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THE SOUTHWESTERN LIMITED



VOL. 20 SEPT./OCT.
NO. 5 2001

GARY KECK
PRESIDENT

CALVIN SMITH
EDITOR

MERVYN LEW
PHOTOGRAPHER

TTOS SWD RETURNING TO PICWICK FOR MONTHLY MEETS



President's Message

GARY KECK, President
1030 No. Hollywood Way
Burbank, CA 91505
(818) 846-3386

<http://www.toytrains.com/TTOS.html>

Hi

The picnic is upon us with a good time anticipated by all. In addition to our members, we have invited our friends from the Southern Pacific Division. I hope you will not miss this event. See pages 13 and 16 for details. Please let one of our Board members know how you felt about the picnic so we can determine if we want to continue the event.

One thing that has distressed me is the high number of members who have failed to pay their dues. The numbers are alarming. Your Board of Directors is trying hard to make the Southwestern Division a fun place to come and talk or trade trains. But there seems to be apathy towards the club. What are the problems that are bothering you? Please tell a Board member or myself about any concerns. We have addressed some of those concerns. Read on.

Areas of concern have been the parking charges and irregular schedule at the Glendale facility. The City of Glendale raised the rate to \$5 per car. Ridiculous. Up to now there has been no recourse, but I am proud to announce that we are going to leave Glendale Civic and return to the good old days at Pickwick in Burbank. The hall will be the same place we formerly held shows in the late eighties. There will be a separate hall for food across from the trading hall. And most important, FREE PARKING, with regular meeting dates. We are negotiating at the minute to return in December 2001 but at the latest January 2002.

(continued page 2)



Left to right, Bob Wall, Roy Bell, Jerry Blaine and Sam Mattes check out a Cal-Stewart Fire Station at the July Meet. Tables at the monthly meets have many interesting items.



Recently National T.T.O.S. President Jerry Price and Southwestern Division T.T.O.S. President Gary Keck met with Dean Bennett of *Classic Toy Trains* magazine to discuss how *Classic Toy Trains* serves the toy train hobbist. (Photo courtesy of Arlen Hurt.)

**LOOK FOR THE
2001 CAL-STEWART BROCHURE
IN THE SEPTEMBER TTOS
NATIONAL BULLETIN MAILING
Mail in Registration ends Oct. 30th**

President's Message Cont'd. from page 1

Look for future announcements or come to the September Meet (our last upstairs) and get all the information. There will be a special presentation about the new hall. Pickwick is located across from the Los Angeles Equestrian Center.

The Southwestern Division is the finest in TTOS. We must continue to work hard to maintain that status. Elections for new officers and Board members are around the corner. If you wish to run for an office or a member of the Board of Directors, just let Roy Bell, Sam Mattes or myself know that you would like to participate in the operation of the Division. Nominations will be taken from the floor at the October meet. The election results will be announced at the December meet. Please volunteer and get involved.

Cal-Stewart is November 16 through 18, 2001. We have instituted some minor charges to help cover costs. The most notable is the charge of \$5 for each registered adult attending the John King Memorial cocktail party. This promises to be one of the best Cal-Stewart meets in recent history. Register early and don't get left out. Registration is still \$30 until October 30, 2001. Then registration is \$35 at the door. So, don't get left out. Register early.

I hope to see everyone at the September meet.

Gary Keck, President

Color addition courtesy of Calvin and Phyllis Smith.

YOU ARE WELCOME TO OUR MEET!



*2001
a
Train
Odyssey*

Toy Train Operating Society
SOUTHERN PACIFIC DIVISION
ANAHEIM, CALIFORNIA

TRAIN MEET

**SUPER AUCTION - GREAT RAFFLE
OPERATING LAYOUT- SNACK BAR**
2001 MEET DATES:

JAN. 28	JULY 22
FEB. 25	AUG. 26
MAR. 25	SEPT. 23
APRIL 22	OCT. 28
MAY 27	NOV. 25
JUNE 24	DEC. 16



For information
Call Brian Fields (714) 821-9966
or visit our web site at
<http://www.linksusa.com/ttos/>

Primary St
MEET LOCATION
(Map not to scale)

Brookhurst
COMMUNITY CENTER
2271 W. CRESCENT
ANAHEIM, CA
Crescent Ave.

