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THE SOUTHWESTERN LIMITED



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GARY KECK
PRESIDENT

CALVIN SMITH
EDITOR

MERVYN LEW
PHOTOGRAPHER



President's Message

GARY KECK, President
1030 No. Hollywood Way
Burbank, CA 91505
(818) 846-3386
<http://www.toytrains.com/TTOS.html>

Hi Again

Here we are in the middle of summer. I hope everyone is enjoying the summer season, but if you want to improve the summer, then join all of us at the Member Appreciation Party, Saturday, August 26, 2000. The program is open only to current members and their immediate family. There will be plenty of food, sodas, train rides plus the camaraderie of your fellow club members all for the small price of \$ 3.00 per adult or children 10 or over. Please see page 3 to reserve space at our first ever summer member appreciation party. Space is limited, so reserve now so you won't be left out.

In my last letter, I told you that the new trailer would be ready in June. Well, that came true and if you were at the meet July 2, you would have seen the trailer parked at the entrance to the meet. Congratulations to Al Vierich and his crew. The trailer will be used at the National Convention. The portable layout program is now underway. Al can still use volunteers, so please contact Al or Sheila Blaise if you wish to help with the layout program. (See trailer pictures on page 4)

I want to thank all of you who paid their dues before July 5, 2000 and participated in the prizes. The names will be drawn at the Saturday, August 26 Member Appreciation Party. Winners will be notified and the names also published in the next the *Southwestern Limited*. Thanks to you all for paying your dues.

To those of you who have not yet renewed your membership, please note this will be your last issue of the *Southwestern Limited*. Take time now to renew your membership for only \$20. Yes, only \$20! The Board voted at the July meeting to not charge a \$5 late fee for membership renewals. So, renew your membership now!

The All Day Meet is just around the corner on Sunday, September 17, 2000. This should be a super meet with so many tables and plenty of room for all to enjoy. Sellers should sign up in advance to insure that they get the necessary tables. The entire meet will be in the first floor of the Glendale Civic Auditorium. See the flyer on page 5 of this *Limited*.

Cal-Stewart is coming November 10- 12, 2000. Mark your calendars for what promises to be one of the best Cal-Stewarts. All the major manufacturers will be present; there will be a special Saturday night auction plus the regular auctions and the famous King Cocktail Party. A great weekend coming up!

I am looking forward to seeing all of you at the party on Saturday, August 26!

Happy training

A handwritten signature in black ink that reads 'Gary'. The signature is stylized and cursive, written over a light-colored background.

Gary



**Now Catch the Red
Line in North
Hollywood!**
See article on page 10

**Check out
TTOS National
Convention
See pages 2 and 16
You can still register
at the door.**

**All Day Meet
Sunday, Sept. 17
Get your
Pre-reserved
Tables Early
See page 5**

DON'T MISS THIS BOAT!!!



TOY TRAIN OPERATING SOCIETY NATIONAL CONVENTION JULY 31 - AUGUST 6, 2000

The 35th Annual TTOS 2000 National Convention will be held at the Queen Mary in Long Beach from July 31-August 6, 2000 and is hosted by T.T.O.S. Southern Pacific Division.

Members, refer to the *Order Board* and the *Bulletin* as well as the Convention Brochure to register at the convention. We anticipate that registration will easily exceed 1000 members from across the country and around the world. The trading hall is on the Queen Mary and just as large as the '91 convention.

Some tours are filled. Space is still available on other 1 and 3 day tours. See the Convention Brochure and the January *Bulletin* for details and check the the National Office at 626-578-0673.

Convention cars are still available but once they are gone, they are gone!!! The cars are in limited supply. Reminder: An American Flyer Crane car has been specially produced by Lionel for one of the convention cars. See *Order Board* for details or call the National Office at 626-578-0673 or check at the Registration Desk.

The welcoming party is an informal gathering that lets everyone get reacquainted on Thursday night, August 3rd; it will be held on the rear deck which overlooks the Long Beach skyline. Don't miss the silent auction and raffles at the welcoming party. J Keeley, Convention Chair, reports that they have special items for the auction and raffles. At press time, tables are still available for sellers but going fast.

Saturday night, August 5th is more formal with the banquet and live auction in the Queen's Salon. This is always a very exciting aspect of each convention and will offer very unique one-of-a-kind items.

The convention brochure arrived with the March *Bulletin*. Both the February and April *Order Boards* have a convention "questions and answer" section.

SELLERS, PLEASE NOTE! Bring your own dollies to unload and load your items. The loading dock will be open all weekend for 1, 2 or 3 day sellers. ALSO, the Trading Hall will be open to the public on Sunday, August 6, 2000 from 11 a.m. to 4 p.m. Public admissions are \$5 per person (adults) and \$2 for those aged 6-12, under 6, free. The Trading Hall will feature 350 tables for table sales, displays by major toy train manufacturers, historical displays and operating model railroads! For more information, check out the web site, www.amer-eagle.com/ttos2000

YOU CAN REGISTER AT THE CONVENTION!!!

Advertising available: Call Calvin Smith (626) 792-6594. Single business card—\$30.00 for 6 issues; Double business card—\$60.00 for 6 issues; Quarter page (vertical or horizontal)—\$15.00 per issue; Half page (vertical or horizontal)—\$30.00 per issue; and Full page—\$60.00 per issue.

