

DATE & VENUE CHANGE FOR CAL-STEWART 2012



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40th Cal-Stewart Meet Heads for Ontario CC

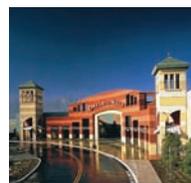
Southwestern President Larry Pearson is pleased to announce a change in date and venue for Cal-Stewart 2012. The 40th Cal-Stewart Meet will be held on November 2, 3, and 4, 2012 at the Ontario Convention Center.

Increasing costs at the Pasadena Convention Center led to a search of venues capable of handling the Cal-Stewart November Meet. The Ontario Convention Center offers a gracious hall with exceptional amenities, and the Radisson Hotel across the street from the Center is providing special rates and hospitality for Cal-Stewart 2012 attendees. *Please see related Cal-Stewart 2012 articles on pages 2 and 3 as well as the President's Message on page 4.*



The Ontario Convention Center is a spacious, modern facility offering exhibit halls featuring easy entrance for setup and take down with excellent lighting and plenty of parking for exhibitors and attendees.

The Ontario area also offers Cal-Stewart attendees a variety of venues for shopping, entertainment & dining such as these in the photos below.



Above, Ontario Mills Mall; Center: Dave and Busters Ontario



J. Filippi Winery

Photos on pages 1 & 2 courtesy of the Ontario Convention Center

Save the Dates: 40th Cal-Stewart November 2, 3, & 4, 2012

Cal-Stewart News

By Hollis Cotton, Vice President, Southwestern Division

Life is full of changes and so it is with train meets. Sometimes it's for the better and sometimes it isn't but this is our 40th year and we want to do something big.

For the last few years, our relationship with the Pasadena Convention Center has been one of trying to hold the line on their ever increasing costs. Their attitude toward us seems to have changed with the opening of their new facilities. It seems that our train meet isn't the image of the type of client they want for their new building. On the other hand, we haven't been happy with the lack of parking or with no restrooms in the hall. Their elimination of the event sign on the corner of Green and Marengo has hurt the public attendance and their continual addition of fees for all kinds of add-on services we didn't request plus overall price increases has made it very hard for us to keep our prices the same. Cal-Stewart has been in Pasadena for well over 30 years but at a meeting March 14th with their new management team that didn't seem to matter. They upped the price once again and in essence said take it or leave it. We decided to leave it.

So for our 40th Cal-Stewart Meet, we are moving to the Ontario Convention Center. The meet will take place on November 2nd, 3rd and 4th, 2012 (new dates!).

Don't get the idea that this is a second class facility. On the contrary, it is a beautiful modern building and we liked everything about it much more than what Pasadena had to offer. There are 1,700 surface parking spaces adjoining and reserved only for the Center. The loading dock is right behind the hall and there aren't any elevators. It is only 2 blocks from the Ontario Airport (ONT) with 200 flights per day. ONT is a Southwest Airlines hub. If you are flying to the Meet, you won't have to rent a car. Most hotels offer free shuttles to and from the airport and the Convention Center. There are more than 2,500 hotel rooms within walking distance to the Center. Right across the parking lot, the Radisson Hotel is offering beautiful newly refurbished rooms for only **\$69 per night** including **free parking for cars, trailers and RVs**. There are **2 electronic event signs**, one of which is visible from the freeway, and just a few miles away is the Ontario Mills outlet shopping center for all you bargain hunters.

We are excited about this new venue and believe it will be a much better less expensive experience for everyone than could be had in Pasadena. It's cost is more reasonable and so our pricing can remain the same. That's big and a great way to celebrate our 40th.



The Radisson is located just across the street from the Ontario Convention Center and features the amenities expected in a highly rated hotel. Above is the Pacific Grill located in the Radisson for your dining pleasure.

Photos on pages 1 & 2
courtesy of the Ontario
Convention Center

THE NOVEMBER 2012 CAL-STEWART MEET IS MOVING TO THE ONTARIO (CALIFORNIA) CONVENTION CENTER!!

