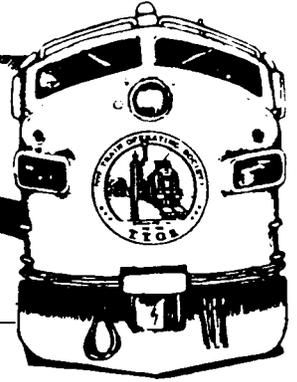


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**THE SOUTHWESTERN LIMITED**



VOL. 26 SEPT/OCT LARRY PEARSON CALVIN SMITH MERVYN LEW  
 NO. 5 2007 PRESIDENT EDITOR PHOTOGRAPHER

**The September Open House Meet Well Attended**



Attendees visited a number of tables at the September Open House Meet.



This beautiful standard gauge set graced a table in September.



O gauge and standard gauge on this table enticing buyers. Below, the auction at the September Open House Meet.



Some table had accessories and lots of track in addition to train cars.

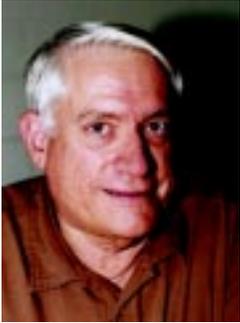


The September Meet also featured layouts plus a large drawing for many prizes. See page 4 for the continuation of the September Meet.

**Southwestern Division Meets in 2008**  
 Sundays: Jan. 6, Feb. 10, Mar. 2, April 6, May 4,  
 June 8, July 13, Aug. Picnic tba, Sept. 7, Oct. 5,  
 Cal-Stewart Nov. 21-23, Dec. 7  
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# President's Message



LARRY PEARSON, President,  
Southwestern Division,  
T.T.O.S.  
2006-2007  
1108 West Palm Ave., Burbank,  
CA 91506 — (818) 848-2653

I have received a few phone calls lately from Members requesting a copy of the September/October *Southwestern Limited*, which they never received. I am the holdup. Finally, here it is! My involvement in two car clubs and three train clubs is very distracting. Plus Cal-Stewart. As you will see, this was not easy for me to write. But I have to keep you informed about what our Division is going through. While my words may seem very critical, actually I am very supportive of TTOS and very much want to see constructive changes that will help National and all of the Divisions prosper and grow. It is my sincerest hope that these words will work to help change the "culture" of National TTOS and transform it into the warm, loving and helpful organization that I feel that it needs to be if it is to survive.

## THE SOUTHWESTERN DIVISION OPEN HOUSE MEETS

When I took over as President of TTOS Southwestern Division in 2004, we had very little money and were paying \$800 to rent the Arcadia hall and collecting table sales from 15 to 20 sellers to pay this rent. Our meet dates frequently conflicted with the GATS (Great American Train Shows), plus conflicts with The Train Shack's annual sale, and a new local auction company's toy train auctions. Something had to be done, and fast, if we were going to save the Division.

Walter Olson, our Division's marketing specialist, came up with the idea of holding a series of larger "Open House" meets four times a year in which we would go out and recruit young families with children to attend these Meets with free passes, plus a ticket for a chance to win a starter train set. Walter also attended the GATS Meets, and other train Meets, and recruited new sellers to sell at these Open House Meets. Depending on the effort Walter has had the time to expend, we typically sell 65 to 135 tables at our Open House meets. And many of these table sales carry over to the subsequent Monthly Meets. When sellers and buyers like what they experience, they keep coming back for more. Some local retailers, like The Whistle Stop in Pasadena, the new Allied in west LA, and The Toy Train Shop in Anaheim, support Southwestern by allowing these free passes to be distributed in their stores. We held our first Open House Meet in April, 2005 and have continued with them through 2006 and 2007. We plan more in 2008. It is expensive for us, both in terms of time expended handing out the free passes to young families in places like Travel Town in Griffith Park and money to print thousands of numbered passes and purchase the train sets to be given away. But, this is the only way that we have been able to directly recruit new young people into our hobby, in hopes that it will survive into the future. I also want to extend special thanks to Mike and Shiela Roman for giving toys to some of the children who come by their tables, in an effort to make them happy and keep them coming back to our Meets. Further,

I want to thank Jay Keeley and Lionel for donating an O-Gauge Thomas Train to entertain children attending our Meets. Today's children **really** love Thomas.

