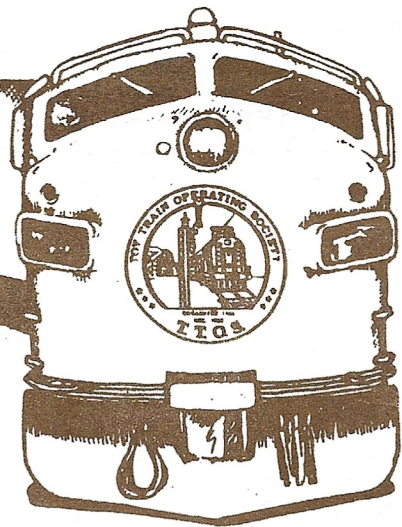


THE SOUTHWESTERN LIMITED

VOLUME 5 MAY JERRY BUTLER STEVE MARINKOVICH
NUMBER 5 1986 PRESIDENT EDITOR



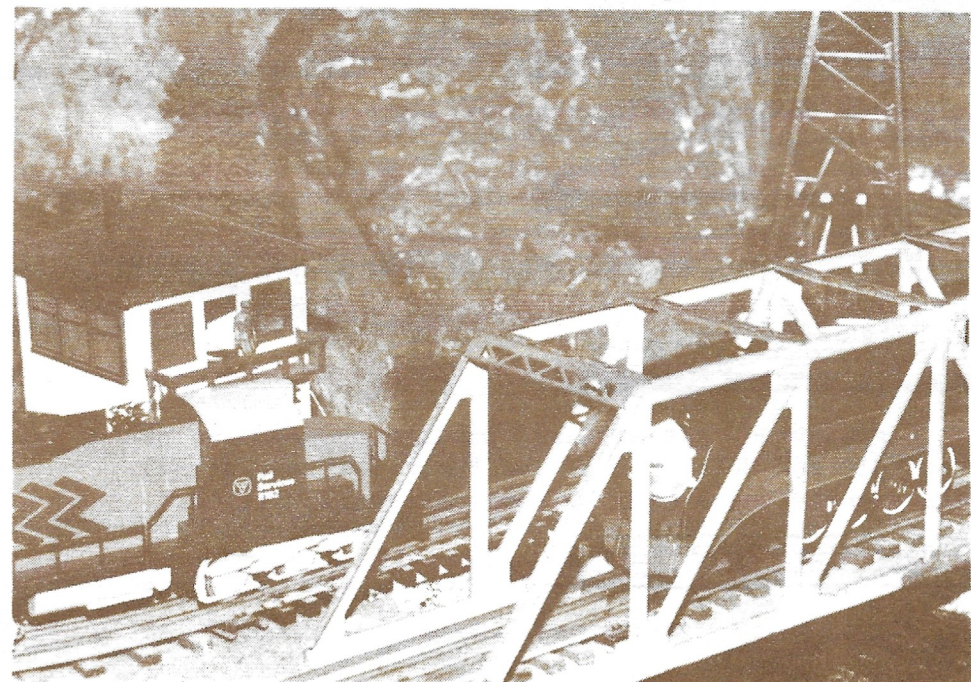
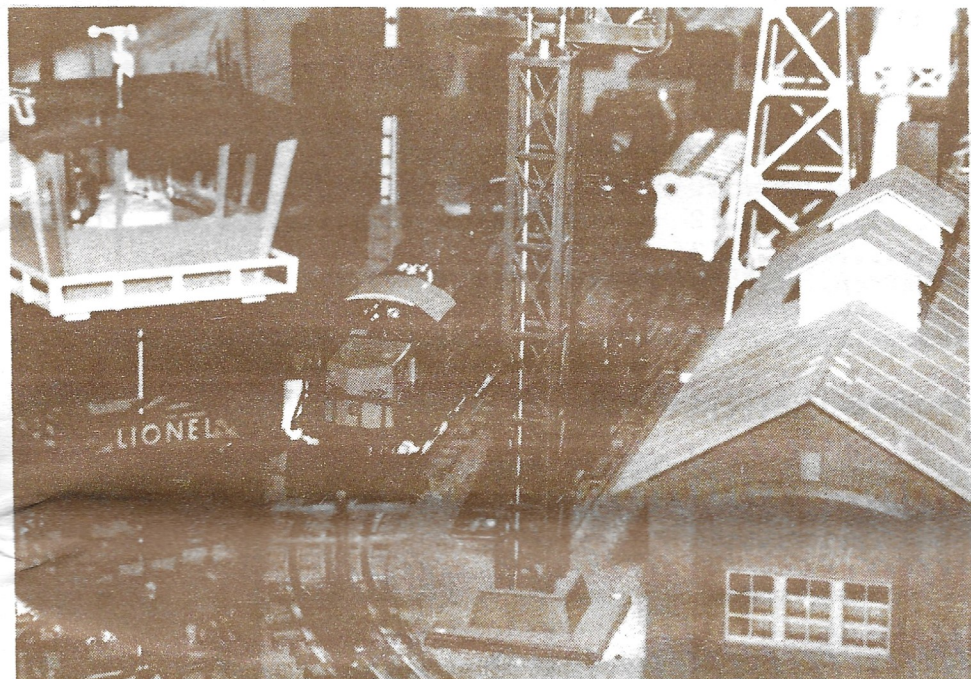
INSIDE

SIRUGO'S LAYOUT

#3666 CANNON BOX
CAR INSTRUCTIONS

TTOS NATIONAL
CONVENTION INFO.

RIDING THE RAILS
OF YESTERDAY



The Southwestern Limited is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS). Contributions may be made by mailing articles, photographs, letters, and other related material to: Steve Marinkovich, editor, 1815 Marina Drive, San Pedro, CA 90732 (213)833-6735. Materials must be received by the first day of the month preceding publication. Original materials will be returned to the sender whenever possible. Please enclose return postage.

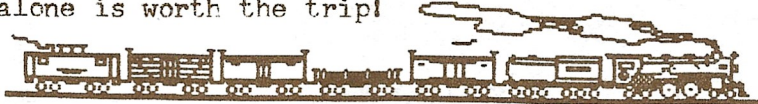
ON THE COVER Two views of Jon Sirugo's layout, featured on page 7 of this issue.

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Hi everybody! Coming up soon is one of the highlights of the year, the All-Day Meet. Be there and maybe you'll find what you've been searching for all this time. If not, the fellowship alone is worth the trip!



These Macintosh Macpaint drawings are done on the computer and are courtesy of Robert Gellerstedt. Thanks Bob!!



Your editor has heard through the grapevine that Williams will reproduce some of the classic Lionel accessories of the 20's and 30's such as the Power Station, signal bridge and others too. Keep your ears open as these will be very reasonably priced.



Thanks again to Phil Haffen for his continued support of this publication. I really appreciate it Phil!

Happy reading of this issue!

Steve

Toy Train Operating Society

Southwestern Division No. 1



Fellow Members,

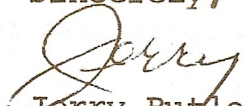
Much to our sadness, Jean Latta, the wife of Steve Latta No. 2078, passed away on April 2nd. She was the former secretary of the Southern Pacific Division. With the passing of Jean TTOS has lost a strong supporter and volunteer, and will be sincerely missed.

Have you noticed the many bargains at the meets lately? More tinplate seems to be showing up--and at very, very reasonable prices. Last meeting before closing I purchased an item (even though I already had one!) just because the price was so good--and no reproduction has been made as yet--and if they do reproduce this item the price will probably be twice to three times the sixty dollars I paid. Look around, there are lots of bargains at our TTOS meetings!!!

VERY IMPORTANT! We need more of our members to take an active interest in the operation of TTOS! All of our committees need help to keep our organization on top. There are many interesting things to do which would be of help to the club. Contact me at 818-363-8200 or at the meeting and VOLUNTEER!!!

