

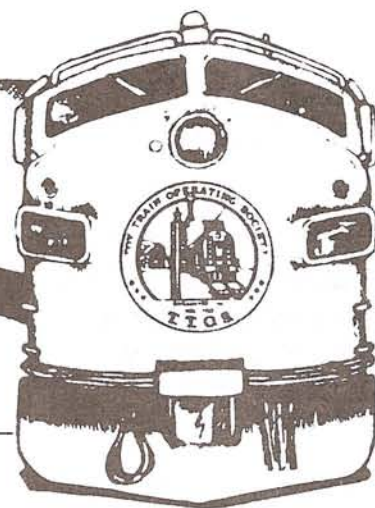
THE SOUTHWESTERN LIMITED

VOLUME 11
NUMBER 5

SEPT.-OCT.
1992

DAVE POWELL
PRESIDENT

CALVIN SMITH
EDITOR



**CAL-STEWART EARLY BIRD
REGISTRATION ENDS SEPT. 30.**



*1992 Souvenir Lionel Hopper Car
nears sellout!*

Cal-Stewart Volunteers needed.

*SWD members running for TTOS
offices: Gary Keck, President; and
Nancy Swan and Fred Kramer,
Director-at-Large.*

SWD Board nominations due.

Metrolink is coming to Burbank.

*Budget cuts curtail State Railroad
Museum activities.*

SOUTHWESTERN
DIVISION of TTOS
**CAL-STEWART
MEET**
NOVEMBER 20-22, 1992

Largest Toy Train Meet West of the Mississippi



**PASADENA CONVENTION CENTER
EXHIBITION BUILDING**

300 E. Green Street, Pasadena, CA 91101

Toy Train Operating Society

Southwestern Division No. 1

DAVID POWELL, President
1458 North San Antonio Avenue
Upland, California 91786
(714) 981-6950



PRESIDENT'S MESSAGE

Members,

Well, here it is September. School has started in many areas and summer is drawing to an end.

It has been a great summer for Carolyn and me. We have a new grandson, Zachary Kedgwin Powell. It was a very rewarding experience for us; especially Carolyn, who helped in the delivery. Zach does not realize it yet, but he is a train collector! I will be registering him as a member of Southwestern Division at our next meet. This brings me to the purpose of this message.

I wish to extend a personal invitation to all members to bring a guest to our next meet. Our membership and attendance is up and this is what makes for a great club. We need members as buyers and sellers. It is through you as our general membership that we can continue to grow. So bring a friend to a train meet and experience some good fun and fellowship. We have some of the nicest people in California show up at the Machinist Hall.

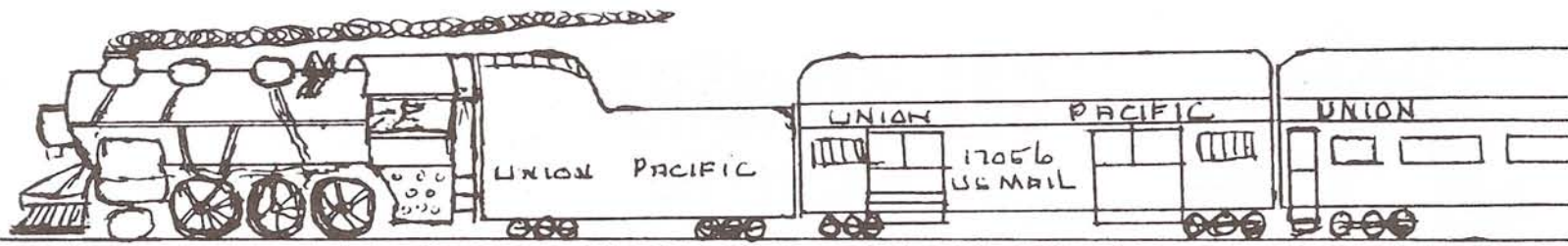
A reminder -- Cal-Stewart is just around the corner. What a great meet for a new member to start off with! So dust off those trains and get ready for a great time.

See ya at the meet,

DAVE

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

Hi Everyone,
Some fun reading

The Summer 1992 South Pasadena Quarterly features several train articles--a total of ten pages--with several pictures. On the front cover is pictured the old South Pasadena Santa Fe Station with S.F. 3444 steamer 4-6-2 stopped at the depot on its local round trip route from Los Angeles to San Bernardino circa March, 1950. The old wooden station was demolished in 1950's. Many old movies used the depot as location. Mary Pickford's movie "Pollyanna" was filmed at the depot and on Oak Street. If the Metrolink becomes a reality, there is interest in rebuilding a duplicate styled building for the depot.