Not everyone is pleased with Southwestern's efforts to save our hobby for the future. Surprisingly, several Members of the TTOS National Board have ordered us to cut back on our Open House Meets, or eliminate them entirely. They simply don't like the concept of Open House anything! Three members of the National Executive Board, Gary Keck, Randy Giroux, and Craig Robinett, showed up at our September Open House Meet and engaged in a loud verbal attack on a Southwestern Member who criticized National in one of the web sites, and then went after Walter Olson, Meet Chairman. Walter stood his ground, and they left. But, I expect them to be back. Frankly, if I had the time and manpower, I would make **every** Monthly Meet an Open House Meet for the non-member public. When Gary Keck took over as President of TTOS National in 2004, he told me that he was working on a plan to make funds from National available to help the Divisions recruit new members. To date, we never received any money or encouragement from National. It took Gary three years to create a simple fold-up brochure for us to use to promote TTOS.

In contrast, I visited Jane Boyce at the Train Collectors Association (TCA) National headquarters in Strasburg, Pennsylvania this summer while attending the TTOS National Convention in Altoona, PA. Jane is TCA's new Director of Development and was hired to promote new TCA membership and retain existing members. I was very excited about her enthusiasm and ideas that she expressed in the TCA publications and wanted to meet her and share with her and TCA our successes with our TTOS Open House Meets. The whole office staff came over to listen to me explain our recruiting ideas. I gave her samples of the free passes that we were giving out. Everyone there was so excited and appreciative of me taking the time to come by and share ideas. I got a kiss and a hug, they took my picture with Jane, and she wrote a wonderful article about my visit in the November, 2007, issue of TCA's *National Headquarters News*, Pages 4 and 5. Go check it out!

## THE STATE OF NATIONAL TTOS – PART TWO

Part One of this series dealt with former TTOS National Treasurer Spencer Smith and his expulsion from TTOS and a very destructive website that he and others participate in. Spencer responded with a three-page single-spaced rebuttal that he requests I publish in this newsletter. If we publish this, then TTOS National will want to tell their side, and, like these websites, it will go on and on. If you want to read this letter, I will have it available at upcoming Monthly Meets, or call me and I will mail you a copy.

As recently configured, TTOS National is directed and controlled by a Board of Directors, which consists of five elected National Officers (President, Vice President, Secretary, Treasurer, and Director-at-Large), the President of each Division (I am one of these), and the immediate Past National President. The Board of Directors currently meets three times a year: in March at Nor-Cal-Stewart, in August at the TTOS National Convention, and in November at our Cal-Stewart. However, normally **only the five** elected National Officers exercise all powers and authority in the management of TTOS. These five people run the day-to-day operations of the club, including overseeing the Busi-

(continued on page 3)

**VOTE! Send in your Ballot  
Today!!!**

## President's Message cont'd from page 2

ness Office operations, the annual National Convention, souvenir car design and marketing, Membership promotion, Division matters, budgeting, and spending the money to pay the bills and to make things happen. These five people must serve **without** compensation, except for certain expenses, as specified in Section 6 of the National Bylaws. Done right, these five people have a **lot** of work to do. Some of the current National Officers are still working their regular jobs, and feel that they don't really have enough time to do all this work. Gary Keck, National President, is supposed to be retired, and I'm told is financially very well off, and **should** have the time and resources to be heavily involved in the day-to-day operation of TTOS. But he leads a very distracted life and has not found enough time to be heavily involved during his four-year term of office. The daily operation of the National Business Office is overseen by the Business Office Manager, which is a paid position, and is crucial to the operation of TTOS.

