



# THE SOUTHWESTERN LIMITED

VOLUME 4  
NUMBER 7

JULY  
1985

RALPH N. JOHNSON  
PRESIDENT

HILLY LAZARUS  
TEMPORARY EDITOR

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CAL-STEWART: Jerry Butler is the new chairman.

Jerry will need a lot of help this year with Cal-Stewart. Jerry is new to our big November meet in a leadership role so has a lot of questions to ask those who have been the major volunteers in past years. Why not look him up in our directory and give him a call. Volunteer to help out in the preparation which is going on right now or in the execution of the convention in November.

For you newer members, Cal-Stewart is the major West Coast toy train swap meet of the year. We normally have 1000 registrants plus their families and the hall contains over 400 trading tables. This is one meet you don't want to miss. Anyway, this is a fine opportunity to get better acquainted with our veteran members by working side by side with them in the organization of Cal-Stewart. You are invited to give a call to Chairman Jerry Butler and volunteer for some area of responsibility. In holding such a large meet, we need help in many areas including pre-registration, registration, layout, displays, appetizers for the annual JOHN KING MEMORIAL COCKTAIL AND RAFFLE PARTY, bartenders, raffle ticket salespersons, auction helpers, table set up crew, clean up crew, parking attendants and security. The workers are usually treated to a little party-after-the-party on Sunday evening. We also provide "official" Cal-Stewart caps for all major volunteers of labor. Sort of a "red badge of courage".

The drawing for the T.T.O.S. National (lottery) car sale will be held during this Cal-Stewart event. Have you bought your old convention cars yet to qualify for the free drawing? Better hurry. The cars are going fast. In fact, the Standard gauge cars are about sold out already. However, there are still plenty of "O" gauge cars left for you.

Our Cal-Stewart souvenirs are well underway for this year. In "O" gauge, we are continuing with the "Cal-Stewart Fire Department" and will issue two more vehicles. These are the third and fourth in our planned 6 vehicle series and we are planning now with member Dick Mayer of Richart to make a real sheet metal Fire Department building. We hope to fulfill this dream in 1987. Last year, we had figures in Standard Gauge. This year we hope to acquire diecast authentic 1931 Model A Ford telephone trucks in Ma Bell green. These are beautiful vehicles for your Standard or #1 gauge displays.

Anyway, mark your calendar now for Cal-Stewart, November 8-9-10.

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LAST CHANCE NOW TO PRE-REGISTER FOR SNOWBIRD, UTAH!  
SEE YOU AT PROMONTORY POINT AND ON THE "HEBER CREEPER" EXCURSION

# SALE



## SPECIAL SALE ON BACK ISSUES OF THE T. T. O. S. BULLETIN

This is our second notice on this special sale of old bulletins at bargain basement prices. Many issues advertised in June have now been sold out. Please order now and keep in mind that we can supply old bulletins only as long as the supply lasts. If we run out by the time you order, we will substitute other T. T. O. S. publications to compensate for the slight difference in value. You'll get more than par value.

OUT OF PRINT are: January, February, March, April and May 1966, January and February 1967, February, March, June, July, August, September and December 1973, January, February, March and April 1977 and January 1982.

If you wish single issues, they are \$1.00 each POSTPAID. Please indicate which issues you want from 1966 to date. In larger groups, you may want to use the check off section below.

YEARLY ISSUES: PLEASE CHECK WHICH BUNDLE OF A YEAR OF MAGAZINES YOU WANT. THE QUANTITY OF MAGAZINES FOR EACH YEAR IS TWELVE UNLESS INDICATED AS LESS IN BRACKETS. ALL PRICES ARE POSTPAID BY U. P. S.

