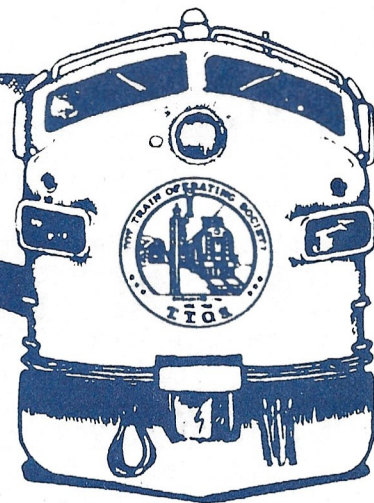


THE SOUTHWESTERN LIMITED

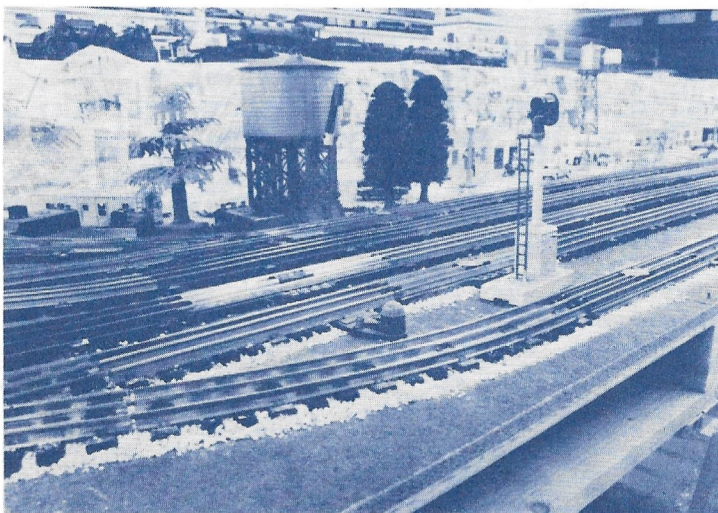


VOLUME 6
NUMBER 6

SEPT.-OCT.
1987

GARY KECK
PRESIDENT

CALVIN SMITH
EDITOR



SPECIAL FEATURE --

HOW DO YOU COLLECT

LIONEL TURBINES?

Courtesy of

Mike Stella

TTOS # 1248

Some collectors have no Turbines at all!

How many Lionel Turbines should you have in your collection? The answer depends on what kind of train collector you happen to be. When I bought my first Lionel train I had no intention of ever becoming collector at all. I simply wanted a couple of those noisy, smoking, whistleing, die-cast locomotives I so remembered as a kid with a few cars to make up some trains and enough track to set up a layout on the floor. To any of you who are presently just like that you probably feel you don't need any Turbines at all.....Your answer is zero!

It wasn't very long before I turned into a TYPE COLLECTOR. You know, one representative style of every locomotive Lionel made. I wanted one switcher, one Berkshire, one small Hudson, one Turbine, and one of every other style too. It doesn't matter which Turbine you acquire when you're a type collector. For those of you who are type collectors...Your answer is one! Continued on pg. 3.

☞ MEETING NOTICE ☞

Sunday, September 13th and Sunday, October 11th

Sellers setup 10 a.m. — Buyers doors open 11 a.m.

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

PRESIDENT'S MESSAGE

Hi,

If you have not paid your dues they are now delinquent. Your \$15.00 is due now. You will not be admitted without paying. This is Best Deal Around--Big Meets, Auction, Prize Drawing, Southwestern Limited publication, Meeting Notice Postcards, and Nice Place to Meet. Lots of friends to talk to if you want to just visit. So there is no reason not to pay.

Cal-Stewart volunteers are needed to make it happen. Call one of the three Co-Chairmen: Gary Keck, 818-842-3330; Sam Mattes, 818-347-4753; or Steve Marinkovich, 213-498-9355 and tell them you will help.

All meets are on Sunday until June, 1988. 10 a.m. setup , 11 a.m. doors open.

September Board Meeting will be at the Pasadena Holiday Inn, 303 East Cordova. Dinner 6:30 for Board members, Board Meeting at 7:30 p.m. in nice large quarters. Guests are welcome to attend the board meeting. Note change of date: Tuesday, September 15th.

Meet dates for 1988 are as follows: Sunday, Jan. 10; Feb. 14; March 13; April 10; May 15; Friday, June 10; July 8; August 12; September 9; Sunday, October 16 and December 11.

Hope you all have had an enjoyable summer. See you September 13th at Pickwick.

Gary

A letter from Rand M. Washburn #4092 reports that the family of Mr. Heinz Burmester, TTOS C90 (also SW D member) has asked me to notify the members of his death on August 16th. Heinz's family has suggested that any of his friends who wish to do so may make donations to the American Cancer Society. Memorial services were held on Aug. 20th,

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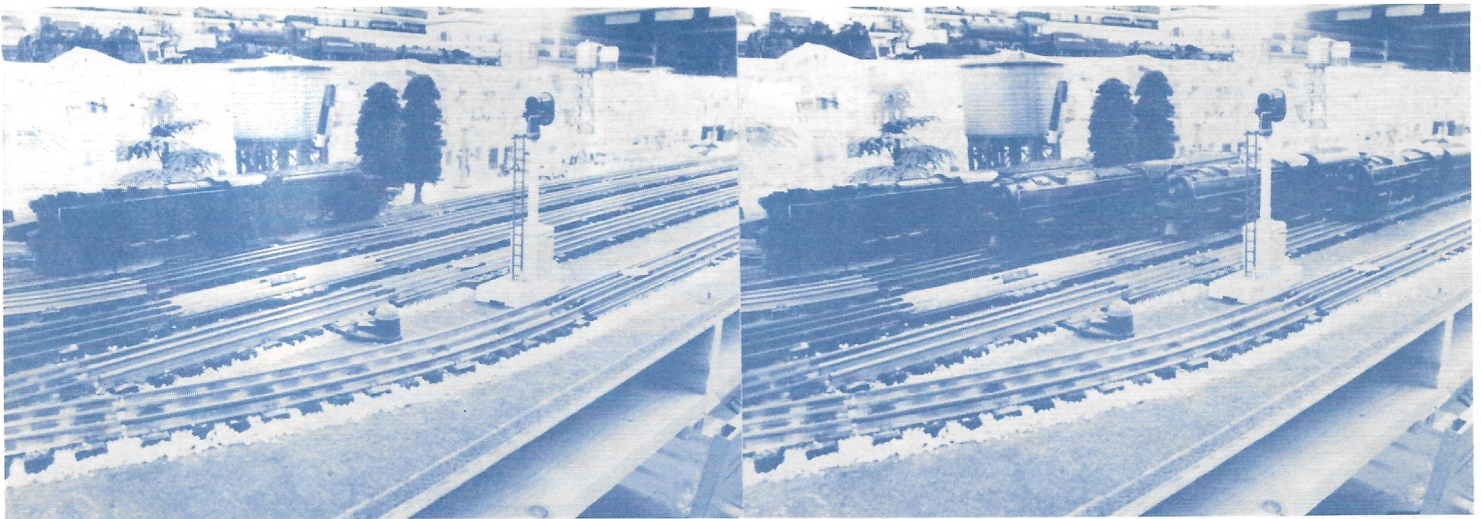
PLEASE HELP!!

