

**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



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**GARY KECK
PRESIDENT**

**CALVIN SMITH
EDITOR**

**MERVYN LEW
PHOTOGRAPHER**

From the President

Hi Everyone,

The new hall in Arcadia seems to be a good fit for our activities. There was a nice turnout for the February meet. There were plenty of trains, good food and a lively auction. I personally missed the smiling face of Sam "The Train Man" Mattes. I have many good memories. Sam's absence makes me think about the future of Southwestern Division.

The heart and soul of any organization is its volunteers. Like most organizations, a few volunteers do the lion's share of the work. Like other organizations, we need new blood to sustain our Division. There are many members of the Board including myself who have put in a great number of hours of service over many years. These members are stepping down and need to be replaced. Without new blood, the Division will surely fall apart.

The subject of finances was the major item for discussion at the February Board of Directors. At the current pace, the Division will be financially unviable in two years. The Board focused on cutting expenses and raising revenue. The members present at the February meeting passed the following changes. First, Cal-Stewart late registration will be \$10 higher than early registration (from \$35 to \$40). Second, there will be no new souvenir car until the current inventory is depleted (buy the Lionel MX Missile car now in stock). Third, Cal-Stewart table fees will be raised to \$30 from \$20 while the size of the table will increase from six foot to eight foot. Fourth, the table fees at the meets will be \$10 for all tables effective April 1st. Other items were tabled until the March meeting. And lastly, we need more members to join in order to meet all the expenses that are incurred in running the Division. We must sell the Cal-Stewart souvenir cars. We need new ideas from new people. Ask any Board member or myself how you can help the Division.

Cal-Stewart will be in Pasadena November 7, 8, and 9, 2003. We will need volunteers to help run Cal-Stewart. Spread the word and talk to everyone you know to support Cal-Stewart. We must make changes to control costs. Any ideas would be greatly appreciated. We will be against a GATS show in Pomona. This was probably the least of all shows to face in November. We need every member to encourage people to attend our monthly meets and Cal-Stewart.



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Scenes from the December Meet



The traditional December Family Meet included the visit of St. Nick to the delight of young and old alike plus hot chocolate, coffee and delicious cake provided by the Club. Meet activities included table sales, auction and the running of our popular Club Layout (photo of Layout Team members present at December Meet above). See page 2 for more photos.

Southwestern Division Meets

Table Sales • Auction • Layout • Test Track
Parts • Books/Videos • Repair Clinic • Snack Bar

**2003 Meets: 3-16, 4-13, 5-4, 6-8, 7-13,
Aug.-Dark, 9-14, 10-19, C-S 11-7-9, 12-14**

Breakfast 9:30 am; 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!

Our meets now begin with an opportunity to meet with fellow members over breakfast. Breakfast is served from 9:30 a.m. to 10:30 a.m. Set-up time for sellers is 10:30 a.m. with the meet beginning at 11:00 a.m. Note the change from the previous 11:30 a.m. start. The public is admitted at 11:30 a.m. The next SWD Meet is on the third Sunday in March, March 16th. Also the Nor-Cal Cal-Stewart Meet is in Santa Clara on March 1 and 2. Future events include the National Convention August 21-24 in Denver, Colorado as well as our August visit to The Los Angeles Live Steamers in Griffith Park.

In closing, I know that the membership of our Division can rise to the occasion. So let's pull together to put our Division back on track.

A handwritten signature in black ink, appearing to read 'Gary'. The signature is written in a cursive, slightly slanted style.

Visiting with Santa Claus



Santa had gifts for all the children and holiday greetings for all the adults!

Winners of December Drawing



Jeffrey Cohen
Train Commercial
Video



Frank Weeks
Cal-Stewart Mobil
Tank Car



Tom Hess
Cal-Stewart Pacific
Fruit Express



John Goodwin
DVD Building a
Layout



Frank Alabart
A Muppet Classic
Videop



Stand-in for Ed
Largey
MTH Cal-Stewart
Santa Fe Tank Car



Harold & Cheryl
Shapiro with Video
A Steam Driven Man



William Rolak
Cal-Stewart Pacific
Fruit Express



Robert Cesarone
Tonka Tales Video



Joseph Alioto
DVD American RR
Collection



Bill Fiorelli
Cal-Stewart Mobil
Tank Car



The January Meet



Top: table sales

Bottom: Parts Dealers Electric Norman (back to camera, with apron) and wife Blanche attend most Southwestern Division meets with a variety of parts for toy trains.



Top: table sales

Bottom: Jerry Blaine displays an American Flyer complete in set box.



Top (l to r) Happy Winners: Mario Laboratore, Pacific Express Reefer; Ernie Renn, Pacific Express Reefer; Bill Schouten, Santa Fe Tank Car.

