



THE SOUTHWESTERN LIMITED

VOL. 37 NO. 4 DECEMBER 2020

T.T.O.S. SOUTHWESTERN DIVISION

A NON-PROFIT CORPORATION

WWW.TTOS-SW.ORG

2020 4TH EDITION DECEMBER

Logo Courtesy of Ginny Cotton

HAPPY HOLIDAYS TO
YOU AND YOURS
MAY YOU ALL STAY SAFE
WISHING YOU A HAPPY
HEALTHY NEW YEAR



Please check our website for news of the next actual meet in Arcadia. Hopefully it won't be too long before we are able to have a safe meet. Until that time feel free to contact any of the board members for information, help with trains repairs or items you wish to sell. We will try hard to help you and help our hobby continue to grow.

We can use your hints, photos of projects or just tell us how you are spending your time during this pandemic. We feel it is great to keep in touch by sharing what we are doing. Thanks to those who are participating in this issue.

Hope to see yours here soon!

Keep checking in as to when we can have a safe meet. Until then, please keep safe.

Meets held at Arcadia Masonic Center

50 W. Duarte Road, Arcadia 91007

Sellers Setup & Members 10:00 AM

Tables still \$5.00 Call Hollis Cotton to reserve

818-590-0553

Auction Sellers: Call George Blanch

818-590-8238

Public 10 AM– Admission \$5.00 Children under 21 free with paid adult

TABLE SALES • DRAWING AUCTION • LAYOUTS • FOOD

Family Fun • Repair Clinic • Test Track 50/50 Drawing 11:45

a.m. Auction 12:00 Noon • Snack Bar

Operating Layouts to run your trains

2021 Proposed Southwestern Division Meets & Event Dates

January 3 (first Sunday)

February 14 (second Sunday) This is to avoid the annual Super Bowl game on the first Sunday.

March 7 (first Sunday)

April 11 (second Sunday) This is to avoid Easter Sunday on the first Sunday.

May 2 (first Sunday)

June 6 (first Sunday)

July 11 (second Sunday) This is to avoid July 4th the first Sunday

August No date requested. This is the month of our annual picnic at Griffith Park.

September 12 (second Sunday) This is to avoid Labor Day weekend.

October 3 (first Sunday)

November 7 (first Sunday)

December TBA

PRESIDENT'S MESSAGE

LARRY PEARSON, President T.T.O.S. Southwestern Division 2017-2018
1108 West Palm Ave., Burbank, CA 91506 818-848-2653 (mornings after 8:00 AM)

*Please be advised that the following article is comprised solely of my own thoughts, opinions, and experiences and does not necessarily convey the beliefs and thoughts of the TTOS Southwestern Division (SWD) and its Members and Officers or the editor and publisher of The Southwestern Limited. Call me at the above number. I love to talk.
Larry*



PRESIDENT'S MESSAGE FOR DECEMBER 2020

As I write this the newspaper headlines read: "Virus wreaks havoc across state". "The rapid rise in cases sets new records and strains hospitals". The hospitals are so full that ambulances are lined up with patients and have to wait hours for a vacant bed in the hospital. If you have a heart attack, you might die waiting for medical help. Hospital staff are working 12 hour days and are thoroughly exhausted. "A cancer patient needed help; hospitals were full". It was predicted that the epidemic would worsen during the winter months because the virus survives better in cold weather, and this seems to be happening. And now we are told that a new and more contagious strain of the virus has emerged in England. Hopefully when the weather warms up, in conjunction with the vaccinations, the virus will stop spreading and we can resume our Monthly Meets. Thank god for Global Warming.

Because of all this, all indoor and outdoor meetings and dining are banned in Southern California. Joe Giammatteo called me this week and informed me that both he and his wife Nancy caught the virus and recovered without getting seriously sick. Joe works the monthly meet repair table with me and Nancy is our Membership Secretary. Bill Elliott, our monthly auction clerk, son Roy caught the virus and lost his taste and smell senses, but not much else. Fortunately, no one I know has died, but several of our senior members have underlying health issues that could prove deadly if they caught the virus. There are now two highly effective vaccines that are being administered to critical health workers. They don't expect most of us to be vaccinated until June. The "experts" feel that the virus won't go away until 70% of the population is vaccinated. That probably won't happen until mid summer.

The Toy Train Operating Society Southern Pacific Division (SP) started holding parking lot meets on Saturday June 22nd at Duke's Café Parking lot, 2099 E. Orangethorpe Ave. in Placentia. They call the Meet "Trains and Coffee". Duke's is on the NW corner of Lakeview and Orangethorpe. The June Meet was a success, so they held Saturday meets on July, 25th August 22nd, September 19th, October 24th, and November 21st.. They were planning a December Meet on Saturday December 19th, but it had to be cancelled due to the shutdown. The November Meet was very successful, and I was looking forward to the December meet. It is not known when the SP parking lot meets in Placentia will resume.