Hopefully, all of you will be making plans to attend the TTOS National Convention, hosted by Pacific Northwest Division and the Canadian Division. This should be an outstanding event July 31st through August 3rd at the Red Lion--Lloyd Center in Portland, Oregon. If you are unable to attend the Pre-Convention meet with our Canadian Division which starts July 27th (the Sunday prior to the Portland Convention) don't fail to attend our 20TH YEAR ANNIVERSARY at PORTLAND. Why not take AMTRAK for fun--relaxation--how exciting to take a REAL TRAIN TO A TOY TRAIN CONVENTION!!! WHAT COULD BE NICER!!!

Sincerely,


Jerry Butler
President



Dick Owen, Convention Chairman
2150 S.E. Elliott Place
Gresham, OR 97030
503-666-4317

Chris Kaptur, Registration Chairman
8718 N. Hartman
Portland, OR 97203
503-283-5465

TTOS Canadian Division Special Pre-Convention Meet

DATE: July 27, 1986 which is the Sunday prior to the Portland Convention

LOCATION: Delta Airport Inn Resort, 10251 St. Edwards Drive, Richmond, British Columbia, Canada V6X 2M9. Phone (604) 278-9611.

MEET DETAILS: Hospitality Party in the Hospitality Suite at 6 P.M. on July 26th. Sellers may set up their tables Sunday morning at 9 A.M. and the trading hall is open for trading from 10 A.M. until 4 P.M. All tables are FREE for those reserving in advance by notifying Mark Horne. Admission is \$3.00 in U.S. funds or \$4 in Canadian funds.

TOY TRAINS are considered as personal possessions if only a few. Bringing a carload is a different story. It means declaring them with customs which involves considerable paperwork and may prove costly.

LEAVING CANADA with trains poses no problems if the trains were made in the U.S.A. That is a matter for U.S. Customs.

OTHER ACTIVITIES you could plan in and around our meet would be visits to Victoria, Vancouver Island or the British Columbia Interior. Combine TTOS activities with your holiday or summer vacation. Include tours of layouts and displays in Washington State provided by Al Cox, Bob and Margaret McCoy and Mike Kolosseus on your way to Portland.

PORTLAND is a six hour drive from Vancouver so plan accordingly. Do not confuse Vancouver, Washington (near Portland) with Vancouver, B.C..

WRITE OR CALL us now for more information or to let us know you plan to come and if you need a FREE table. Mark Horne (604) 732-5974 and/or Larry Setterfield (604) 438-3647. Addresses in our TTOS Directory.

Special Event

TTOS MEMBERS ARE INVITED

Santa Rosa, California
The "Skunk Railroad"
TTOS Sacramento Display
LGB Layouts & Funtime



LGB MODEL RAILROAD CLUB BIG TRAIN OPERATORS



1986 NATIONAL CONVENTION

The 1986 National Convention will be held August 4, 5, 6 and 7 at the El Rancho Tropicana Resort Hotel in Santa Rosa, California. The hotel is conveniently located sixty miles north of the Golden Gate Bridge on Highway 101. Local transportation includes: a nearby County Airport with regular flights to and from San Francisco International Airport; the convenient and dependable Airporter commuter bus shuttle; and a mass transit system which serves the nine Bay Area counties. The shuttle bus and the local bus both serve the hotel. Car rentals are also available at the hotel.

The El Rancho Tropicana is the area's largest resort hotel and convention center, with 300 deluxe rooms and suites. We will have a block of 66 rooms facing a central courtyard of lawn and shade trees, and a small children's playground. We can have our outdoor layout there. If we need additional rooms, there are three adjacent units, two with pools. The rates will be \$45.00 single, \$55.00 double and \$90.00 for suite. Kids under 18 are free. The rooms are large and have either two double beds or one king. The management will offer the same rates Sunday through Thursday, slightly higher on Friday and Saturday, if you decide to stay the weekend.

We will have a 60 x 100 foot hall with a stage at one end for our dealers' and manufacturers' displays, clinics or indoor layout on the outside chance that we get bad weather. We are looking for volunteers to put on a few clinics in case you have any ideas or the urge to make a fool of yourself in front of a group of your peers.

We have planned two major railroad-related trips. One will be a bus trip to the California Railroad Museum in Sacramento. The museum is, without a doubt, the finest rail museum in the country, and is located in a restored section of Sacramento called Old Town with dozens of shops, stores, restaurants and other assorted tourist traps.

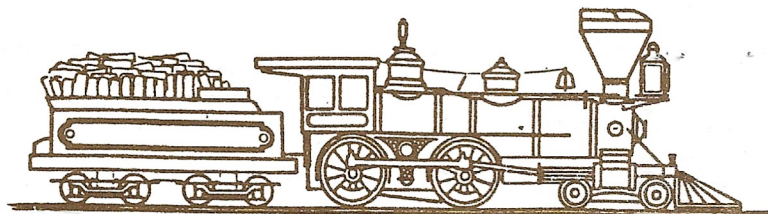
The other trip will be to Willets by bus and then a ride to the coast through the redwood forest on the California Western Railroad "Skunk Train". The train trip will take about 3½ hours to Fort Bragg, where we can have lunch. We will then return to Santa Rosa by bus. We could ride the train both ways, but a round trip takes about 8½ hours plus another 3 or 4 on the bus. For those stout souls willing to do so, we should be able to come up with something.

Santa Rosa is surrounded by 150 wineries in the heart of the Napa and Sonoma premium wine districts. Wine tasting tours can be arranged at the hotel or you can rent a car and strike out on your own. Some of the other area attractions are: Mission San Francisco de Solano, Jack London's home and museum, Luther Burbank's home and gardens, Ripley's Believe It or Not Museum, Armstrong Redwood National Park, hot air ballooning, mineral and mud baths, canoeing on the Russian River, and deep sea or surf fishing in Bodega Bay. There will also be "hot air" rides around the train layout.



Registration

Robert Cage, Vice President
LGB Model Railroad Club
9725 Old Creek Road
Ventura, California 93001
Phone (805) 649-1769



SHORTLINES

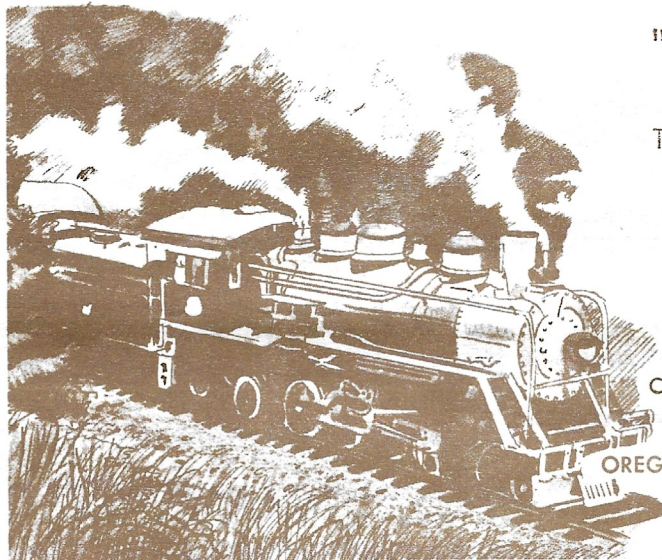
Hope you're all planning to go to Vancouver and Portland for our 20th Anniversary National Convention. Make your plans now and don't forget to catch the LGB Convention on your way home. Information on these events is all over this SW Limited.

Thanks to Jack Palmer for the donation of the painting raffled off at the April meet. The auction netted our club \$70.00. Good show Jack!!

ALL DAY MEET MAY 10!! Trains, trains and more trains!!! Don't miss this meet and all of the items you might not see at our Friday night meets!

The Order Board is an excellent way to shop for those rare pieces you can't find at the meet. CHECK IT OUT. Also remember that your ad is FREE in the Order Board, so clip out the blank on page 19 and mail in your FREE AD now!!

