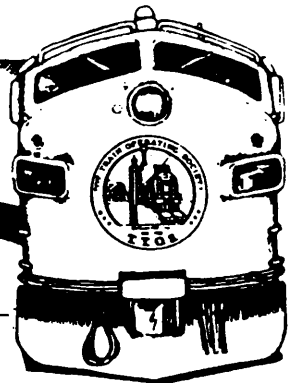


**SWD Picnic  
Live Steamers  
Aug. 9, 2003  
TTOS National  
Convention  
2003  
Denver, Colorado  
August 21-24  
2003**

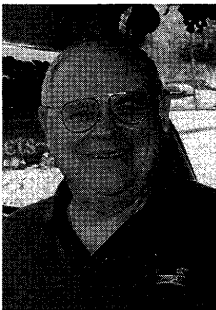
Bring a Guest to the SWD Train Meets  
Recruit a New Member for the Club

**THE SOUTHWESTERN LIMITED**



VOL. 22 JULY/AUG GARY KECK CALVIN SMITH MERVYN LEW  
NO. 4 2003 PRESIDENT EDITOR PHOTOGRAPHER

## Southwestern Division Layout at Fullerton RR Days



### A Message from Gary Keck SWD President

**GARY KECK**, President  
1030 No. Hollywood Way  
Burbank, CA 91505  
(818) 846-3386  
www.cal-stewart.com  
www.ttos-swd.com

Welcome to the good old summertime. There are many activities ahead during the summer. The top entertainment value is the family picnic at The Los Angeles Live Steamers on Saturday, August 9, 2003. This event is open to all dues paying members and their immediate families. Talk to any member who has attended past picnics and I'll bet you can't wait for this year's picnic. **See page 4 for details.** Following is the National Convention in Denver, August 21-24, 2003. This is a great opportunity to visit the many trains in the state of Colorado. From Durango & Silver and Cumbres & Toltec in the south, the Georgetown loop in the center, Pikes Peak ride in Colorado Springs as well as many others, plus all the historic sites of Colorado. Finally, we resume our monthly meets in September, marking an end to summer. Then we get to look forward to Cal-Stewart in November.

One thing that continues to plague Southwestern Division is the need to recruit new members. The economics of the Division are facing hard times and the recruitment of new members will definitely ease the pain. Just think what this Division would be like if every one of you brought in one new member. There would be tables full of trains and buyers galore at monthly meets plus a booming auction. So get out there and bring one new member to the meet.

Another way to help is through the purchase of a Cal-Stewart souvenir car. Recently, one of the new missile cars sold for \$102 on e-bay. There are special offers on the remaining cars. So, break out those wallets and purchase a Cal-Stewart souvenir car. They are for sale at every meet.

The Division needs everyone's support in order to continue to have train meets and Cal-Stewart. Everyone must pay their dues and delays cost the division unnecessary expense. Where are you going to get a better deal for \$25 for the entire year? You receive the opportunity to attend 10 meets, attend the picnic and receive six issues of the *Southwestern Limited*. I ask you hold-overs to dig in and pay the dues so we can go forward.

I look forward to seeing you at the next meet.

*Gary*



The 16 x 40 layout was on display at the recent Fullerton Railroad Days held in early May.



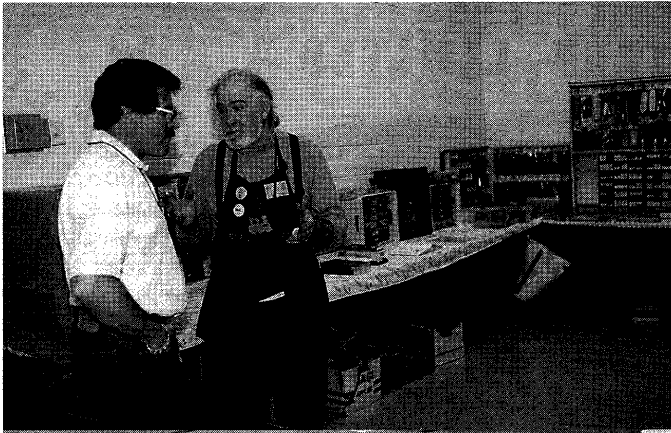
Layout Chairman Al Vierich at the controls. The layout pleased the crowds which came out inspite of rain to see the sights at the Fullerton Railroad Days.

