



THE SIDE TRACK

NEWS

from the Toy Train Operating Society
Sacramento Valley Division

SUMMER

2014

Come for the trains. Stay for the people.

Jerry Azzaro, editor

President's Message

by John DeHaan, SVD President

Welcome to Summer.

The train meets are slowing down but things are really popping for SVD! The layout crew worked days (and nights!) to greatly improve the layout (which you will have already seen at its debut at TCA-Scottish Rite). The whole layout was set up and left up for the five weeks it took. We need to thank **Rick Rose**, the layout boss for making this happen, and especially **Jack Hornor**, **Tim Taormina**, **Elias Amaral**, and **Ed Strisar** for all the down and dirty work. **Beverly S.** loaned us the use of her big outbuilding and kept us fed and watered during our labors. Sorry if I may have missed some others but your contributions were appreciated as well! (Yours truly was only there for three sessions but mostly for unskilled, grunt labor.) Permanent wiring has been installed for whole towns of buildings and operating accessories, too. The carts have been repaired so it will be much easier to actually get it into our venues, the trailer has been cleaned up and some minor repairs to it, as well. It will be a big hit at future meets, with lots of action off the track as well as on.

Jerry Azzaro will be hosting a toy train photography workshop after the 5 July meeting. Attendance is limited so contact Jerry or **Jack Ahearn** for more info. The session will be at Jack Ahearn's in North Sacramento from noon-2PM (or thereabouts). This will be a great opportunity to sharpen your photo skills!

Plans are moving forward for the Summer outing – at the Western Railway Museum in Rio Vista on Sunday June 15th. The Club will provide entry for one member and one guest per member. We are still planning what food will be brought, but plan on bringing

your own soft drinks and snacks, sunscreen, and comfortable but sturdy walking shoes. There is a LOT to see in the car barns and explore via the extensive rail line (with catenary)! If you aren't on the sign-up list, contact **Ed Strisar** today!

Plans are also moving forward for the Fall Speeder Run on the El Dorado line on EITHER Saturday September 27th OR Sunday September 28th (we have yet to confirm the best date for them). Attendance is limited, but attendees will enjoy speeder runs through the Sierra foothills lasting some 2 hours. The Club will pay for the base tickets. There is a museum to enjoy between runs, food, and **Don Rosa** has offered to host an open house at his new place about 15 minutes away. Sign-up with me at the monthly meets – first-come, first on!

Plans for the National Convention are firmed up for Buffalo NY for August 5-9. It's going to be a great event with lots of tours and sights to see. See the [TTOS website](#) for more info!

Our own BIG MEET will be Saturday, October 4th at Scottish Rite (in lieu of our monthly meeting), so sort out your spares and get a table-full to sell (so you have room for the cool stuff you're bound to buy there!!)

Elias Amaral's company has offered to produce beautiful, die-cast metal license plate frames emblazoned with the "TTOS- Fun with Trains" message for promotional sales. We voted at the last meeting to pursue this and TTOS National will consider them at their next BOD meeting. We can move forward with this even if National does not. **Tom Gibson**, **Phil Fravesi** and I are National's committee for promotional and fund-raising efforts, so if YOU have any ideas, tell us! We are also pursuing a half life-size stand-up "poster" of the TTOS "We Want You" trainman for our own use at shows.

See you down the track. Keep on having fun with your trains – big or small!

Meeting Notes

by Beverly Sigafos, SVD Secretary

TTOS – SVD Meeting Minutes – 3-08-2014

9:30 a.m. - Meet called to order

President **John DeHaan** opened the meeting by welcoming two new members, **David Burke** and **Geoff**

Langmack.

New Side Track is out.

Information about the National TTOS Convention to be held in Buffalo, New York, August 5 – 9, 2014, will be mailed out to members in April.

The 2015 Convention will be in Albuquerque, New Mexico.

SVD planned activities:

TCA Scottish Rite Show where our layout will be displayed

WRM Picnic Day June 15, 2014 – see **Ed Strisar**

El Dorado Speeder Runs in September (?) – **John DeHaan** and **Harold Westcott**

Christmas Luncheon following December 6, 2014 – need Chairperson

Election for adoption of the revised bylaws was held by secret ballot and passed unanimously.