Public Invited
12:30pm to 4pm

ADMISSION: \$3.00 Single • \$5.00 Family

RAIL YARD CONFUSION

By TOM NELSON

from *Wheel Clicks*, July 2001, published by Pacific Railroad Society, Inc.

The former Southern Pacific (SP) railroad yards, which were located at the northerly edge of downtown Los Angeles and west of the Los Angeles River, have been in the news recently because of real estate development proposals. In reference to these three yards, several names have been used, leading to some confusion as to which was where. The answer appears to be as follows.

Beginning in 1877 Southern Pacific's station in Los Angeles, with a long, narrow, wooden depot, was along the west side of N. Spring St. (formerly San Fernando St.) and north of College St. It was known as River Station. Extending northeasterly from the station was a long yard between N. Spring and the foot of the bluff below N. Broadway, extending to the vicinity of the N. Broadway Bridge crossing the L.A. River. This large area was River Station Yards, also referred to later as the SPT Co. Main Freight Yard and by SP employees as the Cornfield. The latter name seems to be the one most frequently used today. Supposedly, it originated from kernels of corn, dropping from hopper cars en route to the nearby Capitol Mills, which sprouted into cornstalks.

Under or just north of the Broadway Bridge was a small yard known as The Links. This served the purpose of assemblage or receiving of freight cars being interchanged with the Santa Fe Railway. North of The Links, between the hills of Elysian Park and the L.A. River, considered to be "around the bend," was SP's Midway Yard. This compact yard received the moniker Bulking Yard from SP employees, because in earlier years a bulking existed on the site. A few years ago the site was a temporary storage area for Metrolink track-structure materials. [Info. mostly from Darrell Brewer, Donald Duke, Bill Myers, and Jim Walker]

PARK LANDS NEAR LOS ANGELES RIVER

On May 14, Gov. Gray Davis approved \$35 million to buy an abandoned 32-acre rail yard near Chinatown, known as the Cornfield, and also \$5 million for clean up, so that the site can be turned into a park. The parcel of land, nestled between the Los Angeles River and Chinatown on North Broadway, was put up for sale in 1991 and acquired by Majestic Realty in 1997. State Sen. Richard Polanco will present a bill for the funding to the legislature, which will address the issue in July.