Below (l) Larry Pearson (l) repairs at Repair Table at most SWD meets; (r) Dave Nissen (l) always interests attendees with his command control layout.



The Cottons' Winter Wonderland – Train-Style!

Several months ago in conversation Hollis Cotton mentioned his enjoyment of having a train layout up and running in his home during the holiday season. Building of this annual layout occurs in late November and early December with both Hollis and his wife Ginny skillfully pooling their talents to create “a winter wonderland” complete with villages, winter sports, and, of course, trains! On a late Sunday afternoon in January they graciously agreed to a photo session with *Limited* editor Calvin Smith and his wife Phyllis.

Using Department 56 lighted buildings, Hollis and Ginny create scenes reminiscent of the '20s and '30s for the collection of vintage 0-gauge pre-war American Flyer trains to pass through, with careful attention to detail. The layout features two levels of tracks complete with trestle bridges and tunnels.



(r) The Christmas Tree in the center of the layout, designed and decorated by Ginny, features angels, ballerinas, and fairies ornaments for this year's theme. Silk red and white poinsettias adorn the tree along with garlands, crystal and metallic ornaments which reflect the light from many tiny white lights.

*Text by Calvin and Phyllis Smith
Photos by Phyllis Smith
Color courtesy Calvin and Phyllis Smith*

Hollis and Ginny Cotton. Using Hollis' building and design skills and Ginny's fine arts and design skills, they create a layout of magic and beauty.



Hollis explaining to *Limited* Editor Calvin Smith how the layout is designed. Note the vintage Flyer trains coming down the tracks and the vintage cars beside Hollis.

The two pictures to the right show sections of the layout. The snow is created by sheets of cotton batting expertly draped, molded and feathered to give very realistic snow effects. The crystalline design of the frozen pond in the top picture says, “Cold!” In the bottom picture, note the animated ice skaters on a frozen pond in the upper left area of the photo.



The Cottons' Winter Wonderland – Train-Style!



Detail of one of the many village scenes in the layout. Note the tunnel. The layout features quite a few tunnels which Hollis has kept short to to keep the tracks accessible for clearing derailments with minimum disruption to the layout.



Entering the station. Note village in the background.



The ski run on the mountain between villages.



Even the “back side” of the layout is fully and beautifully decorated with buildings, trees, and other scenic detail. The 2 track mainlines through tunnels and over bridges make a beautiful sight. Layout details include a variety of prewar vehicles, lamp posts, telephone lines, snow-covered trees and, of course the beautiful Department 56 buildings.



Editor Calvin Smith with Hollis Cotton in front of Hollis' collection of boxed American Flyer 0-gauge sets, both clockwork and electric, from 1910, plus or minus, to the '30s. The trucks on the two bottom shelves are part of Ginny's collection of logos.

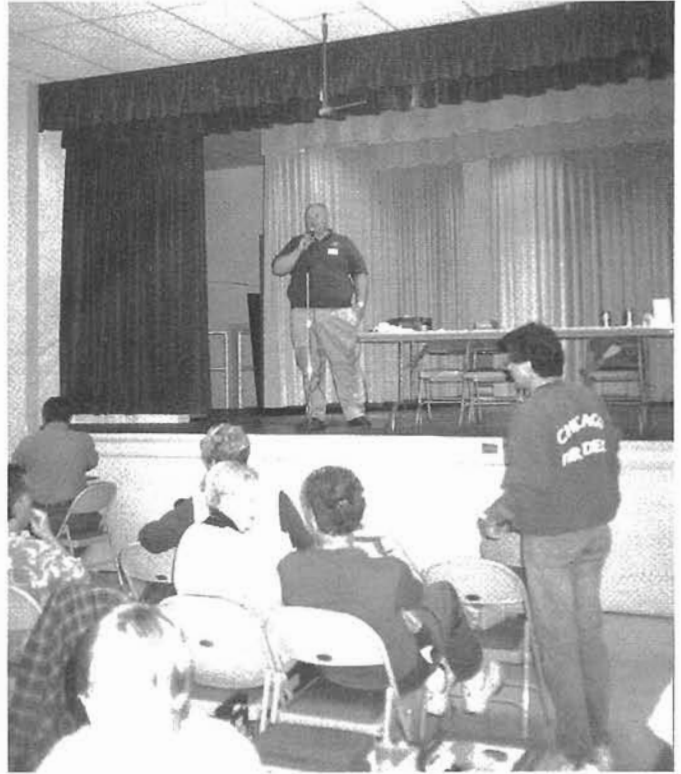


Clockwork boxed set. Hollis has many consecutive years of Flyer train sets.

The February Meet



The meet hall was busy at the February meet.



SWD TTOS President Gary Keck calls for attention to begin the business meeting at the February Meet.



The auction crowd is eager for the auction to begin.