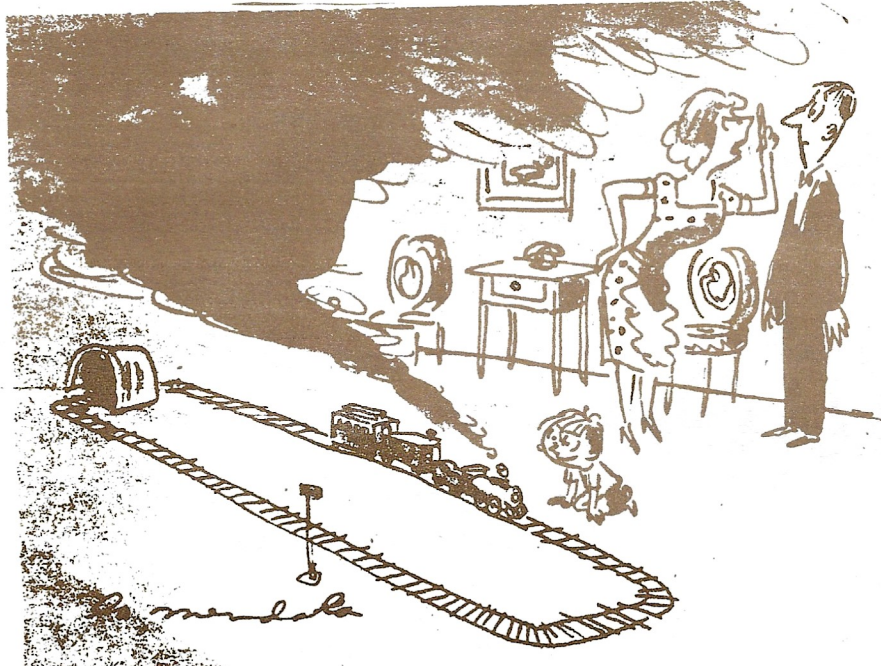
National offers a great deal for those of you who bring in new members. Check out the details on page 13.



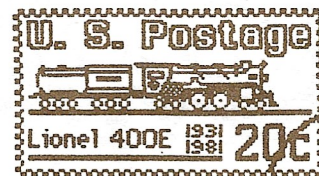
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TRY FOR SUNDAY, AUG 3

Locomotive #19,
built by Baldwin in 1914,
pulls the train on weekends
from mid-June to September
Coaches are air conditioned and
lounge service is available.

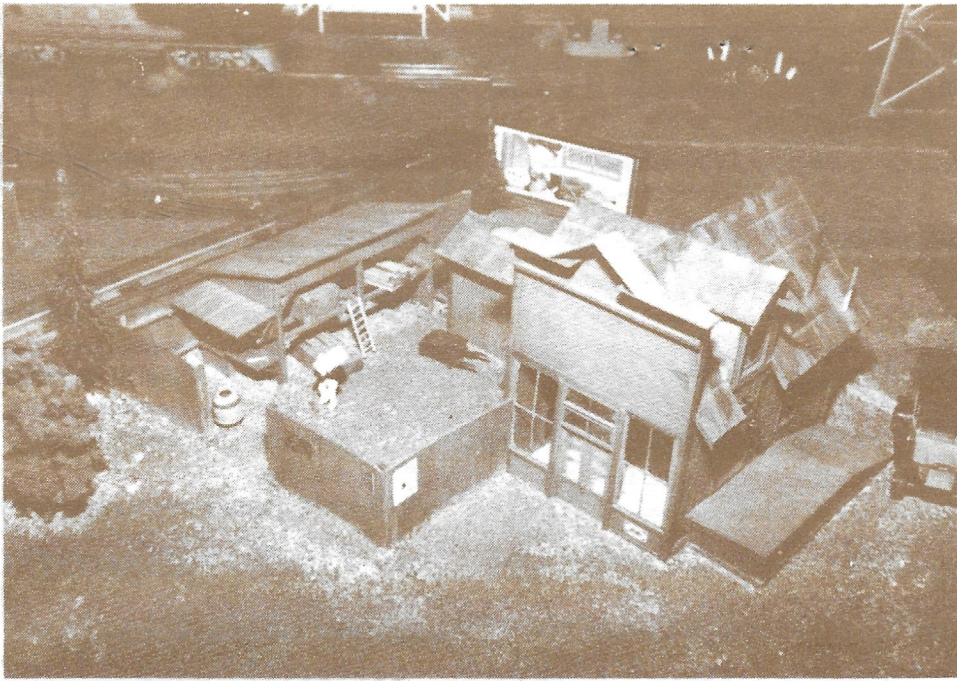
OREGON PACIFIC & EASTERN RAILROAD
Cottage Grove, Oregon



Submitted by Virgil Chritton

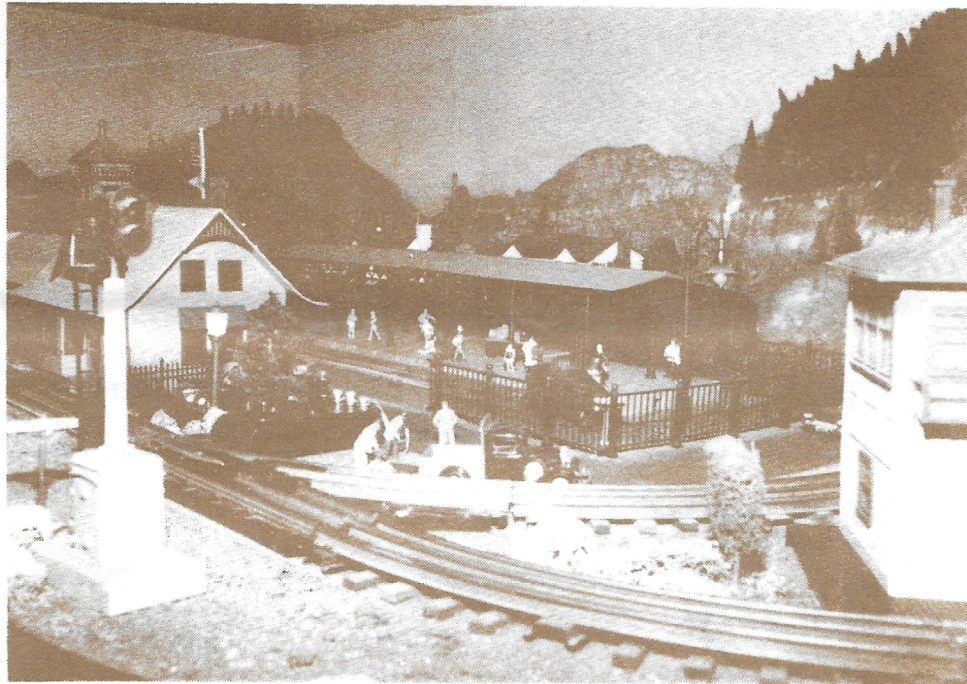


"I told you to get an ELECTRIC train!"



Kitbashing. Chooch store and Lionel MPC lumber shed. Note how the subdued paint job makes everything here look like it "belongs" together. Small details like barrels and sign on the fence make a big difference in the overall scene.

Passengers await the train under modified LGB platform. Jon shortened the poles on this kit and it looks great. Workmen work on the switch in the foreground. Eligor trucks are all over this layout.



All of the rock details along the cut as well as along behind the second track are from rubber molds. Lionel SD-18s pull MPC freight cars past K-Line homes.

Riding the Rails of Yesterday

If we had to choose a symbol for the verve and vitality of America, it most certainly would be the steam engine, for like America itself, it is a host of contradictions.

Though it traveled the plains and mountains, it was forever confined to its steel tracks.

Though it took us west, giving birth to a new era of American life, it brought destruction to the buffalo and the Indian—two other symbols of this land now relegated to dust and history.

