

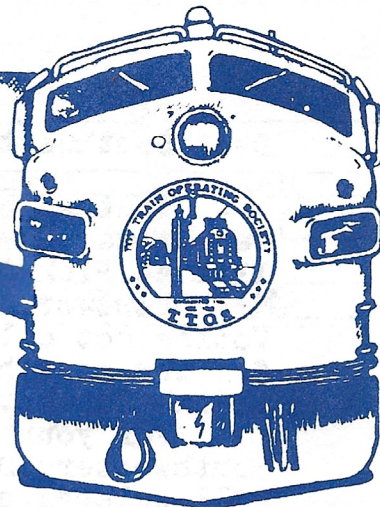
# THE SOUTHWESTERN LIMITED

VOLUME 6  
NUMBER 7

NOV.-DEC.  
1987

GARY KECK  
PRESIDENT

CALVIN SMITH  
EDITOR



## 1987 TTOS SOUTHWESTERN DIVISION CAL-STEWART MEET

LARGEST TOY TRAIN MEET  
WEST OF THE MISSISSIPPI  
**NOVEMBER 20-22**



FOR MEMBERS IN GOOD  
STANDING OF ALL TOY TRAIN,  
TRAIN RELATED AND MODEL RAILROAD CLUBS  
CLOSED TO THE PUBLIC

TABLE SALES                      AUCTIONS  
DISPLAYS                         LAYOUTS  
DOOR AND RAFFLE PRIZES  
AND MUCH, MUCH MORE

TTOS MEMBERSHIP APPLICATIONS  
ARE AVAILABLE AT THE  
REGISTRATION DESK  
YOU MAY JOIN AT THE MEET

PASADENA CONVENTION CENTER  
EXHIBITION BUILDING  
300 E. GREEN ST., PASADENA, CA 91101

MEMBERS ONLY

**December**

☞ MEETING NOTICE ☜

## Annual Family Christmas Party

**Sunday, December 13th**



Magic Show for All the Family  
featuring *Donn & Company*



*Santa Claus for the Children*

Sellers setup 11 a.m.  
Buyers doors open 12 noon  
(note time change)

*Pickwick Banquet Hall*  
921 Riverside Dr., Burbank, CA

PRESIDENT'S MESSAGE . . . .

Dear Southwestern Members,

As the year draws to a close, we are looking forward to the Cal-Stewart Meet, Nov. 20, 21, 22; and the Christmas Party on Dec. 13th at Pickwick (Starting at Noon).

However, one important issue rests with you the member--voting. Voting not only for 1988 Officers and Board of Directors, but also for the possible participation in the 25th Anniversary T.T.O.S. National Convention.

For your information, T.T.O.S. was founded in 1966 and the Southwestern Division was the first division. In 1991, T.T.O.S. will celebrate 25 years of existence as a growing and prosperous national organization. Many members feel that the Southwestern Division should host the 25th National Convention as we were the founders. Other members feel that the annual Cal-Stewart Meet is enough work for the membership of the division.

The Board of Directors was advised in the Sept. meeting that the Southern Pacific Division was planning to bid to become the host division for the 25th Anniversary National Convention.

In the Sept. Board meeting, your Board opted to take no position on the issue.

At the October Business Meeting, one member made a motion which was seconded that the Southwestern Division put in a bid at the National T.T.O.S. Board Meeting in Nov. to host the 25th Convention. The issue was tabled in order for the entire membership to cast their vote on the issue. Enclosed are arguments from both sides for which to help you decide how to vote. Please vote your decision not only on the 25th Anniversary Convention issue but also your choice for the 1988 Officers and Board of Directors. Return your ballot in the enclosed envelope or bring it to the Dec. 13th meet. No substitute ballots are excepted.

Also at the Sept. Board meeting, the Board voted to eliminate all commercial advertising in the Southwestern Limited.

I'll see you all at the Cal-Stewart Meet in Pasadena and the Christmas Party on Dec. 13th at Pickwick.

Remember, the Christmas Party is open only to members and their immediate family NO GUESTS. There will be entertainment, gifts, food, and door prizes. So join us all on Dec. 13th starting at noon (Sellers may set up at 11:00 a.m.).

Happy Holidays,

*Gary Keck*

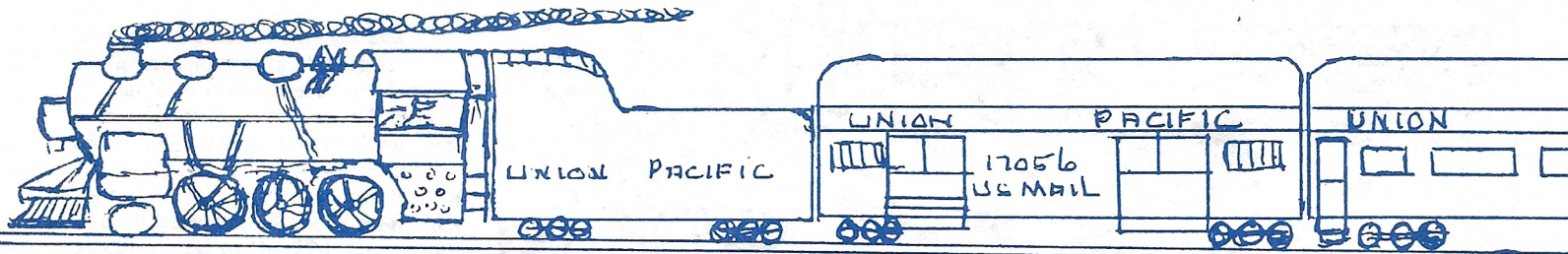
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PLEASE HELP!!--Volunteers are deperately needed for the Monthly Meeting to work on the Auction. Contatt: Bob Seghi (818) 704-8070 or 996-9000 er, Jim Selvius (818) 968-8361 or (714) 528-7565.



.....A TRAIN OF THOUGHT BY THE EDITOR

Hi Everyone,

Terre Moto --- and other happenings

It was just one week prior to the earthquake that the Iron Horse was shown with Gaylord Carter playing the mighty Wurlitzer organ at the San Gabriel Civic Auditorium for the Pacific Railroad Society's Museum fund raiser. That structure, with its beautiful facade, was damage by the quake.

Back to the movie, it was a delightful evening with an added attraction of an early collection of newsreels showing personalities and events during the early years of this century. One segment showed San Francisco in 1906 before and after the earthquake. Other scenes showed Presidents Theodore Roosevelt and Woodrow Wilson; the Wright Bros. taking off in their airplane; Buffalo Bill greeting friends with his armwrestle handshake; Sarah Bernhardt; and other events and personalities.

A friend of ours took the Redcar in 1924 from Santa Monica to Hollywood's Graumann's Chinese Theatre to see The Iron Horse. He was wishing he could have gone to see the show again.

Movie notes, made in 1924 to compete with "Wagon Train" the "Iron Horse" starring George O'Brien and Madge Bellamy remains one of the biggest and best of all the super-western films. Directed by John Ford, the cast was light on big names, but it did use a regiment of U. S. Calvary Scouts from Salt Lake City, 3,000 railway workers and Pawnee, Sioux, and Cheyenne Indians. There were also many interesting reconstructions of historical events--and persons--to see, and a colorful use of many authentic props, such as Wild Bill Hickock's own vest-pocket deringer and the two original steam locomotives used at the original golden spike ceremony.

On Saturday, October 17th, the Pasadena Chamber of Commerce celebrated the 100th anniversary of the completion of the Santa Fe RR between Kansas and Los Angeles. I saw the special Amtrak train stop in Pasadena between 9:30-10:30 a.m. then continue on to San Bernardino via San Dimas where the golden spike ceremony was held and back through Pasadena at 4:30 p.m. Besides the regular Amtrak cars, two 1950 S.F. pullmans were used at the end of train.

As we come to November let us pause and give thanks for this wonderful country we live in. And reaffirm our allegiance to keep America strong, healthy, and free--the land of opportunities.

Since this is a two month issue, I would also like to wish you and your family a safe and sane Christmas and New Year holidays.