By Bruce Lazarus, Cal-Stewart Registration and Souvenir Cars Chair

After the completion of the renovations at the Pasadena Convention Center (PCC), we sought out the opinions of the attendees and found an unfavorable reaction to the results of the renovations. We asked for and took to heart your opinions and began a search for a new hall that would give everyone a more pleasant experience. Also, the ever increasing costs involved at PCC were going to make it impossible for us to continue with that site, without increases in fees for Registration (\$5.00), Tables (\$10.00) and the Party (\$5.00). We believe we've found an excellent new venue, where we can hold the line on these costs and lower your other costs. We're excited about all the positives that will occur with this move.

We called many sellers and non-sellers to get their opinions before making the commitment. Their opinions were all positive, but we know that there will probably be some who are initially not pleased. Once you've seen the reasons behind our decisions and experienced the 2012 meet, we believe that you'll agree with us. This year, the Cal-Stewart Meet will move to the weekend of November 2nd, 3rd and 4th. Next year, we may have more flexibility in dates, but if we do, it will be the attendees who guide us on that decision. What follows are the major reasons we made the decision to move to the Ontario Convention Center (OCC).

PARKING

The Pasadena renovations decreased the overall on-site parking spaces. Additionally, the "temporary" white building which we were told would be removed to make way for a new parking structure is now a permanent Skating Rink. That leaves 600 on-site spaces to serve the Convention Center, Civic Center Auditorium, the Conference Center, the Sheraton Hotel, the Skating Rink and the soon to open Ballroom which used to be the Skating Rink. Additionally, these spaces are height limited to 6' 8". All of these facilities are able to be booked at the same time as Cal-Stewart, resulting in complaints of having to park many blocks away to get to the Meet.

By contrast, the Ontario Convention Center has **1700 parking spaces on-site and adjoining**. Our headquarters hotel (the Radisson, just across the street from the OCC) has 600 parking spaces just for the hotel. Additionally, the PCC parking is height limited, which excludes most trucks and vans. Both the OCC and Radisson parking are at ground level and can accommodate any size vehicle & trailer.

The PCC parking is multi-level, with no elevator anywhere near the halls while the OCC facilities are on the same level as the parking. PCC removed the old hall access elevator just before the renovations and while they may be technically compliant or exempt under ADA provisions, that doesn't help those of us with physical limitations.

LOAD-IN AND LOAD-OUT

The truck height loading dock at the OCC has 11 spaces (about twice that of PCC), with ramps on each end. There are numerous additional parking spaces just behind the dock, giving us between 3 and 4 times the unloading area of PCC. The Loading Dock leads directly into the Meet Hall, without the use of elevators. The OCC hall has bathrooms inside the hall for your convenience.

SECURITY

There are four video cameras that record full-time within the hall and there will also be an armed guard at the Registration Desk, in addition to Security patrolling the Meet beginning Friday during load-in.

HOTEL

The Radisson Hotel is located directly across the street, through the parking lot of the OCC. For guests who have difficulty walking to the OCC, they will shuttle you over. The Radisson initially offered us a room rate that included a substantial rebate to the club. We declined that rebate and instead had it put into your rate. The result is a room rate of **\$69 per night**, single or double occupancy. There will be **no charge for guest parking** at the Radisson. The Sheraton at the PCC was going to charge \$125 per night, plus an \$8.00 per night parking fee. Your savings are substantial. Additionally, we have made arrangements so that the Radisson's full breakfast buffet will be available to you for **\$7.00 per person**, instead of the normal \$14.95. You will be offered that option at check-in and we recommend that you book it. The rooms at the Radisson are currently being renovated, assuring you a comfortable stay. As a guest of the hotel, you can leave your car in the hotel lot and save the \$9.00 per day OCC lot parking fee. While there are many other hotels surrounding the OCC, we urge you to book at the Radisson as you'll find that it's your overall best value and provides the easiest access to all our activities.

The Radisson Shuttle will pick you up at the Ontario Airport and take you to the hotel at no cost (and return you to the airport after your stay), eliminating the need for a van service, taxi or car rental. The room rate is valid from Wednesday before Cal-Stewart to Tuesday afterward. By using the Radisson, you can eliminate the need for renting a car or calling a taxi to get around. The Radisson Shuttle will also take your family to the Ontario Mills Mall, the largest mall on the west coast. There are many other activities in the area.

With the money you save by staying at the Radisson, out of town attendees who used to fly in for a single day at Cal-Stewart can stay overnight for the second day of the meet and still be ahead of the game.