It is our longing for freedom, and our desire for

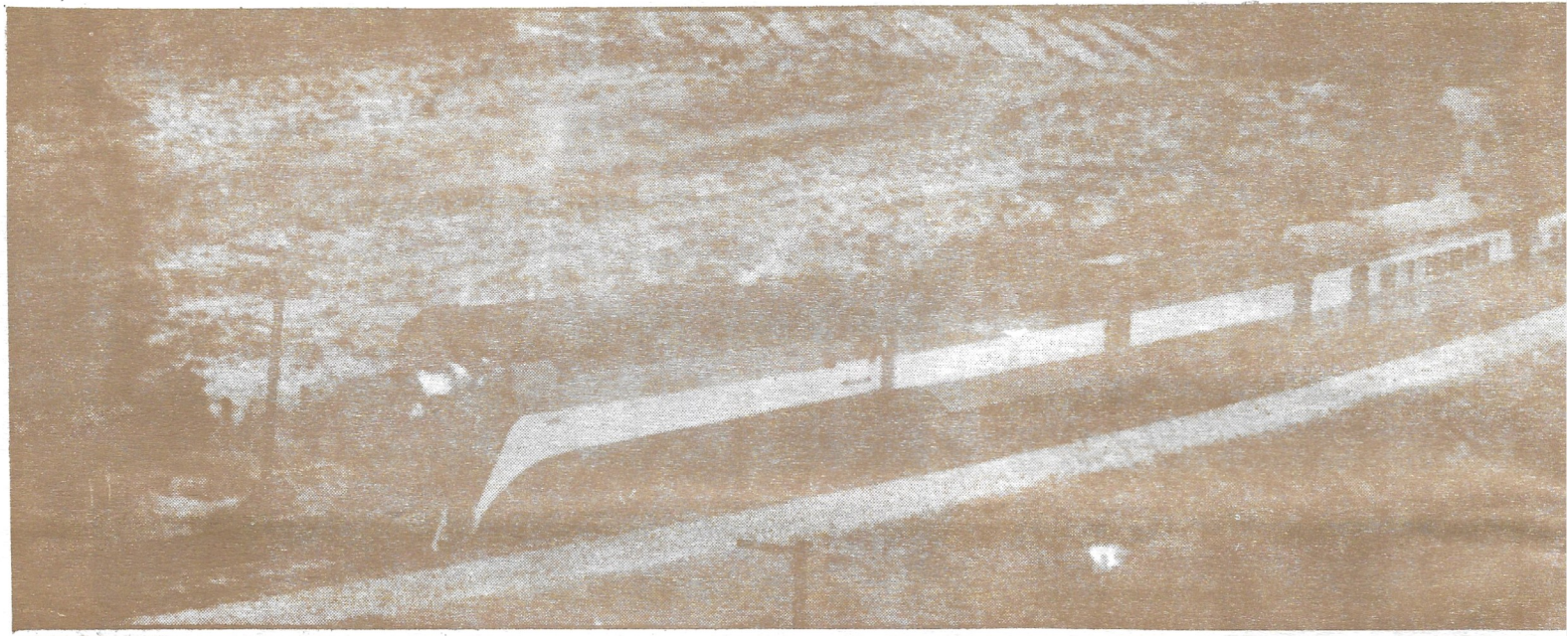
control; our dreams of adventure, our want of comfort. And it embodies at once this nation's romantic ideals and its technological obsession.

Today, of course, the sounds of passing trains still cut the night as diesel-powered engines criss-cross the nation. But the steam engine—that mighty fortress of power and wanderlust—has become little more than a curiosity of yesterday.

This summer, the former Southern Pacific steam engine Number 4449 left Portland, Ore., on a round-trip journey to the World Expo in New Orleans. Many

passengers traveled with it, some of whom was Clyde Dawson, who has written many thoughts about the train.

And if you were on the train, you would have seen Number 4449 luminescent on its way back home, carrying memories of other days for W.H. McDill of Sacramento, an unusual day in 1954, years ago.



Bound For Glory

by Clyde Dawson

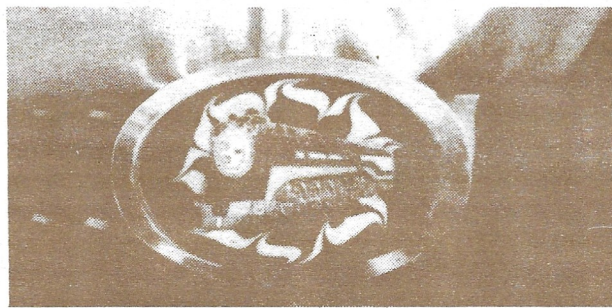
On Saturday morning at exactly eight o'clock, the engineer released the brakes and opened the throttle, and we were on our way from Sacramento to Portland on Old Number 4449.

The trip had been advertised as "a sentimental journey over miles of memories," and told us how riding the famous 4449 with its red, orange, and black coaches of the famous *Daylight* trains of yesteryear would "add a touch of nostalgia to the scenic trip." They were right.

Peering through my coach window, my imagination took me back long ago to another depot in Valparaiso, Ind.—a troop train bearing soldiers from their training camp on the first leg of their journey to France during WW I. Nearby, a garment factory had shut down, I remembered, allowing employees to bid farewell to those young men enroute to Europe,

many of whom would never return. Some of the women workers were handing flowers, candy or hand-knitted wool socks; a few young girls shyly approached us, handing pieces of paper with their names and addresses. Many of us would write. Some of us would marry.

Two short blasts from 4449's engine whistle



THE FREEDOM TRAIN (above) on its way up the Central Coast bound for Oregon, and one of the belt buckles worn by the men who've worked her: 'Curiosity, sadness—and even adoration.'

brought me back to the days of the war, and to the move.

About 50 miles from Sacramento, the train parallels the railroad tracks. In some places, the tracks stretch as far as the eye can see in both directions. The driver of the train found this former steam engine emerging from the tunnel at 60 mph.

One man, I could see, was on the top of his Volkswagen bus in our direction. Later, a man at the roadside, wearing a cap, watched us with a truck sporting a bumper.

It was like this all the way out to see the mighty steam engine. What drew them? Nostalgia, mixed with even adoration. The steam engine—it was giving treasured memories

Day

portions of its route, one of
awson of Anaheim, whose
p are presented for you here.

near the train tracks when
ed through the Central Coast
e in June, perhaps it stirred
ins in other times, just as it did
Luis Obispo, who recalls for us
Greenville, Illinois, some 60

— Steve Moss



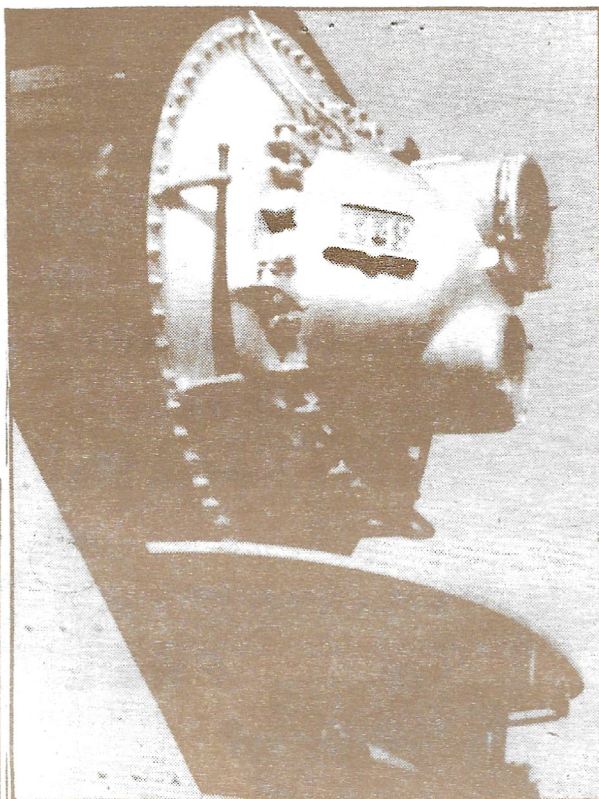
Photo by A.D. Rogers

1984. The train had begun

outh of Salem, the highway
racks, and as we chugged along
he road lined with cars, that
the eye could see in both
s were surprised, no doubt, to
uthern Pacific steam engine
past, clicking along at over

ee, had fastened himself to the
Bug, with his camera pointed
when we stopped for repairs, a
wearing his overseas veteran
curiosity, his antique pickup
t American Flag.

ong our route—people coming
449. What were they thinking?
curiosity, yes, and a touch of
think, with sadness—and
was, after all, more than just a
the Freedom Train, famous for
onal documents and artifacts to



PROFILE of a legend: 'Like America itself, it is a host of contradictions.' (Photo by Steve Sigman)



FORMER railroadmen Clyde Davis (left) and Tony BelMonte, two Central Coast residents who once rode the rails with Old 4449. (Photo by Steve Sigman)

SENIOR - August 1984

towns and cities across the nation during the Bicentennial.