The All Gauge Toy Train Association (AGTTA) in the San Diego area held their second parking lot Meet, this one at the National City Train Museum on November 14th. Dave Otth and I attended. It took me two hours of driving to get there from Burbank and three hours to return,

Continued page 3

Larry's Letter Continued

due to increased traffic later in the day. The Meet was not all that large and, for me, the long drive was not worth it. The December 12th Meet had to be cancelled due to the shutdown. The AGTTA has been holding a Zoom meeting for the last eight months. The last one was on Saturday, December 19th at 10:00am, and I tried it out because the Southern Pacific Meet on that date was cancelled. I viewed the meeting on my computer and used my phone to listen. Unfortunately, I was not able to achieve a voice connection, so I could not participate other than see and listen. About 17 people attended and the meeting lasted two hours. Several members did video tours of their layouts and did technical presentations on collectable toy trains. I love to talk and was frustrated that they could not hear me. To fully participate, an attendee needs to have a camera and microphone on his computer or tablet. I am going to see if I can buy the necessary equipment to do this. When fully equipped the participant's face appears on a sidebar on the computer screen and when he talks, his face fills the whole screen. This Zoom thing is very impressive, and works very well. But you need an expert to set it up and manage it. Do we have any experts that could do this for us? I'm not the one. And we would need volunteers to do the presentations.

In response to this call for help, Harold Shapiro volunteered to be the host for Zoom meetings once a month if it did not conflict with other activities he is involved with. Harold is our webmaster and is an expert with this type of technology and has a lot of experience with Zoom meetings. Zoom is a natural for club board meetings and these types of presentations can be very simple, but if video presentations are included, it gets a lot more complicated. Let me know if you can do video presentations and we can give Zoom a try while we wait for our monthly meets to begin again.

The requested 2021 Meets shown in the last Southwest Limited have been submitted to Sho Tay, the manager of the Arcadia Masonic Center. Sho responded but will not be able to issue a contract until we can start our Monthly Meets there. But he knows what dates we want.

I want to thank everyone who renewed their Membership with SWD. Nancy Giammatteo reports that she is still receiving renewals in the mail. Our plan is to automatically renew members who paid the \$20 dues for 2019-2020 for 2021-2022 at no charge. Our dues renew on July 1st. All others and new Members will have to pay \$20 for the 2021-2022 year. We have sufficient funds in our savings account and can afford to do this. The SWD Board has yet to approve this, but it is my recommendation. The Southern Pacific club, AGTTA, TCA Western, my Vintage Chevy club, and my Corvette Club all announced that they are doing this, They all renew on January 1st.

I am active in five train clubs in Southern California: Southern Pacific, AGTTA, Model
Continued on page 4

Larry's message continued:

Train Association (MTA), TCA Western, and Southwest (SWD). I am sad to report that a couple weeks ago I got a call from Larry Garrett, acting President of MTA, reporting that the club's newsletter editor, Bruce Engelbach, passed away on Friday, November 27th, and the Board of Directors decided to end the club after over 50 years. In addition to publishing the monthly newsletter, Bruce handled the monthly video show. Les Cochran was treasurer and raffle chairman and passed away from liver cancer about two years and left a void that could not be filled. Les' great monthly raffles provided many of the consolation prizes that I donated to our monthly Drawing. MTA had its beginnings in 1968, and in its heyday held large trading meets and sold souvenir cars. Roy Bell was once its president. But in recent years the monthly attendance gradually declined to about a dozen. Their monthly meetings were normally held at a Women's Club in Bellflower on the last Friday of the month and had a theme and show and tell that I loved to participate in. I always drove down there in one of my vintage cars. Bruce would set up a video show in conjunction with the monthly theme he wrote about in the newsletter. Four times a year we had "operating night" and attendees would bring track and run trains on table tops. We had a wonderful Christmas pot luck dinner and a super raffle that I looked forward to. I will greatly miss the MTA.

Our Southwest Limited newsletter editor, Sheila Roman, needs articles from our membership for future issues. Show us your layout or write technical articles. We need content for the Limited until the monthly Meets resume and we can resume our coverage of the Meets.

In lieu of the monthly post card, the proposed SWD January Meet is cancelled.

I want to wish good health to all of you and your families and a Merry Christmas and a Happy New Year to all of you.

Please support Southwestern by continuing your Membership, recruiting new Members, making donations to SWD, and attending our Monthly Meets. As always, hugs to all, and run your trains often.

Officers and Board of Directors & Volunteers 2020-2021

Larry Pearson, President, 818-848-2653 lpears1941@att.net

Hollis Cotton, Vice President, Monthly Meet Table Sales 818-590-0553 holliscott@aol.com

Jerry Moser, Recording Secretary 760-948-7147 cnw400@gmail.com

Manny Gonzalez, Treasurer, 626-357-4698 tmanning158@charter.net

Nancy Giamatteo, Membership Secretary, 310-350-5065 nangm55@gmail.com

George Blanch, Director Auctioneer 818-590-8238 gblanch33@charter.net

Harold Shapiro, Volunteer Web Master

David Nissen, Volunteer, Membership Cards & Membership Records, Monthly Meet Layout

Wayne Kraemer, Volunteer Repair Clinic

Joe Giamatteo, Volunteer Repair Clinic

Sheila Roman, Director, Editor Southwestern Limited 818-981-4166 msr555@roadrunner.com