ONTARIO AIRPORT

For those arriving by air, you'll be glad to know that the Ontario Airport (ONT) (about a mile away) is a Southwest Airlines hub and is also served by 7 other major airlines. It's a quick in and out facility with little of the hassle of LAX.

OTHER DETAILS

The Cal-Stewart Welcome Party will be in the same building as the trading hall, with our usual great menu. On Saturday, we're extending the Auction until 7 P.M. not only to let more of you get your things sold, but also to let those with tables attend after the 5 P.M. closing time for table sales.

OCC is currently negotiating with UPS and intends to have a complete UPS Store (both packing and shipping) on site and open by November. **HOWEVER**, there are no guarantees on this point. Should this not happen, we will have information available at the registration desk about the closest UPS and FedEx shipping/packing points.

PRESIDENT'S MESSAGE

LARRY PEARSON, President
Southwestern Division,
2010-2013
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Burbank, CA 91506
(818) 848-2653



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 T.T.O.S. Southwestern Division, and its Members and Officers, or the editor and publisher of The Southwestern Limited.

THE FINANCIAL STATE OF T.T.O.S. SOUTHWESTERN DIVISION

The 2012-2013 election for Southwestern (SWD) Officers and Board members last November, 2011 was different from past recent elections in that some new candidates felt very strongly that Southwestern was being badly managed and was in immediate need of a change in officers. I was getting calls from concerned Members who asked me, "Are we really that bad off? I like things the way they are." Evidently at least 25 Members who voted believed what they were told and voted to replace me and some of our board members. In response to all the negative campaigning, I want to assure all of the Southwestern Members that we are being very well managed and, as a result, are in a very strong financial position with a cash bank balance well into six figures! We made a profit last year despite the economy. Our monthly Meets are very well attended, and the attendees seem to be having a lot of fun. This was not always the case.

In 2004 we were selling less than 20 tables at the monthly meets with few buyers coming, and some long term sellers like Ed Karper left and vowed never to return (he never did, and now is deceased). When this administration took over in January, 2004, we had barely enough cash on hand to pay Cal-Stewart deposits and meet our monthly expenses. We had approximately \$65,000 in unsold souvenir cars, and you can't pay the bills with Lionel and MTH plastic souvenir cars. Over the last eight years, the untiring efforts of Bruce and Elaine Lazarus resulted in turning the plastic car inventory into cash in the bank, plus much more cash for the very successful souvenir cars we have marketed during this time period. Every month our C.P.A., Irwin Zigmond, produces a four page financial report, plus cover letter, that summarizes our financial situation, and I normally have copies of this report with me at the monthly Meets. If you want to see the numbers, ask me to show you the latest financial report at the next monthly Meet.

SOME ADDITIONAL THOUGHTS ON CAL-STEWART 2012

Past SWD President Gary Keck was involved with the move of Cal-Stewart to the Pasadena Convention

Center (PCC) in 1979 and gave me some insights into our involvement with PCC over the years. In 1979 that area of Pasadena was run down and in need of urban renewal, and the PCC was glad to have our toy train swap meet. To begin with, we used only part of the hall, but soon attending Cal-Stewart became more and more popular and we filled the hall and then the Annex to the hall, created from part of the parking lot, gave us more room. We were very satisfied with the hall and the pricing, but Pasadena wanted to attract larger conventions and conferences to the newly revitalized Old Town Pasadena with more attendees to spend money with nearby businesses. Our Cal-Stewart train meet attendees did not spend a lot of money in Old Town and so we got relegated to weekends that were harder for them to rent. Through all this, Nancy Johnson, Director of Sales, always worked with us to keep our costs as low as possible.

Then Pasadena Center Operating Company came up with a plan to spend \$150 million to create a much larger convention center, banquet/ballroom and conference center. We used the new hall for the first time in November, 2009. Nancy Johnson retired at the end of last year and the new management notified us of a \$2000 rent increase plus \$400 to use the unloading dock area. But, we were told, we were still paying \$2000 less rent than other users. Our Board felt that we needed to negotiate with Pasadena for lower costs, not an increase. This is still a bad economy. To effectively negotiate, we needed to find out what other venues have to offer. Jerry Moser surveyed all nearby convention facilities, and the Ontario Convention Center (OCC) offered the best terms. They want our business! We met with them, got the numbers and then met with Pasadena on March 14th to see what they could do. The answer from Pasadena came the next day: Nothing could be done to lower any of the costs; we had to pay the increases. We met with Ontario on March 20th and signed the new contract on March 22nd. The Radisson, our host hotel, is offering beautiful newly remodeled rooms just across the street from the OCC for \$69 (plus tax), plus a \$7 breakfast deal. SWD Member Alan Rebis informed me today that Motel 6 wants to change him \$72 for a room. He discovered OCC is an easy walk from Amtrak's station in Ontario, and Alan is staying at the Radisson.

