

THE SOUTHWESTERN LIMITED

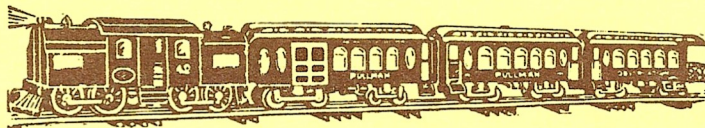
JUNE
1982

VOLUME 1
NUMBER 6



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STELLA SPEAKS - WATT RESPONDS

by Christopher Watt

I would like to respond to Mike Stella's gripe: Yes Mike, you are right. If you are required to show both your National and Southwestern cards, and you are, everyone else should be required to show both cards too, even if it's the Ronald Reagan of train collecting. However, the purpose of asking you to show both cards is simple: to make sure you have paid both National and local dues and not just to be awkward. The people at the door, one of whom is my wife, know the Ronald Reagans and know they have paid their dues, so rather than hold up the line another minute or so, let them in unchecked. When there is no line, I agree, all comers should be checked, but with a long line, I really feel that the secretaries at the door should be allowed the flexibility to handle things the way they feel best. Again, the sole purpose of checking cards is to make sure dues have been paid. Regretably, we have a few members who do not feel it necessary to pay dues, yet come to our meetings anyway. It is these people we are after, not you. Also Mike, The Ronald Reagans may have checked in before you got there and were coming in a second or third time when you arrived. I appreciate Mike's comments, perhaps we can have more from other members. I shall be happy to respond to any suggestions and/or gripes that appear in this Southwestern Limited Newsletter. A new regular column?

LIONEL BELLY UP?

by Al Bailey

The latest news about Lionel, the original toy train Lionel, is that they have filed to reorganize under federal bankruptcy laws. Six toy stores have been closed, including those in Torrance and Buena Park, and in four other California cities. Lionel, with their Playworld toy stores, is the second largest U.S. toy retailer after Toys-R-Us. Playworld has over 100 stores. Surprisingly, these six stores were closed after only four months of operation. The reason given was that newer retail operations usually generate less revenue than more established stores and the object now is revenue.

In 1981, the company reported revenues of \$242 million, but loses of \$5.5 million, a little too much for the financially shaky company to bear. The Lionel Corporation is filing for bankruptcy under the well-known Chapter 11, along with two of its subsidiaries, Lionel Leisure Inc., owner of the Playworld chain, and Consolidated Toy Co. Analysts say that, although the company is low on short-term funds, they do have considerable assets and will probably successfully reorganize its business.

As to toy trains, not to worry. Fundamensions owns that part of the business. It is making money and the trains will continue to run.

CENTINELA VALLEY RAIL ROAD

by Christopher Watt

In response to the questions raised in the May Southwestern Ltd., about the Centinela Valley Railroad, perhaps I can shed a little light on this magnificent layout. Charter member Jim Dempsey, #C-9, acquired most of the locomotives and rolling stock from the Centinela, possibly some of the scenery and track too.

He used to display these with pride at many TTOS meetings. I recall these magnificent displays irritated me because, along with all the wonderful American trains, Jim would display equally wonderful British and European trains but would never ever sell anything! For Display Only the sign said! The Centinela Valley was truly an international railroad with a representation of models from all over the world: Bassett-Lowke, Märklin, Bing, those incredible Swiss crocodiles made by Biagi and Kaiser, trains made by Fournereau and Fulgurex, and in fact, all the exotic European names and trains. More recently, he showed us some of the beautiful plastic models still being made by Lima, Rivarossi and Pola. Jim would also proudly show us an album of photos from the old CVRR.

If anyone knows about that RR, it is James Dempsey. Yes, there is a history and there are photographs which I have seen. Possibly some of the old-timers could shed more light yet such as Lee Harris, Ralph Johnson, and Leroy Lowden. Perhaps we can get Jim to write something and share it with us.

Since TTOSB plans an article soon, all help will be welcomed.

by Hilly Lazarus

We are getting more and more information about the Centinela Valley Railroad and most responses have been to contact James Dempsey. Our interest started up again recently because Richard Stafford, of Indiana, sent me a set of old photographs of the CVRR with annotations by the then owner, Lee Ridgeman. Dick and I had planned to do an article for the TTOS Bulletin on this subject but didn't feel we had enough information to do it justice.

Jim called me on May 16th and said that he has been out of touch with us for quite a while because he has been working out of the area and has not been able to come to our meets. In addition, he is planning a move very soon to Santa Rosa, CA. He has been busy learning how to put shoes on horses and is having a good time in cross-country fitness events that, with a partner, alternate between jogging and riding a horse.

He told me that, indeed, he still had all the CVRR and that it is currently packed away. The old modular 50x60 foot layout is under wraps and he plans to move the whole thing to Santa Rosa which is in the Cotati Valley. There, he hopes to build a barn and reconstruct the old layout, renaming it the Cotati Valley Railroad, perhaps with the help of some of our TTOS brothers from our Cal-Neva Division in northern CA.