Volunteers are deperately needed for the Monthly Meetings to work on the Auction.

Contact: Bob Seghi (818) 704-8070
(818) 996-9000

or Jim Selvius (818) 968-8361
(714) 528-7565

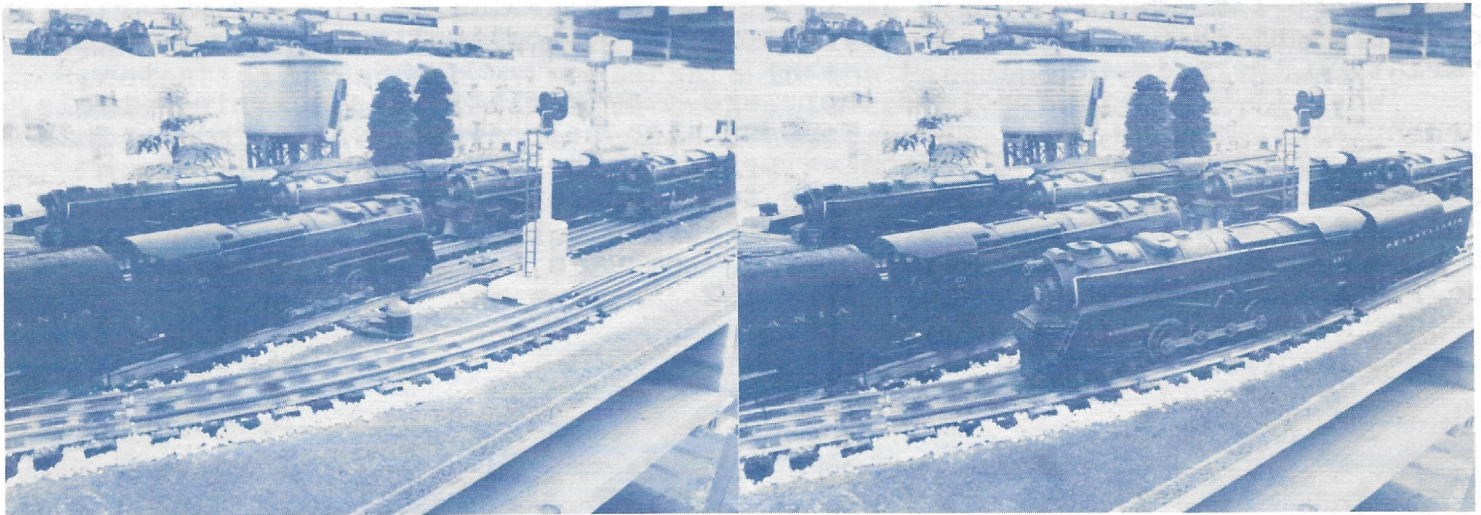
Turbines, continued from page one.



The TYPE COLLECTOR has at least one Turbine.

A NUMBER COLLECTOR needs four Turbines! Here are #2020, 671, 681 and 682.

After you have been a type collector for a while you begin to see, admire, and acquire more than just one type of each locomotive. You might become what next I became. I turned into a NUMBER COLLECTOR. A number collector tries to collect one of every number of every type of locomotive. With the Turbines there exists the 2020, the 671, the 681, and the 682. If you're a number collector...Your answer is now four!



The 671RR joins the group.

A 681 with WHITE NUMBERS arrives.

I was happy to remain a number collector for a long time. One day while at a train meet I noticed a small RR under the number 671. Now this was years before price guides and check-off lists and not many knew the story of the 671RR. I didn't, but heck--what did it matter? A 671RR is certainly a different number than a 671. I later learned the story behind the RR but the important thing was now, for me anyway...the answer became five!

The next change in my collecting came when I admitted to myself that a locomotive with rubber-stamped silver numbers is quite different from a

Continued on pg. 4.

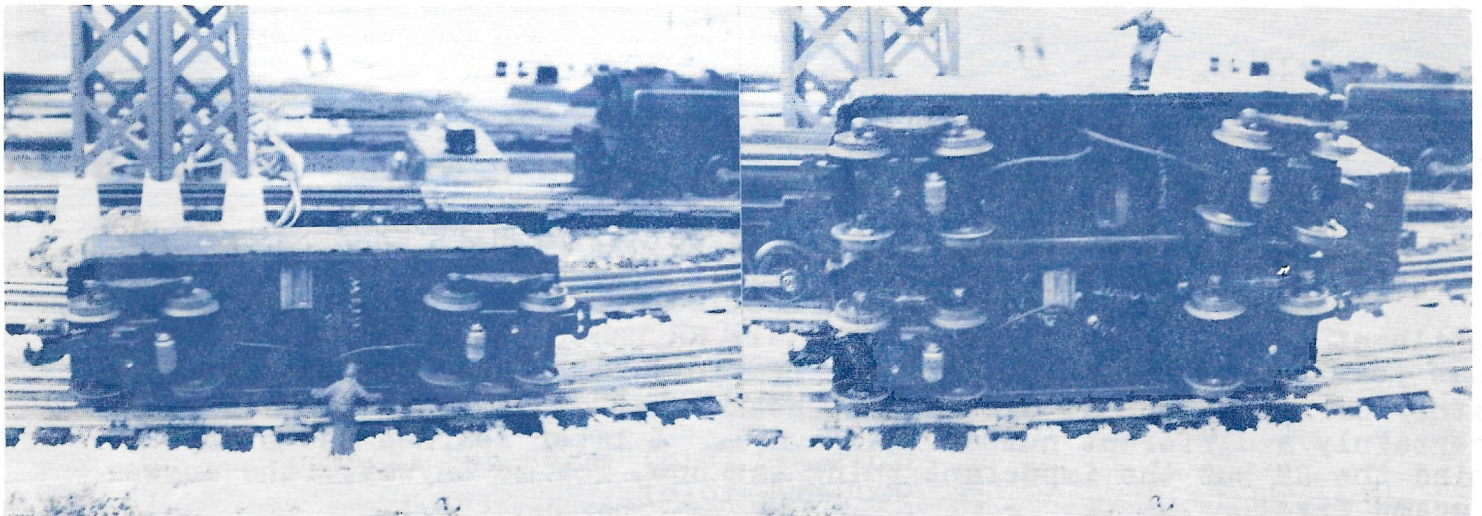


The Electronic 671 rounds a corner. Line up of nine Turbines.