*Calvin*

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SPECIAL FEATURE . . . The following six pages feature Ralph Johnson's layout. This is reprint from the December 1981 Railroad Model Magazine. Also the one page history of Ralph Johnson in last issue was written 10 years ago.



# THE LIONEL LIVES

Toy trains run well enough to deserve the same type of benchwork and scenery usually reserved only for scale models. Ralph Johnson's railroad runs as nicely as most HO or N scale layouts.

## *Bill Wright*

An astonishing number of model railroaders were introduced to the hobby with a Lionel train set. Many of those who started out with HO or N scale train sets received them from fathers or mothers who themselves had Lionel trains as children. Lionel is the oldest surviving brand of model railroad equipment in America. Lionel is owned by the CPG Division (Fundimensions) of General Mills which is, somehow, fitting for those of us who were raised within earshot of Wheaties, Kix and Cheerios commercials. Lionel now owns the manufacturing dies to produce the American Flyer (A.C. Gilbert) line of toy trains as well. Unfortunately, very few Lionel train owners feel that the product is "worthy" of being expanded into a complete model railroad with benchwork and scenery.

The Lionel train owners seem to fall into two categories; the youngsters who only operate them for a few weeks at Christmas time and the collectors who decorate the walls of their dens with the trains. In the period prior to the introduction of inexpensive ready-to-run HO scale train sets, there were more Lionel layouts than any other. The reason was simple; Lionel was the most popular ready-to-run brand. There were some American Flyer layouts with benchwork and scenery and

even some Lionel 00 gauge layouts in the thirties, forties and fifties. 00 scale is about 15-percent larger than HO; both American Flyer and Lionel once made locomotives, rolling stock and track for 00 scale. American Flyer later offered true HO scale equipment as did Lionel. Today, 00 scale layouts are about as rare as Lionel "0 gauge" layouts.

If you are still running Lionel "0 gauge" trains but considering the thought of changing to another scale like HO or N, take a few months to rethink your decision. There is no easier way to derailment-proof and stall-free performance than through the use of Lionel's three-rail track and rugged locomotives and rolling stock. Once the benchwork or tables are completed, you can get a Lionel layout running with less fiddling-around than with any other scale. You don't have to worry as

much about aligning the track sections with Lionel as you do with HO or N scale because the larger wheel flanges will not derail as easily over small gaps between track sections. If you think that Lionel's rails and flanges and couplers are grossly oversize, compare a photograph of a typical Lionel box car to a train set-type N scale box car. The proportions of the rail sizes, wheel flanges and couplers are about the same when you compare either Lionel or N scale to the real thing.

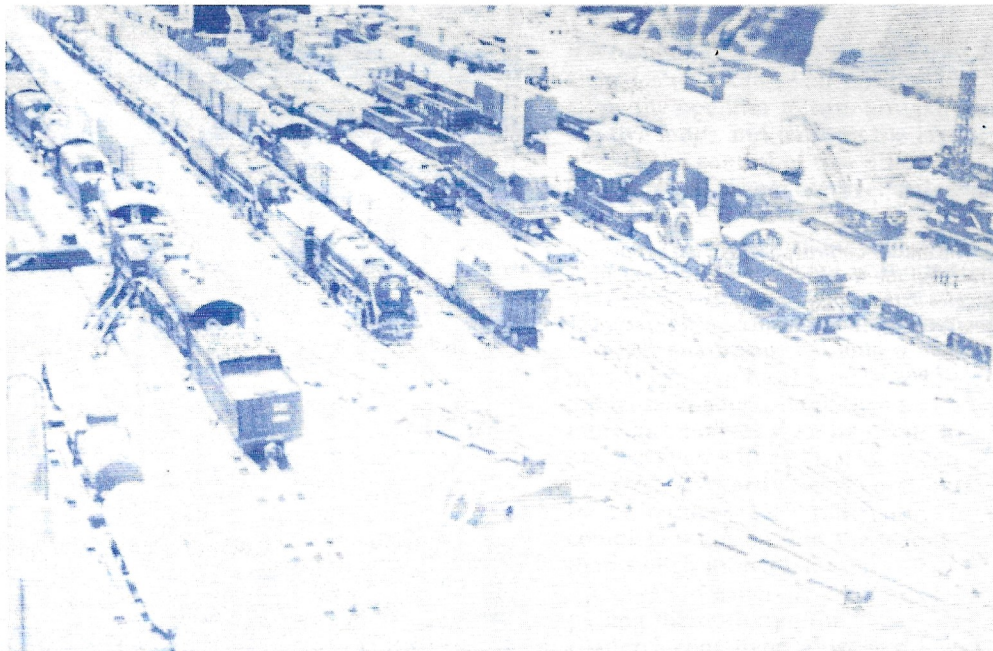
If you really must operate 100-car trains, then N scale may be your best choice; Lionel layouts do require a fair amount of space even with their sharp-radius curves. You'll discover, incidentally, that Lionel locomotives and rolling stock look far more realistic when operated on Lionel's "Wide-Radius" large-radius curves or on curves made from the



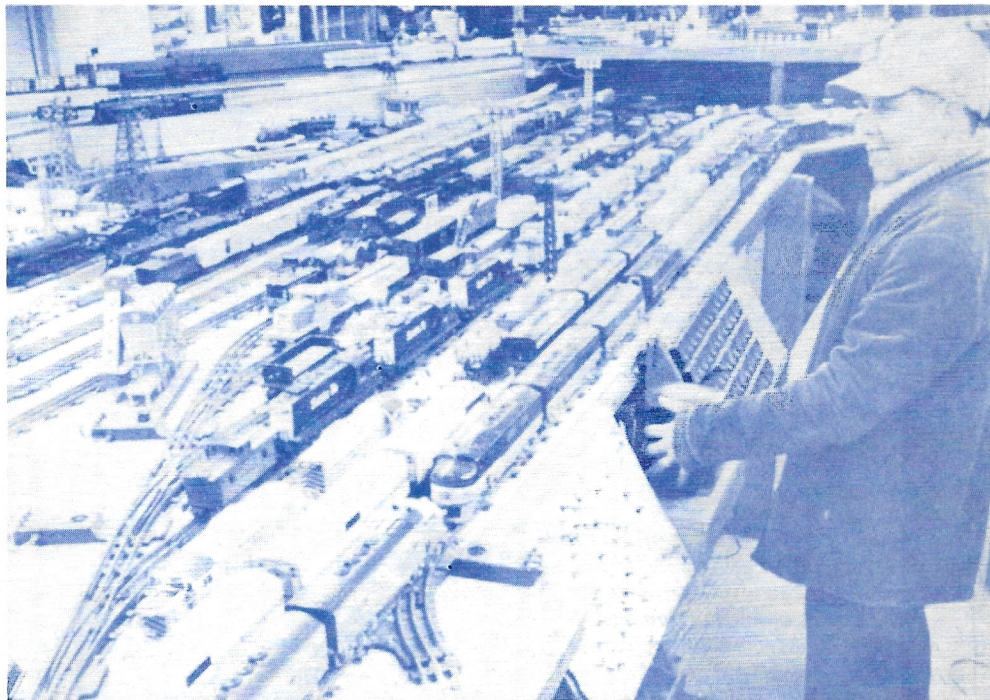
Gargraves-brand flexible track sections. Gargraves catalog is available in exchange for a 15-cent stamp from R.D. Number 1, Box 255A, Dept MRG, North Rose, NY 14516. The current "Wide Radius" Lionel curved track sections have an overall diameter of about 54-inches as compared to the 27-inch diameter circle formed by the current 0-27 curved track sections. Lionel does NOT refer to the centerline of their track for curve radii figures. Lionel does not currently offer large-radius turnouts (switches) to match their track, but used Lionel 0-72 large-radius turnouts and/or Gargraves-brand turnouts are sometimes offered at swap meets and at hobby dealers who specialize in Lionel equipment.