___ 1966 (5) \$3	___ 1973 (5) \$3	___ 1980 \$6
___ 1967 (10) \$5	___ 1974 (9) \$5	___ 1981 \$6
___ 1968 \$6	___ 1975 (11) \$6	___ 1982 (11) \$6
___ 1969 \$6	___ 1976 (10) \$5	___ 1983 \$6
___ 1970 \$6	___ 1977 (8) \$4	___ 1984 \$6
___ 1971 \$6	___ 1978 \$6	
___ 1972 \$6	___ 1979 \$6	

FOUR YEAR GROUPINGS: PLEASE CHECK WHICH GROUPINGS YOU WANT BELOW

___ YEARS 1969-1972 \$20	___ YEARS 1977-1980 \$19
___ YEARS 1973-1976 \$16	___ YEARS 1981-1984 \$20
___ ALL FOUR GROUPINGS 1969-1984 \$66	

PLEASE SEND YOUR CHECK OR MONEY ORDER, IN U. S. FUNDS, TO T. T. O. S. AT 25 W. WALNUT ST., SUITE 408, PASADENA, CA 91103. PLEASE DO NOT USE A P. O. BOX AS U. P. S. WILL NOT DELIVER TO P. O. BOXES. WE WILL SHIP YOUR ORDER WITHIN 10 DAYS. THANK YOU.

NAME \_\_\_\_\_ T. T. O. S. # \_\_\_\_\_  
 STREET ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_



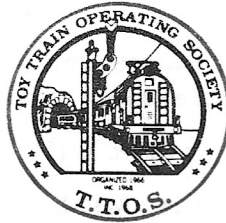
# Toy Train Operating Society

## Southwestern Division No. 1

BOARD OF DIRECTORS

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President: RALPH N. JOHNSON  
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Rec. Sec.: GARY KECK  
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Burbank, CA 91504  
(818) 843-0610

Treasurer: DAVID WEISS  
15250 Ventura Blvd.  
Sherman Oaks, CA 91403  
(818) 981-2900

Dear Fellow Members:

My letter this time will be a very short one. I have been very busy with my wife during her recent illness. She is very ill thus not giving me the time to get around to doing things for the club as I should. Please forgive me this time.

I understand that the reservations for the convention in Utah are starting to pick up after a slow start. Please try if you can to make this convention as the Convention Committee has gone all out to make this a success. Our own David Nissen is computerizing all the convention registrations right here in Southern California. Thank you David. I will not be able to attend at Snowbird while my wife is ill so I am sending Vice President Nick Barone in my place and he will attend the Board of Directors meeting for me. I also urge you to assign your proxy to him for the general business meeting of members if you cannot attend because the votes of all our members do count. You may choose any member to be your delegate and hold your proxy but make sure it is someone who can attend. Right now, we know that SW members Harold Harman, Bob Ziegler, Vic Gerendasy and Hilly Lazarus will attend.

Before I close, I want to tell you again to please support the efforts of our National Officers in their effort to get our Society back on its financial feet. T.T.O.S. needs your donations of money and it is suggested that you donate a dollar or more for each year you have been a T.T.O.S. member. In addition, you can support our Society by buying old convention cars and in the process, get free chances to win a Lionel 783 Hudson or a replica Lionel 400E. I understand that the Standard Gauge cars are just about all sold out but there are still plenty of "0" gauge cars left and there are at least a half dozen different "0" gauge cars available. Another way you can help out is to purchase back bulletins. Some of these have also been sold out since the first notice two months ago so please hurry and complete your library. You may also be able to donate items for auction at the convention and this, too, will help raise money for our Society. Please contribute as much as you can right away. It is needed NOW. SW members really did a fine job in supporting T.T.O.S. at our June meet. A few hundred dollars were donated and around 50 cars (and 50 lottery tickets) were sold. So, thanks once again for your fine cooperation in this effort to put T.T.O.S. National back on top.

Most sincerely, your President

*Ralph N. Johnson*

REMINDER: LOCAL S. W. DUES ARE NOW DUE AND BECOME DELINQUENT 7-31-85.  
PLEASE SEND IN YOUR YELLOW RENEWAL FORM WITH YOUR DUES PROMPTLY.

# Free Drawing!

FOR A LIONEL 783 HUDSON OR A LIONEL REPLICA 400E

\*\*\*\*This may be the most astounding opportunity ever announced by any toy train club, ever, and you can participate right now and help T. T. O. S. in the process.

\*\*\*\*T. T. O. S. has a surplus of "0" gauge convention cars from prior years which we need to dispose of immediately to alleviate cash flow problems now upon us.