Look for more information on Ontario on pages 1, 2, and 3 in this edition of *The Southwestern Limited* and upcoming issues.

Please support Southwestern by continuing your Membership, recruiting new Members, buying our souvenir cars, and attending our monthly Meets and Cal-Stewart.

As always, hugs to all, and run your trains often.

Larry Pearson, President

Southwestern Division is celebrating
Girl Scouts 100th Anniversary Year
and the 100th Year of Boy Scouts Eagle Badge
Girl Scouts and Boy Scouts Past & Present
are invited to attend the April 1, 2012 Meet
Have your present Scouts wear their uniforms
and they get in free!!

January 2012 Meet

Photos by Herbert Alfred Mayer



The first Meet in 2012 was busy, especially after not having the December 2011 Meet due to lack of electrical power caused by the terrific wind storm November 30th and December 1st. SWD especially appreciated Mike Marple bringing his parts and setting up along the left half of the west wall at the January 2012 Meet.



Fred Kramer and Jon Pincus visit in front of an interesting table



Above, a beautiful vintage set with 6 wheel passenger trucks.



Monopoly Set



Vintage Trains and Accessories



Beautiful Early No. 42 Standard Gauge Engine



Our photographer, Herbert Alfred Mayer, receives the 50/50 winnings from Raffle Chair Fred Kramer.

February 2012 Meet

Photos by Herbert Alfred Mayer



Hal Rothenborg, dedicated member of the Layout team, “with Campbell Soup friends” running the Southwestern Layout at the February Meet.



Vince Garguilo (l) and Gary Keck (r) greet each other. Gary is a Past SWD President & a Past National TTOS President.



David Nissen brings his portable layout to most of our monthly meets.



February Meet guests and members alike enjoy the action on David Nissen’s layout.

SOMETHING NEW IS CHUGGING YOUR WAY!



Be On the Lookout for More Exciting News

FABULOUS FINDS – THE GRAND JUCTION DEAL

by David Otth

Back in the mid 1970's when Southwestern was beginning to be recognized by our Eastern Collectors, Bill Corsello was considered 'a crazy guy' for his Trains Wanted Ads in *Model Railroader*. But, he was smarter than we could figure out. He advertised he would pay (*really pay*) astronomical prices for New Boxed Postwar, Lionel or Flyer. Of course the calls began to come in, especially from Palm Springs. Newly retired Californians who moved from the East decided to reduce their storage space or perhaps needed the money for other retirement ventures or problem Golden Years. They chose the "Gold" that Corsello was offering for Toy Trains. Not many, if anyone, had mint trains when Bill visited them for a look see as they were ignorant of the increased value for Mint. They were normally excellent or Like New but Mint? Maybe one time, and that was found by another Southwestern member.

Nothing compared to the strange call from a Colorado pig farmer. He claimed he had all kinds of prewar and post war trains plus everything made by McCoy at the time. After about 3 long 1 hour telecom discussions to Grand Junction, Bill realized this was a very large collection stored in a barn, a very complicated logistics problem for a mainline postwar dealer. Yes, there were claims of boxed postwar, but the prewar standard and O gauge sets were staggering, Bill decided, and the transport to Pasadena and potential long term storage while the sets were sold off would be a big order for a collector with a day job.

In those days John Daniel was near retirement from his very popular and successful family oriented Magic Show Business. He and Bill had worked some deals together, so it was only natural Bill would ask John to take the deal and accept a kickback for the lead. John has a large building behind his house where he kept his show tricks and props which offered a no-cost storage and place to display a large collection.

