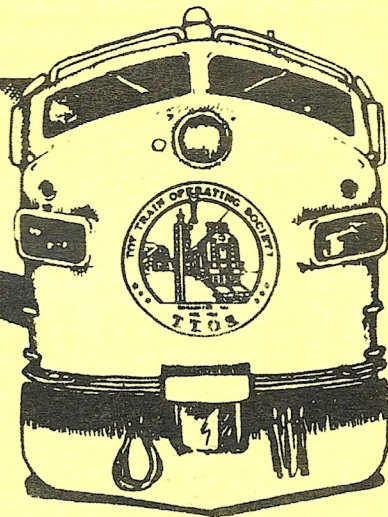
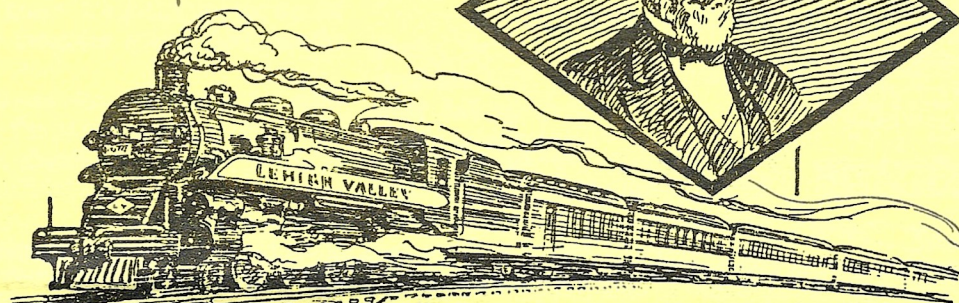
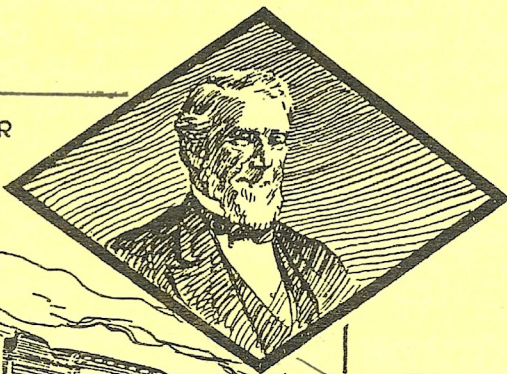


THE SOUTHWESTERN LIMITED

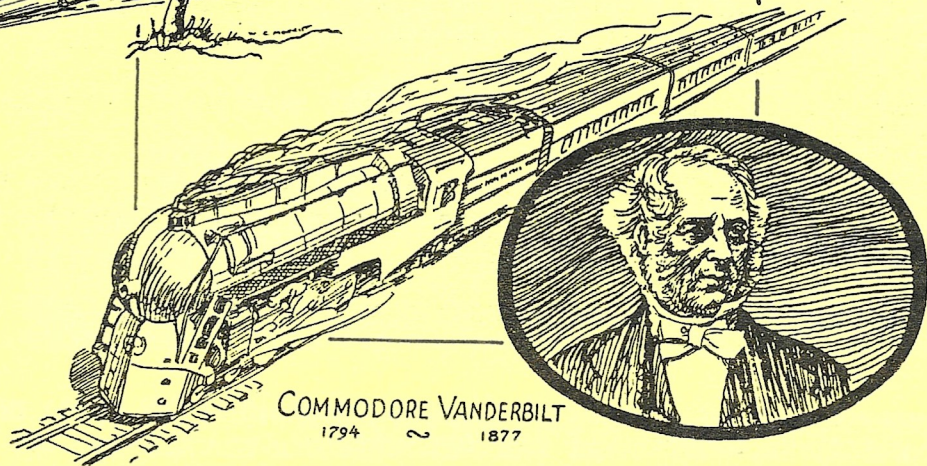
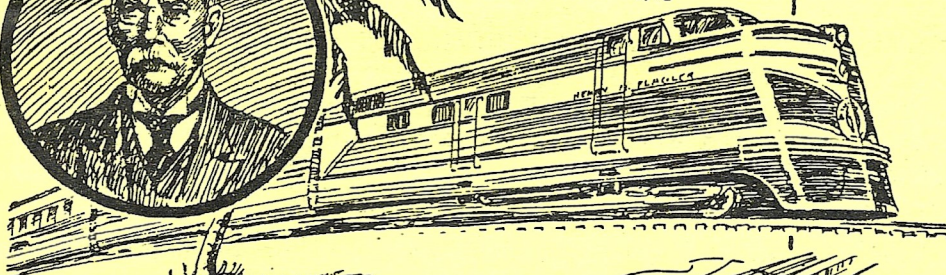


VOLUME 5 SEPTEMBER GARY KECK STEVE MARINKOVICH
NUMBER 9 1986 PRESIDENT EDITOR

ASA PACKER
1805 ~ 1879



HENRY M. FLAGLER
1830 ~ 1913



COMMODORE VANDERBILT
1794 ~ 1877

INSIDE

TTOS 1986 SEASON'S
GREETINGS CAR

AMERICAN FLYER

MONEY

GOOSE LAKE 55

FRENCH NATIONAL
RAILWAY

1966

*Toy Train
Operating Society*

1986

The Only Three American Trains Bearing the Names of Railroad Men Are Those Operated by the Lehigh Valley, the Florida East Coast, and the New York Central. Each of the Three Men Was the Dominant Figure in Establishing and Building Up His Road. Photos of the "Asa M. Packer"

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 More of the fine material from Harry Altman's scrapbook, sub H.Lazarus

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ON THE READY TRACK

Hello again!



