasadena Central Improvement Association, Citizens for Drug Free Youth Task Force for Pasadena and Altadena, Community-wide Health Committee for the Pasadena Unified School District, and life member of CORSA Corvair Society of America, member of local chapter Corsawest, am a original owner of a 1963 Corvair, driven daily for almost 20 years, plus 5 other models.

AND NOW A PERSONAL NOTE:

As your new editor I ask your help in submitting articles of general interest to club members. I plan to publish a profile of our new officers and board members after election in Jan. I also would like to introduce our new members to the membership in this paper, so we can all get to know them better and what areas they are interested in participating in at the meets..



**Bob
Greene**

Submitted by Peter Kaup

Great train robbery takes boy out of him

The air was turning cold, and Jonathan Migdow knew it was time to get the lawn chairs and the grill off the patio and store them for the winter.

Migdow lives with his wife, Barbara, and 2-year-old daughter, Kimberly, in a condominium complex. The storage area is in the complex's basement. So the Migdows hauled the stuff from the patio down to their chicken-wire-enclosed storage cubicle in the basement.

Migdow started turning the knob on the combination lock that keeps the cubicle closed, but then he noticed something. The wood framing that holds the chicken wire was cracked. It looked as if someone had broken into the cubicle.

"I wondered what anyone could have wanted in there," Migdow said. "There was just some old furniture and some books. But I got into the cubicle, and I saw what had happened."

Migdow saw his old Lionel train carton—the big carton, the one that his whole electric train set had come in. He opened the carton and saw that each of the individual boxes that had contained the engine and the cars had been emptied. The track and the electrical unit were still there, but the cars were gone.

"It may sound silly, but you cannot imagine the rage that came over me," Migdow said. He began to argue with his wife, blaming her for putting such a valuable possession in the storage locker. "It was mostly out of frustration," he said. "My whole thought was: How could someone steal my Lionel train? My car, my stereo, my camera, maybe—but my Lionel train?"

He remembered when his father had first bought the train for him in the late 1950s. "Dad and I went to a local hardware store," Migdow said, "and he purchased a huge piece of plywood

to affix the track to. I anxiously hovered over him all morning while he assembled each piece of track into a big oval shape.

"My dad was very handy around the house—much more meticulous than I turned out to be. I kept telling him to hurry up, but like everything else he did, he did it right. Finally the moment came when the electrical works were attached. My dad put the cars on the track and turned the whole thing on. It was pure magic. The sound of the train clacking around the track, the whistle blowing, the headlight on, the smoke coming out of the engine . . ."

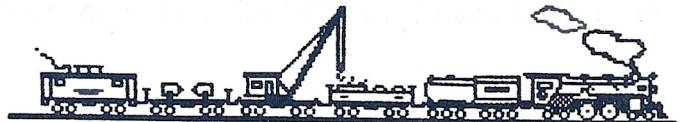
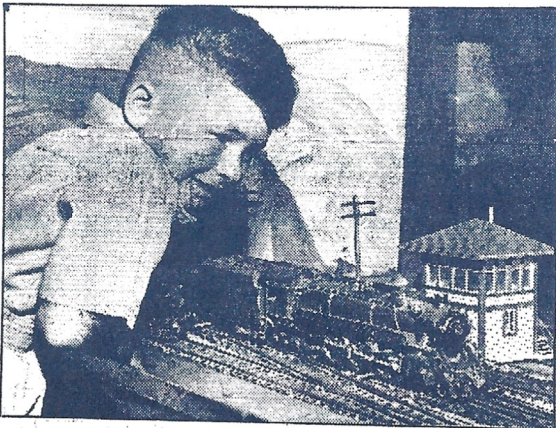
For a few years during his childhood, Migdow played with the train. As he grew up he lost interest, and it went unused. He still could envision the cars in his mind, though: "There was the heavy black engine, and the coal car, and the boxcar, and the flatbed car, and the lumber car . . . remember the lumber car? You'd put the little logs on it, and then there was a special section of track where you'd push a button and you'd flip the logs off."

Only once since he was a child did Migdow set the train up. "It was a couple of years ago," he said. "It was an evening when I was feeling particularly burdened with adult responsibilities. I assembled the track and put the cars on it. When I turned it on, the headlight on the engine lit up—and there must have been a smoke pellet in there after all those years, because smoke actually started to billow out! I turned all the lights in the room off. I put my head down on the carpet just like I used to do when I was a kid—my head was right next to the track. I felt like a big clown. There was the wonderful electrical smell, and I must have stayed like that for an hour and a half, just watching the train's headlight lead it around the track.

