

# THE SOUTHWESTERN LIMITED



VOLUME 2  
NUMBER 5

MAY  
1983

HILLY LAZARUS  
TEMPORARY EDITOR  
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## ANNOUNCEMENT

NEXT SW MEETING: FRIDAY NIGHT, 5/13 AT THE ARCADIA MASONIC HALL. 5:30 P.M. BRING YOUR NATIONAL MEMBERSHIP CARD AS WE MUST CHECK THAT YOU HAVE PAID YOUR DUES. JOAN MARLATT DISCOVERED SEVERAL PEOPLE WHO HAVE BEEN S.W. MEMBERS BUT HAVE NOT PAID THEIR NATIONAL DUES FOR MANY YEARS. THIS IS A NO-NO. NEW NATIONAL MEMBERSHIP APPLICATIONS WILL BE AVAILABLE FOR THOSE DELINQUENT IN THEIR DUES. ANYONE NOT PAYING NATIONAL DUES BY THIS MEETING WILL BE DROPPED FROM SOUTHWESTERN MEMBERSHIP.

PASTOR KELLY KILLINGER IS OUR FEATURED FACE. KELLY IS THE ENGINEER OF THE GOSPEL TRAIN. "GOSPEL TRAIN" IS A MUSICAL COMPOSITION BY OLIN DOWNES AND ELIE SIEGMEISTER PUBLISHED BY ALFRED A. KNOPF, INC. IN "A TREASURY OF AMERICAN SONG", 1943. KELLY HAS A HEAVENLY COLLECTION.

Dear (Temporary) Editor:

Tables at our regular meets are hard to find if not impossible. Some sellers, like me, don't even bring things because I have only a few items to sell and it isn't worth the hassle. How about the club having one large table designed for consignment, charging each seller 10% of any sale? This way a seller could bring up to 5 items for example, price them, and leave them on the table. One member of the club could act as money taker.

Is there anything we can do to get better ventilation in the hall to reduce the smoke and bring in some fresh air?

I'm a rookie at this train-business. I'm not a collector, but just like to run trains with my two boys ages 6 and 9. What I need, often, is some expert advice about buying, repairing, etc. Could the club provide names of those interested in helping we novices so that I don't have to guess or ask around as to who knows what about what?

Sincerely, Ernie Gilpin, TTOS #5844

Dear Ernie:

The BOD (Board of Directors) has been aware of the table shortage at our meets and also the crowding in the hall. From now on we will have one less row of tables in the main hall as these are being repositioned in the central hall of the building along with twenty card tables and fifteen new sellers tables which are presently being sought and should be available before this letter goes to press. As for consignment selling, it would take a volunteer to man the table and volunteers are hard to find. Do I see your hand raised? With the new tables being added, perhaps you could now find a table more easily and save the 10% for yourself. The carpeted central hall area is on a separate air-conditioner and is also a non-smoking area so perhaps this will answer your request. If you need further consideration of your requests, contact Joe Lovi for the time and place of the next BOD meeting and present your ideas to the Board.

Everyone has their own specialized interests in toy trains and asking around for experts is about the best way to get your questions answered. Most of the fellows are more than willing to help or at least point you in the right direction. To give you some help, post-war Lionel fixing hints might be found in conversations with Ed Karper, John Cady, Dave Otth and Ed White who also sells parts for fixing them. Restoration decals and rubber stamps are available from Jerry Butler who will also tell you how to use them. Wes Frye is good at fixing motors and Pete De Beers can fix just about anything. Operating hints can be had from Ralph Johnson. If they can't answer your questions, they will know who can.

Hilly Lazarus

RAMADA TOWNHOUSE PHOENIX, AZ. AUGUST 4, 5, & 6

18TH NATIONAL CONVENTION  
TOY TRAIN OPERATING SOCIETY



# Riding the Rails -in Miniature

Collecting model trains

TRAVEL & LEISURE/DECEMBER 1981

by Kathleen Cecil

Imagine yourself luxuriating in a train compartment with a hand-carved interior. The decor is Moorish, with velvet draperies and onion-bulb doorways lending an *Orient Express* air of mystery. Sunken footbaths, silver and crystal dinner service and an unparalleled wine list add to the luxury as you speed through the countryside to who knows what rendezvous. All of this was available, if not always affordable, during the peak of luxury railroad travel, a period that lasted from after the Civil War into the 1930s. Today you can have it all again—at your fingertips.