It has been quite a hectic 2 months, what with the preparations for National and then the trip itself. For those of you who chose not to go, you really missed a great deal of fun.

Dick Owen and his crew did a fine job on the whole show. THANK YOU DICK AND ALL OF THE MEMBERS OF THE PACIFIC NORTHWEST AND CANADIAN DIVISIONS, OUR HATS ARE OFF TO YOU!

Also THANK YOU to Al Cox, The McCoy family, Mike Kollosseus for a fabulous day in Seattle. Thanks also to Jim Reardon and Jim Cubic for the tours to their homes in the Portland area. Of course the Red Lion deserves a big Thank You for putting us all up and for providing a comfortable hall.

All in all I have to say that the week I spent in Portland was one of the most enjoyable times I have had in this hobby. THANKS AGAIN EVERYBODY!!

Back to the business of putting this paper together. I Still need LGB, S, and Standard material for future articles.

I would like to put together an all TROLLEY issue. I need photos of some of the Post-war trolleys made by General, Thomas etc. if you have them and whatever traction info you may have. PLEASE SEND THIS STUFF IN!!

Cal-Stewart looms large on the horizon. WE NEED YOU TO WORK AT THIS MEET. CALL ME (213) 833-6735

Last on the National Convention. A BIG THANK YOU TO JOHN BRADY AND MIKE BRAGA OF LIONEL FOR ANSWERING THE TOUGH QUESTIONS WE ASKED AT THE SEMINAR!!

See you at the meet!!

Steve

2 are seriously hurt in car-trolley crash

submitted by Bob Ziegler

Two men were injured yesterday afternoon when a car they were in was dragged about 80 feet after colliding with a Euclid Line trolley.

The accident occurred at 3:15 p.m. at 30th and Commercial streets when, according to witnesses, the vehicle ran a red light. The victims, who were reported in serious condition last night at UCSD Medical Center, were trapped inside the crumpled Mercury for about 20 minutes as firefighters worked to free them.

Trolley officials said it was the first major accident since the Euclid Line extension opened four months ago.

No one else was hurt in the collision. The 14 passengers on the trolley were shuttled to another streetcar and continued on their way.

Identities of the injured men were not released, but a third person in the car, Pedro Jacinto, 25, said they were

all from Mexico.

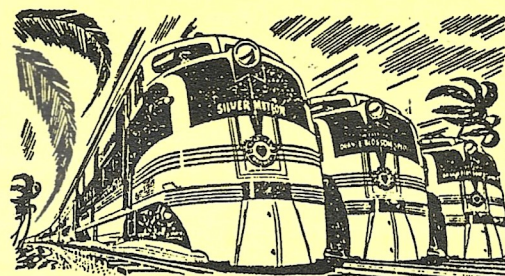
King Lees, manager of an auto wrecking and recycling business on Commercial, said he was walking across the street when he heard the trolley horn and saw the collision.

"I looked back and here came the trolley and here came the car," he said.

Lees said the car, which was southbound on 30th Street, was attempting to cross through a red light. The trolley was going west on Commercial.

The driver of the trolley, Stephanie Pierce, was instructed by management not to discuss the accident until after talking to San Diego police traffic investigators.

On Aug. 22, 1983, 15 people suffered minor injuries when an empty tour bus struck a trolley, knocking it off the tracks and into a building near



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...GO MODERN...GO SEABOARD!

FROM HARRY ALTMAN'S SCRAPBOOK OF 1939-40
PREPARED AND SUBMITTED BY HILLY LAZARUS.



The San Diego Union/John Gibbins

Firefighters work to free two men trapped in a car that had collided with a trolley. The

occupants were extricated after 20 minutes and were hospitalized in serious condition.

12th Avenue and G Street.

The impact knocked the trolley into a building housing Hang Ten International. The trolley crashed

through the brick and glass wall, and sent six employees inside scattering to dodge fragments of broken glass.