Mike Roman, Director, Photographer Monthly Meets

Martin Folb, Volunteer Photographer Special Events

Tony DeNeve, Volunteer Auction

Danny Blanch, Director, Volunteer, Auction

Bill Elliott, Volunteer, Auction

Calvin Smith, Director Limited Publisher 626-792-6594 pesmith6@earthlink.net

Fred Kramer, Director, 50-50 Drawing Chair 818-426-6519 fkramer@gmail.com

Hal Rothenborg, Director, Club SWD Layout Liaison 626-793-9577 halbigboy4014@gmail.com

Jon Pincus, Director, 818-606-0624 lindaannejon@aol.com

12/6/20

Last Tuesday I got a call from Larry Garrett, acting president of the its beginnings in 1968, and in it's heyday held large trading meets and sold souvenir cars. Roy Bell was once its president. But in recent years monthly attendance gradually declined to about a dozen. Les Cochran was treasurer and raffle chairman and passed away from liver cancer about two years ago and left a void that could not be filled. Les' great raffles provided many of the consolation prizes that I donated to our monthly Drawing. The monthly meetings were normally held at a Women's Club in Bellflower on the last Friday of the Month and had a theme and a show and tell that I loved to participate in. Bruce would set up a video show in conjunction with the monthly theme he wrote about in the newsletter. Four times a year we had "Operating Night" and attendees would bring track and run trains on table tops. We had a great Christmas pot luck dinner and super raffle that I looked forward to. I will greatly miss the MTA.

This message is still true today!



YOU CAN MAKE YOUR ELECTRIC TRAIN LAST A LIFETIME BY GIVING IT PROPER LUBRICATION

LIONEL TRAIN LUBRICANT

Lionel Trains for the past 30 years have been made electrically and mechanically perfect—nevertheless all the fine materials and engineering skill that go into their manufacture cannot assure perfect operation without proper lubrication.

Ever notice how carefully enginemen lubricate the important parts of their locomotives before they start out on a trip? They do that because lubrication is vital to the efficiency of real railroad engines and cars. Lubrication is just as important to your Lionel Electric Train. Properly lubricated, the motor will last a lifetime.

LIONEL TRAIN LUBRICANT has been developed after years of laboratory tests, to replace ordinary oil. When using oil as a lubricant, the motor must be oiled after every two or three hours of operation. Proper use of LIONEL TRAIN LUBRICANT will insure efficient operation for a considerably longer time and will increase the life of all working parts.

Your dealer carries LIONEL TRAIN LUBRICANT. Get a tube today. Use it at the points shown in your instruction book.

LIONEL TRAIN LUBRICANT
Two ounce nozzle-tube, No. 925, 25c.

If your dealer does not have a supply of LIONEL TRAIN LUBRICANT send twenty-five cents in stamps or money order to:

THE LIONEL CORPORATION
15 East 26th St. New York, N. Y.

LOOK FOR THIS DISPLAY
ON YOUR DEALER'S COUNTER

PRINTED IN U. S. OF AMERICA

Roy Bell Insurance Agency Inc

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Insurance Options:

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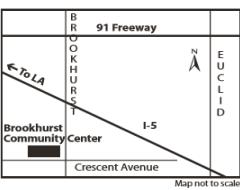




TOY TRAIN MEET

Monthly Train Meets

Educational Displays,
Trains for Sale,
Super Auction,
Great Raffle,
Operating Layouts,
Kids Korner & Snack Bar


Map not to scale.

PUBLIC INVITED: 10:00 TO 2:00
DONATION: \$5.00 PER PERSON / FAMILY

Brookhurst Community Center
2271 W. Crescent Ave. - Anaheim, CA


www.ttos-sp.org
For information visit our website
or call Jeff Meyer our President at (909) 851-9846

All Aboard To Anaheim!



**Train Collectors Association
Western Division**
Celebrating 67 Years!

**Our Train Meets Are Paused Temporarily
Please Visit Our Website For Schedule Updates**

<http://www.tcawestern.org>

2021 TCA Convention Merchandise Is Now Available For Purchase
Items Are Viewable On The Website
And An Order Form Can Be Downloaded There As Well

Questions?
Stephen J. Waller, President
626-710-7768 (evenings)

Robert Caplan, Vice-President
213-369-2446 (daytime)



All Gauge Toy Train Association

San Diego, California

AGTTA Saturday Meets 9 AM to 2 PM
St. Dunstan's Episcopal Church
6556 Park Ridge Blvd.
San Diego, Ca 92120

BUY AND SELL TRAINS
SUPER RAFFLE & SNACK BAR

Contact: Jim Weatherford at wxfd@cox.net 619-441-8462
Website: www.agtt.org
Meets generally 3rd Saturday of the month

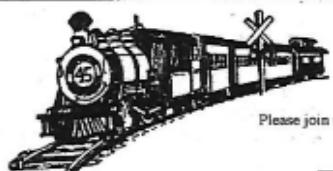


GRAND CANYON MODEL RAILROADERS

Bringing Arizona tinplaters of all stripes together for fun and activities

Monthly meetings, travelling layouts twice yearly, huge swap meets and lots of comraderie.