**Need Website Master for SWD!
Call Gary Keck (818) 846-3386**



Robert Johnson
C-S Mobil Tank Car



Tony Raimondi, 4 tickets
on Amtrak Surfliner



Peter Searls, 2 tickets
on Amtrak Surfliner



Ann Patynik, Ladies'
drawing winner \$10.00



Mystery Lady on left
(apologies for not getting name)
Ladies' drawing winner
\$10.00

*February meet pictures
by Phyllis Smith*

YOU ARE WELCOME TO OUR MEET!



Toy Train Operating Society
SOUTHERN PACIFIC DIVISION
ANAHEIM, CALIFORNIA

TRAIN MEET

SUPER AUCTION - GREAT RAFFLE
OPERATING LAYOUT- SNACK BAR

2002 MEET DATES

JAN 27	JUL 28
FEB 24	AUG 25
MAR 24	SEPT 22
APR 28	OCT 27
MAY 26	NOV 24
JUN 23	DEC 15

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The Layout Corner

Editor's Note: This is #2 in a series of Layout Tips written by Jim Weatherford. We thank SWD Vice President and Layout Chair Al Vierich for arranging with Jim Weatherford for the inclusion of these wonderful articles in the *Southwestern Limited*.

The Model Railroader's Nemesis

by Jim Weatherford, Copyright 7/92

Webster defines corrosion as : "the act of eating away by degrees as if by gnawing; esp. to wear away gradually usually by chemical action." We model railroaders see the results as rust, a surface coating, or pit corrosion. Corrosion can (and does) occur just about everywhere you can see and most definitely everywhere you can't see (or, at least it seems that way). Corrosion adversely affects the way our trains and accessories perform, their appearance, and their value.

I was inspired to write this article after a particularly insidious spot of corrosion prevented a whistling tender from working properly. The dc relay mounting screw threads were covered with a white, chalky substance and, of course, the ground path was presented with a high impedance and the tender didn't work. there was no outside evidence of a corrosion problem and so I first thought I had a bad relay. Fortunately, the problem was resolved quickly and inexpensively once I found the cause.

What causes corrosion? Unprotected metal, moisture, air, and time seem to be the ingredients to bring about the corrosion process. the right (or wrong for us) conditions produce hydrated ferric oxide, that red colored coating on the metal. This chemical action pulls iron molecules from the metal surface eventually causing pitting. What better environment than a basement, garage, or storage shed do we need to create rampant, damaging, unsightly, discouraging, disappointing, and downright expensive corrosion?

You might ask how long does it take for corrosion to occur? I've seen rust form as quickly as overnight and, of course, over a period of years. It varies, depending on the mixtures of the ingredients mentioned above.

What does corrosion do? Well, you can have loss of metal, paint will flake off, wires won't solder to terminals, you get interruption of the electrical circuit (track and wheels are two obvious places for this), motors run hot (and heat causes another set of problems), roller pickups wear excessively, and wires corrode inside the insulation. Corrosion can affect the performance of any energized unit or accessory. (It's really neat to find a wire that looks perfectly good on the outside but is nothing more than a very high resistance or an open circuit). Look for copper oxide (green) at solder points as an indication. Also, a stranded wire may be stiff even if the insulation is not brittle.

How to get rid of corrosion. Rust underneath paint won't go away by covering it with new paint; you have to get down to the bare metal by sanding, filing, buffing, or using a wire brush. A corroded electrical terminal is impossible to solder properly. It's very important to have a clean surface when soldering since the solder won't flow onto a contaminated surface; it just forms a ball and rolls off.

How to Prevent Corrosion. Once the metal is free of all

corrosion, you should wash everything and rinse with clean water. Make sure you dry the surface thoroughly by using pressurized air to force out all moisture or set it out in the sun to dry. You have to be very careful if you bake it in the oven; some metals will melt. (You there, sitting in that easy chair with your feet up, you know exactly what I mean, don't you?) Use a sandable primer as an undercoat after you have filled any pits or holes. After the primer is dry, use a good quality paint and apply light coats.

You can decrease the chance of corrosion by storing your trains in a dry area. Further, protect them with materials that can breathe, e.g., a soft cloth, paper, or boxes. It's not a good idea to wrap them exclusively in plastic bags since moisture can condense on the inside.

Metal that is left unpainted can be protected with a thin coating of oil or chemically sealed with bluing.

Don't do this. You mustn't get carried away with paint in the wrong places. You have to remove paint from contact ground points especially where trucks mount to metal chassis'. I once did a re-paint job on the sheet metal chassis of a GP-7. It really turned out well and looked great; the only problem was it didn't run. Can you guess where the problem was? Hint: read the second sentence of this paragraph.

Remember, Corrosion is not the railroader's friend and a little preventative maintenance now will save a lot of headaches in the years to come.

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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