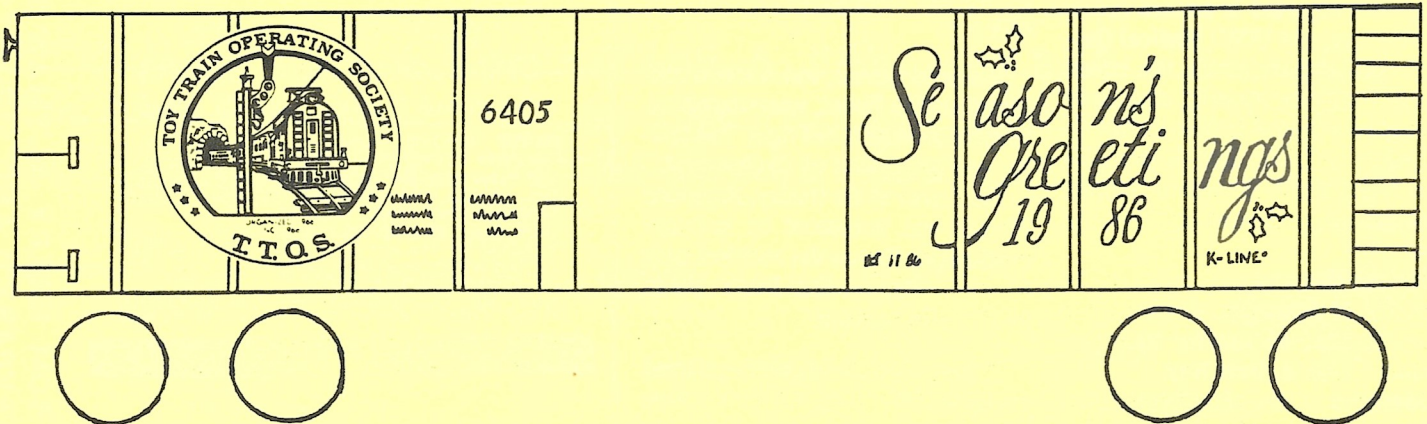
The tour bus driver suffered a

shoulder injury, and the trolley passengers suffered minor injuries. The bus driver was cited for running a red light.

MUSEUM EXHIBIT COMMITTEE

Toy Train Operating Society

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Railroad Reminiscence

by W. H. McDill

Perhaps you have a special number that means something to you, and appears quite often in your daily life. Although I'm not into numerology, I remained surprised at how often the numbers 1117 turn up for me. And it's downright strange how I find myself looking at my digital clock at exactly that time.

You see, 11:17 a.m. was when a local passenger train on the Pennsylvania Railroad was due each morning in Greenville, Ill., where I lived in 1924. The train traveled between Terre Haute to East St. Louis, and its arrival was especially significant for my mother because its passengers would stop for coffee and sandwiches at our small restaurant—and we need the business.

One day, however, the 11:17 didn't show up, which was very odd indeed. My uncle walked to the depot to inquire, and came back with news that a wheel had broken on its last coach, derailing the car just east of town. You would have to have lived in a small town like ours to fully appreciate how exciting this was. It was big news.

By the time a group of us arrived at the scene, the local railroad crew was hard at work. The engine and cars still on the track were sent on their way, leaving the stranded coach leaning precariously off the rails. In those days, the line from Terre Haute to East St. Louis was a single track that was heavily used. Because of this, section crews were under orders to clear the track immediately. The local crew followed orders well.

As we watched in amazement, they set jacks and blocks under the side of the derailed coach, and then deliberately tipped it over on the bank into the adjacent ditch. Everyone winced as the car turned on its side with a crash of breaking glass. It was a spectacular sight for us, and we soon learned it was ordered because the wrecking train—which would normally have moved the coach—was tied up at another derailment and couldn't get to Greenville for at least 24 hours.

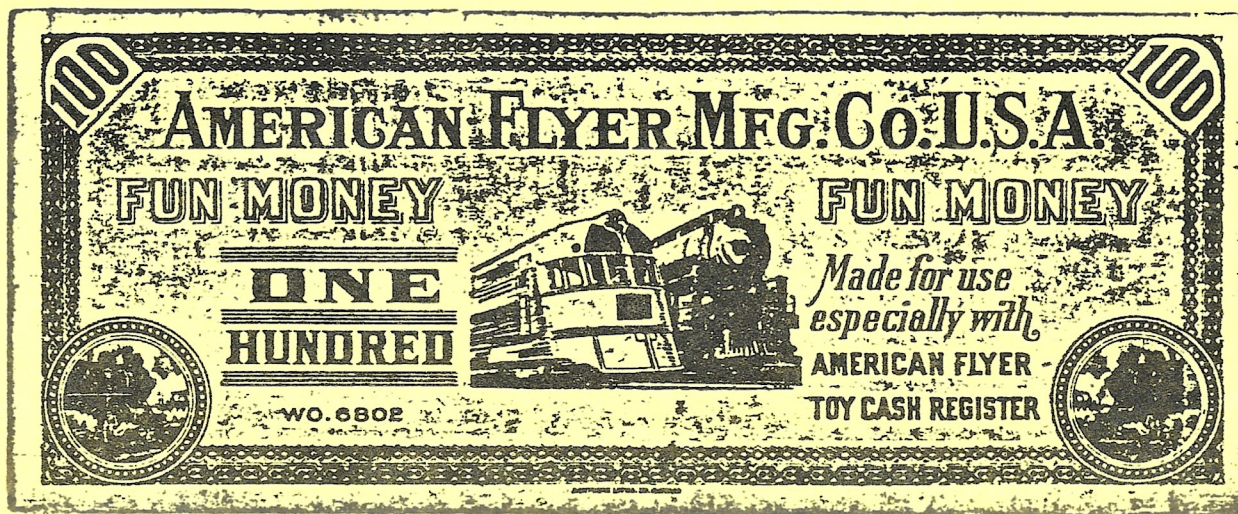
To us, this of course meant more excitement was in store when the wrecking train out of East St. Louis arrived to recover the fallen coach.

