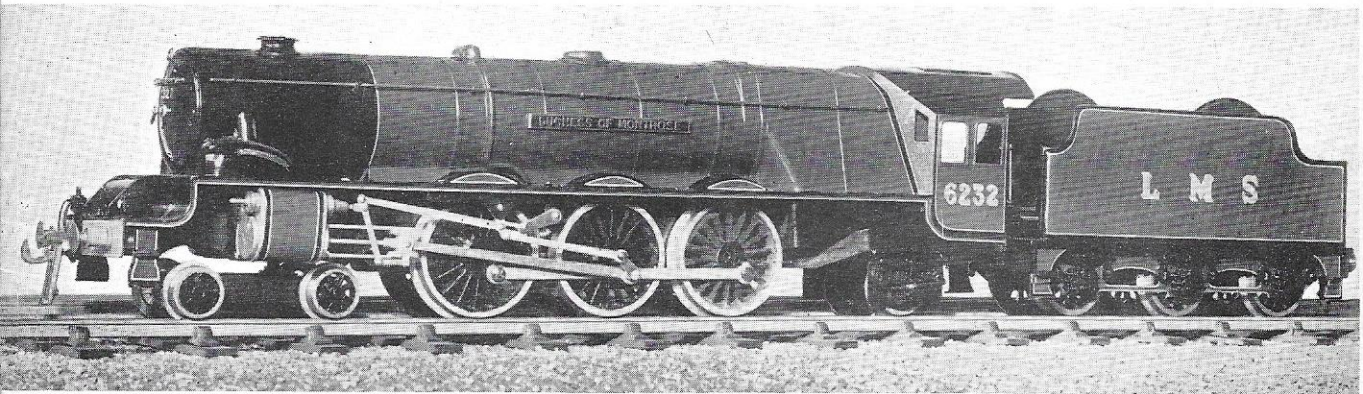




MERRY  
CHRISTMAS

DECEMBER 1967  
NEWS BULLETIN

T. T. O. S.



THE L.M.R. "DUCHESS OF MONTROSE"

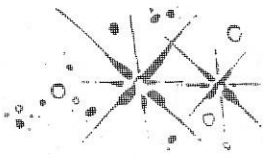
Toy Train Operating Society



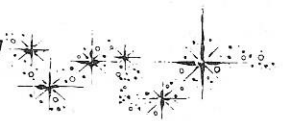
See Page 6 

1967





# Toy Train Operating Society



## BULLETIN

Published the 2nd week of each month.

William C. Harris, President  
John D. Bentley, Secretary  
Bill Harris, Editor



Bill Grove, Vice President  
Wm. Howard Davis, Director  
Roy Lowden, Director

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T. T. O. S. BULLETIN SUBSCRIPTION RATE: 1 Year (12 Issues) \$5.00  
(Includes full membership after first registration fee of \$5.00)

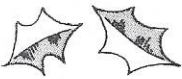
### T. T. O. S. Bulletin Back-Issue Price Information

<u>1966 Issues</u>	<u>Price</u>
January thru July . . . . .	\$.25 Each
August . . . . .	.50 "
September . . . . .	.75 "
October thru December . . . . .	.50 "

<u>1967 Issues</u>	<u>Price</u>
January, April, September, October, December . . . . .	\$1.00 Each
February, March, May, June, August, November . . . . .	.75 "
July . . . . .	1.25 "

Note: Issues for all of year 1966 as a set are available for \$4.00 complete.  
Issues for all of year 1967 as a set are available for \$8.00 complete.

Athearn 1966 Convention H. O. Box Car, 50' Plug Door Reefer . . . . .	\$ 5.00
Lionel 1967 Convention "O" Gauge 2 Bin Hopper Car . . . . .	\$10.00
Athearn 1967 Convention H. O. 4 Bin Hopper Car . . . . .	\$ 5.00



Notice how your everyday coins in your pockets are disappearing. Do you run across many half dollars, buffalo nickels, pennies before 1940? How about silver dollars? Even Las Vegas does not use them anymore. Now, where have all these coins gone to? Collectors you say. Guess again Bunkie. These coins that are minted number in the millions. Collectors that collect coins total about twenty-seven million. One year of coins minted totals over five hundred million. So where do the rest of the coins go to? Speculators. People who buy, hold and then sell for a profit. A person who makes money on somebody else's hobby. Like the coins the toy train hobby is now building a raft of speculators.

So what is the speculator doing to the toy train hobby? My friend, he's driving the prices up and out of reach of the average collector and he's making other collectors hold onto what they have because of uncertain values. Notice how few Standard Gauge sets you see at any train meet. Choice "O" Gauge sets are fast disappearing. Do we really have speculators? Afraid so. Example: A certain party has a Blue Comet set for sale, nice shape, only two cars. Enter mister X. He's wanting a nice Standard Gauge Blue Comet set. The two cars make him somewhat down on the deal. The price seems okay. He decides to think it over for a few days. Meanwhile back at the ranch where the choo choo is parked, the certain party feels the price is too low. Enter Joe Spec. He offers four twenty-five in cash. The train changes hands and is sold again for five hundred dollars. Joe Spec pockets seventy-five dollars. Now our friend returns. He wants the set. He is told it has been sold. After tracing down several Joe Spec's the set now costs a great deal more. He now forgets about the deal. Meanwhile other collectors hear about this sad tale. Their comment: "Well I guess my Blue Comet is worth that now or more". Does this story sound fake? Sorry Bunkie, this actually happened in Southern California. So you say, "Well, what can we do to prevent this?" If I knew the answer the twenty-seven million coin collectors would mob me for it. It all goes now to the point, how bad do you want the set or the silver dollar? The decision now has to rest on the individual collector. The speculators are here to stay.

\* \* \* \* \*

Due to the delay in incorporation proceedings, there is still time to become a Charter Member in the Toy Train Operating Society by sending in your Charter fee of \$5.00.

\* \* \* \* \*

T. T. O. S. SPECIAL PUBLICATIONS



- 1950 Hornby Catalog Reprint, 12 pages, 8-1/2" x 11"----- \$2.00
- 1922 Boucher Catalog Reprint, 16 pages, 5-1/2" x 8-1/2"----- \$2.00
- 1925 American Flyer Pocket Catalog Reprint, 24 pgs., 6-1/2"x 7-1/2"--- \$2.00
- 1930 American Flyer Tech. Manual Reprint, 16 pgs., 5-1/2"x 8-1/2"---- \$ .50
- 1930 Lionel Tech. Manual Reprint, 16 pgs., 7-1/8" x 10-1/4"----- \$1.25
- 1934 American Flyer Manual Reprint, 6 pg. fold-out, 5-1/2"x 8-1/2"--- \$ .35
- 1937 Lionel 700E 5344J-IE Hudson Book Reprint-----\$2.50

\* \* \* \* \*

Material is very much needed for the Bulletin!

