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MAY
1984

JOSEPH LOVI
PRESIDENT

HILLY LAZARUS
TEMPORARY EDITOR

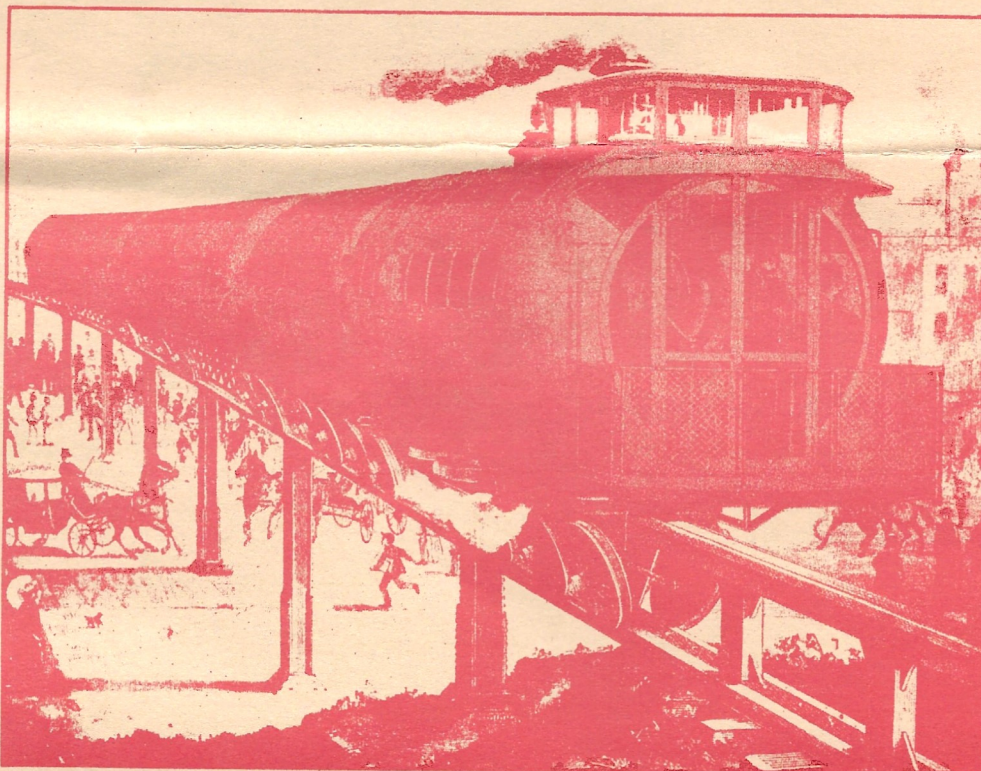
Grandpa was an INVENTOR!

MAYBE OUR CELEBRATION OF THE 50th ANNIVERSARY OF STREAMLINERS SHOULD PAY HOMAGE TO THE 98th ANNIVERSARY OF THIS STREAMLINED STEAM DRIVEN ELEVATED RAILWAY WHICH IS NOT UNLIKE THE DISNEYLAND MONORAIL IN CONCEPT. THIS STORY AND PICTURE WAS SENT IN BY GENE ROEBEN BUT THE DATE AND PUBLICATION IS NOT KNOWN.

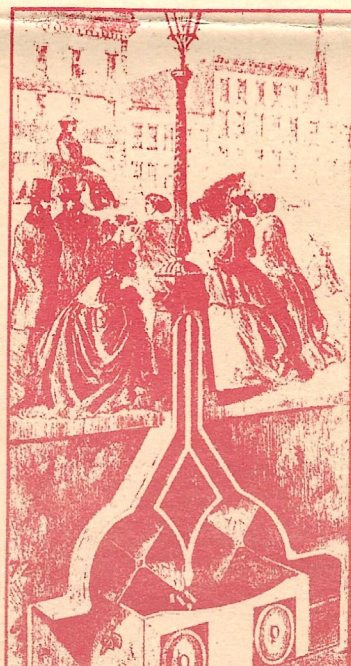
THE SOUTHWESTERN LTD. SADLY REPORTS THE PASSING OF OUR MEMBERS PAUL NISSEN AND PETE SALA. MAY THEIR FAMILIES BE COMFORTED BY THEIR MEMORIES.

WE ARE PLEASED TO SAY THAT LEON "LEE" HARRIS AND JOE LOVI ARE NOW FEELING MUCH BETTER SINCE THEIR RECENT HOSPITALIZATIONS.