As I recall, it was nearly a week before this special train arrived. When it did, the same group of eager watchers hurried out to watch the operation. The wrecking crane was a huge steam operated 100-ton capacity machine with massive frame and boom. Behind it were two flat cars with extra trucks, heavy timber blocking, and rail and ties. I was fascinated by it all, just as I was with anything having to do with trains. Greenville, you see, had a coaling and water facility back then, and most trains stopped to refuel—except for the fast flyers running between St. Louis and such far off cities as New York, Philadelphia, and Washington. I would rush out to see those beauties go by. My fascination was intense now as the wrecking crew worked, and I recall being frequently shooed away.

But it was all over much too soon, for in an amazingly short time the coach was righted, lifted onto the extra trucks, and then chained to the crane. The whole parade then moved slowly back to the station.

By the next day, the coach and wrecking train were gone, the 11:17 once more came into town on time, and we settled back into our humdrum days. At least, until the night the candy store burned! ■

Submitted by Henry Jackson



American Flyer "Fun Money" was for use with the AF Cash Register. Do any of you have this cash in other denominations? This bill courtesy Bob Thon. Reverse on pp.12

Good Food, Fast Trains

France Has a Taste for Rail Travel

By STANLEY MEISLER,
Times Staff Writer

STRASBOURG, France—It is easy to lose one's perspective while riding the trains of France. Several travelers, after finishing their *foie gras*, sampled some delicate scallops in the new dining car on the Paris-to-Strasbourg train the other night and wondered aloud if the cuisine was really up to three-star standard.

The answer, despite advance preparation of the dinner by one of France's most celebrated chefs, probably not.

But the question reflects the expectations of travelers on the trains of France. Whether or not the food was worth three stars, it was probably better than on any other train in the world. Yet the diners had hopes for something even better.

Fastest in the World

France is one of the few countries left where trains compete with planes and cars as a wise and convenient way to travel from one region of the country to another. French trains are comfortable, efficient and fast. Some, in fact, are the fastest in the world.

"Look at the plane," a child shouted some months ago, pointing through the window of the sleek TGV (as the Trains of Great Speed are called after their initials in French). Travelers could see a small, single-engine plane high in the sky falling farther behind in its vain attempt to keep up with the train, which reaches 168 m.p.h. on the Paris-to-Lyon line.

Although French writer Marcel Proust described the raptures of rail travel in loving detail in the early years of the century, there is no historical or cultural reason why France should still maintain an extensive and modern railway system.

French trains, for example, did not help unite the territory of France the way American trains helped turn a continent into a country.

In the Public Interest

But as part of an intensive program of rushing into the age of high technology, French officials decided in the 1970s that modernization of the railways was in the public interest—and might even be profitable. As a result, more passengers are attracted to French trains every year, and the railways have embarked on a program of significant expansion.

To be sure, there are problems with the French railway system. The railways, which are owned by the government, do not pay for themselves, though officials hope to make them break even by the end of the decade. A series of terrifying accidents killed 88 people last year, shocking France and forcing the president of the French Railways to resign. The accidents came after a near-perfect safety record for more than a decade.

Despite the problems, the French railroads are still the object of envy and longing for any American who might like the idea of speeding in comfort from Los An-

Filling the Luxury Gap

Although the TGV is fast, comfortable and efficient, it is not luxurious—a gap that the line seems intent on filling. Officials say that passengers, finding few advantages in first-class travel, were abandoning it in favor of second-class travel, and to stop this trend the railways inaugurated *nouvelle premiere* (new first class) as an experiment on its Paris-to-Strasbourg run eight months ago.

Since no TGV runs on this line, the railways also had to worry about airline competition.

A *nouvelle premiere* traveler, after waiting for his train in a special lounge that is isolated from the frenzy of the station, goes aboard first-class cars redesigned with salmon-and-black interiors and swivel chairs placed roomily apart in a variety of combinations that avoid the stereotyped rows or compartments usually found on trains. Some cars have computers programmed with games and information about hotels, restaurants and the French Railways. The train also has a bar, which looks more like a hotel cocktail lounge.

A passenger can break up the long trip with dinner in a special dining car, also decorated in salmon and black. It features a menu prepared in Paris under the super-

The French railway system is regarded more as a public service than as a business.

geles to San Francisco in 2 hours and 15 minutes, or from New York to Washington in 1 hour and 23 minutes—with or without an almost-three-star meal.

Use of the sleek, bright-orange, electrically powered TGV, which began operations in 1981, is helped by the size of France, a small country when compared to the United States. On its first line, the TGV has cut in half, to two hours, the rail travel time for the 240 miles between Paris and Lyon, taking away 50% of the travelers who used to go by plane. The TGV also is one of the few operations of the French Railways that makes a profit.

There are plans to build TGV lines from Paris to Bordeaux on the Atlantic Coast and from Paris to Belgium and West Germany. Officials hope that once the English Channel tunnel is completed in the 1990s, the TGV can take passengers directly from Paris to London.

vision of Joel Robuchon, regarded by several gourmets as the finest chef in France. The food is refrigerated and vacuum-packaged in a process that avoids the tastelessness of frozen airline meals.

Among the choices for the first course are salad of foie gras with hearts of artichoke, smoked salmon with caviar and herb-spiced rounds of lobster. For the main course, there are scallops with cabbage, breast of chicken with foie gras, lamb chops with fresh herbs, and veal in white sauce.