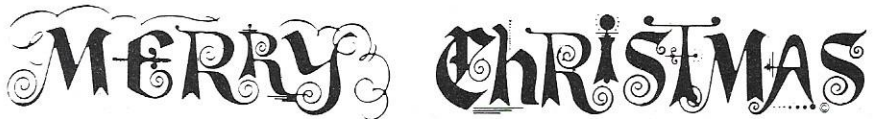


We have here on the Centinela Valley Luxor & Apollodoros many pieces of equipment with names as well as numbers. How did this occur? In the early days of railroading locomotives were named before they were numbered. Examples were the Tom Thumb, De Witt Clinton, and Stroubridge Lion. A little later cars were also named. You have heard of the Loretto and the Gold Coast. Some locomotives were named because of their numbers. Northern Pacific's 1111 was called the Four Aces. Others were named after famous people. A good example of this is an old U. S. R. A. 2-8-0 which is the veteran of two world wars and Korea named after a great soldier, General Pershing.

We have much equipment like this on our own railroad. There is old No. 1 a 2-4-0 named B. E. Kott, now retired to stand in front of Thornwood station, No. 2 a 2-6-0 E. F. Williams, now scrapped, No. 3 a tiny 0-4-4 Forney named M. A. Smith used in logging service, No. 4 a 4-4-0 M. R. South also scrapped, No. 7 a 4-4-0 H. P. Stephenson, disposition unknown, and No. 8 a 4-2-4 bicycle type named the L. G. Arellanes. These are all named after Centinela Valley engineers of bygone days. Only Nos. 3 & 8 are still in active use. Then there is old No. 1040 named the Herold A. Snell. This old 4-4-0 was named after the well known "Cap" Snell of the C. V. and it is still in service to be used for fan trip purposes. We have continued to name locomotives in this tradition. There is No. 1050, a Thomas 4-4-0 named C. K. Sorensen after a friend now deceased. No. 1052 also a Thomas 4-4-0 is named Taula after a close Hawaiian friend. Taula was the nickname for David P. Kahanamokou who is the brother of the famous Duke of Olympic fame. Then there is No. 1053, the R. J. Dowd also a Thomas 4-4-0. This one was named after Capt. R. J. Dowd, my company commander in the Army under whom I took Ranger training in 1961. He won a battle field commission and several medals in World War II in Col. Darby's Rangers. We now move up to No. 5463, a heavy shrouded Hudson. It's a Lionel 700E frame with a Hiawatha shroud. It carries the name Imperator on the side of the shroud. It is designed to pull the train of the same name, an all Pullman luxury train. However this job is now usually done by Alco 2000 hp diesels. No. 4440, a big 4-8-4, was named by a friend because of its number. Just as the N. P. 1111 was called Four Aces because of the four ones so the 4440 is called Winchester '73 because 44-40 is the cartridge of the gun that won the West and maybe this loco will win the West. Of the C. V. that is. No. 5470, another streamlined 4-6-4, is called Arthur Pendragon. It will pull the Black Knight, an all coach streamliner using AMT cars.

Foreign trains are also named. We have some English locos which are named. There is a Hornby Princess Elizabeth and Basset Lowke Royal Scot, Flying Scot and Duchess of Montrose. We hope to get a King George V. We also have a French 4-6-2 named Etat. It is made by

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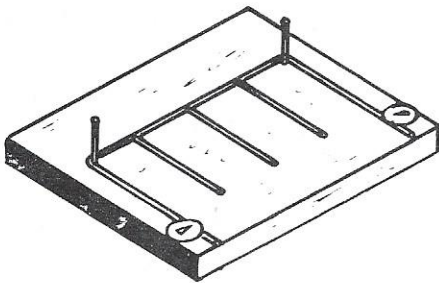
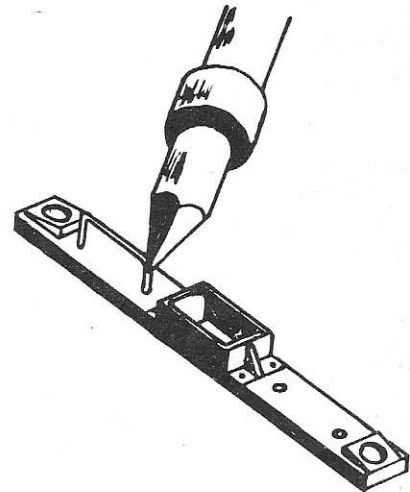


# TECHNICIAN'S DEPARTMENT

SOLDERING ability will come in handy for many jobs. Cements are good, of course, but there are lots of jobs that just can't be done unless you are willing to use a soldering iron.

It really isn't hard, but there are a few simple rules that must be followed. First of all, your iron must be clean and well tinned. It won't work if it is covered with scale. "Tinning" simply means covering the hot tip with solder, and the solder will flow on easily if the iron has been cleaned with a piece of emery and then dipped quickly in flux. FLUX? That's an acid that cuts the oil, grease, and invisible corrosion, permitting the solder to bond with the metal. All surfaces to be soldered must first be fluxed. Keep a soft cloth handy, and wipe the tip of your iron on it occasionally to keep it clean.

With a clean iron and fluxed work, we're ready to begin. Pick up a drop of solder with the iron, and hold the iron on the work until the solder "flows" into the joint. That's all there is to it. With model work, it's a good idea to coat both parts with solder (unless one is a diecasting) and then bring them together and apply the iron. When soldering to typemetal castings, remember that the castings have a low melting point, so don't have your iron too hot. A small one works best, and you need a LIGHT TOUCH with plenty of solder. When soldering wire parts to the face of a casting, it is best to let your flux run down into the hole first, then flux the wire and put it in place. When applying the iron, do not touch the casting -- just hold it on the wire until it heats sufficiently to "sweat" it in place.



Here's a couple more soldering hints that will put you in a class with the experts: Use tweezers to hold small parts while joining. When making railings or other parts from wire, draw a full size template on a block of wood and fasten the wire parts to it with brads or thumb tacks. When joints are to be made close together, there is a tendency for the heat to loosen one joint while you are working on another. You can prevent this by "blocking" the heat with a heavy screw driver held across the work. On larger pieces, wrap wet paper around the parts to be protected.

Just a word about equipment. You will need small files, a pair of long nose pliers, side cutters, a knife, an awl or ice pick, screw driver, and cement. All of these can be kept conveniently in a cigar box. In addition, you'll find these tools useful. Sanding sticks and a small saw that you can make yourself, a soldering iron and a set of small drills and possibly taps. One of our V 140 stainless steel scale rules is also a mighty handy item to have. The etched divisions show both O and HO feet (for conversion), plus inches and mm.