locomotive with heat-stamped white numbers. This appears mostly in locomotives of the early 1950s. For the Turbines it seems to occur only with the 681. I never set out to buy a second 681 but happened to have a complete 681 set thrust upon me one day by a fellow collector who was getting into LGB? I couldn't remember which version I already had and was thrilled when it turned out to be the other one. For me...the answer now became six!

There exists a gigantic leap from being a number collector where a finite number of locomotives exist to the final collector type, the VARIATION COLLECTOR, where a seemingly infinite number of locomotives exist. Many of you may be like me, somewhere in between, in mid-air, picking up a variation or two along the way but in no way attempting to collect every single little variation there is.

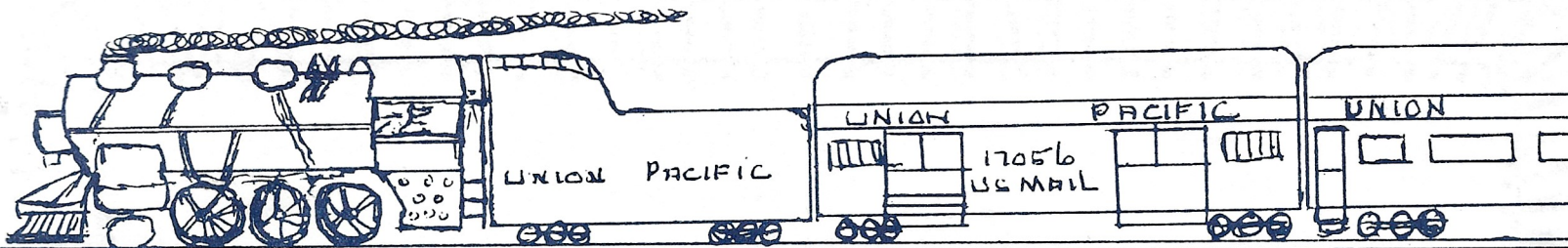
When it comes to Turbines there are many variations concerning wheels, brushplates, motors, etc, etc. Tenders also help create variations. This is most apparent in the Electronic Turbine. The actual locomotive is a standard 671 but the tender with its two electronic receivers makes the combination a 671R. I was very lucky years ago to find a tender by itself. A repo decal on a standard 671 and I now have an Electronic Turbine. For me...the answer now became seven!



The 671W tender is only correct for the 1946 671.

The 2020W and the 6020W tenders.

Continued on page 15.



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

Hi Everyone,

Life is Precious --

Last issue I told you of the family reunion I attended in May. It was a happy time--meeting some relatives for the first time and others, renewing friendships with updates for the past 30 years.

Now I know another reason why I was there. On July 30th in Choctaw, OK, my cousin, Lexe, was driving home from work. A speeding drunk driver ran a red light and hit her broadside turning the car 90 degrees so it was again hit by an oncoming car. In her shoulder harness Lexe had no broken bones, but because of the sideways whiplash she hit her head on the door and pillar. Sustaining massive head injuries, she never regained consciousness and died August 27th leaving her husband, John and five-year old son, Derek.

Let us not forget--Life is Precious. And yes, this death could have been avoided.

I feel it is honor to be alive. I also consider I have a duty to make this world a better place to live in.

Because of my conviction, I have been working with the Pasadena Unified School District for the past five years on substance abuse prevention. Through my membership in the Pasadena Lions Club and help of the community, I have been able to have the Lions Drug Awareness Program "Skills For Adolescences" approved to be taught in the 6th grade starting this year. Some \$17,000.00 has been raised for this purpose.

On August 13th I was presented a Certificate of Appreciation from the Pasadena Board of Education: in recognition of your service to the students of the Pasadena Unified School District, "The world will be different because you were important in the life of a boy or girl."

Calvin

July 20, 1987
Joseph F. Pehringer
Acting President

Letter to the Editor:

Dear Southwestern Division,

Mid-Central Division would like to acknowledge and thank the Southwestern Division for the fine publication that it has made available to other divisions. The articles are informative and entertaining. Since the Mid-Central Division doesn't have a newsletter the "Southwestern Limited" has inspired numerous conversation to develop one of our own.

Previous "Southwestern Limited" issues are kept in a binder for frequent review. The continued high quality level of this publication can act as a benchmark for other divisions to attain.

Keep up the great work.

Joe Pehringer

1987--BOARD OF DIRECTOR'S PROFILE

...DAVID J. WEISS

This member is very active in Southwestern Division and has been on the board for three years. For two years he was Treasurer. Currently he is Cal-Stewart Souvenir Chairman which is a very important job, because the planning for the souvenirs has to be done way ahead of the meet. Also he is in charge of customizing the items with the special decals for the meet.

Dave is married to Patricia and they have an 11 year-old daughter named Kristi.

His occupation is a Tax Attorney/Real Estate Law, 16030 Ventura Blvd., Suite 540, Encino, CA 91436. (818) 981-2900.

Joining Southwestern Division in 1981 and has TTOS #5856.

Like many of us he received his first train at age 6. It was 1110 Scout Set.

Hobby interest include: Lionel "O" gauge postwar and prewar scale Hudsons and Mickey Mouse Train items, especially handcars. Also he has a layout and loves to "play trains".

Reasons for joining SWD are to buy and sell trains, to build a layout and most important to talk trains and make friends..

Activities best liked: Cal-Stewart is great; being the souvenir chairman presently, having served as auction chairman for past two years. He asks you to plan to attend the John King Party Friday night -- for a great time.

Also he would appreciate any member's input regarding souvenirs they would like to see for future Cal-Stewart meets..

Welcome Dave.