\*\*\*\*Every surplus "0" gauge car in stock will be sold for only \$15 in this sale.

\*\*\*\*The choice of which car you get is OURS but we will endeavor to send you a variety if you order multiple numbers of cars.

\*\*\*\*For each car you order, you will get one FREE chance to win your choice of a brand new LIONEL 783 HUDSON or a replica LIONEL 400E by Mike's Train House. If you order two cars, you get two FREE chances, 5 cars = 5 chances, 8 = 8, etc.

\*\*\*\*Orders will be accepted only until our surplus supply is sold out. All subsequent orders will be returned so please order today, and often.

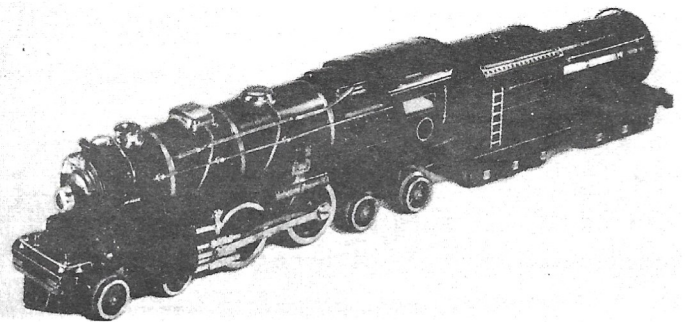
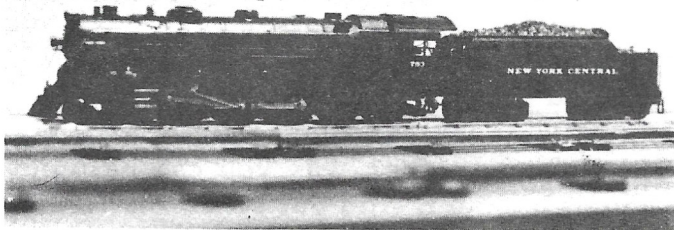
\*\*\*\*This offer expires as soon as our stock of surplus cars is depleted but no later than November 1, 1985 so that the winner of the free drawing may have his new engine shipped in time for arrival before Christmas.

\*\*\*\*Fill in your order form today and put your name and T. T. O. S. number on the FREE ticket stubs drawn below, one stub for each car you order. We will put your stubs in the drawing barrel for you and you will NOT be sent a stub to hold.

\*\*\*\*Make your check out to T. T. O. S. in U. S. funds. DO NOT SEND CASH. The price of \$15 per car includes shipping charges. Mail your check and the order form below to T. T. O. S., 25 W. Walnut Street, Pasadena, CA 91103.

\*\*\*\*DO NOT USE A P. O. BOX because U. P. S. only delivers to street addresses.

\*\*\*\*Thank you for helping your Society toward fiscal soundness.



-----CUT HERE-----

-----CUT HERE-----



NAME \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Please fill out one ticket stub below for each car you order and we will cut out these stubs for your free drawing chances.

name	name	name	name	name
#	#	#	#	#



Dear (temporary) Editor Hilly:

I was quite amused while reading Bob Shaffer's complaint about some of our "newer" members (in the June Southwestern Limited). Granted, when you get a couple hundred people together for the purpose of buying, selling and trading any item of mutual interest, you are going to get a few people who lack common sense and decency. Some are new members, BUT BY FAR, the group that should read your recommendations for courtesy are the "older" members.

I have been actively collecting for about three years so I guess that would classify me as a "newer" member. My job keeps me out of town quite a bit so I am able to only make about one third of the meetings. More than once, I have driven up to Arcadia from Orange County on a Friday after spending 8-10 hours on a plane. The scenario is always the same. The old members are always together and the new members are wandering around buying everything and anything and staking out a strategic seat for the auction. Most new members tend to be operators and it seems the older members prefer to put their "treasures" in show cases or on the wall.

I for one, didn't care about total quality, only quantity for a couple of years, while building up my "railroad empire." The first year I never even made a counter-offer if I saw something I liked on a table. More often than not, I arrived home with a box full of high-priced junk. All purchases from some of the "older" members.