When we stopped at Kalamath Falls for our overnight stop, I walked to the front of the engine and stood in silent admiration. The words to a popular song kept going through my head: "Everything is beautiful in its own way..."

The next day, we traveled along the upper Kalamath Lake and over Willamette Valley, and the humming of the wheels just seemed to sing. As we moved slowly around a curve to the bridge across the Willamette River approaching Portland, I looked ahead to watch the late afternoon sunshine reflecting off 4449's eight driving wheels. A fireboat below was pouring huge steams of water into the air as a salute to us, and people in small boats were waving.

As 4449 came to a stop for the last time, I remained in my seat looking out the window at the throng of friends and relatives greeting passengers. When I finally gathered my personal belongings and left the coach, I was thinking of those miles of memories and how grateful I was to have been privileged to share in the journey. ■

For further information on steam engine 4449, send a stamped self-addressed envelope to the National Railway Historical Society, Rm 1, Union Station, Portland, Oregon, 97209.

S. P. 4449 TOUR

A tour of old S. P. 4449 is being planned now by Dick Owen, Chairman of the TTOS 20th Anniversary Convention in Portland, OR.

Portland is the home of the Daylight engine and at least one, if not two, tenders. Why two, you ask? Well, in 1984 when the Daylight was put back together as a train to make the roundtrip to the New Orleans World's Fair, it became apparent that there were no more water tanks left around the country to supply water for steam. So, a second water tender was added to allow for long trips.

Submitted by Henry Jackson

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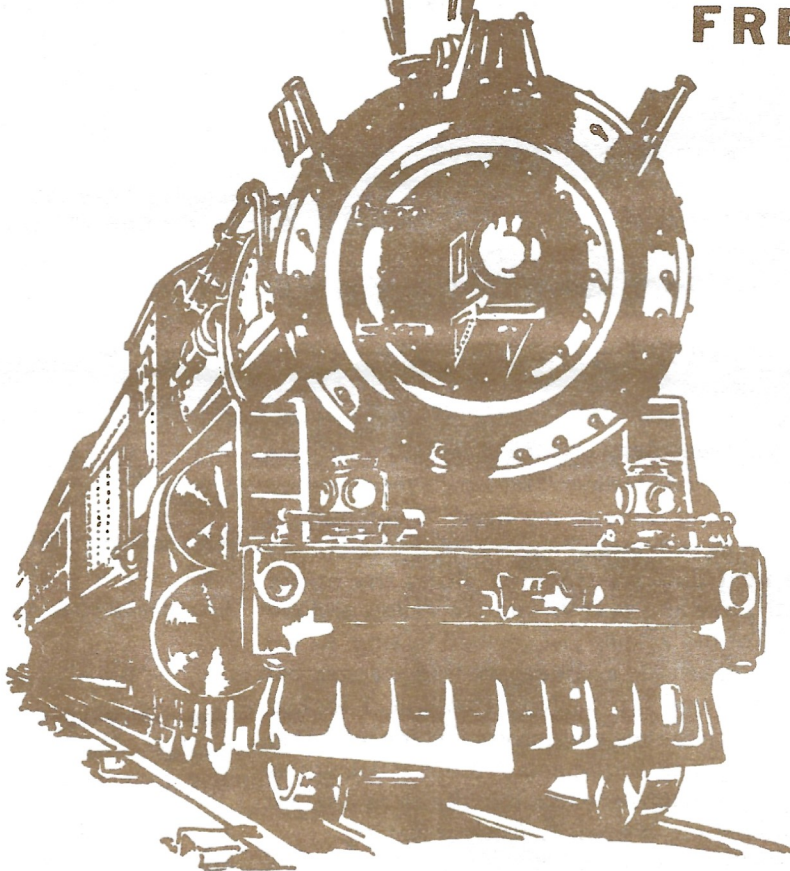
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*TRAIN MEET
INFORMATION
ONLY*

Jerry Butler
(818) 363-8200

TABLES

Sam Mattes
(818) 347-4753

SPRING ALL DAY MEET SATURDAY MAY 10

Masonic Hall 50 Duarte Rd. Arcadia, CA

Tables: 8' at \$5; Card tables \$2. DOORS OPEN 9 A.M.

Table Holders admitted at 8:30 a.m.

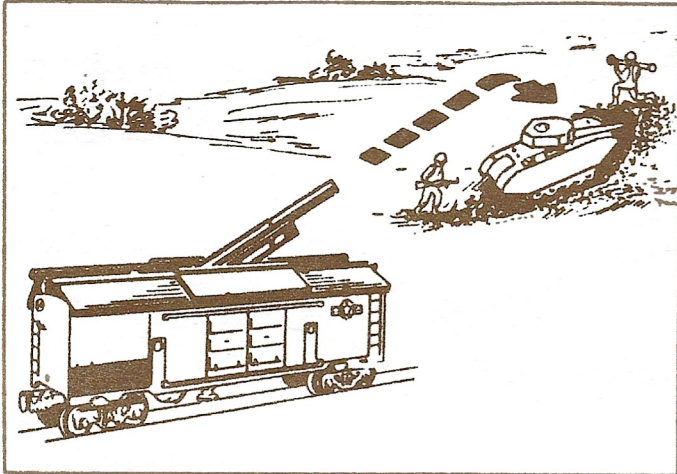
GUESTS WELCOME. BRING A FRIEND

#3666, Originally in Sears set.
Submitted by Phil Haffen

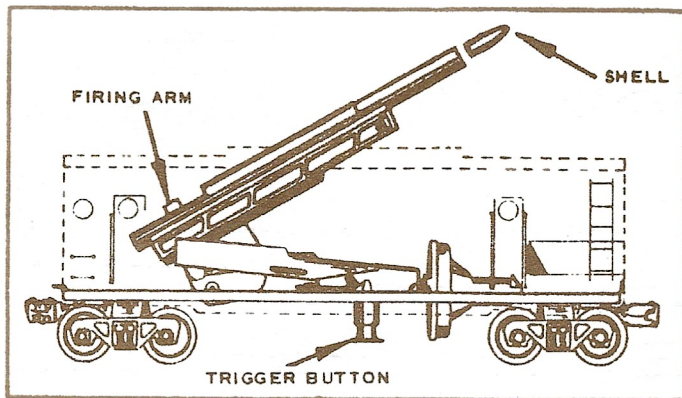
INSTRUCTIONS

CANNON BOX CAR

FOR "027"-"0" AND SUPER-"0" TRACK



The roof of the car opens and cannon muzzle elevates to firing position—at this point the shell fires automatically—all by remote control.