The *Southwestern Limited* is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS) and is published bi-monthly. To contribute articles, photographs and letters, mail to: Calvin Smith, Editor, 25 So. Fair Oaks Ave., Pasadena, CA 91105-1905, (626) 792-6594. Materials must be received by the first day of the month preceding publication. Original materials will be returned to the sender when return postage is enclosed. Thank you.



**Toy Train Operating Society
SOUTHERN PACIFIC DIVISION
ANAHEIM, CALIFORNIA**

TRAIN MEET

**SUPER AUCTION - GREAT RAFFLE
OPERATING LAYOUT- SNACK BAR**

1999 MEET DATES

JAN 25	JULY 25
FEB 28	AUG 22
MAR 28	SEPT 26
APR 25	OCT 24
MAY 23	NOV 21
JUN 27	DEC 19



For Information
Call Steve Latta (760) 745-5011
or Jean Fletcher (310) 949-8290
<http://www.tinkusa.com/ttos/>

ADMISSION: \$3.00 Single • \$5.00 Family

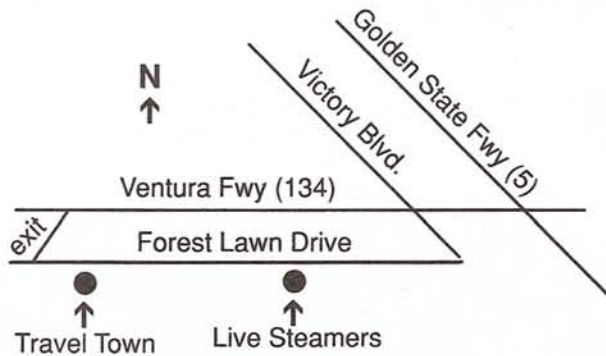
**Public Invited
1pm to 4pm**



Come to the
**Southwestern Division Summer
 Member Appreciation Party at the
 Live Steamers in Griffith Park**

**Three Trains Running for Viewing & Riding
 Hamburgers, Hot Dogs, Chips, Sodas & more
 Free Prizes**

**For Dues Paid SWD Members and Family only
 Children must be supervised at all times**



Take 134 Freeway between I-5 and Hollywood Freeways. Westbound Exit Forest Lawn Drive. Eastbound Exit Victory Blvd. Follow signs to Travel Town and Live Steamers (Live Steamers are east of Travel Town).

— Limited Space —
 — Reservations Required —

**Saturday, August 26
 11 a.m. to 4 p.m.
 \$3.00 per person**

Children under 10 are free

**Griffith Park Live Steamers
 (on Forest Lawn Drive, beside Travel Town)
 Free Parking in lot by Live Steamers**

Please Note: No train sales at this social -- Park prohibits sales

RESERVATION FORM--Live Steamers SWD Social--Reservations Required

Name _____ TTOS # _____

_____ No. of Adults & Children 10 & Over @ \$3.00 each \$ _____

_____ No. of Children Under 10 Free \$ _____

TOTAL \$ _____

Make your check payable to TTOS SWD and mail with your completed reservation form to:
 Carol Nissen, SWD Bookkeeper, 25 W. Walnut Street, Suite 308, Pasadena, CA 91103

Your tickets will be held at the gate.

Southwestern Division Welcomes the Layout Trailer!



“The Layout Trailer has arrived,” announced Al Vierich and Sheila Blaise, Layout Co-Chairs. The fourteen-foot fully enclosed charcoal gray cargo trailer features extended tandem axles and surge brakes. It is capable of handling up to 7,000 lbs. of cargo.

The first show trip with the layout will be to the TTOS National Convention at the Queen Mary July 31-August 6, 2000.

Designed 6 inches taller than standard, the trailer height is 6 feet 6 inches at its lowest point and 7 feet in height at its center, the highest point, so the layout crew can stand at full height to work in the trailer. The entire back panel folds down into a ramp for ease in loading and unloading, plus there is a side door.

The inside will be finished to accommodate 2 large layout carriages. In addition, 4 ft. and 5 ft. shelving will be installed at different heights to accommodate mountains and trestles.

