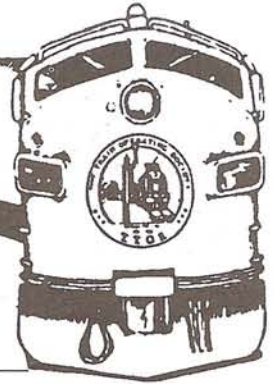


T.T.O.S.
 NATIONAL
 CONVENTION
 AUGUST 6-9
 Cincinnati, Ohio

THE SOUTHWESTERN LIMITED



VOL. 17 JUL.-AUG. SAM MATTES CALVIN SMITH MERVYN LEW
 NO. 4 1998 PRESIDENT EDITOR PHOTOGRAPHER

**SOUTHWESTERN DIVISION MEETS MOVING TO
 GLENDALE CIVIC AUDITORIUM IN SEPTEMBER**

PLEASE READ President Sam Mattes' message regarding this change on page two.

The remaining 1998 Sunday dates are: July 19 and August 16 at the Scottish Rite Dining Room, 150 North Madison Avenue, Pasadena. At the Glendale Civic Auditorium, Sundays: September 13, October 4 (note date change), and December 6, 1998. (November 13, 14, 15, Cal-Stewart, Pasadena Convention Center, 300 East Green Street).

1999 the dates are: January 3, February 7, March 14, April 11, May 2, June 13, July 11, August 15, September 12, October 3, and December 5. (Cal-Stewart, November, Pasadena Convention Center, 300 East Green Street).

See pages 2-5 for more details.

**Come Meet Other Toy Train Enthusiasts
 at the Southwestern Division**

MONTHLY TRAIN MEETS

Table Sales - Auction - Test Track - Operating Layout - Parts & Repair - Books - Videos

Seller's Setup 11:30 a.m.-12 noon - Tables \$10.00 each, no limits
 Club Members 12 noon - Public 1 p.m. Admission \$3.00
 Drawing 1:45 p.m. - Auction 2:00 p.m.

**Sundays July 12 &
 Aug. 16, 1998**

Scottish Rite Dining Room - 150 N.
 Madison Ave., Pasadena (~map)
 (between) Walnut St. & Union St. - Exit
 210 Fwy. at Lake,
 go south to Walnut, turn right on Walnut
 (west), turn left on Madison

Free Parking for over 300 cars

**Sundays Sept. 13,
 Oct. 4 & Dec. 6, 1998**

Glendale Civic Auditorium
 1401 N. Verdugo Road
 Glendale
 (across from Glendale College
 between the 210 and 134 Fwys
 and west of the 2 Fwy. Exit off the 2 at
 Mountain to Verdugo Road)

Sellers Validated Parking
 Buyers Park Free North of Auditorium or
 Pay Parking Meters South of Mountain

CAL-STEWART
 Largest Train Meet West of the Mississippi
 November 13, 14, & 15, 1998
 Southwestern Division Toy Train Operating Society
 For Information Call (818) 347-4753

See Pages 7-9 for layout article starting this issue --

From the GCD The Main Line by Peter Atonna, Editor

Do you have a spare bedroom? Let's talk layouts. Beginning a series in which we chat about how to design your dream layout, some tips and things to avoid and how to put it all together.

**\$20 Dues are due, July 1-
 pay before entering meet**



Toy Train Operating Society

Southwestern Division No. 1

SAM MATTES, President

7253 Pondera Circle, West Hills, California 91307
(818) 347-4753 — <http://www.toytrains.com/ttos.html>



President's Message

Dear TTOS Members and Friends,

BEGINNING WITH THE SEPTEMBER 13, 1998 MEET, we are moving to the Glendale Civic Auditorium. As indicated on the opposite page, the auditorium has just been completely renovated. We are in the process of planning major changes, which we believe will enhance our meeting. These changes are possible because we will have an extra 3,500 square feet and the capacity for 150 tables.

Specifically, we are planning a table layout, which will allow for table sales as we currently have them; however we will also have the ability if there is a demand for seller U-Shaped Booths; and behind table sales. Sellers will be given the chance to pick the set-up best suited for their needs. We will also have room to expand the auction area, have displays, and expand the layout and associated viewing area. There will also be an area where you can sit in air-conditioned comfort and enjoy lunch or just visit.

I believe the move will also enhance the overall growth of our membership and add to the excitement of our meetings. This is based on the fact that the auditorium has the capacity to have two major events at the same time. For each of the meets beginning in September, there will also be either an Antique or Computer Show occurring in the other part of the auditorium. Additionally, for some of the shows there will be a major swap meet occurring across the street at the Glendale Community College. Also we will be clearly advertised on the Auditorium's marquee one week prior to our show. Because of these factors, I anticipate that our walk in traffic will increase significantly. And this will result in opportunities to increase our membership, enhance table sales, and possibly identify trains hidden long ago in attics or garages.

In a club such as ours with a large and diverse membership, it is impossible to satisfy everyone at the same time. In this regard, I am sure there are some who will not be happy with this notice that we are moving. At the May meeting, an informal survey during the business meeting indicated that the majority favored a move. While our current meeting hall is certainly acceptable for now, it does have many problems. There is absolutely no room for expansion; the areas devoted to the auction and the layout are very small; there is no place to enjoy lunch; the lighting is barely adequate; and the air conditioning works much better on one side of the hall than the other. **THESE CONDITIONS WILL NO LONGER EXIST AT OUR NEW LOCATION.**

I hope that everyone will give the new hall a fair chance. I hope we do not loose anyone because we are moving. I really believe that in the long run we will enhance the ability of our club to grow; and expand the ability of our club to meet the varied interest of our members. As we get closer to September, we will provide additional information on directions, parking, and special events we will have at the September meeting.

