



THE SOUTHWESTERN LIMITED

VOLUME 1
NUMBER 9

SEPTEMBER
1982

CHRISTOPHER WATT
PRESIDENT
247-5353

HILLY LAZARUS
TEMPORARY EDITOR
762-3652



ALL-DAY MEET

~~NO MEETING ON FRIDAY NIGHT 9-10!!!!!!~~
Instead, our meet will be held on the next day, Saturday starting at 9 A.M. It is open to members of all toy train clubs. Bring a guest and sign them up for SW Div.

DIRECTORY

If all goes well, the new SW Division Telephone Directory of members should be ready in time for the September all-day meet scheduled for Saturday the eleventh. They will be available at the registration desk and will be free, one to a member. Extra copies, for home or office, will be available, while the supply lasts, for \$1 a copy. If you cannot make it to meetings to pick up your copy, send a self addressed legal sized envelope, with a 20¢ stamp on it to David Nissen, P.O. Box 552, Glendora, CA 91740. If you want two copies sent, be sure to affix 37¢ in postage and send a check for the extra copy made out to TTOS, SW Division.

HOT BOX ADS

Ads have been a little scarce lately. How about asking for what you want or even offering what you have for sale in a Hot Box Ad. Of our over 600 members, only half are able to make it to any one meet so look at all the potential customers you miss. Send your ads to Hilly Lazarus, 14547 Titus St., Suite 207, Panorama City, CA 91402.

OH MY, AIKEN'S BACK... SO'S WATT?

Hartford is history now and we can look forward to their reports on the TTOS National Convention and the action of the Board of Directors. Both Dan Aikens and Christopher Watt went to the National Board meeting and, besides the Southwestern vote, carried proxies from other Divisions who, for some strange reason, trusted Chris and Dan to vote for them. If anyone is curious how National runs, just ask Chris or Dan---maybe even Sue as she also sat in on the deliberations.

AUTHOR - AUTHOR

Loosen up your writing arm and send in an article of your own choice. We also would love to print pictures of your layout or collection. The bottom line is that we always thirst for fresh material to put between these pages and it would help a lot if everyone did a little writing once in a while. How about it fellows (and ladies)?

COLONIAL CITY

John Thousand is putting together the American Flyer wide gauge layout for Cal-Stewart and can't find any shrubbery or some of the other accessories that are shown in the 1928 catalog for this historic pike. He needs some help. Anybody got some of the items shown on that old layout? If so, give John a call at (714) 548-4326.

NEWS OF OTHER DIVISIONS

NIAGARA FRONTIER DIVISION is going to participate in the 150th anniversary of Buffalo, New York by having a table and display at a Toy Train Show sponsored by the Western New York Railway Historical Society. If you plan to be in the Buffalo area, give Woody Kriner a call for time, place and date.

SACRAMENTO VALLEY DIVISION is making plans to have their first meet in September. If you want to go there for it, contact Tom Gibson. They are hungry for toy trains so be prepared to take your goodies along and dump them on the unsuspecting green-horns in Sacramento. Everyone welcome! Be sure to talk to Barry Garland and tour the Sacramento Railroad Museum. Fantastic!

SOUVENIRS

Bruce Lazarus, Cal-Stewart Registration Chairman, reports that orders for souvenirs are coming in nicely and he wants to remind you that the deadline for ordering them is October 15th. That is also the last date for the \$12 registration fee to be in the hands of Bruce. After that, the fee goes up to \$15.

PHOENIX 4 THEE IN 1983

CAL-STEWART EARLY-BIRD FEES DUE BY SEPT. 1

FALL 1982

**CAL-STEWART
MEET**

NOVEMBER 19-21

MEET RULES

ONE TABLE PER ATTENDING MEMBER
 NO RESERVED TABLES. FIRST COME, FIRST SERVED
 NO RESERVED CHAIRS AT THE AUCTION
 GUESTS MAY NOT BUY OR SELL
 GUESTS MAY NOT PARTICIPATE IN THE AUCTION
 NAME BADGES OR STICKERS PLEASE
 QUIET PLEASE DURING BUSINESS MEETING
 PUT YOUR OWN TABLE AWAY
 HELP PUT THE AUCTION CHAIRS AWAY