The menu lists 13 red wines, five



TRAINS: Travelers Get a Classier First Class

whites and a rose, but if the order is placed 24 hours in advance, a diner can have one of three special red Bordeaux that range in price from \$109 to \$188 a bottle. Dinner for two on the nouvelle premiere restaurant car, if an inexpensive red wine is ordered, comes to about \$145, including the 15% tip.

The cost and all the hoopla of the Robuchon menu may be self-defeating. Many customers seem to feel slightly disappointed. The meal is better than any they have ever had on a train, but it is not quite up to the standards of a meal at that price in a Paris restaurant.

There seem to be some hitches in the system, perhaps stemming from its newness. Many travel agents forget to inform travelers that they must have reservations for the restaurant. On a recent evening, two travelers were turned away from a nearly empty dining car for lack of a reservation.

Nevertheless, French Railways are proud of the luxury of new first class travel. "We would like to put

it on all our trains," Gaston Kuhn, a railways spokesman, said in a recent interview.

But, although first class travel has increased by 5% on the Paris-Strasbourg line, he said it is still too early to tell whether the experiment was attracting enough first class passengers to call it successful.

The French Railways have other special services to attract customers, including playground cars for children on some trains, package deals that cover not only train fare but hotel charges at various vaca-

tion sites and comfortable nights aboard sleeper cars.

The French Railways, which were nationalized in 1937, are regarded more as a public service than as a business. But under an agreement signed three years ago, the managers of the railways have promised that the trains will in general pay their own way by the end of the decade.

The government would still subsidize special programs, such as discounts for families traveling together, adequate services to the suburbs of Paris and small, special lines to serve isolated areas. But revenues would have to match costs for everything else.

Kuhn said the railways are heading toward this goal. The deficit, which came to 4.5 billion francs in 1985, was expected to drop to 3.9 billion francs (\$565 million) this year. But the railways will have to reduce their staff by 8,000 workers in 1986 to accomplish this.

The accidents last year, which killed 88 people and injured 250,

were caused by the errors of railroad workers. In one case, for example, a stationmaster, forgetting what time it was, signaled that a track was clear when it was not. In two other accidents, the engineers were going well beyond the speed limit. Andre Chadeau, the president of the railways, took responsibility for the accidents and resigned.

'Relaxation of Standards'

"The accidents," Kuhn said, "were probably caused by a relaxation of standards on the part of the officials in charge of safety. I have worked here for 40 years. I started when I was 17. And I know that these things happen in cycles."

The last fatal accident had occurred a dozen years before.

Some analysts believe that the problem last year was caused by a loss of spirit among railroad workers, who are known as *cheminots* after *chemin de fer*, the French term for railroad. Cheminots once accepted a military atmosphere in which they followed all the rules blindly, according to this view, but modern workers no longer fit this mold.

Kuhn agreed, adding that the morale of the *cheminots* was a factor.

"When we used steam locomotives, each engineer had his own steam locomotive. I mean, it really was not his, but he acted as if it were. He came two hours early every day to prepare the locomotive for a trip. After an eight-hour day, he would stay behind for another hour to clean and shine it. When the engineer vacationed, his locomotive would not be used by anyone else but would go back into the yard for maintenance."

Kuhn said all this came to an end when the steam locomotives were phased out. "Anyone could drive anyone else's locomotive," he said. "The work was banalized."



Local Motives

submitted by L.E.Gnatz

Town Saves a Railroad That Carries Its Lifeblood

By CHARLES HILLINGER,
Times Staff Writer

WILLOW RANCH, Calif.—The train rumbled down the tracks of the Goose Lake 55, the railroad saved by a postmaster and a state lottery and named by a high school student, heading slowly south through sparsely populated Modoc County in the northeast corner of California.

Flocks of ducks and geese and a lone bald eagle soared overhead as the 14-car lumber train made its way along the placid eastern shore of Goose Lake. As red-bearded engineer Dave Lafferty, 36, sounded the whistle of the chop-nose orange-and-white diesel No. 1617, antelope grazing near the tracks looked up.

The train traveling the tracks of the Goose Lake 55, a 3-month-old short-line railroad owned by Lake County, Ore., was on one of its twice-a-week round trips between Lakeview, Ore., and Alturas, Calif.

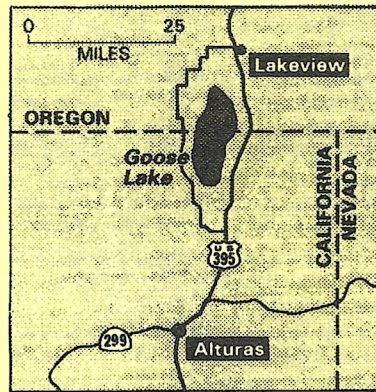
It looked for a while as though there might not be any trains on this track after the Southern Pacific Transportation Co. announced plans 2½ years ago to abandon the branch line, which had been in operation since 1912.

But then Lakeview Postmaster Orval R. Layton, who was worried about the effect on the local lumber industry, got into the act. Layton, 59, a Lake County railroad commissioner, organized a committee to save the railroad.

These days everyone calls him Choo-Choo.