Have a safe and happy summer,

Sam Mattes

Glendale Civic Auditorium Rehabilitation Project 1998 Open Now

CITY OF GLENDALE
PARKS, RECREATION AND COMMUNITY SERVICES DIVISION
GENERAL CONTRACTOR
GEORGE C. HOPKINS CONSTRUCTION COMPANY
ARCHITECT
HNTB CORPORATION

COMPLETED TO DATE

Restored circa 1935 Handcarved Trusses
New Lower Level South Entry and Prefunction Area
Disabled Access Improvements
Public Restrooms Remodeled and Expanded
New Passenger Elevators
New Ceilings
New Flooring
New Lighting
New Roof
New Audio System
New Equipment Storage
New Vending and Telephone Areas
New Energy Efficiency Heating and Cooling System
Sound Proofing
Upper Level Side Wall Curtains
Electrical, Mechanical and Plumbing System Replacement
Fire Protection and Life Safety System Upgrades
Seismic and Structural System Upgrades
Asbestos Abatement
Trash and Recycling Enclosures
New Business Offices
New Art Deco Style Color Scheme

IN PROGRESS

Upper and Lower Level Kitchen Remodel
Lower Level Snack Bar Remodel
Upper Level Floor Refinishing

FUTURE

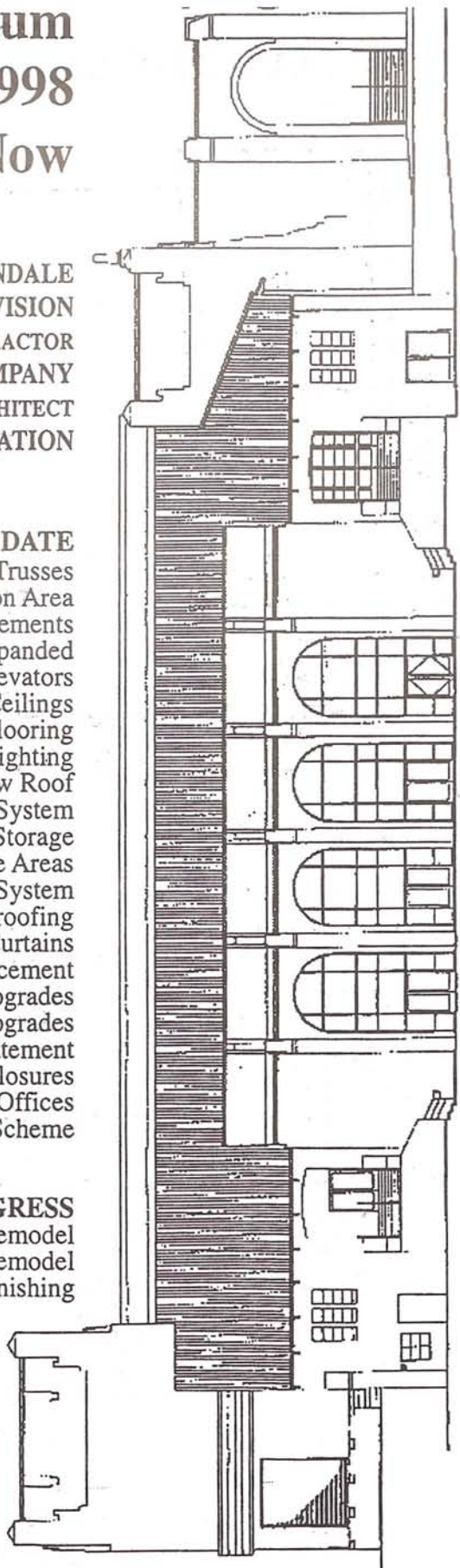
North Autocourt Landscape
South Plaza Landscape
Verdugo Road Landscape



For Information About Facility Rental Call 818.548.2147

Glendale Civic Auditorium, 1401 North Verdugo Road at Mountain Street
(Across from Glendale Community College)

Directions: Exit 210 South or 134 or I-5 North on the 2 Fwy to Mountain St. exit South to Verdugo Rd.



CIVIC AUDITORIUM LOWER LEVEL FLOOR PLAN



Glendale Civic Auditorium, 1401 North Verdugo Road at Mountain Street
(Across from Glendale Community College)

Directions: Exit 210 South or 134 or I-5 North on the 2 Fwy to Mountain St. exit South to Verdugo Rd.



HAPPY FEBRUARY WINNER IDENTIFIED

(Editor's Note: the picture on the left appeared in the February Meet collage. Proud grandfather, Harry W. Buehrle II, wrote the following letter which did not get in the last issue of the Limited.)

Calvin:

I phoned you earlier today to describe my grandson's visit last Sunday [February Meet] and the door prize he won. The photo will show Clay sitting on my lap with a "green" gondola clutched in his hands.

Clay is my first grandchild (age 3) and I've done my best to orient him to the hobby of trains. He has played with Lionel items in our bonus room for two years now. Many are fragile or semi-valuable items, but he has not dropped any — yet. He has a proper respect for these things.

When our name was called, he gravitated to the only "green" item in the box. This is not only his favorite color, but the Republic Steel gondola represents the steel company in Youngstown, Ohio where my father worked before relocating to California. The mill has been torn down, but I have many pictures of its old self.

While I may not have chosen this car, Clay did, and he made the best choice considering the significance of the moment. This was his first train meet, and he won a gift.

We both thank the division for this magic day.

Sincerely,

Harry W. Buehrle, II

AND THE WINNERS ARE FOR THE APRIL MEET . . .