For those who pine for the old style, many of the world's famous luxury trains have been re-created in miniature. Pick your era and pick your adventure.

Many model-train collectors got their first gleam of enthusiasm around the Christmas tree. The train set laboriously hauled down from the attic for the holidays was simply never put away. Instead, it began to take over the basement, the garage and whatever other space the family would allow. The first set of many collectors was a Lionel, and Lionel remains the most desired line, with the tinplate and Bakelite models in the forefront of collectibles. These miniatures appreciate in value about 10 to 30 percent a year, making them more than just a good time for the family.



## The Real and Almost-Real Things

Historically, trains quickly ceased to be mere haulers of freight and entered into spirited competition with steamboats, those floating palaces that offered every amenity to their well-heeled clients. To compete successfully, luxury trains became highly individual. Each had its own name, color scheme and distinguishing trademark. Engines were adorned, often sporting garlands of flowers, flags, inlaid pictures, brass bells or mounted antlers. The *Overland Express* published a morning newspaper, hand-set overnight from telegraphed stories as the train sped from San Francisco to Chicago.

The *New England Limited*, better known as the White Train, ran from Boston to New York until 1895 and featured fabulous wines and a white-and-gold color scheme. Even coal in the locomotive's tender was whitewashed to match, and passengers knew they were moving in style when they glimpsed the engineer dressed all in white, from gloves to silk hat. Well into the 1940s, movie stars, tycoons and royalty traveled by train. The *20th Century Limited*, the late E.M. Frimbo's favorite, was laying out its traditional red carpet in Grand Central Terminal until the 1960s.

Almost in retaliation against the demise of these grand trains, the lure of the miniature has become widespread. According to *Model Retailer*, model-train sales went from \$45 million in 1972 to more than \$92 million by 1978 at retail outlets alone. Dealers estimate that the average modeler spends about \$200 a year, and there are approximately a half-million enthusiasts in the United States. These sales figures include toy trains, such as Lionel and American Flyer, and the more accurate scale trains, some of them precise down to the number of rivets. The letters that designate scale refer to the size of the model in relation to the life-size prototype; the rule is 1/4 inch to the foot. An "O" scale model is 1/48th of full size; "HO" (or half O) is 1/87th, and so on.

## Comet Round the Bend

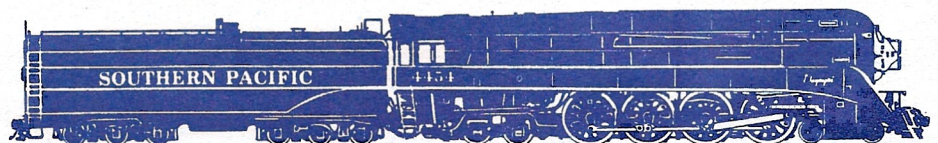
You say the train never stopped in your town? Well, now it does. That flash of blue in the distance is one of Lionel's most popular models, the *Blue Comet*, put out between 1931 and 1939. The 1934 model, which originally sold for \$7 and was worth \$2,300 by 1978, puts you in the land of tycoons as the owner of the smallest railroad.

The *Blue Comet* was based on the Jersey Central train that ferried the well-to-do out of sweltering New York to the resorts of the Jersey shore in the 1920s. The model came in two-tone blue enamel and featured tiny sinks and toilets. Any *Blue Comet* is a collectible today, and the sight of that blue streak running through the tunnels and over the bridges of a model setup has reminded at least a few people of the cooling breezes and the relaxation of summer.

## Happy Trails

A number of other Lionel luxury models have reposed under Christmas trees and been retired to attics, only to be rediscovered by new generations. The red and silver Lionel Santa Fe *Super Chief*, manufactured in the 1950s and 1960s, conjures images of the modern frontier mixed with the glamour of Hollywood.