It is certainly possible to build a Lionel layout on a table as small as 30-inches square. If you hope for something that looks like a real railroad scene, however, you should consider a 5x9-foot space (the size of a ping pong table) to be the minimum. There's ample room on a 5-foot wide table for the 54-inch "Wide-Radius" Lionel curved track sections. None of the Lionel locomotives or rolling stock currently on the market are built to an exact scale. Lionel calls their equipment "0-27" or "0" Gauge; the most common scale for true 0 gauge is a proportion of 1/48 that of the real thing. Lionel's track is close to that scale but the overall height and width of the equipment is closer to S scale or 1/64. The length of many of the pieces of equipment is also smaller than even accurate 1/64. The length of many of the pieces of equipment is also smaller than even accurate 1/64 scale but shortened cars are common in HO (like Athearn's passenger cars) and N scale as well. The trucks used by Lionel are very close to 1/48 scale and the couplers are about ten-times the proper size. Oversize couplers are standard on most N scale train sets too. There is something about the oversize trucks and couplers on the Lionel equipment that makes it seem almost MORE realistic. It may be artistic license or simply a "toy" appeal.

Ralph Johnson has been developing and building his Lionel layout for over thirty years. It now occupies a barn-size building about 20 x 40-feet and, believe me, it runs and runs well. He has accumulated a considerable amount of Lionel equipment in those thirty Christmasses and there is space for most of it in the huge yards. The trackplan consists of five loops or ovals of track that run around the outer edges of the layout. The loops



*Ralph Johnson operating the main freight yards of his Lionel layout from the central control pit. The layout is divided into electrically-isolated blocks and controlled by a dozen power packs.*



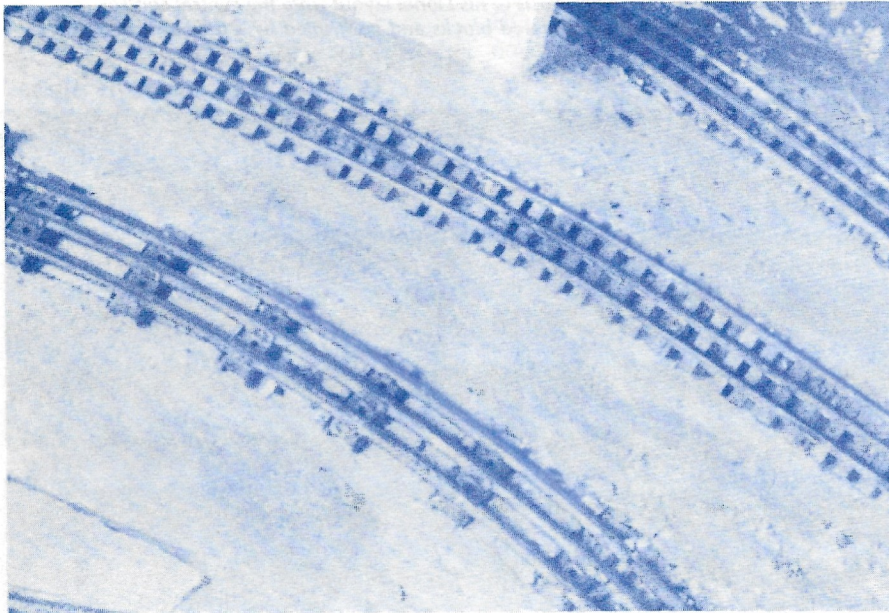
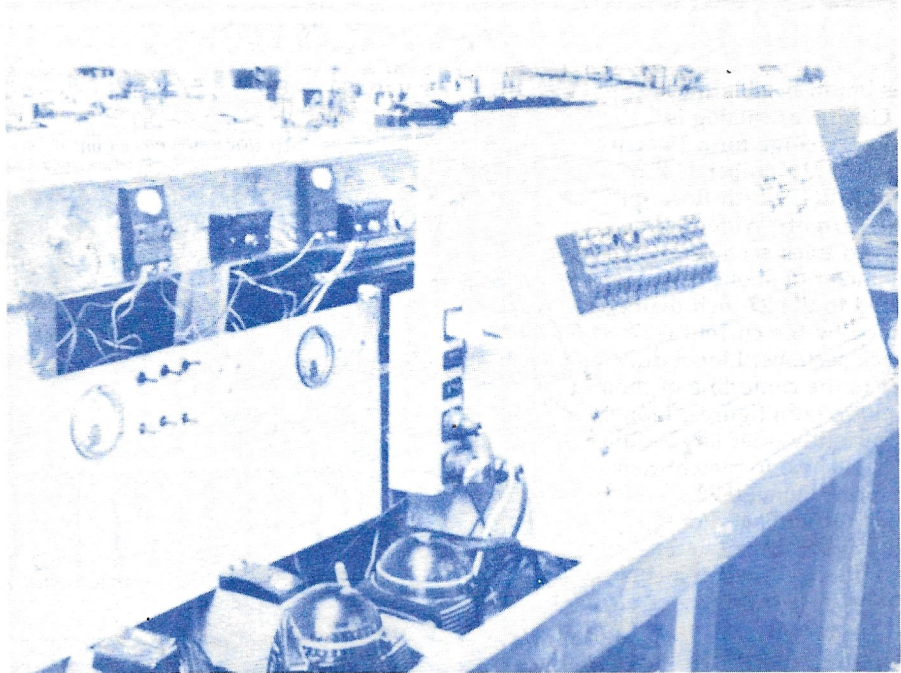
*The east side of the main freight yard is devoted to steam locomotive storage. The round-house is just out of the picture in the foreground.*

are connected by pairs of turnouts to form crossovers so a single train can make a run from the yard, around five laps and back to the yard. The layout is divided electrically into blocks so that five trains can be kept in continuous operation on the loops while another engine works the yards and a trolley runs back and forth over the point-to-point trolley trackage. Most of the track on the loops is Gargraves flexible track with wooden ties and older Lionel turnouts. Lionel track and turnouts

are used mostly in the yards and on the trolley line.

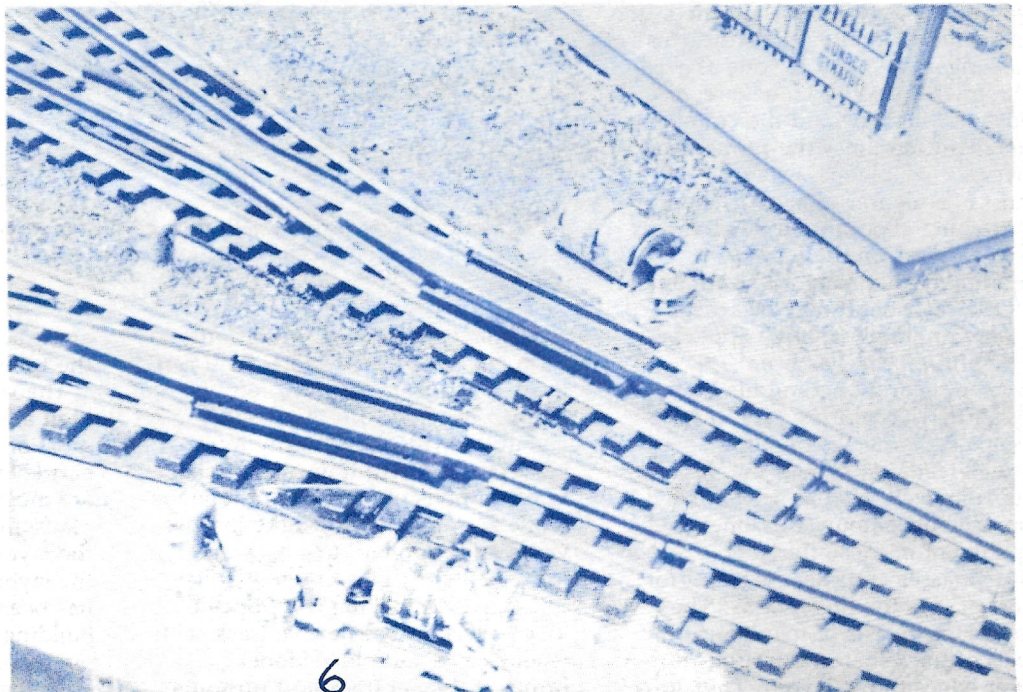
The layout table is about 48-inches high at its lowest point. This brings most of the action up to eye (and ear) level where large-scale models are most exciting. A two-foot high platform across the doorway end of the layout allows a higher view of the layout. A space about 4-feet wide has been left at this end of the building for spectators and for casual operation. The two center operating "pits" are reached by crawling

