

In this Issue:  
Pres. Message p1  
Tribute to Chuck  
Valenzuela p2  
Cal-Stewart 2005 p3  
Kimball Car pp4 & 5  
Open House Meet pp 6 & 7  
The May Meet p8  
Picnic p9  
Plasticville p10  
York p11  
Prioritize our Advertisers

Bring a Guest to the SWD Train Meets  
Recruit a New Member for the Club

## THE SOUTHWESTERN LIMITED



VOL. 24 MAY/JUNE  
NO. 3 2005

LARRY PEARSON  
PRESIDENT

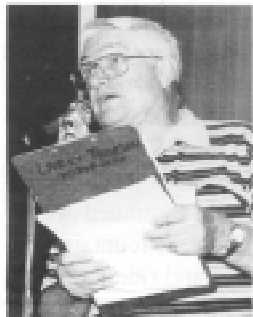
CALVIN SMITH  
EDITOR

MERVYN LEW  
PHOTOGRAPHER

## President's Message

LARRY PEARSON, President,  
Southwestern Division, 2004-2005

1108 West Palm Ave., Burbank, CA 91506  
(818) 848-2653, (818) 994-4890 to leave a message



### A RECAP OF OUR GIANT OPEN HOUSE MEET ON APRIL 3RD

If you weren't there, you missed one of the best monthly Meets we have put on in several years. There was something for everyone there: our large portable layout plus other smaller layouts in the North room for people who like operating: 115 tables of trains (a sell-out!) of all gauges, plus tools and parts; rare trains from the Hilly Lazarus collection offered for sale; a car show in the parking lot courtesy of the Horseless Carriage Club of Southern California; a large auction (15 sellers); a great raffle, and great food. Walter Olson, Meet Chairman, worked very hard on this over several months, and he deserves our applause. We had many new sellers and over 200 non-member invited and paying guests. We are planning to repeat this type of Meet two or three times in 2006. The next "super" meet is being planned for our December 4th Christmas Party.

### 2005-06 DUES RENEWAL

Your Southwestern Division Board of Directors met on March 8th to discuss the prospect of a dues increase for 2005-06. Our Accountant Irwin Zigmund reported that your Division made a slight profit in 2004. This is a significant improvement over the monetary losses the year before. When I took over as president in 2004, I took drastic steps to cut costs and increase revenue. Some of these measures were not popular and I am still getting complaints, but something had to be done to stem the losses. The Board felt that a dues increase at this time would be counter-productive and would probably result in a loss of membership, and therefore voted to keep the dues at \$25 for another year. Also, it was decided to keep table fees at the current \$10 per table to encourage table sales, even though we normally don't sell enough tables to cover the rent. Again, raising table fees would probably be counter-productive.

(continued on page 2)

## April Giant Open House Meet a Giant Success!



Some of the over 115 tables full of trains and train related items at the Giant Open House in April. Besides members, over 200 invited and paying guests attended. Table sales spilled into hallways, the lobby, and nooks and crannies.



The Southwestern Division Layout crew setup the large SWD Layout for the April Open House in the Lodge meeting room at the Arcadia Masonic Center and was joined by more layouts which were enjoyed by the crowd.

# Reminder: Dues are Due

## President's Message (continued)

By the time you receive this newsletter you should have received your 2005-06 dues renewal notice. We sincerely hope that you will re-join for another year. When you consider what you get for the money, \$25 is a bargain! And a super thanks go out to the many members who have made a significant monetary donation to T.T.O.S.-SWD along with their dues renewal!

### EVENING TOY TRAIN SEMINARS FOR TTOS-SW?

The Southwest Division monthly Meets and Cal-Stewart are pretty much focused on the buying and selling of trains and train related stuff. Attempts to introduce toy train related historical seminars, toy train repair seminars, operating and layout seminars, condition grading seminars, and General Membership meetings at these Meets have pretty much resulted in failure, in my experience. It is almost impossible to pry more than a hand full of Meet attendees away from the trading hall activities for anything other than trading. It would never work for us to "shut down" a monthly Meet for one or two hours to add something in. And yet I get complaints from Members (and former Members) who have lost interest in buying and selling trains and want to learn more about various other aspects of the hobby in a non-trading environment.

