



# TRAIN COLLECTORS ASSOCIATION WESTERN DIVISION NEWSLETTER



VOL 63, NO.6

DECEMBER 2017

2017

## MEET SCHEDULE

MARK YOUR  
CALENDERS



Celebrating 64 years!

### 2018 Train Meet Schedule

January 27th • February 24th • March 24th  
April 28th • May 19th • July 28th  
August 25th • September 22nd • October 27th  
December 15th - Annual Holiday Party

at the Arcadia Park Senior Center  
405 South Santa Anita Avenue  
Arcadia, CA 91006  
(off the 210 Freeway near Santa Anita Race track)

Free Trading Tables • Monthly Display  
Auction • Raffle Prizes • Repair Clinic  
Operating Layout (Multiple Gauges)

Visit the web site at [www.tcawestern.org](http://www.tcawestern.org)  
for more detailed information and a map



## HOLIDAY PARTY DECEMBER 16, 10AM SHOW AND TELL THEME IS "HOLIDAY TRAINS"

As always, the Division's train meets will take place at the Arcadia Senior Center, located at 405 S. Santa Anita Avenue in Arcadia, California.

To get to the meet, exit the 210 Freeway at Santa Anita Avenue. Drive south about half a mile and turn right into the Arcadia Park Parking lot. The hall is located next to the lawn bowling area. Look for the sign. The doors open at 10AM for setup and trading. Show and Tell starts at noon.

Please visit the Western Division website, at <http://www.tcawestern.org> for more information and a map.

FREE DONUTS AND COFFEE GENEROUSLY PROVIDED BY BOB CAPLAN

## Holiday Potluck at the December Meet

Members names A-M please bring a dessert

Members names N-Z please bring a salad

The club will provide sandwiches and punch

## From the President's Desk, December 2017

I wish you all a joyous and blessed Holiday season. Yes it's that time again. Our Holiday Lunch is only a bit over a week away. This newsletter will have a breakdown of the items needed. As usual, the club will cover the cost of the sandwiches. Please join us.

Some changes are coming in 2018 for the Big Raffle. With the diminishing membership and ticket sales, we will be eliminating giving \$100.00 each month. The new plan will be \$50.00 per month except the July and December meets where there will be 2 \$50.00 winners. This year's prize is a [Lionel 6-52313 TCA 50th Anniversary Golden Express Freight Set](#). We hope these changes will help keep us more financially in line.



No. 5404W Southern  
Pacific Diesel Locomotive  
and Caboose from the TCA  
50th Anniversary Golden  
Express Freight Set

## President's Desk continued

Cal-Stewart has passed and I personally like the new facility. Being split smaller into 2 levels, there is a nice "homey" feel versus one large cavernous hall. Parking and loading were also greatly improved. Good job by the SW team.

Please come out and enjoy the comradery.

Steve Eastman

President, TCA Western Division

## TCA Layout at the Nixon Library

After a three-year hiatus, vintage model trains will fill the Nixon Library once again for the holidays with A Whistling White House Wonderland.

The festive 24-foot wide exhibition will feature classic model trains of Christmas past – plus Thomas the Tank Engine – whistling over bridges and passing through tunnels of a 10-foot tall snow-capped mountain carefully handcrafted by the Train Collectors Association.

Thanks to Wayne Sheriff, John Bowman and Bob Lemberger for all your hard work.

### **2017 GRAND PRIZE RAFFLE**

**LIONEL #6-18005**

**NEW YORK CENTRAL 4-6-4 J1-E HUDSON STEAM  
LOCOMOTIVE W/ DISPLAY CASE**



**THE WINNER OF THE HUDSON WILL BE DRAWN AT THE  
DECEMBER HOLIDAY PARTY.**

**THERE IS A \$100 CONSOLATION PRIZE DRAWING AT  
EVERY MEET!**

**A limited number of tickets are available at \$20 each.  
See Treasurer Jon Lang at our monthly meet for tickets.**

### Email Addresses Available

If you would like your very own TCA Western Division email address, something like:

[ogaugegeek@TCASWestern.org](mailto:ogaugegeek@TCASWestern.org), then contact Harold Shapiro at [hshapi@hotmail.com](mailto:hshapi@hotmail.com). 25 addresses are available free from our web site provider.