It sounds stupid now, but I remember purchasing some postwaroppers in the auction that I took home and washed---yes, washed! I got them clean but they somehow came up missing all numbers and lettering! Perplexed and saddened, I knew I would find out the mystery at the next meeting. The next meeting I asked a few of the "older" members how they cleaned their cars. Two, standing together, told me to use soap and water and scrub like hell; one told me it was a secret; another told me he had a silicone/wax formula he used but couldn't remember the name and finally one said "go buy some Armorall. See, it isn't easy being the new boy on the block!

More than once I have been pushed aside by an "older" member while looking at or trying to negotiate for an item on a table. Who crowds around the auctioneer the most when good items are being sold? It's also amazing how fast some auctioneers can say going, going, gone when an "older" member bids for something in the auction. Who gives less respect to the President by talking throughout the business meeting than the "older" members.

I believe there is fault on both sides. Some new members can certainly learn a few social graces and everyone can certainly benefit. The "older" members, as protective as they are of the "old club" and their vast storehouse of secrets could really be a little bit more open and considerate in their attitudes for the benefit of others and for the success of T.T.O.S.

Yours truly,

(signed) Bruce Munn #6762

Dear Bruce:

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Thank you so much for your letter with some very important observations. Yes, we all suffer from the simple fault of being human (and often greedy). Your letter gives us much to think about in our relationships with one another.

I detect a possible explanation for what seems like mis-direction you received in how to clean old dirty plastic cars. Yes, extreme care must be taken but when the fellow told you to scrub hard with soap, he was right. What was left out is that he meant SOAP, not DETERGENT which we often call soap. And, the hard scrub must be with a soft brush.

*Hilly Lazare*



# End of line for cabooses?

## Railroads call it relic, unions say it's needed



By IVER PETERSON  
New York Times

**SANTA FE, N.M.** — The homely caboose, subject of nursery stories and the focus of children's waving hands, has become the object of debate about railroad safety.

The Atchison, Topeka & Santa Fe Railway, like most others, is slowly dropping cabooses from its runs, maintaining that modern electronics have eliminated the need for a brakeman and a conductor to bring up the rear of a freight train.

Under an agreement with its unions, the company already has dropped the familiar little car with the cupola on top from about 25 percent of its trips. But New Mexico, under pressure from railroad unions, is considering regulations that would require cabooses on all runs by the Santa Fe and the Southern Pacific Railroad, which are to merge soon.

Railroad officials say that adding cabooses in New Mexico would eat up the savings realized from eliminating them elsewhere. But some New Mexico officials say the state would be open to liability suits if a railroad accident within the state was traced to the absence of a caboose.

It is a matter of "health and safety," said Alex Valdez, assistant general counsel to the state Corporation Commission, which regulates transportation within New Mexico.

"The question basically comes down to the benefit of the caboose versus the technology that is available to do the same job of monitoring railroad safety."

The commission is expected to issue its regulations soon.

Since brakemen first started using barrels as crude observation posts on the roofs of freight cars, sometime after the Civil War, the caboose has been the post for men monitoring the air pressure in braking systems, watching for dragging equipment, looking out for hazardous load shifts and, most important, checking car axles for overheated bearings that can lead to derailments.

But in the interim technology has progressed so that those functions can be better and more cheaply performed by track-side sensors that scan the trains as they pass, according to Michael Haverty of the Santa Fe's operations office in Chicago,

"I used to belong to the union, and my dad was a conductor, so I understand the union's position," he said. "But I look at it from a business standpoint, and that is that if you've got something back there that you don't absolutely need, if you've got the electronics that we've been using for 10 years to do the same thing, then you no longer need to haul a caboose along behind you."

But Joe Bailey, an official of the union that represents the Santa Fe's trainmen, sees it differently.

"The company says their track-side indicators have taken the place of the man on the caboose, which would be well and good if their track-side indicators worked," said Bailey, vice general chairman of the United Transportation Union in Overland Park, Kansas. "The problem is that no machine can take the place of an experienced brakeman."

Bailey asserted, for example, that some brakemen had smelled axle bearings overheating before any of the track-side scanners picked up the problem.

The Association of American Railroads estimates that it costs 65 cents a mile to operate a 21-ton caboose, and that railroads could save \$400 million a year if they were dropped.