YOUR DUES NOTICE FOR FISCAL 1984-1985 IS IN THIS MAILING. DUES REMAIN AT \$8 AND ARE PAYABLE ANYTIME FROM NOW UNTIL JULY WITHOUT PENALTY. PLEASE FILL OUT THE QUESTIONNAIRE WITH THE DUES NOTICE AND RETURN IT TO OUR TREASURER IN THE ENVELOPE PROVIDED. BE SURE TO PRINT YOUR NAME AND ADDRESS JUST AS YOU WOULD LIKE THEM TO APPEAR IN OUR S.W. DIRECTORY.



Grandpa had this elevated street car in East Cambridge, Mass. (1886). Note the V-wheel undercarriage, the single row of supporting pillars, the streamlining. The first section is the locomotive.



WE AMERICANS are the inventingest people! The habit started way, way back in the past. At a certain point, after it had been growing a long time, a certain conscientious U. S. Commissioner of Patents resigned. He said, "Why should I waste the taxpayers' money in a dying job? All the important inventions have already been made!"

That was a hundred years ago. Since then his department has issued two million patents.

There's just something in our blood.

Grandpa was a better inventor than we're apt to think. He didn't invent radar or the atomic bomb, but neither would we if he hadn't handed us the science on which they're based.

Grandpa was good! Look at these pictures!

Grandpa invented this lamp post-box, too (1867). Letters deposited above fell through the rotary mechanism into pneumatic tubes—one tube for uptown, one for downtown. Capacity, 240 letters per hour.

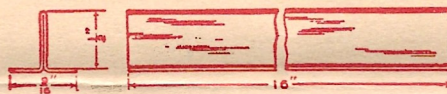
Homemade Electric Locomotive Model and Track System



By A. E. ANDREW

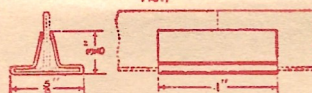
PART III—Construction of the Track System

The sections of track may be fastened together at the ends by means of a special connector, shown in Fig. 2, made from thin metal, preferably spring brass. The type of connector shown in Fig. 2 will not prevent the sections from pulling apart, and to prevent this, a second connector, similar to that



SECTION OF RAIL

Fig. 1

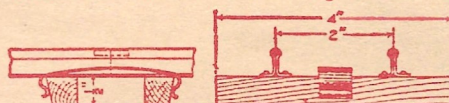


RAIL CONNECTION

Fig. 2

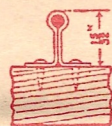
Shape the Rails from Sheet-Metal Strips, $1\frac{1}{2}$ Inches Wide and 16 Inches Long, to the Form Shown in Fig. 1. The Rail Connections are Formed as Shown in Fig. 2

shown in Fig. 3, should be made. The sleepers at the ends of each section should have one side beveled, as shown, and these edges should be exactly one inch from the end of the rails. A spring clip should be made, similar to that shown, which will slip down on



METHOD OF CONNECTING TRACK SECTIONS

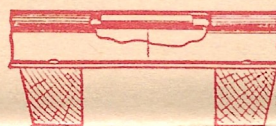
Fig. 3



SECTION OF

RAIL

Fig. 4



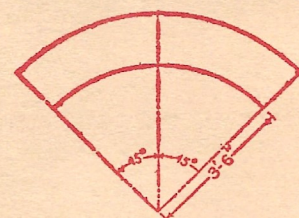
END CONNECTION OF RAILS

Fig. 5

A Spring Clamp for the Joints in the Sections is Shown in Fig. 3. An Improved Form of Rail is Shown in Fig. 4, and in Fig. 5 is Indicated the Method of Joining Its Sections

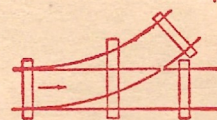
the inside of the end sleepers and hold the sections together.