1987 -- BOARD OF DIRECTOR'S PROFILE

...JON SIRUGO

Jon and wife, Denise live at 3775 Edgeview Drive, Pasadena, CA 91107. Southern California Edison Company is his employer. His work address is 1190 Durfee Avenue, South El Monte, CA where he works as a Educational Services Consultant.
Having joined January 1980, his TTOS # is 5746.

For 3 years Jon has been on the Board of Directors serving as Membership Chairman. 1957 was the year Jon first received a train.

His interests include operating, repairing & collecting. Post-war and some M.P.C. mostly passenger trains. I love em!

Reason he joined originally was for trains and ideas. But that has evolved so that he also values the friends he has made.

The activities Jon likes best in SD is Cal-Stewart meet because of all of the unusual items.

Jon as you can see is another conscientious member on our board. He goes over the membership list so that the computer list can be kept up to date. He stays at the registration table during the meets when the members are trading and visiting. We owe Jon a big thank you for his work.

THE E. & R.J. RAILROAD

Riding With Ralph Johnson

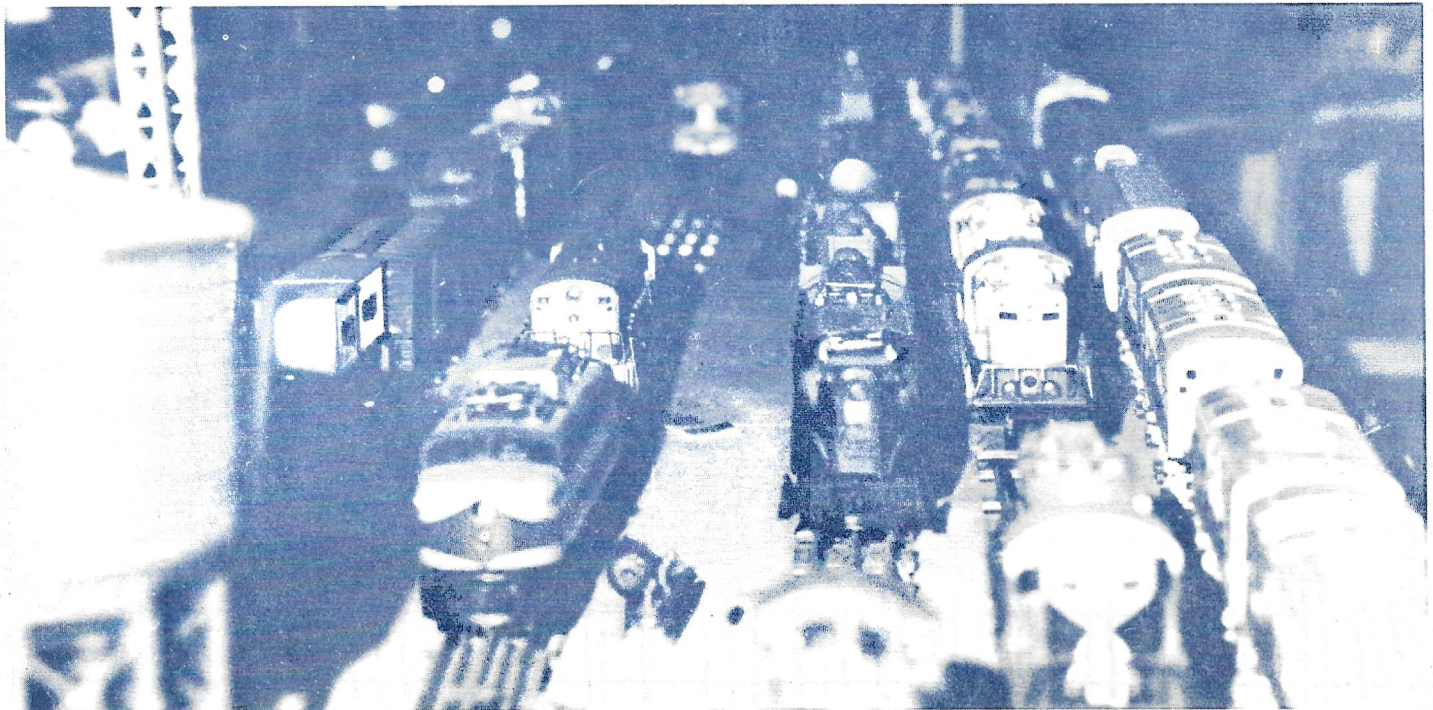
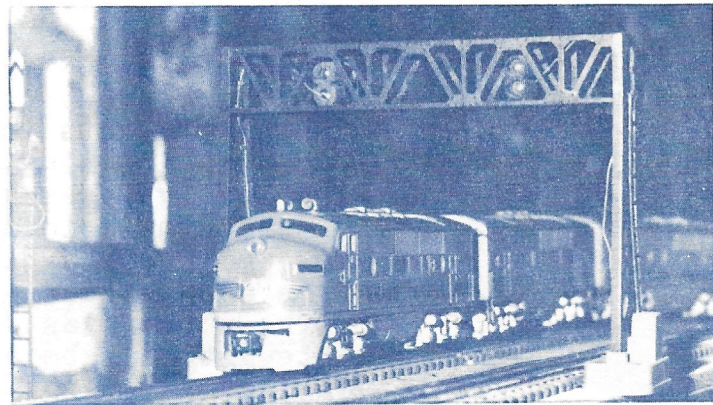
I became interested in trains when I was around 15 years old. Having come from a poor family I was unable to buy trains until I was around 18 years old. This was around 1929.

My first train was a Lionel 00 gauge. It consisted of one mail combo, and two passenger cars, which was pulled by a Lionel 00 Hudson. I can't believe this was back in 1936.

As the years went by I lost interest in trains until around 1951. At that time I met Betty and Ed Warner who were living on 83rd Street in Los Angeles and were selling trains from their garage. From Ed and Betty I bought a Lackawanna, Santa Fe F3 AA and some cars. After buying these two trains and forming a layout running over and under my bed I decided that it was time for me to build a giant model railroad.

In 1960 I built my first running layout. This was in my garage which was 16 ft. by 20 ft. After a while I began to add several items which led to the fact that I needed more room in which to operate. So one year later I began (with the help of two friends, Ted and Skip Dumetz), to enlarge my layout. After many trials and hard work my layout was ready for operation. The present dimensions are 16 by 36 feet. I have three levels including a Cajon Pass section which requires double heading for long trains. My total trackage is one thousand feet with twenty-two 072 switches and 9 022 switches. Several accessories, block signals and scratch built buildings are included.

