PRESIDENT’S MESSAGE

Our monthly meetings continue to grow with available table space becoming a premium. The November Meet once again filled the hall early with both sellers and buyers. Remember the Saturday, December 11, Holiday Open House Meet is fast approaching so you need to reserve your tables with Anthony Tarantino immediately.

Jim Weatherford conducted another fascinating How-To Clinic on how to tune up your 397 Coal Loader. We commenced our Second Special Raffle, which will run from November thru March 2011 and operate in the same manner as the first. The prize is a mint Lionel “O” Scale Train set, consisting of a PRR B-6 Switcher and 7 scale cars, valued at $1,800. Ticket sales were brisk and as advertised at 6 pm we held the first drawing for the monthly cash prize of $25, but unfortunately—

*** ATTENTION ALL ***

DECEMBER MEET

Please don’t forget that there will be no Thursday Meet this month. Instead we’ll be hosting our 1st Annual Holiday All Day Meet on the 11th. It’s going to be big! Sure hope to see you there.

HOW-TO CLINIC

NO CLINIC IN DECEMBER

Since we will not be having a regular Thursday Meet in December there will be no Clinic this month. Jim gets to take a short break, which I am sure he will enjoy. But he’ll be back in January with another outstanding How-To.
the winner was not present so the funds stay in
the kitty and become part of the fund raising
profit.

Special thanks to Butch Alvarado for
conducting his annual Turkey Raffle, which
provided two lucky members with turkeys for
holiday dinners.

Speaking of which, have you signed up for
the AGTTA Christmas Dinner coming up on the
7th? Time is short so call Jon Everett (858-538-
0930) if you would like to attend and enjoy a
delicious Italian meal and the Giant Raffle.

Jon also announced as part of our
insurance policy renewal that we now have a
terrorist rider (someone must have noticed a
certain set of twins rubbing the beard of a white
haired guy in a wheel chair). With another month
generous raffles donations, ticket sales were
lively and resulted in another positive Club Raffle.
Also remember donations help support the snack
bar cuisine.

Another highlight of the Meet was Bart
Grey’s auction of two foot lockers that he had
sealed up over a quarter century ago. He couldn’t
quite remember what was in them other than
being train items. Tony Shanley was high bidder
and the entire room anxiously awaited the cutting
of the locks and uncovering the mystery contents.
The treasure uncovered was Marx windup tinplate
trains and a lot of interesting newspapers.

At 6:30 pm casting of ballots for the
election of next year’s AGTTA Officers and
Directors ended and the votes were counted. All
of those nominated were elected by an
overwhelming majority and I would like to take
this opportunity to congratulate Ed Samsen as
the new President for 2011 and welcome Greg
Smyth as a new member of the Board Of
Directors. The remaining positions VP,
Treasurer, Secretary and Directors will be filled by
returning incumbents, which have done an
outstanding job during the last year.

Many of us attended and enjoyed the Cal-
Stewart Meet in Pasadena in mid-November,
which had about 450 tables of sellers and many
fascinating layouts. Now the first weekend in
December is Christmas on the Prado in Balboa
Park and the Great Train Expo at the Del Mar Fair
Grounds. (I like to use the old names for the
events.) AGTTA will be setting up and running the
5 Rail “O” / “Standard” Gauge layout at the
Expo so I hope to see many of you there and help
us promote AGTTA’s Saturday, December 11,
Holiday Open House Meet the following
weekend. Anywhere you can talk it up and invite people which will make the Meet more successful. Hope to see you at our December 7th Christmas Dinner and Holiday Meet on Saturday the 11th.

Happy Holidays!

Bob

AGTTA 2011 BOARD ELECTED

At the November Meet the uncontested slate of candidates announced in the October Main-Line was officially elected. The following members were elected to the 2011 Board:

President: Ed Samsen
Vice President: Ken Steele
Secretary: Jim Weatherford
Treasurer: Jon Everett
Directors: Dave Campbell
          Bart Grey
          Steve Mitton
          Steve Pierce
          Greg Smyth
Past President: Bob Wall
Main-Line Editor: Bill Hohnhorst
Web-Master: Alan Hamel
AGTTA 2011 MEET DATES

Since you know you don’t want to miss any of our 2011 Meets, here are the dates for next year’s monthly get-togethers.