Info: Dave Brown
eaglefour@juno.com
Website: www.gcmrr.org



MTA

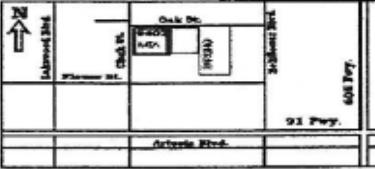
Model Train Association
"The Friendly Club"

Please join us for our meetings at the Womens Club of Bellflower
9402 Oak Street (Clark and Oak)
Friday Evenings at 7:00 pm

Call for 2018 Dates

For information call
Larry Garrett at 714-893-2979
Bruce Engelbach at 562-925-7797

We are a diverse group (all ages - men, women & kids) of toy train collectors, rail fans, and modelers of all gauges (2- to the real Locomotive). Our meetings feature historical slides and videos, usually of actual Railroads.



Due to the Pandemic and all the meets having had to be postponed, please check with the clubs to see what the status is of their next meet.

Jon Pincus has been very busy transforming “junk” into great looking trains:



Very badly repainted 1927 American Flyer Presidents Special junker became the Never Produced 1927 Brown Chief 4-4-4 locomotive.

And Now!



Another project of Jon's: More junk and unfinished castings became the ultra rare 1929/1930 version of the Ives 1132



LIONEL INTERURBANS

The Lionel Manufacturing Company converted their product line from two rail 2 7/8 -inch gauge to three rail 2 inch gauge (actually 2 1/4-inch gauge) in 1906. In 1915 they introduced "0" gauge track and then referred to the 2 1/4 gauge track as Standard Gauge. Their initial product line included what we call Street Cars and two steam freight and passenger trains. In 1910, Lionel introduced what they called the No. 10 INTERURBAN CAR. Production of the No 10 continued until 1916, when it was discontinued.

Fig. 1



In the early part of the last century, Interurbans were large self propelled passenger cars that were the main means of transportation between two close cities or between downtown and outlying areas. Lionel's No. 10 Interurban was based on its large passenger cars and was outfitted with an axle mounted motor, much like the real thing.

Lionel's initial offering in 1910 was painted maroon and had three high black knobs on the roof. These are the rarest and most valuable of the series. Beginning in 1915, the knobs were eliminated and the car was painted a dark olive green.

Martin Fob has been assisting a long-time collector who wants to sell his collection of high quality Lionel, American Flyer and Ives trains. One day earlier this year he brought by a Lionel No. 10 interurban new in the box, complete with track and the excelsior packing. I like nice things, especially early Lionel, and decided after much thinking that I simply had to have it. A price was negotiated and it was mine. By the way, it wasn't cheap. Normally I would show it off at a monthly TCA Western show-and-tell meet, but these are not happening. So, I am showing and telling about it here.

This No 10 was manufactured in 1915 or 1916, so it is over 100 years old. Most toy trains this old don't exist any more or are in very poor condition. They are not sophisticated and went through a period when they were considered to be primitive and, therefore, worthless. Just look at the photos in the Greenberg Standard Gauge book. And very few boxes this old have survived in any presentable condition.

Figure 1 (above) shows the contents in the box, which includes the No 10 and 8 curved and 4 straight sections of track, plus a two-bulb lighting kit. The stringy packing around the track is called Excelsior.

This packing was also around the car, but I removed it and have it stored in a Ziploc bag to preserve it and to allow me to remove the car without disturbing it. The car had an external head light but no internal light installed at the factory. The second lamp in the lighting kit was intended for the No. 1010 un-powered trail car. A terminal on the rear of the No 10 is for powering the lighting kit and is shown in Figure 2.



Fig. 2

The lighting kit was packed in the brown tissue paper at the rear end of the car.

Continued Page 9

INTERURBANS CONTINUED BY LARRY PEARSON

Figure 3 shows the label on the end of the box cover.



Fig. 3

Figure 4 shows the metal reinforcement used on the corner of the box.



Fig. 4

Figure 5 shows the instruction sheet glued on the inside of the box cover. This instruction sheet is for all 27 of their toy trains, not just the No. 10. Of interest to me is the paragraph INCANDESCENT BULBS.



Fig. 5



Fig. 6

"The incandescent bulbs supplied with our outfits are not guaranteed by us. They are tested before being inserted in the cars and when burnt out will *not* be replaced without charge. All cars are equipped with 3 1/2 volt bulbs and a resistance so that when the proper voltage is used to operate them they will not burn out, that is, when current is obtained from dry cells, storage batteries, or direct current properly reduced, but when the alternating current is used our special No.26 bulbs which are 14 volts must be substituted for the 3 1/2 volt bulbs or they will burn out immediately."

By the chart, it only takes 6 volts of direct current to run the car, but takes 17 to 20 volts of alternating current to run the car. These motors must have been very inefficient when used with ac power. Post war Lionel trains will work on ac or dc current at about the same voltage. Figure 6 shows the original 3 1/2 volt bulb, and it still works. The two bulbs in the auxiliary lighting kit are identical to this bulb. I have tested the motor with clip leads and an ac transformer and a 14 volt bulb, and it works like new, which it is.