Starting with the January issue of the Bulletin, there will be four pages in loose leaf form of the 1937 Lionel Advance Catalog printed each month. This catalog pictures some of Lionel's prime Standard Gauge trains as well as some of their best "O" gauge. So fellows, if you have not already paid your 1968 dues, please do so to avoid any possibility of missing out on this unusual offer.

# ALL THE GOOD THINGS



# ARE WAITING FOR YOU IN

## Toy Train Operating Society

LET'S KEEP  
IN TOUCH...

IMPORTANT NOTICE TO ALL



# URGENT

Your 1968 dues of \$5.00 are now payable and will be delinquent on February 1st, 1968. It was necessary to raise them to \$5.00 to help defray the cost of our very fine Bulletin.

\* \* \* \* \*

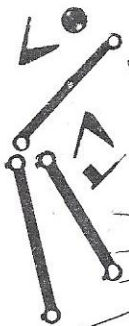
### LARGE ELECTRIC TRAINS

## WANTED!!

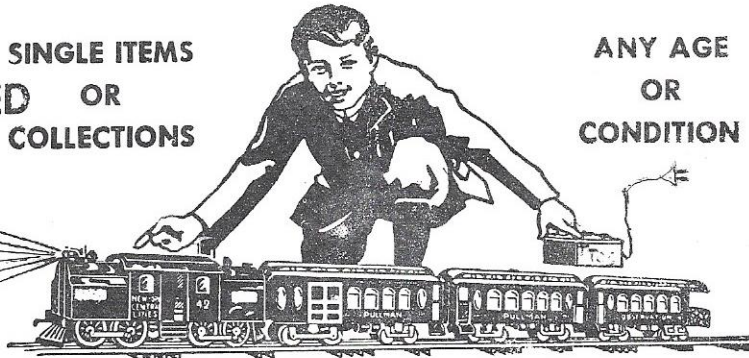
### Old Electric Trains, Accessories, Catalogs, Manufactured Prior W.W. II

WILLIAM HARRIS ★★★★★★★★★★★★★★★★★★ PASADENA CALIFORNIA

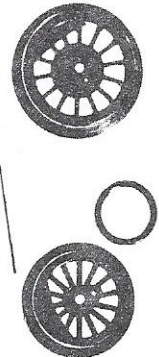
\* \* \* \* \*



SINGLE ITEMS  
WANTED OR  
COLLECTIONS



ANY AGE  
OR  
CONDITION



WILLIAM H. KEESEE

Specializing in General Repairs

- ... Restoration
- ... Motor Overhaul
- ... Polishing

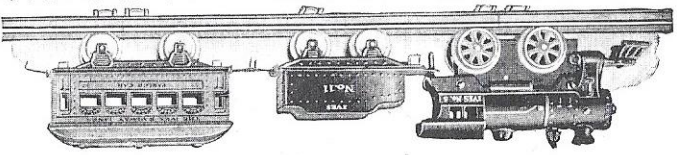
All Makes  
All Gauges

- ... Repainting
- ... Cleaning
- ... Waxing

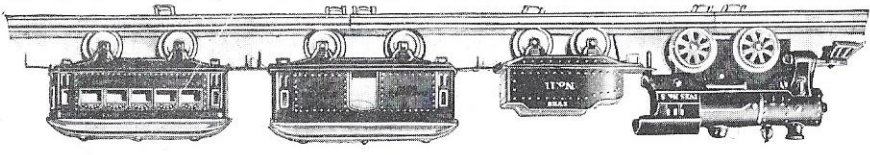


Member of T. T. O. S. and T. C. A.

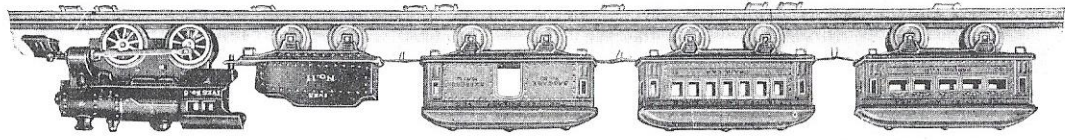
5953 South Wilton Place - Los Angeles, California 90047



**No. 1 Train Outfit**—The "Manager's Special," this snappy train might be called, for it's the kind of a train a railroad manager often travels over his line in—just a first-class Locomotive (1) with his Tender (11) and one car. In this case it is a Parlor Car (52). Eight pieces of Curved Track go with this outfit, making a line in the shape of a big circle which the train runs around. And there is a Brake Trip to stop the train at any point the Manager wants to inspect. □\$2.00 \*\$2.20

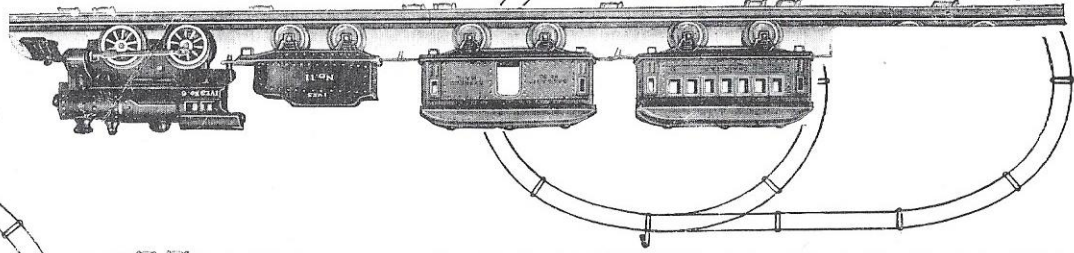


**No. 2 Train Outfit**—This is a little larger outfit than No. 1. There is the same lively Locomotive (1) with Tender (11), a Chair Car (51) and a Baggage Car (50) for the passengers' trunks. In addition to the eight pieces of Curved Track, there are two pieces of Straight Track, which make a line in the shape of a big oval. And there is a Brake Trip to stop the train in case of any danger ahead. □\$2.50 \*\$2.75