Suppose we were to acquire a meeting place (hopefully for free) on a weekday night and hold a special two-hour meeting on one or two subjects, say, every two or three months? In order for this to work, we need teachers and subjects to be taught. For example, I have prepared a train repair seminar that is at least three hours long, and the people who have heard it really enjoyed it and learned a lot. And I, the teacher, learned a lot from the attendee's experiences. All old trains need some kind of repair work to be properly functional.

Let me know what you think and what subjects you want to learn more about and we will do it. Also, I need a centralized location to hold these meetings. Weekday evening traffic is a problem.

Larry Pearson, President

## Layout to be at I Hobbies All Remote Show

Volunteers are needed to assist the Southwestern Division Layout at the I Hobbies All Remote Show at the Los Angeles Convention Center, October 22, and 23, 2005. You will greet the public and pass out literature about Southwestern Division. Contact Al Vierich for scheduling.

## Operating Crew Needed

Larry Kirk is donating his HO layout to SWD. Sign up at the Front Desk or call Larry Kirk (626) 358-1763 for details.

## In Memory of Charles "Chuck" Valenzuela National President T.T.O.S. 1982

It is with sadness that we report the death of Charles "Chuck" Valenzuela, a Past National President of T.T.O.S. 1982. Chuck and his wife, Marjorie, were avid train collectors and belonged to TCA, MTA and TTOS. With Norwood Doland, Chuck was instrumental in forming the Southern Pacific Division of T.T.O.S. and he served as board member and president of SP Division for many years. Randy Giroux, T.T.O.S. National Vice-President, reports that Chuck and Marjorie started the Order Board as a buy/sell insert in *The Bulletin* in 1975.

Some of you may remember that Chuck ran the train shop at Knott's Berry Farm. In addition, he maintained the trains which ran around the Lagoon and later through the Camp Snoopy section of Knott's Berry Farm and had ties with the trains at Disneyland as well.

In 1972, Chuck purchased an amusement park train engine from a friend, John Bentley. In 1975, Chuck and Marjorie moved their extensive collection of trains, toys, amusement park engines to a large plot of land in Ontario. For 10 years they opened their ranch to groups of all types from train and toy clubs to school and church groups, sharing their vast collection and giving rides on the amusement park trains of the C&M Railroad.

Chuck and Marjorie then moved their collection to a forty-two acre ranch in Lucerne Valley in 1986 and continued operating their amusement park engines as the Granite Mountain Railroad and inviting groups to see trains, toys and ride the trains. T.T.O.S. National Vice-President and long-time friend of Chuck's and Marjorie's, Randy Giroux, reported that while Chuck enjoyed collecting trains and toys, Chuck believed that collecting was just a "bonding material that brought us together. He did not care who had the biggest collection, had the rarest item, or to what club you belonged. He knew the real reason for the club to exist was for members to socialize, make new friends, and share the passion that brought us together."

(Special thank you to Randy Giroux for his poignant remembrance of Chuck Valenzuela in the May 2005 SP Division *Daylighter Magazine*, which was the source for this tribute).

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CAL-STEWART CAR PROJECT UPDATE  
by Bruce Lazarus, Cal-Stewart Car Chairman

It's time to let you all know where we stand on this year's Ward Kimball Cal-Stewart car. When we began the project, we felt we had two good alternatives to choose from. One, a car that drew from Ward's Disney career and the other, one that emphasized his Grizzly Flats Railroad. Almost on a coin flip, we chose the Disney car with Jiminy Cricket on it.