James Amen
Lionel Work Caboose
with operating
searchlight



Walter Fortuna
Lionel Santa Fe
Tank Car



Eric Nissen
Lionel Milwaukee
Road
Hi Cube Box Car



Leslie Cochran
Lionel Pacific Fruit
Express
Refrigerator Car



Peter Searls
Lionel Crane Car



Guest Tony De Milita
U.P. RR Calendar



Guest Joe Marquez
U.P. RR Calendar



Guest David Lutz
Cal-Stewart Cap



Guest Jerry Johnson
Cal-Stewart Cap



Eunice Banis
Ladies' See's Candy
Certificate
Also won by Joanne
Starkey, picture not
available



Vic Gerendasy receives "special drawing prize"
from Jerry Price, National TTOS President.

May Meet Winners Are . . .



Don Phillips
Lionel operating
Milk Car
and Platform



Philip Taylor
Lionel Section
Gang Car



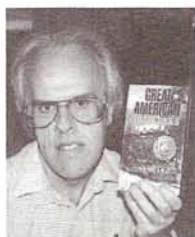
Wallace Blodgett
Lionel Work
Caboose



Bill Fiorelli
Lionel
Maintenance Car



Unidentified Guest
Lionel Train Video



Unidentified Guest
Great American Train
Video



Lori Latner
Ladies' See's
Candies Certificate



Sheila Blaise
Ladies' See's
Candies Certificate

On Layouts

by Peter Atonna

From *THE MAIN LINE*, May 1998, Vol. 27, No. 5,
Grand Canyon Division

Part I

A Little Background One of the reasons our hobby has such a wide and enduring appeal is because of the tremendous variety of ways that we can enjoy it. But underlying all of the reasons for pursuing these little, expensive jewels is that they bring such pleasure when we operate them.

It doesn't much matter what we run - a City of Portland, gliding around an 072 circle, making its distinct sound of heavy metal gliding over hollow steel rails - a 726 Berkshire coming at you, its headlight bouncing off the rails, smoke belching in rings from the stack - your new Commodore Vanderbilt, with a whistle so startlingly realistic, you want to close your eyes and just listen to the sounds as it passes you.

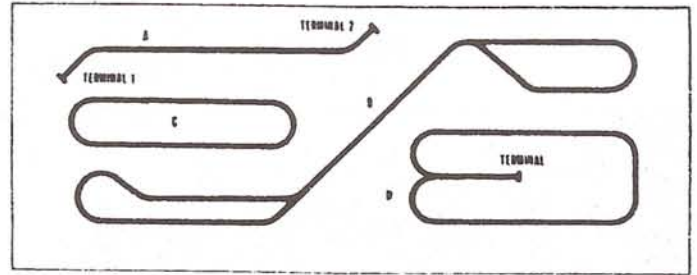
We can run our trains on a 4 by 6 sheet of green painted plywood or in scened miniature world located in a specially built room. But whatever the scale or complexity, it is our layouts that create the setting for enjoying our trains. And that setting is a reflection of your interests, abilities and personality.

That is the secret that Joshua Cowen discovered many decades ago. There are an infinite variety of track designs, scenery approaches and ways to operate your trains. In operating manuals that came with your set, in catalogs, in the Handbook for Model Railroaders and in many editions of Bantam's Model Railroading there were dozens of layout plans, one certainly designed to suit your unique needs.

What I would like to do in this series in the Main Line, is offer some of the basics I have learned about designing and building layouts. And I have done a few. Counting my days in scale model railroading, I think my count is up to 14, in addition to the privilege of helping some of our members with their's.

I am not going to do this in a step to step approach. I believe that much of the fun of layout designing and building is in working out the details for yourself. Also,

there are many fine articles in the commercial press and in our own TTOS Bulletin about how to wire, to landscape, kit bash, etc . For example, I highly recommend the current series of articles by Tony Porzio of the New Mexico Division that Arlan is running in the Bulletin for a discussion of wiring and operating with Lionel's Trainmaster controls.



The four basic track plans: A is point-to-point; B is point-to-point with loops; C is continuous; and D is the home-and-back type of road.

I am going to emphasize the philosophy of the design of your layout. It has been my experience that much of the success of a layout, and your enjoyment in running it, comes from your layout design. So, I will begin by conducting a little session in personal introspection, "know thyself, know thy layout". . . .

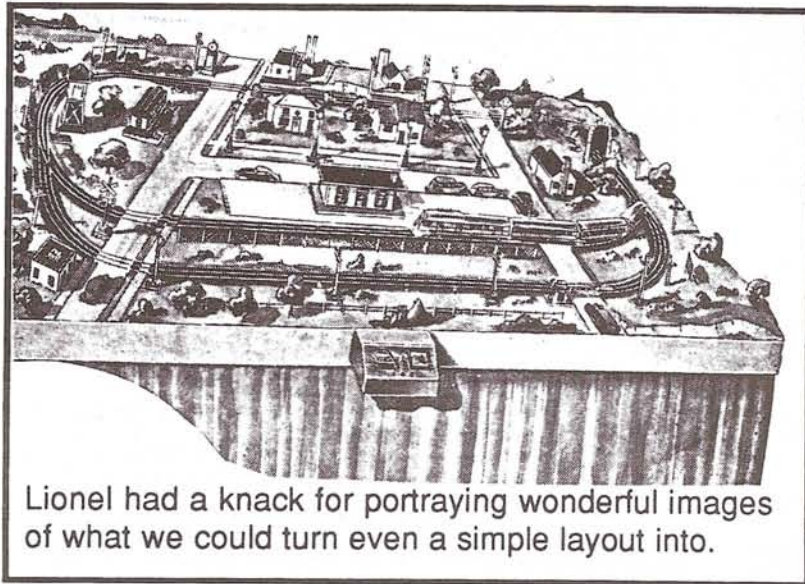
Layout Philosophy - Or Clash of the Titans Most discussions about layout design begin with a review of real railroads. After all, we are supposed to be creating a miniature world - reproducing a 1000 mile line to our 3/4 scale miles of track in a spare bedroom. So, to explain that fiction, those miles are described in three basic layout patterns, called "point to point", "loop" and "out and back". Truly our miniature world should be a point to point design with trains starting at a terminal and proceeding to another or at least to a division point where some other "engineer" takes over our train. The problem is duplicating even one 150 mile division in 0 gauge requires a track three miles long! Even my basement can't house that one.