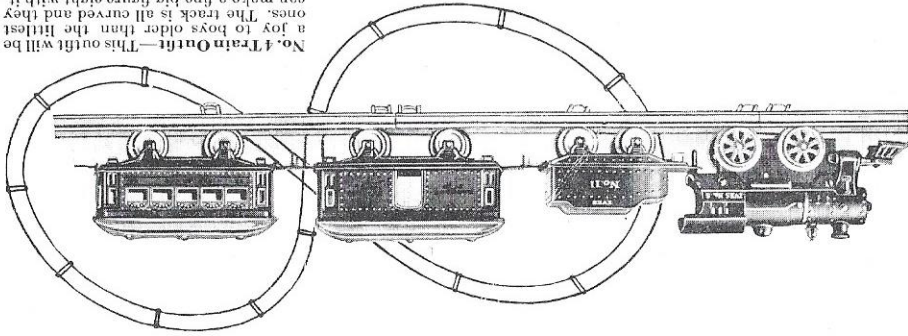


**No. 3 Train Outfit**—Here's a fascinating train of five pieces, with twelve feet of track for the Kiddy Boy. A good, strong iron Locomotive (6), Tender (11), Baggage Car (50), Chair Car (51), and Parlor Car (52) for passengers who want to be particularly comfortable. There are eight pieces of Curved Track, four pieces of Straight Track and a Brake Trip. It's a wonder, the way this long train turns around the curve! □\$3.50 \*\$3.75

**"CHOO-CHOO CARS" for Very Little Kiddies**  
Little Brother will have just as much fun with these sturdy mechanical trains as you have with your fine, large electrical outfit—or with the coal trains as you may own some day. The engines go tearing round the tracks just the same; and there are tenders, baggage cars, chair cars and parlor cars to make up the trains with. By getting a few extra pieces of track a railroad can be built reaching way across the room, with all kinds of curves and curley-cues and cross-overs.  
The locomotives of all these outfits are solid-constructed, long-lasting toys. The cars are strongly made and handsomely illustrated in colors. Each item is built to stand up under the hardest usage toys almost always get.



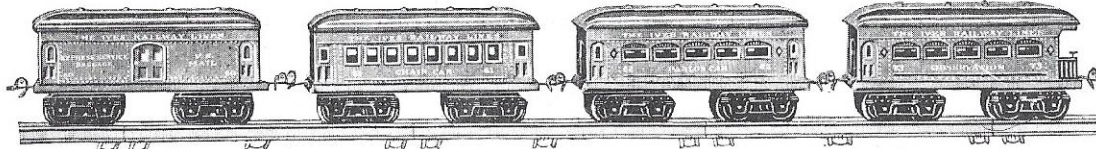
**No. 20 Train Outfit**—There's a lot of special fun in this outfit, because a big oval can be made with the track, with a circle inside of it. And then with the handy Pair of Switches the train can be made to switch off from one of them to the other and back again. The train is made up of a Baggage Car (50) and a Chair Car (51), hauled by the strongly built little iron Locomotive (6) with Tender (11). There are ten pieces of Curved Track and two of Straight Track, with Brake Trip. With a few extra pieces of track many different ovals, circles and other figures can be made. □\$4.00 \*\$4.40



**No. 4 Train Outfit**—This outfit will be a joy to boys older than the littlest ones. The track is all curved and they can make a fine big figure eight with it. The train consists of iron Locomotive (1), Tender (11), Baggage Car (50) and Chair Car (51). There are fourteen pieces of Curved Track with the outfit, a Cross-Over and a Brake Trip. It's great fun seeing this little train rattle over the cross-over and whiz around the curve! □\$3.50 \*\$3.75

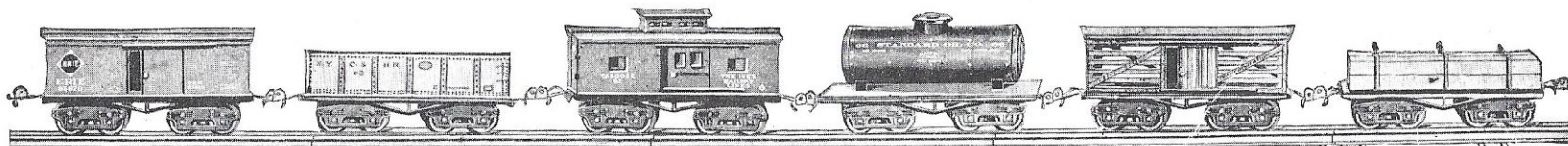
SEPARATE CARS FOR 0-GAUGE TRACK

IVES



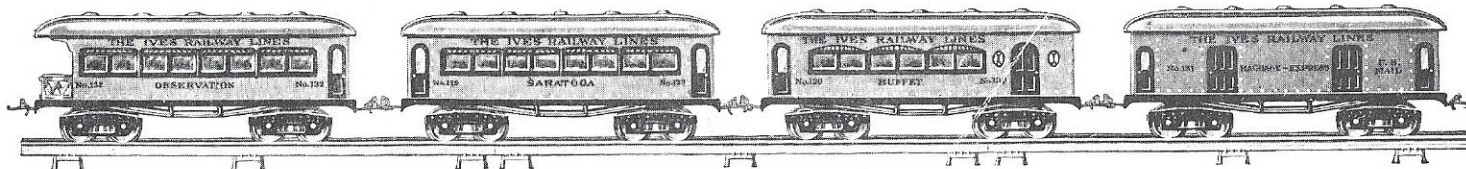
No. 60—Baggage Car    No. 61-3 Lighted Passenger Car    No. 62-3 Lighted Parlor Car    No. 68-3 Lighted Observation Car  
 No. 61—Passenger Car, no lights    No. 62—Parlor Car, no lights    No. 68—Observation Car, no lights

Each of these Passenger Cars belongs to Series No. 60 and is 6½ inches long. There's a train on page 29 showing how they look when hooked up to a steam type locomotive. They make nice Passenger Expresses for the 0-Gauge Track.  
 Each with Lights ☐\$1.50 ★\$1.65 Without Lights ☐75c ★85c



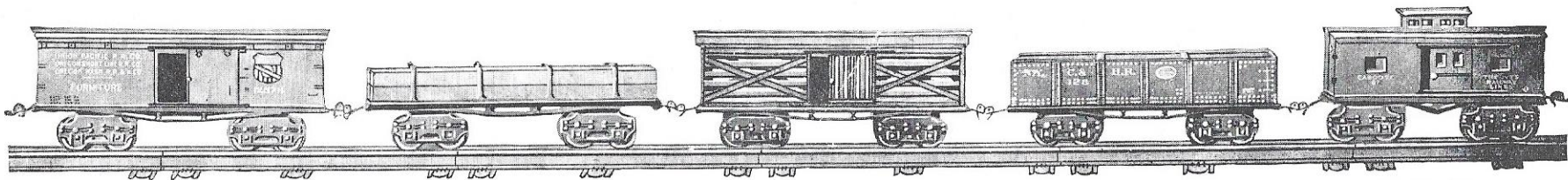
No. 64—Merchandise Car    No. 63—Gravel Car    No. 67—Caboose    No. 66—Tank Car    No. 65—Stock Car    No. 69—Lumber Car

Six different kinds of Freight Cars also belonging to the No. 60 Series. Each is 6½ inches long. Freights are even more interesting than passenger trains, because there is so much more variety in them. These are all strongly built, sturdy little hustlers. Each ☐75c ★85c



No. 132—Electric lighted Observation Car ☐\$2.50 ★\$2.75    No. 129—Electric lighted Drawing Room Car ☐\$2.25 ★\$2.50    No. 130—Electric lighted Combination Car ☐\$2.25 ★\$2.50    No. 131—Baggage Car ☐\$1.50 ★\$1.65

Look on page 20—the lower picture—and you'll see how a train of these No. 130 Series cars looks. They are the real thing in miniature railroading! An 0-Gauge Track line with plenty of passenger and freight cars make good long trains. It's more fun than you can imagine. Each car is 9¼ inches long.