Before Jim leaves, he offered to meet with me and tell the whole story and share his photos with us for TTOSB. He had loaned his 16mm film of the CVRR to MTA and hopes that it will soon be returned.

HARTFORD 4U IN 1982

IVES ELECTRIC AND MECHANICAL **TRAINS**

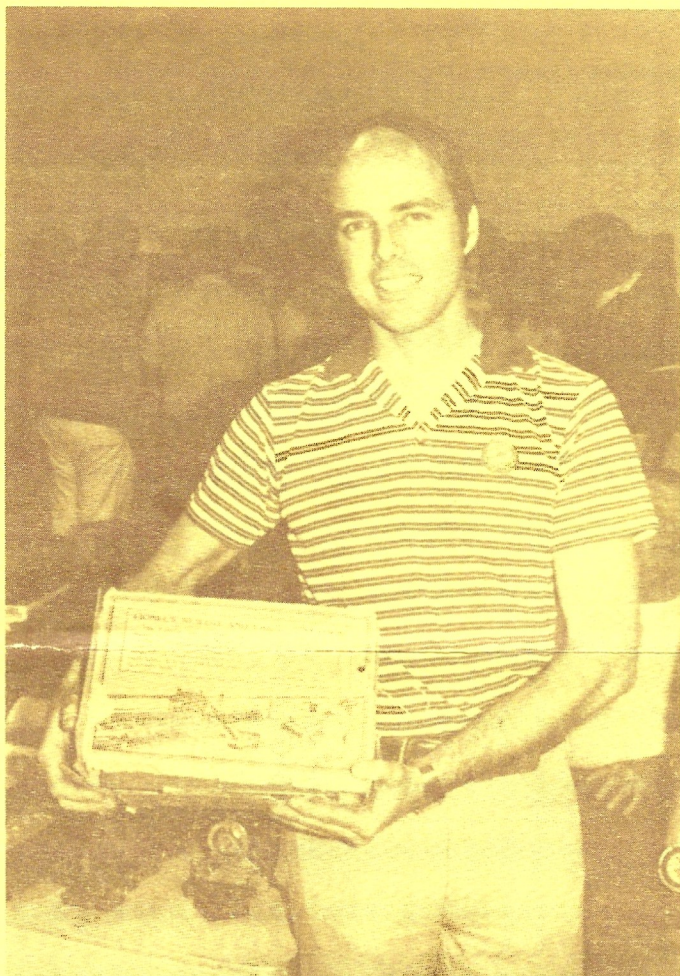


Photo by Roy Bell.

Hollis Cotton displays the box lid from a Lionel Pre-war station at the April all-day meet.

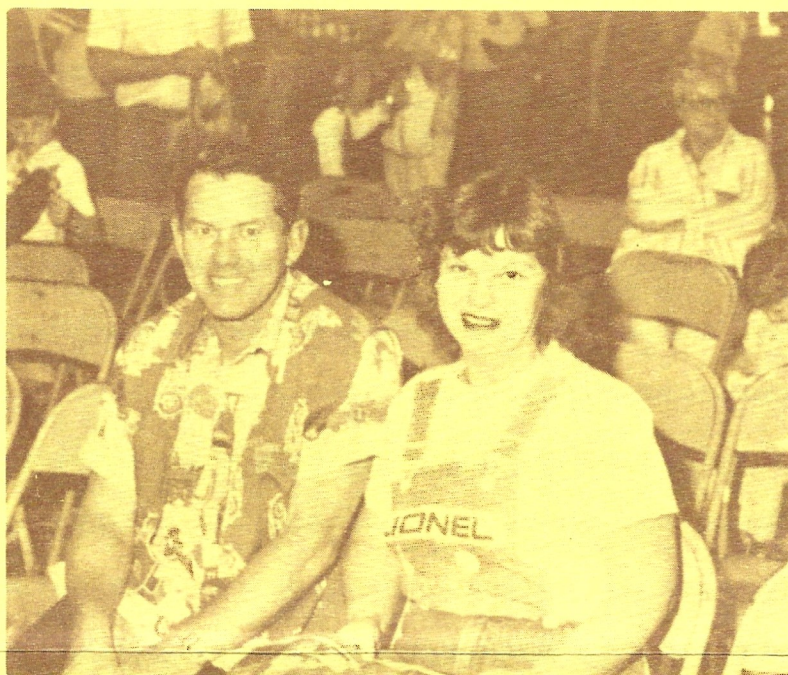


Photo by Ernie Renn

Gene and Jackie Reeley of Las Vegas, Nevada attended our all-day meet in April. They, with their two sons who are also TTOS members, are working hard to do a lot of recruiting for TTOS in the Las Vegas area in the hopes that someday they might qualify for their own TTOS Division...

What would you think of having a TTOS National Convention in Las Vegas in the future? Hmmm?