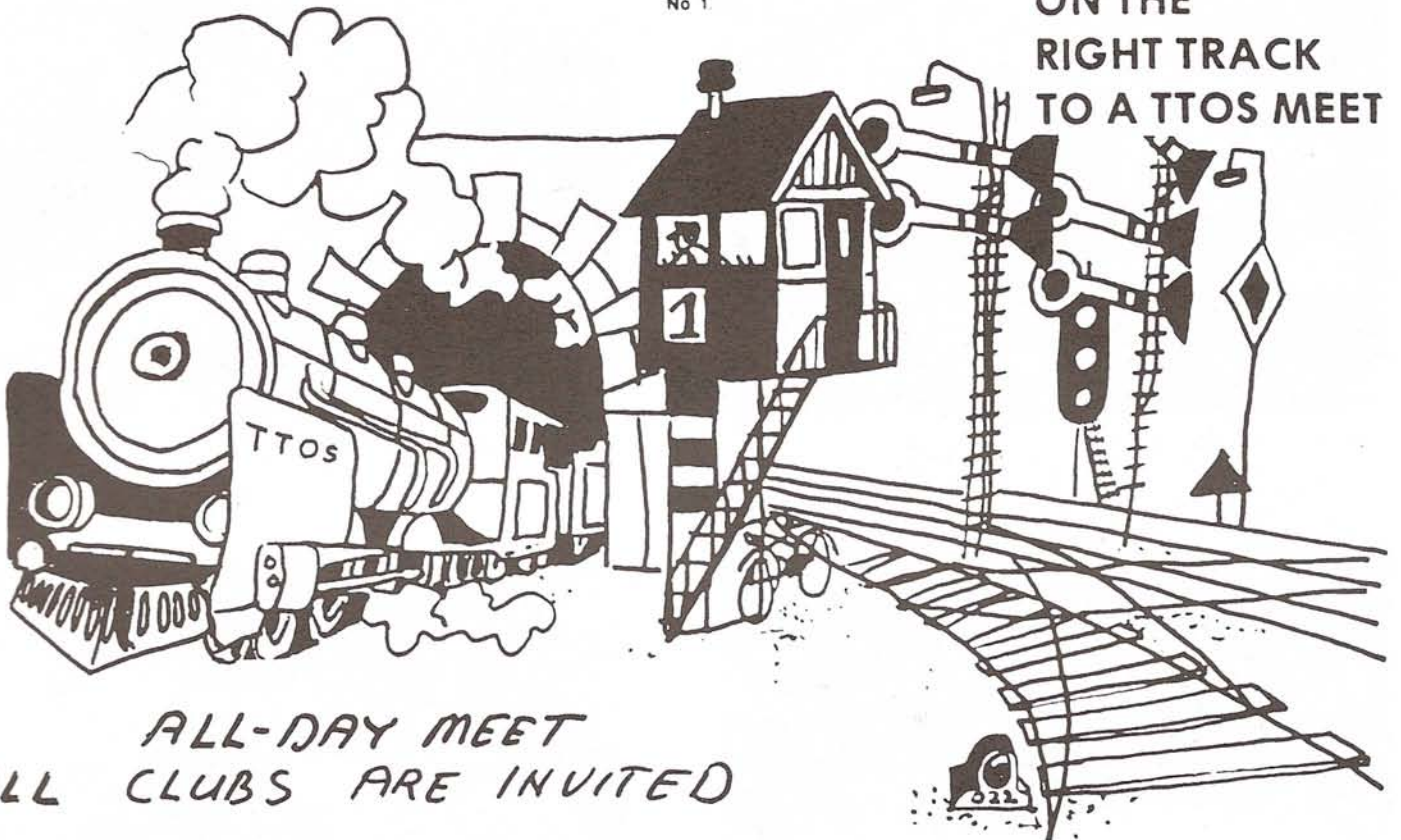
When fully developed, the Southwestern Division Layout will be 16 feet by 34 feet. More wood panels need to be prepared. If you enjoy working with wood and could assist in building panels to the layout specifications, call Al Vierich at (818) 347-1818 or Sheila Blaise at (323) 467-8317.



Toy Train Operating Society

SOUTHWESTERN
CHARTER DIVISION
No 1.

ON THE
RIGHT TRACK
TO A TTOS MEET



ALL-DAY MEET
ALL CLUBS ARE INVITED

SCHEDULE

Sellers Setup*	9 am
Train Club Members*	10 am
*Show parking ticket for 5 free drawing tickets	
Public/\$4, under 12	11 am
free with parent	
Super Drawing	1:45 pm
Auction	right after drawing

Sunday, September 17, 2000 ALL DAY TRAIN MEET

- ☛ Table Sales — Repair Clinic — Parts
- ☛ Operating Layouts — Expanded SWD & Orange County Trackers & Others
- ☛ Super Drawing including Lionel 2321 Virginian
- ☛ Videos — Books — Snack Bar
- ☛ Work Train Display

UPPER LEVEL GLENDALE CIVIC AUDITORIUM

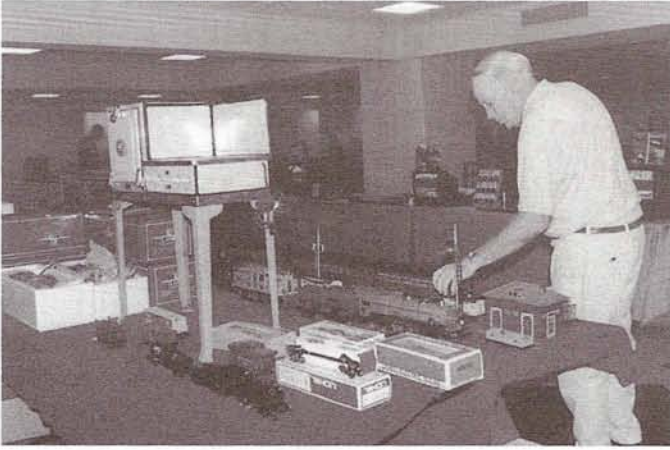
**1401 N. Verdugo Road, Glendale
(Entrance on North Side of Building)**

**Sellers: Unloading only on North Side of Building
Park in Structure on Right Side—Level Handicapped Parking**

**120 Tables at \$10.00 each—Buy 5 and get 1 Free
For Pre-Reserved tables call Sam 818-347-4753**



SCENES OF THE JUNE MEET



Jerry Blaine checks his table of pre-war items



Reuter's tables full of trains



More trains for sale



A variety of items for sale



Can you name this toy?