There will be a workshop at **Beverly Hornor's** on March 23, to work on the club's layout. Please see **Rick Rose**, layout chairperson, for details.

Show and Tell: **Rick Rose** showed a copy of the December 1939 Model Builder, featuring Joe DiMaggio.

The magazine was first published in 1936.

Please note: None of the current Board members plan to serve another term. We will need candidates for the election.

Door Prize Drawing won by **Rick Rose**

10:15 a.m. Meeting adjourned

TTOS – SVD Meeting Minutes – 4-05-2014

9:30 a.m. - President **John DeHaan** opened the meeting. Thanks go to **Paul Shalgren** who brought donuts to the last two meetings.

There will be an outing on June 15, 2014, at the Western Railroad Museum with a picnic to follow. Members may bring one guest.

The 2015 Convention will be in Albuquerque, New Mexico.

There was no Show and Tell, but the theme for the May meeting will be early clockwork items.

Door Prize Drawing: won by **Kit Craighead**

10:00 a.m.: Meeting adjourned

TTOS – SVD Meeting Minutes – 5-03-2014

9:30 a.m. – Call to Order.

President **John DeHaan**, Layout Chair **Rick Rose** and crew worked on the club layout over a period of six weeks, improving and repairing it for display. Rick announced that first priority for running trains will go to those who work setting up and tearing down the layout.

Sign up by the June 7, 2014, meet for the Western Railway Museum outing to be held on June 15, 2014. SVD will provide drinks and food for this. Any questions will go to **Ed Strisar**.

The El Dorado Western Railroad speeders outing will be held on September 28, 2014. There will be two separate runs (2.5 hours each run) and 28 people per run. SVD will pay the fees for the runs. The outing is planned from 10a.m. to 4p.m. **Don Rosa** will host an open house following the outing

An idea for fundraising for SVD and National was presented by **Eli Amaral**. He brought in a prototype of a quality license plate frame advertising TTOS. These could be sold for \$7.50 each plus shipping, handling and tax.

National TTOS is selling 2014 convention cars at a rapid rate. If you want one reserve yours now.

Show and Tell: **John DeHaan**, **Richard Zinotti**, **Tom Gibson**, and **Pete White** brought wind-up items from the 1930's to the 1960's. Most of the things still worked! There will be no Show and Tell for the July Meet.

Door Prize Drawing: won by **Ed Strisar**

10:10 a.m. Meeting adjourned

All minutes respectfully submitted by Beverly Hornor, Secretary

Membership News

by Tim Taormina, SVD Membership Chair

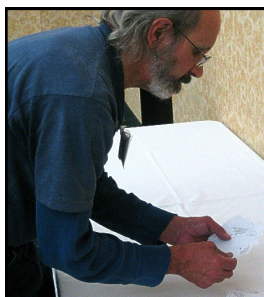
Please join me in welcoming **Geoff Langmack** and **David Burke** to Sacramento Valley TTOS. Our membership is now at 92 members. As we head into the summer months and some upcoming exciting activities, hopefully we will be able to attract other new model train enthusiasts to join. Once again I will remind you to please stay current with your national dues, as it is a requirement for division membership and we are dependent upon national for our liability insurance.

Happy Railroading!

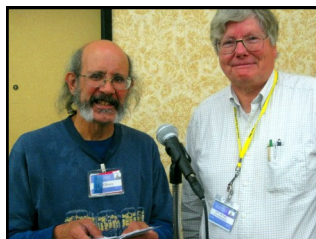
New bylaws approved by unanimous vote at March 8th meeting



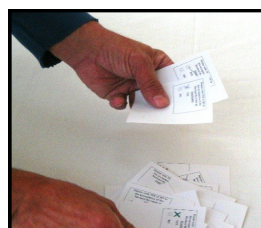
President **John DeHaan** instructs members as to the balloting methods. Each validated member will receive a ballot with only a Yes or No choice. Either box is to be checked as to the member's preference to accept or reject the new bylaws.