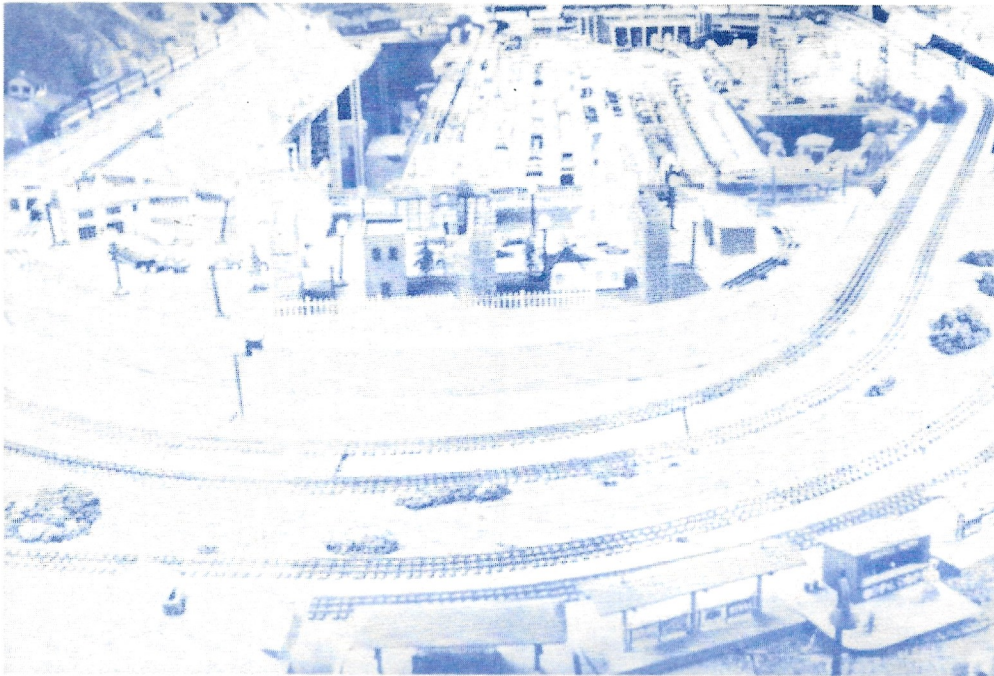
*The master control panel is used to operate trains on the five mainline loops. The Lionel toggles in the center control the turnouts; the smaller toggles on the schematic trackplan diagram control the current into the individual blocks.*



*Ralph uses Gargraves flexible track (top two tracks) for the mainline with standard Lionel track for the yards. The lower curved track is out-of-production Lionel 0-72 (72-inch diameter) curved sections.*

*The objects beside the turnouts are dual coil (solenoid) switch machines to move the collector-item Lionel 0-72 "Solid Rail" turnouts.*





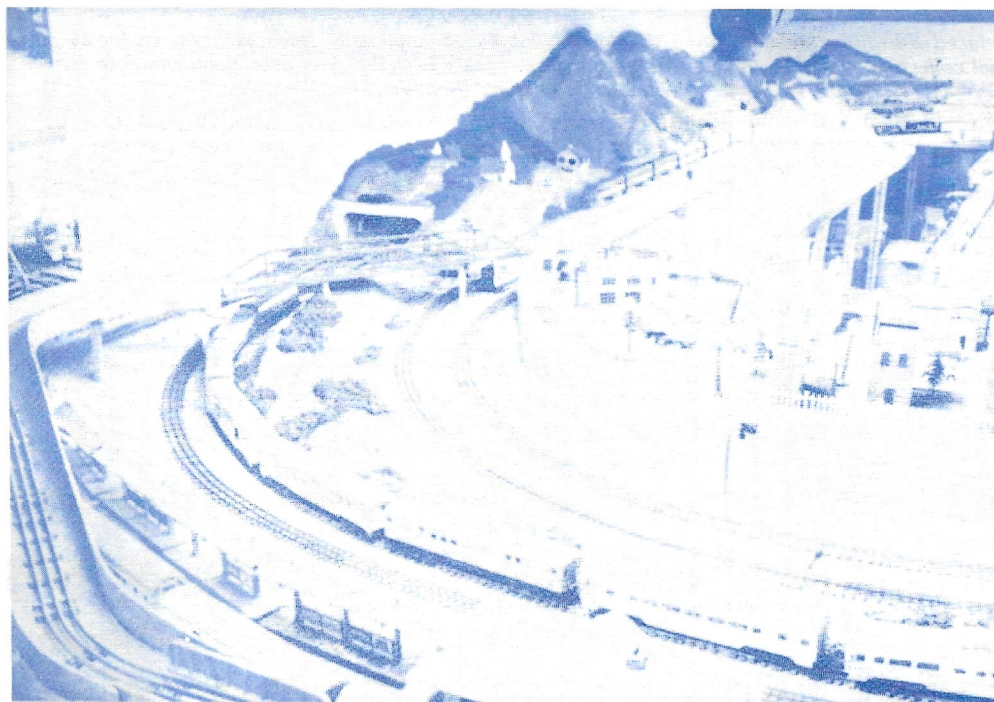
the turntable. S.P.D.T. toggle switches with center-off positions allow the operator to turn any part of the five loops and yard on the layout over to the control of two different power packs. There are over a dozen power packs so, if the operators (engineers) are careful enough, a dozen trains can be kept in motion at once! Ralph Johnson's layout is one of the largest Lionel model railroads in the country outside of some museums. Like most long-time model railroaders, Ralph has far more locomotives than he needs to operate even a dozen trains. Much of the "freight" yard space is occupied by locomotives. He'd rather run complete trains around the layout than switch individual cars.

Operation generally consists of pulling the train into the yard to change locomotives between a few trips around the loops to "distant" cities and towns. The division point yards on real railroads used to serve as the places where locomotives, cabooses and train crews were exchanged while the rest of the train remained intact. Today, the procedure known as "pooling" allows the locomotives, at least, to remain on the head of the train for trips from one coast to the other; the train crews are, however, still changed at division points about every 250-miles or so. The operation of the Johnson layout is, then, very similar to the pre-pooling operation of any full-size mainline railroad.

Ralph loves trains and, especially, Lionel trains so he has no qualms about mixing such diverse railroads as the New Haven and the Northern Pacific on his miniature empire. His locomotives include examples of just about everything Lionel has made since the forties. He does have several examples of his favorites like the massive (almost true 0 scale) F3 A and B unit diesels and the New York Central 4-6-4 Hudson steam locomotives. The layout has several smaller passenger stations and one large suburban commuter-style station to give plenty of excuse for passenger train operation. A large oil refinery, oil wells and the freight yard provide a visible excuse for frequent freight train schedules. The individual items might be "toy trains" but Ralph Johnson has assembled them into a true "model railroad" that anyone could be proud of.

Most of the more than 20x40-feet of layout is visible. The flexible Gargraves track allows realistic large-radius curves.

A streamlined passenger train rests behind the main commuter-style station while a second streamliner passes by on the mainline and a third train skirts the distant mountains.