Operating is really the thing, but, as they say, "To each his own." At the present time I am re-wiring my layout with the help of Bill Carlberg and Bob Ziegler. All members of any train club are always welcomed to come and join in the fun of operating Lionel trains.





CAL-STEWGRAM

Once again it's time to get ready for Southern California's Cal-Stewart Meet. As Registration Chairman I thought I'd spend a few minutes telling those of you who may not have attended in the past something about our meet. We are, year after year, the largest such train meet west of the Mississippi. The meet is sponsored by the Southwestern Division of the Toy Train Operating Society and put together by a dedicated crew of volunteers. This meet is open to members of all toy, model and prototype railroad clubs.

Our typical attendance is about 1400 registered members plus two thousand more of their families (usually also interested in the hobby). You'll find over 600 tables of trains and train related items for sale by the attendees. The trains range through all gauges (and most manufacturers) with ages ranging from the late 1800's through items just off the production lines.

As indicated by our club's name, we are an organization of not just collectors but also Operators (with a capital "O"). You'll see both operating layouts and static displays, all of excellent quality and sure to be of interest. By asking our officers (who will be wearing identification badges) you'll be guided to people who can provide parts for repairing your older trains (of almost all ages), new Lionel, American Flyer and LGB trains, advice and helpful hints. You'll meet others interested in the same things you are. It's a great place to meet new friends and make contacts to visit operating layouts and collections in people's homes.

Our auctions are well known for both their duration and "something for everyone" character. Couple them with our raffles, known for very high quality prizes and our table sales and you're very likely to find what you're looking for. We'll be having our suspense filled 'O' gauge train races again and more of our exciting demolition derbies. Let's not forget the Friday night John King Memorial Cocktail Party (doo-dah, doo-dah), which is traditionally a hit for all. With copious quantities of hor'a douvers and liquid refreshments of all types at no charge for all registered attendees.

Again this year Lionel Trains, Inc. will attend. They will have a table out on the trading floor, so you can get a good look at what's coming down the pike in the near future, and their people should be able to answer many of your questions.

Check the "information" section of our brochure for names and numbers of those to contact for more details. Those of us who put the meet together do so out of love for the hobby and make absolutely no personal profit. All of our people are volunteers and genuinely interested in seeing to it that everyone enjoys themselves. So, be WELCOME and join us for a great time!!

Bruce Lazarus, Registration Chairman

CAL-STEWART, CAL-STEWART, CAL-STEWART, CAL-STEWART, CAL-STEWART
DID YOU REMEMBER TO REGISTER EARLY TO SAVE MONEY AND GET TABLES?
EARLY BIRD REGISTRATION ENDS SEPTEMBER 27TH. WE SOLD OUT TABLES
LAST YEAR BUT EXPECT TO INCREASE THEM TO 750 THIS TIME AROUND.
TO BE SAFE, RESERVE THEM NOW. THE DATES ARE NOVEMBER 20TH-22ND.
DON'T FORGET THE BIG FREE PARTY FRIDAY NIGHT WHERE WE HOST OUR
GUESTS. BE NICE! VOLUNTEER TO HELP IN ANY WAY YOU CAN. ENJOY.

MISSISSIPPI VALLEY R. R.

By Ralph Taxler
Box 124, La Place, Illinois

I am proud to say that I am a Tinsplater and have been at it for 20 years. I have had a great many different style engines in my time but as I buy, sell and trade all of the time I am a little short on Power at this time.

My line is the MISSISSIPPI VALLEY R. R., running from Chicago to St. Louis with EASTLAND and One Stop in between and a Branch line running from St. Louis to Royce Park.

Chicago has a yard of 5 tracks besides the main line at the Station and a Turntable with 5 Engine Tracks.

St. Louis has a yard of 6 tracks besides the Main Line and Turn Table with 10 Engine Tracks.

Royal Park has three Tracks and Turntable with Engine Tracks for two engines.

Eastland and One Stop each have only a Sub Switch.

In all there are about 600 sections of Track and 18 Switches, consisting of a variety of Lionel, Ives, and A. F. Sections, all O Gauge Electric.

Between Chicago and St. Louis 18 Regular Trains operate daily, 6 of those are Passenger and two Streamline.

Between St. Louis and Royce Park, eight Regular Trains operate.

We have a Time Table at each Station and all Trains are run on Schedule as nearly as possible. I say we because I have two sons who operate this line.

Now as I said all Track is Electric but this does not mean that all Engines are Electric.

I have as many as 22 engines, but at this time I have 11 engines, all steam type, 4 of these are Windups and the rest are Electric. I just recently sold three engines that were bought by me in 1917. One A. F. 12. One A. F. 14, and one being Marx all wind-up.

I have several of the Marx Engines and Cars and find that they are real good, although not as large as others. Below I will give a list of Engines and Cars, R. W. T. means my own make.

Engines—

My No. 309 and 310 Marx wind-up.

My No. 404 A. F. Electric A. F. No. 617.

My No. 502 Lionel Motor in Bing Casting, Electric, 303 A. F.

THE STANDARD CATALOG OF AMERICAN TINPLATE MOTIVE POWER

Edited by Louis H. Hertz

WHY THIS CATALOG?

The standard catalog is being prepared to fill the long felt need among Tinsplate collectors and researchers for a reference list of the major and minor varieties of Tinsplate equipment and motive power in particular.

Contents will include besides complete data on nearly 9-10 of the Tinsplate locomotives and motorized cars ever made in America, a list with definitions of terms used by Tinsplaters, short histories of the manufacturers, etc. To supplement this work bulletins listing all new "Finds" will be issued at certain periods during the year. These bulletins will be identical with the catalog in size and may be added to the binder. Next year we hope to bring out a catalog of cars.

In due time when another edition of the catalog is brought out these issues will command high prices as relics of the early days of the hobby.

The work will be fully illustrated and will classify the items as to manner of propulsion, gauge, make and type.

I cannot too strongly urge every dealer and tinsplater to take advantage of this valuable book which will be ready in September. For identifying old models and as a basis for arranging a collection it is without equal. A \$5.00 catalog could be made, but we have spared all trimmings to make this available to all. A collection of Tinsplate catalogs worth \$300.00 would not contain as much information as is arranged in this work. Please give it consideration as a valuable addition to your hobby.

ADVERTISING

Display ads. Page 8½x11. Mimeographed. No cuts but line drawings will be made. Rates, \$5.00 per page; \$2.50 per half page, \$1.25 per one-fourth page. No ads smaller than one-fourth page. Edition will be 150 copies. Advertise old items, catalogs, etc.