Jeff Silvera sorts and counts the number of ballots submitted as **Jack Ahearn** (behind camera) witnesses and snaps the photo.



Unanimous results are announced by **Jeff Silvera** and **John DeHaan**.



Ballots are recounted and identical results of the first count are noted.

Restoration of old #2018

by Jerry Azzaro

When I'm out walking, I have a nosy habit of glancing into open garages. People keep interesting things in their garages, and sometimes there's evidence of trains to be found.

That's what happened a few months ago when I was walking my dog in the neighborhood. As we passed by an open door, I noticed a white-painted piece of plywood with an oval of O-gauge 3-rail track fastened to it, leaning against a side wall. The plywood was cut to a shape that allowed a station to be placed on it, outside the oval. Obviously, an under the Christmas tree layout!

I saw the resident and struck up a conversation. I told him about the toy train hobby and about our club. I left my contact information and the offer of help if he ever needed it.

Sure enough, a few weeks later I received an e-mail message from him asking if I knew where he could take his beloved #2018 Lionel 2-6-4 steam loco for repair. I offered to do the repair and arranged to pick it up from him.

This obviously was not the Christmas tree engine. This was his first childhood toy train, and although it didn't run and was missing parts, he displayed it on his desk. The paint was badly chipped and one marker light housing was smashed flat. Someone had taken off the front truck and mounting plate to replace the headlamp, then lost all the parts. The drive wheels were hard to turn. When I got it home and disassembled it, it was clear that someone other than a Lionel assembly line worker had been in there with a soldering iron. This loco was loved to death, and had probably never been lubricated.

I disassembled it, lubricated it, then attached test leads and got it to run. It ran only in reverse, although the E-unit was cycling properly. I wrote a shopping list of parts and sent my check to Mike's Trains in Lompoc. Front truck and plate, headlight bulb and wiring, E-unit drum and fingers, headlight lens, brushes, marker jewels ... and lubricants.

Using my "Brakeman's Riveting Tool" impact driver, I was able to carefully reshape the squashed marker light housing. I ran the boiler shell against my wire wheel to feather the remaining paint, then masked the numbers and gave it a coat of "train black" spray paint. I had forgotten how flat the finish of that paint was. The results were not pleasing. I called **Geary Musselman**, whose paint work is superb, and asked for advice. He recommended Krylon #1613 "semi-flat" black paint. I found this to be a satisfactory match to the original Lionel paint.

The parts arrived and I got busy with the repair. Soon the loco was running as it should. I reassembled everything, including the new front truck.

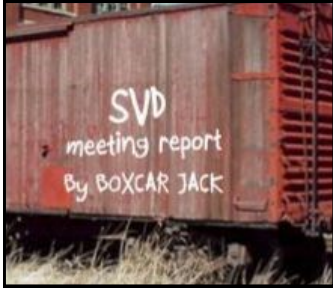
While doing the repair, I decided to upgrade the pellet smoke unit to one designed for smoke fluid. This inexpensive kit is easy to install and produces so much smoke that pilots flying nearby need to switch from VFR to IFR.

This was lots of fun for me, and my neighbor really appreciated having his favorite toy restored. I let him pay only for the parts ... plus one tube of train oil and one of gear lube left with him for future use.



#2018, restored and ready to resume revenue service

MARCH 8 Meeting: Dave Thomsen's Caterpillar layout



If a picture is worth a thousand words, the photos on this page are worth more than any words I could use to describe the magnificence of Dave Thomsen's painting and customizing talents. I'll not try to describe the beauty but rather; simply leave it to your eyes, not my words.

-Jack Ahearn



Decaled on the side of this car is a reproduction of Caterpillars 1920's logo! For those who do not readily recognize it (as myself), the crawling letters represent a worm, digging deep into the earth's surface. Kind of brings to mind how Cats earn their day's pay!



One of the brightest Lionel tank cars I've seen illustrates Dave's customizing talents! Caterpillar yellow and the authentic markings recreated this *under the table*, \$2 junker, into a car we'd all be proud to add to our roster. Notice the fine markings atop the end of the box car.