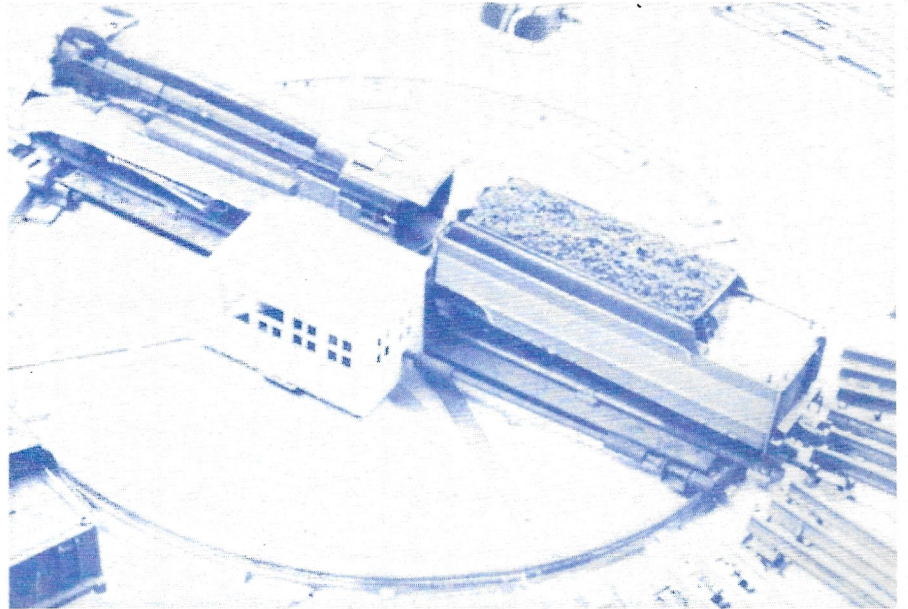
beneath the layout. There are also several smaller access pits (some hidden beneath the mountains) to reach any derailed trains or to allow maintenance work on the track. All of the Lionel switches are the electrically-operated remote control types. Ralph has rigged several brands of switch (turnout) machines (dual coil solenoids) to provide remote control operation of the Gargraves turnouts (switches). Cut-down Lionel signals provide colored indicator lights beside each

turnout on the mainline so the operators can see which way the turnout is thrown. A schematic diagram of the track is used at the master control panel so the operators know which switch lever operates which turnout.

There are two master control panels for the layout; one near the entrance to the layout that controls the mainline track blocks and turnouts and a second panel in the operating pit to control the yard track blocks and turnouts as well as

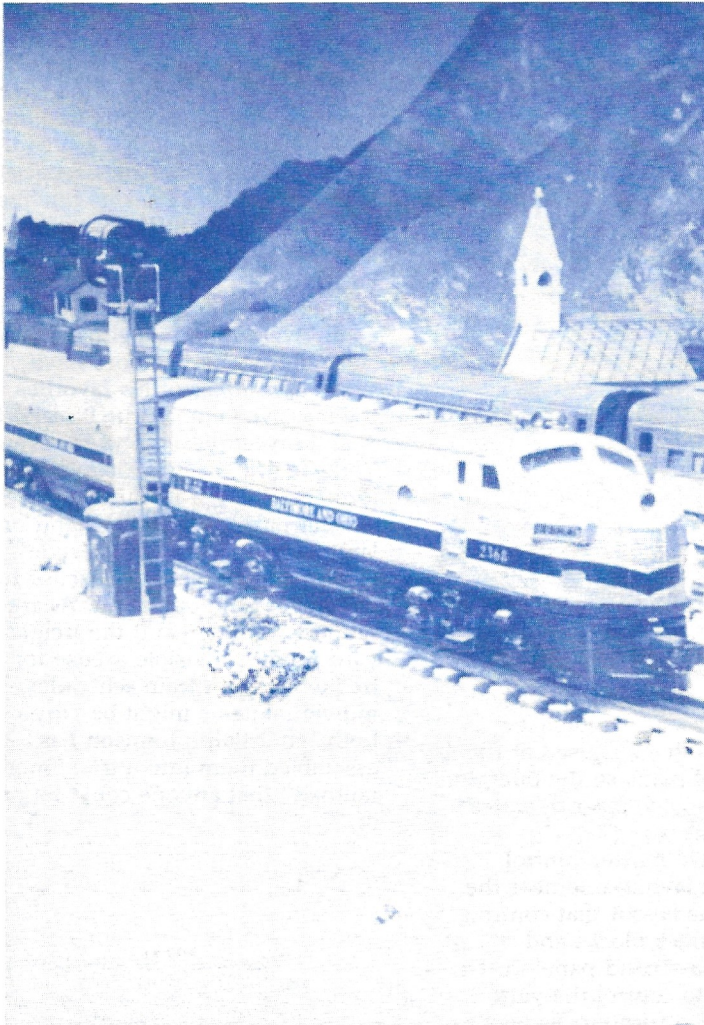


Ralph has modified some of the less expensive Lionel locomotives. This bright orange, red, silver and black Southern Pacific "Daylight" engine is being turned on a collectors-item Lionel turntable.

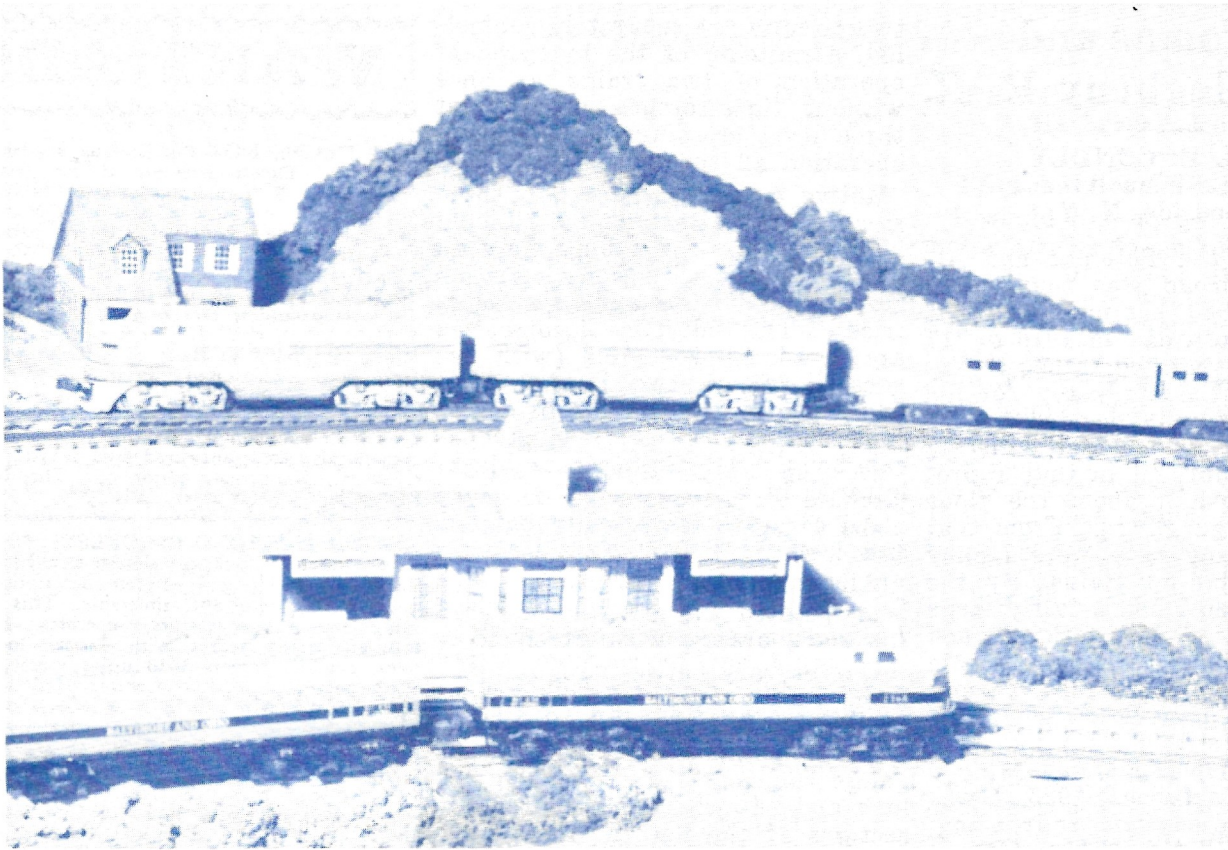


The F3A and F3B locomotives Lionel produced in the fifties are some of the most popular engines among Lionel collectors. Lionel is still producing a similar locomotive.

The loops climb to two "mountain" levels as they circle the 20x40-foot layout. The scenery is wall plaster over aluminum door screen with Lichen to stimulate bushes.