A better form of rail is shown in Figs. 3 and 4, but it is somewhat more difficult to construct. In this case, instead of bending the piece of metal forming the rail over on itself and closing the space entirely, the metal is bent over a round form, such as a piece of wire, which may be removed, leaving an opening through the upper part of the rail from end to end. This gives a better form to the tread of the rail and



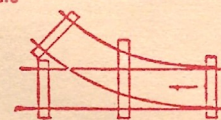
METHOD OF LAYING OUT CURVED SECTION

Fig. 6



LEFT SWITCH

Fig. 7



RIGHT SWITCH

Fig. 8

Lay Out the Switches and Curves, Full Size, and Fit the Rails to the Curves Accurately

at the same time provides an easy means of connecting the ends of the rails, as shown in Fig. 5. Small metal pins, about 1 in. long, and of such a diameter that they will just fit the circular opening in the top of the rail, are provided. One of these pins should be fastened in one rail at each end of a section, making sure that no rail has more than one pin in it, and that the arrangement of pins and rails corresponds in all sections. With proper care the various sections should fit together equally well, and they may be held together as shown in Fig. 3.

The curved sections may be made from rails similar to those described above, but some difficulty will be experienced in bending them into a curve because of the necessity of bending the lower flange on edge. The difficulty may be overcome by crimping in the inner edge of the lower flange and expanding the outer edge by hammering it on a smooth surface. The radius of the curve to which the inner rail should be bent in order to give a section of convenient length, and not too abrupt a curve, is 21 in. The circumference of such a circle is approximately 132 in., which, divided into eight sections, gives $16\frac{1}{2}$ in. as the length of the inner rail of each section. Since the tread of the track is 2 in., the radius of the curve of the outer rail will be 23 in. The circumference of the circle formed by the outer rail is 145 in., which divided into eight sections gives $18\frac{1}{8}$ in. as the length of the outer rail of each section. These curved rails may be mounted on sleepers, their ends being held in place, and the various sections fastened together, just as in the case of the straight sections.

Some trouble may be experienced in getting the curved rails properly shaped, and it would be a good plan to lay them out full size by drawing two circles on a smooth surface having diameters of 42 and 46 in., respectively, and divide each of the latter into eight equal parts. The form of the curve between these division lines and the lengths of the curves will correspond

THINK TROLLEY!!!

(continued on page 5)



THE SAN JOAQUIN VALLEY DIVISION OF THE
TOY TRAIN OPERATING SOCIETY AND FRESNO AREA
TOY TRAIN ENTHUIASTS PRESENT:

SPRING TOY TRAIN MEET

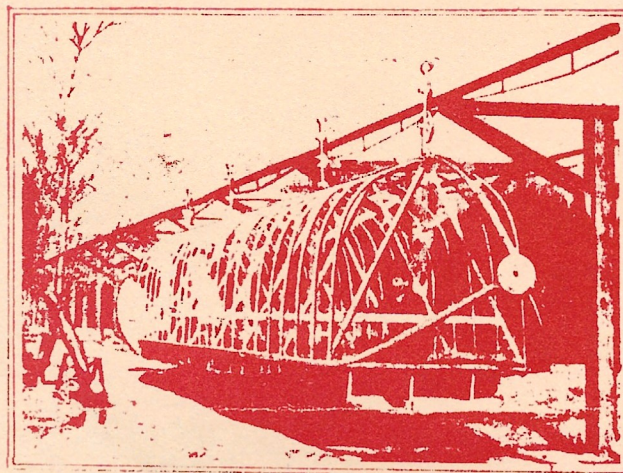
AT 10:00 AM ON SATURDAY, MAY 12th, 1984
IN THE MULTI PURPOSE ROOM OF THE HOMAN
SCHOOL, 1602 WEST HARVARD AVE., FRESNO

- * BUY, SELL, TRADE OPEN TO THE PUBLIC
- * CLOSED BOXES UNTIL 10:00 AM
- * NO ADMISSION CHARGE * NO TABLE CHARGE
- * NO RESERVED TABLES
- *****BRING YOUR TRAINS*****

ALSO THE SAN JOAQUIN VALLEY DIVISION OF THE
TOY TRAIN OPERATING SOCIETY WILL HAVE A SHORT
MEETING TO DISCUSS THE FORMATION OF A TOY
TRAIN OPERATING SOCIETY DIVISION IN FRESNO

FOR INFORMATION CALL FRED AT (209)674-2313
OR MARK AT (209)266-3110

++++
LET'S GO TO FRESNO
++++



A street-car equipped with a 26-horsepower
engine and a powerful airplane propeller

Taking the Air in a Street-Car

TIMOROUS folk who have vowed that they never
will ride in the propeller-driven airplane may
retract enough to take a trip in the propeller-driven
street-car.