Lots of Yellow Cats blend to create a loud look and louder sound; Wroooaarth!



An overview offers a look at all of the custom printed markings and special ordered decals that easily describe this layout as being the Cat's meow.



One more for the dealer's showroom! And, another fine example of what Dave can do with a \$1.00 car. Caterpillar owned, #5299 flat, is another of Dave's customized masterpieces.

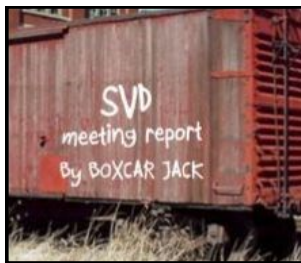


More than meets the eye! This **very** customized Lionel 44 ton switcher, painted in Cat colors, had its body raised a half inch and motor removed. Replaced by Dave with a spare K-Line can motor, this beauty is a model that shines and runs with pride. Kudos to you, Dave!



Dave sits comfortably with the confidence that his Caterpillar Supply Train is running on schedule and dealer parts will be delivered on time!

MARCH 8 Meeting: Bill Bender's layout



I'm always struck when seeing one of Bill's layouts at our monthly meets. I'm struck with the simplicity, charm and yes, even the ease of portability of his train board. I'm struck with the vision of a small train set that so warmly brings back memories of what I, and I suggest, we all had as kids. Wow, it was our train set and; oh, how we were going to make it grow and

grow, with mountains, lakes, tunnels and everything!

But most of all, I'm struck with Bill's dedication when he, month after month, brings a layout and runs his trains. It's this kind of a personal involvement that adds a very welcome bit of nostalgic warmth and fellowship to our meetings. Thanks, Bill, from all of us!



Thomas, displaying his eternal smile, waits patiently for the W. & A. track crew to install a switch track before safely proceeding.



A shuttle trolley sits waiting for tourists to alight from their Western & Atlantic R.R. train ride.



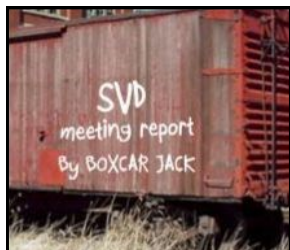
A befuddled fireman ponders before pitching a high flying load of coal over the barrier and into the fire box.



Bill used room air and time to accomplish a fine weathering job on his 4-4-0 American type locomotive



Bill, at his controls, looking content and pleased with his latest Layout of the Month!



MARCH 8th Meeting - Rick Rose and Joe DiMaggio

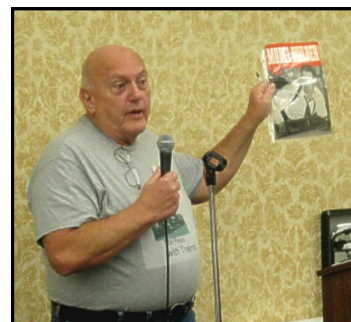
Rick Rose, SVD Layout Chief, shows members a copy of the December 1939 Model Builder magazine. Rick has a large collection of these long ago magazines. This issue, showing the then 25-year-old Yankee Clipper on the cover, is surely the most sought by toy train enthusiasts.

I was curious as to how available this issue of Model Builder might be. I surfed the Net to find the answer. Wow, eBay had several and a few auction houses have their gavels raised.

The story on the following pages by Carlton Hendricks is one of the most interesting finds I came across.

Note: Joltin' Joe's pictured train was Lionel's 1939 iconic scale New York Central 700-E Hudson #5344. In that year's catalog, it is pictured highballing the "Rail Chief" on Lionel's realistic 72-inch radius, 'T' rail track. Priced at \$97.50, it was Lionel's top-of-the-line set.

(For further information on the 1939 Model Builders cover photo, see 'Ron Hollander's informative book of Lionel's history; *All Aboard!* Pages 209-11.)



