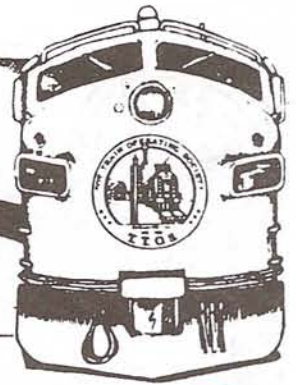


**TRAIN SHACK**  
Sale: Mar. 14-16  
See Pgs. 8-9

**THE SOUTHWESTERN LIMITED**



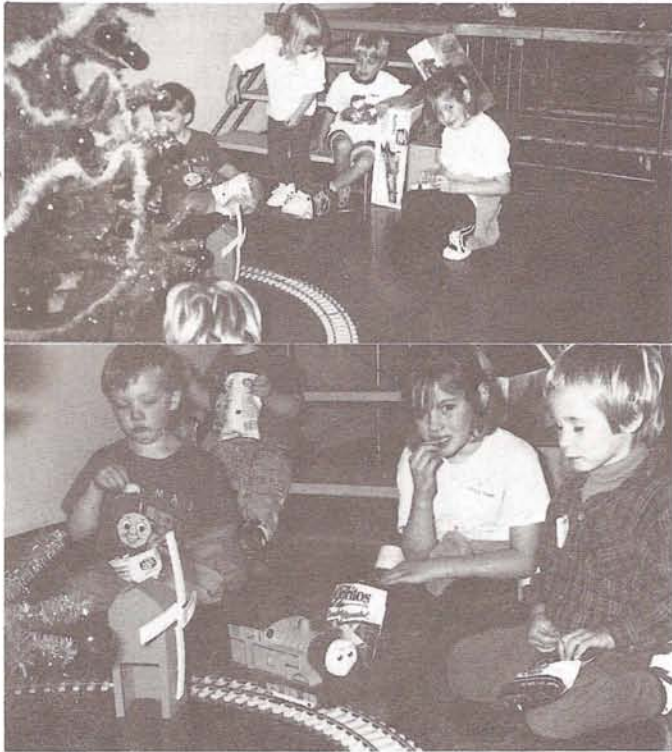
VOLUME 16  
NUMBER 2

MAR.-APR.  
1997

SAM MATTES  
PRESIDENT

CALVIN SMITH  
EDITOR

## Thomas Train Delights Children

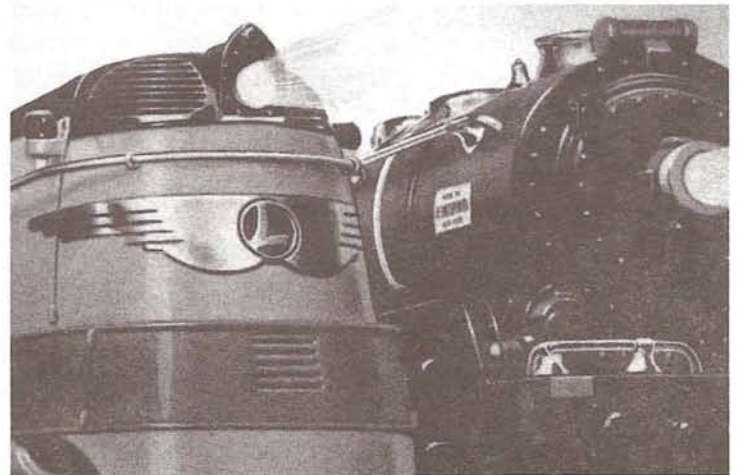


The Larry Feldra family setup the Christmas Tree and layout for the children to enjoy at the December meet. See page 3.

## Dennis Taube's Layout Page 8



**DON'T MISS  
TCA NOR-CAL  
MARCH 21, 22, 23, 1997  
Santa Clara Convention  
Center** See page 7 



**JB Associates Auction is Sunday,  
March 16, 9 view, starts 11am, p. 5**



**Did you know . . .**  
Your APRIL 1997  
MEET CARD is on  
pages 15 and 16 of  
this issue of the  
*Limited*?  
Please take time  
get a pair of scissors  
to cut it out and  
bring with you to  
the APRIL meet.  
This will reduce  
mailing expense.



# Toy Train Operating Society Southwestern Division No. 1

**SAM MATTES**, President  
7253 Pondera Circle  
West Hills, California 91307  
(818) 347-4753



## President's Message

Dear TTOS Members,

As you read this we will be nearing our March meeting. For those of you who have not attended lately, you are really missing some very good meets. The January and February meets had loaded tables full of goodies and isles full of potential buyers. Our auctions featured some prize pieces and the remainder of the Los Angeles Union Station items. Our layout is going strong and members are bringing some real nice equipment to run. So if you have not been to a meeting lately, I suggest you come back home and visit.

While we have had some response for volunteers, we can always use additional help with security and registration. Also there is a chance that we may have to vacate the current location since the property is currently in escrow. If you know of any halls (between the Simi Freeway on the north; the San Diego Freeway on the west, the San Gabriel mountains on the east, and the Long Beach Freeway on the south) that are equal to or larger than Burbank let me know.

Officer changes: Membership Secretary, **Jon Sirugo/Larry Kirk**; Larry Kirk, appointed to gradually take over Membership Secretary; **Harold Shapiro**, Assistant Treasurer; **Jon Pincus**, C-S Races and Demolition Derbies/Meet Security and **Michael Galante**, Security.

We still need *at least nine members* to serve on each the following committees: **Security Three Assistants, Front Door Registration Three Assistants; Public Relations Three Assistants** to hand out information at public train and toy shows (i.e. GATS, Greenberg, Swap Meets, Toy, Collector, and Antique Shows, etc.)

As I read other newsletters from other divisions; I have noticed that some of them have tours of members layouts in addition to their regular meets. If you have an interest in participating in such a program, please let me or **Al Vierich** know.

Also other division newsletters include member advertising. A committee looking into accepting advertising in the *Limited* has been formed. Contact **Calvin Smith** if interested.

Any of you that own K-line Heavyweight Passenger cars need to write the company and get the insulators to keep from having a short circuit while operating these cars.

Hope to see you at the next meet and bring a friend.

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## *Children Visit Santa Claus at the December Meet*



Our annual December family meet was another success with many children eagerly awaiting the arrival of Santa Claus. Cake and hot chocolate, tea or coffee was available to everyone attending. Welcome to new members **Gary Glazier**, **Chris Dela Cur** and **Richard Abraham** joining in December. Two ladies won See's Candy Gift Certificates. Drawing winners were: **Lora Nelson** and **Joseph Alioto**, Lionel Crayola Trains Sets; **Sheldon Hall**, Lionel Signal Bridge; **Blair Dixon**, Lionel Station; **Chuck Stone** and **Michael Morgan**, American Flyer Freight Cars; **Joe Goldwater**, Marx car; **Roy Diebold**, **Jack Warford** and **Ken Vaughn**, train prints; and **Donald Spitzer**, Cal-Stewart Cap. Sixty-three tables of sellers lined the hall and two operating layouts. One hundred seven members postcards, and thirty-five ladies tickets turned in. A lively auction by auctioneer **Vince Garguilo** with the balance of the Los Angeles Union Station items sold.

A big thank you to **Peter Beam** and assistant for giving the children a wonderful time. **Roy Bell** purchased the cake and toys. The extra toys go to the Pasadena Junior Chamber Operation Santa Claus in which Peter is a 30 year participant. Thank you to **Larry Feldra** and family for setting up the Christmas Tree and Thomas the Tank Train Set for the small children to enjoy. **Al Vierich** had plenty of trains running on our large three track layout with several members bringing trains to operate. Photography was expertly done by **Mervyn Lew**.