It eventually took legislation in Oregon to launch the railroad with the unusual name on Jan. 18. The legislation authorized Lake County to own property outside of Oregon and promised that Lake County would abide by California laws and regulations as it operated its railroad in Modoc County.

Layton has suggested erecting "Entering Lake County, Oregon" signs along the single-track roadbed as it threads its



Los Angeles Times

way through 40 miles of California. The railroad has 15.5 miles of track in Oregon.

"Our little town would have been devastated if the railroad went out of business," said Layton, who has worked for the Lakeview Post Office for 40 years, 28 of them as postmaster. "It was a matter of survival. We have four sawmills in Lakeview. Lumber is what keeps us going. The railroad is our lifeline. If the railroad goes, the sawmills go."

There were 220 jobs at stake in Lakeview, population 2,800. The Lakeview Chamber of Commerce reported that closing of the mills would cause a \$1.5-million loss in annual salaries, with a ripple effect producing a \$5-million year-

ly loss to the community's economy.

Southern Pacific offered to sell the track and 55.5 miles of the 20-to-160 foot-wide track bed for \$1.7 million. "Too high," Layton argued. After considerable negotiations, the two sides agreed on a price of \$560,000.

Where to get the money was the next question.

Layton and others thought of Oregon's year-old state lottery. Funds generated by the lottery are supposed to promote economic development.

In early January, the largest grant of lottery profits in Oregon to date—\$475,150—was awarded to Lake County to purchase the line from Southern Pacific. The county had to raise the rest. When the four mills each contributed \$21,212.50, for a total of \$84,850, the money was there.

But there was still no train to roll down the tracks.

The county's seven-member Railroad Commission, consisting of Layton, one representative from each sawmill, a representative from Lakeview and another from the county, called for bids from rail operators throughout the nation.

Great Western Railway Co. of Loveland, Colo., was awarded the contract to run the railroad.

"Not 1 cent of taxpayers' money was used to purchase the

railroad nor to operate it," Layton said. "Great Western stands all the costs. It is responsible for maintenance and operation, for payment of taxes, the whole works."

Southern Pacific, which still collects shipping fees from the lumber mills, turns over to Great Western \$300 for each carload hauled from Lakeview to the Southern Pacific main line in Alturas. In addition, the mills pay a \$152 surcharge directly to Great Western for each car.

Great Western, in turn, places \$25 for each car into an emergency fund to cover disasters and unforeseen problems.

Borrowed Stock

The Goose Lake 55 has no rolling stock. Great Western has provided two engines. The lumber cars come from Southern Pacific.

When the negotiations to purchase the line were completed, the 400 students in Lake County's two high schools were asked to compete in a name-the-railroad contest, with the winner getting \$100.

Molly Peterson, 18, a senior at Lakeview High School, is probably the only high school student in the nation to name a railroad. She said she suggested Goose Lake 55 "because the train runs along Goose Lake, a lake that is in both states, and it is 55 miles from Lakeview to Alturas."

Plans are to paint the name picked by Peterson on both engines sometime soon.

Bob Evans, 47, manager of the Fremont Sawmill, said that processed lumber and wood chips from the four mills are transported throughout the nation, the lumber used in construction, the wood chips used by pulp mills.

"Geographically this is a bad location for trucks. It's difficult to get trucks to come to this remote place. Shipping by truck, for us, is much more expensive than by rail. We save \$25 per 1,000 board feet of lumber by using the railroad," Evans said.

The four mills ship more than 1,000 lumber cars from Lakeview each year.

In abandoning the Lakeview-to-Alturas line, Southern Pacific followed a pattern of major railroads throughout the country in closing short-line operations because of high labor and maintenance costs.

When Southern Pacific operated the train, at least six men worked on each run. In its petition to abandon the line, filed with the Interstate Commerce Commission, the company said it was losing \$500,000 a year on the operation.

The Goose Lake 55 employs an engineer and a conductor and a track maintenance crew of four. That's it.

Debt of Gratitude

A recent editorial in the Lake County Examiner noted: "Without Postmaster Orval Layton, Lake County would be without the services of a railroad. It is as simple as that. The people of Lake County owe Mr. Layton a debt of gratitude that can simply never be repaid."

Choo-Choo Layton hasn't received a penny for saving the railroad. But there is another form of compensation for the chairman of the Railroad Commission.