On the other hand, a loop, a basic oval or a twisted variation gives lots of design possibilities and is an easy way to run trains in a limited space. Problem is, this doesn't represent any semblance of how real trains are run. (although most trainwatchers probably wouldn't mind if real railroads ran that way, trains whizzing by every 30 seconds

or so.)

Despite their pious duplication of “correct” operating and dispatching practices, you will probably note that most point to point HO layouts splashed across Model Railroader’s pages actually have a lightly drawn track to connect each terminal, in fact creating a loop - to be used only during public open houses, of course.

The home and back design offers the advantages of both. It allows you to start some place and end up at another (even if it looks just like you returned to your home terminal).



Lionel had a knack for portraying wonderful images of what we could turn even a simple layout into.

And you can also run around the circle a few times, building up the miles before coming into the next station.

Even though most of our layouts are built as a variation of one of these themes, in my opinion that is not the most important approach to layout design.

For that we need to turn to one of the greatest model railroad authors, Frank Ellison. Known to both the scale and the tinplate fraternities, Frank was the first person to describe a model railroad as a stage, where the trains are the actors and the layout the set.

Even though his famous layout, the Delta Lines, was operated in a very realistic fashion, Frank carefully created a series of scenes within which the trains acted out their role. He had big city terminals, industrial districts, small towns and junctions. At each, the trains had a different job to do and the observer or visiting operator could readily

appreciate what was happening.

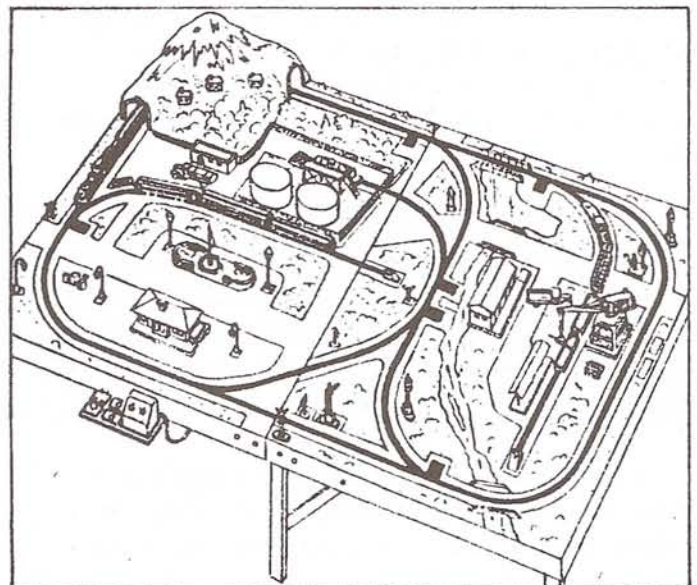
How does that translate to our 4 by 8 footer? Well, it means that before we put pen to paper, we should spend some time asking ourselves what is it that we like best about running or watching our trains.

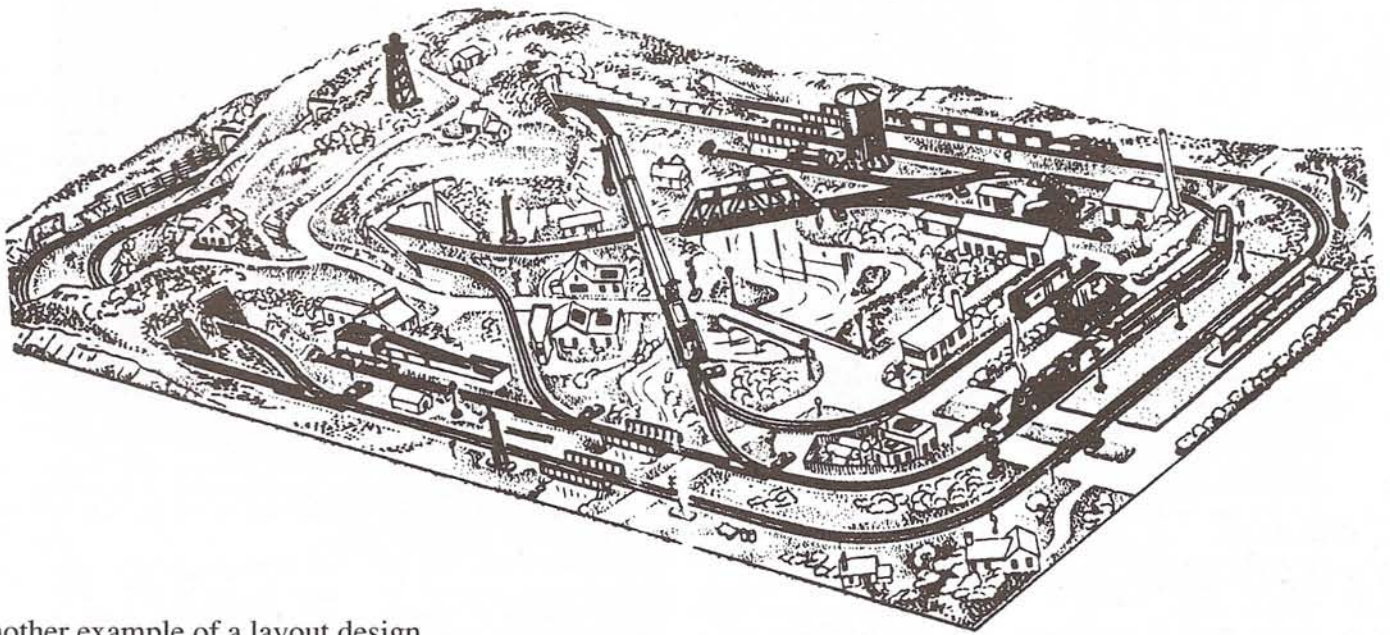
Do you like to operate accessories, to switch cars from one operating accessory to another, getting a great kick out of each remote operation you control? Do you like passenger trains above all, loading up at a big city station, then gliding through a maze of tracks to race through the great mountain pass. Or do you just like to watch the trains flow by,

blowing their horns, puffing smoke? The more you think of this, the more the basic framework for your layout will come into view. We may not have the space to literally create Ellison’s many scenes, but we can create the many elements of operation as we enjoy and have room for.