For many years, the caboose also served as the conductor's rolling office and as a bunkhouse for the train crews. The railroads argue that computerized record-keeping and the practice of putting train crews up in motels have eliminated those reasons for retaining the 12,000 cabooses that the association estimates still are in use.

That view was underscored by a special presidential commission appointed in 1982 to investigate the prospect of cabooseless trains.

The commission was appointed during a mandatory cooling-off period to forestall a threatened railroad strike. It supported the railroads' contention that new equipment would allow safe operation of trains without cabooses.

Haverty said the caboose-less trains run since 1984 have traveled "thousands of miles between Chicago and California without incident."

"There's nothing unsafe about it at all," he said, "but when the unions throw in their scare tactics that you're going to have a derailment and all, it can create these problems."

SAVE T. T. O. S. AND FEEL GOOD IN THE PROCESS. PLEASE KICK IN BUCKS!!!!

We are short \$40,000 to run the National Society and presently have only enough money to last two months. Please donate one dollar or more for each year you have been a T. T. O. S. member and help us to survive and resume normal services to you. Please make out your check to T. T. O. S. and send it to SAVE T. T. O. S., 25 W. Walnut Street, Suite 408, Pasadena, CA 91103. We'll mail you a HERO MEDAL.



# Train travel in Mexico offers rugged splendor

By Carl Manning  
The Associated Press

ABOARD EL FRONTIZERO, Mexico (AP) — The passenger train slowly makes its way through the heartland of Mexico where Pancho Villa once roamed, its elegance tarnished by age and the hundreds of people who use it daily.

It recalls the bygone days of the City of New Orleans, American Flyer and Chicago Limited since most of the cars were bought years ago by the Mexican National Railway from U.S. railroads.

Each day the trip aboard El Fronterizo begins in Ciudad Juarez, the Mexican border city across the Rio Grande from El Paso, Texas. It is a scheduled 36-hour run of 1,200 miles to Mexico City. Sometimes it arrives on schedule; most times it is an hour or two late.

The train, with two engines and a dozen cars, winds its way through the burning, brown desert, through cool mountains to the green plains of the south, passing countless towns and villages of adobe hovels — some only existing because the tracks are there instead of somewhere else.

For those with enough money, it can be travel in somewhat rugged splendor with service by porters wearing white coats with silver buttons in 50-year-old Pullman sleeper cars that once traveled the United States.

In the dining car, dubbed Copacabano, it is art deco with cut glass and rounded corners and a waiter balancing a tray filled with food and hot coffee on one hand as the train gently rounds a curve on the smooth-riding track.

But for most travelers, it is endless hours in cramped cars, babies crying, buying food from vendors through windows at station stops and trying to sleep sitting up.

From the shabby train station in Juarez, people line up with their bundles and packages in sweltering heat hours before departure. Often there are more passengers than space, accounting for the crowded conditions in the cheaper cars.

The cars are divided by costs — second class, first class, first class special and Pullman service. The train carries up to 2,000 passengers a day, as many as a quarter of them in second-class — the cheapest ticket available.

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**'In second class, there is no toilet paper in the bathroom. In first class, there is toilet paper, but it gets stolen. In first class special, the toilet paper gets stolen, but there is porter to put it back.'**

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Asked to explain the difference in the cars, conductor Enrique Aranda Bernal, 62, who has been a railroader for 50 years, thought for a moment before answering.

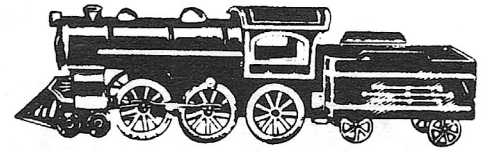
"In second class, there is no toilet paper in the bathroom. In first class, there is toilet paper, but it gets stolen. In first class special, the toilet paper gets stolen, but there is porter to put it back," he said.

Last year, 27 million people rode trains in Mexico and officials expect there will be more this year because train travel is cheaper than airlines and buses and in some cases goes to places where no other public transportation arrives.

For example, a second-class ticket from Ciudad Juarez to Mexico City costs about \$9, while a bus ticket for the same route costs \$33 and air passage about \$90.