At first John was very hesitant and Bill began explaining the benefits of the variety and size in this deal even though the cost was maybe slightly above California house values at the time. Keep in mind, that would be a lot of money, but in truth the cost was not a concern. The logistics were and the possibility of coming back with junk, as storage in a Barn is not the desired location to maintain condition. Well, after some prodding, John finally agreed to check this out and offer Bill a finders fee.

Now, fast forward to Colorado, It was snowing and Grand Junction was a long drive from Denver in that weather. John finally found the Pig Farm and was met by a robust natural born farmer and his wife on a windy, snowy, dismal day.

After getting some warm dinner and unfrozen from the cold, the pig farmer and John headed out to the barn. It was very cold and dead pigs were all over showing four legs to the sky. The red barn doors looked 50 years old and almost all of those years without paint maintenance. But, on opening the doors at the far end of the barn was a age-old stack, or I should say, giant pile of trains. John needed to match up sets and the pile would take many hours to lay out and check condition. John purchased 12 sheets of plywood and started to lay out the items and quickly wore out of energy as the task seemed endless. John finally had to take some of the sets as complete in the endless stack.

After sorting and trying to match up numerous trains while

stepping around dead pigs, John stopped for some hard thought. Somehow he convinced himself of the possibility of enough sales to cover the cost of transporting, grading and selling so many varieties. The pile included both classic toy trains and recent productions, such as every item the McCoy Train company ever produced at that time.

Now the bargaining began. After a long discussion with the farmer, John finally offered a display of \$25K cash from his brown bag as an example of all he had brought, which in those days was huge compared to today's 100's of thousands. Well the farmer looked at John after scanning what was left in the barn and the display on 12 sheets of plywood and said, "You're willing to give me \$25K in cash for all this junk? Well, with a sly grin, you can have it." After those words sank in it was time to rent a truck and pack up. John called Cathy and soon a couple of us knew about a new find coming to California non-stop from Grand Junction.

I arrived at John's house 5 minutes after telling JPL the Viking Mars Lander Program can wait a couple of days, just as John was pulling in the driveway. He was exhausted but naturally excited for a new deal, and I couldn't wait to get educated on Standard gauge and other early period manufacturers. 55 Bekins shipping boxes later and laying out so many trains, John looked at me and said, "What should I do next as collectors will be here soon?" Since I had a few collections turned since 1969, I said take all you like out of here and hide it from your visitors. John stashed his master bedroom full and what was left was junk. I said junk sells, so John paid off Bill Corsello handsomely with some king pieces of boxed postwar I drooled over.

Over the next 3 weeks John hosted LA area collectors with VG to junk trains of Standard and O postwar trains that flew out the door—he reached his \$25 K in record time. And I received a real life interest and education on how to match up, group or piece together Standard Gauge trains in varied conditions. John Daniel had just captured a huge, beautiful collection that was unmatched in the early 70s which I valued at the time to be over \$100K. One thing kept me wondering, how did Cathy respond to a master bedroom brimmed with great trains? I'm sure John slept well for months while this mother load from Grand Junction eventually mesmerized LA collectors for years to come. I'll never forget it, but I know you and I miss John Daniel – Famous Illusionist – Collector – TTOS President – Cal- Stewart Co-Creator. More on those stories in next issue of *The Southwestern Limited*.

“You’re willing to give me \$25K in cash for all this junk? Well,” with a sly grin, “you can have it.”

LifeSavers® Caboose Now Underway

We are finishing the Lionel produced LifeSavers® series with those colorful Wrigley graphics on a Bay Window Traditional Line Caboose for O, and an S gauge Bay Window Caboose is included in the last offering of this series. So be on the lookout for the new caboose design as these should be in hot demand as we continued this series for 5 years.

News from California State Railroad Museum:

The Museum received a special Christmas gift in exchange of a Western Pacific *Zephyr* dining car with the Western Pacific Railway Museum in Portola for a “rare and diminutive locomotive”— a 83-year-old practical diesel built by General Electric Corporation in partnership with Ingersoll-Rand, one of the pioneers in the advent of diesel locomotives in the U.S.

This locomotive is an example of a “boxcab” engine, so called because early diesels looked like “boxes on wheels”. It went into service in 1930 with Foley Brothers, as the company’s No. 110-1, who developed coal seams in Montana in the 1920s and 1930s for the Northern Pacific Railroad. It is the earliest diesel still in existence and the only surviving west coast boxcab diesel. Source: *On Track!* Spring 2012 Published by the California State Railroad Museum Foundation.