The *Super Chief*, running between Chicago and Los Angeles, was the Western counterpart of the *20th Century Limited*. It was known as the "train of the stars" because of the frequent patronage of actors and actresses. This was one of the last luxury all-Pullman trains in the country. Swiss stewards staffed the dining car, which provided custom delicacies until 10:30 each night. The Lionel model captured the romance of the train whistling through the desert night. Adults watching the sleek engine could almost hear coyotes howl on the mesas, while children might imagine the adventure of heading for the edge of the continent over the plains of the pioneers.



COMPILED

STATEMENT OF FINANCIAL CONDITION  
APRIL 30, 1983

ASSETS

CURRENT ASSETS		
CASH - BANK OF AMERICA	\$ 4,010.31	
SAVINGS - BANK OF AMERICA	10,021.51	
ACCOUNTS RECEIVABLE	131.00	
TOTAL CURRENT ASSETS		\$ 14,162.82
FIXED ASSETS		
TABLES	889.76	
NET FIXED ASSETS		\$ 889.76
OTHER ASSETS		
PREPAID RENTAL	\$ 450.00	
PREPAID POSTAGE	265.00	
TOTAL OTHER ASSETS		\$ 715.00
TOTAL ASSETS		\$ 15,767.58

LIABILITIES

CURRENT LIABILITIES		
DUES RECEIVED IN ADVANCE	1,620.00	
TOTAL CURRENT LIABILITIES		\$ 1,620.00
NET WORTH		
NET WORTH, JANUARY 1,	12,162.20	
NET PROFIT (OR LOSS)	1,985.38	
TOTAL NET WORTH		\$ 14,147.58
TOTAL LIAB. & NET WORTH		\$ 15,767.58

STATEMENT OF INCOME & EXPENSES

FOR THE PERIOD 04/01/83 TO 04/30/83 04 MONTHS

	CURRENT-PERIOD		YEAR-TO-DATE	
	AMOUNT	RATIO	AMOUNT	RATIO
INCOME				
DUES RECEIVED - CURRENT YEAR	\$ 497.00	32.87	\$ 3,420.00	59.21
AUCTION FEES	314.45	20.80	968.80	16.77
BADGES	.00	.00	21.00	.36
TABLE SALES	558.00	36.91	592.00	10.25
SNACK BAR	30.00	1.98	85.00	1.47
INTEREST INCOME	74.40	4.92	139.28	2.41
MISCELLANEOUS INCOME	38.00	2.51	550.30	9.53
TOTAL INCOME	\$ 1,511.85	99.99	\$ 5,776.38	100.00
COST OF SALES				
RAFFLE TICKET SALES	446.00	29.50	1,204.00	20.84
RAFFLE PRIZE COST	( 250.00)	16.34	( 785.00)	13.59
NET RAFFLE PROFIT	\$ 196.00	12.96	\$ 419.00	7.25
GROSS PROFIT	\$ 1,707.85	112.95	\$ 6,195.38	107.25
OPERATING EXPENSES				
SECRETARIAL EXPENSE	77.50	5.13	254.50	4.41
BAD DEBTS	1.50	.10	1.50	.03
HONORARIUMS & GIFTS	.00	.00	48.03	.83
FILE & PHOTOS	.00	.00	52.00	.90
TABLE MAINTENANCE	60.00	3.97	155.00	2.68
SOUTHWESTERN BULLETIN	183.47	12.14	867.81	15.02
PRINTING & STATIONERY	.00	.00	983.45	17.03
POSTAGE EXPENSE	145.60	9.63	349.04	6.04
PAST PRESIDENTS EXPENSES	.00	.00	126.37	2.19
BOARD MEETING EXPENSES	.00	.00	38.69	.67
TELEPHONE	.00	.00	6.00	.10
METER RENTAL	87.00	5.75	142.91	2.47
ALL-DAY MEET EXPENSES	.00	.00	99.01	1.71
CAL-STEWART EXPENSES	.00	.00	98.99	1.71
MAAS PARTY EXPENSES	.00	.00	76.70	1.33
AUTO EXPENSE	.00	.00	10.00	.17
RENT	275.00	18.19	900.00	15.58
TOTAL OPERATING EXPENSES	\$ 830.07	54.91	\$ 4,210.00	72.87
PROFIT AFTER OPERATING EXPENSE	\$ 877.78	58.04	\$ 1,985.38	34.38
NET OPERATING INCOME	\$ 877.78	58.04	\$ 1,985.38	34.38
NET INCOME (OR LOSS)	\$ 877.78	58.04	\$ 1,985.38	34.38

Victor Gerendasy, S.W. Division Treasurer, has prepared the tables to the left for the members. As you can see, we have around \$14,000 in the bank which is to carry us over until June of 1984 and be the nest-egg for our '83 Cal-Stewart. We are in good shape.