# TTOS SOUTHWESTERN DIVISION 1997 CAL-STEWART CAR LIONEL STANDARD-O GAUGE MOBILGAS™ TANK CAR

WITH DIE-CAST SPRUNG TRUCKS AND COUPLERS, RED, WHITE AND BLUE MARKINGS



The Red Pegasus has been a trademark of Mobil for many years. Mobilgas Tank Cars ran across America delivering oil to refineries and gasoline to consumers. This Standard O tank car is the fifth in a series of cars commemorating the Cal-Stewart Train Meet which is held each Fall in Pasadena, California. For information about Cal-Stewart or monthly TTOS Southwestern meets, please contact Sam Mattes at (818) 347-4753. Trademarks used under license from Mobil Oil Corporation.

Available only through T.T.O.S. SW Division.

Orders must be postmarked by April 30, 1997 for delivery by November 30, 1997

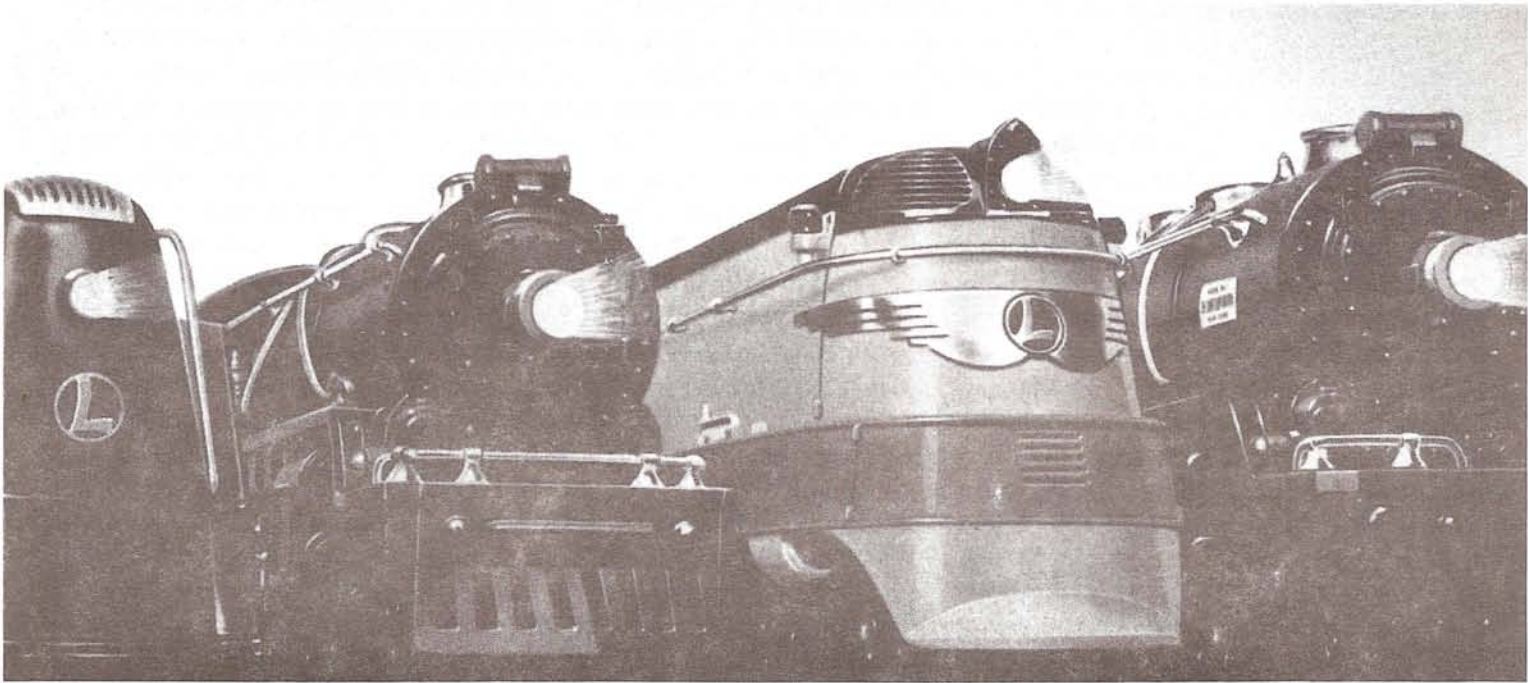
I would like \_\_\_\_\_ Mobilgas Tank Cars @ \$69.70 each \$ \_\_\_\_\_  
 California deliveries add 8.25% Sales Tax (\$5.75 per car) \$ \_\_\_\_\_  
 Shipping: \$5.00 for first Car; \$2.00 each additional car \$ \_\_\_\_\_  
 Total \$ \_\_\_\_\_

Please make check or money order payable to T.T.O.S. SW Division and mail to:  
 Jerry Latner, 6044 Manton Avenue, Woodland Hills, CA 91367

Name \_\_\_\_\_  
 Address (No PO Boxes) \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

# TOY TRAIN AUCTION

BY JB ASSOCIATES



**SUNDAY, MARCH 16, 1997**

**HOLIDAY INN**

**303 E. CORDOVA STREET, PASADENA, CALIFORNIA 91101  
JUST OFF THE LOBBY IN THE PIAZZA ROOM  
("JOHN KING" COCKTAIL PARTY ROOM)**

**LIONEL "O" STD. TRAINS, POSTWAR, PREWAR  
O-27, S AND ACCESSORIES**

**REGISTRATION AND VIEWING FROM 9:00 AM TO 11:00 AM  
AUCTION TO START AT 11:00**

**NO RESERVE ... ALL ITEMS WILL BE SOLD  
TO THE HIGHEST BIDDER!**

**ALLEN DRUCKER, AUCTIONEER**

**FOR FURTHER INFORMATION CALL JERRY BLAINE, MGR.  
909-860-1952**

-- PAID ADVERTISEMENT --

# A Train of Thought.....by the Editor

On January 20th my Aunt Ann Emrich Smith died from Alzheimer's Disease. She had a gift for displaying merchandise and an artistic ability to attract buyers with her displays. She won a scholarship to a New York design school at the age of 16. Went to work in a regional Indiana department store chain and became their top salesperson in ladies' accessories. Took a job at Sears in Indianapolis, Indiana, and gained highest sales honors in a short two years. Applied in 1939 for the Division Management of piece goods at the Los Angeles, California, Pico store about to open and was hired. Drove her parents from Indiana in a new 1939 Chrysler for a family needing the car driven from Detroit. Having never owned a car before, her uncle taught her to drive while going to get the car. Within a year she received the 4-star gold medal for placing her departments among the highest nationally and maintaining consistent regard for gross profit, plus her accomplishment of extra outside school promotional work in which she developed a new generation of satisfied customers. Pico Sears opening in 1939, was the first of many stores in the continental United States, Hawaii and foreign countries including Tokyo, Japan and Paris, France, she opened. Promoted to Group Merchandise Manager of Fashion Lines for Western Division of Sears. When she oversaw the window displays and store layout, she would view the whole store including the hardware department because felt all the departments must work as unit to project an encompassing image. Just prior to retirement was instrumental in coining the product name "Cling-A-Along Panty Hose" which was very successful for Sears. On her retirement she was given an album containing 100 letters with pictures from those she had worked with from the top at Sears Chicago Headquarters, Store Managers, Western Division Associates and her many manufacturers and distributors who sold to her. Even from Congressman Heistand who was the Sears manager of the Pico store in 1939. *Now what's this got to do with Railroadng? Well my aunt played on the Pennsylvania Railroad Women's Basketball Team in her high school days. This helped her develop an independent spirit that she could conquer the most difficult tasks. For she was only 4' 11" in height!*