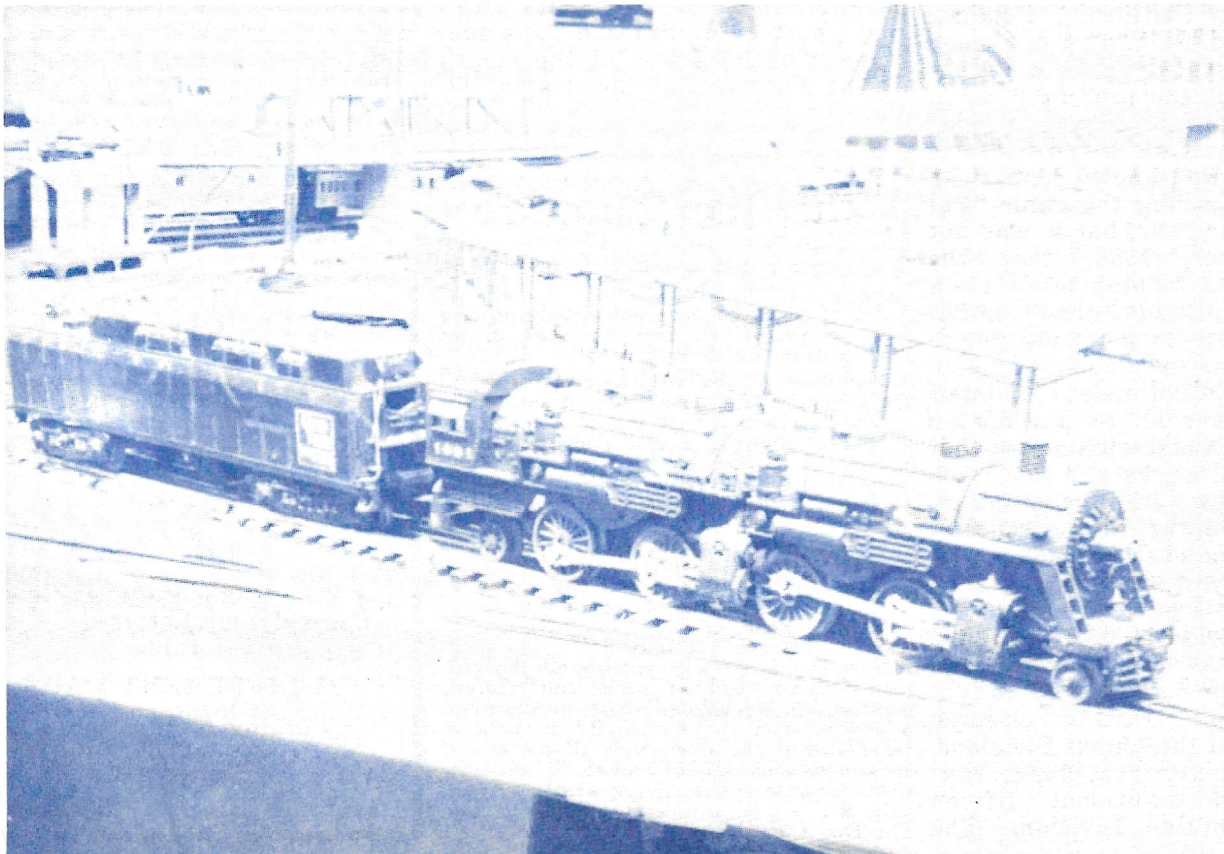






*This small station occupies one corner of the "mountain" portion of the layout. The house is a cardboard Skyline-brand kit last produced in the forties.*

*If you can't buy it, build it! Lionel has never offered an articulated steam locomotive so Ralph Johnson fabricated his own from a pair of inexpensive Lionel 2-4-2 locomotives and two tenders.*



## The Potomac and Allegheny R. R.

By G. E. CONDEY  
5329 Skillman Avenue  
Woodside, N. Y.

Officially, the Potomac and Allegheny Railroad was founded in December, 1930, but unofficially it dates back to a day in 1916 or '17 when an exasperated father trying to find a satisfactory toy for his unruly son finally decided to try a trolley car, which met with my immediate approval in that I proceeded to push it about the floor amid joyful gurglings. From that day on all my toys were trolley cars and wind-up trains. By the time I was ten I had a fairly large accumulation of clockwork railroad wrapped around the livingroom furniture. All of this equipment, except for a pair of switches and some track (still in use) has long since been disposed of.

Then at Christmas, 1925, I was initiated into electric railroading, with a Lionel No. 253 and three six-inch cars. That was the foundation of the present P & A. As the road grew it became apparent that a name was needed, and so, since I had a little station from the five-and-ten named Glendale, and since I knew there was a Glendale, as well as a San Diego, somewhere in California, I named it the Glendale and San Diego Railroad, destined to become the predecessor of the present P. & A.

The present name was decided upon as a result of the purchase in 1927 of a well-known American Flyer train bearing the name "Potomac" on each car, but it was not until December, 1930, that the spectacle of a "Potomac" on a California railroad grew sufficiently irksome to persuade me to look for a more plausible name. The original "Potomac" is now gone—it was sold to the Union Central Lines last summer—but the name still sticks and my crack train is a new "Potomac" consisting of four of the most realistic Pullmans ever turned out by American Flyer, the old 9½ inch 3000's, which used to be sold with a twelve-wheeled N. Y. C. engine.

The P. & A. now covers two rooms and consists of two roughly parallel single-track circuits, Allegheny and the Union Divisions, each about sixty feet long, connected by an additional fifteen feet of Mountain Division. The

two circuits are separately controlled, permitting of the independent operation of two trains at once without interference except at three level crossings, which make operation all the more interesting.

Motive power consists of three steam types (Dorfan 55, Lionel 259E and 262), all rebuilt, for use on the supposedly non-electrified Mountain Division, and six electric. The electric locomotives are a Lionel 253, 152 (with reverse), 248 E, two Dorfan 52's, and a Lionel Jr. 1651E with a new conservatively streamlined steep-cab body. All engines are black, lettered in white.

All cars are realistically painted and lettered.

All passenger equipment has been painted the official colors of the road, orange with green roof.

Curves vary between regular 15-inch radius and Lionel Model Builders' 36-inch radius, including some home-made 22½-inch (wide gauge rails on O gauge ties), 21-inch and 26-inch radius and a few sections of the new A. F. 20-inch radius track. Out of a total of fifteen switches, nine are A. F. (2 remote controlled), four Dorfan and two Lionel.

Like all good tinplate roads, the P. & A. has big ambitions for the future. It is supposed to be a Virginia coal road, running in two parallel divisions from its own coal port and railroad-built metropolis of Reedville, at the mouth of the Potomac, to Charleston, Va.

## The Questionnaire

All of you who have not already or only partly answered all nine questions in the questionnaire, do so at once.

For those of you who have not received the Digest before, the questions are:

- No. 1. The name of your R. R.?
- No. 2. Are you a real tinplater or just interested?
- No. 3. What is your gauge?
- No. 4. What is the most of your rolling stock?
- No. 5. What make of tinplate locomotives do you prefer?
- No. 6. What make of passenger car?
- No. 7. What make of freight car?
- No. 8. Your age?
- No. 9. Amount of trackage?

Next month we will publish all the railroad's names, builders name and address, question No. 3, question No. 4, question No. 8 and question No. 9. So if you want to see YOUR R. R. listed with all the others, be sure to name it, and answer all the other eight questions. A partly answered questionnaire will not be considered. Just send it to The Digest on a penny post card.

## WANT ADS

**FOR TRADE, NOT SALE:** The Model Railroaders' Digest has an almost complete file of old train catalogs now. We are very grateful to those of you who sent them in. We have about 40 assorted extras to trade for years we do not have. We need Lionel 1923-22-21-20, etc. We have Lionel 1917 and 1912. In Am. Flyer our oldest is 1928. Our oldest Ives is 1920, but we need 1923-22-21-19, etc. If you have any of these issues and want to trade or sell let us hear from you. They must be in fair condition and no pages missing.

**QUERIES** about modelmaking, where to buy materials, etc., answered free if you write to A. C. Kalmbach, editor of "The Model Railroader," Wauwatosa, Wis.

**MODEL RAILROAD BOOKLET:** of road with 2200 feet trackage; double-tracked main line 800 feet long; complete description of road, with photo and timetable. This road using boys as operators, operates 20,000 through trains yearly with Lionel locomotives, actually travels 3030 miles yearly, 40c. With pass 50c. Address Central Models, Box 353L, Morristown, N. J.