### TCASWestern.org is online 24/7

If you haven't gone to our website lately it will be worth your while to check it out. We have a first-class web site with tons of toy train information and fascinating club history.



**TCA  
Western  
Division  
dues are  
due in  
December!**

## HOME LAYOUT PHOTOS WANTED

Your editor would like to publish photos of TCA member's home layouts and special holiday layouts in upcoming issues. If you have some nice digital photos from previous years, email them to: [TheReverendBob@Verizon.net](mailto:TheReverendBob@Verizon.net)

### **Southwestern Division Monthly Train meets**

Table Sales–Auction–Test Track–Operating Layouts–Some Parts–Books  
50/50 Drawing–Repair Clinic–Snack Bar

**Sundays 2017:** Jan. 8, Feb. 12, Mar. 12\*, Apr. 2, May 7, June 7\*  
July 9, Sat Aug. 5 Picnic, Sept. 10\*, Oct. 1, November Cal-Stewart\*\*\* Dec. 3\*

\*Open House Meets \*\*\*Cal-Stewart Info to be announced

Sellers & Members 10 am — Tables \$5.00 each

Public 10 am: \$5.00 per adult — Children under 21 free with paid adult  
50/50 Drawing 11:45 am — Auction begins 12 Noon

Arcadia Masonic Center, 50 West Duarte Road, Arcadia 91007

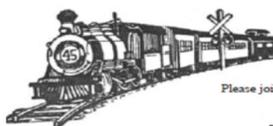
210 Fwy, So. Santa Anita Ave., Rt on Duarte Rd.

Entrance on left — **Plenty of Free Parking!**

[www.ttos-sw.or](http://www.ttos-sw.or) or [www.cal-stewart.org](http://www.cal-stewart.org)

Like Us on FaceBook/ttossw — Follow Us on Twitter@ttossw

Info: Call Larry Pearson (818) 848-2653 mornings after 8 am or [www.ttos-sw.org](http://www.ttos-sw.org)



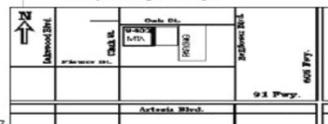
2017 Meeting Dates:		
Jan 27	May 26	Sep 22
Feb 24	Jun 23	Oct 27
Mar 24	Jul 28	Nov 17
Apr 28	Aug 25	Dec 15

For information call  
Larry Garrett at 714-893-2979  
Bruce Engelbach at 562-925-7797

We are a diverse group (all ages - men, women & kids) of toy train collectors, rail fans, and modelers of all gauges (Z to the real Locomotive).

### **MTA Model Train Association "The Friendly Club"**

Please join us for our meetings at the Women's Club of Bellflower  
9402 Oak Street (Clark and Oak)  
Friday Evenings at 7:00 pm



## MEMBERS LAYOUTS



**BOB NORD'S HOLIDAY LAYOUT**



## TTOS & TCA Support at MUZEO

The Muzeo Holiday Express is a joint project of the Toy Train Operating Society and the Train Collectors Association. The event is a continuation of the holiday train layouts that were displayed at the Nixon Library for many years.

The first Holiday Express in 2015 consisted of TTOS members' modular layouts running in two rooms in the historic Anaheim Carnegie library building. In 2016, Holiday Express moved to Muzeo's main gallery with five layouts featuring prewar, postwar, and modern era O-Gage, Standard Gage, and G Gage toy trains. For 2017, the layouts have been expanded to include an HO-scale Island of Sodor with Thomas the Tank Engine and friends. The highlight of the show is a re-creation of a department store display window with a multi-level Standard Gage operating layout. Muzeo visitors will be able to put the trains into motion using pushbuttons in front of each layout. Two of the layouts are built on moveable platforms so they can be pushed into corners to allow the gallery space to be used for banquets and other public events.

Muzeo staff coordinated construction of the layout tables, the department store façade and the painted backgrounds for each of the layouts. TTOS and TCA members constructed the layouts from two-inch, four by eight foot sheets of foam board. The boards have been sculpted into snow-covered mountain scenes, appropriate to the holiday season theme. We carefully dismantled the previous layouts in January after the exhibit closed and were able to re-use most of the parts in constructing this year's display. The electrical gear, and some of the track, rolling stock, accessories, and structures were purchased by the museum but club members also have loaned personal items to the exhibit.