Only our new table purchase this month is shown as a fixed asset and they cost \$889.76 for 15 tables. We also own about 30 old tables plus the display units we made for the last Cal-Stewart but these items have not as yet been assigned a value.

Gross income for April was, not counting dues, \$1014.85 plus a net of \$196.00 from the raffle = \$1210.85. The rent for April was \$250 for the all-day meet. So, our meet profit was about \$960.85 or enough to pay for the new tables and give us some pocket change for secretarial expenses.

The Board of Directors will decide on paying Henry, the custodian, \$50 per month to put all the tables away after our meets so we can just go home. Presently, our own crew does this for about \$30 a month and they are tired of the job since table users do not seem to want to help to put their own tables away with regularity.

Some dues are still coming in late and with a \$5 penalty for delinquents.



Minneapolis, St. Paul  
& Sault Ste. Marie

# HOT BOX ADS

**WANTED:** Lionel mint or near mint cars 6403-4-5-6 and 6410-11-12 to go with my AMTRAK engine. Ernie Gilpin #5844, (213) 249-1942.

**WANTED:** Overland Flyer and American Flyer "O" gauge lithographed cars and windup trains. Hilly Lazarus, (213) 762-3652.

**WANTED:** Roof for a Lionel #438 Signal Tower. Christopher Watt, (213) 247-5353. New, used or repro.

**FOR SALE:** TTOS Bulletin back issues, many interesting reprints, and old convention cars. Contact the TTOS National Office (213) 578-0673 or see Wes Frye at our meetings.



18TH NATIONAL CONVENTION  
TOY TRAIN OPERATING SOCIETY

THE PLACE TO BE IN '83

AUGUST 4,5,6  
RAMADA TOWNHOUSE PHOENIX,AZ.

## "PHOENIX" CONVENTION CARS

*Deadline is May Day*

'Phoenix' 3-dome Tank Car is copper with black frame and dome tops; operating couplers. Formerly 1979 Niagara Tank.

'Phoenix' Reefer is copper with black ends, roof and door; operating couplers. Formerly 1980 Oklahoma Reefer.

### HOW TO ORDER YOUR 1983 "Phoenix" CARS

1. Select on order form below the desired quantity (no limit) of Std. Gauge Ore cars. Only one of each 'O' Gauge type.
2. California residents add 6½% sales tax.
3. Checks must be in U.S. funds drawn on a U.S. Bank.
4. TTOS members NOT ATTENDING Phoenix Convention must add \$3.00 per car for shipping and handling via UPS.

'Phoenix' Convention Car Order Form only. Does not include Convention Registration. Orders must be in by May 1st, 1983.

TTOS #	Name	Address	City, State	Zip
Quantity of _____	Std. Gauge Ore Cars @ \$22.00 ea.	_____	_____	_____
one 'O' Gauge Phoenix Reefer	\$25.00 ea.	_____	_____	_____
one 'O' Gauge Phoenix 3-dome Tank	\$25.00 ea.	_____	_____	_____
	Total	_____		
	Calif. Res. 6½% tax	_____		
	Add \$3.00 per car for UPS shipping	_____		
	<b>GRAND TOTAL</b>	_____		

Mail to: TTOS  
25 W. Walnut St., Suite 305  
Pasadena, CA 91103

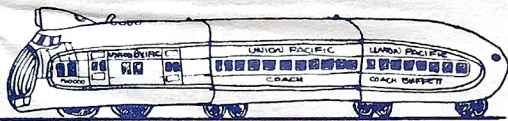


## Silver Streaks

One streamliner that may be secreted away in an attic is Lionel's *City of Portland* (1934-1941). It is based on one of Union Pacific's luxury expresses, which left Chicago, "train capital of the world," for Portland. Around the same time, Lionel issued the *Hiawatha*, based on another streamliner with a reputation for speed without sacrifice of creature comforts. The real *Hiawatha* featured a tavern car that was air-conditioned, soundproof and windowless, lest the passing view make the serious drinker dizzy.