**HAVE 75** all different R. R. Man's Magazines from 1907-1913, Complete file 1929-1936 R. R. Stories. Also Vol. 1, No. 1 Railroad Man's Magazine, Oct. 1906 to sell singly or as a whole, or trade for "O" gage items or old catalogues. A. J. Wernman, 94 Sylvester St., Rochester, N. Y.

**SELL OR TRADE** Complete Lionel Standard passenger and freight train. All or part. Will trade for "O" gauge equipment. Have some new and used "O" gauge for sale or trade. List stamp. Chas. H. Tucker, Box 353R, Morristown, N. J.

**SELL 390E** Std. gauge loco and tender. Good shape except for 1 missing side rod, \$10.00 plus postage. E. M. Middleton, 239 West Adams Street, Los Angeles, Calif.

**WANTED**—Ives 60 series Frt. cars, 6 1/2 in. with the following railroad names: Salt Lake Route, Atlantic Coast Line, Cogn Belt Route, Union Lines, Frisco Line, Pennsylvania Lines, New York Central Lines, Baltimore and Ohio R. R., Burlington Route, Star Union Lines, Erie R. R., Illinois Central R. R. Lee Ridgman, 107 East Broadway, Hawthorne, Calif.

## WESTBROOK Freight Car Body Kits

\$ **1** 00

"O" Gage ¼-in. Scale  
Painted and Lettered With  
Heralds

25 DIFFERENT CARS

Catalog 6c in Stamps

THE WESTBROOK COMPANY  
Hasbrouck Heights, New Jersey

## DIGESTING THE NEWS

### Mississippi Valley R. R.

The little 0-4-0 A. F. which the C. V. R. R. bought from the B. & O is an old style No. 12.

The A. F. Co. made two styles in this engine. One had the headlight mounted just ahead of the smokestack and the other had the headlight down on the smoke box. I have owned both types. Both had a straight boiler and were built in 1916 and 1917.

I think Mr. Homer G. Louis has a very good idea and will do my part to make a go of it.

R. W. TAXLER,  
La Place, Ill.

### Reading Central Lines

I am very much favored to the things the Digest is doing, especially with regard to the price of tinfoil. I know for a fact that the dealers' discount on Lionel is 40 per cent, so why can't we get that much? I've never used American Flyer, but if they will give us the breaks, I'll be glad to change. This year I am in the market for a passenger outfit, and some accessories.

WM. B. SCHIMPF,  
2519 East Norris St.,  
Philadelphia, Pa.

### Sierra & Eastern R R

To see my layout at night is most interesting—reminds me of a large city—three trains rolling through all the time, and the elaborate lighting effects of trains, stations, etc., throughout. This is my real hobby. Although hiking is another, also another is watching the S. P. trains, tripple header climb the summit over beyond the Donner route. Plan about three three trips a summer to spend the night there—24 hours to see all and get motion pictures of same.

W. S. YOUNG,  
Box 26, Minden, Nev.

### The Model Railroad Shop

I would be glad if you start my subscription with as old a back number as possible. Sorry I did not come across your Digest before. I will be glad to have the back issues you mention.

In the \$2.50 kits the body is made of wood floor, roof, ends and the balance heavy binders board, etc., with sides and ends painted and lettered. All parts cut to fit

and very easy to assemble and at tinfoil prices.

HOWELL DAY,  
292 Vail Avenue,  
Dunellen, N. J.

### The Model Railroader Magazine

Thank you for the classified ad in the Model R. R. Digest. We can help each other and the hobby along quite a bit by giving publicity in this way.

A. C. KALMBACH,  
Wauwatosa, Wis.

### Holbrook Central R. R.

I have several Lionel and Am-Flyer steam types with tenders, made by myself. Am using scale rail steel 3/16 inch high, and will stick to tinfoil loco because my pocketbook can't stand \$50 and \$100 for scale models, although I am a member of the Massachusetts Model Railroad Club, Boston Division. Am very interested in the new Am. Flyer Hudson type loco mentioned in the July Digest. Hope to get one this fall.

EDWIN W. MARTIN,  
473 So. Franklin St.,  
Holbrook, Mass.

### C. K. & S. R. R.

(Cuss, Kick and Swear)

Having just read in Modern Mechanix of your connection with the Centinela Valley Model Railroad and the Model Railroaders' Digest, which is also referred to in August Model Craftsman, I am asking for a sample copy of your new "tinfoil" magazine for which I might care to subscribe.

I, too, am a tinfoiler, owning and operating a small road of my own, the C. K. & S (Cuss, Kick and Swear) which consists of Swearton Junction, the home terminal of the road with shops, yards, etc., grouped on two panels covering an area of ten feet by seven feet, from which leads 150 feet of double track main line to Custer City, where there is a station and passing track, also the two mainlines converge into one loop.

H. L. BURCH, Mgr.,  
Bradenton Trailer Park,  
Bradenton, Fla.

### The Westbrook Company Scale Model Railroad Cars

The copy of the Model Railroaders' Digest which you sent reached me the other day. I have been reading it with a great deal of interest. There is a real need for a publication of this sort and I am

sure that it will fill a long-felt want.

FRANK W. WESTBROOK,  
Hasbrouck Heights, N. J.

### "Std." Motor Trucks Needed

I would like to get a couple of motor trucks to make a gas electric car. It seems impossible to buy them. I wrote this Samuel Shaw in Pennsylvania, and he referred me to W. K. Walthers in Milwaukee. I saw Walthers one time when I was in Milwaukee and he did not feel like building any. Everyone of these suppliers has the O gauge scale model fever. They do not think much of the std. gauge tinfoiler.

P. H. SCHMIDT,  
Box 485, Prairie du Chien, Wis.

### Van Trunk Lines

The article on Lionel's new 1936 line by Louis Hertz is very interesting to me. And the editorial hits the nail on the head. The Digest is the best I have read and therefore you will find enclosed a \$1.00 bill for a one-year subscription.

WAYNE VAN SICKLE,  
1705 Leer St.,  
South Bend, Ind.

### Bay Creek Route

I got a big kick reading about Ralph H. Colvert and his U. C. M. R. R., as I always wanted a train when I was a kid and never got one until I was old enough to earn my own money to buy it myself. I can sympathize with him.

F. D. CAIRNS,  
Temperance, Mich.

### Missimo R. R.

St. Louis is near the confluence of the Mississippi and the Missouri rivers, so you can see the derivation of my railroad's banner—The Missimo R. R. I started with and have stuck to "O" gauge for over 18 years. All of my rolling stock is Lionel as are all of my locos. My age, for your records, is 25. You can not be expected to be a clearing house for information but perhaps some time you may find room in your ambitious magazine to discuss this problem. "How to get a loco and two or three cars over a fair grade without zooming for the approach and parachuting down the far side. Good luck and more power to your drivers.

F. H. SCHLEICH,  
3810 Greer Ave.,  
St. Louis, Mo.



# Toy Train Operating Society

25 West Walnut Street, Suite 408  
Pasadena, California 91103

# 1987

## APPLICATION FOR MEMBERSHIP

TTOS was formed to further the toy train hobby and to promote fellowship. This application, if accepted by the Society, automatically makes you a member and you will begin receiving publications immediately. TTOS dues for 1987 are \$5 per quarter plus a one-time \$15 initiation fee. Please pay the appropriate amount shown below for the quarter in which you join. Please do not send cash. All funds should be paid in U.S. funds drawn on a U.S. bank or by International Postal Money Order.

January, February or March 1987.....	\$35	July, August or September 1987 .....	\$25
April, May or June 1987 .....	\$30	October, November or December 1987.....	\$20

I hereby subscribe to the purposes of the Toy Train Operating Society and agree to abide by the bylaws, policies and regulations. (PLEASE PRINT CLEARLY.)

NAME \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

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

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

SIGNATURE \_\_\_\_\_ SPONSOR \_\_\_\_\_

### FAMILY MEMBERS

You may also enroll your spouse and/or children, ages 9 to 18, as family members if you wish. There is no initiation fee for them, and the dues are \$5 for 1987 but are not pro-rated for parts of the calendar year. Family members are entitled to all rights and privileges of membership except that they may not vote nor run for elected office nor will they receive separate TTOS publications. They may join as many TTOS Divisions as they wish, subject to the policies and rules of each.