We were pleased last year to find that the trains ran very well, needing only a weekly cleaning and maintenance session to ensure good operation. That was despite the fact that last year the trains ran continuously. We're looking forward to another great holiday train display.

The MUZEO Team is comprised of Bob Lemberger, Wayne Sheriff, J Keeley, John Bowman, Larry and Lois Carpenter, Bill and Diane Senyak, Glenn Olsen, Steve Waller and Steve Eastman.

MUZEO is located in Anaheim at 241 S. Anaheim Blvd. and the layout is open Wed thru Sun 10am to 4pm

## Photos from the October Meet



**Raffle Prize Winners**



### **WEAR YOUR TCA WESTERN DIVISION BADGE TO EVERY MEET!**

Honestly, isn't there someone you see and greet at almost every meet and you don't know what their name is? It's gracious to introduce yourself to people you haven't seen before, but it's kinda embarrassing after a couple of years have passed. **That's what your badge is for.**

To encourage members to wear their badges, starting in the near future **you will only be eligible for the free door prize raffle if you are wearing your badge.** Temporary badges will be available at the sign in desk (and don't forget to sign in).

From the archives of TCASWestern.Org

# American Flyer Trains

*American Flyer*



## History



Edmonds-Metzel Manufacturing Co. of Chicago Clockwork Train Circa 1907

American Flyer was a popular brand of toy train and model railroad in the United States in the middle part of the 20th century. Although best remembered for the 'S' gauge trains of the 1950's that it made as a division of the A. C. Gilbert

Company, American Flyer was initially an independent company whose origins date back nearly a half century earlier. Chicago, Illinois-based toymaker William Frederick Hafner developed a clockwork motor for toy cars in 1901 while working for a company called the Toy Auto Company. According to the recollections of William Hafner's son, John, he had developed a clockwork train running on 'O' gauge track by 1905.



American Flyer 'O' gauge clockwork tinplate deluxe steam loco, tender, 3 Pullmans and an observation car

Hafner's friend, William Ogden Coleman had gained control of the Edmonds-Metzel Hardware Company, a struggling hardware manufacturer in Chicago, in 1906. By 1907 Hafner and Coleman began producing toy trains using Edmonds-Metzel's excess manufacturing capability after Hafner was able to secure \$15,000 worth of orders. Two American retailers, G. Sommers & Co. and Montgomery Ward, were selling Edmonds-Metzel trains in 1907. In 1908, Edmonds-Metzel adopted the American Flyer brand name for the trains, and by 1910, Edmonds-Metzel was out of the hardware business and changed its name to American Flyer Manufacturing Company. W.O. Coleman, Sr. served as President of the Edmonds-Metzel Company, while H.E. Mack and William F. Hafner were connected with the sales department. The name "American Flyer" originated with H.E. Mack.



American Flyer #16 Clockwork Steam-type Locomotive with #120 tender, #1200 Express Baggage and 2 #1201 Passenger Coaches

Initially American Flyer -- aka "Chicago Flyer" -- was something of a budget brand, undercutting the prices of [Lives](#), which was at the time the market leader. Before the company changed its name to American Flyer Manufacturing Company in 1910, it only produced tinsplate clockwork passenger-train sets. The passenger cars were known as "Chicago cars," as they weren't numbered but had "Chicago" stamped onto their sides. These early 4 wheeled cars were 4½ inches long, and had 3 windows with the lettering "Pullman" above. The windows were either punched or unpunched. These cars came in blue with white, or orange with white lithographic colors and black painted roofs. The first engine and tender combination consisted of the 0-4-0 steam outline #1 of the 1907-1915 era. The earliest version of this loco had lead wheels, and came with the #328 tender. By 1915, the last year this model was produced, the lead wheels had been changed to cast iron types. The locomotive had large open cab windows, a simulated bell and headlight and had 4 thin boiler bands. The tender was lithographic tinsplate and was always stamped with the #328. This locomotive and tender model appeared in the product line in 3 different versions through 1915.