As the article points out the first railway in 1885 was the Los Angeles San Gabriel Valley Railroad Company. It came from downtown Los Angeles to South Pasadena, Pasadena and on to Mud Springs (now San Dimas). Santa Fe brought the railroad in 1887 after a brief time as Southern California Railroad. Three trains ran daily.

The Los Angeles Terminal Railroad, later the Salt Lake Railroad traveled from Pasadena to Long Beach in 1891. It was an early passenger carrier to the Mount Lowe Tramway terminus at Lake Avenue in Altadena. Later it was purchased by Union Pacific Railroad and became primarily a freight carrier to Pasadena.

Southern Pacific primarily a freight carrier to Pasadena came through Alhambra and South Pasadena just west of Garfield Park and just east of the Raymond Hill and the city dump (now Blair High School and the Pasadena Freeway) up Broadway (now Arroyo Parkway) to Green Street with the freight depot just south of California Boulevard.

The fourth rail service was the famous Pacific Electric "Red Cars." "The world's Greatest Electric System" was the claim by the company. The old Raymond Hill Passenger Station made of river rock and wood is still standing on the west side of Fair Oaks Avenue one block north of the Pasadena Freeway onramp.

Another article by Tod Jones tells about Vincent Cipolla, a South Pasadena resident who is the engineer for the restored 3751 Santa Fe steamer. Being the last of generation of steam engineers when he retired from Santa Fe, Cipolla was asked to be the engineer for the engine last December 1991 on its maiden voyage after being restored. Cipolla tells of making a special stop in South Pasadena to let his grandson and friends see the 3751 last December. At the age of 15 he started working as a fire starter for the railroad.

In an article by John Forsha who writes as youngster watching the daily Southern Pacific steam freight locomotive with four box cars and a caboose come up from Los Angeles to leave the loaded box cars and pick up the empty box cars. Then during WW II the long, long troop trains bringing the wounded to the Vista del Arroyo Hotel which had been converted to a hospital.

John tells of the "circus train" coming to Pasadena on the Southern Pacific right of way parallel to Arroyo Parkway with two steam engines one at each end. Brightly colored cars painted with Clyde Beatty and Ringling Bros. Barnum and Bailey in ornate lettering on the sides of the cars. Then the animal cars came with their security iron windows. Later John would watch the parade of animals and performers as they walked down to Brookside Park. Then the elephants would help setup the big tents.

Aaaah....those yesteryears -- the golden age of steam. I enjoy reading articles like these of railroad history.

P.S. I also read that the night before the opening of the Arroyo Seco Parkway in 1940 (now the Pasadena Freeway) the California State Director of Public Works and Indian Chiefs smoked a peace pipe relinquishing "all Indian rights to the Arroyo."

P.P.S. I can recall in the 1950s driving down Colorado Boulevard and viewing the beautiful Union Pacific passenger depot on the north side and I watched in horror as the wrecking ball demolished it. Then on the south side of Colorado was the old grain elevator that Mayflower Van Lines had converted for their storage building and offices. There was siding just east for the old Howard Buick building. One block south on Green Street were two lumber mills serviced by the railroad. Then one block south on the corner of Dayton and St. John was the Union Pacific freight station and yard. I can remember watching new Cadillacs being unloaded out of box cars at the station.



WHAT'S CAL-STEWART?

THE LARGEST

CLUB SPONSORED

TOY TRAIN SWAP MEET

WEST OF PENNSYLVANIA

*1,000 TABLES + 3,000 ATTENDEES + 30,000 SQ. FT.
JOHN KING MEMORIAL PARTY + AUCTION + DRAWINGS*



NOVEMBER 20-22, 1992 = PASADENA, CALIFORNIA

**FOR INFORMATION WRITE:
Bruce Lazarus
Pre-Registration Chairman
4858 Dunman Avenue
Woodland Hills, CA 91364**

GUEST RULES

1. All guests must register before entering the meet hall.
2. Guests are welcome one time free. Thereafter guests must join Toy Train Operating Society to continue to attend. Information is available at the registration desk.
3. Guests must remain with sponsor member at all times.

AUCTION RULES FOR T.T.O.S.

1. Buyers will be required to show their paid up membership card before receiving a bidder's card.
2. Guests are not allowed to participate in the Auction.
3. Guests must remain with Sponsor Member at all times.
4. All items sold are as is with no refunds, no guarantees offered or implied by Seller or Auction Committee.
5. Please, as much as is possible sell like items as a lot. i.e. 6 transformers sell them as a lot.
6. All Sellers will be given 15 minutes to sell.
7. No cashing out allowed by a Seller until Auction has officially ended.
8. Buyers may cash out at any time, BUT are requested that adjustments MUST be held to the end of the Auction. Disputes will be settled between Seller and Buyer records.
9. Do not write on Bidder's ticket.
10. 5% Commission on all items per Seller, not to exceed \$50.00 per Seller.