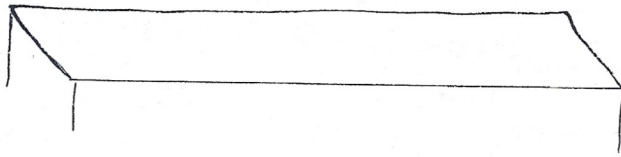
"I was totally transformed to a little boy again. I had that totally happy, wide-eyed feeling that children experience on an everyday basis. Do you know the feeling that I'm talking about? The feeling that you get when you wake up every day and you're full of anticipation, because something fun is going to happen that day. Children feel that way all the time, but adults, even if they're lucky, experience it only once in a while."

And now the train is gone. Migdow's wife has told him to simply go out and buy a new electric train. She said she is sure there are very good new models for sale. Migdow thinks she is missing the point.

"That old Lionel train was mine," he said. "I was a boy. Someone has stolen it from me. I was a boy, and someone has stolen that from me."



RESERVE YOUR TABLES NOW!



Dear Sam,

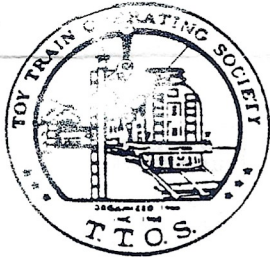
Please reserve _____ table(s) for February, March and April regular Southwestern Division #1 meets at Pickwick, Burbank.

I understand that the cost is \$5.00 per table per month..

Enclosed please find \$ _____. Make checks payable to: TTOS.

Mail check to: Sam Mattes
7253 Pondera Circle
Canoga Park, CA 91307

(818) 347-4753



Toy Train Operating Society

25 West Walnut Street, Suite 408
Pasadena, California 91103

1987 APPLICATION FOR MEMBERSHIP

This application, if accepted by the Society, automatically makes you a member and you may then join one or more Divisions of your choice and participate in all TTOS activities. Your subscription to TTOS publications will begin immediately.

Please pay the amount shown in U.S.		Jan-June
Funds by check made out to T. T. O. S.	Initiation Fee	\$15
Please do not send cash. Thanks.	1987 Dues	\$20
Dues are pro-rated semi-annually.	Total	\$35

I hereby subscribe to the purposes of the Toy Train Operating Society and agree to abide by the bylaws, policies and rules. PLEASE PRINT CLEARLY.

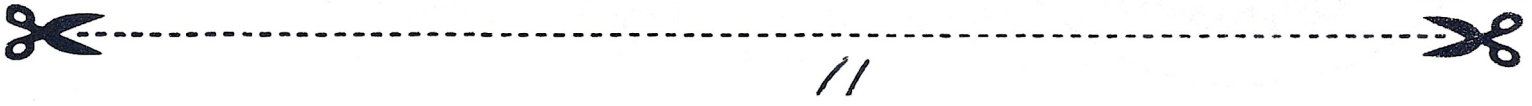
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CITY _____ STATE _____ ZIP _____

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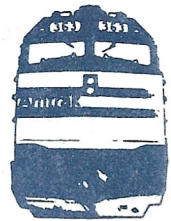
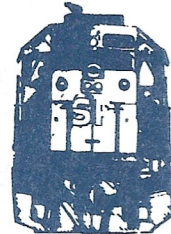
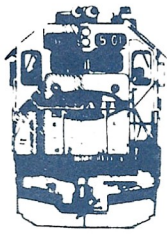
SPONSOR _____



1987 CALENDAR

- JAN. 10, 1987 SATURDAY MEET 10 a.m.
Pickwick, Burbank
- JAN. 14, Wednesday, SW Board Meeting,
Coral Cafe, 3321 W. Burbank Blvd.
Burbank, 7 p.m.
- FEB. 15, SUNDAY, SW MEET, Pickwick
18, Wed., SW Board Meeting
- MAR. 15, Sunday, SW Meet, Pickwick
18, Wed., SW Board Meeting
- APR. 12, Sunday, SW Meet, Pickwick
16, Wed., SW Board Meeting
- MAY, 10, Sunday, SW Meet, Pickwick
13, Wed., SW Board Meeting
- JUN. 14, Sunday, SW Meet, Pickwick
17, Wed., SW Board Meeting

- JUL. 12, Sunday, SW Meet, Pickwick
18, Wed., SW Board Meeting
- AUG. 16, Sunday, SW Meet, Pickwick
19, Wed., SW Board Meeting
- SEP. 13, Sunday, SW Meet, Pickwick
16, Wed., SW Board Meeting
- OCT. 11, Sunday, SW Meet, Pickwick
14, Wed., SW Board Meeting
- NOV. 20, 21, 22 CAL-STEWART Meet
Pasadena Convention Center
25, Wed., SW Board Meeting
- DEC. 13, Sunday, SW Meet, Pickwick
Annual Christmas Party, Santa
Claus, Bring the whole family
No Board Meeting Planned



Southwestern Division No. 1
Toy Train Operating Society

A Non-Profit Corporation
25 West Walnut Street, Suite 408
Pasadena, California 91103

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