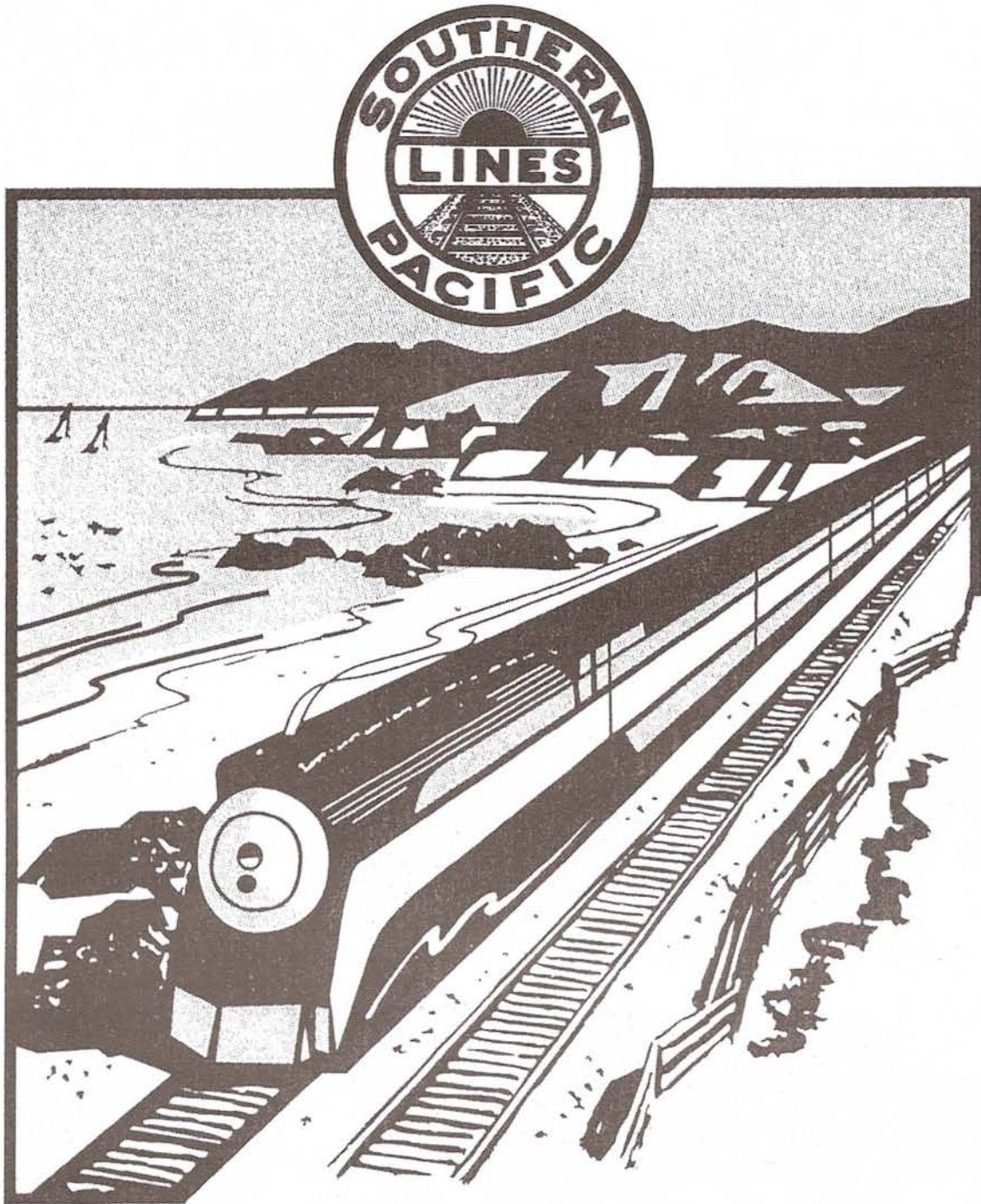
Polanco called the property a "significant piece" of a much bigger vision of preservation and open space along the L.A. River. "Today, the beginning of the Cornfield, tomorrow the beginning of Taylor Yard," he said, referring to the 100-year-old former rail yard along the L.A. River that has also been embroiled in a debate-park proponents want two miles of river frontage, soccer fields, picnic areas and wildlife habitat.

FOR A TOUR OF ONE OF THESE YARDS, SEE PAGE 12.

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.

CAL-STEWART DISPLAY



It is time to start planning this year's display and we need your help. We are looking for all things Southern Pacific including real train items as well as toy trains. We especially need graphic items such as posters, advertisements, route maps, etc. All items used in the display will be fully insured and under the watchful eyes of a guard at all times.

Have any unique S.P. items? Please contact: Hollis Cotton at (818) 246-0671 or Bob Finan at (310) 397-2640.