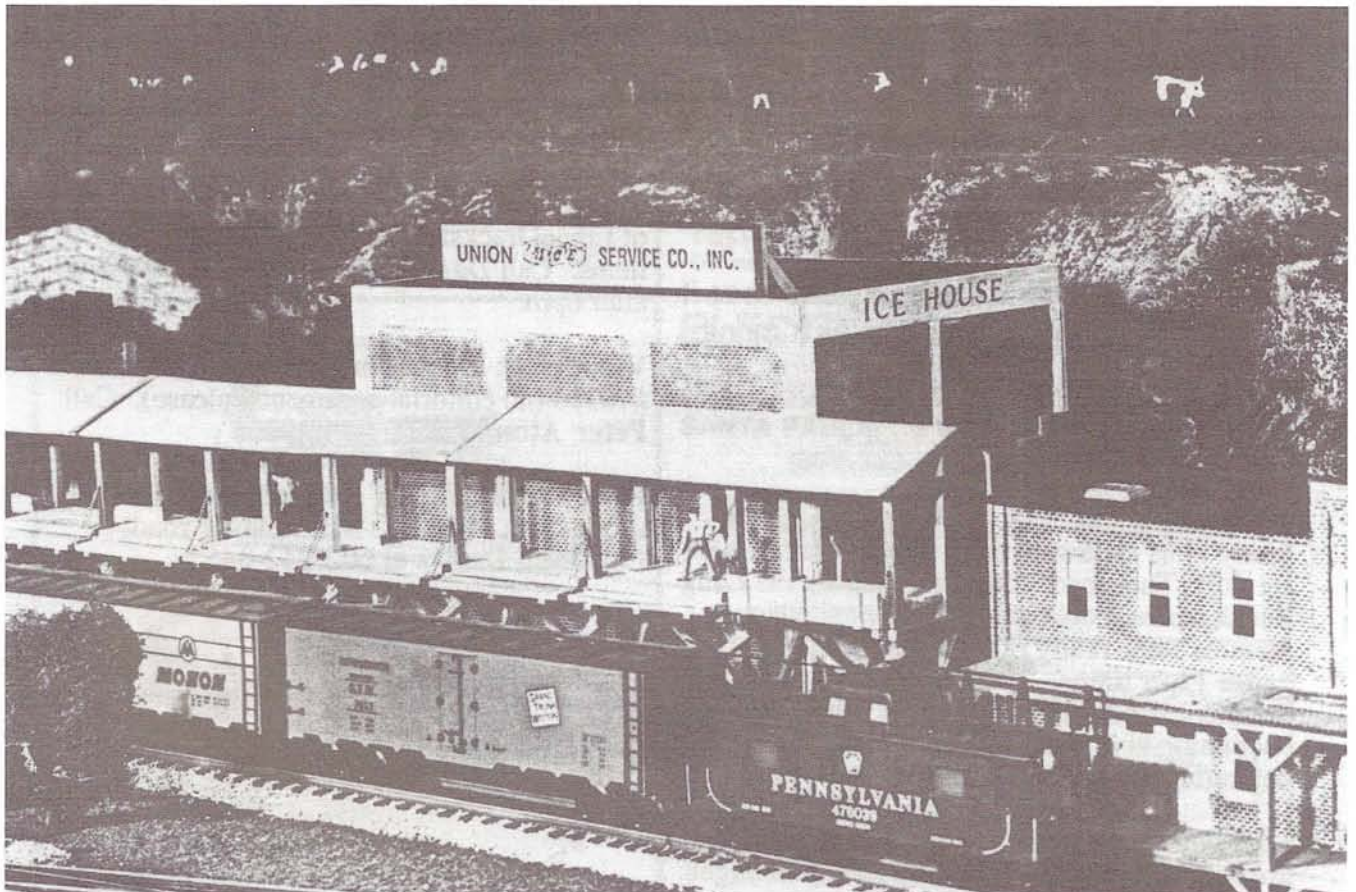
Even with minimum available space, there are numerous opportunities for layouts that respond to how you like to run your trains and in what setting you would like to place them. I suggest you read the back issues of CTT and O Gauge railroading, watch some of the Great Layout videos and spend some time deciding what brings you the most pleasure. Then, next month, we will discuss how we can begin to take these ideas and to form them into a layout plan.

Below is a test. This is a nice layout for a small room, but what basic mistake does it make? Peter Atonna will talk about that in Part II





Another example of a layout design.



The goal for many layout builders and operators, a scene on Miles Butler's magnificent semi scale layout.
(from *THE MAIN LINE*)

Train barn gets help

by Carol Cormaci

When the Walt Disney Family Educational Foundation needed to relocate a train barn from the Disney estate in Holmby Hills they put in a call for Bill Abel of La Cañada, who accepted the complicated task of preserving this special piece of Disney history.