GENERAL MEMBERSHIP RULES

1. No entrance to the hall without a badge or a name tag.
2. No Smoking in the trading hall.
3. Sellers are not to trade prior to the opening of the meet.
4. Seller Setup -- Only if Seller provides own opaque (cloth or plastic) cover. NO COVER -- NO SETUP! No newspapers allowed.

The Board of Directors appreciates the member's cooperation in abiding with the above list of rules. This is your club and the rules are meant to protect the members and help the monthly meets run smoothly. If you have any comments regarding any of these rules, please direct your comments to a member of the board. Or if you prefer, send a letter to the secretary for discussion at the board meeting.

Remember, courtesy is contagious. Follow the Golden Rule in all your activities. Be helpful to new members and guests.

NOMINATIONS FOR 1993 SWD BOARD NOW OPEN

Past President Dave Weiss, Nomination Chairman announces names of Southwestern Division members wishing to be nominated for the 1993 Officers and Board are now being accepted.

If you are interested please contact Dave by mail or phone at

DAVID J. WEISS
20700 Ventura Boulevard, Suite 205
Woodland Hills, CA 91364

Or by telephone (818) 704-1200

Nominations will close at the Sunday, October 11, 1992 Meet during the Business Meeting. The slate will be prepared and mailed with the November-December issue of the Limited.

Election of Officers and Board will be at the December meet.

JULY AND AUGUST BUSINESS MEETINGS, BIRTHDAY AND ATTENDANCE WINNERS

July 10 meet -- 85 tables sold. The meet was well attended. A special effort was made by David Powell to have the hall cleared by 11 P.M. at the request of Louie Alford, whose agreement with the Machinist Hall requires him to stay only until eleven. Even with the extra effort to close down the auction and empty the room, there were 3 members who still had to be reminded up till the last minute. As it turned out, they were out of the hall on time and Louie had the lights out at 11 P.M. It is suggested that in the future the auction end one hour before closing time as not cut so close. 153 cards turned in for the attendance drawing. 15 members had birthdays and here are the winners: Spencer Smith and Dale Cipra, Cal-Stewart Cadillac Sets; Edmond Monak, Jr, Cal-Stewart Taxi Cab; Dennis Hinman, Cal-Stewart K-line Box Car; Richard Boehle, Cal-Stewart Taxi Cab Station; Russell Lange, Cal-Stewart Standard Gauge Telephone Truck; David Nelson, Lionel Box Car; James McLoughlin, Lionel CP Rail Box Car; and Willard Howard, Lionel S. F. Flat Car. Attendance winners were: Don Goldberg, Grand Prize Lionel 736 Steam Engine and Tender; Jon Sirugo and Robert Sponsel, Cal-Stewart Cadillac Sets; Darrell Brewer and Bill Corsello, Cal-Stewart Standard Gauge Telephone Trucks; John Whitmeyer and Mark Gaffner, Cal-Stewart K-line Box Cars; Robert Caplan, Lionel I Love California Box Car; Edwin Filek, Train Video; and double winner Russell Lange, Cal-Stewart Cap.

August 14 meet -- 63 tables sold. The turn-out at the meet was light, possibly due to the heat and August being a traditional vacation month. Also non-renewals were delinquent at this meet and attendees were being checked at the door. 126 cards turned in for the attendance drawing. 13 members had birthdays and here are the winners: Bob Vusich II, Cal-Stewart K-line Box Car; Alan Bloore, Yellow Ertl Taxi; Detroit Wallace, Jr., Cal-Stewart Ertl Taxi; James Fredburg, K-line Coke Tractor Trailer Set; Ed Harrigan, Southern Pacific Box Car; Emmert Stouffer, Weaver Hopper; and Sterling Labe, Cal-Stewart Cap. Attendance winners were: Don Gatz, Grand Prize Lionel 624 Switcher; Ronald Musel and Don Goldberg, Cal-Stewart Ertl Taxis; Jon Sirugo, K-line Heavy Hauler; Robert Streissguth, Southern Pacific Hi Cube Box Car; and Don Kallgren, Cal-Stewart K-line Box Car.

YOUR ATTENTION, PLEASE!