SPOUSE \_\_\_\_\_ CHILD # 1 \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

CHILD # 2 \_\_\_\_\_ BIRTHDATE \_\_\_\_\_ CHILD # 3 \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

CHILD # 4 \_\_\_\_\_ BIRTHDATE \_\_\_\_\_ CHILD # 5 \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

### TTOS BADGES

TTOS badges are 1½" in diameter in six-color cloisonne. You and each of the members of your family that you enroll are entitled to a badge for \$5 each.

Summary and amounts of enclosed fees:	My membership fees for 1987	\$ _____
	_____ Family members @ \$5 each	\$ _____
	_____ TTOS Badges @ \$5 each	\$ _____
	<b>TOTAL ENCLOSED</b>	<b>\$ _____</b>

BOARD MEETING MINUTES . . . September 15, 1987, Holiday Inn  
 July Board Minutes--Approved, no meeting in August  
 Treasurer's Report--Approved, 200 delinquent members

Discussion:

- 1) 25th TTOS Convention in 1991. Southern Pacific Division wishes to host the convention in 1991. Board votes to not seek the nomination and to support SP's bid for 1991.
- 2) Cal-Stewart Chairman report on their progress of work areas.
- 3) A letter addressing the delinquent members and announcing the October 11th meet will be printed and mailed instead of postcards this month. Gary will write.
- 4) Volunteer board members for the October meet are: Jerry Blaine, Jim Selvius, and Joe Ortega
- 5) Advertising in the Southwestern Limited: the board voted to discontinue advertising to remove all commercial interests.
- 6) Nominations were accepted for the officers and board of directors for the upcoming year.
- 7) Next board meeting October 20th, Holiday Inn, 6:30 p.m.

OCTOBER 11th BUSINESS MEETING . . . Pickwick

- 1) Cal-Stewart update, volunteers needed
- 2) Nominations from the floor accepted for next year's officers and board of directors.
- 3) TTOS President Phil Haffen introduced
- 4) Fred and Tammy Nix introduced, they are both running for offices this year on the national TTOS board.



# Toy Train Operating Society

## Southwestern Division No. 1

APPLICATION FOR

PRO-RATED DUES

SOUTHWESTERN MEMBERSHIP

Jan/Feb/Mar	\$ 5.00
Apr/May/June	\$ 3.00
July/Aug/Sept	\$10.00
Oct/Nov/Dec	\$ 8.00

TTOS SOUTHWESTERN DIVISION dues are \$10 for the fiscal year of July 1 through the following June 30. Dues are considered late and subject to a \$5.00 delinquent fee if not paid by July 31. Please make out your check payable to TTOS SOUTHWESTERN DIVISION for the amount shown in the Pro-Rated Table. Send your check with application to: Jim Selvius, Treasurer, 640 Pinehurst Avenue, Placentia, CA 92670.

I hereby subscribe to the purposes of the TTOS SOUTHWESTERN DIVISION and agree to abide by the bylaws. (PLEASE PRINT CLEARLY):

NAME \_\_\_\_\_ TTOS # \_\_\_\_\_  
 (Current members only)  
 ADDRESS \_\_\_\_\_ PHONE(\_\_\_\_) \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 SPONSOR \_\_\_\_\_ SIGNATURE \_\_\_\_\_  
 (New Members Only) (Applicant)

1987--BOARD OF DIRECTOR'S PROFILE

...JOSEPH E. LOVI

Joseph E. Lovi, TTOS #1764, lives with his wife, Lois, at 1927 Gardena Avenue, Glendale 91204. His telephone number is (818) 242-7215. Joe has a son, Stuart, age 21, and a daughter, Sharon, age 19. He is a retired Photo Lithographer.

Having joined Southwestern Division in October, 1974, Joe has served our club actively since then. The following list his offices served. The day he joined, he was appointed sergeant at arms, A post he held for 3 years. He was then part of the Board. The next five years--each year He was elected to the position of Treasurer. Following this, He was elected to be Southwestern Division #1 President for each of two years. Since then he has been elected to the Board of Directors for three years. Yes, he does enjoy working for SW #1.

His first train set was an old Marx set at the young age of 55 years. Joe enjoys collecting pre- and post-war trains and also enjoys operating them. He joined our to gain more trains and more knowledge of toy trains. The activities he likes best in the club is the comraderie and friendships of the members and also the auction.

Your club needs to have more of you volunteer to help your club like Joe.

BOARD MEETING MINUTES . . . . October 20, 1987, Holiday Inn  
 October Board Minutes--Approved  
 Treasurer's Report --Approved,  
 Director Jeff Behrens resigns as a board member  
 Calvin Smith appointed to replace Jeff on the board  
 Discussion:

- 1) Cal-Stewart Chairmen report on their progress of work areas.
- 2) No free admission to Cal-Stewart by anyone setting up layouts.
- 3) Calvin and Gary to write and publish rules for the Cal-Stewart meet and to be handed out to everyone in their registration packet.
- 4) December Meet: 12 noon doors open; 2 p.m. Santa Claus for the children; a short magic show for the whole family by Donn & Company, a new member of Southwestern Division; a rose for each wife or girlfriend; and a free ticket to the drawing. Members Only.
- 5) Discussion of 1991 TTOS Convention (25th) Hilly reported that he has worked on the pre-arrangement for the last 2 years. The board will publish a pro and con arguments for having or not having the convention here.
- 6) The general membership will be ask to vote on hosting the 1991 TTOS convention.
- 7) No Board meetings planned until January, 1988.
- 8) Shriner's Hospital wheel chair children will be given a tour of the layout exhibit at Cal-Stewart on Saturday.
- 9) RV's will not be permitted to park in the loading dock area. After unloading all vehicles are to be removed and parked elsewhere.

## Order Board Order Form

Albert R. Bailey, Order Board Editor  
 P.O. Box 786, Burbank CA 91503-0786

This order form may be photocopied

Please place the following classified ad in the first available Order Board under the heading of:

FOR SALE     WANTED     TRADE     ANNOUNCEMENT




Name \_\_\_\_\_ TTOS # \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (if wanted in ad) \_\_\_\_\_

NOV. 20, 21, 22 CAL-STEWART MEET,  
 Pasadena Convention Center  
 Friday: Registration 5-8 p.m.  
 John King Memorial Cocktail  
 and Raffle Party 7p.m.  
 Saturday: Unloading, 7:30 a.m.  
 Trading, 9 a.m.  
 Auction, 11 a.m.  
 Races & Demo Derby  
 Sunday: Trading, 9 a.m.  
 Auction, 10 a.m..  
 Grand Drawing 1 p.m.

DEC. 13, SUNDAY, SW MEET--MEMBERS ONLY--Annual Christmas Party,  
 Pickwick, 12 noon (note change)  
 Magician for the whole family  
 Santa Claus for the children  
 Bring the whole family  
 No Board Meeting Planned.

Jan. 10, Sunday, Pickwick, 921  
 Feb. 14 " Riverside Dr.,  
 Mar. 13 " Burbank.  
 Apr. 10 " Sellers 10 a.m.  
 May 15 " Buyers 11 a.m.

Jun. 10, Friday, Pickwick, 921  
 Jul. 8 " Riverside Dr.,  
 Aug. 12 " Sellers 5 p.m.  
 Sep. 9 " Buyers 6 p.m.

Oct. 16, Sunday, Pickwick,  
 Sellers 10 a.m., Buyers 11 a.m.  
 Nov. --, Cal-Stewart, Pasadena Con-  
 vention Center.  
 Dec. 11, Sunday, Pickwick, Annual  
 Christmas Party, Members Only.  
 Board Meetings to be announced are  
 open to the membership to attend.

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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: Calvin Smith, editor, 25 South Fair Oaks Avenue, Pasadena, CA 91105. (818) 792-6594. 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.

# Southwestern Division No. 1 Toy Train Operating Society

A Non-Profit Corporation  
 25 West Walnut Street, Suite 408  
 Pasadena, California 91103

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