California State Railroad Museum *On Track!* reports the Museum has begun a project to record the memories of current and former employees of the Southern Pacific Railroad Shops in Sacramento--the oldest railroad shops west of the Mississippi. The 133 year old S.P. Shops employed thousands of men and women during its long history. For more than a century, the S.P. Shops were the largest employer in California's capitol. At one point, over 7,000 men and women of all races, creeds, ethnicities, classes, and skill levels worked in the unique 'city' know as the Southern Pacific Shops. . . . Track Rebuilding project South of Old Sacramento has begun. . . . Beyond Shades of Gray: The Philip R. Hastings, M.D. Photograph Collection (32,000 35mm color transparencies, 46,000 black and white negatives and 4,000 select 8x10 prints) has been donated to the museum by his family. For 22 years he sojourned with his cameras, honing his craft and sharpening his eye. Seen in 1950-60's *Trains Magazine*. . . . Museum of Railroad Technology has cleared some important hurdles during the fourth quarter of 1996 and is working to fund through revenue bonds. . . . Celebrating Black History Month, the Museum Theater on Feb. 25th presented the "The Best Kept Secret: The Genius of the African-American Inventor" by James W. Reede, Jr. tracing the contributions of African American inventors and their impact on railroad technology and was augmented with slides depicting inventions and patent documents. . . . Recent acquisitions include handsome portraits of Charles Crocker and his wife, Mary Donnelly Crocker painted in last quarter of the nineteenth century and donated by Harriet A. Bering a great-granddaughter. . . . Railtown 1897 Centennial Symposium is October 9-13, 1997. Plan to attend the 100th birthday celebration. . . . (Ed. note: For yearly dues of \$35.00 regular, \$25.00 senior--each includes one guest pass--or \$50.00 family you can support the California State Railroad Museum which includes a quarterly newsletter listing special offers and discounts, free admission to the museum, plus you can visit our T.T.O.S. display on the 2nd floor of the museum.)

From Pacific Railroad Society Inc. February *Wheel Clicks* is an article about the RegioSprinter. Larry Zarian, Chairman of MTA, after riding the new vehicle said that technology is here to get people out of cars without the expense of building electric light rail where expense is too great. More information to be published in the March issue of *Wheel Clicks*. . . . Union Pacific 2564 has been acquired by the Orange Empire Railway Museum and when restored will be the second operational steam locomotive at the Perris, California site. . . . Four Union Pacific Wheel Detectors have saved thousands of dollars in maintenance costs and train delays--60 locomotives from road failure--about 1.5 million wheels are checked monthly--20% of all UP wheels and about 400 wheels need inspection monthly. Plans are to add four more detectors this year. . . . PRSI Excursion #457, The Royal Gorge, June 18-26, 1997 by Union Pacific Steamliner. Contact Barbara L. Sibert, 777 E. Valley Blvd., #70, Alhambra, CA 91801-5220 or (818) 570-8651 or (213) 283-0087 for information.

REGISTRATION - PLEASE PRINT LEGIBLY



FIRST NAME \_\_\_\_\_ MI \_\_\_\_\_ LAST NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

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

TCA # \_\_\_\_\_ TTOS # \_\_\_\_\_ Please give both if member of both clubs.

Seller's Permit #

Spouse's Name: First \_\_\_\_\_ Last \_\_\_\_\_

Number of your children under 21 attending: \_\_\_\_\_

IF REQUESTING TABLE(S), do you have a California Seller's Permit: YES  NO   
If yes, you must enter the permit number above and SUBMIT A PHOTOCOPY OF THE PERMIT WITH THIS FORM.  
If no, we will send you information on how to comply with State Board of Equalization requirements.



I hereby agree to be bound by the rules of Nor-Cal TCA and Cal-Stewart Meet in regard to buying, selling, ethics and behavior. I further agree that, in the case of a dispute, the Meet Chairman, or an impartial referee appointed by the Meet Chairman, shall arbitrate the matter and render a binding decision. I shall, upon the direction of the Meet Chairman, in the case of a disputed sale, refund a buyer's money.

SIGNED  \_\_\_\_\_ DATE \_\_\_\_\_

FEES

Early Reg. @ \$25 (Before March 1) \$ \_\_\_\_\_

Registration @ \$30 (After March 1) \$ \_\_\_\_\_

\_\_\_\_\_ tables @ \$20 ea. \$ \_\_\_\_\_

Electrical fee \$10 \$ \_\_\_\_\_

Total fee enclosed \$ \_\_\_\_\_

No certified or registered mail registrations will be accepted.

FOR OFFICE USE ONLY

Reg. # \_\_\_\_\_ Date Rec'd \_\_\_\_\_

Check Number \_\_\_\_\_ Check Amount \_\_\_\_\_

MAIL WITH YOUR CHECK - PAYABLE TO NOR-CAL TCA - TO REGISTRATION CHAIRPERSON, 124 SHIPLEY AVENUE, DALY CITY, CA 94015  
NO MAIL REGISTRATIONS ACCEPTED AFTER MARCH 1.

CUT ALONG DOTTED LINE

NOR-CAL TCA 1997

SPRING  
CAL-STEWART  
MEET

MARCH 21, 22, 23, 1997

Friday thru Sunday



NOR-CAL  
CAL-STEWART

TABLES

All tables will be assigned and are approximately 2 1/2' x 8'. Consult the posted floor plan for your assignment. Electrical outlets are available to a limited number of tables by pre-registering and checking the appropriate box on the registration form. Table set up is permitted during the unloading time. Persons not actually involved in unloading or table set-up will be asked to leave the hall. PLEASE MOVE YOUR VEHICLE FROM THE LOADING DOCKS IMMEDIATELY AFTER UNLOADING. Keep your table covered for your own security when leaving the hall. Please bring your own table covers. To have tables near friends you must pre-register with a letter enclosed requesting special arrangements. Every effort will be made to accommodate requests, but there is no guarantee that all requests can be accommodated.

REGISTRATION

YOU MUST PRESENT A VALID CURRENT TCA OR TTOS NATIONAL CARD to receive your registration package and entry badge.

GUESTS

Guests are not permitted at this meet. Only your spouse and your children under 21 years of age are permitted to attend.

COURTESY

All of our workers are volunteers. Please be courteous and patient as they strive to make this meet a success. All children must be supervised at all times. Parents may be held liable.

RULES

- Meet Badge must be worn at all times.
- Lost Meet Badges will be replaced at cost of registration.
- To register, the security agreement on the registration form must be signed.
- Memberships to TCA will be accepted at the meet.
- All sale items must meet TCA policies.
- Restoration and reproduction items must be marked in accordance with TCA policy.
- NO SMOKING PERMITTED IN THE TRADING HALL.

HOTEL ACCOMMODATIONS

The 500 room WESTIN HOTEL connected to the Santa Clara Convention Center has a block of rooms reserved for Cal-Stewart conventioners at special group rates. The hotel features:

- 2,000 free on-site parking spaces
- Gourmet restaurant
- Coffee shop
- Lobby lounge
- Golf & Tennis Club
- Health club, spa, sauna, and steam room
- Outdoor heated pool



Staying at the Westin Hotel helps our choices of preferential booking dates for future CAL-STEWART meets.

Hotel Reservation Deadline  
March 1

Contact the Santa Clara Westin Hotel directly at (408) 986-0700 and ask for TRAIN COLLECTORS rate.  
5101 Great America Parkway  
Santa Clara, California 95054  
Special Convention Rate: \$82.00 (single or double)  
Airport Service available to and from San Jose Airport (5 minutes away).