FOLEY BROTHERS NO. 110-1 IS SPOTTED NEAR THE MUSEUM'S RESTORATION SHOP FOR UNLOADING IN DECEMBER.



NEW CARS SERIES IDEAS NEEDED

Your BOD is soliciting ideas for a new series or theme for our Cal Stewart Souvenir Car; a much needed product that pays for our Cal Stewart costs and local hall rentals each year. Bruce Lazarus has done a magnificent job selling cars over the last 5 years with our LifeSavers® Tank Cars. But that theme has run its course and is ending with a bay window caboose to finish the train series. Members, please

give Bruce (818) 225-1710 or Larry (818) 848-2653 some feedback on the type (nostalgic, or prototype) of cars that interest you for Lionel to make in O and S gauges. Keep in mind, the idea should have a universal appeal so we can sell to our East Coast collectors and will highlight the New Items section of CTT as they always promote our products to the collecting community. Get Phone numbers here.

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07/11-06/12



TOY TRAIN MEET

Southern Pacific Division Invites you to our Monthly Train Meets

Many Trains for Sale, Super Auction, Great Raffle, Operating Layout & Snack Bar

All Aboard To Anaheim!



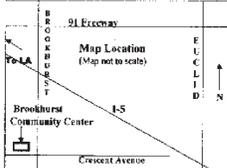
Meet Dates 2012	
Jan. 22	Feb. 26
Mar. 25	Apr. 22
May 27**	June 24
July 22	Aug. 26
Sept. 23	Oct. 28*
Nov. 25	Dec. 16**

All meets are on Sundays
 * Picnic at OERM
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For Information visit www.ttos-sp.com
 Or call J Keeley, SP President at (714) 842-8190

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VISIONS OF EMPIRE: THE QUEST FOR A RAILROAD ACROSS AMERICA 1840-1880

MaryLou and George Boone Gallery

April 21, 2012 – July 23, 2012

The Huntington Library, Art Collections, and Botanical Gardens

1151 Oxford Road, San Marino, California 91108

www.huntington.org



featuring some 200 items, the vast majority from The Huntington, many 1st time on public display

Drawing upon the unparalleled documentary resources of the Huntington Library, “Visions of Empire” will illuminate the remarkable changes wrought in the United States during the age of the “iron horse.” Using the 150th anniversary of the Pacific Railroad Act in 2012 as its centerpiece, this exhibition will follow the evolving notion of spanning the North American continent by rail from its earliest appearances through its eventual implementation in 1869 and beyond. Beginning with the monumental efforts required to chart the unexplored West before the Civil War, “Visions of Empire” will depict the astounding engineering feats and the intricate technological developments required to complete the first transcontinental railroad. At the same time, it will highlight the striking entrepreneurial audacity required to inaugurate this venture and the vast amounts of financial and political energy necessary to propel it forward year after year. Finally, it will portray the sweeping economic, social and cultural transformations unleashed across California and the West in the wake of this powerful new technological presence. “Visions of Empire” thus will offer viewers a richly detailed understanding of a series of events that have shaped and continue to shape the state, the region and the nation we inhabit today.

Exhibit Curator: *Peter J. Blodgett, Ph.D., H. Russell Smith Foundation Curator of Western American History, Huntington Library.*

Prologue: Early visions (and visionaries) 1830-1850 Focal points: Moving goods, moving people across a country: the age of the Erie Canal; Asa Whitney and the vision of crossing a continent; Development of the first American railroads; Transcontinental expansion Oregon Territory Mexican-American War, California Gold Rush, Relevant sources Asa Whitney’s writings; Popular sentiments for and against railroad expansion to the Pacific Newspaper articles Railroad convention proceedings Speeches in Congress; John Rockwell Papers; Page, Bacon Papers; Pamphlets, maps and reports describing early American railroad projects.