OPERATING PROCEDURE

- Place a shell in the cannon muzzle with cannon in firing position.
 - Cock the firing arm by pulling it back against the firing spring and hold in that position.
- NOTE:** *The arm can be set at several different positions, thereby adjusting for distance.*
- Retract the launcher by pressing the cannon down into the car until it locks.
 - Close the roof hatches so that the locking lip of each side enters under the opposite roof hatch.
 - Position the car over an uncoupler track section so that the trigger button is over the magnet coil.
 - Fire the shell by activating the uncoupler track.

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All Lionel Model Railroad equipment is carefully made and inspected and is guaranteed against defects in materials or in our workmanship. If any such defects develop, we will repair or replace the defective part or parts, without charge within 90 DAYS OF THE DATE OF PURCHASE.

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If you prefer, however, you may send it carefully packed and insured to:

THE LIONEL TOY CORPORATION
SERVICE DEPARTMENT: Hoffman Place, Hillside, N.J.

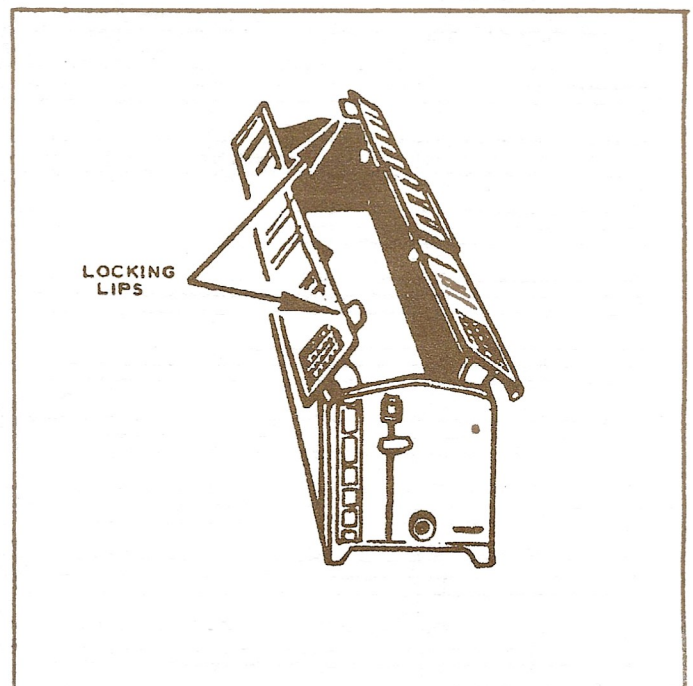
Please enclose \$1.00, with your letter, to help defray the cost of postage and handling.

Printed in U.S. of America

3666-20 8/64

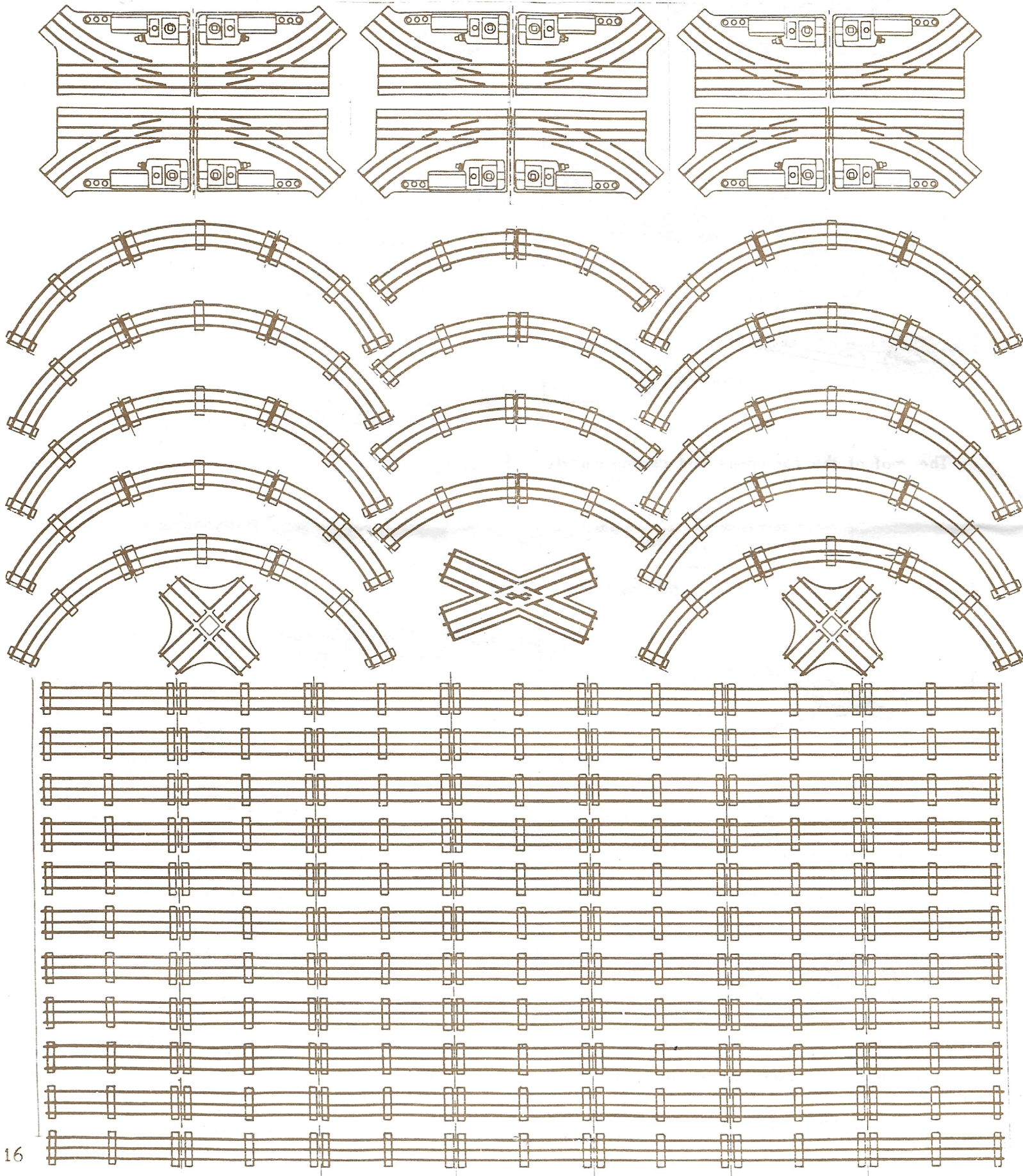
Extra shells are available from your dealer or The Lionel Service Department for 10¢ each. Part No. 3666-8.

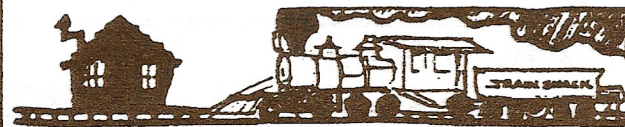
This car is equipped with an operating coupler which will function with other Lionel cars.



Templates for Lionel™ 027-" Layouts

Lay out your available area 1/8 of actual size. Make a rough sketch of the desired track system. Cut out the required pieces or strips of track. If you want less than a full strip, cut carefully along fine line separating track sections. Peel off the protective paper backing and press the template into position. It will hold on any smooth, clean surface, but if you wish to be able to peel it off and re-use it, use a hard surface, such as wood or porcelain table top, a piece of linoleum or a sheet of inexpensive bristol board.