SCHEDULE

Friday, March 21	
4:00pm - 8:00pm	Registration/Unloading, NO TRADING
7:00pm	Don Church Memorial Party
7:00pm	Drag Races (Bring your Hottest Engine - O and Standard)
Saturday, March 22	
7:00am - 4:00pm	Registration
7:00am - 8:30am	Unloading and Set Up
9:00am	Trading Hall Open
1:00pm - 4:00pm	Clinics
1:00pm	Auction Set Up
1:30pm	Begin Auction
5:00pm	Trading Hall Closed
Sunday, March 23	
8:30am - Noon	Registration
9:00am	Trading Hall Open
2:00pm	Pack up for Next Year

Karen Rodgers, (415) 878-5811  
Registration Chairperson  
Bob Spivock, Meet Co-Chairman (510) 284-5696  
Cliff Jarrard, Meet Co-Chairman (415) 274-0541



# COFFEE TABLE TRAIN LAYOUT

by Dennis Taube



One evening, while watching TV it dawned on me that our family room coffee table would make a nice place for a small train layout. Luckily the top of the table easily came off and my fun began.

I made a small two level layout using two pressed board circles. Both levels have track and felt and the lower level even has a river with a bridge.

I used two pressed board circles; one 48" x 3/4" and the other 36" x 3/4". After centering the circles, I sliced off a piece approximately 1" x 18" from the side of the smaller circle to allow clearance for the bridge on the (lower) circle. In this area I sketched in the river on both the top and bottom circle. Using a router, I routed out the wood to make the river. The bottom and banks of the river are painted with Krylon gloss enamel, Cadet Blue.

Then I covered the circles with felt, gluing it down with DAP contact cement. (I first applied glue to the banks of the river and then pressed in the felt to the river area would set first.) Then after it was set, I stretched the felt over the edges of the circles. Once the glue on the edges was set, I used a razor blade to cut out the excess felt which was covering up the river.

O Gauge track was used on the top circle and O42 on the lower circle (with the exception of two pieces of O31 and one straight track through the bridge.) The sections of track are held together using plastic tie straps which makes them easy to remove for cleaning. The "R" transformer is mounted on a piece of finished wood under the table.



## FULL HALL WITH THE BEST TRAINS WEST OF THE MISSISSIPPI



### January Meet

**Business Meeting - Prize Drawings (Members, Ladies and Public) - Table Sales - Auction  
Test Track - Parts - Books - Videos - Operating Three Track Layout - Snack Shop**

Welcome to seven new members **Alfred Elias, John Carlton, William Fiorelli, John Fiorelli, Wallace and Sharon Blodgett, Mary Ann Rodriguez and Harrison Bemis**. Also **William Reilly** joined TTOS national. 57 paid public entered the hall. 152 members turned in postcards for the drawing. 40 ladies tickets were handed out. Photos above show winners (left to right): **Mario Liberatore**, Lionel Section Gang Car; **Jerry Price**, Lionel Block Signal; **Jerry Roman**, Ives Catalog; and **Dave Kalmbaugh**; Lionel James the Red Engine Train Set; and **Darrell Brewer and Wilhelm Jebens** won Cal-Stewart Caps. Public winners were **Richmond Berg and Hebert Arostegui**, Lionel Joshua Cohen cars. Two ladies won See's Candy Gift Certificates.

### February Meet

Welcome new members **Bob St. John, Rick Oberlander, Terry Fielding and Don Phillips**. Also **Bob St. John** joined TTOS national. 151 turned in their postcards for the drawing. 48 guest and public came in. 30 ladies tickets were handed out and **Mary Goldberger and Nancy Cockran** won the See's Candy Gift Certificates. **Jerry Cheney** won the public prize: a Lionel boxed 027 Train Set from the 1960's. Members winning were: **Dennis Taube**, Lionel Milwaukee Electric Little Joe #8558; **Philip Taylor**, Lionel Crossing Gate; and **Jerry Latner**, Lionel Signal Bridge.

# Along the Tinplate Track

A Department for Tinplaters

Conducted By Louis H. Hertz

## ABOUT STANDARD GAUGE

THE 1940s will probably be remembered for the advances in HO and OO, just as the 1930s are noted for the advances in O gauge, and the 1920s for the years when Standard gauge was supreme. It is about Standard gauge that we want to talk this month, for we have received many letters from fans, asking "whither standard gauge?"

Needless to say, to any Standard gauge enthusiast, the gradual dropping of this gauge from some catalogs has been a blow, but in no way a serious bar to his model railroading pleasures. Hundreds of thousands of Standard gauge locomotives have been manufactured, and the supply of engines, cars and track is, for all practical purposes limitless. Even as the stocks are sold out, and that will take years, there will always be a huge variety of second hand equipment available.

After both No. 1 and No. 2 gauges went out there were, and are, many railroaders who were able to continue in these gauges. There is no comparison existing with the present situation in Standard where enormous quantities have been manufactured in the past 10 or 12 years. Having said these words of comfort to the myriads of Standard gaugers remaining active (including the writer), we will proceed to examine and discuss the causes of Standard's decline.

On approaching this subject, the obvious answer is that Standard gauge simply passed with the coming of better O gauge models, and that the space factor played an important part. A moment's study will prove both these assumptions to be false.

False Idea No. 1 is not that Standard gauge faded with the coming of better O gauge models, but why there was a sudden shift to O gauge as the medium for the best models.

This will take some space, so we will dispose of False Idea No. 2 first, the belief that Standard gauge went because the track and equipment required more space than

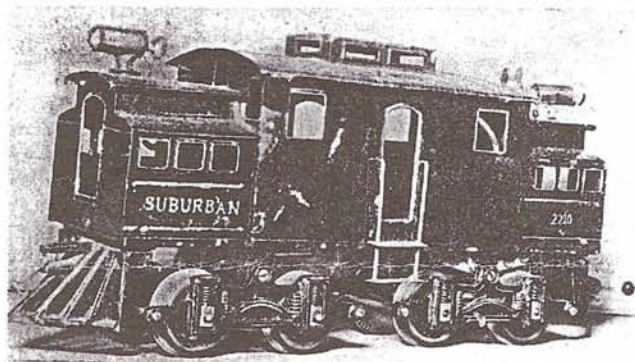
O gauge, and was not suitable for the small apartments and homes of the present era.

To realize the falseness of this assumption is simple. Standard gauge did not really start to go out until 1934. As late as 1933 and 1934, the manufacturers were bringing out brand new elaborate steam type locomotives in Standard gauge. But in 1934, the first scale tinplate models appeared, and, with them the first American made O gauge wide radius track. Thus, in 1934 and 1935, when Standard gauge is supposed to have been started on the road to ruin because its track took up so much space we find an even larger size track, and longer engines and cars being introduced in O gauge!

Going back to the reason for these new O gauge models, we find two important factors. One was the cost factor. O gauge models could obviously be made cheaper than corresponding models in the larger gauge. The second reason is the growing demand for realism among model railroaders and the competition offered (in 1933) by scale-tinplate O gauge models of American type locomotives made by foreign manufacturers.

### O Gauge Popular

In order to meet this competition, the American manufacturers had to improve the realism of their own products. The O gauge was universal. It was also cheaper to manufacture. It required less detail to achieve the proper effect, just as today an HO model requires less detail than an O gauge job. So, from a combination of one or more of these reasons, the American manufacturers suddenly switched to con-



This Voltamp 2" gauge, two rail electric type owned by A. Albaugh is a good example of heavy motive power twenty-five years ago. Although the trucks are actually sprung and equalized the crudeness of the engine is obvious.

centrate on O gauge in 1934. That action sealed the doom of Standard gauge.