SWD Officers and Directors need your assistance to be out of the Machinist Hall BEFORE 11 p.m. when meeting on Friday evening. The reason is Louis, the caterer must come back early Saturday morning to set up for the Saturday Bingo group and needs to get home to rest. Vince Garguilo, Auction Chairman and other Board members will be overseeing this requirement of our Friday evening meets. YOUR COOPERATION IS EXPECTED AND APPRECIATED!

Metrolink rail line rolls out on test run

City officials speak favorably of new service

By Karen Denne
Daily News Staff Writer

Riders on the first run of the \$750 million Metrolink commuter rail line Friday avoided traffic jams — and earthquakes.

About 200 officials from Southern California cities said they were impressed by the smooth ride and decor of the trains during an hour-long, round-trip tour from Union Station in downtown Los Angeles to Burbank.

"I think it's a very workable alternative to a white-knuckle commute," said Michael Leasher, executive director of the Burbank City Centre Transportation Management Association. "It's a more socially and environmentally acceptable alternative."

The Southern California Regional Rail Authority, a five-county agency responsible for the construction and operations of Metrolink, offered city officials the chance to board the luxury double-decker train cars.

The new rail service will have three rail lines, originating in Moorpark, Santa Clarita and Pomona. Service is scheduled to begin Oct. 26 with trains running on weekdays during peak commuting hours.

The line cost \$750 million for track improvements, the train cars and locomotives. The rail authority spent an additional \$967 million acquiring the rights of way from Southern Pacific, Santa Fe, and Union Pacific railroads, although all of the track is not in use by Metrolink.

The run was designed to introduce city officials to the new service in an attempt to build local support for Metrolink, said Neil Peterson, executive director of the Los Angeles County Transportation Commission.

"It's the best-kept secret in L.A.," Peterson said. "People don't realize it's coming and how soon it's coming."

Riders said the ride was so enjoyable, they were oblivious to a moderate earthquake at 11:15 a.m. that was centered near Big Bear and shook residents of some areas along the route.

"I didn't even feel it," said Santa Clarita City Councilwoman Jan Heidt. "I'd rather be there (on the train) than under a freeway overpass."

During the excursion, the riders compared notes on the progress of stations under construction, waved to a television helicopter that flew alongside the train and discussed ways to encourage com-



Myung J. Chun/Daily News

The Metrolink commuter rail line made its first official test ride Friday from Union Station in downtown Los Angeles to Burbank and back.



Charles Coffey, left background, of the Simi Valley Transportation Management Association; Michael Leasher of the Burbank City Centre; and Zoe Taylor of the Burbank Chamber of Commerce ride Metrolink during Friday's test.



Engineer Richard Weigle pilots the Metrolink rail line during a Los Angeles-Burbank round-trip tour.

muters to ride the Metrolink. The blue and white cars, decorated with a mauve interior, have restrooms, tables and racks for bicycles. Each double-decker passenger car has 160 seats and standing room for as many as 230 people. The trains can reach a top speed

of 80 mph in certain locations. "It's very quiet and comfortable, quite relaxing," said Moorpark City Councilman Roy Talley Jr. "It's actually better than what I expected. I'm really impressed with the job they've done with these cars." City officials said their primary

goal was to discourage commuters from driving their own cars to work. "You've got car pools, you've got van pools. The train is going to catch a different person," said Charles Coffey, executive director of the Simi Valley Transportation Management Association. "There

are going to be people who want a trip where they can read their newspaper and relax and get into Los Angeles." Seven Metrolink trains will run between 6 a.m. and 9 a.m. and 4 p.m. to 7 p.m. weekdays. Tickets will cost \$2.50 to \$5.50 for a one-way ride.

Airport railway station gets \$1.8 million



Amtrak Metrolink train
Service to airport considered

By Sallyanne Holtz
Glendale News-Press

A project to build a Burbank Airport railway station has received \$1.8 million in state funds. The money, granted by the California Transportation Commission, will be used to re-open an Amtrak rail station which had a grand opening in June 1990 but was dismantled last October. The site is on Hollywood Way near the Burbank-Glendale-Pasadena Airport. Steve Alston, chief of rail serv-

ices for Caltrans said the station was dismantled so rails could be upgraded for Metrolink commuter rail service.

Caltrans officials had not planned to reopen the station, but after an analysis of ridership numbers during the station's one-year tenure, they decided the airport was a popular place for a station.

"Of people using that station, 71 percent were from Orange and San Diego counties," with an average trip length of 101 miles, Alston said, probably due to lower fares often available at Burbank Airport.

The two Amtrak trains that service the station eventually will be increased to three, Alston said. "We hope to serve 75 percent of flights coming in and out of the Burbank Airport," he said.

Metrolink commuter rail trains, scheduled to start in October, will not stop at the airport station but at a station in downtown Burbank.