Classified—Want ads. Name, address and type of items wanted. Per name, 25c. Want ads. Same size as above but to dealers, 20c each. For sale ads same rate as above.

Remember every copy will reach an active collector, dealer or other type of hobbyist. (Tinsplate of course).

Terms: Money in advance. Deadline Sept. 15, 1936. Book to be delivered last of September. Orders being taken now. Remit by check or money order.

PRICES OF THE FIRST EDITION

Regular retail price, \$2.00 per copy postpaid in U. S. A.

Price to dealers, \$1.35 per three or more.

Limited edition. Delivery last of September. All prices F.O.B.

New York

Published by
LOUIS H. HERTZ

640 Riverside Drive
New York, N. Y., U. S. A.

No. 3195. and 504 A. F. Old 3110 Motor placed in A. F. 28 casting.

My No. 601 Marx Wind-up Streamlined Steam types.

My Nos. 603, 604 and 605 Marx Electric Streamlined Steam Types.

My Cabooses, 3 A. F., 1 Lionel, 4 Marx and 1 R. W. T.

One Wrecker R. W. T. One Flat R. W. T.

Three Stock Cars, all R. W. T. Nine Box Cars, 4 A. F., 2 Ives,

3 Marx. Ten Coal Cars, 2 Lionel, 2 A. F., 6 Marx.

Eight Tank Cars, 4 Marx, 2 Lionel, 1 Ives, 1 R. W. T. (

Pullman Cars—2 Dorfan, 2 A. F., 2 Lionel and 3 Marx.

Observation Cars—1 Dorfan, 1 Lionel, 2 Marx.

Mail Cars—3 A. F., 1 Lionel, 1 Marx Express.

Two Marx three-car Streamline Trains, one wind-up and one electric.

I like the Lionel engines but think the A. F. Cast Bodies are much more realistic looking.

I am 37 years old and have two sons.

I will be very glad to answer any questions about O gauge Railroading and also about my MISSISSIPPI VALLEY R. R., but if you print any of this letter please ask your readers to send stamped, addressed envelope when writing.

INTER-MOUNTAIN PACIFIC

(Continued from Page 2)

up until we shall be the big group in model railroading. I know this is so because that is just what happened in England and Germany where the hobby was in just our position about 20 years ago.

There are now turned out in those countries beautiful prototypes of their railroad equipment at prices comparable to those in our catalogs. Prices which are low because the goods are made on a large production basis. In front of me as I write is a German catalog which shows a 4-8-2 Spur 0 locomotive ("O" gauge loco) which navigates on tinplate track of a radius the same as Lionel's streamline track, and gentlemen, that is what we shall eventually have right on our own layouts. How soon it will come depends largely on how well we stick together. And the best thing I can think of to hold us together is the Model Railroaders' Digest.

If any of you are anxious to see what the editor and publisher of this journal looks like get the July issue of the Popular Mechanics Magazine, page 42, and in it you will see a picture of him and a portion of his layout. And if you want to know what I look like just take a look at your "Mailman" because all of us letter carriers look pretty much alike.

Through the courtesy of the Sunset Western R. R. I have some views of D. J. Henninger's Pennsylvania R. R. and it looks like a model railroader's dream come true, but the main point of interest to me is his "steel" lift bridge and I am asking him through the Digest to tell us what it is made of and how it was put together, also the dimensions such as height, width and distance between upright members, etc.

And in closing I want to say that if any of the fellows want to see a movie of English railroading, I recommend a picture now going the rounds called the Lost Journey. It is all railroad from start to finish, and very interesting.

Also I want to introduce a new subscriber, James Langiel, Jr., a father of two fine children and who has as his own several American Flyer and Dorfan sets and who makes switches that when one is turned the others on that track also line up. For some time now his rolling stock has been resting on the shelf but we hope his inter-

est revives and he gets back in the game. His address is: 377 Alvarado street, San Francisco.

WHY I USE TINPLATE

(Continued from Page 1)

sets, I could, and would long for the finer, more expensive sets. Even before I entered into the hobby, at Christmas time, I'd sneak through the various stores, looking over different train outfits.

Finally in 1930, having seen several English magazines, wherein the hobbies of England's great were described, and noticing how many were "railroading," I decided this was precedent sufficient for me. I placed an order with Bassett Lowke for a "Royal Scott" which arrived in due time, but as this had a D. C. motor, and only A. C. was available it was more or less a loss. I later traded it for a Lionel 260E which I sold for \$10.00. This Lionel 260E definitely started me on the "track." Being prejudiced in favor of Ives, however, I immediately ordered 2 of their largest and best steam type locos, this was in 1930, the year the 1122R was fully developed. Gradually the layout has grown into its present large state.

The Ives 1122's are still the supreme power, however, both in appearance and in quality. The 1122 loco is perhaps the finest appearing loco ever developed for tinplate. In this respect, I believe it superior even to Lionel's Hiawatha. This latter is of course, a true scale model, but, inasmuch as to the majority of people, whether or not railroad fans, a locomotive is pictured as the conventional appearing steam type, I think that this "shrouded" affair (correct term) should be treated as all subjects in need of a shroud—buried.

Ives, all throughout their career, paid more attention to gaining a semblance to the actual engine or car than did any manufacturer. Even as far back as 1910, their locos both mechanical and electrical, featured a four-wheel pony truck. No other manufacturer has ever done this. (Lionel, however, did feature it on their Hiawatha). While their cars were complete, to printed detail, Lionel slipped one over on "O" gauge at least, by dressing up their freight cars with ladders, hand brake wheels and journals.

Ives later added brass journals, and while about five times scale size to me, are much superior to Lionel or A. F., which are identi-

cal. My prize cars, by the way, are all fitted with Ives journals.

I prefer tinplate, as an ideal of my boyhood days, and more satisfying than scale for that reason, an ambition realized as I have before said, the chief fascination of a layout, is the dispatching of trains, where does tinplate and scale differentiate in that respect?

All my constructed articles, which include 5 stall roundhouse, single track engine house, several factories, coal trestle, wholesale oil reserve, rows of buildings (store, saloon, barber shop, firehouse, hotel) are all constructed along tinplate lines—all of metal.

