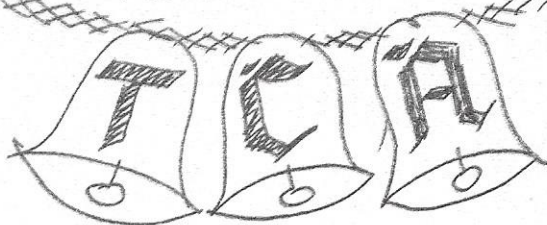


Western Division



JAN. 1964

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Western Division Train Collectors Assoc.

Officers

President- Paul Applegate Secy. Harrison Bemis
 Vice Pres. - Jerry Brown Publicity G. Nesbitt
 At large- George Sirus & Mel Roberts
 Editor

Gordon A. Nesbitt

 ** Presidents Report **

It is an honor to be elected President of the Western Div. As your new president I would like to thank each of you for allowing me the privilege of serving the Association. I have found that a new president's policy, platform, or goal is usually a matter of interest to most individuals. However, before these items can be delineated, it might be well to discuss something about train collecting or train activity as seen through my eyes. There are many facets of this toy train hobby, for instance the individual who is interested in acquiring one or more of each item pertaining to trains that he can find. Another is one who wants only specific manufacturers such as Lionel or Ives or American Flyer, etc. Again there is the one who is interested in obtaining the main item of each manufacturer. Another is the catalog collector or the accessory collector. In addition there are individuals who are interested in the buying and selling or trading portion of the hobby. Or another who has an operating layout and on and on, ad infinitum. But by and large regardless of the particular phase to which a person is attached it still remains, first and foremost, a relaxing pastime hobby. As quoted, so aptly by one of our members in a recent meeting, "we must remember that ours is

a social activity dedicated to the fellowship and relaxation that train collecting provides". My policy is completely in accord with that statement however, I must augment it by adding a few items of note.

One of these items is the question of control. An officer of any club has a responsibility to the members to perform this function by exercising control over a group to prevent it from becoming an unmanageable mob. This will be done with the assistance of the other officers. Particularly I have reference to the activity that has been taking place during meetings, disrupting the meetings and causing undue confusion, as well as insulting the men who unselfishly donate their time and voices to the auction.

Another is one of flexibility. An officer is responsible for carrying out the wishes of the majority of the membership, as decided by democratic vote. Although certain decisions will be made which may or may not be for or against my personal opinion, they will be carried out as decided by the majority.

Cooperation is another item. This will be sorely needed. Cooperation with each other and with the club as a whole will weld the Western Division into a group which anyone would be proud to join or be a part of.

I would also like to put before you some items which should be resolved this year.

1. The question of a meeting place
2. The question of fines or penalties to be administered by the Sergeant At Arms, payable to the club secy. for disruption of meetings or any other disturbance to a social or business activity.
3. Clarification of ruling on number of items submitted for auction purposes by an individual on the initial go round.

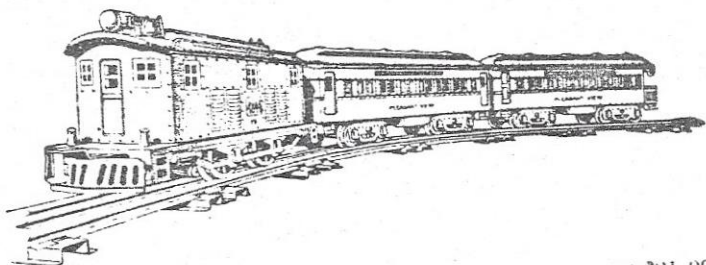
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4. Formulation of plans for the West Coast Convention.
5. Reaffirmation, clarification or abandonment of the "curfew rule" on auctions.

Undoubtly there are others which will come to light at a future date. To conclude, please let me restate that my services as your President are available to all on an impartial basis.

Paul Applegate

THE EAGLE



Set \$21.00



Merry Xmas
to all
from the
Applegates



Pd. Ad.

COMMENTS FOR CONSIDERATION

by Jerry Brown

As a result of being asked to submit a few thoughts regarding things that can be done to increase our membership participation and add interest to the organization, a few items are presented for consideration.

A raffle usually is an accepted method for developing interest in an organization. Tickets at 3 for \$1.00 or thereabouts is common. Two or three prizes would be desirable in place of a single prize. A raffle committee of three could be appointed to procure tickets, select prizes and tend to the details. Any monies left over would revert to the treasury.

The topics discussed at the directors meetings are not always brought before the membership at large. To provide the members with information that is of common interest, the results of these meetings should appear in the Bulletin. The editor is in attendance at these meetings and is in an excellent position to write the news item in conjunction with the Secretary. This feature would be of particular value to the outlying members whose principle contact with our group is the monthly meeting, when they can make it.

The centralized meeting place at the Recreation Lodge in Elysian Park as referenced in the winning letter on that subject should be adapted as soon as possible. The location, price, kitchen facilities, chairs, space and parking all meet with our requirements. The many tables would permit the proper display of auction items as well as the equipment brought by members for individual trade or sale. A general atmosphere of a convention would prevail under these conditions and would promote better understanding and fellowship among the membership.

Some of our members are well versed in particular types of equipment while others have little knowledge in these areas. Those possessing this knowledge could act as instructors and lead discussions on specific types of equipment. Programing these lectures in advance would permit those with catalogs and other information

to bring them and we all would be able to increase our knowledge in these fields. An example would be to have George Smith and Herb Morely discuss Voltamp equipment; Mel Roberts and Ralph Pauly could discuss cast iron, etc. This would be part of the social meeting activities.