Larry Pearson

Trains and Coffee

How TTOS Southern Pacific Division is dealing with the COVID19 crisis

By; Jeff Meyer, TTOS Southern Pacific Division President

TTOS Southern Pacific Division is just like many other Divisions out there in dealing with the COVID19 crisis since our meet hall that we rent is closed until further notice. Since we rent from the City of Anaheim we do have a few more rules that we have to adhere so we can make our meets happen. Southern California is not a place to get someone to donate space or real estate to create a permanent meeting hall so that is why we rent a hall for our monthly meets that have our vendors, layouts, and auctions.

This all works great when there is no pandemic and of course everyone staying safe is the most important thing...always. Now with that said my wife Denyse is a nurse and is an essential worker and since I am in the automotive aftermarket working for a parts supplier I am also considered an essential worker. When the stay at home orders were issued we were both glad to have a much needed break that we had not had in many years. Of course as the months wore on so did the need to have something to replace our monthly meets. TTOS SP board members suggested several things and we tried the Facebook chatroom which works okay and the Zoom App which works also. The biggest downside was not everyone wanted to meet this way and it is hard for our sellers to sell anything. We started discussing alternatives and one thing came to my mind.

I remember just a couple of years ago going to the Eastern Division TCA Fall York meet for the week with my wife, Steve Eastman, and Bob Carlson. We had a great time and what stuck in my head were the bandit meets. Now several months into COVID19 protocols outdoor activities are okay stay 6 feet apart, wear masks, and likely you will be fine. I suggested this to our board members and Steve Eastman suggested a parking lot where Duke's Café in Placentia, CA is located, Steve did some serious work to speak with the owner and everyone at the site involved. There is a weekly classic car get together near the donut shop on the other side of this big parking lot.

Now we had to decide on rules and how to run it. The first meeting was 9am to 12pm but with summer coming we moved it up to 7am to 10am. Sellers choose a parking stall or three, stay 6 feet apart, wear masks, and must provide hand sanitizer at their booth/display. Sellers provide their EZup tents, tables, etc., for their displays. We have 3 layouts being run on solar and battery power which is amazing to see. We have Denyse Meyer and Robin Hervey who do temperature checks and mask checks. If someone does not have a mask we will provide one and ask them to use it. Should they say no I simply let Denyse, remember she is a nurse, handle it and she does not take no for an answer. We send out a set of rules stating to not show up if you have any COVID19 symptoms like fever, cough, sore throat, etc., have been near someone that has been exposed, or if you have been exposed yourself. TTOS Southern Pacific Division is doing this along with TCA Western Division members and it is all volunteer events so no fees or charges and all train people are welcome. The email states for sellers to contact me and I keep a monthly spreadsheet for references.

Everyone is asked to support Duke's Café if they can so Duke's gets some added business. Right across the street BNSF trains and Amtrak trains run so that is how we came up with the Cars and Coffee name. It gets everyone together in a safe casual atmosphere and we can trade, buy, and sell trains. Stress goes down for everyone and boy is it fun! We ended up having to cancel the December meet due to the COVID19 lockdown triggered in Southern California. With any luck we will be on again for January 23, 2020 with the times being 9am to 12pm.

CLASSIFIED ADS

N Gauge layout for sale. 7 1/2' by 4' with great scenery.
Contact Mike Roman for details at 818-981-4166.
Also if you need **parts** feel free to call Mike as he can
arrange to mail them to you.



Large collection of pre-war, post war, modern era, call Fred Kramer for list and questions. Most still new in their boxes. Approx. 4 pallets of trains to choose from. Must see this collection. Call Fred at Home 818-718-0340 or Cell 818-426-6519.

Email: frktrains@gmail.com

Looking to sell all at once or individually.



**LIONEL CELEBRATION SERIES #18978 C&O NE 2
SWITCHER C-9**

\$275.00 PLUS \$20.00 SHIPPING

CONTACT: FRANK SORANNO fsoranno@yahoo.com

For Sale LGB: 4291 Coke Cola, 4174 D&RG Refer, 4191CS Campbell's Soup (3 children) and 41911 Campbell's Soup (2 children) box cars. All new in original boxes. Also 52 G scale little use or new items: sets, buildings, engines, handcars, cars, LGB, Train Town, Bachmann, Lionel, Kalamazoo, Delton Rio trains, USA Trains and Big Trains. Calvin Smith E-mail: pesmith6@earthlink.net or H 818-243-4105 speak slowly and clearly leave message.

Ed Horowitz, who lives in Calabasas, requesting help in selling his S-gauge trains. The trains range from 1949 through 2020, and he has boxes for most of it. He estimates that he has about 150 rolling stock. If you are interested, give him a call at 818.689.3065, or carolhorow@aol.com. He also has an 8x8 layout with operating accessories and ceramic buildings. He is not a member of TTOS however has asked for our help.

We are starting a Classified Ad section to our newsletter, The Southwestern Limited, during this pandemic stage to help our paid members buy or sell train related items. We will try to accommodate all who send us items prior to the next issue, March 1, 2021. We feel a 2 inch space is a good area in which to advertise your needs. Be sure to give your name and phone number and a brief description of what you are looking to buy or sell. If space permits we can try to add a small photo which you would need to provide.

For those running 0 Gauge, these instructions still hold true today even though this instruction sheet was printed in 1950!