No. 125—Merchandise Car ☐\$1.00 ★\$1.10    No. 123—Lumber Car ☐\$1.00 ★\$1.10    No. 127—Stock Car ☐\$1.00 ★\$1.10    No. 128—Gravel Car ☐\$1.00 ★\$1.10    No. 67—Caboose ☐75c ★85c

Four extra good freight cars of the No. 130 Series; you can see in a picture on page 18 how they look when made up into a four-car train with an electric locomotive. Railroad managers always are glad to have a big bunch of freight cars on hand.

"THE BEST TOY TO CHOOSE TO INSTRUCT AND AMUSE"

IVES

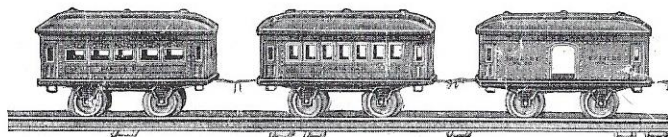


**In Ordering Separate Cars Go By the Series Numbers**

Keep in mind the Series Number of the train you already have, and order more cars of that same Series—unless you wish to make up an entire new train of different size cars.

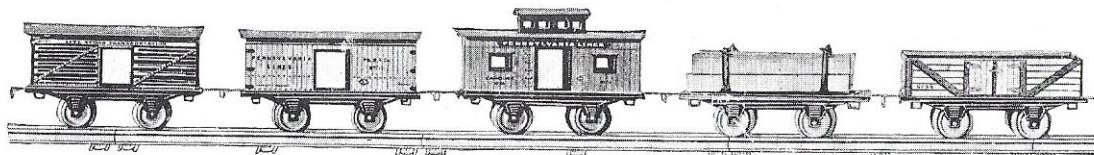
The first two rows of cars on this page are of the 50 Series.

The next two rows are of the 550 Series.

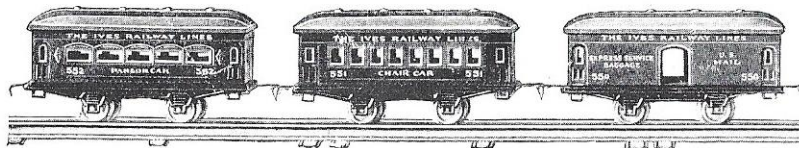


No. 51—Passenger Car    No. 52—Parlor Car    No. 50—Baggage Car  
 These cars are all 5¼ inches long and belong to the 50 Series. They go with the cars of the little "Choo-Choo" Trains shown on page 27. Each one is a strongly made, good-looking car, suitable for very little kiddies.  
 Each □35c. ★40c.

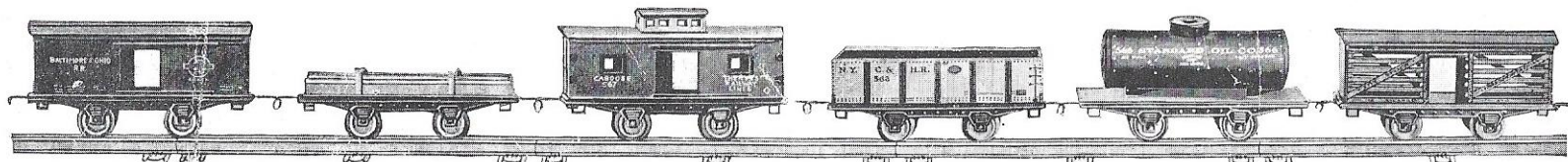
All cars on this page and the next will run on the 0-Gauge Track. But the cars belonging to each Series vary from those in other Series in size and weight, and the difference cannot be shown clearly in these small illustrations.



No. 55—Stock Car    No. 53—Freight Car    No. 56—Caboose    No. 57—Lumber Car    No. 54—Gravel Car  
 These Freight Cars are all 5¼ inches long. They are designed and built to be used in connection with the locomotives and passenger cars of the No. 50 Series mentioned above. It's great fun making up long trains with them.  
 Each □35c. ★40c.

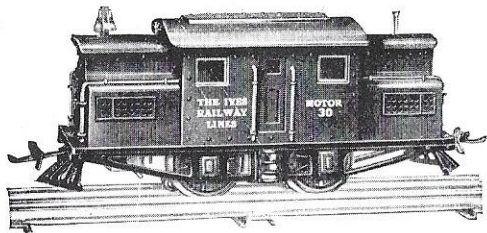


No. 552—Parlor Car    No. 551—Chair Car    No. 550—Baggage Car  
 Each of these cars is 6½ inches long—larger and heavier than those in the No. 50 Series above. They are handsome cars in pleasing colors. The trains they are suitable for are those in the No. 550 Series shown on pages 18 and 19. Each □50c. ★55c.



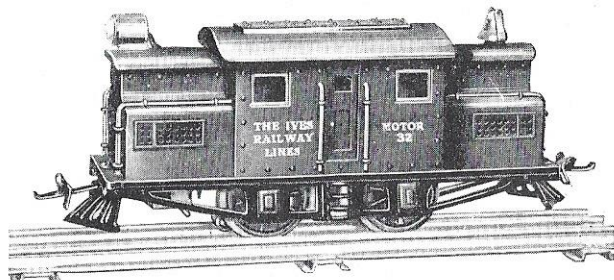
No. 564—Merchandise Car    No. 569—Lumber Car    No. 567 Caboose    No. 563—Gravel Car    No. 566—Tank Car    No. 565—Stock Car  
 6½ inches long.    6¾ inches long.    6½ inches long.    6½ inches long.    6 inches long.    6½ inches long.

All cars are decorated attractively in colors—the Merchandise Car in assorted Heralds. (See page 1.) Each □50c. ★55c.