Turn to the next page for a special SIDE TRACK feature about this collectible magazine

Editor's Note: In researching the background of the Joe DiMaggio cover issue of The Model Builder, Jack Ahearn came upon this wonderful article. He contacted the author, Carlton Hendricks, and received permission for us to use it in our newsletter. Enjoy!

The story of the Joe DiMaggio - Autographed - 1939 Model Builder Magazine

by Carlton Hendricks

The author's personal account of getting Joe D's autograph

(used in The Side Track by permission)

The sub-front cover of the June 27th 2003 issue of Sports Collectors Digest shows an assortment of Joe DiMaggio memorabilia that reminded me of the Joe DiMaggio items I have. As a bellman at the top golf resort hotel in Napa Valley the last sixteen years, I've had the unique opportunity of seeing and assisting more celebrities than I can easily recall. One I definitely recall however, was Joe DiMaggio. I assisted him two different times he stayed with us. I'll recount the first for today's column.

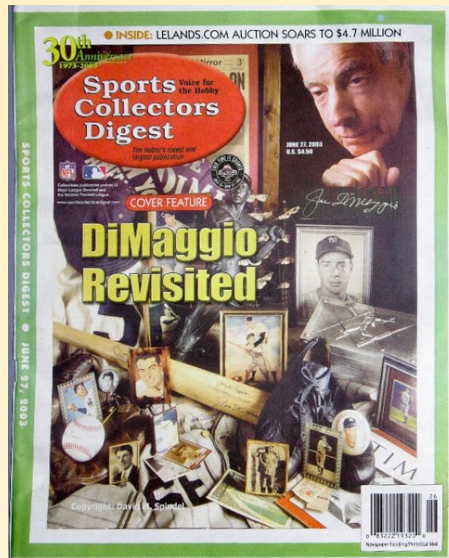
In August 1993, a celebrity golf tournament was held at our resort and DiMaggio came to play in it. Previously at an antiques show I had picked up what I thought was a pretty cool find, a 1939 Model Builder magazine with a photo of DiMaggio on the front cover playing with a train set. He looked really young and the portrayal of him on the floor wearing a white dress shirt and suspenders with a loosened tie was striking, and seemed to capture a personal moment. Not the usual DiMaggio photo. His classy image was intact. The photo made it seem he wore a tie even when playing with trains. Born November 25th 1914, he would have been 25 years old when the magazine was published in December 1939.

I brought the magazine to work optimistically hoping to get DiMaggio to sign it. If I got lucky and happened to assist him to his room,

the chances of getting it signed were pretty good. Barring that, I'd need that optimism, as it wouldn't be easy. First of all, even if I did happen into him around the property, as an employee in uniform, I couldn't go walking up to him in front of other guests and ask for an autograph, you just don't do that. Plus, it wasn't practical to carry the magazine around with me all day. So really, the chances weren't good.

After the tournament there was a big banquet that evening for all the celebrities. By then, DiMaggio had been with us two days and I'd not seen him once, so I'd pretty much given up on getting it signed. It had been real busy that day, and by the time I got a chance to take a break and get something to eat, the employee buffet was shut down. I decided to drive the short ways into town and get a burger. I recall it was around 9:45pm when I got back, and I began walking up from the parking lot towards the mansion. It was dark by then and the whole front of the mansion that had been a beehive of activity all day was now still and quiet. Most of the guests were at the tournament banquet in the main ballroom.

As I was walking past the tennis courts I saw up ahead what appeared to be an older gentleman walking with a young lady coming towards me. Could it be....no way I thought. As I got closer I saw it was DiMaggio. "Mr. DiMaggio," I said, "let me get a cart and give you a ride". The young tournament staffer girl goes...