YOUR PART

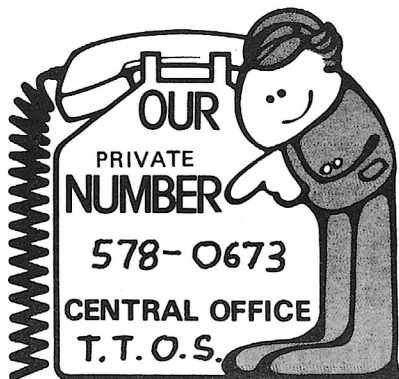
BUY RAFFLE TICKETS. THEY PAY THE RENT.
 SIGN UP EARLY FOR CAL-STEWART
 RUN FOR OFFICE
 WORK AT CAL-STEWART
 SIGN UP A NEW MEMBER
 MAKE SUGGESTIONS TO THE BOARD OF DIRECTORS
 CONTRIBUTE TO THE "SOUTHWESTERN LIMITED"
 VOLUNTEER AT THE SECRETARY'S DESK
 VOLUNTEER TO HELP AT THE AUCTION

GUEST PASSES

Our guest-pass program has been quite successful in bringing in new members for the past year or so and it will be coming to an end very soon, so bring in your guests for either the September or October meetings. Guests, of course, are not invited free for the Cal-Stewart Meet and we also cannot accomodate them at our Christmas party/meet as we just do not have enough room for everyone. If you need some guest-passes to give out for the October meet, pick them up at the front desk in September.

JOHNSON-RUSSELL CORPORATION

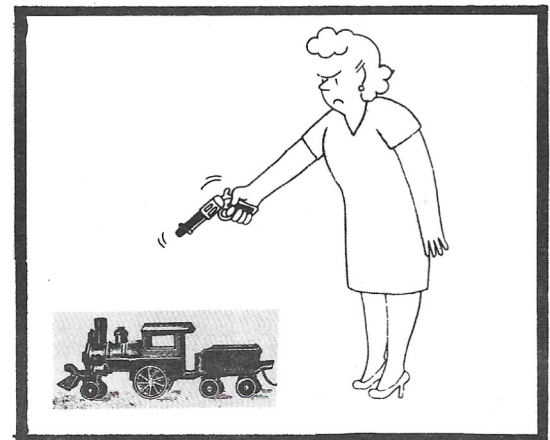
In the late 1940's, there was a toy train made here in Los Angeles which may have been a two rail tinplate train. The Johnson-Russell Corporation made the train but the company is no longer in existence. Does anyone have any information about this old firm or their trains? John Newbraugh, of Newbraugh Brothers/Pleasant Valley Process Company, is doing research on them in preparation for writing an article. If you can help him, please write to John at 114 Morgan St., Berkeley Springs, W. Va. 25411.



PLEASE NOTIFY
 THE CENTRAL OFFICE
 WHEN YOU MOVE
 OR CHANGE YOUR
 TELEPHONE NUMBER!!



RELIABLE
 SOURCES
 REPORT
 THAT
 SUE WATT
 THOROUGHLY
 ENJOYED
 SPENDING
 PART OF
 HER
 VACATION
 AT THE
 HARTFORD
 CONVENTION



TRAIN COLLECTORS ASSOCIATION

WESTERN
 DIVISION

OPEN HOUSE INVITATION

FRIDAY OCTOBER 1, 1982

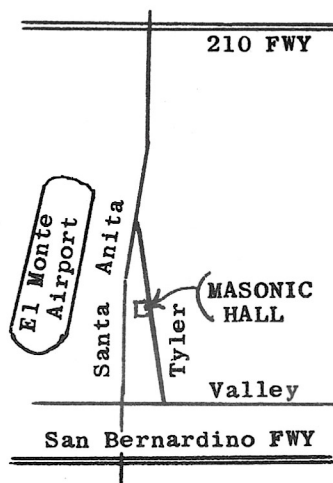
6:00 PM to 12:00 PM

OUR NEW HOME

MASONIC LODGE

4017 TYLER AVE.
 EL MONTE, CALIF.

ALL MEMBERS OF ANY ORGANIZED
 TRAIN CLUB ARE WELCOME TO
 JOIN US IN OUR FIRST MEETING
 IN OUR NEW HOME, BUY TRAINS,
 PARTICIPATE IN THE DRAWINGS,
 AND INSPECT THE PREMISIS.