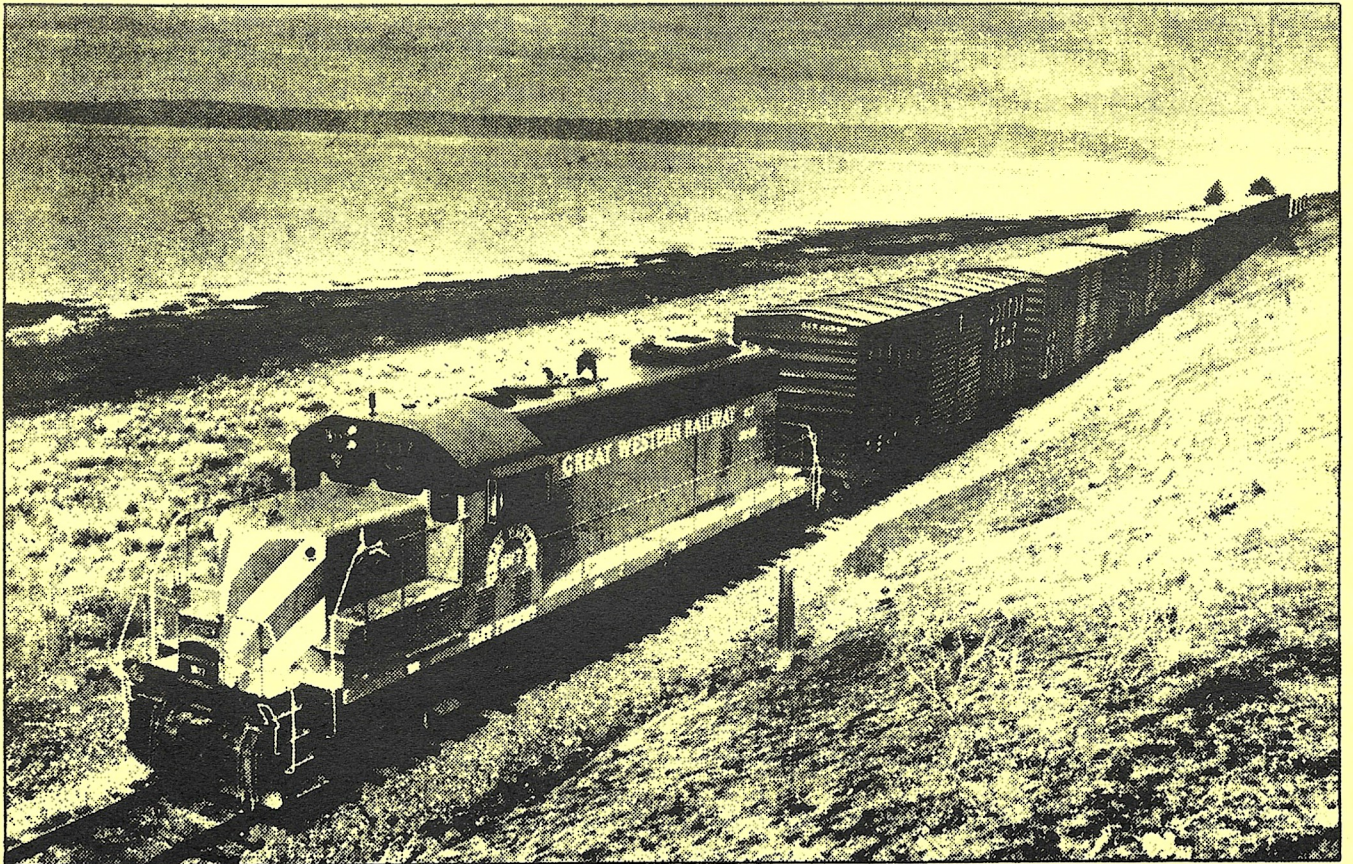
"It's just so good to hear that railroad whistle blowing," the postmaster mused over a cup of coffee as Lafferty rolled the engine out of the sawmill yards past the old Lakeview railroad depot and set out on another scenic run to Alturas on the Goose Lake 55.





JOHN MALMIN

Molly Peterson, the student who gave the Goose Lake 55 railroad its name, and, below, the train and the lake.



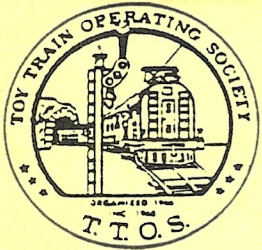
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FOR '86



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Funds by check made out to T. T. O. S.	Initiation Fee	\$15
Please do not send cash. Thanks.	1986 Dues	\$10
Dues are pro-rated semi-annually.	Total	\$25

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

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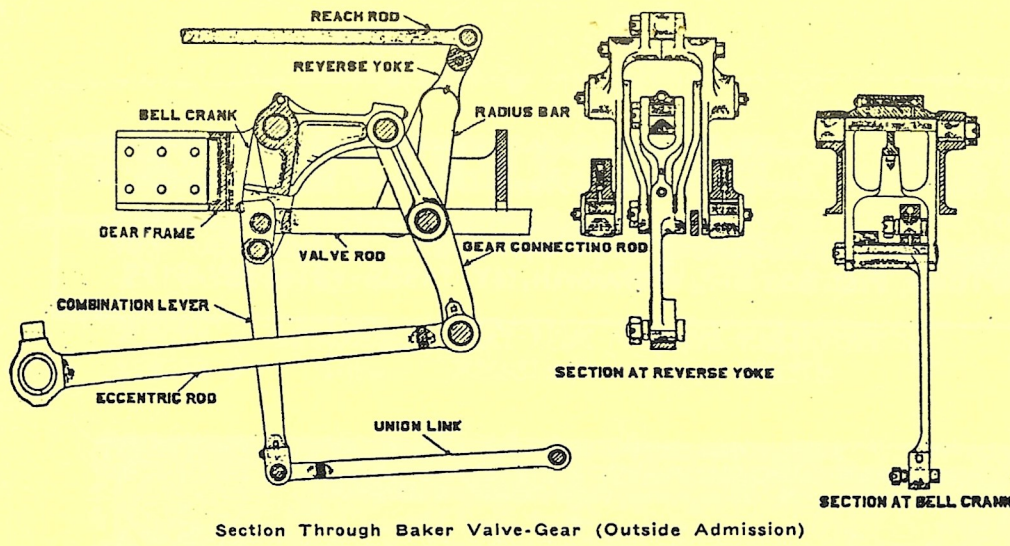
Calendar