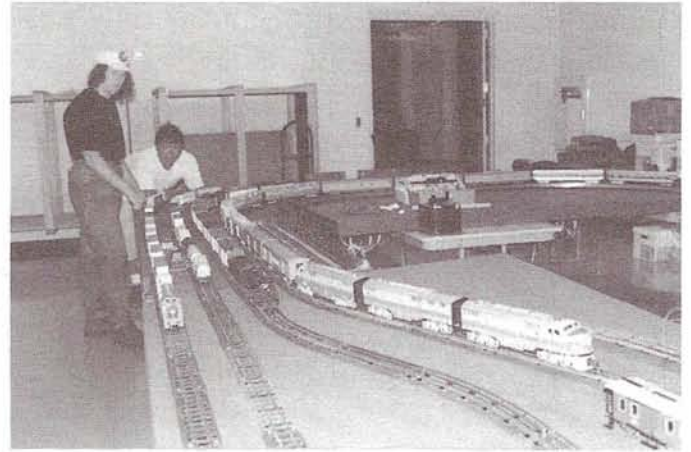
Lots of tables around the Hall

JUNE MEET



Lloyd Burland's Command Control Layout

The Southwestern Division Layout (r) going strong with four tracks. Note the two layour carriages for trailer storage in the background on the lefthand side.



The Southern Pacific Division of TTOS has the following items available (l to r): Marx diner, MTH pre-war box car, K-Line S.P. business car, and Lionel S.P. Overnight Merchandise Service cars (5 car set). All items limited production.



June Winners



Larry Kirk
Cal-Stewart Reefer



Steven & Terry Johnson
Cal-Stewart Mobil Car



Jeffrey Cohen
Lionel Leigh Valley
Hopper



Brian Gallegher
TTUX with Transfer

More June Winners



Bill Gebrecht
Johnson Wax car



Eddie Baggish
Lionel Sentinal Car



Zachary Zigmund
Lionel Burger King
Engine



Richard Sutherland
Collectable Calendar



Angel Ingoio
Macy's Gift Certificate



Collette Wardin & Child
Macy's Gift Certificate



Cheryl Blaza
Camera



Pat Andrews
See's Candy Gift
Certificate



Vickie Zachary
Reader's Digest Volume
of Condensed Books

CAL-STEWART 2000 DISPLAY SEEKS THEME ITEMS

Cal-Stewart Theme Display Chairman, Hollis Cotton, has announced that the theme for the display at Cal-Stewart Nov. 10-12, 2000 is "Origins of the Hobby."

Hollis and his assistant Larry DuPont would like to have all Pre-World War I Era toy train manufacturers represented, including trains and paper items.

Your help and assistance is most urgently requested for this significant display of the early years of our hobby.

Please phone Hollis at (818) 781-4910 if you have items to place on display or information about Pre-World War I Era toy trains and manufacturers.

July Winners

(photos by guest photographer Phyllis Smith)



John Parker
Lionel Automobile Carrier



Don Stotts
MLR Tank



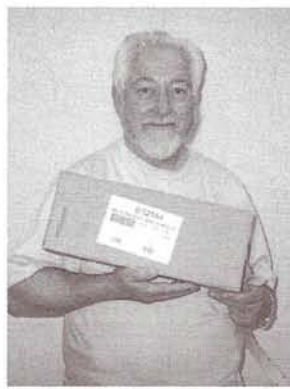
Bill Schmidt
Lionel Elephant Car



Frank Alabart
Crane and ATSF Work
Caboose



Michael Donovan
Lionel 2056 Steam Engine
with tender



Lloyd Burland
MLR Reefer



Joan Cheeley
Macy's Gift Certificate



Lily Mattes
Macy's Gift Certificate

The Train Doctor's Cures & Remedies

Courtesy of the Niagara Frontier Division via the Buckeye Division

Wiring your layout requires as much patience as know how. It is best to solder as many connections as possible especially those that will be in inaccessible spaces. When soldering always use rosin core solder. Do not use acid flux or acid core solder as it will cause electrical connections to fail due to its corrosive nature. Its use is limited to non ferrous metals and should never be used in electrical work.

When oiling rolling stock wheels, pay attention to the wheel surfaces and remove any gunk build up. Use alcohol solvent to clean up. Then lubricate only the axle.

When servicing steam locomotives, be sure to check and lube connecting rods, main rods and valve gearing. Check alignment of rods to insure that they do not interfere or bind.

The Red Line Extended to North Hollywood

Southwestern Limited Editor Calvin Smith and wife Phyllis took advantage of the recent free rides inaugurating the opening of the Red Line between Union Station and North Hollywood. Utilitarian but comfortable cars speed through the tunnels at 60 miles per hour with the run from Universal City to Union Station under thirty minutes, including stops along the way to unload and load passengers. In 25 to 50 years, will the Red Line and Blue Line appear on model train layouts????



Part of the line above ground waiting at the Universal City station to catch the free Red Line to Union Station. Stops along the way included a transfer point for the Blue Line to Long Beach and a transfer point for the Westbound Red Line under the Wilshire Blvd. corridor. The street level crowd represents about one-fourth of the large crowd waiting for the Red Line; the other three-fourths are under ground



Beginning the three-story descent to the boarding tunnel. Escalators, elevators and stairs efficiently move riders down to the tracks. Many clean up personnel were on duty keeping the facilities spotless.