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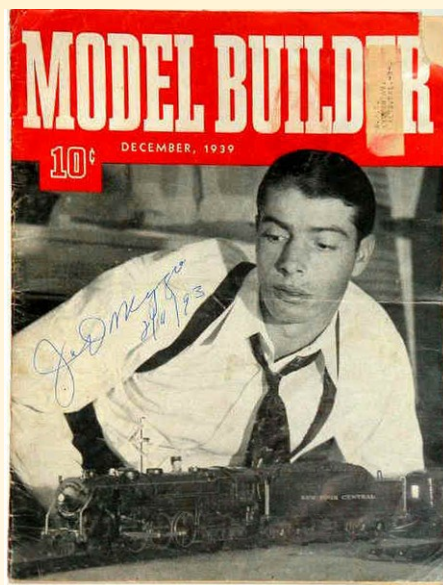
"Yes Mr. DiMaggio, let the bellman give you a ride". "Oh O.K." he said,...and blam, I was off like a rocket. First stop...the bell desk to grab the magazine. I stuffed it inside my jacket and peeled out with a cart. DiMaggio gets in, sits up front beside me, and in a way that made him seem as common as an old shoe, back-hands my thigh, points back with his thumb and says, "Those guys are gonna go all night in there, I'm going home".

So one minute I'm walking along thinking about what groceries I need to pick up after work ... the next, I'm sitting next to Joe DiMaggio talking to him ... nearly numb with surprise and nervousness. Now I've worked with the public most of my life, and can read people very quickly. My impression of Joe DiMaggio was he knew full well who he was...but on the other hand adamantly refused overt hoopla... struck me as a totally macho kind of guy from the old school.

It all happened so fast. As it began to sink in who was sitting next to me, I really had to work at not appearing nervous. I could just tell he would be annoyed if I seemed too nervous. I started with courteous small talk... "So how's your stay?"... "How was the tournament?" etc. Then I thought of something intelligent to say ... "Say, you're friends with Barry Halper aren't you?" I asked...as I'd heard he sometimes stayed at Halper's home in New Jersey. Back then Barry Halper had the world's greatest baseball memorabilia collection, before he sold it in 1999. "Sure, Barry... you know Barry?" he said. "No," I said "but he's a friend of a friend". "Yeah that Barry" he said chuckling... "always wants me to sign stuff!" I'm thinking...sign stuff...really... you don't say.

So we drive along to his room and I ask him... "Say Mr. DiMaggio...did they do many statues of you?" He says... "Well, there was one fella that did one." As he tried to recall his

name I go... "Clemente Spampinato"...he looked at me a little curious I'd know such a fact. "Yeah that's him," he said. So we get to his room and surprisingly for about five to ten minutes we just talked about stuff. Finally he says, "Well it's been a long day, I gotta get going"...I go... "Say Mr. DiMaggio.... I'd like to show you something", and I pulled out the magazine and handed it to him. With a smile he goes... "My old Lionel trains."



I said... "Say Mr. DiMaggio....you think you could sign that for me?" Talk about bringing the conversation to a complete halt,...he looks at me and says, "That's what you wanted the whole time!" I was speechless...it wasn't entirely true...sure I wanted an autograph, but I enjoyed

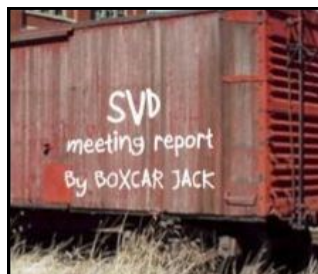
talking with him. He signed it and started to hand it back, when sheepishly I said... "Say Mr. DiMaggio....you think you could date it for me?" He gave me a look and kind of shook his head, dated it 8/11/93...handed it back to me and went upstairs to his room...to the home of my gratitude.

He came again for another tournament a couple years later. Fortunately, he didn't remember me I don't think. I got him to sign another incredible piece that time too. We'll go into that one another column.

Carlton Hendricks has lived and breathed the sports antique collecting hobby for the last 18 years. He has written for Sports Collectors Digest Magazine, Vintage and Classic Baseball Collector Magazine, Antique Trader Magazine, and Gridiron Greats Magazine. He has have supplied artifacts to the Library of Congress. He operates the sportsantiques.com web site.

SportsAntiques.com

April 5th Meeting: Dave Thomsen's U-Haul layout



This U-HAUL van carrier is completely scratch built! After seeing several of these carriers, Dave was inspired. A trip to the hobby shop for styrene and paint yielded a really fine model. A web search provided the decals for this carrier and the customized Texaco models.