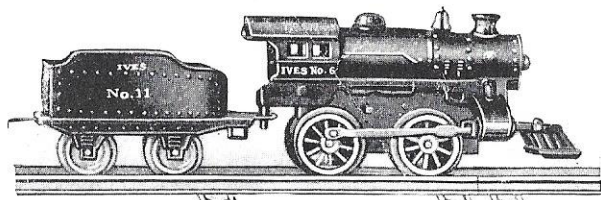


**No. 30 Mechanical Locomotive**—This 3-inch, electric type Locomotive, with brake, is able to haul many cars on an 0-Gauge Track. It is made of A1 materials, perfect in every part, and runs as smooth as silk. Its finish is in plain, bright colors. □\$3.50 ★\$3.75

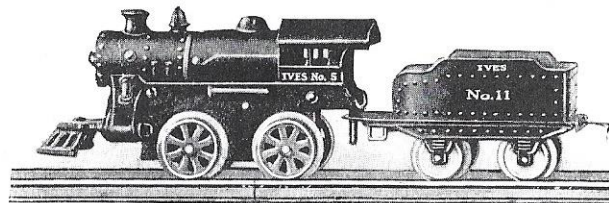
**BE CAREFUL**  
in buying **IVES MECHANICAL LOCOMOTIVES** separately to choose a Model which will suit the trains it has to haul. The dealer you buy from will always be glad to help you pick out the right one



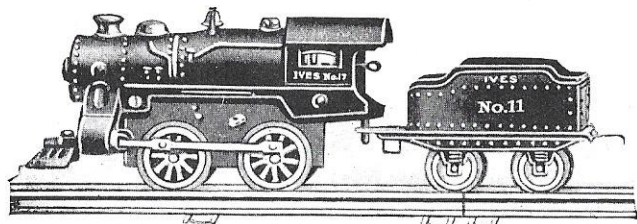
**No. 32 Mechanical Locomotive**—Here's the Big Boy of the Ives 0-Gauge Line! A regular corker—a 9-inch, electric type Locomotive, with headlight and brake, full nickel trimmed and tastefully decorated in appropriate colors. Tell your pals to keep their eyes open if they want to see Action, when you wind'er up and sing out "All Aboard!" □\$5.00 ★\$5.50



**No. 6 Mechanical Locomotive**—This 6½-inch steam type Locomotive, with brake, is an ingenious toy, carefully designed and constructed for use with the medium-weight cars of the Ives Lines—for passenger cars and freight cars. □\$1.90 ★\$2.00



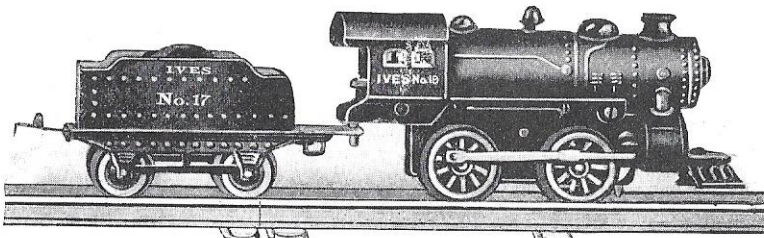
**No. 1 Mechanical Locomotive**—The "Babe of the Bunch"—another 6½-inch steam type Locomotive with brake. It has a lot of Pull in its little insides, but shouldn't be asked to tackle any of the bigger or heavier cars. □\$1.50 ★\$1.65



**No. 17 Mechanical Locomotive**—This is a 7-inch steam type Locomotive with brake, which will haul any train of No. 550 Series Cars around the track in a way to suit the most critical railroad manager. □\$3.50 ★\$3.75

**No. 11 Tender**—4½ inches long, black finish, bright letters. Can be used with Locomotives Nos. 1, 6, 17 and 19. Each □35c ★40c

**No. 17 Tender**—5 inches long, with a load of coal and equipped with Automatic Coupler. Suitable for use with Locomotives Nos. 17 and 19. Each □50c ★55c



**No. 19 Mechanical Locomotive**—A 7½-inch steam type Locomotive with brake and a powerful pull. Hook it up with any cars of the No. 550 or No. 60 Series, and just keep tabs on the way it hustles them along the line! □\$4.00 ★\$4.70



# NEWS & VIEWS



"May I add a few notes to Russ Rawley's fine article on his L. V. Model R. R. at Waverly, N. Y. Russ has been a member of our small club in Owego since he was a youngster. He is all too modest in describing his layout. We have seen it and helped in an evening's operation. His scenery (not quite finished), trackwork, and buildings are superb, particularly his cars made from kits (All Nations). His motive power is Lionel. As he indicates, he and the rest of us do not run trains just to see them run. We use a single order form in the make-up of freights designating the siding at which cars are to be dropped. His stations run in sequence, following the Auburnbrand of the L. V. Naturally he includes Berkshire for his maternal grandfather was station agent there for many years. My own layout, in a sense, connects with his for it represents the mainline of the Erie-Lackawanna with stations, each with its own yard and controls, from Elmira to Waverly and to Owego. Actually, the L. V. runs from Sayre to Owego, and from there north to Smithboro,\* Berkshire, and Cortland. My yards have numbered sidings (independently controlled). As an example, a train from Elmira might have cars for sidings 2 and 7 at Waverly, and for Owego, sidings 11 and 13. It really is lots of fun, and rather like the prototype. Usually freights are limited to six cars and cabooses. Model Railroading is fun! A sample of an order form is enclosed."

\*-Smithboro comes before Owego.

New York



"Thank you for the Lionel technical manual reprint. I have enclosed my check in the amount of \$11.25 for one Lionel "O" Convention Car and one more 1930 Lionel technical manual reprint. The tech. manual is real nice and I'll send one to a friend of mine in the Service in Turkey for Christmas."

"Please forgive the late arrival of my Corporation Seal design and Charter Membership fee of \$5.00 which is enclosed

I have enjoyed being a member of T. T. O. S. this past year and hope to be with the organization for some time to come.

Have you sent out September and October bulletins? The last one I received was the August issue. Hoping to hear from you soon.

P. S. Feel free to alter my design in any way. You may keep it regardless."

New York

"Just a note to let you know I enjoy your efforts and the others' work with Toy Train Operating Society. Your monthly Bulletin is really enjoyed over and over from cover to cover!"

Indiana

"Sorry I didn't write sooner to explain my sending the Convention car back. I had received one at the Convention and you sent me another. I didn't get the catalog reprint at the Convention which you later sent, and I thank you very much for it. The enclosed \$5.00 is for Charter Membership registration, if I'm not too late. I thoroughly enjoy the TTOS Bulletins, and I am happy to be a member."