All meetings will be on our regular 2nd Thursday of the month except for the June 18th All Day Open House Meet, which will be on the traditional Saturday.

January 13  July 14
February 10  August 11
March 10  September 8
April 14  October 13
May 12  November 10
June 18 – Open House  December 8

CLUB NEWS

Christmas Dinner – If you haven’t made your reservations for our annual Club Christmas Dinner, which is coming up this Tuesday, December 7th, time is short! You need to contact Jon Everett ASAP (858-538-0930) and let him know that you wish to attend. Otherwise you are going to miss out. Make that call now and we’ll see ya Tuesday!

Generous Donation – Jim Weatherford wanted everyone to know that a fellow train enthusiast, Ted Bahrey, has donated four K-Line “Operation Iraqi Freedom” boxcars to the AGTTA. Even though he is not presently part of our club, he is friends with several members and has been a guest on more than one occasion at our meetings. Thank you, Ted, for your generosity. ☺

Membership Drive 2011

The Dates:  From Now until August, 2011
The Prize:  TBA
The Rules:
1) Can’t be a 2010 Member, the exception being your own Membership Renewal
2) A Regular Membership counts as 1 while a Family counts as 1½
3) All new members are subject to Article II, Section 2, Qualification and Admission, of our Bylaws, which states: “Members shall be persons of responsibility and integrity. An applicant shall be admitted to membership upon submission of a Membership Application Form and approval of the Board of Directors or such membership committee as the Board may appoint.”

So start signing up those new Members!

All Gauge Toy Train Association Of San Diego
Proudly Presents Its 1st Annual Holiday Season

OPEN HOUSE & TOY TRAIN MEET
SATURDAY, DEC 11, 2010

7:30  Table Set Up
8:00  Sellers Set Up
9:00  Open to the Public
11:00 – 2:00  Lunch Available
2:00  Giant Raffle

FREE ADMISSION & PARKING
Torrey Pines Christian Church
8320 La Jolla Scenic Drive North
La Jolla (San Diego), CA

FOOD AVAILABLE
Delicious food, catered by The Barbecue Pit, and beverages will be available

ATTENTION SELLERS
PRE-PAID 6’ TABLES – ONLY $10 EACH Tables must be RSVP’ed by 6 PM, Dec 4th Thereafter tables, if available, will be $15

TABLE RESERVATIONS
Contact: Anthony Tarantino
6444 Corsica Way, San Diego, CA, 92111
(858) 569-6603
NOVEMBER MEET

Bart Cuts Lock on one of two Mystery Foot Lockers

Tony Shanley Unveils Quarter Century Treasures

AGTTA 2011
DUES INVOICE / RENEWAL FORM
All Gauge Toy Train Association Year 2011 Dues are now payable.
PAYMENT IS DUE BY JANUARY 1, 2011.
(A Late Fee will be charged after February 28, 2011.)
Annual dues are $25 for an Individual Membership and $30 for a Family.
Please make your check payable to AGTTA.
Please mail this completed form & check to:
ALL GAUGE TOY TRAIN ASSOCIATION
6621 Cartwright Street, San Diego, CA 92120-2407

NAME: _______________________________________ MEMBER NUMBER: _____________
STREET ADDRESS: _____________________________________________________________ APT. NO.: __________
CITY: _______________________________________ STATE: _________ ZIP: __________
PHONE: (____) __________________ E-MAIL:_______________________________________
GAUGE / INTEREST: ________________________________ ________________________________
NEW MEMBER’S SPONSOR NAME: ________________________________ SPONSOR’S CLUB NUMBER: __________

YOUR PERSONAL INFORMATION ABOVE WILL ONLY BE DISTRIBUTED TO THE OFFICERS AND BOARD OF DIRECTORS UNLESS YOU DESIGNATE YOUR CONSENT BELOW.
☐ I GIVE CONSENT FOR MY NAME, EMAIL & PHONE # TO APPEAR IN THE CLUB WEBSITE & PUBLICATIONS
☐ I GIVE CONSENT FOR ONLY MY NAME & MEMBER # TO APPEAR IN THE CLUB WEBSITE & PUBLICATIONS