### Southwestern Division Meets

Table Sales • Auction • Layout • Test Track  
Parts • Books/Videos • Repair Clinic • Snack Bar  
**2003 Meets: 7-13, Aug.-Dark see Picnic p.4  
9-14, 10-19, C-S 11-7-9, 12-14**  
Breakfast 9:30 a.m.; Seller Setup 10:30 a.m.  
Members 11:00 a.m.; Auction 1:15 p.m.  
Public 11:30 a.m.—Admission \$5.00  
Tables \$10.00 (effective Apr. 1, 2003)  
Call Kurt Bondi for tables (818) 895-4641  
**Arcadia Masonic Center**  
50 W. Duarte Rd., Arcadia 91007  
**FREE PARKING! • Handicap Access Ramp!**

**Dues are Due July 1st – Pay before entering July 13th Meet**

# The May Meet



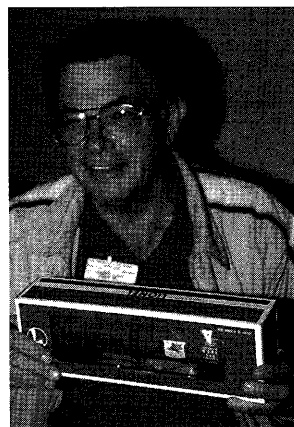
Above, featured at the May Meet: Parts Dealer Electric Norman, Table sales, and Larry Pearson's Repair Clinic.

David Nissen's layout was much appreciated and had lots of engines and rolling stock. (The SWD layout was at the Fullerton Railroad Days).

On the left, winners of the attendance drawing with their prizes of rolling stock!