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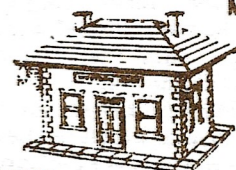
2308-A MAGNOLIA BLVD.
BURBANK, CA 91506

PHONE 842-3454
CLOSED SUNDAY

THE WESTERN DEPOT

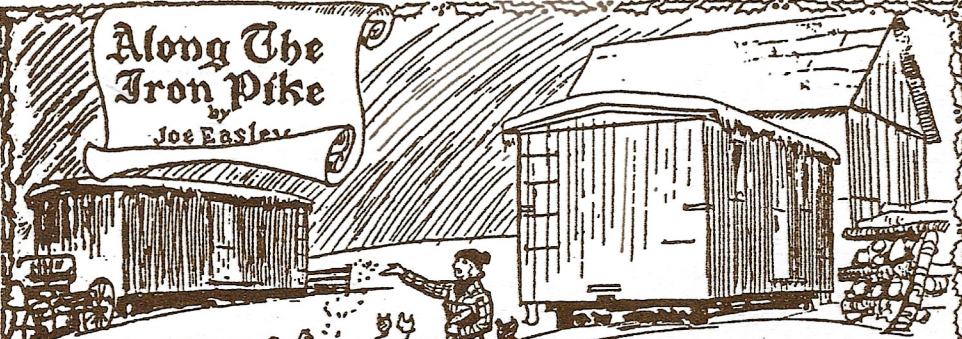
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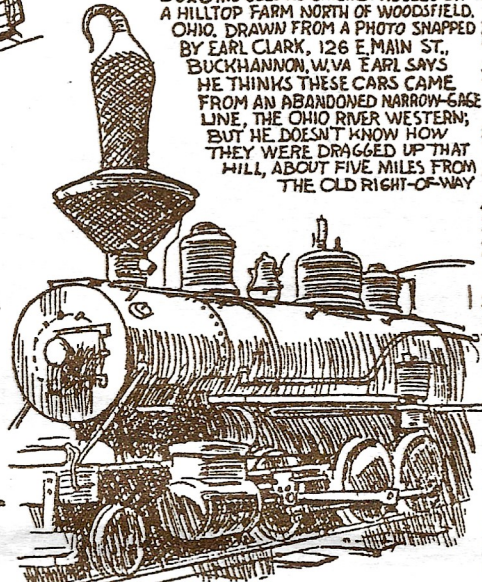


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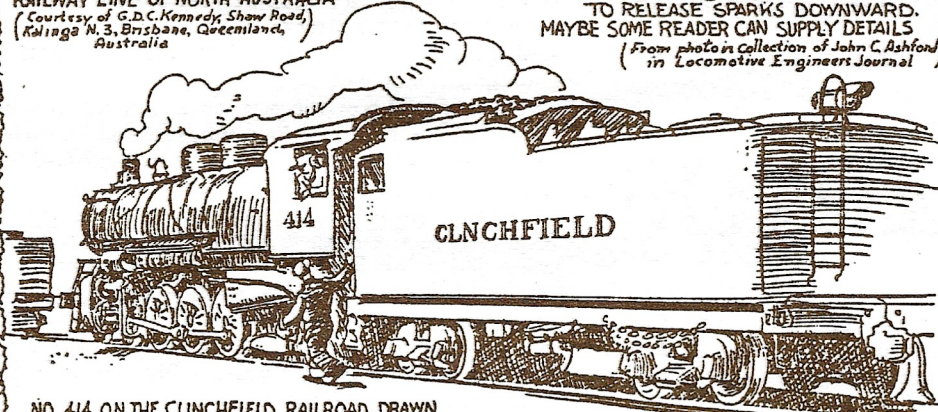


BOXCARS USED AS CHICKEN HOUSES ON
A HILLTOP FARM NORTH OF WOODSFIELD,
OHIO. DRAWN FROM A PHOTO SNAPPED
BY EARL CLARK, 126 E MAIN ST.,
BUCKHANNON, W.VA. EARL SAYS
HE THINKS THESE CARS CAME
FROM AN ABANDONED NARROW-GAUGE
LINE, THE OHIO RIVER WESTERN;
BUT HE DOESN'T KNOW HOW
THEY WERE DRAGGED UP THAT
HILL, ABOUT FIVE MILES FROM
THE OLD RIGHT-OF-WAY



THE "PIGTAIL" ON TOP OF
THIS STACK EVIDENTLY WAS BUILT
TO RELEASE SPARKS DOWNWARD.
MAYBE SOME READER CAN SUPPLY DETAILS
(From photo in collection of John C. Ashford
in Locomotive Engineers Journal)

ONLY ONE TRAIN A WEEK STOPS AT THIS
TINY STATION, KAVANKA, ON THE NORTH-SOUTH
RAILWAY LINE OF NORTH AUSTRALIA
(Courtesy of G.D.C. Kennedy, Shaw Road,
Kalinga N. 3, Brisbane, Queensland,
Australia)



NO. 414 ON THE CLINCHFIELD RAILROAD, DRAWN
FROM A PHOTO MADE AT ERWIN, TENN., BY W.H. THRALL, JR.,
623 N. BERENDO ST., HOLLYWOOD, CALIF. NOTE THE BRAKEMAN'S WINDOW
ON THE SIDE OF THE TENDER AND THE MISSPELLING OF THE ROAD'S NAME

Friends Train Repair

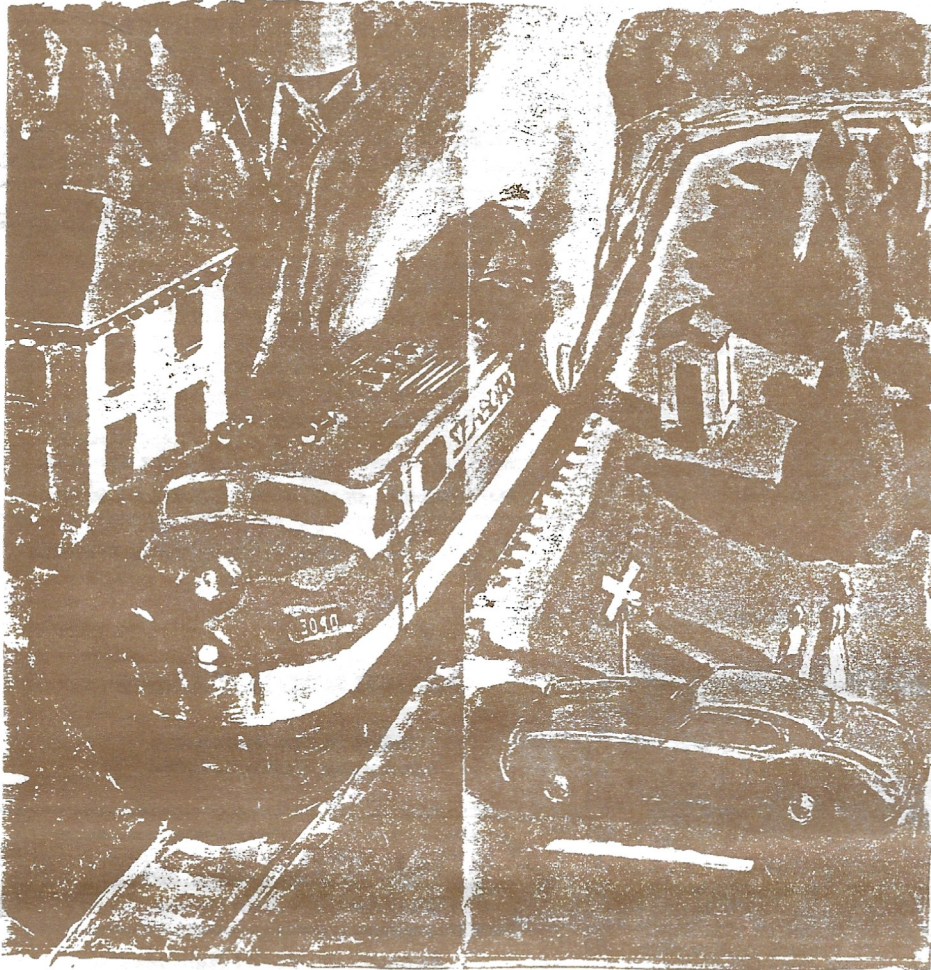
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BARRY ROOT

Electric Trains

MEN AND BOYS — INHERENTLY, IT seems — have always been fascinated by electric trains. Last Christmas, I rediscovered my own fascination with them when my mother and father surprised and delighted me with the set of Lionel trains that I had enjoyed when they were first given to me more than 25 years ago.