In the city of Burbank, Cal., a-steel and aluminum
car, built to accommodate fifty-six people, hangs
from a single track along which it runs supported by
overhead wheels. A gasoline engine of twenty-six
horsepower drives a powerful propeller, the shape of
the car being constructed on the plan of a torpedo,
cutting through the wind when speeding along at a
lively rate.

The passengers are thus afforded an opportunity
to realize how it feels to ride behind a powerful air-
plane propeller without being in danger of falling
when the propeller stops.

SUBMITTED BY BOB WALL FROM THE
MAY 1920 "POPULAR SCIENCE"....

+++COMING EVENTS+++

- MAY 4: LOADING OF THE T.T.O.S. MUSEUM EXHIBIT INTO DAVE GAYMAN'S TRUCK,
AT THE ROSEMONT PAVILION, 700 SECO ST., ACROSS FROM THE ROSE BOWL,
PASADENA. HELP IS NEEDED TO MUSCLE MODULES. ABOUT 2 P.M. TO 4 P.M.
CALL DAVE GAYMAN, STEVE SMITH OR HILLY LAZARUS FOR INFORMATION
- MAY 5: THE T.T.O.S. MUSEUM EXHIBIT LEAVES FOR SACRAMENTO TO ARRIVE THERE
IN TIME FOR A 10 A.M. TOY TRAIN MEET OF OUR T.T.O.S. SACRAMENTO VALLEY
DIVISION. MEMBERS THERE WILL HELP US INSTALL THE EXHIBIT ALL WEEK.
- MAY 5: T.T.O.S. NATIONAL BOARD OF DIRECTORS MEETING IN PASADENA.
- MAY 5: THE WEST COVINA BROTHERHOOD OF MODEL RAILROADERS IS HOLDING A FREE
OPEN HOUSE MEET AT 132 E. FIRST STREET IN POMONA. FOR INFORMATION,
CALL JOE WOOD AT (818) 338-7778. TIME OF MEET: 8 A.M. TO 1 P.M.
- MAY 6: THE SOUTHERN PACIFIC STEAM STREAMLINER WITH ELEVEN PASSENGER CARS
ARRIVES AT THE CALIFORNIA STATE RAILROAD MUSEUM FOR EXHIBIT. OUR OWN
T.T.O.S. MUSEUM WORKERS WILL BE ABLE TO BOARD HER AND TAKE PICTURES.
- MAY 8: SAN DIEGO ALL GAUGE TOY TRAIN ASSOCIATION MEETING AT ST. DIDACUS
CATHOLIC SCHOOL IN SAN DIEGO. 6 P.M.
- MAY 11: REGULAR T.T.O.S. SOUTHWESTERN DIVISION MEETING IN ARCADIA. 6 P.M.
- MAY 12: SPECIAL T.T.O.S. SAN JOAQUIN VALLEY DIVISION MEET IN FRESNO. SEE
MEET NOTICE IN THIS BULLETIN.

Hobbyist Still Has Plenty of Steam Left

By ZAN THOMPSON

Los Angeles Times

Part VI/Sunday, March 18, 1984

Last Christmas, my sister Patsy and I bought an electric train. A proper train, a Lionel heavy iron train. We had both raised sons and, with our husbands, invested heavily in trains and their accessories, which were more numerous than those purchasable for Barbie, her sister, and that namby-pamby, Ken, Barbie spends so much time with.

Trains seemed to require great whorls and loops of track, transformers, tunnels, trestles, signals, semaphores and towns to place along the track that are roughly the size of Cincinnati.

At Christmas, we decided it was our turn, and when I went to the train store, the man said, "What is the age of the little boy who will get the train?"

"There is no little boy. There are two nice ladies who should be sitting crocheting afghans in teeth-rattling colors and exchanging potpourri recipes."

"Good for you," said the man. "Every woman who has stumbled over trains and had to put them away every year should finally have her own."

I have a friend who totally agrees. He has been playing with trains and steam engines all his life. He is David Rose, the composer and conductor who has brightened the air with his music since he was discharged from the Air Corps in 1946. When he was in uniform, he wrote "Winged Victory," a show dedicated to the armed services. His co-creator was the illustrious Moss Hart.

David Rose lives in the Valley in a large, comfortable house with his wife, Betty, and 200 steam engines. The engines have their own quarters in a series of structures at the back of the garden. He has been collecting engines all his life.

★

David's interest began when he was a little boy in Chicago. He used to walk to a neighborhood toy store and gaze at the wonder of a small shiny engine sitting like a jewel in the shop window. He looked at it for months, and finally his father said, "Oh, all right, you can have it." It cost 79 cents.