**American Flyer 'O' gauge painted cast iron clockwork loco, #121 tender, #1108 baggage, and two #1107 coaches**

When the American Flyer Manufacturing Company, Inc. was formed in 1910 there were approximately twelve employees in the factory. Mack and Hafner did all the selling and helped out in the factory doing almost anything and everything when they were off the road. After 1910, and the name change, the first freight cars were produced. The first American Flyer freight cars made their appearance in the G. Sommers catalog for September 1910. Only a tank car and a boxcar were illustrated. The first boxcar was listed as being 5 inches long. The car had the same Type II frame as found on the 4 window passenger cars of the period. The door and all other markings were lithographed. The trains proved popular, and American Flyer was soon expanding its product line further. However, the company's rapid growth led to strains in the relationship between Hafner and Coleman.

Another early and popular clockwork locomotive was the #0 with iron wheels. It was sold in combination with a #328 tender and #1107 coach as a set. The #3 locomotive was a variation of the #0 that had an open cab ventilator hatch and was combined with a #120 tender. Production of the #3 windup loco lasted without substantial change into the 1920's. The #1107 coach and #1108 Express baggage 5½" 4 Wheeled passenger cars initially offered in clockwork sets starting around 1914, eventually were also offered in electric sets as well. These two cars continued to be produced for another 20 years. There are endless variations found, as the car's couplers, frames, roof colors and lithography were altered over the years. The lithography process involved the printing of each of four colors individually on a sheet of tinsplate and it was therefore very easy to change just one of those four colors to produce another variation. The passenger coach always had 8 windows per side, and two doors with a smaller window on each side, one towards each end. The baggage car always had a sliding door. A series of 6½" long tinsplate passenger cars was also introduced by American Flyer in 1910. These cars had 5 long windows on each side and were produced in both four and eight wheeled versions. These included the #1202 and #1203 cars that were introduced in 1919. The series of this sized car continued until the mid 1930's.



**American Flyer Prewar Narrow gauge Freight Set Consisting of #3195 Cast Iron Electric Driven Steam Loco, Hancock Tender, #3015 Boxcar, #3016 Sand Car, #3017 Caboose and #3046 Lumber Car**

In 1913, William Hafner left the company. Believing he would be given a significant portion of the company if the trains proved successful, Coleman refused when Hafner asked to exercise this option. Hafner started the [Hafner Manufacturing Company](#), which sold a line of trains called Overland Flyer. Sommers immediately stopped carrying the American Flyer trains in favor of Hafner's brand. Initially, the Hafner and American Flyer product lines were very similar, suggesting they may have been built using the same tooling. This suggests the possibility of the two companies continuing to collaborate. Hafner's business survived as a manufacturer of clockwork trains until 1951, when he sold his business to All Metal Products Company.

W.O. Coleman, Jr. joined the company in 1914. Also in 1914 the American



**American Flyer Prewar 'O' gauge #M2 Clockwork Cast Iron Black 0-4-0 Steam Locomotive With #120 American Flyer Lines Tender, Circa 1914**

**American Flyer Dominion Flyer Express Baggage Car #1108 made for the Canadian Market**

**American Flyer Dominion Flyer #1107 Coach Made for the Canadian Market**

Flyer catalog illustrations

included a new style of boxcar. It was listed as being 5½ inches long and was catalogued as #M1110. It was the first American Flyer boxcar to bare the herald of an actual railroad - the Illinois Central. This car was similar in appearance to German made box cars from this era, having 4 wheels, and assembled entirely of lithographed tinplate. American Flyer's business grew during World War I, which locked out the German manufacturers that had dominated the U.S. toy train market to that point. During this time, American Flyer also introduced bicycle and motorcycle toys, segmented its market by creating both a low-priced and a high-priced line, and began to depart from its earlier designs by William Hafner. They also expanded to other market territories, specifically Canada.

In 1918, William Coleman died and his son, William Ogden Coleman, Jr., took over the company. At that time the factory and administrative offices of the American Flyer Manufacturing Co. were located at 2219-2239 South Halsted Street in Chicago. The factory had its own railroad sidings and dock so cars could be slid inside the building for unloading/loading.



American Flyer 'O' gauge #3014 boxcab engine

Also in 1918, after World War I, American Flyer introduced its first electric train, an 'O' gauge steam outline model that was simply a windup model with an electric motor in place of the clockwork motor. This was a common practice at the time. The electric loco used the castings of the large #15. This style of engine lasted through 1924. From 1924 to 1930 electrified steam models disappeared completely from the American Flyer catalogues. Only electric outline locomotives were offered. Between 1920 and 1934, the company released electric toy trains meant to resemble trains running in New England at the time. They were made out of lithographed steel, enameled steel, and cast iron. Electric-outline locomotives of this period were the #1201 (no headlight), and #1217 (with headlight). These evolved into the well-known #1218, #1270, and the uncatalogued long-framed #7011 of 1928, and the #3110 in the 1929 Explorer set. The line of electric types in the later 1920's also included the #3011 and set, and the little lithographed #1096 box-cab.