The government last year began a four-year, \$157 million project to upgrade the railroad system, including purchasing new locomotives from the United States, making repairs along the 21,000 miles of tracks and buying new cars mostly for carrying freight.

The route used by El Frontizero dates back to the early 1900s, when Mexico was still embroiled in its long revolution. In fact, Bernal said, he knew a porter who was taken prisoner by Villa during a raid on a train and was missing for so long that people assumed he was dead.



"But finally he came back alive and Villa's men liked his service so much that they all gave him gold — enough for him to buy a house," Bernal recalled with a chuckle.

Some of the cars are 50-75 years old, especially the sleeping cars with such romantic names as Monte Blanc with instruction signs in English still fastened to the walls. Each roomette is a designer's dream with every square inch of space put to some functional use such as a cubbyhole for shoes or a place where the sink folds back into the wall.

There is no hot water for shaving and sometimes the lights flicker on and off, but the beds are comfortable and in the day the couches in the compartments are cushioned for long-term sitting.

Part of the problem confronting the railroad, Bernal said, is finding replacement cars; the ones being used are beyond the point of patch-and-fix repair. Such cars no longer are made and that means looking to other countries, but those that have them want to keep them.

\*\*\*SAVE T. T. O. S.  
\*\*\*DONATE MONEY  
\*\*\*DO IT TODAY  
\*\*\*BUY OLD BULLETINS  
\*\*\*DO IT TODAY  
\*\*\*BUY OLD CARS  
\*\*\*DO IT TODAY  
\*\*\*DO SOMETHING  
\*\*\*DO ANYTHING  
\*\*\*DO IT IMMEDIATELY  
\*\*\*GET A HERO BADGE

THANK YOU





Bay Counties Division had its first meet on June 2nd with about 150 TTOS and guests attending. It was a very nice meet with plenty of trains on the tables and Bay Counties plans monthly meets to continue in Oakland at the Montera School.

Southwestern Division was well represented by Ralph Johnson, Vic Gerendasy, Lyle H. Cain, Sr., Hilly Lazarus and Phil Haffen of Atlanta, Georgia who is now a new Southwestern member.

Not pictured here are Allan Strand, President and David Dansky, Vice President of Bay Counties Division.

Standing left to right: Ralph Johnson, Hilly Lazarus  
Seated: Don & Hattie Church, Bay Counties Officers

AMERICAN FLYER COLLECTORS CLUB: Frank Hare is the President and he has been very cooperative over the years in publishing our Cal-Stewart info to A.F.C.C. members. So, we will return the favor and announce that memberships are open in the A.F.C.C. This small group of avid American Flyer enthusiasts holds no meetings, has no conventions, elects no officers, but does publish a quarterly mag called THE COLLECTOR. It is devoted to all eras and all gauges of A.F. interest and boasts all the important A.F. historians as authors, including Louis H. Hertz. For information, write to Frank Hare or talk to Bruce or Hilly Lazarus.

THE TRAIN SHACK OPENS.

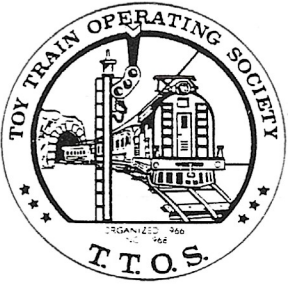
Southwestern Division Secretary Gary Keck has opened up a new toy train store in Burbank called The Train Shack. The Grand Opening was at the end of May. Gary says that he is giving the usual club discounts to all members of toy train clubs so, if you need something in Lionel, LGB, American Flyer, Kalamazoo, Williams or what have you, drop by the store for a coke or coffee with Gary and browse around. Southwestern can feel some pride in this store because many of our members helped Gary get started by hammering and painting to get the store ready for business. The Shack is located at 1014 W. Burbank Blvd. (818)842-3330.