At one time all my cars, that is box cars, were hand painted for the various roads that Ives featured on their No. 60 and 128 cars, I'd completely duplicated these, with various other roads also duplicated, when I had a brainstorm and desired to have a road and insigna all my own. The G. V. N. R. R. resulted from this. However, as new cars are added, and old ones repainted, the old Ives Heralds again become prominent.

On every side, my hobby—railroading with tinplate—is an outlet for those suppressed desires of youth, fermented perhaps, by a too liberal use of advertising by "Ives."

I really believe, if most fans would take an honest survey of just why they are railroading, either with toys or scale, they would actually find, in a good majority of cases, that it is either a continuation of the joys of their youth, or a satisfying of a long-suppressed desire to own a "train" on tracks. A good amount of fans have shown it to be more or less a suppressed desire breaking forth, by their collecting of antiques, and as all of us (or nearly all) mostly remember the Ives Co. Why naturally Ives items are most prized.

American Flyer is the more logical successor to Ives than Lionel, the actual successor. Their cars more resembled Ives in size, and their locos are fully die-cast, which with Ives attained (to me) a very high peak.

Unfortunately, the illustrations in the A. F. catalogs do not do justice to the actual item. While closely resembling, I have found in every instance, the actual article to be superior to the illustration in the catalog, and as most of us, perhaps make our purchases through catalogs, possibly some good bets have been passed up.



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.

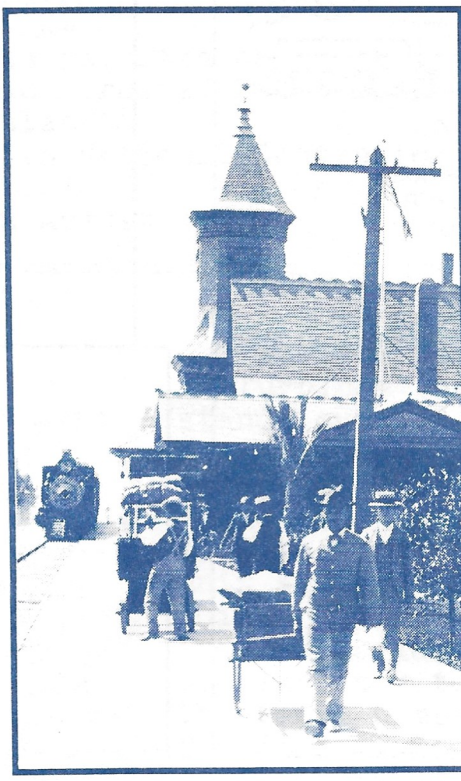
Summary and amounts of enclosed fees:	My membership fees for 1987	\$ _____
	_____ Family members @ \$5 each	\$ _____
	_____ TTOS Badges @ \$5 each	\$ _____
	TOTAL ENCLOSED	\$ _____

Pasadena Chamber of Commerce
Whistle Stop Tour

On the last day of May in 1887 the Atchison, Topeka and Santa Fe Railway Company commenced operations between San Bernardino and Los Angeles. This link united Santa Fe's rails from Kansas City to the Pacific Ocean, igniting a railroad rate war that brought hundreds of thousands of people to southern California well into the first quarter of the Twentieth Century. It was a boom that has propelled the Los Angeles Basin toward a prosperous Twenty-First Century.

To celebrate the centennial of Santa Fe Railway's completion into Los Angeles, the railroad, in cooperation with Amtrak has authorized a special one-day whistle stop train trip between Los Angeles and San Bernardino on Saturday, October 1, 1987. The trip will include several stops en route for ceremonies and a "Gold Spike" driving in San Dimas, where the line was joined 100 years ago.

If you, or someone you know, arrive in Pasadena via rail, we would like to hear from you. Please contact the Chamber at (818) 795-3355.



Santa Fe Route - Pasadena Depot



THE CENTRAL CALIFORNIA DIVISION
 OF THE TOY TRAIN OPERATING SOCIETY

**FALL TOY
 TRAIN MEET**

FROM 10:00 AM TO 3:00 PM, SATURDAY
 SEPTEMBER 26th, 1987

IN THE COOL AIR CONDITIONED
 SHERATON SMUGGLER'S INN

3737 N. BLACKSTONE AVE., FRESNO, CA.
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\$2 ADMISSION CHARGE

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RESERVED TABLES AVAILABLE

BRING YOUR LAYOUT!!

INFOR. CALL:

FRED (209)674-2313

MARK (209)266-3110

RESV'D TABLES:

TTOS-CEN CAL

PO BOX 151

MADERA, CA.,

93639

Toy Train Operating Society

Southwestern Division No. 1



APPLICATION FOR

PRO-RATED DUES

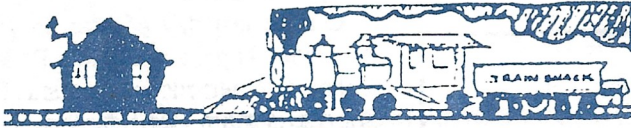
SOUTHWESTERN MEMBERSHIP

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)



The Train Shack

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Advertising Policy

1. Full size business cards (2"x3½") \$10.00 per year.
2. Double size (4"x3½") \$20.00 per year or one insertion.
3. Train club meet flyers accepted gratis as space permits.
4. Send your clean camera ready copy with check to SWL editor.

TRIPLE-HEADER T.T.O.S. WEEKEND IN NORTHERN CALIFORNIA. TRAINS, TRAINS AND MORE TRAINS. TAKE A HOLIDAY YOUR WIFE WILL HATE YOU FOR. A LOT!!

FRIDAY, OCTOBER 2, GOLDEN STATE DIVISION IN SAN JOSE, CA. IMMANUEL LUTHERAN CHURCH, LEIGH AND MOORPARK STREETS, 7 P.M. INFORMATION FROM BARBARA JONES, 10380 CASTINE AVE., CUPERTINO, CA 95014. 408-257-9385.

SATURDAY, OCTOBER 3, SACRAMENTO VALLEY DIVISION, SACRAMENTO, CA. SCOTTISH RITE TEMPLE. ANNUAL BIG-ALL DAY MEET WITH ALL CLUBS INVITED. INFORMATION FROM HAROLD ROSS, 2304 VILLANOVA CIRCLE, SACRAMENTO, CA 94611. PHONE 916-922-2679. SEE THE T.T.O.S. EXHIBIT AT THE STATE MUSEUM.