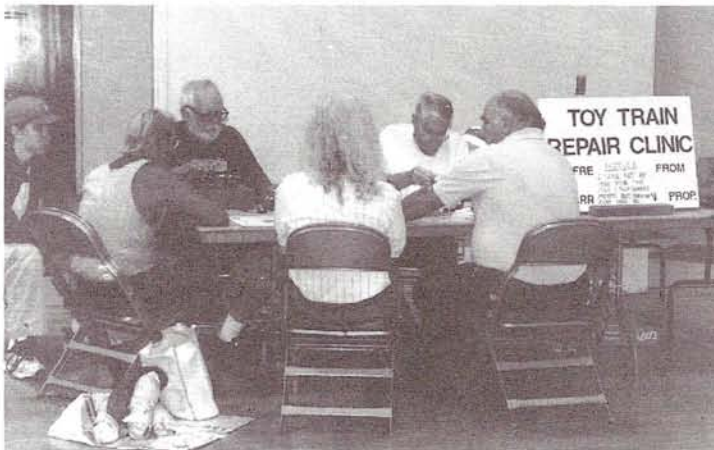
SEEN AT THE JUNE MEET



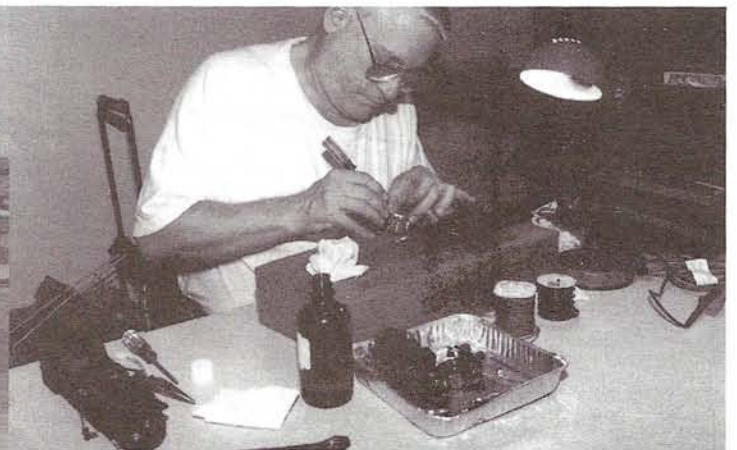
Left, vintage train with vintage U.S. 48-star flag



Auctioneer Vince Gargulio with Don Ladenberger prepares to auction a number of items.

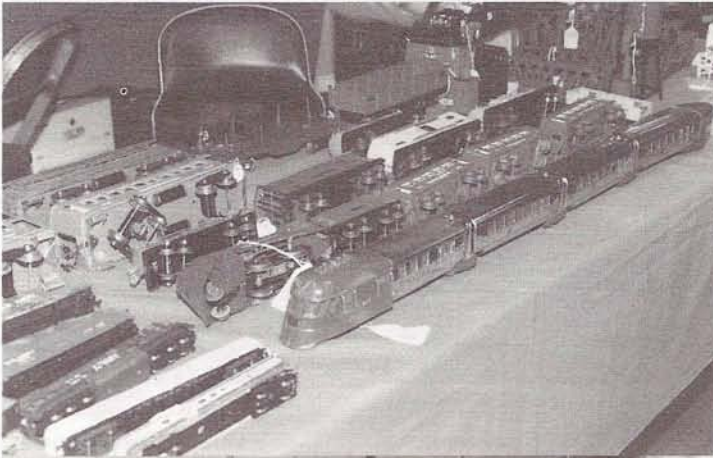


Larry Pearson offers the popular Toy Train Repair Clinic at most of the monthly meets.



Tables loaded with fascinating trains and train related items at the June Meet.

More of the June Meet



More Tables in pictures above.

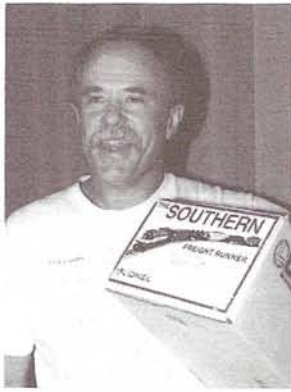


Lower Right pictures, everyone enjoys the layouts at the monthly meets.