Middle left picture: the crowd waits beside the track for the cars to arrive.

Middle right picture: a rider walks beside a waiting car, hoping the "No Riders" sign will change to allow boarding.

Lower left picture: some of the wonderful mosaic artwork found in the lower level waiting areas at the Universal City station. These mosaics depict early California history, with emphasis on southern California and the Los Angeles basin.



CAL-STEWART MEET

PAID GUEST REGISTRATION FORM

NOVEMBER 10-12, 2000

LARGEST TOY TRAIN MEET WEST OF THE MISSISSIPPI

I.....have registered for the Cal-Stewart Meet. It is my intention to invite, pay for and sponsor.....as my guest for the Cal-Stewart Meet. I hereby state that I will be entirely responsible for his/her actions and will act in behalf of my guest, in accordance with the signed security agreement below, as if his/her actions were my own. I agree to be financially responsible for my guest and personally responsible for his/her behavior.

SPONSOR'S SIGNATURE.....DATE.....

SPONSOR'S:

Name.....Home Phone.(.....).....Club.....

Address.....Member Number.....

City.....State.....Zip.....Day-time Phone.(.....).....

GUEST

FIRST NAME _____ MI _____ LAST NAME _____

STREET ADDRESS (No. P.O. Boxes) _____ PHONE (_____) _____

CITY _____ STATE _____ ZIP _____

TTOS NUMBER: _____ IF NOT IN TTOS, WHAT IS YOUR CLUB AND NUMBER _____

Your spouse & your children **under the age of 21** are admitted free. Other guests who accompany you are welcome at the regular fees but are NOT allowed to buy or sell. Write Carol Nissen for guest registration forms.

Guests are not allowed to sell.

CLEARLY PRINT YOUR NAMES AS YOU WOULD LIKE THEM TO APPEAR ON YOUR NAME BADGES.

NAME	AGE	SEX	NAME	AGE	SEX
Self _____			Child #2 _____		
Spouse _____			Child #3 _____		
Child #1 _____			Child #4 _____		

I hereby agree to be bound by the rules of the Toy Train Operating Society and the Cal-Stewart Meet in regard to buying, selling, ethics and behavior. I further agree that in the case of a dispute, the decision of the Meet Chairman, or an impartial referee appointed by the Meet Chairman, shall arbitrate the matter and render a binding decision. I shall, upon the direction of the Meet Chairman, in the case of a disputed sale, refund the buyer's money.

Signed X (GUEST) _____ Date _____

Please note that the deadlines for registration are for the date we receive your registration and not the postmarked date. You can save money by registering early. Please fill out the columns below, indicating your fees, and the quantities and costs of your souvenirs. Mail registration deadline is Oct. 30.

Early Bird registration received by Sept. 30 is \$30.00
Regular registration received after Sept. 30 is \$35.00
No mail registration accepted after Oct. 30.

\$ _____

Union Pacific Auto Carriers @ \$62.95. How many? _____

\$ _____

California deliveries add \$5.19 Sales Tax per car.

\$ _____

Shipping \$6 first car; \$3 each additional car.

\$ _____

Total Enclosed

\$ _____

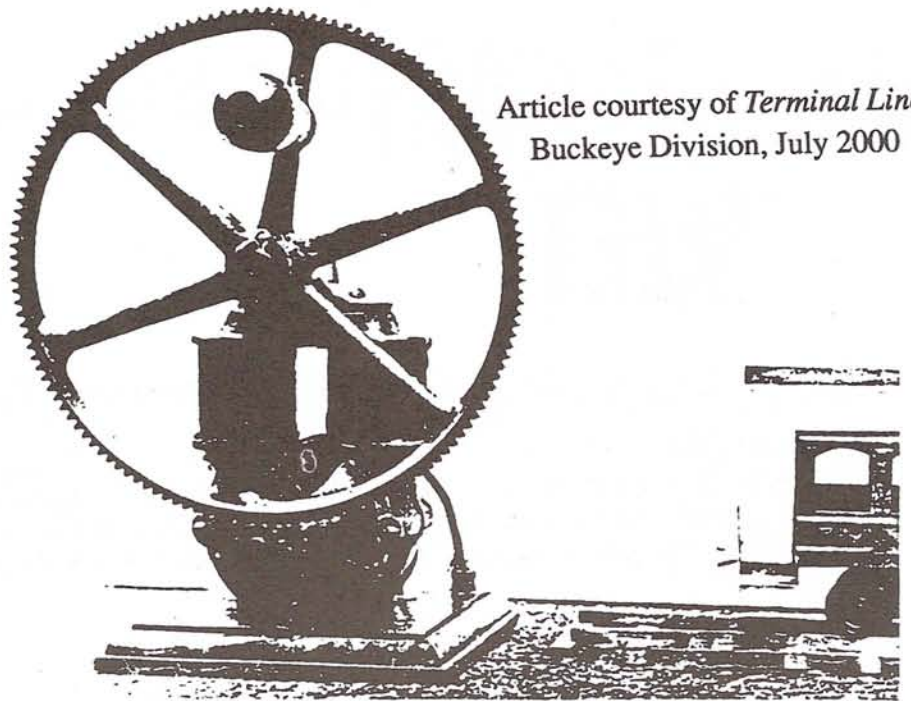
DO NOT SEND CASH. PLEASE MAKE CHECKS OUT TO T.T.O.S., S.W. DIVISION AND MAIL TO: CAROL NISSEN, PRE-REGISTRATION, 1102 BEAVER WAY, LA VERNE, CA 91750. CONFIRMATION BY S.A.S. POSTCARD ONLY. YOUR CHECK IS YOUR RECEIPT. PICK-UP YOUR BADGES AT THE REGISTRATION DESK WHEN YOU ARRIVE. THANK YOU.