It was the beginning of a lifelong love affair. David Rose has traveled all over the world looking for steam engines and steam engine trains ever since.

The other day, David and Betty invited me out for a train ride. David was in the train yard, getting the steam up on a train he bought on the outskirts of London. This is his largest one. The scale is 1½ inches to 1 foot, an exact model of the big engines. It has an engine and a tender 15 feet long. It was set up to pull 10 cars, open cars with seats inside, each one for three people. David sits behind the engine and feeds the fire that makes the steam. He uses a coal shovel about the size of a gravy ladle to pick up the pieces of coal, tiny lumps of Welsh coal, which David and his steam-engine aficionados say burns hotter.

Steam-engine buffs are a worldwide fraternity. It all started in England, and now there are great clubs of steam-engine fanciers in Sweden, South Africa, Europe and the United States. One of the trains dearest to his heart is a perfect miniature of the Royal Scot. Rose inquired about buying one from an English craftsman in 1941 and received no answer. Two years later, he had a letter reading, "We are submitting the blueprints of the Royal Scot about which you inquired."

Because of World War II, the Royal Scot was not delivered until 1947, when she came into Los Angeles harbor aboard a freighter and David trucked her home.

That's the train we had the ride in, looping through the back and front gardens past a brick terrace alight with flowers and bearing a sign, Rose Station. The engine is maroon and gold, a depth of paint that only comes with coats and coats of enamel applied as a jeweler would, with respect and great skill. The whistle is from England and makes a sad and small *hoo-eee da hoo-ee*, which would have pleased Johnny Mercer. Just as the big ones do, it speaks of lost loves and broken dreams and a soft nostalgia for things that never were.

The pressure gauges on the engines are tiny mirror images of the large ones, either 1½- or 1-inch scale. They're from a half-inch in diameter to about the size of a quarter.

★

SUBMITTED BY
CHRISTOPHER WATT



In David's elite stable is a Sterling locomotive, built to a 1-inch scale in England in the 1850s. The one I love the most was built in 1904. The engine is that deep, imperial green. David bought her from a 67-year-old man in Brussels who told him, "As long as I can keep building and rebuilding these things, I'll be a young man."

Stationary engines are another part of the collection. These are exact miniatures of giant steam engines used on ships and in factories.

He even built and skippers a 30-foot steamboat he keeps in Newport. "We cook steaks and hot dogs on top of the boiler."

David also showed a small part of his music library. His wife carries on a constant battle to keep the tide of music under control. "I've filled warehouses, trying to keep it in some kind of order," Betty said. The library-storehouse is a long room with shelves on both sides holding music scores in manila folders. Glance down one shelf and you see the Fred Astaire show, Jack Benny show, Oscar overtures, concert scores from all over the world lettered on the backs of the folders.

David Rose has done the scoring for dozens of television shows and series, among them "Bonanza," "High Chaparral," "Little House on the Prairie" and "Father Murphy."

When he talks about his trains and shows off the shiny wonders, he looks as he must have as a 7-year-old Chicago boy, grinning at the pure wonder of the turning wheels. "When I asked Betty to marry me, I said, 'You know you'll have to live with the trains. They come with me. We're a set.'"

Now, he says he simply has room for no more steam engines and no matter what wonder he hears about, half around the world, he won't chase it. Of course not. Not until he hears the throaty growl of the engine, each one as different as a fingerprint. I wouldn't put a tupence on David having chased his last train.

Edna St. Vincent Millay said it:

*My heart is warm with the friends
I make,
and better friends I'll not be know-
ing,
Yet there isn't a train I wouldn't
take,
No matter where it's going.*

Put my name on the manifest, baby. When the train pulls out or the plane lifts off, I'll be there. Come on along.

HOT BOX AD: FOR SALE: One 1½" scale box cab electric locomotive with riding car, storage rack, battery charger and many parts. \$700 or best offer. Call Dave Sara, (714) 845-5475.

NOTICE: THE PACIFIC ELECTRIC "HOLLYWOOD" TROLLEYS SHOULD BE A MUST FOR YOUR COLLECTION. WE WILL ORDER MORE OF THEM FOR OUR NEXT MEET. PROFITS FROM THESE ARE SPLIT BETWEEN OUR DIVISION AND THE T.T.O.S. MUSEUM PROJECT. THESE BIG TROLLEYS ARE ALSO AVAILABLE IN PACIFIC ELECTRIC RED PLUS WE WILL HAVE THE SMALLER BIRNEY TROLLEYS AVAILABLE IN P.E. RED OR SACRAMENTO NORTHERN GREEN.