When I came on the Board in 2004 and Gary Keck became the new National President, Carol Nissen and Norma Marlatt each worked part time to run the Business office. A man named Stan Batinsky served as Convention Coordinator and came up with some **very profitable** Souvenir Car designs. Carol and David Nissen had a very long history with TTOS (#493), and knew how, what and when everything should be done. But Carol wanted to retire and her replacement, Jane MacFarland, was an excellent bookkeeper, but knew nothing about TTOS and wasn't inclined to learn. Stan Batinsky, in frustration, abruptly quit his job in 2005, leaving **many** loose ends. His job was then transferred to Randy Giroux, National Vice President, who did his best to put the pieces back together. Then Norma retired, leaving Jane to run the office. Jane couldn't do the job and should have been replaced right away. But Gary did nothing, and gradually the office became a disaster. Then Jane, in frustration, quit with no warning just before the Altoona Convention. Something had to be done to get an experienced "TTOS" person into the Business Office immediately.

At the Altoona National Convention Board Meeting last August (a Meeting that I missed due to a Convention schedule change) the National Officers came up with a new full-time paid position, called Executive Director, to replace the Business Office Manager position and assume its salary (\$40,000+ per year). A preliminary job proposal stating some of the duties was passed around. Those in attendance unanimously approved this new position. A more complete job duties description was then prepared and posted on the TTOS National website under "Jobs Available". After about two weeks, and no one having applied (who knew about it?), Gary hired Randy Giroux into the position. Randy resigned as National Vice President and removed his name as a candidate for the National President position in the 2008-09 National Election to take this position. Here is the job posting:

"The Toy Train Operating Society is now accepting applications for the position of Executive Director. Candidates must reside within the Southern California area or be willing to relocate as the place of employment will be at the TTOS National office in Arcadia, California. The Executive Board will review all applications.

1. Hired by and answers to Executive Board (President).
2. Contract position 2 years with renewal clause.
3. Salaried Position.
4. Responsible for daily operations of the TTOS Office.
5. Will Develop a yearly budget to be approved by the Board of Directors.
6. Negotiate convention contracts.

7. Develop and market conventions including convention cars.
8. Work on 501c3 tax status to develop donations for museum and cash donations.
9. Develop and implement membership programs.
10. Visit each division and make sure their needs are met and that continuity is maintained between divisions.
11. Hire and oversee part time office person.
12. Review and prepare for the Board of Directors updated by-laws and standing rules.
13. Review and suggest website changes.
14. Increase revenue to cover salary through cars and membership drives.

Please contact President Gary Keck."

First of all, the position title Executive Director actually is another name for "President", and, as such, is inappropriate if the position is to take orders from the National President. A more appropriate title should be "Executive Assistant", or "Operations Manager" (this is what TCA uses). Basically, this position assumes virtually all of the duties of the current Executive Board positions, and pays someone a salary to do this work, in violation of the intent of Section 6 of the National Bylaws. The only work not covered is the President's job of presiding over the three Board Meetings a year, and the Secretary's job of taking and publishing the Minutes taken at these three Meetings. This will be wonderful for the newly elected National Officers. Randy will now be expected to do all their work! This position does not do the bookkeeping work in the Business Office, requiring the expense of hiring someone to do that (#11). Carol Nissen sent me a two-page listing of all the duties of the former Business Office Manager, and I don't think that Randy will have much free time to do all the National Officer's work in addition to the day-to-day work of the National Office. All this comes at a time when National income is dwindling, and the National Publications are being cut back to make ends meet. I do not see how #14 can even come close to generating the \$40,000+ salary Randy will be earning, plus the additional considerable expenses in #10 and #11. Finally, I wonder if Randy's visits to the Divisions will be loving and helpful or will take on the nasty "police" character of the visits we get, as described in the previous section. If so, we are going to actually lose Divisions and their Members. Stay tuned for Part Three.