It was nearly 50 years ago that Disney had the barn built to house the controls and his miniature (one-eighth scale) live-steam train, the Lilly Belle. The quaint little building also served as a full wood shop and machine shop for the Carolwood Pacific Line, the railroad that looped around the Disney

Barn —

(Continued from A3)

cap, stoked the tender with more coal as needed for proper boiler pressure.

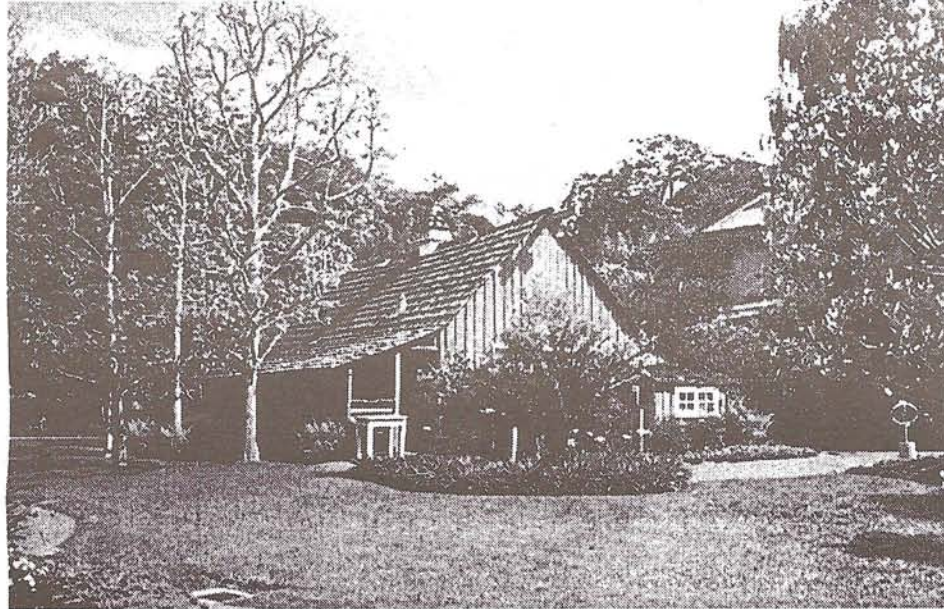
Abel was told the long tunnel was built in 1950 especially to keep down the noise of the running train so that Disney's wife, Lillian, could converse with her friends while playing cards inside the couple's home perched on a slope above the tracks.

"The entire place is like a little Disneyland," said Abel. "It's just beautiful. After Lillian died the house went on the market and there were about 14 buyers in line immediately for this \$9 million property."

The estate was so much like the future Disneyland, in fact, that the Carolwood Pacific was considered to be the precursor for the family-oriented theme park, which was opened in the mid-'50s.

Coincidentally, Abel, then about 7-years-old, was on hand for the grand opening of Disneyland. For that very reason all things Disney are special to him.

"They decided they wanted some children who could represent different countries on opening day," said Abel who grew up in



HOME OF THE CAROLWOOD PACIFIC — Walt Disney had this quaint red barn built on his Holmby Hills estate in 1949 to house the controls and the little yellow caboose of his steam train, the Lilly Belle. La Cañada Flintridge resident Bill Abel was hired recently after the Disney property was sold to handle moving the barn, piece by piece, to its new home.

property.

According to author Michael Broggie in his book, "Walt Disney's Railroad Story," each time the Lilly Belle was operated there was a ritual of sorts to get her ready. (Broggie gained firsthand knowledge because his father, Roger, was Disney's machinist.) The train's cars had to be pulled from a 90-foot tunnel on the property, dusted off and Los Angeles. At that time his father, William, was president of the local Chilean Club and was approached by the Chilean consul.

"So, I represented Chile. After the ceremony we all went to a special party and sang a song—I think it was 'When You Wish Upon a Star'—to Walt and his guests. Since that time I've always had a warm spot in my heart for Disney."

Fast forward to this year, when the Disney estate sold and the buyer announced plans to demolish the barn. That's when the Disney Educational Foundation called Abel to rescue the building. (That sale later fell out of escrow and someone else bought the estate.) The foundation was willing to pick up all costs for it to be dismantled and moved to its new home as a museum near Travel Town in Griffith Park, where it will be overseen by the Los Angeles Live-Steamers, a club for miniature railroad enthusiasts. The Lilly Belle has her own new home on display at Disneyland.

"They made some calls and someone recommended me as a person who would be able to put the pieces of wood together and replicate it," said Abel, who started the project in early May. "I

walked down into the railroad. Disney reserved for himself the job of carrying the Lilly Belle's yellow caboose out of its special place in the barn and coupling it to the end of the train. It took 10 pounds of coal and three-and-one-half gallons of water to fill the steam-engine's tender so she could chug along to the delight of Disney and his guests.

The Lilly Belle was capable pretty lucky that they contacted me to do this job."

As owner of Abel Builders in La Cañada Flintridge, Abel has gained a reputation as a contractor who is especially talented with wood structures. His self-built home on Palm Drive, which he shares with his wife Joanne and the couple's three children, is like an exquisite tree house crafted extensively with wood.

Disney's barn, Abel said, was beautifully detailed. Not only is the exterior good-looking; the inside is all finished in tongue and groove paneling. To give the building an authentic, aged barn look, the architect artfully dropped the ridge line a bit to create the illu-

ble of carrying 12 adult passengers along her "Fair Weather Route" under a deck girder bridge, along a curve providing a view of Canyon Vista, under a trestle, up a grade, across the driveway, into the tunnel and back out to cross the trestle then drop back down into "Yesnid Valley." Disney, wearing his engineer's

(Continued on A4)

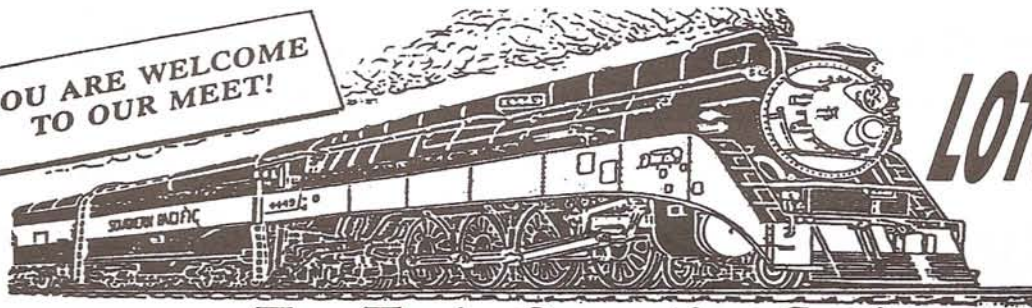
sion it was sagging.