FOR OFFICE USE ONLY - DO NOT WRITE IN THESE BOXES				
REGISTRATION NO.	CHECK NO.	CHECK AMT.	DATE RCVD	
TABLE	ELECTRICAL	CAR	TAX	SHIPPING

The First Use of Electricity to Power Toy Trains

by DICK HOPKINS

Article courtesy of *Terminal Lines*
Buckeye Division, July 2000



IT IS DIFFICULT for most collectors today to realize what a magical thing "electric power" was before and around the turn of the century. The home blessed with electric lights was the exception, rather than the rule, so the problem of actually providing the electricity to run the first toy novelties was solved by a variety of "do it yourself" devices.

The first toy electric trains were advertised under the heading of scientific toys along with the main title of electrical novelties and experimental apparatus which appeared in the first Carlisle & Finch Co. catalog of 1898. Actually the company had been producing "Electric Railways" since 1896! After their introduction of electric toy trains to America, it was about eight years before they had any competition in this field. Therefore any lucky owner of a toy electric train had no choice but to try and follow the directions outlined by C & F who strongly suggested the best way of supplying current to the rails was through the use of wet batteries. The owner of any of the items made by C & F had the distinct challenge of assembling an aromatic mixture of zinc-carbon elements and chromite, dissolved in a quart of water.

In those days the hobbyist-alchemist eagerly pursued the task at hand. He would be rewarded with the spark of train life *only* if he followed directions and inserted the zinc carbon strips into the jelly glasses or tumblers, in the correct manner with the correct proportion of chromite to water and the correct wire hook up. Then and only then, would the crackling blue white sparks fly when the drivers started to turn and the obnoxious (but sweet) odor of ozone gas fill the room. This was excitement, the likes of which no modern railroader could ever experience.

Of the four American manufacturers that made 2 inch gauge 2 rail track, C & F was unique in that they were the only company that did not make sectional track, however this feature was introduced ten years later as a specialty item. The standard rails were long thin strips of steel inserted into slotted wood ties, which enabled the miniature railroad buff to construct the trackage much like the real railroads, plotting curves and straight runs as he progressed, tie by tie. As a small child I can remember my father laying track, hour by hour, day by day, laboriously following chalk lines on the basement floor, making sure that the large curves were as smooth as possible and using the minimum number of track connectors to insure a long unbroken flow of current. He used an old Lionel transformer which was simply plugged into a light outlet, and original C & F switches which were manually operated. This type of operation was pretty luxurious compared to the early days in 1908 when he lived on a ranch near Claremont in Southern California. In those days inside house lighting was furnished by coal oil lamps, outside plumbing supplied by the "chic sale", Saturday night baths were taken in a galvanized iron tub with water heated on a wood burning stove. The common means of transportation were horse drawn buggies and wagons, for automobiles were still a novelty made for the rich and horses reared up at the occasional approach of these vehicles, sometimes causing a runaway or death as was the case with my Grandfather's sister.

At any rate my dad would go down to the local "bike shop," auto supply shop, later dignified by the French name, "garage" and relieve the owner of the dry batteries that had been used in automobiles to energize the spark coils, thus making

the engine easier to crank by hand. These batteries still had enough voltage, when connected in series, to run the brand new #34 4-4-2 loco which C & F introduced that year. (1908) I'm sure that never in his wildest dreams did it occur to him that he would be using the transformers and rectifiers that are in common use 65 years later.

A few years after the turn of the century C & F introduced the use of dry cells when they casually mentioned something to the effect that the efficiency of the motors had achieved a zenith whereby a dry battery could be used; any battery in fact; except a gravity battery, (whatever that is) What they didn't tell you was that the efficiency of the motor wasn't quite up to par with what some might define as "efficient," at least this being the case for the early two pole armature motor. This was especially pointed out to me upon viewing the performance of the #2 double motor trolley of 1898. That's right, I said two motors! This 12 inch long brass "Electric Railway" car has motors with only two pole armatures in contrast with the later improved three pole type. (see photo) The little four wheel no. 1 trolley and no. 3 coal mining loco had the same motor. Perhaps the thinking behind the double motors instead of one, was that there would be no "dead centering" so the car would not require a push to get started. In theory this might be true; in practice, it didn't always work out.

Another example of early promotional schemes of C & F in introducing these electrical wonders to society was the use of the words "Electric Railway" which they affixed to all their trolleys and coal mining locos by the paper label method. Even this label appeared on the passenger cars that go behind the early #4 0-4-0



steam type loco, leading some collectors to speculate that the car may be a trolley trailer or body to a #2 trolley . . . which it is not.