"As time goes on, if operators of commuter trains decide to use the station, we would encourage that. We want to make as many stations as possible intermodal," Alston said.

In the one year the rail station was in place at the airport, it handled more than 7,000 passengers, he said. Construction on the new station should be under way by October, Alston said.

The airport will work with transportation officials to provide a shuttle from the rail station to the airport, about 200 yards away, said Tom Greer, director of airport

services. "We will work with transportation agencies to meet the demand," he said.

Greer said he expects airport employees commuting from other areas to be among the first attracted to the service.

"The average passenger still has not accepted all of the transfer of baggage that is required to take a train to an airport, especially when there is distance involved between the train station and the airport," he said.

The station will encourage passengers to take the train to the airport, which could take a bite out of the facility's parking revenue, a large portion of its budget, Greer said.

"It will eventually put a dent in our budget when passengers become the predominant users of the rail system, but if we don't begin to plan for passenger access to airport by rail, then we won't have passengers," Greer said.

Airport officials have asked Congress to redirect a Federal Highway Administration grant, originally earmarked for a demonstration project at the airport, to a feasibility study to explore the opportunities of connecting the rail with the airport, Greer said.

Providing a station at the airport was a logical move, said Pete Hathaway, chief deputy director of the California Transportation Commission.

"They don't have a train at LAX, but they don't have a track at LAX. A train at the Burbank

Airport? There is an idea that just stands there and looks at you," he said.

The commission this month also awarded \$2.3 million from Proposition 108 bond funds to upgrade the commuter rail signals from Burbank to Santa Clarita.

Upgrading the signals will allow the Metrolink commuter rail service trains to double speeds from 40 miles an hour to nearly 80, said Clara Potes-Fellow, spokeswoman for the Los Angeles County Transportation Commission.

"The speed the trains can go is dependent on the condition of the track," she said, adding the 80-mph speed was "absolutely safe."

The money will be used to improve the signal system and the sidings, which allow trains to pass each other, said Potes-Fellow.

The new signal system should be in place within six months, she said.

The Metrolink Santa Clarita line extends from Los Angeles through Glendale and Burbank, ending in Santa Clarita.

First stop on this railroad is 'Candy Station'

By Rusty Gilligan
Glendale News-Press

Two Glendale police officers are helping "grown-up children" remember some of the simpler pleasures of youth with a new Burbank candy store.

Officers Ron Insalaco and Stephen Robertson of the police Juvenile Division have taken the not-so-original idea of a candy store and given it a '90s twist.

Just as the name "Candy Station" implies, the store has a train theme.

"We wanted a theme running through our store," said Robertson, "a theme that was consistent, that appealed to everyone . . . that's where the train came from." Not only does the theme run through the store, but so does a train — an electric train running along a track high above the center candy display.

"Actually, there is a relation between the store and the children," said Insalaco. "We've spent the last few years of our careers working with children."

Insalaco, along with another officer, created "Cops for Kids," a group that gives gifts year-round to economically and physically disadvantaged children in the Glendale area.

The site chosen for the new store was part of a center which now includes a Ben & Jerry's ice cream parlor and the Market City Caffe, at San Fernando Boulevard near the AMC theaters in Burbank.

Candy Station offers a creative atmosphere for candy lovers, with its large tube displays filled with multi-colored candy. From a distance it almost appears the



Rusty Gilligan/Glendale News-Press

Glendale police officers Ron Insalaco, left, and Stephen Robertson have taken their experience working with children and their entrepreneurial interests and created "Candy Station."

tubes are neon lights.

"What we find unique about the store is the light, airy, fun atmosphere, and the self-serve feature," said Insalaco. Instead of being overwhelmed with help, Candy Station allows the customer to roam and choose their selections, much like the candy stores of old.

In keeping with the train aspect, customers can find racks or "train stops" at various points

of the store, such as "magnet stop," "bag stop," "popcorn stop," etc. There's also a "sugar-free stop," an area which breaks the mold as far as cavities go.

Candy Station has nearly 300 types of candy, with requests now being taken for special items.

"We wanted a store that wasn't just candy on a rack," said Robertson, as the electric train whizzed by overhead.



TOY TRAIN OPERATING SOCIETY SOUTHWESTERN DIVISION NO. 1

JUNE 16, 1992

Meeting called to order by President David Powell.

MEMBERS ATTENDING: Jerry Blaine, Ed Harrigan, Alan Litt, Walter Olson, Calvin Smith, Roy Bell, Bill Corsello, Vince Garguilo, Bruce Lazarus, David Powell.

TREASURER'S REPORT: Given by Alan Litt and accepted by the board.