Bruce Gripkey  
Pacific Fruit Express



John Stillman  
Mobilgas Tank

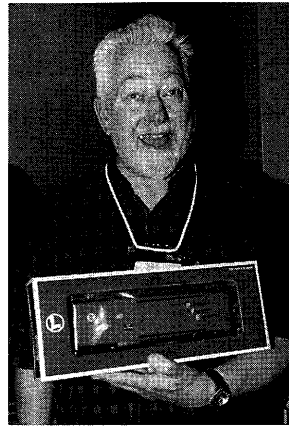
# The June Meet



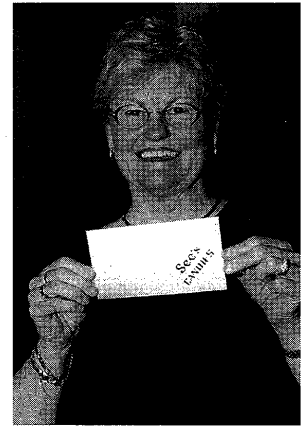
Blanche Norman  
Santa Fe Tank Car



James Keeley  
Mobilgas Tank Car



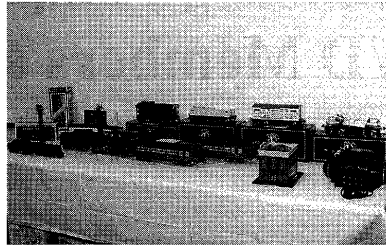
Lloyd Burland  
Pacific Fruit Express



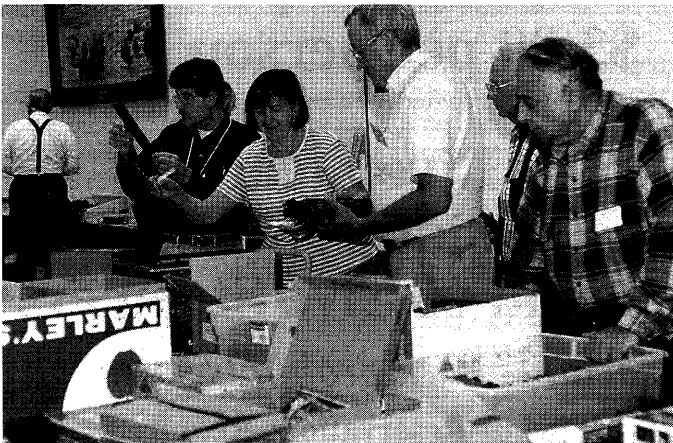
Nancy Cochran  
See's Candy certificate



Dalene Labe  
See's Candy Certificates



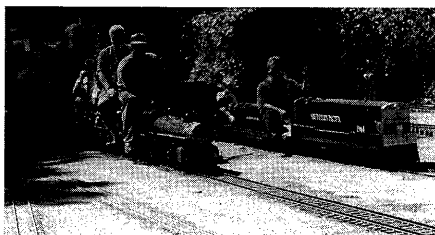
**Table Sales and Auction were highlights of the June Meet.**



Tables were laden with all kinds of train and train-related "goodies" for attendees at the June Meet.

To the right: the SWD Layout ran to the delight of attendees.



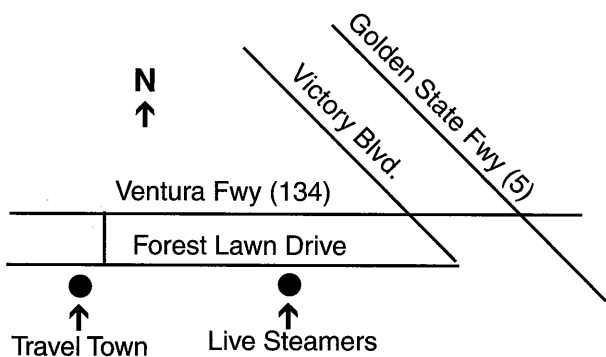


# Come to the Southwestern Division Summer Member Appreciation Party at the Live Steamers in Griffith Park

**Trains Running for Viewing & Riding  
Hamburgers & Hot Dogs with all the  
Trimmings, Chips, Sodas, etc.**

**For Dues Paid SWD Members and Family  
Children must be supervised at all times**

**— Limited Space —  
— Reservations Required —**



Take 134 Freeway between I-5 and Hollywood Freeways. Westbound Exit Forest Lawn Drive. Eastbound Exit Forest Lawn Drive. Go East on Forest Lawn Drive (left turn) past Travel Town to the Live Steamers (Live Steamers are east of Travel Town). Parking & Entrance at East end of Live Steamers Complex.

**Saturday, August 9  
11 a.m. to 3 p.m.  
\$3.00 per person**

Children under 10 are free

**Griffith Park Live Steamers  
(on Forest Lawn Drive, beside Travel Town)  
Free Parking in lot at east end of Live Steamers**

***Please Note: No train sales at this social -- Park prohibits sales***

**RESERVATION FORM--Live Steamers SWD Social--Reservations Required**

Name _____	TTOS # _____
_____ No. of Adults & Children 10 & Over @ \$3.00 each	\$ _____
_____ No. of Children Under 10 Free	\$ _____
TOTAL	\$ _____

Make your check payable to TTOS SWD and mail with your completed reservation form to:  
Peter Beam, 2126 Casa Grande, Pasadena, CA 91104

Your tickets will be held at the gate.

# The Power Of It All

*Editor's note:* This interesting tech article appeared in the New Mexico Division's Newsletter *Fixed Voltage* March 2003. Although their module electrical problems have now been determined to have to do with transformer phasing and dc voltage calibration, Bill Lubert offers sound advice on power issues.

by Bill Lubert, *Fixed Voltage* March 2003, Newsletter of the New Mexico Division, T.T.O.S.

Does it appear that our friends with the module layout, the New Mexico Division, are having problems? A problem occurs when the trains are running, as mentioned in a previous *Fixed Voltage* issue, "the transformer goes off several times during these setups". Setups being the different sizes the module layout can be, either small or large. Going off means that the circuit breaker of the transformer opens, for some reason or another, and then closes after a certain amount of time has passed. Why is this? Let's find out.