### 3000 series 'O' gauge Tinplate Lithographed 9½ inch Freight Cars



American Flyer 'O' gauge Tinplate Lithographed Freight Cars - #3008 American Reefer Transit, #3001 Illinois Central Gondola, #3008 Great Northern Reefer, and #3006 AF flat with wood Circa 1924-25



American Flyer 'O' gauge Tinplate Lithographed Freight Cars - #3008 NYC & St.L Nickel Plate Reefer, #3010 AF Tank, #3008 Baltimore & Ohio Reefer, #3001 Union Pacific Gondola Circa 1924-25

Even though electric trains were growing in popularity in the late 1920's the mechanical train continued to be a big-selling item for American Flyer. A variety of trains were offered to the prospective buyer, ranging from the Empire Express, the #7, the #13 set, powered by the #14 loco, and a train of double-truck cars drawn by the #16 steamer, which was the largest in the line. The end of the 1920's signaled many changes at American Flyer. The electric trains began to over-shadow the mechanicals in sales. Zinc die-casting began to replace cast-iron, and enamel replaced lithographed finishes in all but the most inexpensive sets. A new version of the 5½" 4 wheel passenger cars were issued in 1921. These were the #1120 series, similar to the #1107 and #1108 cars, they shared the same frame, roof, wheels and couplers. These cars were produced as both coach and observation car, in various liveries until 1932. The body has four large windows. No cast-iron locomotives were cataloged after 1932.

### 3000 series 'O' gauge Tinplate Lithographed Passenger Sets



American Flyer 'O' gauge Passenger Set With #3116 0-4-0 Electric Locomotive, #3820 American Flyer Lines Combo Car, #3281 Jeffersonian Pullman, #3281 Ambassador Pullman and #3282 Golden State Observation Car Made 1928-29, 31



American Flyer 'O' gauge Columbia Passenger Set, with #3020 4-4-4 Boxcab Electric Loco, #3000 Baggage Car, #3001 Pullman and #3001 Observation Car Circa 1926



American Flyer 'O' gauge Golden State set consisting of a #3115 electric outline locomotive, #3280 club car, #3281 Pullman and #3282 observation car

Starting in 1922 the 9½" long 'O' gauge 8 wheeled Columbia and Illini Series of passenger cars were produced. The Columbia cars were lithographed in either tuscan red or brown, while the Illini cars came in various shades of green. The three cars in each series were Pullman, Baggage and in 1925 an Observation car was made. Variations are numerous. The Columbia Pullman had 16 windows on each side and was #3001. The Columbia baggage car was a United States Post Office Mail Baggage Car #3000. When the Observation car was released, it too was #3001. The Illini cars came in the Jeffersonian set. These cars came lighted or unlighted. Kits could be acquired to add lights to the unlighted cars. Subsequent passenger cars were #3180, #3181 and #3182 which were 8¼" long and were utilized in the Potomoc set in 1928-29, #3280, #3281 and #3282 at 9½" long that were made up until 1934 and used in the Golden State set, and the #3380, #3381 and #3382 11" length cars catalogued from 1928 until 1935 used in the Man of War set.

### Wide gauge Passenger Sets



America Flyer Wide gauge #4000 Set with #4000 Electric Outline Loco, #4040 RPO Car, #4041 Pullman and #4042 Observation Car Circa 1925



American Flyer Wide gauge Pocohontas set consisting of a #4637 Shasta 0-4-0 locomotive, #4340 club car, #4341 Pullman #4342 Coach and #4343 Observation car



American Flyer Prewar Standard gauge Lone Scout Set Consisting of a #4635 Center Cab Electric Outline Locomotive, #4250 Combine, #4251 Pullman and #4252 Observation Car



American Flyer Wide gauge Pre-WWII President's Special Lithographed Passenger Set Consisting of #4687 4-4-4 Locomotive with #4090 United States Mail RPO, #4091 West Point Pullman and #4092 Annapolis Observation Car