LIONEL TOYS ELECTRIC

Lee Harris displays "David O. King" motorized units which he and Joe Lovi are now selling under the banner of their new partnership, "Joe-Lee". At our November Cal-Stewart, we gave away an "S" gauge Toonerville Trolley by David O. King and now Joe-Lee have these available in both "O" and "S" gauges. Also, there are trollies, motorized automobiles, mechanized self-propelled units, and a nice variety of very toy-like tinsplate items.

Photo by Roy Bell



B.O.D. MEETING NOTES

The Board of Directors of TTOS Southwestern Division met at the home of Sue and Christopher Watt on Saturday, May 15th. The meeting lasted for 5 hours and the main topics of discussion were the next Cal-Stewart meet, National business, membership, finances and local meet matters.

David Nissen and Sue Watt have been working hard on preparing an accurate listing of all SW Division members who are current in their dues and are now prepared to drop from the membership all those people who have not now paid both their National and Divional dues. David has computerized our list of members and it appears that we have now broken the 600 mark in card-carrying local members. Another 4 people joined at the May meet. One fellow must have joined National but forgot to join Southwestern Division as Wes Frye said he had gotten 5 applicants. David can easily convert his computer print-out into a local membership directory. Do you want one? Names and phone numbers only or address also? Please give your opinion to a member of the Board of Directors. They are listed at the top of the Presidents letter. We did have one glitch with the computer. It didn't know that anyone joining in the last quarter of 1981 and paying full dues was entitled to that last quarter for free and was automatically paid for 1982, so we probably sent dunning notices to a few people who didn't deserve them. This should all be corrected soon. Sorry for the problems.

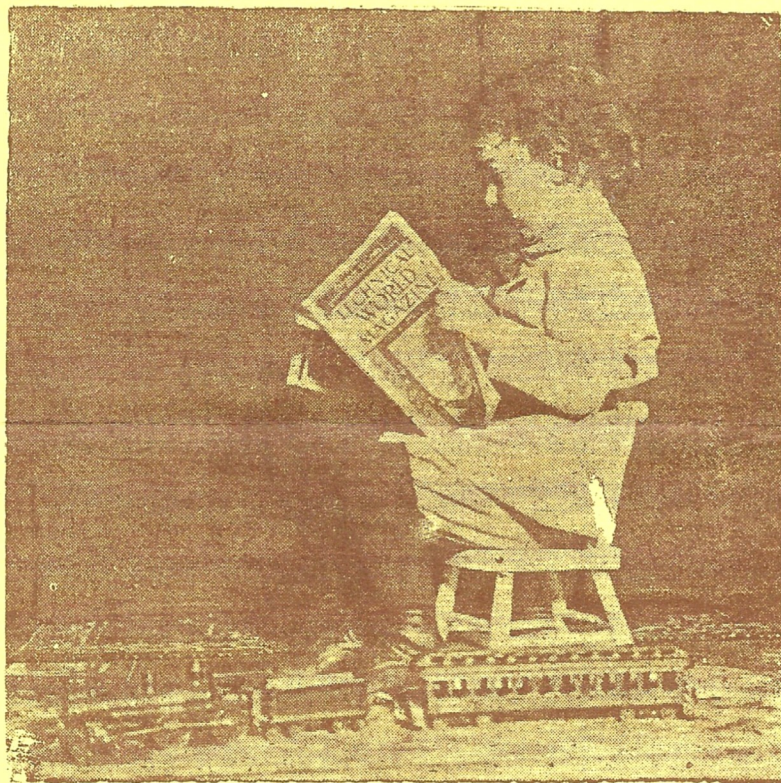
Joe Lovi, treasurer, reported a bank balance of around \$9000 which is our nest egg for Cal-Stewart and will sustain us for the rest of 1982.

Cal-Stewart fees were set at \$10 per table and registration is three tiered: \$10 for early birds by September 1, \$12 from then until October 19, and \$15 thereafter. The convention hall etc., cost this year is \$6250 and total convention costs are expected to reach \$14,000. The BOD voted in Bruce Markus as the convention Chairman. He will be assisted by Bruce Lazarus as pre-Registration Chairman, Sam Mattes as Tables Chairman, Mike Stella as the at-the-door Registration Chairman, and Hilly Lazarus as the display and layout coordinator.

The BOD also voted unanimously to send Mr. Watt to the National BOD meeting in Phoenix and resolved for him to carry the following message: SW Division, through its BOD, has voted unanimously to make motions to restructure the dues and initiation fee system to encourage more people to join National TTOS; future national convention cars should be ordered only on the pre-order basis by the members; old convention cars should be disposed of now.

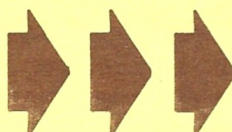
LEWISTON JOURNAL

JUNE 1982



ROBERT BAYLEY STONE,
Son of Mr. and Mrs. Harr J. Stone, Lewiston.

HOT BOX ADS



NOTHING WANTED
NOTHING TO TRADE
NOTHING FOR SALE