I WOULD LIKE TO RECEIVE THE MAIN-LINE AS FOLLOWS (Choose one):
☐ I WOULD LIKE TO RECEIVE MY MAIN-LINE NEWSLETTER BY E-MAIL ONLY
☐ I WOULD LIKE TO RECEIVE A PAPER MAIN-LINE NEWSLETTER BY U.S. MAIL
☐ I WOULD LIKE TO RECEIVE THE MAIN-LINE BOTH BY E-MAIL AND BY U.S. MAIL

PLEASE DO NOT WRITE BELOW – THANK YOU
Individual ………………Family………………Cash $………………Check #………………$………………Date Payment Received……………………...
EDITOR’S CORNER

Don’t forget about the THREE BIG events coming up. This weekend is the Great Train Expo at Del Mar. Then next Tuesday is the annual AGTTA Club Christmas Party and then next Saturday is our first annual Holiday Season Open House. Wow! All kinds of good model train things are happening. Hope to see you at all three.

SPECIAL RAFFLE #2

LIONEL “O” SCALE B-6 TRAIN SET

PRR B-6 Switcher & 7 Scale Cars - Valued at $1,800

THE SET: As you can see above this is a beautiful set. They were originally sold as individual pieces during 1991/92. The Club has purchased them as a set for the Raffle. They are in mint condition in their own individual boxes. Bob said he was the first to get them out of their boxes only to take the above picture.

TICKET SALES: Ticket sales for our second Special Raffle Train Set commenced at our November Meet. Tickets are just $10.00 each. The minimum number of tickets to be sold will be 150 with a maximum of 200. They will be sold over a five (5) month period from November through March. The winning ticket for the Set will be drawn at 6 pm at the March 10th Meet.

MONTHLY PRIZE DRAWINGS: At the December, January and February Meets, one ticket will be drawn for a cash prize of $25.00. The drawings will take place at 6 pm and you must be present at the monthly Meet to win the $25 cash drawing. Then the winning ticket will be reentered for the Grand Prize Set drawing at the March Meet. For the Grand Prix drawing you will not need to be present to win the Set. This way everyone buying tickets early have multiple chances to win.

PARTICIPATION: Your purchase of raffle tickets in these Club Special Raffles provide you with the opportunity to have a little fun while helping AGTTA cover the Club’s basic operational overhead expenses (hall rent, insurance, newsletter, etc.). Through these raffles we’ll be able to keep annual dues at their current level or continue to offer free admission and table sales at our monthly Meets. So as they say, buy raffle tickets.
DECEMBER TECH TIP
Engine Running Direction
By Jim Weatherford

Does your engine run better in one direction than the other? You probably don't mind if it runs better forward but are faintly annoyed if the opposite is true. There are several reasons why locomotives perform differently when run in opposite directions: (1) the "E" unit needs attention (either the reversing drum or the brass contact fingers, or both are worn or dirty); (2) the brushes are worn unevenly or the brush plate tension springs are not applying the proper pressure; (3) the axle bushings are worn and allow the drive wheels to bind against the motor frame (this can happen on the horizontally mounted worm drive motors such as ones in the 671, 726, or 736); (4) the motor, same as before, needs to be shimmed to keep it in proper alignment with the gear on the drive axle. Here are some solutions.

The first thing I suggest (also the easiest) is to rotate the brushes 180 degrees. Obviously you should replace the brushes if they are worn. Put everything back together (leave the shell off for testing) and try the engine again. Hopefully this rectifies the situation. If not, then a more thorough approach is in order.

Check the brush plate tension springs. Ensure they make the brushes contact the armature commutator evenly. Another way to check the spring tension is to put the motor on blocks and attach test leads from a transformer to the motor ground and the roller pickup. Get the motor running and use a non-ferrous probe (like a tooth pick) and apply pressure to each of the motor brushes. If the motor speeds up, then you need to replace the brush springs, or adjust the tension. Remove the brush plate and clean the brush holders with a degreaser (tuner cleaner works well). Try the engine again. Still the same?