Birds eye view of Dave's busy Texaco Gas Station. Dave found this Plasticville item in good condition except for its missing roof. Using Evergreen styrene plastic, he quickly made it rain-proof. The small yellow Texaco Tank truck parked on the left is a Solido model.



A colorful toy fire engine fills the front window of the Texaco station.



Another view of the carrier which is capable of hauling three units; one over the cab, another on the rack and a third in tow!



The scratch built carrier, loaded with a Tootsie Toy U-HAUL van, is ready to roll!



Close-up view of Dave's hook & ladder engine. It appears to be one of the many Hallmark Fire Engines Christmas Ornament offerings.

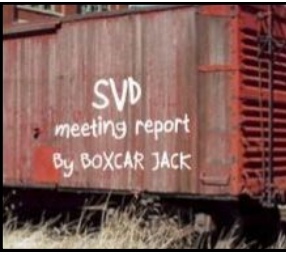


Dave's gas station also handles a large U-HAUL Truck & Van rental business.



A Texaco tanker adds to this crowded scene. The body frame and aluminum tank is Buddy L. The matching repainted truck cab was an *under-the-table* unknown piece.

April 5th meeting - Bill Bender's layout



(at right) A Florida East Coast Ry. Engine #601 waits for clearance before proceeding. This is a Williams BL-2 and, as the emblem beneath the cab indicates, is on the roster of the F.E.C. Ry's Flagler System. In the background is the Lionel passenger train arriving at the Michigan town of Shelby. Perhaps some of Bill Bender's childhood friends will

be there to greet him as he alights and visits his home town, population (at the time) 2,200.

The trailing car of a Lionel crack passenger train passes over a local interchange track on Bill's April Meet layout. On an adjoining track the MTH SF Muni #1050 trolley sits, awaiting its fate.

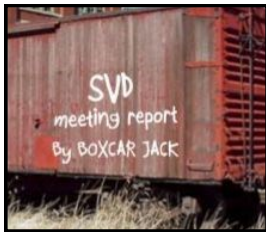
Editor's note: looking at Bill's PCC car in SF Muni colors sure brings back memories. The PCC was designed as a universal, smooth-running, comfortable, quiet car in the late 1930s to lure people out of their autos and back onto streetcars.

San Francisco took delivery of its first PCCs in 1951, gradually replacing its fleet of "Iron Monsters" built at SF's Bethlehem Shipyard in 1923.

As a schoolkid I would let the "monsters" pass, hoping the next car would be a PCC. -Jerry



Muni "Iron Monster" #178 and PCC #1016, both at Western Railway Museum, Rio Vista Junction.



May 3rd meeting - clockwork trains presented by John DeHaan, Richard Zanotti, Tom Gibson and Pete White



John gently taps his #1 gauge Bing wind-up locomotive as it starts a round trip journey pulling its consist of two passenger cars. This 1919, 95-year-old set is in very good condition and runs well.



Here John is seen "refueling" his Hornby O-gauge switch engine. Hope it doesn't drive him loco!



Another view of John's #1 gauge passenger set. Seen also is a LMS #6781, a 4-4-2 wind-up steam locomotive. Next to it is his Hornby wind-up green locomotive

A close up view of the Hornby switcher #1842. Notice the two push-pull rods inside the upper cab area. They serve as a hand operated forward-reverse drive mechanism. The black LMS tanker is Hornby and the green loco with the 1927 tender is Bassette-Lowke.



(at left) Richard Zanotti brought several wind-up gems. Here he is seen lining up a Hornby metallic purple locomotive and tender. This colorful little gem is a 1960's 'O' gauge beauty.. Tom Gibson brought his 1930s Marx streamline train and Pete White showed his Toonerville Trolley. Unfortunately, photos of Tom's and Pete's items weren't usable.

Happy 75th Birthday, Baby Ruth

from Boxcar Jack

It's great to have a day to celebrate, but what if that day was a day that never was a day? For many years I've pondered; why, oh why, did the Lionel Corporation use a non-existent "NEW" date on this box car?