On Left, Mel Silverstein displays trains on his table at the June Meet.



THE JUNE WINNERS!



Jeff Boehler
The Southern Freight
Runner Set



Sterling Labe
Mobilgas Tank Car



Marlon Galeano and
Marlon Galeano, Jr.
PFX Reefer Car



Lloyd Burland
SP Double Door Box Car



Chris Kee displays
Frank Alabart's
Lionel Extension Bridge



Richard Schmidt
Classic Toy Train
subscription Kalmbach



Joanne Starkey
Lady's Prize of \$10.00



Brittany Adelberg &
friend Esther
Lady's Prizes of \$10.00

THE JULY WINNERS!



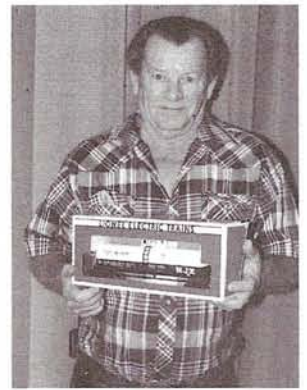
Kim Stotts
Lionel Laser Train set
in original box



Erv Hahn
Cal-Stewart Lionel
PFE Reefer



Robert Streissguth
K-Line Northwestern
K7607



Bob Stitt
Lionel New Jersey Zinc
Tank Car

(continued on page 8)

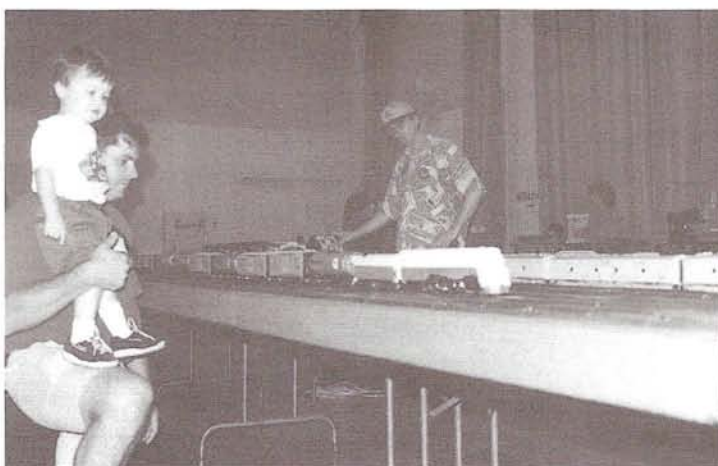
FROM THE JULY MEET



A Santa Fe clock in the auction!



Admiring the trains rolling!



The Southwestern Division Layout continues to be developed and is always enjoyed by operators and observers.

MORE JULY WINNERS!



Scotty Stoddart
American Flyer #283
S-gauge



Frank Milligan
Classic Toy Trains
subscription, Kalmbach



Dell Plumfrey
Lady's Prize of \$10.00



Mary Jenkins
Lady's Prize of \$10.00

A Day Trip to Ride the Yosemite Mountain Sugar Pine Rail Road

by Calvin Smith, Editor

Several years ago I bought at The Train Shack Hank Johnston's book *Thunder in the Mountains*, the story of the Madera Sugar Pine Company which logged the timber south of Yosemite. The logging operations stopped in 1931, but today you can take an hour ride through the forest on a train pulled by a steam-powered Shay. To reach the Rail Road travel north on 99 to Fresno, then northeast on 41 toward the south Yosemite entrance. Look for the visible signs for Riding the Logging Train. See Page 9 for pictures from our trip. A brief history of the rail road follows:

In 1873 William Chapman and Isaac Friedlander purchased vast tracts of forest south of Yosemite from the U.S. Land Office in the San Joaquin Valley. The completion of the Southern Pacific and Santa Fe railroads made transportation of lumber to distant markets much easier, and so logging began in the area. A 54 mile water V flume was constructed by the Calif. Lumber Co. in 1874 which saved half the cost of lumber production. This was the longest water flume ever built. Friedlander gave 40 acres for the Lumber Mill and yard and 1560 acres for a new town Madera, which means lumber in Spanish, located at the terminus of the V flume.