GO WEST FOR MORE

IN 1984

T.T.O.S.

National Convention

Woodlake Inn

Sacramento, Calif.

August 2-5

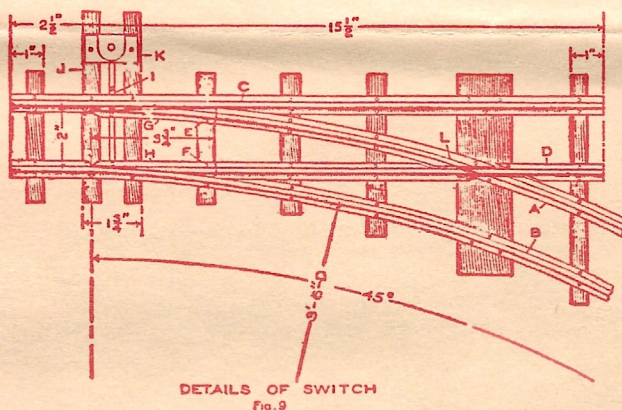


to the shape and lengths of the rails forming the curved sections of the track. The pieces should be cut slightly longer than required, and after they are bent into shape their length can be determined precisely and extra portions cut off. Each curved section will correspond to $\frac{1}{8}$ of the complete circle, or 45° , as shown in Fig. 6.

The switches for the track may be of two kinds: left and right. They are named according to whether the car is carried to the left or right of the main track with reference to the direction in which the car moves in entering the switch. A left switch is shown in Fig. 7, and a right switch in Fig. 8, the direction of movement being indicated by the arrows.

A detailed drawing of a right switch is shown in Fig. 9. Rail A corresponds

in form and length to the outer rail of one of the curved sections previously described; rail B corresponds to the inner rail of one of the curved sections, except that $2\frac{1}{2}$ in. of straight



The Crossings of the Rails must be Fitted Carefully, and the Movable Sections G and H Arranged to Make the Proper Contacts

rail is added at the left end. Rail C is a straight portion of rail, 18 in. in length, with a part of the base cut away at the switch, and rail D is a section of straight rail, $15\frac{1}{2}$ in. in length, with the base cut away where it crosses rail A. The ends of rails D and A are hinged at the points E and F, $3\frac{3}{4}$ in. from the left end, with pins driven into the ties. The outside edges of the pieces G and H are filed off so they will fit up against the rails C and B respectively. Both the pieces G and H are attached to a strip of fiber insulating material, I, at their left-hand ends, in such a way that when the piece H is against the rail B, the piece G is away from the rail C about $\frac{3}{16}$ in.; when the end of the piece G is drawn over against the rail C, the end of the piece H is drawn away from the rail B about $\frac{3}{16}$ in. With these two combinations the car may be made to move along the main track or to the right on the curved track. The two long sleepers J and K are to provide a mounting for the switch-control lever and signal.

The rail A is not continuous where the rail D crosses it, but is broken as shown in the figure. A small notch should be cut in the surface of the rail D where it crosses the rail A, for the flange of the car wheels to roll through

when the car is moving onto or off the switch. The sections of the rails A and D must be connected electrically. Rail

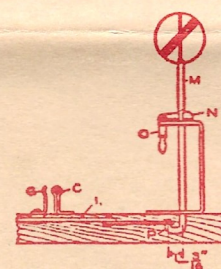
A must be connected to rail C, and rail B to rail D.

It is obvious from an inspection of Fig. 9, at L, that rail D will be connected to rail A when the car is on the switch, the car

wheels passing over the point L, and a short circuit will result. This may be prevented by insulating the short section of the rail D at this point from the remainder of the rail, but the length of the insulated section must not be greater than the distance between the wheels on one side of the car; otherwise the circuit through the motor would be broken. If this is the case, and the car stops on the main track with both wheels on the insulated section, it would be impossible to start the locomotive until one wheel was moved to a live part of the rail.