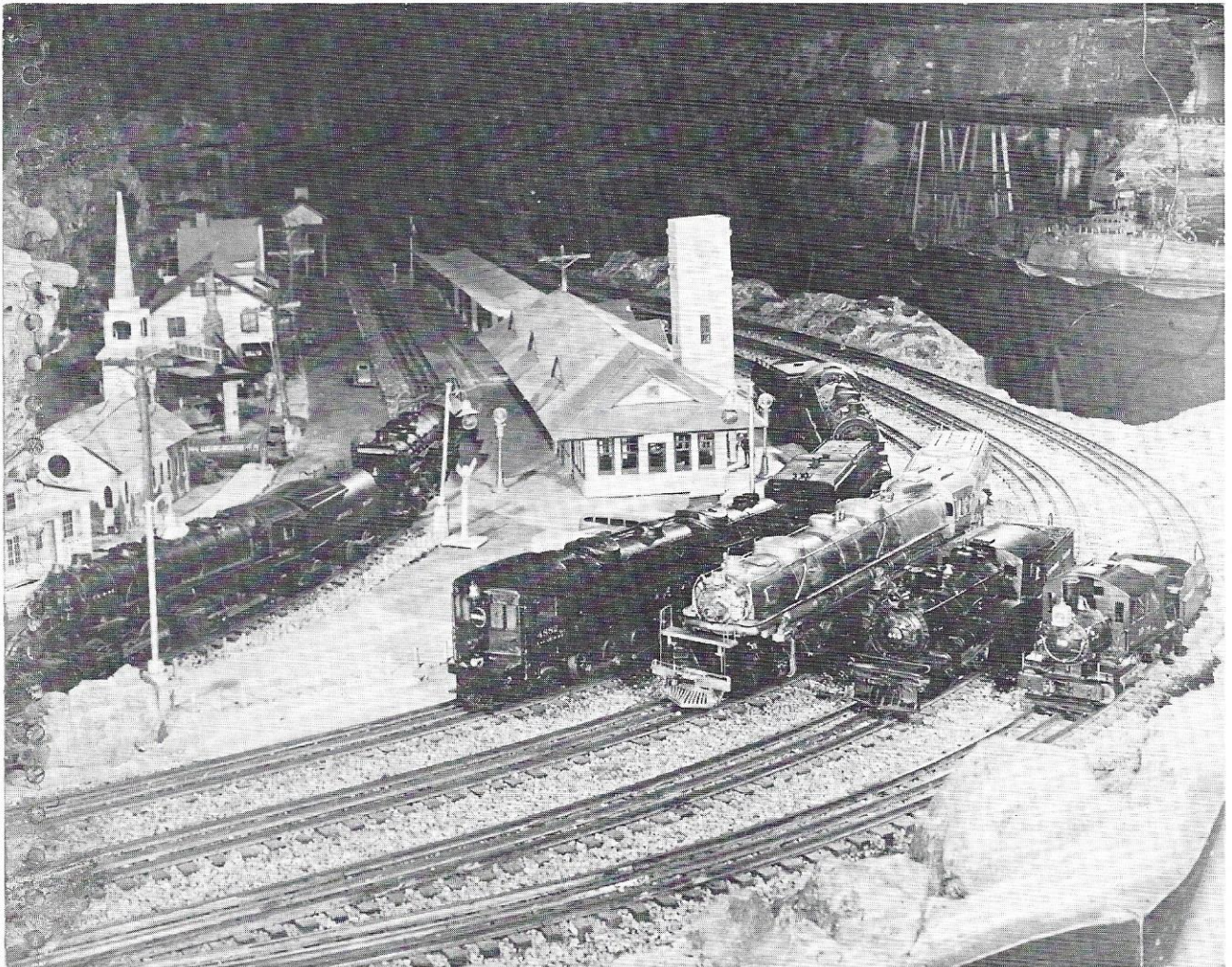
## THORNWOOD STATION - DEAD HOG CANYON

### Locomotives Left To Right - All Tinsplate Conversions

1. Mallet 2-6-6-2. 2 AF switcher motors under 2 AF Hudson boilers spliced together.
2. Berkshire 2-8-4 (behind Mallet) scale-craft, boiler-Lionel 226 motor with extended frame.
3. S. P. AC-4 Cab forward 4-8-8-2 simple articulated 2 Lionel 726 motors under pre war Lobaugh boiler.
4. 4-8-2 scale craft mountain behind 4-8-8-2.
5. 4-6-6-4 Challenger - 2 Lionel 226 motors, scratch built boiler all scale cylinders & valve gear.
6. 4-4-0 American Flyer 0-6-0 boiler, Lionel 238 motor, bing cast iron drivers.
7. 0-4-0 Camel back - AF 3/16 "O" GA 4-4-2 frame & motor flyer 0-6-0 drivers scratch built super structure.

Railroad is "O" GA Hi rail. All track solid rail laid on separate ties. 0-2 OV DC 1/4" scale sized U. S. prototypes, also 7 mm scale sized European. All wheels tinsplate. All standards same as Lionel minimum radius 60" all couplers scale.

\* \* \* \* \*

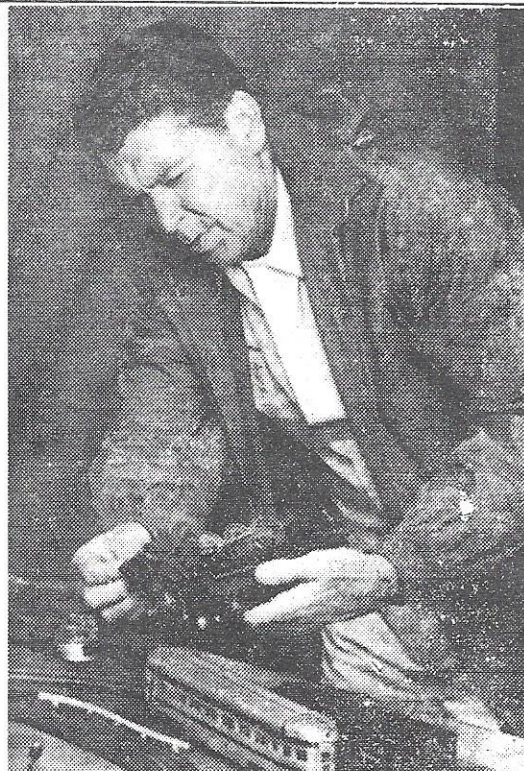


Fournerau. We also use a large electric locomotive which is called a Crocodile probably because of its size and shape. It is built by Biaggi of Milan, Italy and pulls 12 Elettren coaches with ease.

Trains are also named. We not only name passenger trains but some special freight trains as well. The Expediter is all box cars and is a high speed priority merchandise freight. Another high priority freight train is the Oiler and if you haven't guessed by now, it is a tank car train.