I was astonished that they had saved them. My set was all there: the powerful, all-metal black locomotive that seemed so heavy to me as a child; the gondola car with its cargo of wooden canisters; the flat car carrying a generator and a brave searchlight; the tank and box cars; the legendary little red caboose. I had forgotten and forsaken them for other gadgets and interests long since early adolescence. But now, as I gingerly opened the yellowed, tattered cartons in which they had been stored all these years, I felt a powerful rush of memories, sounds and textures of my childhood.

I used to play with the set for hours in my bedroom on the second floor of the house in which my parents still live. I can still remember how the track snaked over the hardwood floor, and even the distinctive odor of the smoke pellets puffing a trail of white clouds as the locomotive would chug along it. Wearing an engineer's hat, I would couple and uncouple the cars, switch tracks and the train's direction, load and unload freight at a make-believe rail yard. Sometimes I would change

the layout of the track itself. The only accessories were a large sculptured mountain with a tunnel, and a lighted gatehouse out of which a uniformed gateman would emerge swinging a bright red lantern every time my train would pass the crossing. At Christmas, my father and I would dismantle the track and set it up under the tree in the living room. The brightly wrapped gift boxes would create a surrealistic terrain of tunnels and valleys through which I would make my train travel.

To my amazement last Christmas — despite a now badly deteriorating electrical cord on the transformer — my train still worked when I threw the switch. Watching transfixed as the cars went around the track, I paused to reflect: Why, at 32, did I find such delight, such sheer wonderment, in these old trains? What was it about them that endured to fascinate me now as an adult? I throttled the engine, blew the whistle as I had done so many times before, and wondered whether trains were still prized by young boys today, in this age of computers and space shuttles.

It seems they are. At F.A.O. Schwarz, train sets continue to be enormously popular among young boys. And a man at a hardware store in Manhattan, which still stocks a complete line of Lionel trains, said, "Youngsters are not grown up until they have had a set."

A friend of mine, 10-year-old Robbie Buonocore of Dumont, N.J., told me why he liked his trains so much. "Because they're fun and because you can control them and design your own track system."

I told this to another friend, Prof. Patrick C. Lee of Teachers College, who specializes in childhood development. He confessed that he owns a set of antique Lionels that his uncle had played with as a child. He thinks that train sets enable kids like Robbie "to create controllable, orderly, predictable worlds," in which a "code of localism prevails, a circumscribed sphere of influence where a boy has his first experience in building a world that works, a world over which he can demonstrate instrumental competence."

For the young boy, the electric train set is not only a toy, but also a metaphor for a magical and marvelously mechanical microworld that is constructed of forms and shapes over which he can exercise complete, unchallenged control, a world in which whole miniature villages can be arranged and manipulated from a distance. The self-contained world of the model train provides a concrete, finite exemplification of the omnipotence our culture teaches boys to expect as adults.

As I later shared the story of my special Christmas gift with men my own age and older (some of whom admitted to still playing with their trains on occasion), I found that grown men would speak animatedly and with warm affection about their trains of childhood. Moreover, it seemed that our interest in trains provided a common reference point for us that other interests could not in quite the same way. For grown men, the trains constitute a profoundly nostalgic link to the now by-gone, though not forgotten, days of boyhood and the rites of passage to manhood. They remind us of the visionary dreams and aspirations we may have held for the future.

In a rapidly changing world, an intolerant world in which even the most able men eventually become exquisitely aware of the limits — the folly — of our quest for complete control over our lives, these train sets offer a mercifully forgiving, sublimely fanciful world in which we can temporarily escape and tinker far from reality.

In a few years, I will pass my train set on to my son, Jason. Will it have the same metaphorical meanings for him and his life as it does for me and the men of my generation? Or will the model space shuttle and the expanded, celestial world of the space station replace the earthbound, industrial world of model trains, symbolizing a new frontier — his generation's frontier?

Perhaps. But something mawkishly deep inside me hopes that the trains will somehow prevail. ■

CALENDAR

May 2, Fri: Golden State monthly meet, 7 PM at Immanuel Lutheran Church, Moorpark & Leigh in San Jose CA. Info: Barbara Jones 408-257-9385.

May 4, Sun: Pacific Northwest joint North/South and Canadian meet at McCoy Mfg. in Kent WA. Info: Dick Owen 503-666-4317.

May 4, Sun: Bay Counties regular meet 9 AM to noon at Montera Junior High School, 5555 Ascot Dr, Oakland CA. Info: Don Church, 415-547-5228.

May 4, Sun: TCA Western Division Meet 12 noon. Tuesday Afternoon Club. 319 N. Central, Glendale INFO: Bob Caplan (213) 382-5266

May 7, Wed: Southwestern Div. Board of Directors Mtg. Dinner 6 P.M. Mtg. 7 P.M. 1855 Riverside Dr. N. Hollywood
CANCELLED
Steve Marinkovich (213) 833-6735

May 10, Sat: Southwestern annual spring all-day meet at Masonic Hall, 50 W. Duarte Rd, Arcadia CA. Free to all TTOS members and their guests. Tables are \$6, reserved by remitting to Sam Mattes at 7253 Pondera Circle, Canoga Park CA 91304. Setup 8:30 AM, doors open 9 AM to 5 PM.

May 16, Fri: SFV Toy Train Club meet 6 P.M. St. Annes Melkite Church 11211 Moorpark, N. Hollywood. Visitors welcome. Lois Butler (818) 363-8200

May 25, Sun: Canadian Division regular meeting noon to 3 PM at 5461 Tyne St, Vancouver BC. Info: Ken Warner 604-434-5037.

May 25, Sun: Southern Pacific regular meet from noon to 5 PM at Anaheim Bowl, Anaheim CA. Info: Linda Freeland 714-826-5341.

June 1, Sun: TCA Western Division 12 Noon. Tuesday Afternoon Club. 319 N. Central, Glendale INFO: Bob Caplan (213) 382-5266

Jun. 1, Sun: Pacific Northwest Northern (Washington) details not known at this time. Info: Dick Owen 503-666-4317.

Jun. 1, Sun: Pacific Northwest Southern (Oregon) details not known at this time. Info: Dick Owen 503-666-4317.

Jun. 1, Sun: Bay Counties regular meet 9 AM to noon at Montera Junior High School, 5555 Ascot Dr, Oakland CA. Info: Donald R. Church 415-547-5228.

Jun 6, Fri: Golden State monthly meet 7 PM at Immanuel Lutheran Church, Moorpark and Leigh in San Jose CA. Info: Barbara Jones 408-257-9385.

Jun. 13, Fri: Southwestern regular meeting 6 PM to 11 PM at Masonic Hall, 50 W. Duarte Rd, Arcadia CA. Info: Jerry Butler 818-363-8200.

June 20, Fri: SFV Toy Train Club meet 6 P.M. St. Anne's Melkite Church 11211 Moorpark, N. Hollywood. Visitors welcome. Lois Butler (818) 363-8200

Jun. 22, Sun: Canadian noon to 3 PM at 5461 Tyne St, Vancouver BC. Info: Ken Warner 604-434-5037.

Jun. 22, Sun: Southern Pacific regular meeting noon to 5 PM at Anaheim Bowl, Anaheim CA. Info: Linda Freeland 714-826-5341.

Aug. 23, Sat: Mark your calendar! Golden State second annual "Heat Wave" meet in Hollister CA. Watch this space for more details on this joint meet with LCCA. Info: Barbara Jones #5301, 10380 Castine Ave, Cupertino CA 95014; 408-257-9385.

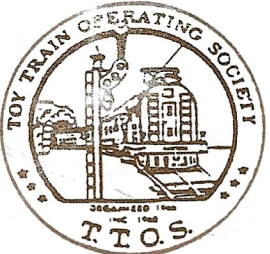
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