IMPORTANT PROXY INFORMATION

Please fill out the form to the right so that we may have enough votes to conduct business at the annual business meeting at Snowbird. Nick Barone, our Vice President, will represent Southwestern Division at Snowbird but you may choose any other member, if you wish, to carry your proxy. Please see the President's Letter on another page for details. This proxy form must be received at the National TTOS office no later than July 25th in order to have it sent on to Snowbird in time for the meeting. Mail you proxy to: TTOS-Proxy, 25 W. Walnut Street, Pasadena, CA 91103. Today would be nice along with your donation. Thanks.







# Toy Train Operating Society

A Non-Profit Corporation

## NOTICE OF PROXY

TOY TRAIN OPERATING SOCIETY ANNUAL MEETING OF STOCKHOLDERS  
(Annual General Business Meeting of Members)

### INSTRUCTIONS:

1. Any member in good standing of the TOY TRAIN OPERATING SOCIETY may be delegated to carry the proxy of another member but the Division President or his alternate is usually so delegated.
2. Each member may only delegate one proxy even if a member of more than one Division of the TOY TRAIN OPERATING SOCIETY.
3. This NOTICE OF PROXY is to be given to the Secretary of the TOY TRAIN OPERATING SOCIETY by the person who you have assigned to carry your proxy.

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### KNOW ALL MEN BY THESE PRESENTS:

I, \_\_\_\_\_, a currently paid up member of the TOY TRAIN OPERATING SOCIETY, do hereby constitute and appoint \_\_\_\_\_ my agent with all power of substitution for me, and in my name, place and stead, to attend the 1985 Annual Business Meeting of the TOY TRAIN OPERATING SOCIETY, and to vote upon all matters coming before such meeting, the same as I could if personally present.

In the event that my chosen representative cannot attend said Board Meeting, my proxy is to be assigned to my alternative representative, in the order of:

1st Alternate Representative \_\_\_\_\_  
2nd Alternate Representative \_\_\_\_\_  
3rd Alternate Representative \_\_\_\_\_

Witness my hand this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

Signed \_\_\_\_\_ T.T.O.S. # \_\_\_\_\_

BE ON THE ALERT. THE GREAT TOY TRAIN ROBBERY IS

Two members have had their toy trains burglarized in recent weeks. The first reported to your Editor (temporary) was from Treasurer David Weiss. His home was broken into and many items were taken, including some choice toy trains. The second incident happened to member Lee Greaves which is explained in his letter:

Dear Fellow Clubmembers:

My trains have been the subject of a classic mysterious disappearance. My reason for writing this letter is not to cry on your shoulder, but to warn fellow clubmembers so that they may avoid the same problem.

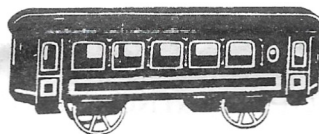
My collection was in a rented storage space. The police now tell me that trouble in these places is commonplace. There was no sign of forced entry on the door or the lock which the management supplied and which I was required to use.

The thief was confident enough to go through all the boxes on the premises and leave it neat enough so I did not detect the theft even though I checked it frequently. The most accurate time I can come up with is between January 1983 and November 1984. The thief was also an extremely knowledgeable dealer, if not one of our fellow collectors. I have been collecting since 1946 and have amassed alot of junk in addition to alot of choice items. The entire collection was sorted through and everything of value was taken and everything without value returned to the boxes.

I urge you to re-check your security.

*Lee Greaves*

Lee Greaves  
#1004,



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TRAIN COLLECTORS ASSOCIATION, WESTERN DIVISION MEET

John Thousand, President of TCA Western Division, invites all T.T.O.S. members to be guests at their meet on Sunday, July 7, 1985 from noon until 4 P.M. at the "Tuesday Afternoon Club" at 319 North Central Avenue in Glendale. This is the thirty first year for Western Division and they hope to entertain us all with a real good meet. The meet is free and T.T.O.S. members are invited to join T.C.A. and Western Division. They have invited us to set up a T.T.O.S. table for recruitment and for raising money to support T.T.O.S. The cooperation between different clubs here in Southern California is an example that the rest of the country might well copy. Let's all try to attend and support the oldest toy train club in Southern California.