The most common reason for a circuit breaker opening is when a short occurs. A short, in electrical terms, occurs when the electrical current, measured in amperes, increases beyond the rating of the breaker. A quick short occurs when a train derailed and the wheels lie between the two power rails. When this happens the breaker opens, and the transformer goes off. The remedy is simple. Starting with the operator unplugging the transformer, the throttles are placed in their off position. Then the operator rerails the train. The transformer is plugged in and then the operator turns the throttle. If the train does not move, the breaker is still open. After a certain amount of time has passed, the breaker will close and the train will run again.

Another occurrence for a quick short is using bare wires on the layout to transmit the power to the trains. Any metallic object lying across the two bare wires will provide a short. Only after the object has been removed and the breaker closes will the trains run again.

However, it might take time for the circuit breaker to open. As an example, let's look at wiring street lamps to a transformer. Each lamp has a bulb which is rated at 0.2 amps. The circuit breaker is rated 2.0 amps. If three lamps are connected, then they will use 0.6 amps; well below the breaker's rating. If another group of three lamps are connected to the first three, then 1.2 amps is required. Again below the breaker's rating. Connecting six more lamps, for a total of twelve lamps, will require 2.4 amps. Since this is only slightly more than the 2 amps rating of the breaker, it might take a while before the breaker opens.

Math can be used to find how many street lamps can be connected to the circuit breaker. Take the rating of the circuit breaker and divide it by the amperage of one lamp. The result is the number of lamps that can be connected. For the example above, the rating is 2.0 amps and the lamp uses 0.2 amps.  $2.0 / (0.2 \text{ amps per lamp})$  gives ten lamps.

Street lamps are easy, now let's tackle the problem of the module layout. Again, this occurs between the time when the layout is small and when it is large. To tackle this problem the Current Usage Table to the right needs to be observed. Two trains run on both sizes of layouts. The length of the trains are short on the small layout compared to the large layout. One transformer supplies the electrical power for both layouts.

Let's look at train #1 first. On the small layout the locomotive pulls two regular cars, one aquarium car and one lighted caboos. Total amperage use for this train is 2.7 amps. When the train appears on the larger layout, it has three more cars, one of which is a "Cop and Hobo Car". This car along with the aquarium car uses current while the train is running, which is 1 amp per car. Current has increased to 3.7 amps. Because the train was lengthened, more current is needed to get the train moving. This current is listed in parentheses in the table. The same conditions apply to train #2.

Train #2 is a passenger train with lighted cars. Each car has two bulbs which requires 0.4 amps. Four cars are in the train on the small layout. But the train has eight cars on the larger one. There's quite a difference of current used.

With one transformer powering both trains, the currents are added together for each layout. What else is on the layout?

Accessories can also be found on layouts. There are the non-operating ones which do not use electricity. So they can be ignored. Temporary operating accessories, such as switches and signals, are on there as well. But these will be talked about a little later. Continuously operating accessories are always using power as seen in the Current Usage Table below. Of course, the larger the layout the more accessories there will be for a transformer to supply with current.

At the bottom of the Current Usage Table is the total current that is being used by two trains and accessories. Yet to be added to the totals is the amount of current used by the temporary operating accessories. Though they are used for only a moment, they still use current. For example, a switch requires about 1 amp to change direction. Adding this to the current already being used, and it might be just enough to open the breaker.

Being careful of what is added to the layout will prevent any problems that might occur. One way is to keep a record of the amount of current a train uses, especially when the length of the train is changed. And don't forget to add those accessories. Doing this will improve the operation of the layout for each setup.