There were also other reasons for dropping the big fellows. In all the history of Standard gauge, only seven companies manufactured locomotives for it: American Flyer, Ives, Dorfan, Boucher, Lionel, General Trains, and Steam-Electric. From 1926 to 1932, competition was hot and heavy. But by 1934, a gloomy situation existed. Ives was absorbed by Lionel and was out of the picture. Dorfan had stopped making trains. Boucher was selling out their train line to concentrate entirely on model boats. General Trains had entered the field with a big, clumsy cast aluminum stream liner. Steam-Electric, just starting, had only one Standard gauge locomotive—and that used Lionel's body, tender, wheels, trucks, etc. American Flyer and Lionel were the only major companies in Standard gauge at the time, there was no stiff competition and both companies felt the O gauge far more desirable to concentrate on (HO and OO were then unthought of for tinplate production!).

### AF Dropped Standard

So AF in 1935 dropped Standard and that was that! There were many other contributing factors. Scale model railroading centered in O gauge, the cheaper trains

were in O gauge and it was not a good policy to spread a line all the way from a \$3.50 complete electric train to a \$75.00 locomotive in a different gauge.

Lionel in 1934 had introduced their wide radius track of 3', but American Flyer advertised their stream liners for normal radius trackage. However, in 1936, with the advent of their Hudson, it became necessary to produce a wider radius track. In stead of the 3' radius, however, they used one of only 20"—which was suitable for their Hudson. This was the same radius as the old Standard gauge track had been, and it did not involve any argument about less space.

In some very interesting correspondence, the late W. O. Coleman, then President of American Flyer, explained to the writer the reasons for their using this radius. One of the main ones was it took up no more space than the old Standard gauge curve. At that time, 1935, there was still hope of saving and reviving Standard gauge, and one of the writer's best arguments on the subject had been to point out the false idea that a smaller gauge meant smaller space. When it was shown that a 2 1/8" gauge circle took up only 40" of floor space, compared to 72" for 1 1/4" gauge, many fans weren't so anxious to switch to the O gauge. Of course, the flood of fine new scaled and detailed models in O gauge was what decided more fans in favor of O gauge than any other contributing factor.

As much as anything else the AF Hudson (the first American made six wheel drive locomotive) and their 20" radius track helped advance O gauge.

#### Standard Active

The years 1926 to 1931 were undoubtedly the most active in Standard—and the most interesting. Competition was stiff and strong, Ives had taken to the idea in 1921 (Lionel was, for many years previous, the sole firm in the field, and it was chiefly because they introduced and used three rail tinplate track while their competitors in No. 2 gauge stuck to two rail strip track that Standard gauge and not No. 2 gauge became *the* big gauge in America).

Ives, in 1921, then Boucher, buying out the 2" gauge Voltamp line in 1923, and converting it to three rail Standard gauge, then AF in 1915 with its "All American," which developed into the famous "President's Special" in 1926 acquired a 4-4-4 locomotive in 1927 and blossomed into its best known form in 1928 when the

old dark blue lithographed cars were replaced with light blue enameled ones. Dorfan joined the parade in 1926 with a 4-4-4 model of the Penn. R.R. L-5 locomotive, built as one of their "Loco Builder" kits, Lionel countered in 1928 with their 9U and 381E "Bild-A-Loco" kits. But electric types until then supreme, took a bad dive when Ives came out with their 1928 model die cast 4-4-2 No. 1134.

#### Electric Loco

For a few years it looked as if steam types were doomed. Lionel had made its numbers 5, 6, 7 and 51 steam types without major changes for fifteen Years. In 1923 they were discontinued. But as late as 1925 and 1926, the No. 5 reappeared in the catalog, evidently to dispose of stock still on hand. With the exception of these and the Ives 0-4-0 sand cast 1132, there were no Standard gauge steam types until 1923 when Boucher offered the revamped Voltamp 4-4-0, 4-6-0 and 4-6-2 in Standard gauge. These engines were, however, rather high priced, and required wide radius track.

Also, at that time, most fans regarded electric driven steam types as not quite the proper thing! The general feeling then was that an electric loco should look like an electric loco, and that a steam type loco should be driven by steam.

In 1927, Ives had its 4-4-0 sand cast 1134, and, in 1928, this became a die cast 4-4-2. Not to be caught napping, Lionel gave fans their 2-4-2 in 1929. It was all steel superstructure, a feature widely publicized by them in those days as superior to the casting of their competitors. In 1929, Ives improved its original 4-4-2 with a concealed headlight while AF offered the original type Ives 1134s under AF's name and with AF motors.

Meantime, Dorfan was not napping. Their engineers cooked up a dream of a locomotive, a 4-6-2 with directional reverse, the original hand made sample of which was illustrated in this department some time ago. As a die cast job, this would have been tops. But, unfortunately, it was never put into production. 1930 saw the end of Ives as an independent company. AF started offering various 2-4-2s and 4-4-2s in sand and die castings, and Lionel planned their 4-4-4, No. 400E, which was introduced in 1931 as an exact replica of the NYCRR Hudson type! Only nine years ago, or a lapse of only six years between the introduction of the monstrous 400E, and the O gauge scale model Hudson

700EW!

"Just Like Mine," said Bob Butterfield, engineer of the Twentieth Century Limited about the 400E in 1931.

#### TINPLATE

Recently, the writer met Mr. Butterfield again and asked him if he remembered his quotation which appeared on the Lionel literature of 1931.

"Oh yes", said he, "but it wasn't quite, you know. It lacked one axle. Nowadays they have that axle on their models!"

Such were the steam types that rolled on the Standard gauge tracks. But in some measure, probably because it is passing, Standard gauge is associated with the old electric types. Another reason may be the comparative superiority in realism of the majority of Standard gauge electric types over the steam types offered then. What Standard gauger can fail to remember the thrill as the Ives 3237R sped down the main line, both on the catalog page and in fact, or the beauty and grace of the Ives 3243, the realism of the A17 4689, or the power of the Lionel 408E, not to mention the Dorfan 3930!