Some of the vertically mounted motors require an insulating washer on the armature shaft next to the commutator to limit movement of the armature. Check the repair manual to see if yours needs this washer and then check if your motor has one. If yours is missing, replace it and see if that was the problem.

Ok, take the "E" unit out and thoroughly spray the reversing drum and contact fingers with the degreaser. If the drum doesn't look clean, pop the "E" unit apart and either buff all the drum brass surfaces, or replace it with a new one. While everything is wide open, examine the finger contact sets (the lower set has two brass fingers and the upper set has four) for alignment, wear, and dirt. Clean and retension the fingers or replace if wear is excessive. Excessive means worn flat, has a hole in it, or is kinked and will soon break. Put the "E" unit back together (remember patience is a virtue) and we'll try it again. This much service solves the problem most of the time.

I have also encountered problems with the die-cast framed Alco's where the axle bushings are worn and allow the wheels to shift far enough to touch the magnet that's mounted on the truck frame. You can solve this problem by replacing the worn bushings, adding shims to the axle, or removing part of the flat magnet so the wheel can't touch it.

The sheet metal framed Alco's might have a loose motor field that might need to be tightened. A loose field will definitely cause the motor to run poorly. (See an earlier Tech Tip regarding how to restate the field).

Let's assume your problem is more serious and the axle bushings are badly worn. Now you have to take the wheels off and replace the bushing (another fun job) or add thrust washers on the axle between the frame and the wheel, or find another engine and swap yours out. Odds are this is not the problem. Lastly, some of the motors in the 671, 726, or 736 need to have shims between the motor mount and the motor. Try 6 to 10 thousandths shims and see if that helps. Also, the armature may be loose and thrust washers will have to be added to take out the play. The thrust washers are added on the armature shaft either next to the commutator windings or at the end of the shaft next to the worm gear.

I know this sounds like a lot of work and it is if you're unsure of your skill and/or knowledge. A good repair manual is essential to give you an exploded parts breakdown. Don't be afraid to ask questions if you get stuck. Most of the train club members are only too happy to give advice or even direct assistance.
MARK YOUR CALENDAR NOW!

EVENT: AGTTA CHRISTMAS DINNER
DATE: TUESDAY, DECEMBER 7, 2010
TIME: 6:30 PM
LOCATION: GIOVANNI’S ITALIAN RESTAURANT
9353 CLAIREMONT MESA BLVD.
SAN DIEGO

A FEAST: This year we will enjoy a huge Italian Buffet which will feature two entrees and lots of other good stuff. You’ll get plenty to eat.

COST: Just $16! A Great Deal in these tough economic times.

BIG RAFFLE: Don’t forget our biggest Raffle of the year will be held after Dinner.

*** RESERVATION CUTOFF DATE – DECEMBER 1 ***
You simply don’t want to miss our most enjoyed social gathering of the year. Why not put your check in the mail TODAY!

PAYMENT: Make out your check for the Number of Persons attending X $16, payable to AGTTA and send it to JON EVERETT at:
13512 SPARREN AVENUE, SAN DIEGO, CA 92129-2173
MORE PHOTOS FROM THE NOVEMBER MEET

Jerry Ward & Derek Westwood Lionel Switch Operation Display

This arrangement demonstrates the automatic operation of the LIONEL switches. If used with a circular layout it will turn the direction of train travel. FUN TO WATCH
Editor’s Note: Bob gave this article to me several months back and I just haven’t had room to run it until now. Sorry Bob for the delay, better late then never. 😊

Over the weekend of April 30th to May 2nd several AGTTA members, including myself, who collect and operate “S” gauge attended a train convention hosted by the Southern California S Gauges Club.

The event began Friday night with an open house of a fantastic S gauge layout at what some call “The Mansion” in South Pasadena. I believe the home at one time was owned by the President of the Royal Tire Company and was featured on the TV series Benson as the Governor’s Mansion. The layout occupies what was once the third story ballroom with display cases in the side room where the orchestra used to play. The layout and display cases are a collaboration of trains and accessories from the collections of two or three collectors.