## TOY TRAIN DISPLAY AND LAYOUT AT THE NIXON LIBRARY

The TCA Western Division, with the help of TTOS Members, have constructed an awesome layout and toy train display at the Richard Nixon Presidential Library and Museum in Loma Linda. This is a "must see" if you love toy trains. I have recently seen TCA's National Toy Train Museum in Strasburg, Pennsylvania, and the quality and quantity of toy trains on display at the Nixon Library is much better, in my opinion. The display goes to January 6th, 2008. Call (714) 993-5075, or go to [www.nixonlibrary.org](http://www.nixonlibrary.org) for the schedule.

Keep running your trains,  
Larry Pearson, President

Welcome to Southwestern Division T.T.O.S.

Robert Langton

Richard Lowe

Kelly R. Perdue

We're glad your aboard!

# More of the September 2007 Open House Meet



The September Meet featured both Southwestern Division's layout (top left) as well as Dave Nissen's (top right). Attendees enjoyed seeing a number of trains run on both layouts. Note the freight train in the photo at bottom left.



Below are the winners of the September Meet Prize Drawings



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The Cal-Stewart meets began over 30 years ago, as co-operative activities of the west coast divisions of both TTOS & TCA. The November Pasadena meet has always been open to members of any train club (see [www.cal-stewart.org](http://www.cal-stewart.org)). Club meets are where you find the friends and the expertise you need to grow in the hobby. Manufacturers also have their own clubs (see [www.lionel.com](http://www.lionel.com)). You must be a member of either TTOS or TCA to order this car.



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and operating couplers.

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You can download additional copies of this form from [www.cal-stewart.org](http://www.cal-stewart.org)

Order Deadline: January 2008

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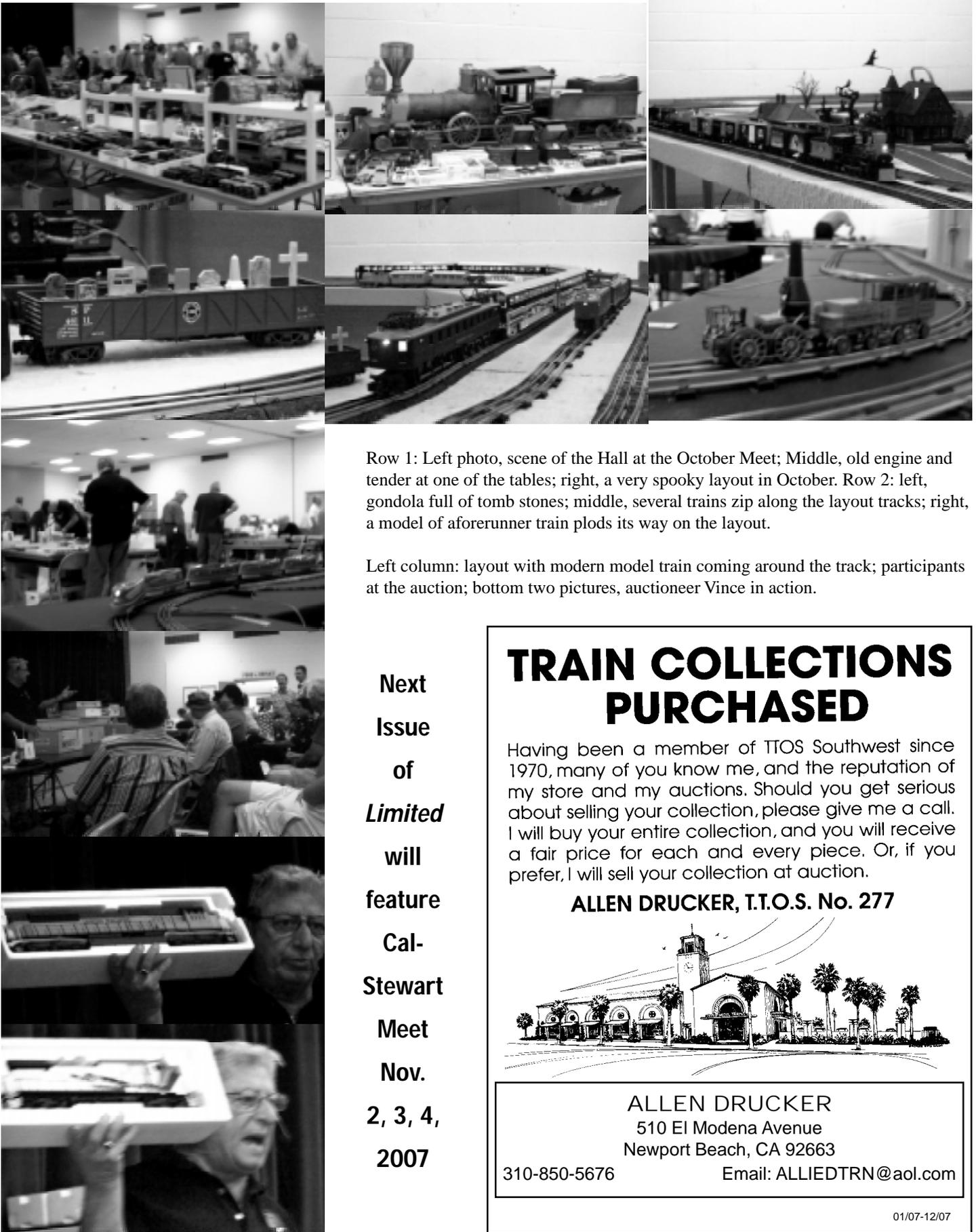
Street Address (no P.O. Boxes).....