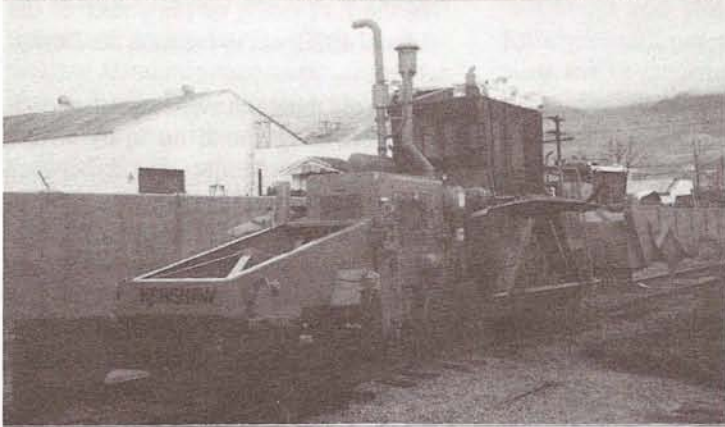
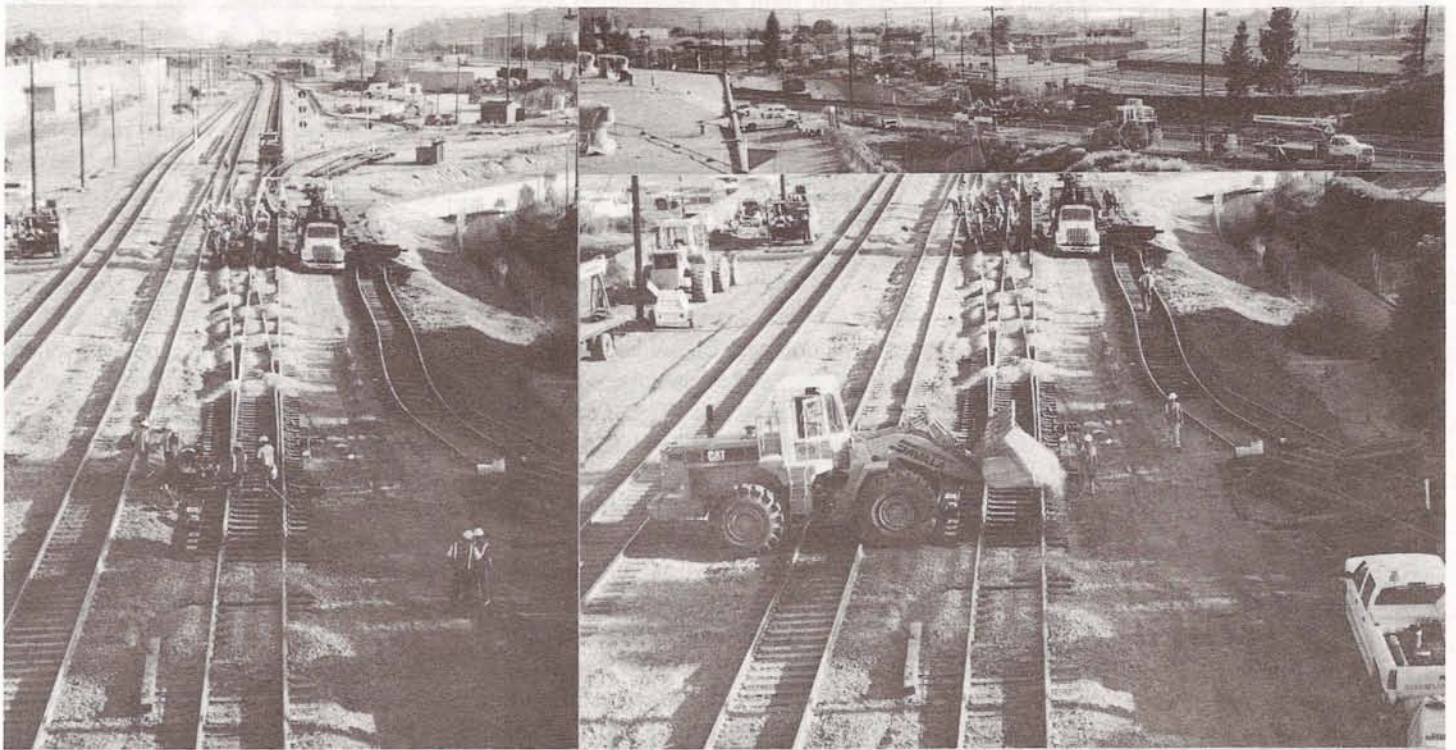
No old timer can ever forget the grinding, clanking sound made by an old Lionel 42 with connecting rods between her axles, the marker lights on a 408E or 381L, or the beautiful die cast American eagle with wings outstretched riding ahead of the cab on the American Flyer 4689 "President's Special" and "Mayflower" (chrome plated) locomotives

With the electric types, too, the majority of fans favor the older models as supreme, the 3243s best liked are the first ones with the number stamped on in opaque ink, not the later ones with their brass name plates. And after so many years of NYCRR types, like the 42, 3243, 402, 408, 4689, it is no wonder most model railroaders preferred them to the later St. Paul types like the amazingly crude Ives 3245s (early model), the later and better 3245s, the 381, the AF 4683, and the Dorfan 3920

For hundreds of Standard gauge tinplate model railroaders, wheels are still turning on the 1134s and 408E3s As long as there is a model railroad hobby, they will continue to do so.

Seriously speaking, the future of Standard gauge, and its chances for surviving, rest with these enthusiasts who still regard it as their choice in model railroad-  
(continued on page 16)

# SOUTHERN PACIFIC RAILROAD MAINLINE REALIGNMENT IN BURBANK



*Ed.* With the Chandler cutoff (Burbank to San Fernando Valley) acquisition by MTA, Southern Pacific weekend work crews upgraded and removed the Chandler wye from the Burbank mainline. After the December meet I photographed the work being performed at the Burbank Blvd. bridge. Unable to take closeup pictures of the equipment, later in the month coming back from The Train Shack I photographed track laying equipment parked during the week on Chandler to avoid the weekday Metrolink. 12

T.T.O.S. SOUTHWESTERN DIVISION  
November, 1996

Sam Mattes, President called meeting to order at 6:50 P.M.

**ATTENDANCE:** Sam Mattes, Kurt Bondi, Donn Nelson, Gary Keck, Bruce Lazarus, Jerry Latner, Jerry Blaine, Roy Bell, Larry DuPont, Calvin Smith, Al Vierich, Jon Pincus, John Salino, Vince Garguilo, Jim Ban, Jon Sirugo, Walter Olson, Robert Wall, Chuck Stone, Jerry Price and Fred Kramer.

**SECRETARY'S REPORT:** The August minutes were read and approved.

**TREASURER'S REPORT:** Roy had no report for this month.

**MEMBERSHIP REPORT:** Jon Sirugo stated that there were five new members signed up and two members renewed. Jon also asked to be relieved of his position as membership chairman and President Mattes asked for a volunteer to take Jon's position.

**MONTHLY MEET:** There was no report from Donn on table sales.

Vince Garguilo said that the auction had more sales than last month and that he stayed until 5:30 P.M.

Al Vierich and Walter Olson reported a loan of an American Flyer transformer from Bruce. Jerry Price donated some standard gauge track.. Bob Knee gave an 8x12 loop of Flyer S gauge.

**CAL-STEWART:** Jerry Blaine is going to handle the parking spaces for Cal-Stewart meet.

Chuck Stone will take care of security. We have hired Pinkerton for additional security.

Roy Bell will take care of Cal-Stewart raffle prizes.

Jerry Latner and Bruce Lazarus commented that 630 people have registered to date and that 497 tables have been sold so far.

Walter Olson has three layouts that will be there, and possibly one HO layout.

Dave Weiss has the Cal-Stewart cars ready for shipment, and we will use Fred Kramer's - Adco to ship them.

Sam Mattes has ads running in the Daily News and LA Times. Convention Center is to publicize the event locally.

Kurt Bondi is running ads in the The Long Beach Press Telegram, 54 Hours in the LA Times and Weekend Events sections.

Gary Keck needs to know who needs a hotel room by 11-8-96.

Jerry Price has invited Angela Trotta, the artist to come to Cal-Stewart. She will have a special painting for Cal-Stewart. Lionel has promised to come to the meet and there is a possibility that Mike's Train House will also be there.

Bill Corsello had a small bill that had to be paid to the Daily News.

**DECEMBER MEET:**

Santa Claus will come to the Christmas Party with gifts for the children.

Meeting adjourned at 8:40 p.m.

Next Meet Sunday, December 8, 1996.

Next Board Meeting Wednesday, December 11, 1996

Minutes Respectfully Submitted by Kurt S. Bondi,  
Secretary

T.T.O.S. SOUTHWESTERN DIVISION  
December, 1996

Sam Mattes, President called meeting to order at 6:50 P.M.

**ATTENDANCE:** Sam Mattes, Kurt Bondi, Bruce Lazarus, Jerry Latner, Jerry Blaine, Roy Bell, Calvin Smith, Al Vierich, Vince Garguilo, Jim Ban, Walter Olson, Chuck Stone, Jerry Price and Fred Kramer.