NEW APPLICANTS

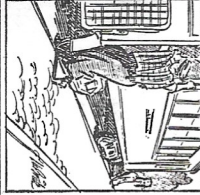
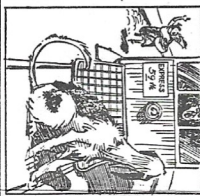
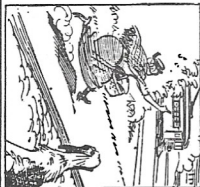
TTOS Southwestern Division welcomes these ten new members who joined at the August meet: Paden R. Warren, Larry Starr, John Charles Roth, Ron Moss, Dale Lynn, Sterling Labe, Al Hader, Danny Dunbar, Dick Crawford and Keven Callahan. We now have 616 members.

*****HOT BOX ADS*****

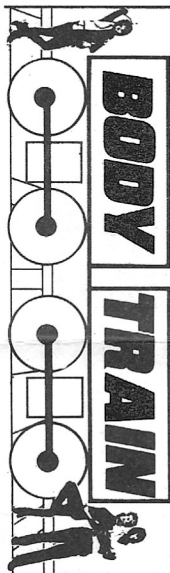
WANTED: Lionel #3854 P.R.R. operating box car in at least VG condition. Harry La Gesse, 15472 Pendleton St., Hesperia, CA 92345. (714) 244-5350

WANTED: Cal-Stewart volunteers: Security, registration, auction, raffle ticket sales, photographers, and helpers for the second annual John King Memorial Cocktail & Raffle Party (doo-da, doo-da), etc. Call Bruce Markus, (213) 983-2033.

TRADE: My Lionel post-war trains for your pre-war American Flyer and Overland Flyer. Hiljy Lazarus, (213) 762-3652



BUY
RAFFLE
TICKETS



DAVE OTH HAS COME UP WITH ONE OF HIS INIMITABLE IDEAS THAT WE SHOULD MAKE A JEWEL OF A CAL-STEWART CAR FEATURING "ELVIRAN" OF TELEVISION FAME AND HAVE HER AWARDED TO THE PERSON WHO WINS IT IN THE AUCTION. HOW ABOUT THAT? FEEDBACK PLEASE.

How to Take Apart the *Dorfan* LOCO-BUILDER ENGINE WIDE GAUGE MODEL

Study the pictures of the various parts and see what each looks like, so that you will know them by name as well as number.

1. Pull out the two little overhead troleys or "Pantographs" (14-14).
2. Disconnect two Lighting Wires (12-13) by pulling out plugs at back of Headlights (11-11).
3. Draw Headlights (11-11) out of engine body, thus unfastening the two halves of the body. The light Bulbs (M-M) may be unscrewed or left in, as desired.
4. Lay engine down with Reversing Lever toward you and carefully separate the two halves of the body, and slip out the couplers (7-7A).
5. Lift out Armature (4).
6. Disconnect Roller Contact (5) by releasing wire (9A) from spring clip at end, and remove from channels in body.
7. Remove Field (8) by removing Field Screw (8A) which holds Field to Body, and loosening red and green wire from spring clips on Reverser.
8. Remove Reverser (9) by loosening screw underneath that holds it in Channel (9), and releasing wire from clip Y.
9. Slip off the Stud Collar (6A) which keeps Brush-holder (6) in position.
10. Remove Brush-holder by lifting from Stud, or post (6).
11. Remove Gears (2) and wheels (1-1) from body half B by unscrewing Gear Screws (2A).