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# The October Meet



Row 1: Left photo, scene of the Hall at the October Meet; Middle, old engine and tender at one of the tables; right, a very spooky layout in October. Row 2: left, gondola full of tomb stones; middle, several trains zip along the layout tracks; right, a model of aforerunner train plods its way on the layout.

Left column: layout with modern model train coming around the track; participants at the auction; bottom two pictures, auctioneer Vince in action.

Next  
Issue  
of  
*Limited*  
will  
feature  
Cal-  
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Meet  
Nov.  
2, 3, 4,  
2007

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01/07-12/07

# Highlights of the LOTS Convention through the Story and Lens of TTOS SWD Member Hal Rothenborg

Southwestern Member Hal Rothenborg flew up to Portland, Oregon for the Lionel Operating Train Society (LOTS) 28th Annual Convention. Also attending was Southwestern Member Tony Deneve. The home of the convention was the Double Tree Hotel, and the convention featured many great tours of real trains and model train layouts.

The tour on the first day was Portland's Union Station. The second day tour was an excursion with the S.P. & S, (Spokane, Portland and Seattle) steam locomotive No. 700 pulling a few passenger cars plus a caboose. This was short, just a few miles down the track alongside of the Willamette River. Lucky Tony Deneve got to ride in the cab of the locomotive. After the ride, we went a few miles over to Union Pacific's train yard for a tour of the Brooklyn Roundhouse to see the S.P. "DayLight" Steam Locomotive No. 4449 which is being worked on. The Third day of tours was all model Train Layouts. Photos by Hal Rothenborg.



(l) S.P.&S. Steam Engine 700 pulled the excursion cars alongside the Willamette River. (middle) The mighty S.P. No. 4449 in the Roundhouse for rehab. (r) The backend of the S.P. No. 4449's Tender sticking out of the roundhouse. On-lookers are on the transfer table.



(l) Tony Deneve enjoys viewing the train layout in the basement of Vic's Hobby Shop. (Middle) transfer table and round house, with yard at top level of layout. (r) View of trains with buildings on this highly detailed layout.



Ron Nierenberg's O Gauge Model Train Layout. Hal Rothenborg's comment: "One of the best 'Home' layouts I have ever seen." Among the many lines featured was Amtrack's Acela. Note the fantastic detailed scenery and the roundhouse with transfer table.

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A stylized illustration of a construction worker wearing a hard hat and carrying a large brick on his shoulder. In the background, there are several multi-story buildings.

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