**SECRETARY'S REPORT:** Minutes read and approved.

**TREASURER'S REPORT:** There wasn't any treasurer's report at this meeting. Roy will have a report in January. Harold Shapiro will take over the job from Roy as soon as Harold knows how to handle the position.

**CAL-STEWART REPORT:**

Bruce Lazarus reported that Cal-Stewart registrations went well and we sold 602 tables; 527 attended from the public plus some 250 children and 962 members registered.

Jerry Price, National President stated that Angela Trotta had a wonderful time at the meet and wanted to thank everyone connected with Cal-Stewart.

Sam wants a new accounting method set up for the convention car sales, this is to include shipping costs, and other actual charges.

Al Vierich will be the permanent layout chairman. He received many calls from people who wanted to bring layouts to Cal-Stewart.

Calvin Smith reported on the layout tours and Don Hasty and Bob Knee's layout was open to the members. Calvin suggested that other layout tours be shown during the year's monthly meets.

Sam suggested the raffle should be held at 3 P.M.

Members who work security should not have any tables at Cal-Stewart so there wouldn't be conflicting interest in time spent at their own tables instead of attending to security.

Vince Garguilo stated that the auction was extremely successful, sales were up. It was suggested that there be a limit as to the amount of items at the auction from each person so that more people could participate in the auction.

Bruce Lazarus suggested two auctions. One in the evening having a LOT sale with higher priced items.

Kurt Bondi suggested that each person who had a table at Cal-Stewart be given a questionnaire which would include suggestions or complaints in the way Cal-Stewart was run.

The December meet, according to Calvin brought in 3 new members, 107 cards from members and 1 renewal. Sixty-three tables were sold.

President Sam Mattes appointed Harold Shapiro, Assistant Treasurer; Al Vierich, Layout; Donn Nelson, Table; Larry Kirk, Registration; Mike Galante, Security.

The table rates will have to be raised to \$10.00 because of a rent increase of the hall and other operating expenses.

Advertising for the monthly meets is going to be increased to more papers.

A committee was formed to look for a new meeting place. Fred Kramer, Kurt Bondi, Al Vierich and Vince Garguilo are its members.

Vince Garguilo gave his usual auction report. Good auction!

We need a volunteer to handle the back door security.

Kurt Bondi will be in charge of publicity and advertisement along with Sam Mattes.

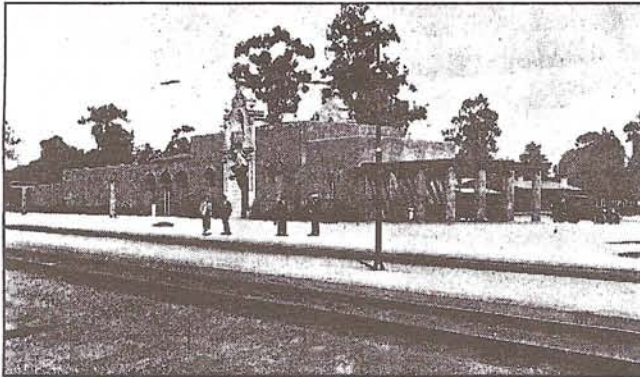
Meeting adjourned at 8:30 P.M.

Minutes respectively submitted by Kurt Bondi, Secretary

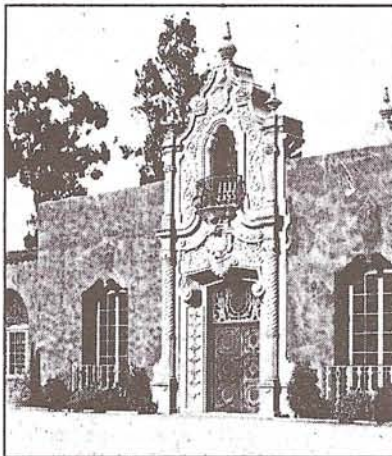
## LOOKING BACK

## 'MOST BEAUTIFUL ON THE LINE'

*Historic train depot, currently under renovation, holds many memories*



When it opened in the mid 1920s, Glendale's Southern Pacific Station impressed many Hollywood filmmakers, who in turn used its Spanish-style architecture as a backdrop. Far right, ticket agent Bruce Gaughan takes a look outside. Above him is just an example of the station's details. Windows were decorated with wrought iron bars.



By Ellen Perry, *News-Press*

**B**anners waved, the community band played and speeches were long and plentiful that March evening in 1924.

"A Milestone in Glendale history," read the headline in the Glendale Evening News. The Southern Pacific railroad formally presented a new Spanish-style station at Railroad and Cerritos Avenue to the people of Glendale.

Mayor Spencer Robinson, city and railroad officials and 2,000 Glendale residents stood at attention as the band struck up "America."

Children ran to and fro, not mindful of the historic moment. The little stucco building gleamed with fresh paint, polished oak furniture and a colorful tile floor. This would be a night to remember — a new depot for the small community that was beginning to feel growing pains.

The evening festivities began with the 8:06 p.m. arrival of the "Padre," one of the Southern Pacific's trains from Los Angeles to San Francisco.

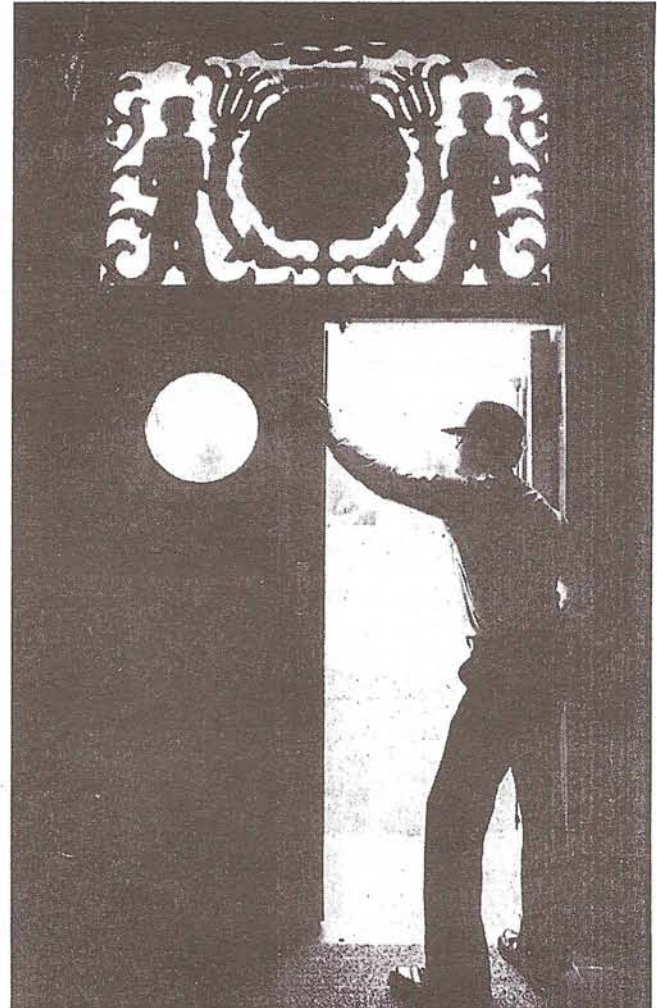
Aboard the "Padre" was a host of dignitaries from the line including T.H. Williams, assistant general manager of the Southern Pacific lines. Officials of the Hollywood, Pasadena and Burbank Chamber of Commerce also attended.

In presenting the station Williams stated, "Glendale was chosen for this new station because of its strategic location in regards to Los Angeles, Hollywood, Pasadena and Burbank, being considerably closer to these points than the main Southern Pacific terminus.

Prior to the arrival of the "Padre," a concert lasting more than an hour, followed by a community sing-a-long, entertained the crowd. Such favorites as "Old Folks at Home" and "Auld Lang Syne" united the people.