"At first, I thought the sag was just brought on by the age of the barn," said Abel. "But when we measured the ridge line we discovered the architect had intentionally dropped it by three and five-eighths inches."

It was decided that the best way to get the barn off the property—a task completed in five days—was to number every board by hand before dismantling began. Abel and his crew will replace the wood shingle roof with another, less flammable material when the structure is restored in Griffith Park. Right now, they are just waiting for plans to be generated so they can finish the job. Abel expects it all to be complete by the end of July or early August.

La Canada Valley Sun
June 25, 1998

YOU ARE WELCOME
TO OUR MEET!



LOTS OF FUN

Toy Train Operating Society
SOUTHERN PACIFIC DIVISION
ANAHEIM, CALIFORNIA

TRAIN MEET

**SUPER AUCTION - GREAT RAFFLE
OPERATING LAYOUT- SNACK BAR**

1998 MEET DATES:

JAN. 25	JULY 26
FEB. 22	AUG. 23
MAR. DARK	SEPT. 27
APRIL 26	OCT. 25
MAY 24	NOV. 22
JUNE 28	DEC. 20



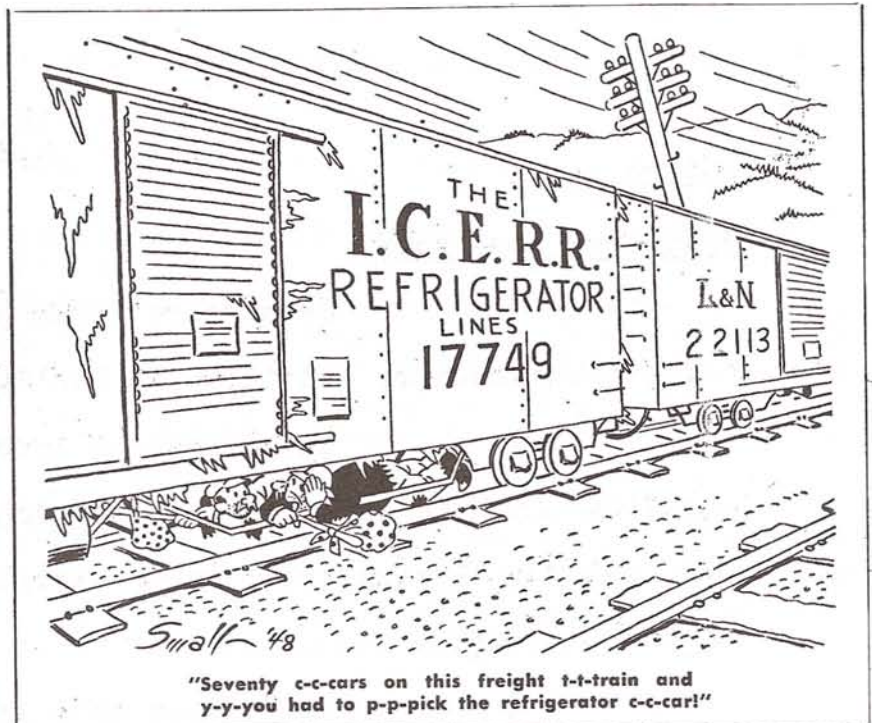
For Information
Call Steve Latta (760) 745-5011
or Jean Fletcher (310) 949-8290
<http://www.linksusa.com/ttos/>

ADMISSION: \$3.00 Single • \$5.00 Family

**Public Invited
1pm to 4pm**



BY THE NUMBERS — Bill Abel hand-numbered every board of Walt Disney's train barn before dismantling it. He expects the reconstruction and installation of the building near Travel Town in Griffith Park to be complete by August.



"Seventy c-c-cars on this freight t-t-train and
y-y-you had to p-p-pick the refrigerator c-c-car!"

SOUTHERN PACIFIC COMPANY
Pacific Lines

Office of
Superintendent,
Los Angeles Divn.

Los Angeles, Calif.,

March 26th, 1924.

NOTICE #3578

ENGINEERS CONCERNED:

We have received complaint with reference
to alleged unnecessary whistling at Pomona.

Investigation develops that engineers
occasionally hang on to the whistle longer than actually required,
particularly at night when sound carries a good deal better than
in the daytime.

Please see that proper judgement is used.

W.H. WHALEN.

Los Angeles, Calif.,
April 1st, 1924.

NOTICE #3584

Engineers Concerned

We have received complaint with reference to
alleged unnecessary whistling at San Gabriel.

Investigation develops that engineers
occasionally hang on to the whistle longer than actually required,
particularly at night when sound carries a good deal better than
in the daytime.

Please see that proper judgement is used.

W.H. WHALEN.

Toy Train Operating Society, Southwestern Division #1

April 29, 1998 Board Meeting Minutes

Meeting called to order by President Sam Mattes

MEMBERS ATTENDING: Sam Mattes, Roy Bell, Jerry Blaine, Harold Shapiro, Larry DuPont, Calvin Smith, Walter Olson, Kurt Bondi, Donn Nelson, Michael Galante, Vince Garguilo, Jerry Price and guest Fred Kramer.