In 1878 San Jose Bank foreclosed on the lumber company due to the loss of business caused by the 1877 drought. The company was quickly reincorporated as the Madera Flume and Trading Co. with Return Roberts as owner who hired a young business graduate, Elmer Cox. Before Cox, the former lumber company used 3 yoke oxen to pull the logs over rough terrain and then 12 horse and mule teams to pull the logs over smooth terrain to move logs to the flume. Cox installed a Dolbeer spool donkey steam powered, using a 1 1/2 inch wire rope to pull cut logs over the terrain to the flume. Logs could be moved in 1/2 hour compared to the 1/2 day with animal power. The company employed 300 men in the mountain division and 125 men in the yard and factories. By 1886 mill sales expanded as far as Casa Grande, Arizona.

In 1889 the company decided to construct a railroad to move logs so they could cut deeper into the forest and not have to extend the flume. They purchased a 7 ton 4 wheel cog-gear locomotive named Betsy. Logging was successful until the 1893 nationwide depression. By then timber on the owned land was exhausted and the company closed the mill but continued to operate on a limited basis fed by contract loggers who used the flume. In 1898 the economy took a sharp upturn and Cox, aware that the most choice timber in the area was untouched, set to the task of reorganizing the lumber venture on a grander scale. He needed two things: money and timberland. Cox found both in Saginaw, Michigan lumber baron Arthur Hill who had acquired 21,616 acres of timber in California just north of Madera Flume & Trading Co. holdings. In 1899 Cox persuaded Hill to join a new company, Madera Sugar Pine Company which ultimately opened on October 27, 1900. The new mill had a 72 inch carriage with two 60 inch circular saws and could produce 400,000 board feet per 24 hour shift. Trees harvested included incense cedar, Ponderosa Pine, and the Sugar Pine which gets its name from the fact that when its wood is partially burned, white sugar crystals form on the remaining wood. Sugar pines grow up to 200 feet high by 8 feet in diameter.

In 1903, a stronger railroad engine was needed and a 37 ton 2 truck Shay disassembled made its way up the line on a special wagon pulled by 16 mules and jerk line, steered manually with a forewalker to guide on the winding road and took 20 days. Shays were invented by Ephraim Shay to negotiate narrow mountain terrain with its small wheel drivers. Exhaust pushes through the stack 16 times to each turn of the drivers compared with regular steam engines which push exhaust 4 times through the stack per turn. The Shay engines were so successful that more were purchased throughout the years: 1904 2nd two truck Shay; 1910 3rd two truck Shay; 1912 1st 3 truck Shay; 1920 2nd 3 truck Shay and a Gas Mechanical 040 Plymouth 20 ton engine. Using seven high lead lines 100 feet above the ground powered by Dolbeer dual spool donkeys, they moved 50,000 board feet per machine per day. Using the high lead lines to move logs permitted logging in impossible areas to reach by railroad. In 1922 a fire destroyed Sugar Pine mill and out buildings, valued at \$2,125,000. The company immediately rebuilt better than ever all-electric facilities and reopened in 1923. By 1924 400 men worked in forest camps plus 400 at the Sugar Pine mill and Madera yard. In 1931 the mill voluntarily closed its doors in the wake of the Great Depression with a return to the stockholders of **45 times original investment**. All equipment was sold or scrapped by 1937.

The Yosemite Mountain Sugar Pine Rail Road



Engine Number 10 Shay in front of the engine barn. These tracks are opposite the depot and restaurant with outdoor tables.