MINUTES OF LAST MEETING: Minutes presented by Walter Olson and accepted by the board.

MONTHLY MEETS: Roy Bell reported that 82 tables were sold at the June train meet. Down 13 tables from the May train meet. Due to the auction running well past 11:00 p.m. the July auction will end promptly at 10:30 p.m. as well as all future Friday night auctions.

CAL-STEWART: Calvin Smith reported that the Cal-Stewart brochures have been printed and are ready to be mailed. The 1992 Convention Car has been ordered from Lionel and will be delivered the first week in November. One thousand cars have been ordered and are close to being sold out.

Next Train Meet July 10, 1992

Next Board Meeting July 23, 1992

Meeting Adjourned



ADDITIONAL VACATION TRAIN TRIPS CONTINUED FROM LAST ISSUE

Basic Training in the West

Cumbres-Toltec Scenic Railroad. From verdant slopes to sagebrush flats, ever-changing vistas captures the gaze of passengers on a 64-mile train ride that criss-crosses the Colorado-New Mexico border 11 times. The train climbs 10,015 feet during the 6-1/2 hour ride traveling at 10 miles per hour. From Albuquerque it is a 3 hour drive to the depot for the start of the trip. See the National Geographic Traveler July/August 1992 pages 50-53 for more information. To contact the railway, write to: Cumbres-Toltec Scenic Railroad, P.O. Box 789, Cumbres, New Mexico 87520. Telephone 505-756-2151. Round trip van \$45.50; halfway \$29.00.

Amtrak special 2 for 1 discount offer. Travel by September 30, 1992 and Amtrak will give you a free companion ticket to be used on your next trip if used before November 19, 1992. Call Amtrak about obtaining the coupon or visit your local Amtrak Station for details.

Cal-Stewart Procedure Manual Planned

Cal-Stewart General Chairman Jerry Blaine announces that Bob Seghi is working with Southwestern Division Board this year to set up a Cal-Stewart Procedure Manual. In the past years this information has been transferred by conversation with not much written down. A questionnaire has been prepared by Bob and mailed to all 1991 Cal-Stewart Chairmen to accomplish this project.

The completion of the Procedure Manual will insure continuity of the successful Cal-Stewart Meet. The effort of the Cal-Stewart Committee is to continually upgrade the operation of this yearly meet. Questionnaires are to be returned to Bob by December, 1992. Calvin Smith will be receiving a duplicate copy of the material. The information will be stored on a computer disk and a updated printout will be available for the each chairman for the 1993 Cal-Stewart.

Behind the Scenes

In Crisis There Is Opportunity

A Message from the Museum Director
Walter P. Gray III

As this is written—July 14, 1992—the State of California has been without a budget for two weeks and efforts to confront the state's most threatening fiscal crisis in sixty years are not moving toward a promising conclusion.

The effects of a sagging economy on the Department of Parks and Recreation and the Railroad Museum are profound. Even the most optimistic outcome will result in the parks department losing about 10% of its staff. The Railroad Museum could suffer an even larger cut: nine permanent staff positions—25% of our workforce—could disappear as we do our part to help balance the state's budget. I believe the actual reduction will be less than nine, but we will lose some positions nevertheless, and none of us will know the final number until the budget is approved.

Uncertainty about the impacts all this will have on our Museum is the most difficult aspect of an already stressful situation. Staff morale is very low. Several of our long-time employees

literally don't know if they will have jobs. Other positions, like our public relations officer and a ranger vacancy, are already gone. Museum docents, normally optimistic about the future, are increasingly dispirited by our inability to plan from one fiscal year to the next. Anxiety is sapping our best energies.

The message in this is very clear: for at least the near future—and probably forever—the Museum will not be able to count on the availability of state funds for any more than a very basic level of program support. The state will provide money to maintain a minimum number of staff positions, pay the light bill, and keep roofs on the buildings, but that's about all. If we want anything more—more exhibits, more restored locomotives, more miles of track to run trains on, more special programs like the California Railroad Festival—we are going to have to find the money on our own. California state government is changing, permanently, and we can't count on the state to pay for everything our Museum needs.

Our Museum is going to have to be smart, energetic, and innovative to overcome the limitations of state government. The Railroad Museum must do more than survive in these difficult times; it deserves to thrive.

This is where the California State Railroad Museum Foundation comes in.