On Saturday there was a one day train meet held at the Embassy Suites in Arcadia with table sales, raffles and a point to point layout put up by the San Diego S Gauge Club. With approximately 75 tables of sellers there was quite a large selection of S gauge items from the various manufacturers for sale. The day concluded with a dinner banquet and raffles, etc.

Sunday offered layout tours, of which I selected Dennis Bagby’s in Altadena. His layout is housed in a separate building in the back yard and encompasses the whole room as you can see from the pictures. I had seen his original collection and layout over twenty years ago before he sold it off. But as you can see he has made quite an effort to replace most of it.
The Mansion’s Living Room

The Staircase to S Gauge Train Heaven
The Expansive Layout

The Carnival Display
Grand Central Station

The Warehouse District
The Used Car Lot

One of the Many Display Cases
An S Gauger’s Dream

PHOTOS OF DENNIS BAGBY’S SUPER LAYOUT

Dennis has put together quite a collection
BARSTOW • The impact of the proposed high-speed train, DesertXpress, is heating up like July afternoon on the Mojave. Recent discussions on the project’s environmental impact quickly shifted into an argument about the financial impact on residents of Barstow and Victorville. The DesertXpress high speed train would begin in Victorville and would extend to Las Vegas by following I-15 for most of the way. The proposed plan does not include a stop in Barstow.

Thursday’s meeting at the Lenwood Hampton Inn was held by officials of DesertXpress Enterprises and the Federal Railroad Administration. Officials were hoping to get public comments about the Supplemental Draft Environmental Impact Statement of the DesertXpress, but speakers were mainly focused on the financial aspects of the train. “(Barstow) runs on hospitality,” said Alejandro Perez, a Barstow business owner. “If this train comes through town, it will destroy it.” Perez was concerned about the high unemployment rate already present in Barstow. He said he had about 500 applicants for only 20 positions.

Other speakers were excited about the financial benefits the DesertXpress would bring to the High Desert as a whole. “This project has substantial economic benefits for the entire High Desert,” said Terry Caldwell, Victorville City Council member.

Barstow City Council members were concerned that the DesertXpress would eliminate up to 33 percent of people who travel by bus or car from Southern California to Las Vegas from the highway.

Editor’s Note • I would like to extend a very big “Thank You!” to Member Kevin O’Conner for sending along this article and the one on the Kelso Flyer, which begins on the next page.
With a horn blast and a whoosh of air brakes, a special train carrying 254 rail fans, civic leaders and adventure seekers rolled out of Barstow on Sunday morning with a goal of reviving interest in passenger rail service across the Mojave Desert. The train was the Kelso Flyer, six vintage cars pulled by an Amtrak engine between Barstow and a remote mission-style depot in the heart of the 1.6-million acre Mojave National Preserve. As it gathered speed, passengers settled into lounge and observation cars with sleek, Art Deco-style interiors for the 90-minute ride. Awaiting them down the tracks were spiky lava flows, salt flats, massive dunes and a four-mile ribbon of wetlands wedged between sandstone cliffs.

The success of what the train's sponsors regarded as a "market test of rare mileage," will hinge on whether the trip interests someone willing to bankroll the service, which could make Barstow a regular tourism destination for the first time in 39 years. It's not going to be easy to convince prospective investors that such a train can be comfortable, punctual and profitable. The Kelso Flyer's weekend excursion, which began in Los Angeles, required five years of planning and permitting and cost more than $50,000 to launch. On Sunday, its passengers, who had bought tickets ranging from $115 to $415, were plagued by engine problems and delays.

"Putting the Kelso Flyer together was like pulling off the Normandy invasion," said lifelong rail enthusiast Norm Orfall, who arranged the event with Mal Wessel, chairman of the Barstow-Kelso Heritage Railroad Committee and a former mayor of Barstow. "But by God, we did it." Orfall and Wessel believe the Kelso Flyer would have a competitive advantage against similar ventures elsewhere. "We pattern ourselves after the tourism train in Williams, Ariz., which hauls about 300,000 people a year to the Grand Canyon," Wessel said. "We have a better ride because, except for the Grand Canyon itself, there's more interesting scenery to enjoy from the windows" on the Barstow-to-Kelso trip. "More than 60 million people drive through Barstow on their way to Las Vegas each year," he added. "If we can get just 500 of those people a day, we've got a successful train trip."