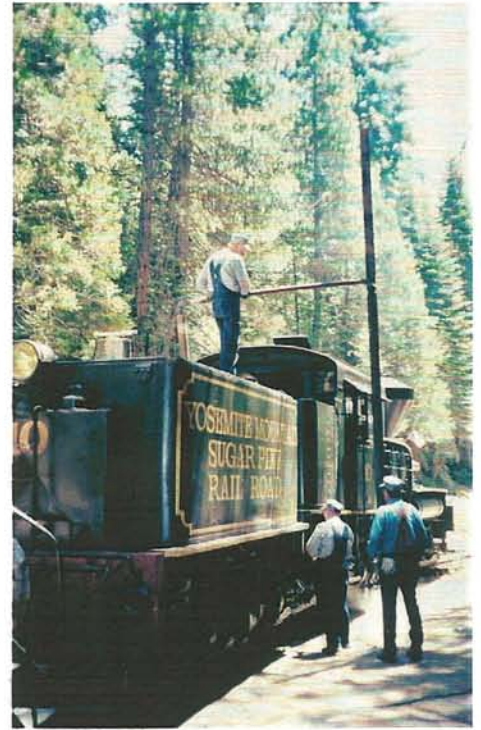


Close up of 3 side drive cylinders.



Steam up through the woods.

A 3 truck Shay weighs 60 tons, holds 2,500 gallons of water and 2 cords of wood, and has traction power of 25,830 pounds with a top speed of 15 mph.

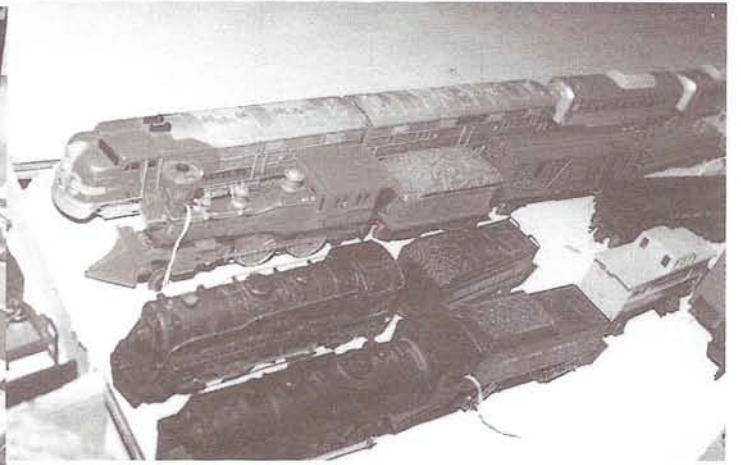
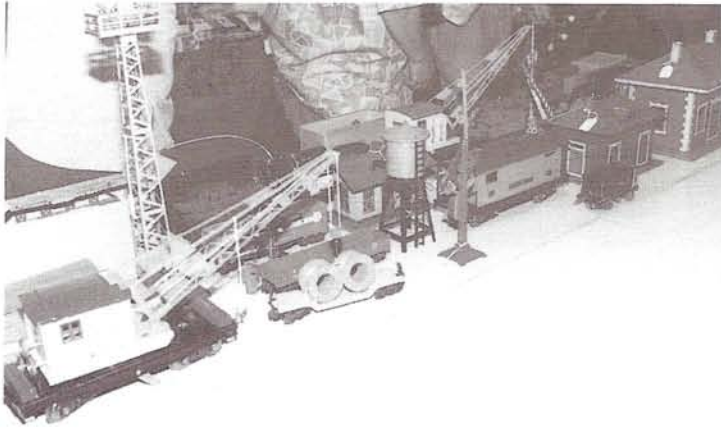


Half way point stop for water. The Shay needs to take on water every 5 miles.



Editor Calvin Smith poses in front of Engine #10 at half way stop.

From the July Meet



Some of the many interesting collectibles at the July meet.