All successful governmental museums depend on non-profit organizations as vehicles to channel unrestricted outside support toward meeting museum needs. They support programs, provide staff, acquire collections, raise funds, and do a thousand other things that government finds difficult or impossible to do on its own. Excellent examples of how well this can work may be seen at the Crocker Art Museum, the California Museum of Science and Industry, the Smithsonian Institution, and dozens of other well-known museums. It has to happen at the Railroad Museum also. We will increasingly draw upon the Foundation as a means of insulating ourselves from the knocks and jolts of the state budget cycle, as the way to become freed from the limitations of hiring freezes and spending restrictions, as the means to our long-term success.

The future of the California State Railroad Museum depends on linking the stability and continuity of state operation with the flexibility inherent in non-profit support. By all working together we can do it. We must do it. ■

California Division Meets

Sept. 24, Thursday: Cen-Cal Division - Mini-Meet
Glen-Fed Bank, Ashlan & Blackstone Avenues,
Fresno, Bill Mekalian (209) 255-7447

Sept. 24, Sunday: Southern Pacific Division - 12
Noon, Brookhurst Community Center, 2271 W.
Crescent, Anaheim, Steve Latta (619) 745-5011

Oct. 2, Friday: Golden State Division - 7 p.m.,
Fammatre School, 2800 New Jersey Ave., San
Jose, Ken Shirey (408) 739-8526

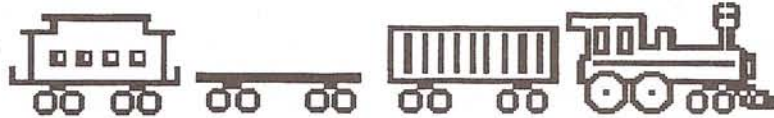
Oct. 3, Saturday: Sacramento Valley Division - 10
a.m., Sierra Two Center - Curtis Hall, Gene Knoefel
(916) 444-2100

Oct. 25, Sunday: Southern Pacific Division - 12
Noon, Brookhurst Community Center, 2271 W.
Crescent, Anaheim, Steve Latta (619) 745-5011

WELCOME TO THE NEW
MEMBERS WHO JOINED
AT THE JULY AND
AUGUST MEETS

Bruce Alberti
Wayne Bredenkamp
Randall Giroux
Eric Halualani
James R. Hayden
Jack Jefferies
Gene Pranzo

*REMEMBER: EACH
MEMBER SPONSOR
A NEW MEMBER.



ITEMS OF INTEREST

ALAN LITT, TREASURER, is starting a SWD Yellow Page Business Directory for members to list their businesses. The order form has been mailed to the membership regarding this project.

BILL CORSELLO, DIRECTOR, is looking for volunteers to setup the John King Memorial Cocktail Party for Friday evening, November 20, 1992 before Cal-Stewart.

TOY TRAIN HISTORICAL FOUNDATION is selling a Deluxe 6-unit WWI Army Train Set (30 pieces). Call 1-800-626-6225 for information.

TTOS NATIONAL OFFICE reports the 1991 Convention Truck Tractors are all sold out and no more orders can be filled.

ORANGE EMPIRE RAILWAY MUSEUM'S Fall Railroadiana Swap Meet will be Saturday, October 3, 1992 - 9 a.m.-2 p.m., 2201 "A" Street, Perris, California - (714) 657-2605. Admission: Adult, \$5.00; Child, \$3.00.

DIRECT ALL CORRESPONDENCE to PRESIDENT DAVE POWELL, 1458 North San Antonio Avenue, Upland, CA 91786 or telephone (714) 981-6950.

POSTCARD NOT RECEIVED?

If your attendance postcard has not been received by Thursday before the meet, please contact Dave Nissen at work (818) 303-9308; or at home (714) 593-4483.

CHANGE OF ADDRESS?

Please direct all changes to Dave Nissen who makes our labels and mails our "Limited" and meet postcards. He can be reached at (818) 303-9308 or (714) 593-4483.

FOR INFORMATION REGARDING NATIONAL ITEMS, call the national office (818) 578-0673.

1992 CAL-STEWART CHAIRMEN

General Chairman
 *Jerry Blaine
 (714) 860-1952 H
 (818) 795-4386 W

President
 *Dave Powell
 (714) 981-5950

1458 North San Antonio Ave.
 Upland, CA 9178

Pre-Registration
 *Bruce Lazarus
 (818) 225-1710 H
 (818) 998-8550 W

Hotel
 *Gary Keck
 (818) 842-3330 W

Souvenirs
 *David Weiss
 (818) 704-1200 W

Registration
 *Jon Sirugo
 (818) 303-3284 H

Caps and T-Shirts
 *Alan Litt, Treasurer
 (818) 501-4285 H
 (818) 763-2255 W

Raffle and Prizes
 *Roy Bell
 (818) 222-4151 H
 (818) 984-2128 W

Tables
 *Sam Mattes
 (818) 347-4753 H

John King Memorial
 Cocktail Party
 Don Ladenberger
 (213) 467-0859 H

Signs and Printing
 *Calvin Smith
 (818) 243-4105 H
 (818) 792-6594 W

Auction
 *Vince Garguilo
 (818) 956-5396 H

Security
 Chuck Stone
 (714) 981-4949 H
 *Jim Ban
 (818) 447-2892 H

John King Memorial
 Raffle
 (Volunteer Needed)