Well aware of the draw of luxury models, manufacturers besides Lionel have re-created memorable lines. In 1936, American Flyer put out a limited edition of 500 polished cast-aluminum models of the *20th Century Limited*, the New York Central's legendary New York-Chicago line. This train, operated by the Vanderbilt family, began operation in 1902. In its heyday, butter in the dining car was provided from the Vermont farm of a Vanderbilt in-law. It was said that all the *Century* barbers retired in style, thanks to the stock market tips they received from the train's knowledgeable clientele. In contrast to the *Super Chief*, with its aura of wide open spaces, the *Century* elicited the urban.

Another city sophisticate was the *Broadway Limited*, which was always considered a close second to the *Century* in luxury on the New York-Chicago run. In the 1950s, when *Century* service was downgraded in an economy move, the *Broadway* finally came into its own with the elite. But even in the days when the *Century* insisted on nothing less than 100-proof whiskey in its bar, thus forcing some of its guests to brown-bag their favorite brands, the *Broadway* made available the 90-proof Jack Daniel's favored by so many. In 1927, American Flyer issued a model of the *Broadway*, and in 1935 Lionel followed suit.



## MARK TRAINS

### RIO GRANDE ZEPHYR CALLS IT QUITS

The Denver and Rio Grande Western's Rio Grande Zephyr made its last trip between Denver and Salt Lake City on April 24th and the line was taken over the next day by AMTRAK and was equipped with Superliners. The Rio Grande Zephyr was the last non-AMTRAK intercity passenger train left in the United States.

## Modern Western

The West Coast, too, has its bits of train history: the logging locomotives chugging through the Sierras, the gold mine and Comstock payroll trains. In the early 1950s, Tenshodo, a Japanese firm, issued a model of the renowned *Coast Daylight*. During its steam days, this was considered the world's most beautiful train, and it ran between Los Angeles and San Francisco for Southern Pacific. The red, orange and black model is still one of the most popular ever made. The *Daylight* has been best known in recent years as the locomotive that pulled the bicentennial *American Freedom Train*. In turn, the *Freedom Train* set, which sold for \$150 when it was issued in 1976, is worth three times that amount today. The *Daylight* is a model for the connoisseur. It embraces a good section of train history, the color scheme is dramatic, and the model is finely detailed, with all the realism a careful collector could desire. Best of all, it can be part of a layout with panoramic views of the ocean and mountains. A creative setup might include the old canals of Venice, with the *Daylight* chugging up through Big Sur, past the fishing fleets off Monterey and into the City of Seven Hills.

## Europe From an Armchair

While American luxury models are popular worldwide, there are also a number of valuable European lines. Nearly everyone has heard of the *Orient Express*, the Paris-Istanbul train that has run since 1883. At one point, this train carried royalty and diplomats through 12 frontiers and bands of bandits, amid car-to-car intrigue. One of the many models is by Elettren of Italy. It's done in an elegant royal blue, cream and gold. The sleeping cars have washstands, mirrors and made-up berths, and the dining cars are complete down to the tablecloths and place settings. Try using the train's famous route as a geography lesson, complete with borders and national landmarks. Picture the Paris station by the furnace in your basement, with the Swiss Alps sloping around the corner by the washer. The expanses of Yugoslavia and Bulgaria stretch toward the garage and end in the dramatic vista of Istanbul, with its mosques and markets next to your clothes dryer.

The roll of dice, the click of the roulette wheel and the flapping of bright beach umbrellas might blend with the whistle of our next prestigious line. *Le Train Bleu*, the famous French "Blue Train," was issued as a model by Hornsby of England in 1926. Formerly the *Calais-Mediterranean*, it ran between Paris and Monte Carlo. Like the *Orient Express*, it was a member of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens, and served the Côte d'Azur, popularized by Queen Victoria as a resort. A model of this line allows you to re-create Agatha Christie's ruby murder from *The Mystery of the Blue Train* or to create your own scenario of international spies and bandits. Models, of course, lend themselves to whatever liberties the modeler may take with facts. *Le Train Bleu* could easily be set up in the resort area of your dreams, incorporating all the attractions of a lifetime of amusement parks.