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SPECIAL NOTICE: BE ON NOTICE THAT OUR ANNUAL CONVENTION THIS YEAR WILL BE OPEN TO THE PUBLIC ON THE SECOND DAY OF TRADING. THIS IS IN AN EFFORT BY OUR I. C. U. DIVISION TO PROMOTE THEIR MEMBERSHIP PLUS THE MEMBERSHIP IN T. T. O. S. NATIONAL. IT IS ALSO A VERY PROMISING WAY FOR MONEY TO BE RAISED FOR OUR SOCIETY IN IT'S TIME OF NEED. PLEASE TRY TO ATTEND. REMEMBER TO BRING YOUR RUSTY TRACK AND OLD PLASTIC GONDOLAS, ETC.





**Due to arrive  
Christmas Day  
Ives Trains  
Ives Struktiron**



**Boys,** if you were asked what is the greatest industry in America, what would you say? Why, the railroad is the king of American industries. It is the greatest force in the growth of American civilization. So Ives Trains are the king of toys in America. No boy's life is complete until he has owned and operated an Ives Railroad.

# Ives Toys

## Make Happy Boys

Everything about an Ives Railway System is exactly like the famous railroads of the country — the steam and electric locomotives; the tenders, passenger and freight cars; the tracks, switches, semaphores, crossing gates, stations and tunnels. You start and stop the train—and do anything else that is done on a real railroad.

And if you also own a set of Ives Struktiron, you can build steel railroad bridges, elevated railways, derricks and cranes for loading and unloading freight cars.

Ask your parents for Ives Trains (\$1 to \$30) and Ives Struktiron (\$2 to \$25). They are sold by toy, hardware and department stores.

Write for beautifully illustrated Catalog and names of Ives dealers in your town.

**FREE POSTER STAMPS**

Twelve of them—illustrated in colors. Six stamps show the development of the locomotive from the famous "De Witt Clinton" of 1831 down to the giants of today. The other six show interesting Struktiron models.

Write (giving toy dealer's name) for the entire set. We'll send them without a cent of charge. They're beauties! Send for them NOW.



One of the many models you can build with Ives Struktiron

**The Ives Manufacturing Corporation**  
196 Holland Ave. Bridgeport, Conn.

NOTE: Most TTOS Divisions in the west continue their monthly meetings throughout the summer and we have Divisions in British Columbia, Oregon & Washington, Nevada, two in Arizona and seven in California. Look up their President in the inside front cover of any TTOS Bulletin for times, dates and places for meets during the summer.

## CALENDAR

(All information based upon available data and is not guaranteed. Check with the host before travelling to any meet. All clubs are invited to submit schedules).

- July 5 NO Friday night TCA Western Division Meet
- July 6 TTOS Sacramento Valley Division Meet. Info: Tom Gibson
- July 7 TTOS San Joaquin Valley Division Meet. Info: John Grose
- July 7 TTOS Bay Counties Division Meet. Info: Don Church
- July 7 TCA Western Division Sunday Meet in Glendale. Noon. Info: Roy Bell
- July 9 San Diego All Gauge Toy Train Association meet. Info: Jim Alspaugh
- July 12 TTOS S.W. Division regular Friday night meet. Arcadia.
- July 19 NO Friday night meet for the San Fernando Valley Toy Train Club
- July 26 NO information received from MTA
- July 28 TTOS S.P. Division meet at the Anaheim Bowl. Info: Roger McDaniel
- Aug 1 TTOS National Board meets at noon in the Snowbird, Utah Lodge
- Aug 1 TTOS Pre-Convention cocktail party, Snowbird, Utah Lodge
- Aug 2 TTOS Convention first day of trading and tours, Snowbird, Utah Lodge
- Aug 3 TTOS Convention second day of trading, tours, OPEN TO THE PUBLIC meet.
- Aug 4 TTOS post-convention tours of members collections and go home
- Aug 9 TTOS S.W. Division regular monthly Friday night meeting. Arcadia
- Nov 8-9-10 THE GREAT CAL-STEWART MEET IN PASADENA

### Southwestern Division No. 1 Toy Train Operating Society

GARY KECK, RECORDING SECRETARY  
1832 Bel Aire Drive  
Burbank, California 91504

BULK RATE  
U. S. POSTAGE  
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Permit No. 273

# TIME DATED MATERIAL