The Kelso Flyer's supporters include San Bernardino County Supervisor Brad Mitzelfelt, the National Parks Conservation Assn., the Union Pacific and Burlington Northern Santa Fe railroad lines, and the city of Barstow, a high desert community of about 24,000 at the juncture of Interstate 15, Interstate 40 and California 58. "This has provided me with a rare and unusual view of my district," said state Assemblywoman Connie Conway (R-Tulare). "Most people think of this stretch of desert as something to get through as quickly as possible. But this train forces them to slow down and enjoy its natural beauty."

The train departed Los Angeles' Union Station an hour late Saturday morning, bound for Barstow, where about 30 ticketholders had spent the night in Pullman cars or at local hotels. Dozens of train buffs gathered at road crossings to photograph the Kelso Flyer as it snaked up the 3,600-foot-high Cajon Pass. Half a dozen passengers waved back at them from the open-air vestibule of the rear car, a teak-paneled Canadian model built in 1959.

A crowd of supporters and elected officials welcomed the train when it pulled into a century-old depot in Barstow, a city named after Santa Fe Railway's 10th president, William Barstow Strong. Among
them was Carol Randall, head of economic development for the local Chamber of Commerce. "When I saw her coming into town, I had tears of relief in my eyes and I hollered, 'She's here!'" Randall said. "It was the fulfillment of a long, hard fight." Randall was among the 150 passengers who boarded in Barstow. About 75 had traveled from Los Angeles, while other passengers had come aboard in San Bernardino and Fullerton.

By 11 a.m., the train was about 20 miles east of Barstow and wobbling along at 75 miles per hour. On a dare from his wife, passenger Anthony Cortez, 39, of Silver Lakes, about 25 miles southwest of Barstow, plopped into an antique swivel chair for a haircut administered by Carl Hunt, a Barstow barber for 47 years. As Hunt maneuvered to keep his balance while snipping away, Cortez mused, "She thought I wouldn't risk this on a moving train."

A National Park Service ranger was on hand to answer questions when the train clacked along panoramic Afton Canyon, a four-mile furrow carved by the Mojave River and shouldered by chiseled cliff faces inhabited by bighorn sheep. "Cool! This was worth the price of admission," one passenger said while gazing out at the rugged canyon, which has been a cattle trail, a campground, a firearms range, an off-road motorcycle course, a bird-watchers paradise and, on Sunday, a scenic train experience. A few miles farther down the line, the Kelso Flyer rumbled past waves of steeply-pitched dunes up to 600 feet high. At noon, it arrived at the Kelso Depot, an oasis of tamarisk trees and desert willows that is home of the preserve's information center.

After lunching at the facility, the passengers filed back into the Kelso Flyer for the ride back to Barstow and Los Angeles.

"The biggest challenge was just doing this once," said Mary Martin, former superintendent of the Mojave National Preserve and a longtime supporter of the Kelso Flyer concept. "Will it roll again? I hope so."

Here’s a link to a short video about the Kelso Flyer:
http://www.latimes.com/videobeta/66ae89d5-6b97-49c4-a125-188473694a91/News/Kelso-FlyerNews/Kelso-Flyer

Here’s a link to another article on the Kelso Flyer that was printed in the San Bernardino & Inland Empire’s The Sun Newspaper:

Here’s a link to the history of the Kelso Depot:
http://www.nps.gov/moja/historyculture/kelso-depot.htm
Sunday, December 19, 2010
Open to Members 10AM
Public 11:00 AM to 3:30 PM

Christmas Train Meet
& Open House
Brookhurst Community
2271 W. Crescent
Anaheim, CA 92801

Train Show DONATION $5 Per Person / Family

Table Sales — Train Related Items
All gauges, N thru G Gauge
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First Class Train Raffle — Snack Bar
Free Punch/Coffee and Cake