In 2 inch 2 rail operation the current was transmitted through the rails to the insulated cast iron (or brass) wheels, which served as the "pick up." The very early locos and trolleys employed the friction belt drive system, which quite often left a little bit to be desired. Between the unevenness of the cast iron wheel's running surface, the dust and dirt (and sometimes rust) on the track and wheels, also the slippage of the belt drive (even with a steady flow of current) one might be almost overjoyed when the little "Electric Railway" actually would take off in a trail of sparks and smoke and magically propel itself down the track.

One of the great innovations that took place in 1899 was the change over from belt drive to double reduction brass gearing. Evidently C & F did not want to hinder the sales of their belt drive models because no special mention of this event was formally made in their catalogs . . . although a testimonial from Charles D. Wright exhorts the great improvement of this new method of connecting the motor to the axle and the 1900 catalog refers to the power transmitted to the wheels by means of "double reduction spur gearing with accurately cut teeth" on the #4 loco and coal mining loco.

As mentioned earlier, in the 1890's and early 1900's most of the owners of electric trains operated them from wet batteries. If you were one of the lucky "rich kids" with house current, then you could run them from direct electric light current by following the diagram and instructions in the catalog. This showed two glass jars about two quart capacity, three fourths full of a mixture of water and sulphuric acid, with two sheet lead plates in each jar, hooked up to the track and 110 volt electric light circuit with special caution to cut only one strand of the lamp cord and connect the wires *exactly* as shown.

After the turn of the century the transition from wet cells to dry cells was gently but firmly pushed, (who wants to mess around with all those smelly old chemicals) Practically every "Electric Railway" set was offered with from four to twelve dry batteries. Besides batteries, C & F now offered many other devices, geared to supplying current for operating toys, miniature lamps, incandescent lamps, and any electrical experiments the enthusiast may wish to conduct.

Among the more sophisticated hand powered dynamos C & F manufactured was the number 7-S, a more refined model of the original number 7, which appeared around 1897. They claimed that this 1900, \$9.00 model would give twice as much electricity as the number 7, priced at \$6.50. It was capable of giving from 10 to 20 volts, depending upon how much you exercised your biceps to turn the geared wheel. I had the rare opportunity recently to turn the wheel of time back 75 years when this dynamo shown in the photo was hooked up to the strip steel track in preparation for the first test run of the #2 trolley car. At first the wheel was very easy to turn, then the current took hold and I could feel the resistance build up. As I kept grinding away it built up power until, much to my astonishment, the trolley jerked forward, then the initial resistance peak had been reached and it was a little easier to turn the wheel once the trolley had begun to move. This may sound silly, but it was quite a thrill to control the trolley's speed by one's own physical force converted into electricity. Perhaps I captured a small bit of that excitement that was cast years ago when the uninitiated witnessed this electrical spectacle for the first time.

In addition to the hand power dynamo and water power plant that was available in 1898, C & F brought out a hydro electric dynamo, 20 to 300 watt dynamos, a large assortment of gas engines combined with dynamos plus a steam engine and 75 watt dynamo. They also produced dynamos and magnetos for igniting gas

engines, which seemed to be a common source of trouble in those early days. Probably the most unique dynamo they produced was their "Complete Water Power Plant". They claimed that electricity could be obtained at no expense, the amount of water used being so small that it costs nothing. The generator turbine was powered by water from a hose attached to the faucet. With 50 pounds water pressure enough current could be produced (8 to 10 volts) to propel the #1 or #2 trolley or the coal mining train. Evidently C & F may have received some complaints when some disappointed hobbyist hooked up the #4 loco and two or three cars to the water power plant with no results, for the 1901 catalog has the first warning that the dynamo is not powerful enough to operate the #4 loco AND cars.

In 1907 a new device was introduced to those who had electric light current in their homes. It's claim to fame was that it did away with all trouble and expense of renewing dry batteries; you guessed it, by modern definition, a transformer. The catalog stated that by merely turning the wooden knob on top of the cylindrical transformer, contact can be made with five different buttons inside the case, and five different voltages obtained between 10 and 15 volts. It also states that this low voltage alternating current will not injure the motors, although they will require more frequent oiling than when used with dry batteries. The price was \$7.00, 50 cents more than a shiny new #4 loco and tender.

When looking back to this era of electric trains, many collectors may feel that it's so long ago and remote that they cannot identify with it, but all things have a beginning and an end. When we understand some of the problems in the beginning, we can appreciate the hobby more. Although C & F ceased making toy electric trains in 1915, much to my surprise they are still very active in Cincinnati, Ohio producing all kinds of marine search lights for ships of all sizes, from small craft to battleships and ocean liners. How many collectors have a 1972 C & F catalog?

I have concentrated on C & F and their electrical devices because they were the first American company to get the ball rolling. Obviously other companies, such as Lionel, Voltamp, Marklin, Knapp, Howard etc. contributed much to the electrical scene also.

Sometimes one is apt to wonder if the joy and excitement brought by modern inventions that are nothing short of magic can possibly compare with the old time thrill of seeing an early car or train actually move along "all by itself".

☆☆☆☆

The following rules are subject to changes without notice.