SMALL & LARGE MODULE LAYOUT CURRENT USAGE IN AMPS		
	Size of Layout	
	Small (amps)	Large (amps)
<b>Train # 1 Current Usage:</b>		
- Locomotive	1.5	1.5 (2.0)
- Tank Car	0.0	0.0
- Aquarium Car	1.0	1.0
- Flat Car	0.0	0.0
- Box Car	N/A	0.0
- Hopper	N/A	0.0
- Cop & Hobo Car	N/A	1.0
- Caboose (lighted)	0.2	0.2
<b>Train Total:</b>	<b>2.7</b>	<b>3.7</b>
<b>Train # 2 Current Usage:</b>		
- Locomotive	1.5	1.5 (2.0)
- Lighted Cars (2 bulbs)		
- Baggage Car	0.4	0.4
- Chair Car	0.4	0.4
- Chair Car	N/A	0.4
- Diner	N/A	0.4
- Sleeping Car	N/A	0.4
- Sleeping Car	N/A	0.4
- Sleeper Car	0.4	0.4
- Observation Car	0.4	0.4
<b>Train Total:</b>	<b>3.1</b>	<b>4.7 (8.9)</b>
<b>Total for 2 Trains:</b>	<b>5.8</b>	<b>8.4 (8.9)</b>
<b>Accessories (constant on, 0.2 amps/bulb)</b>		
- 4 Street Lamps	0.8	0.8
- 4 Street Lamps	N/A	0.8
- Station (2 bulbs)	0.4	0.4
- Yard Tower (2 bulbs)	N/A	0.4
<b>Accessories Total:</b>	<b>1.2</b>	<b>2.4</b>
<b>Total for Trains &amp; Accessories:</b>	<b>7.0</b>	<b>10.8 (11.3)</b>
<b>Notes:</b>		
- Amperage use is for postwar Lionel.		
- 0.0 means car is in the train but does not use current.		
- N/A means car or accessory not used on layout.		



**SOUTHWESTERN DIVISION #1  
BOARD OF DIRECTORS MEETING  
May 14, 2003**

Meeting called to order by President Gary Keck at 7:15 p.m.

**Members in Attendance:** Roy Bell, Peter Beam, Mike Galante, Don Stotts, Calvin Smith, Larry Pearson, Bruce Lazarus, Fred Kramer, Jerry Blaine, Jon Pincus, Gary Keck, Irwin Zigmond, Vince Garguilo, Jerry Price.

There were no previous minutes nor a treasurer's report.

Cal-Stewart Welcoming Party was discussed. The decision to use either the Hotel or the Convention Center will be made when costs are determined.

Larry Pearson reported that he is reviewing the Cal-Stewart brochure item by item and making the appropriate changes.

Saturday Lot Auction at Cal-Stewart: Proposed that Sellers pay \$20.00 per lot and Buyers pay a 5% buyers premium. Motion made and passed.

Reviewed Brochure for Cal-Stewart Car sales.

Discussion of cutting back on *Southwestern Limited* publication to save money. Discussion will continue.

Meeting adjourned at 9:30 p.m.

Respectfully submitted,  
Roy Bell  
Acting Secretary

**Turbines, Duplexes and Other Beloved Main Line  
Engine Oddities**

by Larry and Phyllys Kirk

Members of Southwestern and Southern Pacific Divisions, T.T.O.S.

Few of us, especially the Baby Boomers born prior to 1960, who remember those golden and nostalgic moments of trainwatching—but also took it all for granted—could no doubt forget the sights and sounds of the thunderous passing of a steam-hauled freight or passenger train along with the haughty growl of “E”, “F”, or Alco diesel doing the same. And the ever familiar road names in which every rolling piece heralded was as common as the chrome fin-adorned cars that our folks had to shell out as much as \$5.00 for a full tank of gas.

But ever so often, amongst the intermittent appearance of a common 4-6-4, 4-8-4, 4-6-0, B+B and C+C-truck diesel, one or more unique animals would browse through the kingdom; their wheel arrangements and/or body styles casting memory pictures along with equally unique power plant voices into our sense that would never be forgotten. And with today's wide variety of toy trains on the market at hobby shops and train meets, the thrill of remembering those times may also compound a small sense of guilt into some of us for neglecting to do such “keepsake homework” assignments as taking trackside, stationside, or yardside photographs with the little Brownie camera that used 120, 127 or 620 roll film; held onto or snapped up some of those then-available old L.P. records, reel-to-reel or eight-track original recordings or even bypassed those stacks of old Farrington hardbound photo journals at the swap meet, circa 1950, for around \$10.00 per stack.