We discussed the concept of the car with and provided our final artwork to the Walt Disney Co. (Disney) in February of 2005. After a positive reaction, we gave the art to Lionel LLC, who re-submitted it to Disney. Disney's response (through Lionel) was that the only change they wanted was to replace the block letters "Ward Kimball" with his signature, to enhance the value of the car. We agreed and with the Kimball family's permission provided the signature. We also released our advertising campaign.

Since we were going to use a Disney character, Disney had control over the many elements of the car. During the next few months Disney made additional changes, despite our objections, that we felt lowered the desirability of the car to our club members. The situation eventually reached the point where the changes were unacceptable both to us and Ward's family. When we reached an impasse, we consulted with the Kimball family and decided to remove all Disney content from the car, returning instead to the 'Grizzly Flats Railroad' version.

"Train people" all over the country are familiar with Ward's Grizzly Flats Railroad. Beginning in the 1930's, Ward created something many of us dream of. His own railroad, in his own back yard! From the 1880's vintage "Emma Nevada" locomotive and "Couch 5", it grew to include the "Chloe" locomotive (converted from Hawaiian sugar cane field duty) and much more. Other cars, the Train Shed, Grizzly Flats Depot and Fire House also joined the ranks.

Our new version of the Ward Kimball Cal-Stewart Car commemorates both Ward and his Grizzly Flats R.R.. You can see the car in color at [www.cal-stewart.org](http://www.cal-stewart.org). The basic car color and Ward's own caricature of himself pulling a floor toy (on the right panel of the car) remain unchanged. The left panel of the car now carries the Grizzly Flats R.R. logo plus the Grizzly Flats Depot on one side of the car and the logo with Ward's signature and the title "proprietor" on the other side, so you get different views as it goes around your layout. The box that the car is packaged in will be specially decorated, with both Ward's caricature and Grizzly Flats Depot on it.

Due to the delay caused by the change in graphics and placing new ads, the ordering deadline for the car has been extended to December 2005, with delivery in June 2006. Please be aware that we will be limiting production to the amount actually sold; therefore, we don't expect to have any "leftovers". Anyone who placed an order for the previous version of the car will be contacted and given a chance to cancel their order for a full refund. However, so far those who have seen the new graphics have liked them better than the old! Anyone wishing to use the old form to order the new version of the car should be careful to note "WKGF CAR" on the order form, so that we don't have to return your order to be sure that you are ordering the new version of the car.

**REMINDER: Order your car NOW. Production IS limited!!!**

## Scenes from the April 2005 Giant Open House Meet



The Horseless Carriage Club of Southern California invited our Giant Open House Meet in the Club's April 3rd tour stops. SWD members and guests enjoyed checking out the many vintage automobiles in the parking lot.



Members and visitors enjoyed tables filled with trains and train related items. Gauges represented included B&O, O. N., and Standard. Parts and colorful train t-shirts added more variety to the trading hall.

## Layouts!! Layouts!!



Layouts ranged in size from the large Southwestern Division (see picture on page 15) to "table top" vintage Lionel, including all command control, and trains running on the wall and even upside down!

## Welcome!

A hearty "Welcome" to the following New Members: Joe Morales, Jose Reynoso, Robert Stoddart, Guy Gallo, and Mike Terry.

And, "Welcome Back" to: Lee Pancratz, Robert Langton, and Greg McMurphy.

We're glad to have you aboard!!!

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# A Giant Open House Calls for a Giant Drawing!!!

Some people even won more than once!!!



## Wanted!

A Front Desk Person to work the Desk at the monthly meets.

A Security Person for the monthly meets.

Monthly Meet Chairpersons.

Please contact Larry Pearson, President, SWD

# The May Meet



Parts, table sales and the auction were highlights of the May 2015 Meet



Dave Mabce  
Lionel Canadian Pacific  
Box Car

Have Nissen  
Lionel Freight Shed

Don Stotts  
K-line GP-9 Pennsylvania  
Engine

Glen Passmore  
Lionel Illuminated  
Watch Tower

Larry Kirk  
K-Line Hershey Box Car  
K-Line Tank Car



Mike Cunningham  
K-line SP Work Caboose

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