PUBLIC RULES

1. All Public must register and pay before entering the meet hall. Under 12 admitted free with paid adult admission. You will be given a guest name sticker to wear at all times during the meet.
2. If you wish to join at the meet, you may apply your admission fee to the yearly Southwestern Division dues, prorated each quarter, fiscal year July 1 st through June 30th. You also need to **join Toy Train Operating Society** (our national organization). Information is available at the registration desk.

AUCTION RULES FOR PUBLIC

1. Card holder **MUST** pay cashier **IMMEDIATELY** before obtaining merchandise.
2. All Auction purchases subject to California State Sales Tax.
3. All items sold are as is with no refunds, no guarantees offered or implied by Seller or Auction Committee.
4. Please, as much as is possible, pay with cash.
5. Buyers may return bidders card as 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.
6. Do not write on Bidder's ticket.

AUCTION RULES FOR T.T.O.S. MEMBERS

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

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.
5. No parking at the entrance to the Civic Auditorium—Fire Lane.

REGARDING CLUB RULES

The Board of Directors appreciates the member's and public's cooperation in abiding with the above list of rules. The club rules are meant to protect the members and public and help the monthly meets run smoothly. If your 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. These Rules are Subject to Change without Prior Notice should the situation warrant such change

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

8th Cal-Stewart Car Announced

MTH Union Pacific Southwestern Transport Auto Carrier
featuring 4 Ertl 1957 black and silver Ford T-Birds

Production will be fewer units than 1999
so get your order in early!

Watch for Cal-Stewart Brochure in National publication
and full page Car ad in *Classic Toy Trains*

These Cal-Stewart Chairmen Need Your Help

Sam Mattes (818) 347-4753 General Chairman, Tables & Raffle Prizes	Larry Kirk (626) 358-1763 Registration on Site	Jon Pincus (818) 889-1005 Train Races, Demolition Derby & Pulling Competition
Jerry Blaine (909) 860-1952 King Party Chairman	Vince Garguilo (818) 956-5396 Auction	Hollis Cotton (818) 781-4910 Theme Display
Sam Mattes (818) 347-4753 King Party Drawing Ticket Sales	Gary Keck (818) 842-3330 Hotel, Souvenir Cars	Larry Pearson Day (818) 848-2653 Sunday Cleanup Eve. (818) 994-4890
	Walter Olson (310) 397-1751 Layouts	

To Our Membership: As in the past, we are actively looking for people to be assistant to our committee chairs. 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 _____ Club Number _____
 Address _____ City _____ State _____ Zip _____
 Home Phone (____) _____ Office Phone (____) _____ FAX (____) _____

I would like to help in the following area(s): **November 10, 11, 12, 2000**

	Friday	Saturday	Sunday	General Public
Setup (Friday 8 a.m. until done: Many last minute duties: taping and numbering tables, assisting dealer setup, etc.)				
Registration (Friday afternoon 2-7 p.m.)				
“ “ (Saturday morning 7:30 a.m. - all day)				
“ “ (Sunday 9 a.m.-3 p.m. PUBLIC)				
King Party (Friday Setup, drawing, serving, security)				
Auction (Saturday Regular (daytime))				
“ “ (Saturday Lot (evening))				
“ “ (Sunday Regular)				
Security (Friday)				
“ “ (Saturday)				
“ “ (Sunday)				
Cleanup Sunday 4 p.m. to 6 p.m.				

Return To: Sam Mattes, General Chairman, 7253 Pondera Circle, West Hills, CA 91307

TOY TRAIN OPERATING SOCIETY
SOUTHWESTERN DIVISION #1
A Non-Profit Corporation
Gary Keck, President
1030 N. Hollywood Way
Burbank, CA 91505
(818) 846-3386
Hot Line (818) 347-4753
<http://www.toytrains.com/TTOS.html>

BULK RATE
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PAID
LA VERNE, CA
PERMIT NO. 106

TIME DATED

TOY TRAIN SHOW

ABOARD

THE QUEEN MARY



SUNDAY AUGUST 6, 2000
11AM TO 4PM

ADMISSION: \$5.00/ADULT
\$2.00/CHILD UNDER 6 FREE

Talk to these Manufacturers

Lionel
K-Line
MTH
Atlas "O"
Bachmann
Industrial Rail
Marx

Meet Vendors From
Across the USA

See These Operating Layouts

Orange County Trackers
Citrus Empire O-Scale
Nissen Circus
Furlong S Gauge
San Diego 3 Railers
San Diego S Gauge
Southwestern Division O-gauge

100s of Tables of Toy Trains
Parts, Book's, Video's, etc.

Upcoming Meets

August —see pages 2
& 16

All Day September 17—
see page 5

October —Dark

Cal-Stewart Nov. 10, 11,
12 in Pasadena

Dec. 3 Christmas Meet
with Santa

Setup 10:30 a.m.
Members in 11:30 a.m.
Public in 12 noon

Glendale Civic
Auditorium
1401 N. Verdugo Road,
Glendale

Opposite Glendale
College
Between the
210 & 134, Exit the 2
at Mountain

We are doing special
promotions
and anticipate a good
attendance of sellers
and public

2 WAYS TO SAVE

BRING THIS COUPON ON AUGUST 6TH

AND GET:

\$1.00 per adult off admission to the Toy Train Show
& \$5.00 off admission to the new
"Ghost & Legends of the Queen Mary" attraction