But thanks to the ingenious minds of our ever-beloved toy train and accessory makers and suppliers, they have all made it possible for us to at least “go by the old place” and stay as long as we like even if we can't truly “go home again”.

The “unique animals” that we are referring to were the once-experimental engines produced by Westinghouse, G.E. and Alco with their builders' goal of perhaps prolonging a basic species in the wake of the ever and always encroaching rivals known as progress—the superhighways and airline routes. And of this, some of these animals survived from a few short years to nearly two decades.

They were turbines, duplexes, three-cylinders and the like.

Steam turbines: looking like the conventionals minus their offbeat wheel arrangements along with a few of them looking more like wheeled steam producing sea beasts.

Duplexes: whose short-driven wheelbase length and cylinder arrangements favored closer to the more renowned Mallets, and the three-cylinder steamers (such as UP's 4-12-2 and the P.R.R. “Q2” 4-4-6-4) were some of the last of their kind built near the end of World War Two.

But as marvelous as they may have been at first, the steam turbines suffered great drawbacks—and at a time of the post-World War Two transportation boom.

They had insatiable appetites for both coal and water. Sure, they ran like racehorses once they got going. But at startup and too many times along the route, they had to be generously fed—and probably costing their owners more for coal supply than what their periodically tallied-up freight tonnage and passenger revenues returned. Furthermore, some of those so-called “direct drive” locos were a laborious task when it came time for maintenance, especially at times when having to have those non-articulated drive wheels re-synchronized—a trait that the conventional mallets somehow managed to avoid during their generations-long existences.

Had all or most of these negative character traits been successfully worked out—prolonging their life spans beyond just experimental—the turbines and duplexes would have perhaps ran against anything that the diesels and conventional electric offered. And perhaps had they been invented around the early part of the twentieth century instead of just prior to World War Two, they may have even outlasted conventional steam altogether—maybe well into the 1970's.

The gas turbines: successors to the prototype and experimental electric turbine introduced by G.E. back in the late 1930s, were perhaps the most successful of any ever built. And while Pennsy was still accredited for having the most types of turbines, with Norfolk & Western and Chessie having the most unique looking of them all (especially that C&O M-1 “500”), it was UP that held the title for employing them the longest. With its once famed fuel tank-hauling “veranda” and succeeding 8,500 H.P. three-unit models, they managed to roll up millions of freight tonnage miles for nearly two decades, and accompanied by their trade mark jet engine sounds and high output of exhaust heat. They even managed to surpass the renowned service record of the road's famous “Big Boy” articulateds—only to be finally forced out of service for good in 1969 by the increasing costs of both maintenance and its needed “Bunker C” fuel oil. A few of them survive today as museum relics with the rest of its kind replaced by newer third and fourth generation turbine-equipped Geeps, “Mac” and “Dash” models.

But whether we love and have loved them as train watchers in our youth, and to have prolonged that love by purchasing their replicas, or, abhorred them from having worked on them or having driven them back then, you definitely can't forget them.

**YOU ARE WELCOME TO OUR MEET!**

**Toy Train Operating Society  
SOUTHERN PACIFIC DIVISION  
ANAHEIM, CALIFORNIA**

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Feb 23	Aug 24
Mar 23	Sept 28
Apr 27	Oct 26
May 25	Nov 23
June 22	Dec 14

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**Public Invited**

ADMISSION: \$3.00 Single • \$5.00 Family

**CORRECTION**

SWD Layout team members identified in the picture caption on page 1 of the May/June issue of the *Southwestern Limited* should be: Chris Kee, Ramon Garcia and Al Vierich. Our apologies.