Another appealing European model is the *Flying Scotsman*, made by both Bassett-Lowke and Hornsby of England in the 1950s. During the 1930s, the *Scotsman* had an elegant Louis XVI-style restaurant car with concealed lighting as well as a ladies' retiring room and a hairdressing salon. The model may have a special importance to anyone who saw the *Scotsman*'s 1969 tour from Boston to Houston. A setup for this model could feature either the cityscape of London or the sedate countryside of village churches and geese.

It's clear that luxury travel has changed a great deal over the years. The famous private car of Ludwig II, "Mad King of Bavaria," with its gold-inlaid washbasin and swansdown-lined toilet seat, has passed into history. Gone, too, is Lillie Langtry's Barge of Cleopatra car, with its solid silver fixtures and silks and brocades custom-woven in Lyons, France. But while opinions vary on what now constitutes luxury, the richness of the past remains as the models chug around the curves.

Endless special effects can give all the sounds and sensations of the old trains. Lights flash, crossing signals descend, and bridges are raised. What better atmosphere for those stories of jewel heists and government secrets? What better setting for memories of a time when you could sink into the folds of an upholstered seat in the smoker with a book from the train library in hand, only to discover the author beside you.

There was power singing in the rails, and towns blinked by. The *Super Chief*, *20th Century Limited* and *Blue Comet* did not run so long ago that someone in the family might not have ridden one. And, pointing to the model making its way around the Christmas tree, he or she just might know a good story about the days when "beauty rode the rails." ■

# COMING EVENTS

- MAY 1 TTOS S.J.V. DIVISION, TURLOCK, CA.  
INFO: FRED NIX (209) 674-2313
- MAY 6 TTOS GOLDEN STATE DIVISION, SAN JOSE, CA.  
INFO: FRANK LAGOMARSINO, (408) 272-2313.
- MAY 6 TCA WESTERN DIVISION, EL MONTE, CA.  
INFO: BOB SPELLMIRE, (213) 395-9490.
- MAY 7 TTOS SV DIVISION, SACRAMENTO, CA.  
INFO: BRUCE KLEINSCHMIDT, (DAYTIME), (916) 447-9665.
- MAY 13 TTOS S.W. DIVISION, ARCADIA, CA.  
INFO: JOSEPH P. LOVI, (213) 242-7215.
- MAY 17 TTOS I.C.U. DIVISION, NEAR SALT LAKE CITY.  
INFO: ROGER LA FRANCE, 1782 N. 1575 W., LAYTON, UTAH 84041
- MAY 20 SFVTTC, NORTH HOLLYWOOD, CA. INFO: TOM McARDLE, (213) 363-8650.
- MAY 21 TCA NOR-CAL, OAKLAND, CA. INFO: FRITZ VON TAGEN, (415) 284-7791.
- MAY 27 TTOS S.P. DIVISION, ANAHEIM. INFO: STEVE LATTA, (619) 745-5011.
- MAY 28 MODEL TRAIN ASSOCIATION OPEN HOUSE. RAMONA SCHOOL, 9351 LAUREL, BELLFLOWER. INFO: MIKE STELLA (714) 992-3813.
- JUNE 3 TCA WESTERN
- JUNE 4 TTOS SACRAMENTO VALLEY DIVISION
- JUNE 5 ALLIED MODELS, TRAIN SALE, SUNDAY 10 A.M. - 3 P.M., MASONIC LODGE IN W. L.A., 2244 WESTWOOD BLVD. INFO: ALLEN DRUCKER, (213) 475-0463.

- JUNE 10 TTOS SOUTHWESTERN
- JUNE 17 SFVTTC
- JUNE 18 TCA NOR-CAL
- JUNE 21 TTOS I.C.U. DIVISION.
- JUNE 24 MTA



JUNE 24-26, 11 A.M. - 8 P.M. FRIDAY & SATURDAY, 11 A.M. - 4 P.M., SUNDAY. LOU & MIKE STEINBERGS "A MIDSUMMER COLLECTOR'S EXPO", L.A. COUNTY FAIRGROUNDS. INFO: (213) 762-3652. WE NEED TTOS RECRUITERS TO HELP AT OUR TABLE. CALL HILLY TO VOLUNTEER: (213) 762-3652

- JUNE 26 TTOS S.P.
- AUGUST 4-6. TTOS NATIONAL CONVENTION, PHOENIX
- NOVEMBER 18-20. CAL-STEWART, PASADENA.