American Flyer Wide gauge #1465 The Chief President's Special Set Circa 1927

In 1925, American Flyer began offering 2½" Wide gauge electric trains at a premium price, attempting to compete with [Lionel Corporation's](#) Standard gauge trains at the high end of the market. Marketed as "Wonder Trains," American Flyer's shiny, brightly colored train sets had patriotic names like "American Legion," "President's Special," and "Mayflower." They were also extremely pricey for the 1920s. The cadmium-plated "Mayflower" set, for example, ran about \$100, a full month's salary for an average person. Wide gauge was the fad gauge of the 1920's, with Flyer and Lionel the big makers, and [Ives](#), [Boucher](#) and [Dorfan](#) with significant shares of the market. In 1926 American Flyer used Lionel bodies for their first standard gauge freight cars. In order to fit on the American Flyer engine coupler slot, one of the coupler inverted "T" tabs was filed off. These freight cars are easily identifiable as on the bottom of each car is marked "Made for American Flyer Lines".



American Flyer #4643 loco in Standard gauge



American Flyer Wide gauge #4678 0-4-0 Hamiltonian



American Flyer Standard gauge #4684 Electric loco

Wide gauge passenger cars were produced in two sizes - 14" long and 19" long. Five or six different body styles were made. These included mail/baggage cars, club cars (combo baggage and passenger car), Pullman, Dining car and observation car (2 versions in 14"- one with 6 long windows, and one with 12 narrow windows).

In 1928, American Flyer's competitor Ives went bankrupt. American Flyer and Lionel jointly purchased and operated Ives until 1930, when American Flyer sold its share to Lionel. During this time of joint operation, American Flyer supplied Ives with freight car bodies and other parts. Since American Flyer was in need of a steam engine for its own Wide gauge line, in return, the Ives die-cast #1134 Wide gauge locomotives and tenders were handed over. Flyer was also tasked with handling the Ives clockwork line of trains in 'O' gauge. Flyer only used the #1134 boiler and tender casting. The running board had to be cut slightly, to accommodate fitting the American Flyer motor. And some piping had to be eliminated, due to the cutting of the section of the running board. The tender maintained the original Ives design. American Flyer utilized their own trucks and coupler. A "Golden State Limited" name plate was installed on the tender. The automatic reversing version of the #1134 locomotive was given an American Flyer brass button #4694. A whistle was added to the American flyer #4694, but not to the Ives' #1134 versions. The way that American Flyer numbered equipment was at times confusing. Locomotives were given one number, and tenders another number. When the two were paired a third number was assigned for both of them together. For example the #4692 actually refers only to the locomotive. When combined with a #4693 tender they are known as the #4694.



American Flyer #4694 Golden State 4-4-2 Steam Outline Loco & Tender circa 1928

American Flyer's 1929 catalog stated this "new" die-cast engine: "The 15" long locomotive and the realistic 10" tender follow exactly every element of design, construction and finish found in the real locomotive." The following year, the former Ives engine was cataloged with a new Vanderbilt tender and appeared at the head of several sets, among them The Warrior, carried over from the 1929 catalog, and a new, less expensive set called The Iron Monarch. Priced at \$54.50 - a sum that only rich families could afford in 1930 - The Warrior featured illuminated club, Pullman, dining, and observation cars, all with Pocahontas letterboards. In contrast with Lionel cars, where an inserted window strip formed all the windows on one side of a car, the Pocahontas cars had individual brass window frames with individual clear "glass" inserts - requiring a much more labor-intensive manufacturing process. The catalog noted that "This passenger train offers a full measure of value, quality and long life which has no equal elsewhere." At \$47.50, The Iron Monarch featured the same style of cars as its more expensive stable mate, but without the diner. It was described: "Its superiority is inbuilt. Long life and performance are obtained by building strength, efficiency and dependability into the individual units that make up this quality train."



American Flyer Standard gauge #4695 4-4-2 Loco & #4693 Vanderbilt Tender Circa 1930

#### American Flyer #4000 Series Standard gauge Freight Cars



American Flyer Prewar Standard gauge #4018 Automobile Car



American Flyer #4020 Standard gauge Cattle Car



American Flyer Standard gauge #4006 Red Hopper

Continued next issue

Visit the archives at <http://TCASWestern.Org>