**A San Diego Steam Special pulled by  
# 3751**

Sunday, September 21, 2003  
Pacific Railroad Society Excursion  
For details check #3751 website

**Plan Now to Attend the 30th Cal-Stewart Meet — 3 Days of Toy Train Excitement**



**Friday, Saturday, Sunday, Nov. 7, 8, 9, 2003**  
**Pasadena Convention Center, Exhibition Building**  
**300 East Green Street, Pasadena, CA 91101**



**LARGEST Toy Train Club-Sponsored Meet West of the Mississippi**  
**40,000 sq.ft. Over 600 tables**

**Table Sales Saturday and Sunday featuring trains pre-1900 to present including Standard, LGB, 0, Lionel, Marx, American Flyer, MTH, HO, etc.**

**Operating Layouts**  
 Some with Command Control  
**Train Races & Demolition Derbies**  
 (plastic, die-cast, open)  
**Welcoming Party**

**Manufacturer Displays**  
 Lionel, MTH, K-Line,  
 Rich-Art, Aristocraft,  
 3rd Rail & More  
**Ralph Johnson Memorial**  
**Display: Trolleys**

**3 Auctions**  
 • Saturday Afternoon Auction  
 • Saturday Night Premium Lot Auction  
 • Sunday Regular Auction  
**Marx Seminar**  
**Sunday Grand Prize Drawing**

**New Setup Hours, Friday 1:00-7:30 p.m.**

Southwestern Division Welcoming Party & Drawing, Friday 6:30 p.m.

Cal-Stewart Souvenir Cars Available: Mobilgas Tank, MX Missile, Santa Fe Tank, Pacific Fruit Express

Contact: Bruce Lazarus (818) 225-1710 or [www.calstewart.com](http://www.calstewart.com) or [www.ttos-sw.com](http://www.ttos-sw.com)

***DON'T MISS THIS ONE — NO LIMIT TABLES FOR SELLERS — GET YOUR TABLES EARLY!***

T.T.O.S. Southwestern Division — A Division whose Officers are committed to the Good of the Toy Train Collecting Hobby  
 Gary Keck, SWD President & Larry Pearson, SWD Cal-Stewart Chairman

To Our Membership: As in the past, we are actively looking for people to be assistant to our Cal-Stewart Committee Chairs. Please let us know if you can help. Although we realize that asking you to commit in advance is difficult, please indicate your Anticipated status.

Name \_\_\_\_\_ Club \_\_\_\_\_ Club Number \_\_\_\_\_  
 Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Home Phone (\_\_\_\_) \_\_\_\_\_ Office Phone (\_\_\_\_) \_\_\_\_\_ FAX (\_\_\_\_) \_\_\_\_\_

I would like to help in the following area(s): **November 7, 8, 9, 2003**

	Friday	Saturday	Sunday	General Public
Setup (Friday 8 a.m. until done: Many last minute duties: taping and numbering tables, assisting dealer setup, etc.)				
Registration (Friday afternoon 2-7 p.m.)				
“ “ (Saturday morning 7:30 a.m. - all day)				
“ “ (Sunday 9 a.m.-3 p.m. PUBLIC)				
King Party (Friday Setup, drawing, serving, security)				
Auction (Saturday Regular (daytime))				
“ “ (Saturday Lot (evening))				
“ “ (Sunday Regular)				
Security (Friday)				
“ “ (Saturday)				
“ “ (Sunday)				
Clean Up (Sunday 4 p.m. until done)				

Return To: Larry Pearson, General Chairman, 5451 Norwich Ave., Van Nuys, CA 91411-3635

# TRAIN COLLECTIONS PURCHASED

Having been a member of TTOS Southwest since 1970, many of you know me, and the reputation of my store and my auctions. Should you get serious about selling your collection, please give me a call. I will buy your entire collection, and you will receive a fair price for each and every piece. Or, if you prefer, I will sell your collection at auction.

**ALLEN DRUCKER, T.T.O.S. No. 277**



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## GO DENVER 2003 TTOS NATIONAL CONVENTION



**AUG 21-24**

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The *Southwestern Limited* is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS) and is published bi-monthly. To contribute articles, photographs and letters, mail to: Calvin Smith, Editor, 25 So. Fair Oaks Ave., Pasadena, CA 91105-1905, (626) 792-6594. Materials must be received by the first day of the month preceding publication. Original materials will be returned to the sender when return postage is enclosed. Thank you.