How to Operate LIONEL REMOTE CONTROL TRACK SETS

No. 6019 FOR "027" TRACK — TYPE UCS FOR "O" TRACK

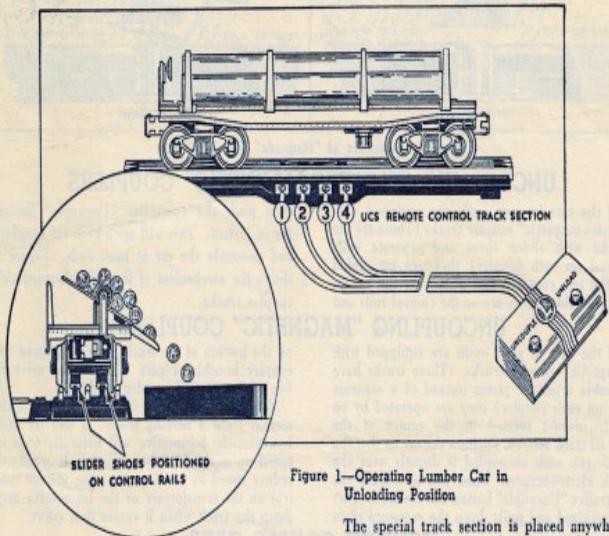


Figure 1—Operating Lumber Car in Unloading Position

Lionel Remote Control Track Sets are used to uncouple all Lionel cars equipped with electrically controlled couplers and also to unload all Lionel operating cars such as the Ore Dump Car No. 3469, Milk Car No. 3472, and others. No. 6019 Remote Control Track Set is used with "027" track while UCS is the designation of the Remote Control Track Set which matches "O" gauge track.

A Remote Control Track Set consists of a special five-rail track section and a two-button controller attached to the track section by a four-conductor flat cable. If you ever have occasion to lengthen the cable make sure that you do not change the order of the wires.

UNLOADING OPERATING CARS

To unload any operating car position it on the special track section so that *both* slider shoes of the car are on the control rails of the track, then press the controller "Unload" button. This will operate the unloading mechanism of the car.

Note: If your operating car is equipped with

"electro-magnetic" couplers (See explanation below), pushing the "Unload" button will also open one of the couplers of the car. This is normal action and does not mean that the car or the coupler is defective. To recouple the car after unloading simply back up your locomotive for an instant.

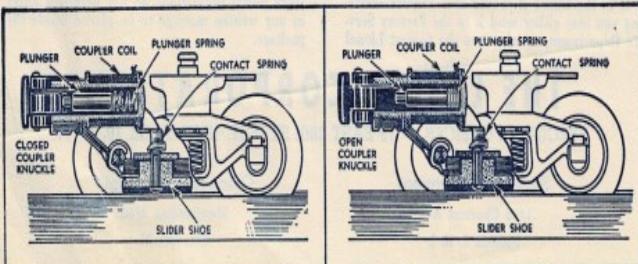


Figure 2—Operation of "Electro-Magnetic" Coupler Trucks

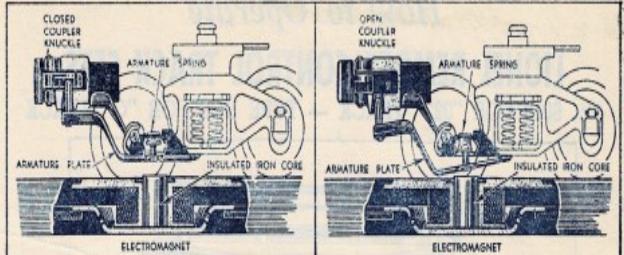


Figure 3—Operation of "Magnetic" Coupler Trucks

UNCOUPLING "ELECTRO-MAGNETIC" COUPLERS

If the cars in your outfit are equipped with "electro-magnetic" coupler trucks (Those are the trucks with slider shoes and separate coils wound on each coupler) they are uncoupled by the two control rails. Maneuver the car so that the slider shoes are on the control rails and

then push the controller "Uncouple" button for an instant. This will open both car couplers and uncouple the car at both ends. Figure 2 shows the mechanism of the "electro-magnetic" coupler trucks.

UNCOUPLING "MAGNETIC" COUPLERS

If the cars in your outfit are equipped with "magnetic" coupler trucks. (These trucks have movable armature plates instead of a separate coil on each coupler) they are operated by an electro-magnet located in the center of the special track section. Position the car so that the truck you wish uncoupled is directly over the track electro-magnet. When you now push the controller "Uncouple" button the electro-magnet is energized and pulls down the armature plate

HOW TO COUPLE CARS

All modern Lionel couplers are closed mechanically by pushing in the coupler knuckle until it latches in closed position. This makes it possible for cars to be coupled anywhere along the track, as long as at least one of the mating couplers is open. To couple two cars simply push them together, either by hand, or by backing up your train to the waiting car or train section.

If both the mating couplers are closed the cars can't be coupled by pushing them together. The only way two closed couplers can be engaged is by lifting one of the cars and fitting

SERVICE INFORMATION

This Remote Control Track Set was carefully inspected at the Factory and is in perfect operating condition. Like all Lionel products it is guaranteed against faulty materials and workmanship to the extent that if any such defective article is returned to the Lionel Service Department or to any Lionel Authorized Service Station within one year of the date of purchase it will be repaired or replaced.