W.E. Hewitt, president of the Glendale Chamber of Commerce, was master of ceremonies. Station agent Clyde Thedaker and Henry L. Legrand, ticket agent in charge of the office, gave a description of the new station.

Showing great pride, they pointed out the station is built of fireproof concrete, 164 feet long and 27 feet wide, equipped with



every modern facility for handling passenger freight trains.

"In type it is different from any other station of the Southern Pacific system and is considered the most beautiful on the line," Legrand said. "The waiting room is particularly attractive, the walls finished to give the effect of old adobe. The doors are massive, carved and studded with hammered brass nails. On the exterior, the windows are decorated with wrought iron bars, artistically twisted."

The building cost \$65,000, including the trackage, site paving, platform and other necessities.

"We prefer to call the station the Glendale Depot instead of the Southern Pacific Station," Williams said on behalf of the railroad. "When our officials of the road saw the rapid growth of Glendale, and realized that Glendale was the logical point to place a station to receive passen-

ger congestion through Los Angeles, we got busy."

During the following years, the little depot was constantly humming with travelers coming and going. Celebrities were a common sight. Numerous Hollywood films utilized the area as a backdrop, and it was a Sunday afternoon excursion for many local families.

During the war years the 60 employees were kept busy with 18 trains passing through daily. After the war, rail travel declined and one by one the trains through Glendale were discontinued. The Owl, Sunset, Golden State Limited, Morning Daylight, West Coast Limited Coaster, San Joaquin and the Los Angeles Tehachapi, all rode the track to oblivion.

• **ELLEN PERRY** is a longtime Glendale resident and local historian. She focuses on a different part of Glendale's past each Monday in the *News-Press*. Reach her at 241-4141 ext. 930.

General Chairman  
\*Jerry Blaine  
(909) 860-1952 H

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\*Bruce Lazarus  
(818) 225-1710 H  
\*Jerry Latner  
(818) 888-0603

Registration  
\*Jon Sirugo, Membership Secretary  
(909) 392-0514 H  
(818) 812-7575 W  
\*Larry Kirk, Assistant Membership Secretary  
(818) 358-1763 H

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\*Donn Nelson, Monthly Table Sales  
(805) 259-1188 H  
\*Al Vierich, Monthly Layout  
(818) 347-1818 H

Auction  
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(818) 956-5396 H  
(818) 841-1587 W  
John Salino  
(818) 753-8328 H

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Ed Harrigan  
(818) 335-7139 H/W  
\*Bob Wall  
(818) 360-4727 H  
(818) 341-4444 W

Volunteer Recruitment: All Board and C-S Chairs

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(818) 347-4753 H

Ex-Officio  
National TTOS President  
\*Jerry Price  
(213) 467-7399

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\*Gary Keck  
(818) 842-3330 W

Cap and T-Shirts  
Alan Litt  
(818) 501-4285 H  
(213) 750-3840 W

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Cocktail Party  
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(619) 488-4070 H

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Chuck Stone  
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Jim Ban  
(818) 447-2892 H  
(909) 627-8619 W

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\*Larry DuPont  
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\*Jon Pincus  
(818) 889-1005 H

\*Board Members  
\*\*Deceased

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Ralph Johnson\*\*

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(818) 704-1200 W

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Sunday Drawing  
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(818) 984-2128 W  
Assistant Treasurer  
\*Harold Shapiro  
(213) 876-6730 H

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\*Calvin Smith  
(818) 243-4105 H  
(818) 792-6594 W

King Memorial Drawing  
David Powell  
(909) 981-6950 H/W

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Public Relations  
Membership Recruitment  
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(818) 892-6904 H

Secretary  
\*Walter Olson  
(310) 397-1751 H

Layouts  
\*Al Vierich  
(818) 347-1818 H

Monthly Meet Security  
\*Michael Galante  
(818) 831-0846 H



Clip out  
and bring  
to the  
April Meet.

This is  
your meet  
card for  
April.



Non-transferable — DRAWING CARD — SHOW AT ENTRANCE

# Sunday, April 13

Table Sales - Auction - Test Track - Operating Layout - Parts - Etc.  
Full hall of 100 tables with the Best Trains west of the Mississippi.

SELLERS will not be admitted before 10 a.m. and 2 at a time will be checked for updated dues, then tables assigned. No one will be able to begin setup before 11 a.m. You may sit at table until then. COVER RULE will be enforced. Call Donn for advanced table reservation (805) 259-1188. Pre-reserved tables (\$10.00) held until 11:30 a.m. PARK in FRONT for Unloading. Bring your own opaque cover.

PARK IN REAR — Use Rear Entrance

1:45 p.m.: Business Meeting, Drawing, AUCTION starts at 2:00 p.m.

1997 Meets: 5-4, 6-8, 7-20, 8-10, 9-14, 10-5, C-S 10-31, 11-1,-2, 12-14

1997 CAL-STEWART is Oct. 31, Nov. 1, 2

## SOUTHWESTERN DIVISION

### 1997 Sunday Meet and Auction Dates:

11 a.m. setup; 12 noon Buyers; 1 p.m. Public  
3-9; 4-13; 5-4; 6-8; 7-20; 8-10; 9-14; 10-5;  
Cal-Stewart 10-31, 11-1, 2; 12-14  
Burbank Machinist Hall, 2600 W. Victory Bl.  
Take I-5 or 134 Freeway to Buena Vista  
Contact Sam Mattes (818) 347-4753

## SOUTHERN PACIFIC DIVISION

Sundays: 12 noon to 5:00 p.m.

3-30; 4-27; 5-25; 6-22; 7-27; 8-24; 9-28;  
10-19; 11-16; 12-28

Brookhurst Community Center  
(I-5 Fwy at Brookhurst to Crescent)  
2271 W. Crescent, Anaheim  
Contact Steve Latta (619) 745-5011

Nor-Cal Spring Cal-Stewart Meet  
March 21, 22, 23, 1997

Santa Clara Convention Center  
Info: Karen Rodgers (415) 878-5811

JB Associates Toy Train Auction  
Sunday, Mar.16--9 am View, Auction 11 am  
Pasadena Holiday Inn, 303 E. Cordova  
For info call Jerry Blaine (909) 860-1952

## Standard Gauge Tinplate . . .

(Continued from page 11)

ing. Let this, then, be our tribute to this fine old gauge, the first true exclusively American gauge, and our own expression of our hope that Standard gauge model railroading may survive.

This department would like to hear from all active Standard gauge tinsplaters. Although not discriminating against any other gauge, we intend to regard Standard as an active gauge—even if it's out of the catalog!

\*\*\*\*\*

If you have a collection you want to place in the Auction, call Vince Garguilo (818) 956-5396

### LAYOUT VOLUNTEERS NEEDED

Call Al Vierich (818) 347-1818

Parents: Children must be with adult when viewing layout. Please don't leave child unattended.

1997 TTOS National Convention  
August 11-17, 1997  
Northeastern Div., Rochester, New York

\*\*\*\*\*

Don Ladenberger reported Bill Stearns donated 20 cases of soft drinks for the King Party on Friday night at the Cal-Stewart Meet last November and was omitted from the Friday night report.

\*\*\*\*\*

*The Southwestern Limited* is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS). To contribute articles, photographs and letters, mail to: Calvin Smith, Editor, 25 So. Fair Oaks Ave., Pasadena, CA 91105-1998. (818) 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 enclosed. Thank you.

Southwestern Division No. 1  
Toy Train Operating Society  
A Non-Profit Corporation  
Sam Mattes, President  
7253 Pondera Circle  
West Hills, CA 91307  
Hot Line (818) 347-4753

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