SUNDAY, OCTOBER 3, BAY COUNTIES DIVISION IN OAKLAND, CA. MONTERA JUNIOR HIGH SCHOOL, 5555 ASCOT DRIVE, IN THE MONTCLAIR DISTRICT. 9 A.M. INFORMATION FROM DONALD CHURCH, 13 LITTLEWOOD DRIVE, PIEDMONT, CA 94611. PHONE 415-547-5228.

A SPECIAL T.T.O.S. EVENT FOR THE FAMILY--SAN LUIS OBISPO HARVEST DAYS. THIS YEAR, THE ANNUAL SAN LUIS OBISPO HARVEST FESTIVAL WILL HAVE TTOS AS ITS CENTER PIECE WITH A LAYOUT BUILT BY MEMBER KEITH HAIFIELD. A LOT OF MEDIA COVERAGE IS EXPECTED AND THIRTY THOUSAND PEOPLE WILL SEE WHAT T.T.O.S. IS ALL ABOUT. KEITH NEEDS SOME HELP RUNNING TRAINS AND IN RECRUITING NEW MEMBERS. THE FESTIVITIES START ON FRIDAY EVENING, SEPTEMBER 29TH AND CONTINUE ALL DAY SATURDAY, STARTING WITH A PARADE DOWN THE MAIN STREET OF ARROYO GRANDE, CA IN THE MORNING. KEITH IS THE ARROYO GRANDE POSTMASTER SO YOU WILL UNDERSTAND WHY HIS ADDRESS IS 225 CANYON WAY, ARROYO GRANDE, CA 93420-2301. PHONE 805-489-8684

SOUTHERN PACIFIC DIVISION HOSTS BIG OPEN HOUSE. SUNDAY, OCTOBER 25. PURPOSES ARE FUN, AND RECRUITMENT, SO BRING SOME TRAINS AND POTENTIAL MEMBERS AND SIGN THEM UP. TABLE SALES, AUCTION AND RAFFLE. ANAHEIM BOWL, 1925 W. LINCOLN AVE., ANAHEIM, CA. NOON UNTIL 5 P.M. PHONE RON DE SIMONE AT 714-586-6098 OR WRITE TO HIM AT 24672 PAIGE CIRCLE, LAGUNA HILLS, CA 92653.

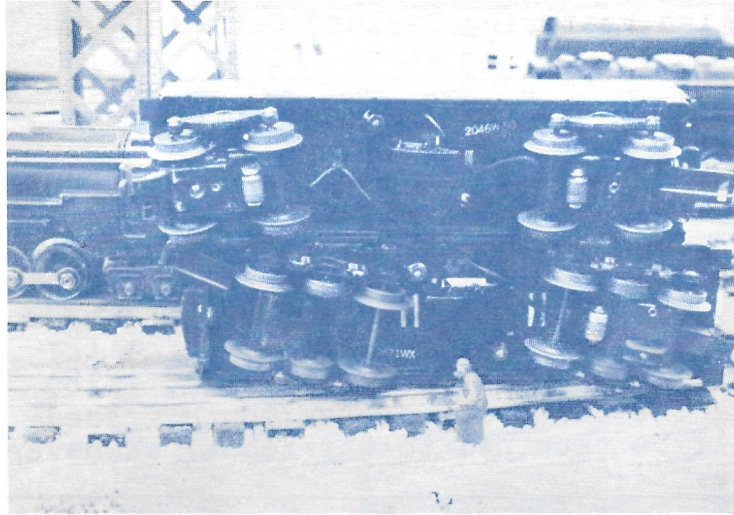
June Board Minutes--Accepted

Treasurer's Report--Accepted

Discussion:

- 1) Cal-Stewart Chairmen reported on their progress of work areas.
- 2) Badges--Ralph Johnson ordered 250 current badges from Western Badge Co., Los Angeles
- 3) Sam Mattes will go to National Convention to represent the club
- 4) No Board Meeting in August

Turbines, continued . . .



The more often found 2671WX and 2046W-50 longer streamlined tenders.

While I do not hunt for variations in Turbines there is one that really stands out and in my opinion creates an entirely different locomotive. I am speaking of the 1946 vs the 1947-49 models. The 1946 2020 and 671 have the dual gear drive, no "E" unit slots on top of the boiler, less boiler details, and with luck, original smoke lamps inside. Adding these two Turbines to my collection brings the total number I have to none! That's it...I quit.

Except...I do think the newest Turbine, the 6200 by Fundemensions, is a must for all Turbine collectors. Ten is a much better stopping point for Turbines and is such a nice round number. (Collectors do a lot of switching around when it comes to tenders. It is often more difficult to find the correct tender than locomotive.

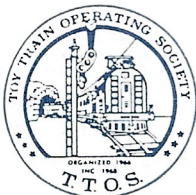
Order Board Order Form

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) _____

- SEP. 13, SUNDAY, SW MEET:
Sellers 10 a.m., Buyers 11 a.m.
Pickwick, 921 Riverside Dr.,
Burbank
- SEP. 15, Tues., SW Board Meeting:
Holiday Inn, 303 East Cordova,
Pasadena. Dinner 6:30 p.m.,
Board Meeting 7:30 p.m.
- OCT. 11, SUNDAY, SW MEET:
Sellers 10 a.m., Buyers 11 a.m.
Pickwick, 921 Riverside Dr.
- OCT. Board Meeting date to be
announced.
- NOV. 20,21, 22 CAL STEWART MEET,
Pasadena Convention Center
- Nov. Board Meeting to be an-
nounced.
- DEC. 13, Sunday, SW Meet, Pickwick
Annual Christmas Party, Santa
Claus, Bring the whole family
No Board Meeting Planned.

- Sunday: Sellers 10 a.m., Buyers 11 a.m.
Pickwick, 921 Riverside Dr., Burbank
Jan. 10, Feb. 14, Mar. 13, Apr. 10,
May 15.
- Friday: Sellers 5 p.m., Buyers 6 p.m.
Pickwick, 921 Riverside Dr., Burbank
Jun. 10, Jul. 8, Aug. 12, Sep. 9
- Sunday: sellers 10 a.m., Buyers 11 a.m.
Pickwick, 921 Riverside Dr., Burbank
Oct. 16, Nov.-- Cal-Stewart, Dec. 11

Pacific Railroad Society Museum Fund
Benefit . . . Saturday, Sept. 26, 1987
Movie: THE IRON HORSE 8:00 p.m.
Also Featuring Gaylord Carter
at the Pipe Organ
All seats \$8.00. For Tickets write to:
Pacific Railroad Society Inc.
2319 E. Del Mar Blvd.
Pasadena, CA 91107

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

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