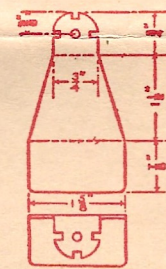
The switch control is shown in Fig. 10, and the letters C, G, and I correspond to those given in Fig. 9. A $\frac{1}{8}$ -in. rod, about 4 in. in length, is bent into the form shown at M. It is mounted in a frame, the details of which are shown in Fig. 11. A small arm, N, with a hinged handle, O, is soldered to the rod, after it is placed in position in the switch frame. The arm N and the lever P should be parallel with each other. If properly constructed, the handle O will drop into the notches in the top of the switch frame, and prevent the rod M from turning. A connection should be made from the lever P to the end of the piece I, which will result in the switch being

operated when the rod M is rotated one-fourth of a turn. After this connection is made, the frame of the



SWITCH CONTROL
Fig. 10

The Signals Indicate the Open or Closed Condition of the Switch by the Small Disk, Which is Regulated by the Lever Switch Control



TOP VIEW
SWITCH FRAME
Fig. 11

switch should be fastened to the ends of the long sleepers, which were provided when the track part of the switch was constructed. Two small disks, mounted at right angles to each other, will serve as signals when properly painted, or as an indication of the open or closed position of the switch.

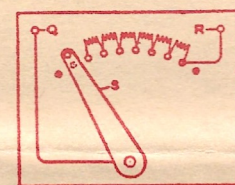


Fig. 12.

The speed of the car on the track may be controlled by inserting resistance in series with the battery or source of electrical energy, or by altering the value of the voltage between the rails, by changing the connections of the cells forming the battery. The direction of movement of the locomotive cannot be changed unless the car is turned end for end, or the connections of the armature or field winding—not both—are reversed. The switch on the bottom of the locomotive reverses these connections.

A small rheostat, which will give the desired resistance, may be constructed as follows: Obtain a piece of hard wood, 4 by 5 in., and $\frac{3}{8}$ in. in thickness. Lay out a curve on this piece, as shown in Fig. 12 by the row of small circles. Procure eight round-headed brass machine screws, about $\frac{1}{8}$ in. in diameter

and $\frac{3}{4}$ in. in length, and 16 nuts to fit them. Drill eight $\frac{1}{8}$ -in. holes along the curve, spacing them $\frac{3}{8}$ in. apart. File the heads of the screws off flat and mount the screws in these holes. Make a metal arm, S, and mount it on a small bolt passing through a hole drilled at the center from which the curve was drawn, along which the screws were mounted. This arm should be of such a length that its outer end will move over the heads of the screws. Mount two binding posts, Q and R, in the upper corners of the board and connect R to screw No. 8, and Q to the bolt holding the arm S in place. Connect small resistance coils between the screws, starting with screw No. 2; screw No. 1 corresponds to an open circuit and is shown in contact with the arm S. Two stops, indicated by the black spots, should be provided, to prevent the arm from moving back of screw No. 1 or beyond screw No. 8. The board may now be mounted on a suitable hollow base, and the rheostat is complete.

Two binding posts should be mounted on the ties of one section of the track, and one of them electrically connected to each of the two rails, which will give an easy means of making the necessary electrical connections to the source of energy. After careful examination, to make certain that the locomotive is in running order, a test run may be made. If the locomotive operates properly and difficulty is experienced when it is placed upon the track, check up thoroughly on all rail connections, insulations, and other elements in the electrical equipment. Cars of a proper gauge may be coupled to the locomotive, and "runs" made as extensively as the track system will permit.

(END OF SERIES FROM
"THE BOY MECHANIC",
BOOK 3, 1919, BY
POPULAR MECHANICS).

TINY TRAIN CARRIES MAIL

Nic Sprank Offers \$5.00 For Best Oddity



NON-STOP AROUND THE WORLD!
-IN A FLIGHT TO THE NORTH POLE,
ADMIRAL BYRD AND FLOYD BENNETT
MADE A NON-STOP TRIP AROUND THE
WORLD WHEN THEY REACHED THE
TOP OF THE GLOBE.

N. Rudnick, Manchester, N.H.



WORLD'S TINIEST MAIL TRAIN! BECAUSE OF THE DISTANCE FROM THE NEAREST ROAD TO HIS HOUSE, A MAN IN OREGON HAS CONSTRUCTED A MODEL TRAIN WHICH PULLS A SPECIAL MAIL COACH FROM THE ROAD TO HIS DOOR.—*G. DeVilbiss, Fairview, Okla.*

MAIL TRAIN STORY
SUBMITTED FROM AN
UNKNOWN SOURCE BY
GENE ROEBEN.