Layouts
 *Walter Olson, Secretary
 (310) 821-2561 H
 (818) 708-6870 W

Brochure
 *Larry DuPont
 (310) 475-2337 H

Packing for Shipment
 *Bill Corsello
 (818) 447-3775 H

Display
 *Ed Harrigan
 (818) 335-7139 H
 *Bob Wall
 (818) 360-4727 H
 (818) 341-4414 W

Public Relations
 *Walter Olson
 (310) 821-2561 H
 (818) 708-6870 W

Procedure Manual
 Bob Seghi
 (805) 493-7761 H

Director Emeritus
 *Ralph Johnson
 (213) 933-3291 H

*Board Members

To Our Membership: As in the past, we are actively looking for people for assistants to our committee chairmen, please let us know if you can help. Although we realize that asking you to commit in advance is difficult, but if you will indicate your Anticipated status.

Name _____ Club Number _____

Address _____ City _____ Zip _____

Home Phone () _____ Office Phone () _____

I would like to help in the following area(s): Nov. 20, 21, 22, 1992

	Friday	Saturday	Sunday
Registration (Friday evening " " (Saturday morning)			
Auction (Saturday " " (Sunday)			
Security (Friday " " (Saturday " " (Sunday)			

Return to: 1458 North San Antonio Ave., Upland, CA 91786

1992 CALENDAR

FRIDAY, SEPTEMBER 11 MEET (evening)

5:30 P.M. Sellers setup
6:30 P.M. Buyers doors open
10:00 P.M. Auction ends
Machinist Hall, 2600 W. Victory Blvd.
Burbank, Victory X Buena Vista.
Setup with opaque cover, no newspapers
Snack shop open.

TUESDAY, SEPTEMBER 15 BOARD MEETING

6:30 P.M. Dinner --NO HOST
7:00 P.M. Board Meeting
Holiday Inn, 303 E. Cordova St., Pasadena
Members Welcome

SUNDAY, OCTOBER 11 MEET (daytime)

11:00 A.M. Sellers setup
12 NOON Buyers doors open

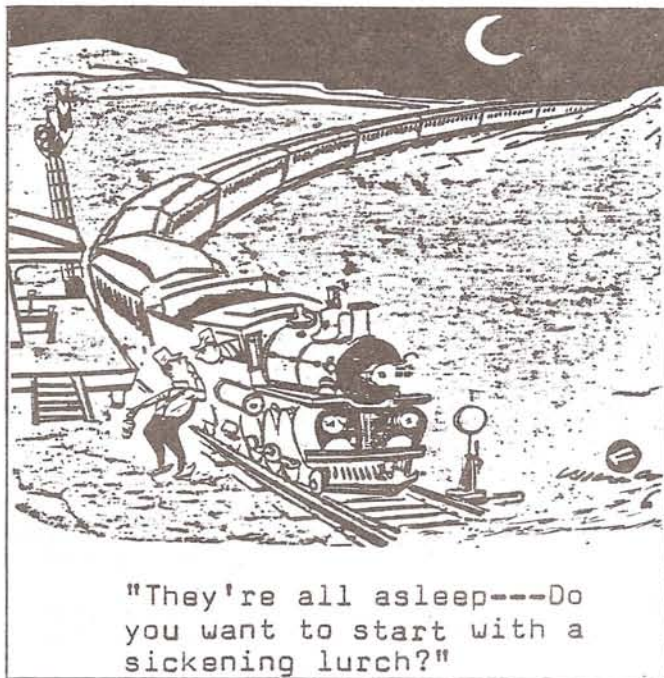
OCTOBER BOARD MEETING (TBA)

CAL-STEWART, NOVEMBER 20, 21, 22

John King Party, Friday, Nov. 20

CHRISTMAS MEET, DECEMBER (TBA)

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 91105-1998. (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. Thank you.



"They're all asleep----Do you want to start with a sickening lurch?"

Harry Altman's 1939-40 Scrapbook.
Sent in by Bruce & Hilly Lazarus.

Southwestern Division No. 1
Toy Train Operating Society

A Non-Profit Corporation
1458 North San Antonio Avenue
Upland, California 91786

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