Public Welcome
General Information Contact Ken:
(714) 538-8218
Sellers—Table Information Call Larry:
(714) 751-7828 Tables $15 each
Reserve tables early and avoid disappointment
Visit our website at: ttos-sp.com
10 locomotives that changed railroading

There are locomotives that succeeded, locomotives that failed, and then there are locomotives that changed everything

by David Lustig

IN A HALL OF FAME, there's room only for the best. Consider this list the locomotive hall of fame. Out of hundreds of wheel arrangements and engine models introduced over the past 150 years, these are the 10 locomotives that not only changed the face of railroading, but also secured the future of the industry. Some were the first in their field; others packaged earlier technologies into a better product. They were, for each generation, the right idea at the right time. They powered trainloads by the millions, hurrying the necessities of life across a vast continent. They are railroading's finest.
GE's U25B demonstrators power a Chesapeake & Ohio freight through Dearborn, Mich., in 1962. (David Shape)

HARD TO BELIEVE, but a revolution was launched on the frame of this temperamental machine. After more than two decades of market dominance, Electro-Motive Division faced its first (and only) worthy competition when General Electric announced the U25B in 1959. Under a sleek hood, the engine was crammed with features, such as a pressurized engine compartment and a brawny 16-cylinder prime mover. Its success helped drive Alco out of the diesel business. Not only was General Electric one of the biggest companies on the planet; it was well-immersed in locomotive technology from years of partnering with Alco, its own experience selling locomotives overseas, and helping dieselize U.S. short lines with 44- and 70-ton locomotives. The U25B (U, for Universal series) met with mixed success, but its almost bulletproof 752-series traction motors kept customers coming back for more. Today GE is the leader in North American locomotive production.
INSPECTION CARS OF THE MONTH

[Image of an old car in a workshop]

[Image of another old car on a railway track]
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Fri, Sat, Sun 10am - 7pm
Phone: (951) 694-1773

Ed’s All Gauge Train Sale
See & Hold What You Buy
All Gauges - Everything Trains
3000 Trains & Everything For Them
2010 TRAIN SCHEDULE
DEC. 18 / 8 AM – 1 PM
Ed Jablonsky - (619) 287-0819
4838 Old Cliffs Road
San Diego, CA 92120

Electric Trains Keep Roland
Roland Frandsen Jr.
Mon - Fri 9 - 2 & Sat 9 - 1
(619) 258-0862
(please call before coming)
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Santee, CA

Elystoys
Lionel, Am Flyer, Marx, Ives,
Hot Wheels, Dinky, Aurora Slots
Tonka, Tootsietoy, Smith Miller
Jean & Dave Ely (515) 664-8217

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AGTTA DECEMBER NEWSLETTER
CALENDAR OF EVENTS

December, 2010

Dec 4 Saturday / 5 Sunday Great Train Expo in Del Mar www.trainexpoinc.com
Dec 5 Sunday TTOS SW Division Dec Meet www.ttos-sw.org/activities.htm
Dec 7 Tuesday AGTTA Christmas Dinner Jon Everett (858) 538-0930
Dec 11 Saturday AGTTA 1st Annual Holiday Meet Bob Wall (858) 452-8955
Dec 18 Saturday / 19 Sunday Great Train Expo in Pomona www.trainexpoinc.com

Dec 19 Sunday TTOS-SP December Meet Ken Flory (714) 538-8218
Jan 9 Sunday TTOS SW Division Dec Meet www.ttos-sw.org/activities.htm
Jan 13 Thursday AGTTA January Meet Ed Samsen (760) 485-4791
Jan 23 Sunday TTOS-SP January Meet Ken Flory (714) 538-8218
Feb 10 Thursday AGTTA February Meet Ed Samsen (760) 485-4791

ALL GAUGE TOY TRAIN ASSOCIATION
6621 Cartwright Street
San Diego, CA 92120-2407

NEXT MEET:
1st Annual Holiday Meet
Saturday, December 11th
8:00 – 3:00
Torrey Pines Christian Church
8320 La Jolla Scenic Drive North

JANUARY MEET DATE:
Thursday, January 14th