If in the future it should ever require servicing you may either send it to the Factory Service Department, or take it to the nearest Lionel

couplers together. "Magnetic" couplers can be opened manually by pulling down the truck armature, or electrically, on the remote control track; "electro-magnetic" couplers can be opened only electrically on the remote control track.

Because of the relatively small radius of track used for model trains you may have difficulty in coupling two cars when they are on a curve. For this reason it is best to couple cars on a straight stretch of track and also to place a straight section of track on both sides of the remote control sections.

Authorized Service Station. Your dealer can tell you the name and address of the Authorized Service Man in your neighborhood.

If you decide to mail the article to us, be sure to pack it carefully to avoid damage in transit. Use the original box, if possible, and enclose in another strong container. A letter in a stamped envelope stating fully the service desired must be pasted to the outside wrapper, since postal regulations do not permit a letter or any written message to be placed inside the package.

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Do you have any instruction sheets you would like to share with our members? Send us a copy and we will be happy to try to fit them in as space permits.

For those of you running American Flyer S Gauge, here is a copy of a vintage instruction sheet. Still good information today!



AMERICAN FLYER



INSTRUCTIONS FOR MECHANICAL CARS

This car is designed to be used on both Gilbert Pike Master track and Standard "S" Ga Track. When packed in an American Flyer Train Set, the activating trip designed for Pike Master track is included. When you purchase this car separately, you will find two activating trips — one to fit Pike Master track, and one to fit Standard "S" track. Select the trip which fits the type of track you have in your layout.

ATTACHING THE TRIP TO THE TRACK

The trip for use on the Pike Master track is snapped into position as shown in Fig. 1.

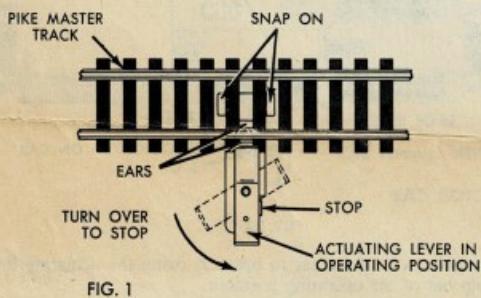


FIG. 1

The trip for use on standard American Flyer track is fastened into position by slipping the edge of one rail under the rail retainer and lock the cam against the other rail. (See Fig. 2.) These trips are designed for use on straight track sections only.

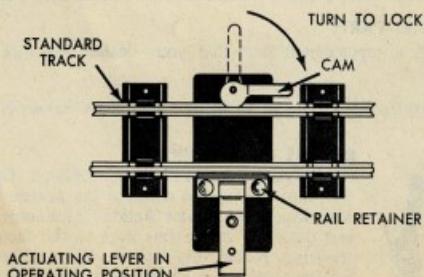


FIG. 2

OPERATION OF THE CAR

Place the Action Car on the track so that the operating arm is on the same side of the track as the actuating lever on the trip. Place the bales or ties into the top of the chute on the car. When the activating lever on the trip is in operating position and the car passes it in the direction indicated in Fig. 3 or 3A, a bale or tie will be automatically ejected.