Section I: Charting the Course 1850-1862 Focal points: Overland migration to Gold Rush California 1849-1860; Panama railroad: crossing the continent at the Isthmus 1855-1860; Surveying the Great West 1853-1855; Gadsden Purchase 1854; California agitation for a transcontinental railroad 1850-1860; Sectional rivalries: the impact of the crisis between North and South 1855-1860; Relevant sources: US Army Topographical Corps of Engineers survey reports and documents: John Weeks Gunnison, John Charles Frémont, Benjamin, Edward and Richard Kern: expeditionary artists extraordinary; Map-making and the unknown West; Pacific Railroad Survey reports (1854-55); Edward G. Beckwith Papers; George Suckley Papers; Andrew Gray’s published survey of a southern transcontinental route; Gold Rush pictorial letter sheets (“What We Want in California”); 1856 illustrated ballot for John C. Frémont; Pacific Railroad news letters.

Section II: Launching the Enterprise 1862-1865 Focal points: The Pacific Railroad Act of 1862; Construction challenges east and west; Landscapes (engineering across a continent); Labor (laying the track); Money (financing it all); American Indians: Creating treaties, Extinguishing land titles, Confrontations; California’s burgeoning railroad infrastructure: San Francisco and San Jose Railroad, Sacramento Valley Railroad, Placerville and Sacramento Valley Railroad, Central Pacific Railroad; Relevant sources: Theodore Judah Papers (pioneering across the Sierra Nevada), Central Pacific RR: Collis Huntington/Mark Hopkins/Charles Crocker/Leland Stanford correspondence (c.1855-1865); Union Pacific RR: Oliver Ames Papers, Samuel Curtis Papers; Printed maps and reports documenting progress of construction; Lithographs/bird’s eye views/maps of towns and cities connected to the great enterprise: Sacramento, San Francisco.

Section III: Spanning the continent 1865-1869 Focal points: Opening the Far West; Bridging the continent physically; Envisioning a transcontinental nation through art and literature. Relevant sources: A. J. Russell, *The Great West Illustrated* (1869); Alexander Gardner, *Across the Continent on the Union Pacific* (1868); Thomas L. Kimball Papers; Maps produced by the Union Pacific and Central Pacific RRs; Financial reports and land grants; Correspondence/printed documents concerning RR investors including the Credit Mobilier Company; Albert A. Hart stereographs (to document the process of construction); City plans and photographs: Omaha Nebraska, Laramie Wyoming, Salt Lake City; Currier and Ives lithographs of railroads crossing the continent; Walt Whitman, “Passage to India”.

Section IV: Creating a new country 1869-1880 Focal points: Encouraging emigration to western states; Encouraging investment in western industries; Encouraging tourism to national parks and scenic wonders; Erecting a new built environment across western landscapes. Relevant sources: George Croffut tourist guide books 1869-1875, Railroad travel posters, Posters and brochures promoting land sales throughout California and the West, Original travel diaries, Samuel L. M. Barlow Papers, Henry D. Bacon Papers. Thomas L. Kimball Papers, Guide books and travel narratives Samuel Bowles, *Our New West*; Albert D. Richardson, *Beyond the Mississippi*; William Gilpin, *The Mission of the North American People*; Charles Nordhoff, *California: for health, pleasure, and residence. A book for travellers and settlers.*

Epilogue: Iron Horse America 1880-1893 Focal points: The ever-widening web of railroads; Promoting the influx of peoples; Transforming landscapes; Establishing the foundations of the modern American West. Relevant sources: Carleton Watkins photography of California and the Southwest; California Immigration Commission publications (“California, Cornucopia of the World”); Collis Huntington/Charles Crocker correspondence; Railroad flyers, posters, brochures and reports: Southern Pacific, Union Pacific, Northern Pacific, Atchison, Topeka and Santa Fe; Photographically illustrated guide books and travel narratives; Bird’s eye views and city maps.

Southwestern Division Toy Train Meets

2012: Jan. 8, Feb. 12, Mar. 4, April 1, May 6, June 10,
July 1, August 4 (Sat. Picnic), Sept. 9, Oct. 7,
**Nov. 2-4 Cal-Stewart 2012, Dec. 2.
Monthly Meets at the Arcadia Masonic Center
50 W. Duarte Rd., Arcadia 91007
Sellers Setup & Members 10 a.m. — Tables \$5.00
Public 11 a.m. — \$5.00 adm. Children under 16 free with pd adult

****Cal-Stewart Nov. 2-4, 2012 at the
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Arcadia Monthly Meets!!!! Tables are ONLY



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