Coupled with this last variation of the 16/2679 box car, the other three 1940-42 cars - gondola, tank and caboose - reflected war time restrictions. These were the last of that 1930s O-27 series of lithographed freights.



Lionel's No. 1679 lithographed maroon & yellow **Baby Ruth** box car

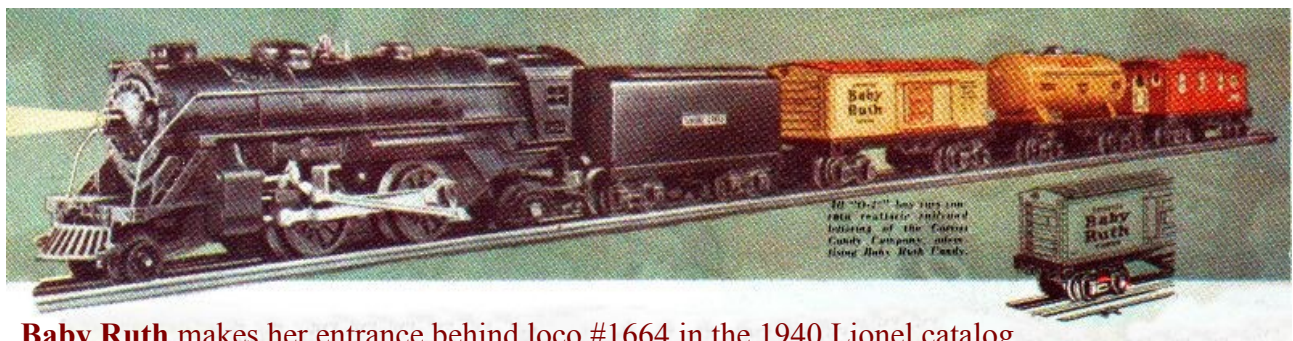


The "NEW" date tells the story!

"Last of the Late Great Littler Lionel Lithographs"

... can be found in the May, 1996 issue of **THE BULLETIN**. In it, I describe Lionel's efforts to fill the limited pages of their only two war time (U.S.) catalogs. Each of these cars had major variations!

-Jack Ahearn



Baby Ruth makes her entrance behind loco #1664 in the 1940 Lionel catalog

SVD layout and members with their trains at the May 24th Sacramento Scottish Rite TCA Meet

Photos by Tim Taormina



Down the track

Upcoming events of interest to SVD members (SVD events are in **BOLD**)

June 7: SVD Meet - Holiday Inn Express, Elk Grove*

June 15: SVD Picnic - Western Railway Museum, Suisun

July 5: SVD Meet - Holiday Inn Express, Elk Grove*

July 5 (following SVD Meet): Digital Camera Clinic, Sacramento (registration required)

August 2: SVD Meet - Holiday Inn Express, Elk Grove*

August 5-9: TTOS National Convention, Buffalo NY

September 6: SVD Meet - Holiday Inn Express, Elk Grove*

September 27 or 28 (TBA): El Dorado Railway Speeder Rides

October 4: River City Toy Train Meet, Scottish Rite Center, Sacramento
(no regular first Saturday meeting this month)

November 1: SVD Meet – Holiday Inn Express, Elk Grove*

December 6: SVD Meet & Holiday Potluck – Holiday Inn Express, Elk Grove*

***Meetings begin at 9:30 AM. BRING YOUR MEMBERSHIP CARD**

TTOS Vision Statement:

The future of the Toy Train Operating Society is predicated on one simple fact. We must attract new membership. The TTOS National Club will focus on developing, in conjunction with the divisions, viable recruitment and retention plans and provide support both at the divisional level and the national level towards these goals. Potential new members are typically attracted to our hobby by experiencing our toy trains in full operation and witnessing the camaraderie that comes from sharing our passion and hobby with others, not unlike the original direction our founding members envisioned. This will be our primary focus.

Membership First – both new and old is our goal. Happy members are proud members and typically these members want to share their experience with just about anyone who will listen. Everyone likes being a part of a successful organization. TTOS National will plan and design all efforts with this in mind.