Passenger cars also have names. We name according to series. A series being a similar group of cars of the same type usually built or acquired at the same time. There is one of the older C. V. series which carries names like: Wake Island, Corrigedor, and Bataan. Then there is a later series of longer cars and they are named Perseus, Ulysses, and Theseus. One series of AMT cars is being named Galahad, Lancelot, Gwain. The 80 streamlined cars of the Imperator are named Marcus Aurelius, Augustus, Salidin, Haroun Al Raschid, Victoria, Richard Coer De Leon, General Washington, Alexander, etc. Each car has an interior decor to match the name. Our oldest car still in use is No. 1, the I. W. Shank scratch built in 1932 and now used as an inspection car. It will be restored to its original appearance and lettering: Cee Vee Short Line.

It's easy to see how you too can name your trains. Any one can do the same with their equipment. I don't know of any freight cars being named but I guess that is possible too. It's just another one of those things that makes miniature railroading interesting.



### REAGAN RELAXES FROM OFFICE CARES

While taking a break from his moving chores in Sacramento, Gov. Ronald Reagan of California tried his hand at operating an electric train in the basement recreation room of his temporary leased home. The train was left for

Reagan's son by the owner. The Reagans moved from the 89-year-old California Executive Mansion because they didn't like the location and the condition it was in. (AP Wirephoto)

MINUTES OF NOVEMBER MEETING

The November meeting of the Toy Train Operating Society was called to order at 8:00 p. m. on November 17, 1967 at the Arroyo Motor Hotel by President Bill Harris. There were no guests present this time. The reading of last meetings' minutes dispensed with as minutes were printed in the Bulletin.

Donald Casey was with us playing the roll of photographer. The Convention Committee had nothing to report.

Nominations were made from the floor and are as follows:

- |                                |                                |
|--------------------------------|--------------------------------|
| Nominations for President      | - Art Brannick by Walt Dronick |
|                                | Bill Harris by Bill Reynolds   |
| Nominations for Vice-President | - Bill Baxley by Fairchild     |
|                                | Chris Kelly by Ken Johnston    |
| Nomination for Secretary       | - Greg Payton by Bill Baxley   |
| Nomination for Treasurer       | - Lee Harris by Bill Sullivan  |
| Nominations for Director       | - Don Ladenberger by Fairchild |
|                                | Howard Davis by Brannick       |
|                                | Walt Dronick by A. B. Clark    |
|                                | Roy Lowden by H. Davis         |
|                                | Bill Harris by Chris Kelly     |

The 1968 Convention date which was decided by popular vote has been set for June 7-8-9, 1968, the second weekend of June. Suggested locations for the Convention were Eagles Hall in Azusa--Bill Baxley, Mira Mar Hotel in Santa Monica--Don Ladenberger and Roger Young Auditorium which is to be checked out by Bill Harris.

The meeting adjourned at 8:45 p. m. on motion by Bill Harris and was seconded by Bill Baxley.

\* \* \* \* \*

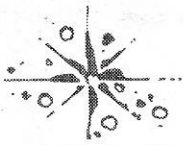


"... yeah, keep putting it off then one day, like everything else, we'll find they've been scrapped!"

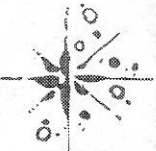


*This Certifies  
that*

( Fellows... use this space to complete the design of  
your Club's membership certificate. A prize will  
be awarded for the best suggestion. )



# T. T. CLASSIFIED ADVERTISING O.S.



BILL GROVE wants 419 type roof, repaint O.K. Trade 2330 ? for 2340 Red. 7162 Estepa Drive - Tujunga, California.

WANTED...A 252 or 253 Electric Peacock; also Lionel Standard Gauge Steam Loco & Tender - any number. George M. Dunn, Rte. #4, Zanesville, Ohio 43901

ALDEN MILLER, and his wide gauge St. Croix Valley pike, needs standard gauge accessories as signals, semaphores, lamp posts, boulevard lamps, automatic train stops, track actuating equipment for signals, metal tunnels and bridges, signal towers, high tension posts, floodlight posts, manual and R.C. standard gauge switches, X-ing warning signals, overhead signal gantries, turntables, roundhouse sections, X-overs, and anything else in operating condition. Describe, price. 3212-34th Avenue South, Minneapolis, Minn. 55406.

## WANTED

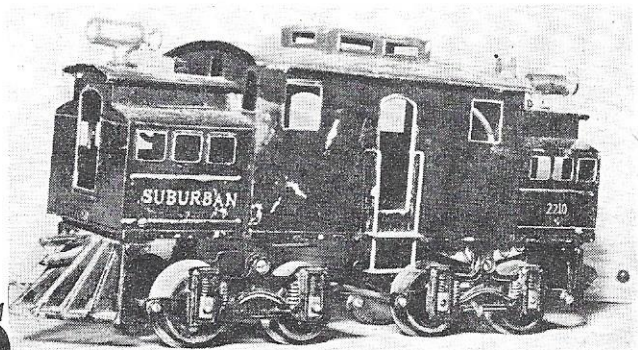
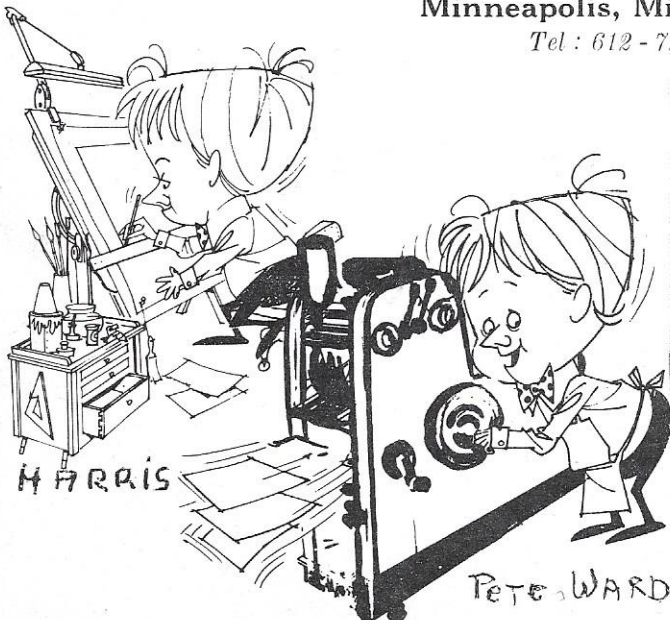
Standard - Wide Gauge electric

*"American Flyer"*  
*Transformers Electric Trains Mechanical Trains*

trains, accessories, catalogues,  
between years 1925 - 1936

Alden E. Miller  
3212 34th Avenue South  
Minneapolis, Minnesota 55406

Tel : 612 - 722 - 3306



This Voltamp 2" gauge, two rail electric type owned by A. Albaugh is a good example of heavy motive power twenty-five years ago. Although the trucks are actually sprung and equalized the crudeness of the engine is obvious.