Care of your Loco-BUILDER

Keep all parts clear of dust, especially the Armature (4).
Never oil the brushes (the small black tips on the hinged arms on Brush-holder (6)), nor the commutator, (the smooth copper surface of the armature). The brush-holder is equipped with a new type of self-lubricating brushes, which will never cut or wear the commutator. When, after long use, these brushes begin to show wear, simply pull them out of their sockets and replace with new ones, which, like all Loco-BUILDER Parts, may be secured promptly by ordering direct from our factory.

Dear Owner:

Loco-BUILDER is designed to give you pleasure for a long, long time. If you do not find our instructions clear enough, or if you have any kind of trouble at any time, write and tell us what your difficulty is, and we will help you. Then if you find that you cannot remedy the trouble yourself, ship your Loco-BUILDER to us and we will restore it to running condition. With our best wishes,

THE DORFAN COMPANY

Factory and General Offices,

Newark, New Jersey

Dorfan ELECTRIC TRAINS

DORFAN Electric Trains are built to operate on an electric current of six to eight volts. The electric current supplied in most homes is 110 volts. In order to operate your train on the house current it is necessary to reduce the strength of that current to six or eight volts.

There are two kinds of electric current—Alternating Current and Direct Current. The kind of current supplied to most homes is Alternating Current.

To Operate on Alternating Current

It is necessary to use a Transformer. This transformer, attached to a 110 volt fixture, will give you a process known in electricity as inductance, the low voltage current you require. It is essential, however, for the safety of your engine, to know that your transformer is a dependable one. And we recommend a Dorfan Transformer, because it is designed with special regard to the requirements of Dorfan engines.

A transformer, however, will not operate on Direct Current. So, before connecting any transformer with your house current be absolutely sure that you know what kind of current it is. If it happens to be direct current the transformer will burn out at once, if connected. If necessary, ask the company that supplies your electricity. If you find that it is direct current, instructions further down on this page will tell you what to do.

How to Set Up Your Track

ALL sections of Dorfan Electric Track are designed to fit together evenly. If you will take good care of your track when not in use, and see that it does not become bent, you will always be able to make smooth, even joints.

1. After selecting an open space on floor or carpet for laying out the track, slip the sections together carefully, being sure that the connecting pins fit closely into the ends of the corresponding rails. If these pins become bent, straighten them carefully with pliers before fitting the rails together, instead of trying to do so after they are in position, as that is likely to bend the rails.

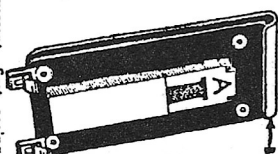
2. Attach the Track Terminal to a section of track near the spot where you intend to place your Transformer. To attach the terminal to track—lift the track about 1/4 inch off the floor; hold the terminal so that the connection clips face upward and toward you. Insert terminal under the track

If You Have Direct Current

It is necessary to use what is called a Direct Current Reducer, in order to bring the current down to the required 6 or 8 volts. There are several makes of Direct Current Reducers on the market, and your electrical dealer may be depended upon to recommend a reliable one.

Usually, however, where the house current is direct, we recommend the use of a Storage Battery, such as is used for automobiles or radio sets. Such a battery gives a six volt current, so that no reducing apparatus is necessary. When a storage battery is used, a home charging apparatus is advisable, such as the "trickle" charger so commonly used with radio sets.

CAUTION: Do not attempt to use a Transformer on Direct Current as it will be burned out and rendered useless.



so that spring grip (A) rests against one of the outer rails. Hold the terminal between thumb and forefinger and press toward middle rail until end clip (B) has passed the middle rail. Release pressure and let catch (B) grip middle rail.

3. Attach the two connecting wires, which come with your set or with your transformer, to the transformer and to the spring clips on the track terminal, following the instructions which come with same.

4. See that the connecting key on the transformer is turned to the lowest number on its scale. Insert the plug attached to the wire leading from the transformer in electric socket of your house current, first seeing that socket is turned off.

5. After making sure that every one of the above instructions has been carefully followed, turn the current on and your engine will light up and run immediately. You can increase or decrease the speed of the train by moving the handle or key on the transformer up or down the scale.