SEP 7 TCA Western Div.
12 noon. Tuesday after-
noon club. 319 N. Central
Glendale. Bob Caplan
(213) 382-5266

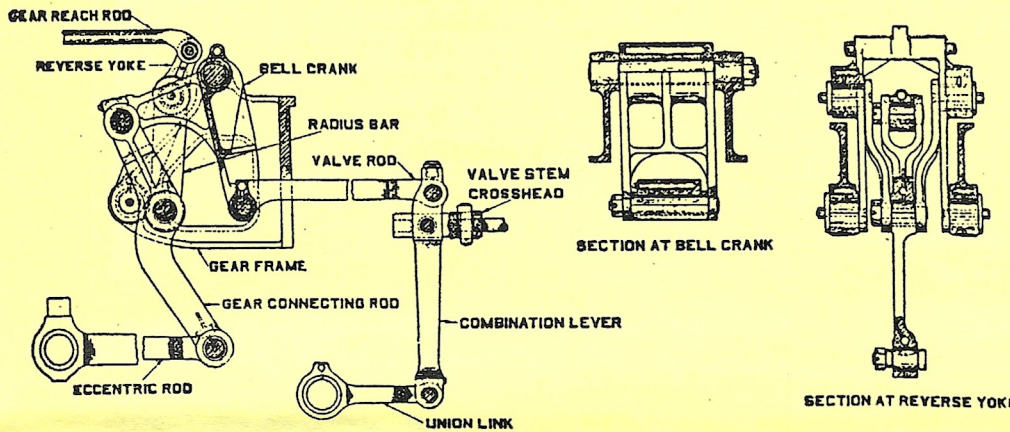
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ALL-DAY MEET, PICKWICK, 9AM
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St. Anne's Melkite Church
11211 Moorpark, N. Hollywood
Lois Butler (818) 363-8200

SEP 28 Sun. SP Division Meet
Noon-5PM Anaheim Bowl,
Linda Freeland (714) 826-5341



Section Through Baker Valve-Gear (Outside Admission)



Section Through Baker Valve-Gear (Inside Admission)

HARRY ALTMAN'S 1939-40 SCRAPBOOK.
SENT IN BY BRUCE & HILLY LAZARUS

ORDER BOARD ORDER FORM

Albert R. Bailey, Order Board Editor
1235 S. Victory Blvd., Burbank CA 91502

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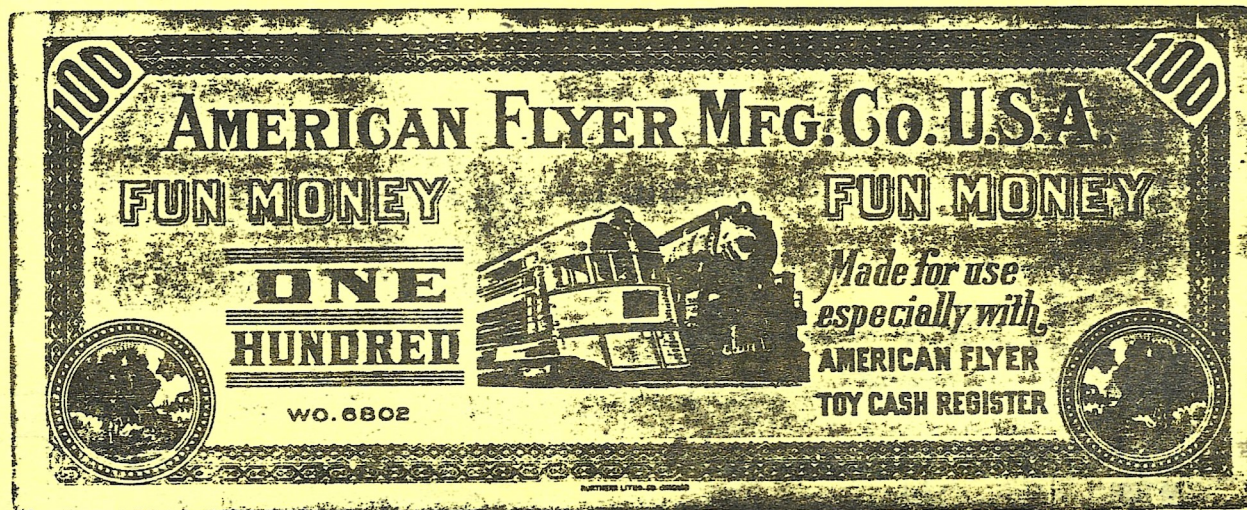
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Phone (if wanted included in ad) _____

December 13-26, 1986: FREE-10th Annual Northeastern Division Eastview Mall Christmas Display, Victor, NY. See trains of all gauges and ages operating on the 16' x 24' display. Members invited to bring their own trains to operate. For information contact Bob Thon, P.O. Box 576, Walworth, NY, 14568 - (315) 597-6179.



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Toy Train Operating Society

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