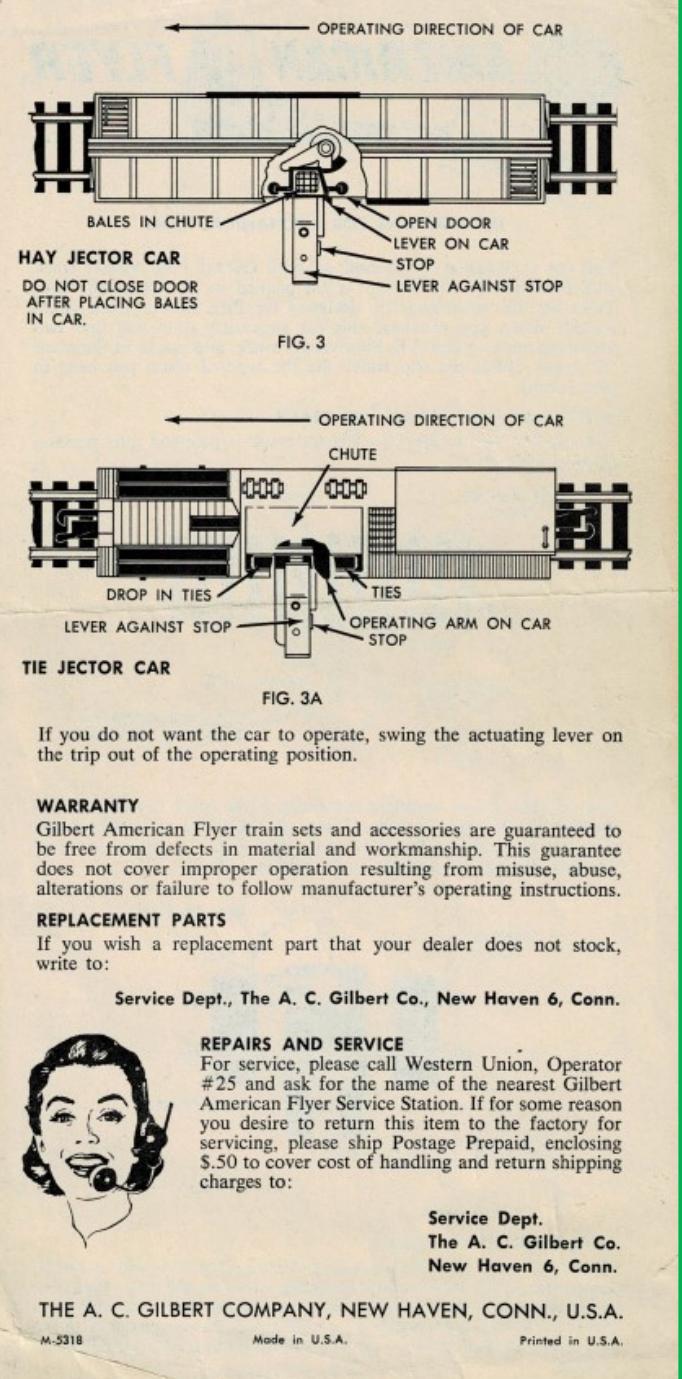


FIG. 3

FIG. 3A

If you do not want the car to operate, swing the actuating lever on the trip out of the operating position.

WARRANTY

Gilbert American Flyer train sets and accessories are guaranteed to be free from defects in material and workmanship. This guarantee does not cover improper operation resulting from misuse, abuse, alterations or failure to follow manufacturer's operating instructions.

REPLACEMENT PARTS

If you wish a replacement part that your dealer does not stock, write to:

Service Dept., The A. C. Gilbert Co., New Haven 6, Conn.



REPAIRS AND SERVICE

For service, please call Western Union, Operator #25 and ask for the name of the nearest Gilbert American Flyer Service Station. If for some reason you desire to return this item to the factory for servicing, please ship Postage Prepaid, enclosing \$.50 to cover cost of handling and return shipping charges to:

Service Dept.
The A. C. Gilbert Co.
New Haven 6, Conn.

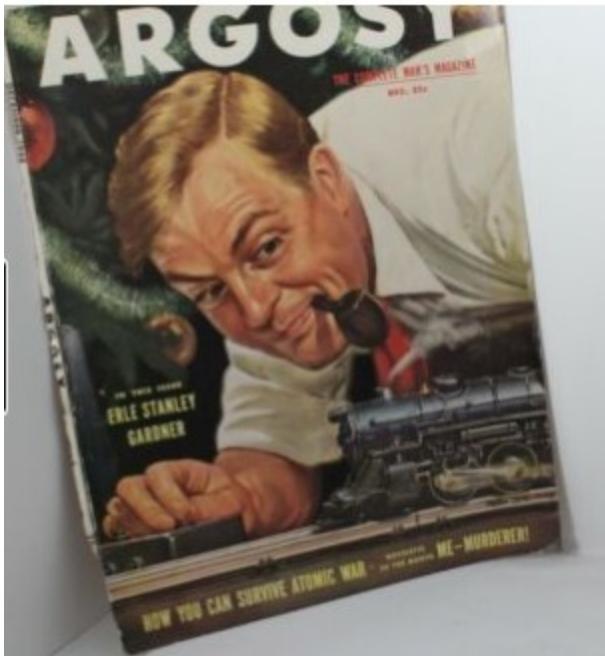
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M-5318

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December 1949 Argosy Magazine featured the Lionel brochure "Train Layout Planning Book for "POP". How many of you remember this?



My greatest enjoyment at our monthly Meets is my train repair table. Joe Giammatté, Ed Vanderpool and I really had a lot of fun working with the SWD membership to help them better enjoy our hobby. All at no charge to the Membership. Although, technically, I am the monthly Meet manager, the great support I get from Hollis Cotton (table sales), Nancy Giammatté (the front desk), George Blanch (auction manager), and Hal Rothenborg and David Nissen (lobby layouts) gives me the freedom to run the train repair operation without worry or interference. No other toy train club that I am aware of offers such a comprehensive repair service. I also offer free train repairs at the monthly TCA Western Division meets with Joe Giammatté at the Southern Pacific monthly Meets.

And now it is all on hold for the foreseeable future. However, I am still available here at my Burbank residence to help you. You can bring your trains here and we can work on them together. Or you can mail them to me, to be picked up at the Southern Pacific Placentia parking lot Meet if that resumes. I now have an 11x8 foot layout with standard gauge, 0 gauge and HO track to test your trains. Call me at 818.848.2653 in the mornings for advice over the phone.

Larry Pearson

Word Search for December

T	R	A	N	S	F	O	R	M	E	R	M	O	S
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Are you willing to contribute???

Harold Shapiro has offered to host **Zoom** meetings for us during this pandemic. In order to do so, Larry feels we need good visual content as he has seen done by other groups. That means we need members to participate by being able to show their layouts or a favorite train or project you are working on during the zoom meeting. I believe it would only take your cell phone or iPad or tablet to accomplish this. If you are willing to help us out and contribute, please let us know and we can then work with Harold to set up our first Zoom meeting. Watch for updates on the monthly postcards.

Contact: Mike or Sheila Roman 818-981-4166 or email msr555@roadrunner.com



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See our new Classified Section! Lots of new material in this issue. Help us by submitting some of your photos or train related stories.

Mike Roman

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