If your engine fails to start, give the track system a careful test, as follows: Take the track apart, section by section; disconnect the two wires from the track terminal and touch one to center rail of the section of track you are testing and the other to outside rail. If sparks form, section is defective and must be replaced with another before train will operate. If no sparks are formed, the section is O. K. Repeat this process with each section of track, until you have found out where the trouble comes.

If the track is found O. K. and the train still fails to run, remove the cars and see if locomotive will run alone. If it does not run, take it off the track and test the locomotive. Touch one transformer wire to the roller conductor and the other wire to one of the wheels. The wheels should turn immediately. If they do not, inspect the engine carefully according to instructions "How to Put Together," being sure that all wires are firmly connected and that the brushes rest on the commutator.

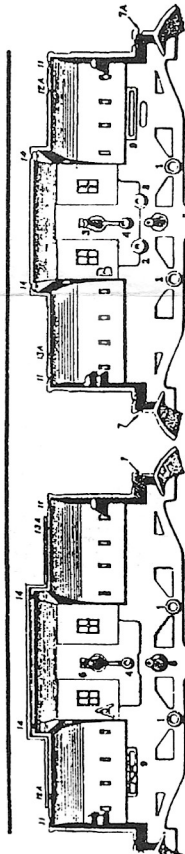


CANDID CAMERA
Roy Bell
Merv Lew
Ernie Renn



Dorfan

LOCO-BUILDER ENGINE
 WIDE GAUGE MODEL



Note Difference in the Two Sides

Before starting to put your Loco-Builder together, place the two halves of the body side by side on the table. The first one you use is the "Brush-holder Side," marked A.

In following the instructions, remember that all Dorfan parts are built to fit together evenly. If you seem to have to force any part into place, stop and read the instructions again, to be sure you are right. A screw driver is the only tool you need to build a Dorfan engine.

BRUSH HOLDER SIDE "A"

4—Connect Reverser

Pick up Reverser (part 9) and attach wire now coming from Brush-holder (part 6) to clip marked Y on Reverser. Attach red wire from Field to clip U on Reverser. Connect green wire from Field to clip O on Reverser. Pick up long wire (part 9A, see picture at bottom of page), and connect one end to clip X on Reverser. Hold Reverser with clip side away from you and black handle pointing up. Slip the end of the fat red part into the Channel 9 in body, having screw rest in slot over figure 9 on body. Fasten by tightening this screw. Bend all wires into the space above Field, under roof of locomotive, and shape long wire 9A around the wire-wound end of Field, down to bottom of body. (See diagram at top of next page.)

GEAR HOLDER SIDE "B"

5—Insert the Armature

Place Armature (part 4) in center of Field, slipping the shaft, which runs through Armature into the bearing hole in Body, first putting a bit of vaseline into the hole. The gear on Armature should be uppermost. The Brushes—the little black tips on the Brush-holder—must rest against the commutator, which is the round copper surface of Armature.

6—Connect up the Lighting System

Pick up short, thin, black Lighting Wire (part 12) and attach plain end to clip F on Reverser, and lay wire in hole 12A on body. Pick up long Lighting Wire (part 13) and attach plain end to clip B on Reverser. Carry this wire back above field and fit into hole 13A on body.

1—Where the Brush-holder Goes

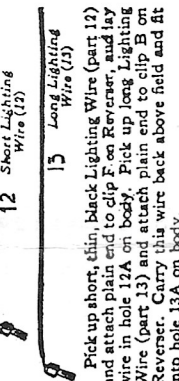
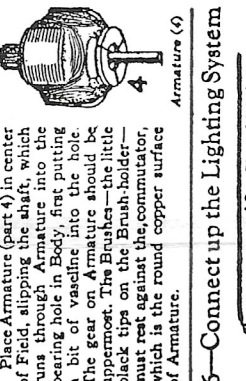
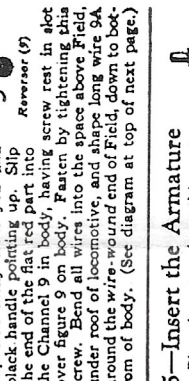
Place the Brush-holder (part 6) in position, by slipping it over the "stud" or post, 6 on Body. The side of Brush-holder marked 6 should be uppermost. The two flanged arms should rest around Bearing Hole 4.