“LAS VEGAS LIMITED” 2001 CONVENTION

Presented by the Cajon Division,
Pacific Southwest Region,
National Model Railroad Association

September 12 - 16, 2001 – Las Vegas, NV

For information contact

Charles Nauman, PSR Convention 2001 Registrar
4722 Blue Mesa Way, Las Vegas, NV 89129-2225

If you have questions, contact **Charles Nauman** at ChuckN37@aol.com

TOY TRAIN OPERATING SOCIETY
SOUTHWESTERN DIVISION #1
BOARD OF DIRECTORS MEETING
APRIL 18, 2001

Meeting called to order by President Gary Keck.

MEMBERS ATTENDING: Roy Bell, Bob Finan, Kurt Bondi, Mike Morgan, Irwin Zigmond, Jon Pincus, Calvin Smith, Gary Keck, Sam Mattes, Sheila Blaise, Don Stotts, Larry Kirk, Mike Galante, Peter Searls, Larry DuPont and Walter Olson.

TREASURER'S REPORT: Presented by Roy Bell and accepted by the board.

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

MONTHLY MEET: Calvin Smith reported that 84 tables were sold at the march monthly meet. 132 members and 63 public attended the meet. Jon Pincus served as meet chairman for the March meet and reported that we still have a problem with people parking in front of the main entrance of the hall. The only people who may park in front of the hall are Kim Stotts, Sam Mattes, and the Layout personnel. All cars must be moved before the meet starts. Chairman for the April all day meet will be Bob Finan, Pete Searls, and Walter Olson.

CAL-STEWART: Bob Finan reported that he is negotiating with Union Pacific to arrange a tour of the facilities at Taylor Yards. Larry DuPont reported that there are no major changes on the brochure. The Cal-Stewart Souvenir Car will be a Santa Fe tank Car (El Capitan) produced by MTH and sell for \$44.95. A second car is also being produced by K-Line which will be a Heinz Billboard Reffer. Calvin Smith passed around the list for signs that need to be printed to all the Cal-Stewart Chairman. The Theme for Cal-Stewart 2001 will be Southern Pacific 1930's to the Present.

OTHER BUSINESS: Gary Keck announced that he will be forming a committee to look for a building to purchase. The members of that committee will be announced shortly. August 25th 2001 will be the date of the Southwestern Division Annual Picnic at the L. A. Live Steamers in Griffith Park, Flyers will be sent in the mail to all members.

MEETING ADJOURNED

Walter Olson, Secretary

**Get Your Engines Ready for the
Train Races, Pulling Contests, and Demolition Derby
at Cal-Stewart Nov. 16-18, 2001 — See page 15 for Rules
Also, Volunteers are needed to help with Cal-Stewart
Please see Volunteer form on page 15**

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 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. 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.

RULES FOR TRAIN RACES, PULLING CONTESTS AND DEMOLITION DERBY

1. All trains must run on track power.
2. No devices may ride under the top of the track rails.
3. No devices may rob the other train of its power (short out or drain track power).
4. Winner is determined by the train that is the most "on the track".
5. If all wheels of both trains are equally on track yet one train is able to push the other backwards greater than one foot, he is declared winner of that heat.
6. Best 2 out of 3 wins.
7. Classes of entries are as follows:
 1. Plastic vs. Plastic
 2. Die Cast vs. Die Cast
 3. Open: i.e., Custom Built

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
	Alan Vierich (818) 347-1818 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 16, 17, 18, 2001**

	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)				
Clean up (Sunday 4-6 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>

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PRINTED MATTER

**TIME DATED MATERIALS
PICNIC AUGUST 25th**



Visit
**Walt Disney's
Miniature
Railroad
Exhibit
OPEN
Saturday
8/25/01
11 am to 3 pm**

The Los Angeles Live Steamers and the Carolwood Pacific Historical Society invite you to visit Walt Disney's barn!

The barn was moved from Walt Disney's home to Griffith Park in 1999.

See how Walt Disney's interest in small scale trains led to creating Disneyland!

Open Saturday 8/25/01 — 11 am to 3 pm

**Your host—
Steve Waller, TTOS #6380**