MINUTES OF LAST MEETING: Presented by Walter Olson and accepted by the board.

MONTHLY MEET: Calvin Smith reported April meet postcards, guests and new members.

CAL-STEWART: the August issue of Classic Toy Trains will feature an article written by Joe Lesser on the 1998 Cal-Stewart Convention. David Wiess was not present to give a report on the progress of the Lionel convention car, an updated report will be given at the May board meeting. Room registration rate at the Holiday Inn will be \$89.00 per night. Jerry Blaine reported that arrangements have been made with the Pasadena Convention Center and that he had spoken to several east coast dealers at York who expressed an interest in coming to Cal-Stewart.

OTHER BUSINESS: Roy Bell gave his report on the search for a new hall. Of all the locations looked at the one most promising is the Glendale Civic Auditorium which the board has agreed to take under consideration.

NEXT BOARD MEETING: May 20, 1998

MEETING ADJOURNED.

May 20, 1998 Board Meeting Minutes

Meeting called to order by President Sam Mattes

MEMBERS ATTENDING: Sam Mattes, Gary Keck, Jerry Price, Jerry Latner, Michael Galante, Vince Garguilo, Harold Shapiro, Walter Olson, Larry Kirk, Roy Diebold, Bob Wall, Larry DuPont, David Wiess, Jerry Blaine and Calvin Smith.

MINUTES OF LAST MEETING: Presented by Walter Olson and accepted by the board.

TREASURER'S REPORT: Presented by Harold Shapiro and accepted by the Board.

MONTHLY MEET: Larry Kirk reported registration desk activities. Calvin Smith reported membership and winners. Vince Garguilo reported on the Auction. Beginning in September Southwestern Division will move it's monthly meets to the Glendale Civic Auditorium. The cost to rent the Hall is \$1,230.00 with \$3.00 for adjacent parking, there is a free parking lot located north of the parking structure on the same side of the street on weekends. Also there is free parking available west of the hall on Mountain St. and intersecting streets. A metered lot south of Mountain St. is available for \$1.00 per hour. The hours will be from 10:30 a.m. to 6:00 p.m.

CAL-STEWART: David Wiess reported that 1,400 PFE Convention cars have been ordered to fill the 1,065 orders we currently have received. Jerry Price announced that Lionel is considering a requirement that would make club logos appear prominently on all future convention cars, a final decision has yet to be reached. Jerry Blaine reported that all arrangements with the Pasadena Convention Center have been made.

NEXT BOARD MEETING: June 17, 1998

MEETING ADJOURNED.



"San Diego's Great in '98"

1998 Annual Convention
Pacific Southwest Region of the
National Model Railroad Association
San Diego, California, Sept. 9-13, 1998



The San Diego Division, Pacific Southwest Region of the National Model Railroad Association will host the 1998 west coast convention on September 9th through the 13th at the Doubletree Hotel in San Diego's Mission Valley.

Regional Conventions offer an opportunity for model railroaders to attend workshops, clinics, train rides and facility tours, visits to home and club model train layouts usually not available during the year. Additionally, an expanded TrainShow will be held for three days and will be available to the public. Visitors will see realistic operating layouts created by artists and experts in electronics, computerization, engineering, construction of scenery and structures far beyond the ordinary toy train shows.

This IS NOT a traveling show and it occurs only once every four years in each region.

The National Model Railroad Association is a non profit membership organization dedicated to the education, advancement, and JUST PLAIN FUN of the hobby: Model Railroading.

NATIONAL MODEL RAILROAD ASSOCIATION



Robert B. Montague
2803 Mission Village Dr.
San Diego, CA 92123

The San Diego Division
of the NMRA Pacific Southwest Region Proudly Boasts...

San Diego's Great in '98

**Annual Model Railroad Convention & Train Show
September 9 - 13, 1998**

Name _____ Phone (____) _____ - _____
Address _____ NMRA # _____ PSR # _____
City _____ Other Region? _____ # _____
State _____ Zip _____

Local Peddler.....2/1/98 thru Events. _____ @ \$55.00 _____

Youth Full Fare (under 12)..... _____ @ \$25.00 _____

Day Fare..... _____ @ \$30.00 _____

Youth Day Fare (under 12)..... _____ @ \$12.00 _____

Please Circle Day: Thursday Friday Saturday

Total Basic Registration _____

Please indicate how you want each First and Last name to appear on your name badges: _____

Extra Fare Items To Be Announced At A Later Date

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Send form and funds to:

William Wappes

PSR Convention 98 Registrar

186 East Emerson

Chula Vista, CA 91911

The Convention Hotel will be the Hazard Center DoubleTree Hotel
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A hotel registration card will be sent to you with your registration confirmation.

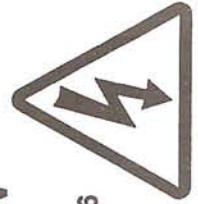
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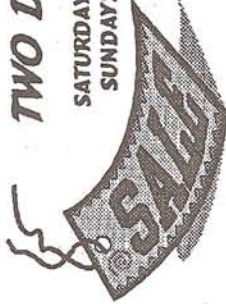
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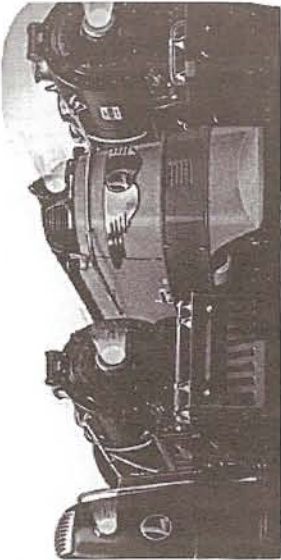
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