2—The Collar Comes Next

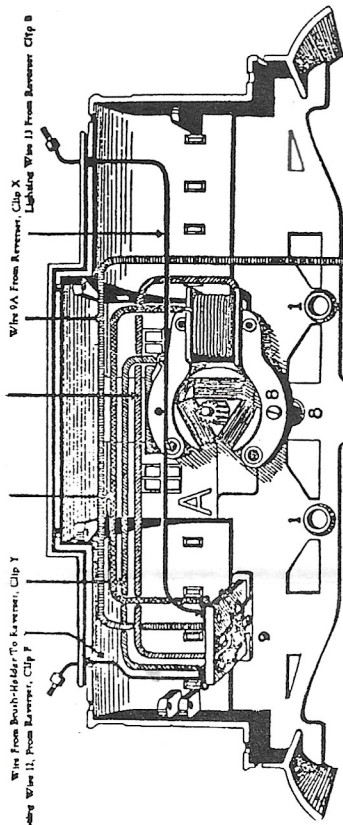
Slip the Collar (part 6A) over the top of Stud. You will notice that the Collar hole in the Collar is larger at one end. The large end be long downward. Be sure to push the collar down close to Brush-holder.

3—Now the "Field"

Place Field (part 8), numbered side uppermost, over Stud 6 and 8 on body, so that hole 8 on field is over hole in stud 8, and opposite hole on field rests over stud 6. Insert Screw (part 8A) in hole 8 and tighten same.



DORFAN © 1930 INSTRUCTIONS
 REPRINTED SEPTEMBER 1982
 COURTESY: SOUTHWESTERN DIVISION
 T.O.S. EMERT STUFFER #145



Wire 9A From Reverser, Clip X Lighting Wire 11 From Reverser, Clip B

If the foregoing instructions have all been followed correctly, Body Side A will now appear as shown in this picture, and you are ready to go ahead with Body Side B.

7—Insert Wheels, Gear End Down

Take other half of Body, marked B, and put a little vaseline in bearing holes, 4, 1, 1. Place Wheels (part 1-1) in position, by inserting the geared wheel ends in holes 1-1.

11—The Couplers Join the Cars

Holding sides firmly, slip the rivet end of Coupler (part 7) through hole 7 in end of Body and Coupler (part 7A) through hole 7A.

12—To Fasten the Sides Together

Slip the pins on Headlights (parts 11-11) through holes 11-11 in top of Body, and push straight down through.

9—Close Engine Body Together

Put a little vaseline in bearing holes for the wheel axles in body half A, and fit the two halves of Body carefully together, making sure that Reverser handle projects through open slot in body. End of red base Reverser must fit into Channel 9 that runs parallel to Reverser slot. End of Armature shaft must rest in corresponding bearing hole. End of wheel axles in bearing bearing holes.

10—Roller Contact is an Underground Trolley

Lay engine on table with plain wheels down. Place Roller Contact (part 5) on table with numbered side down and having spring Contact clip toward engine. Attach wire 9A (see bottom of preceding page) to this clip. Turn Roller Contact over, and holding the halves of the Body together with one hand, place Roller Contact in position (roller side upward, as in picture) by inserting projection 5 into Channel 5 in body, and opposite projection in Channel on opposite side of body.

13—The Finishing Touches

Insert the metal plugs on Lighting Wires (12 and 13), now projecting through holes 12A and 13A into holes in back of Headlights, and screw the electric Bulbs (parts M.M) in Headlights.

If you have followed all the above directions correctly, your Loco-Builder Engine is now ready to run when placed on the electric track. To make it go forward, switch the projecting black handle toward front of engine. To go backward, shift handle toward rear. If engine fails to run when you place it on the track and turn on the current, take the engine apart, according to the directions you will find on the next page, and rebuild it again, paying close attention to all the directions until you succeed.