SCHEDULES FOR THE FOLLOWING TOY TRAIN CLUBS ARE NOT KNOWN BUT YOU CAN GET INFORMATION FROM THE FOLLOWING PEOPLE. MOST CLUBS ADMIT GUESTS ON A ONE TIME BASIS. WE INVITE THESE CLUBS TO FURNISH US WITH MORE ACCURATE INFORMATION FOR PUBLICATION IN THE S.W. LTD.

- MODEL TRAIN ASSOCIATION, S.W. L.A. AREA. INFO: MIKE STELLA, (714) 992-3813.
- INLAND EMPIRE TRAIN COLLECTORS ASSOCIATION, SAN BERNARDINO AREA, INFO: STERLING LABE, (714) 795-3738.
- ALL GAUGE GUILD, SAN DIEGO AREA. INFORMATION: ED KARPER, (714) 273-1677.
- SAN FRANCISCO BAY AREA "S" GAUGERS, NORTHERN CA. INFO: BEN CLOW, (415) 526-0735.
- TTOS DIVISIONS: MOST DIVISIONS WELCOME GUESTS VISITING FROM OTHER DIVISIONS. LOOK AT PAGE TWO OF ANY TTOS BULLETIN FOR THE NAME OF THE DIVISIONAL PRESIDENT, CALL HIM UP AND PLAN TO VISIT OTHER DIVISIONS WHILE ON YOUR SUMMER VACATION.

Norma Marlatt is the Business Manager of our T.T.O.S. National office in Pasadena. She is in the office weekdays from around 9 AM until about 3 PM and you can call her at 578-0673. Joan Marlatt, Norma's daughter, is our Southwestern Membership Secretary and also helps out at the National Office. This is great for our division because of the immediate communication we have between Marlatts. Both ladies are now very busy in collecting and tabulating dues for National and local TTOS plus are maintaining membership rosters. The long-promised National TTOS Membership Directory should be out this July in place of one TTOS Bulletin. Because of their huge workloads, it would be a great help if we would all send in our checks for National and Divisional dues right away. Separate checks are necessary, but can both be sent to the National office as Joan can receive our Southwestern mail there. TTOS National dues for 1983 are \$18 but Southwestern dues are now delinquent and that check should be for \$17 payable to TTOS Southwestern Division. The local dues take us through June of 1984.

PLEASE NOTIFY THE CENTRAL OFFICE WHEN YOU MOVE OR CHANGE YOUR PHONE NUMBER.



While you are at it, please inform the secretaries of any change in your address and phone numbers to update our files and to make sure this gets into the new directory correctly. Our address is: TTOS, 25 W. Walnut St., Pasadena, CA 91103.

THE FOLLOWING S.W. MEMBERS ATTENDED THE NOR-CAL CAL STEWART MEET: Dave Oth, Phil Maddox, Chuck Stone, Jerry Blaine, Barbara and Ken Howard, Sue and Christopher Watt, Duane Skokut, Vinny Rogers, Ralph Johnson, Don Ladenberger, Gloria and Ed Garacochea, Bob Ponek & family, Jerry Rokos and Mrs. R., John Parker, Russ Jaffe, Merrill Silverstein, Allen Drucker, Bob Wall, Roy Bell, Lyle Cain, Sr., Ed White and parts, Bill Stearns, Jean and Steve Latta, Robert Streissguth, Dennis Bagby, Don Danielson, Carl Burnett, Bill Grove, Bruce Gripkey, Ron Wade, Sterling Labe, Dr. and Mrs. John Murphy, Robert Pfister, Pete Sala, Richard Espinoza, Joe Goldwater, Dick Wheeler, Dick Battaglia, Hilly Lazarus, John Cady, Gino Cultraro, Bob Ziegler, Lois and Jerry Butler, Claude "Pat" Marshall, A. B. Clark, Ron Regan and Mike Stella.