The showing of films and slides on railroad subjects would be a worthwhile contribution at the social meetings. Wheeler has a large quantity of these and others are available. This type of program has been well received in the past and should be expanded.

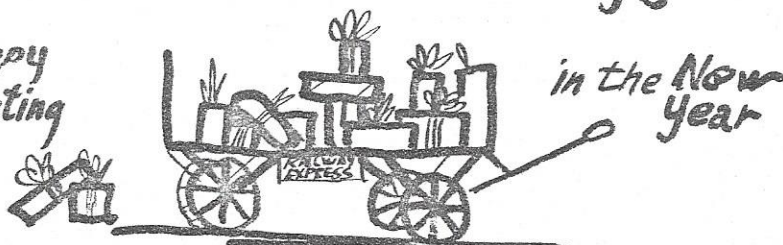
More members can contribute articles to the Bulletin if they would write about how they tracked down a particularly prized item. Nesbitt's story about his State set is an example of this. Of course confidential sources would not have to be revealed.

Some of our members find it difficult to arrive early at the meetings due to work requirements, extreme distance to travel, etc. As a result, they very seldom can get a low number for their auction items. If all the names of the members with auction material are deposited in a box, the auctioneer can draw the names to determine the sequence and everyone would have an equal opportunity at being first.

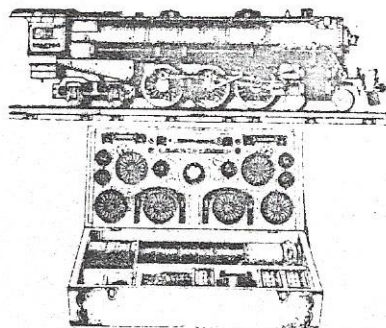
There are other ideas that can be explored but these should give us a start.

Season's Greetings

Happy
Hunting



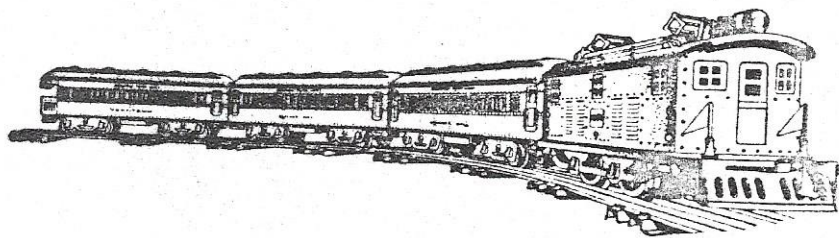
The Jerry Brown family



The Mile-a-Minute No. A builds the giant locomotive and 12 other models including pumping station, yard engine and air compressing machine. Contains many brand new parts such as engine frame, drive wheel, boiler section, cylinders, connecting rods, valve levers, cab and many others. Packed in red, brass bound box with brass handle grips. Size $22\frac{1}{2} \times 10\frac{3}{4} \times 5\frac{1}{2}$ inches. 3 to a carton, 68 pounds.

No. A Erector Set each \$12.95

THE STATESMAN



No. 1473 Manual control, wide gauge track

Two-tone orange and blue trim, $12\frac{1}{4}$ -inch New Haven type locomotive is manually reversible and has two headlights. The two pullman cars and the observation car are 14 inches long. Length of train 61 inches, eight curve and two straight sections of track are furnished. Use 100 watt transformer.

..... set \$25.00

PARKERIZED DEALING

Each one of us is quite proud when we come up with a worth while addition to our collection. Some of us take particular pride in wresting a train away from an original owner in deference to buying from or trading with another collector. We rack our brains thinking of where and how contacts can be made which will uncover precious items of our interesting hobby.

Well, we can all take a lesson from our own John Parker, our Oxnard personality who just missed being a charter member of the TCA by only a matter of weeks.

Here is the Parkerized dealing:

John, condescending to a friends urging, allowed a local newspaper to photograph his collection, layout and workshop. Much to his suprise his story rated not only the front page but two pages inside.

Now, our friend John didn't come up with a 3245 or a State set so far with this fine medium of advertising but it has produced some good leads.

The most promising result John rejected as a troublesome effort. It was not a lead on a train but another advertising gimmick. John put this idea out of his mind; that is until the TV camera truck arrived at his home.

Well, John has a spot on Santa Barbara's channel 3. The local portion of the newscast repeated the performance twice in four days, at this writing. This was enough to dig out of the "cosmos", so to speak, a beautiful Lionel standard gage passenger set for John's collection. A local TV viewer phoned and insisted John add this set to his growing repertoire.

If you think this is the end of this chain reaction read on. As a result of the TV program a local TV sales and service shop asked that John put a display in the window

of thier store. Of course John's arm was twisted until he gave in and put a standard gage display for the populace to view.

John is now busy as a beaver chasing down leads. We wish him luck and hope he comes up with a goody or two.

Editors note: A description of John's beautiful standard gage layout appeared in the November 1960 Bulletin.

The TCA was organized to bring together all those who had an interest in collecting toy trains. With the organization of any group a few simple socially acceptable rules must be established. These limitations are only necessary to give a group a certain general direction or guide lines within which to operate. These parameters are such things as to be a member one should profess an interest in collecting old toy trains, and one must be accepted by the membership.

Within these wide boundreis there is plenty of room for lots of enjoyment. Let's enjoy our hobby. Our membership is large enough that we can associate more closely with those whose personalities are most compatible with our own. So let's have fun and enjoy our hobby. Let us put our best foot foward, make the most of our fellowship, contribute of ourselves for the pleasure of others. Fun some more, in '64.

Harrison Bemis

TCA AT THE HOBBY SHOW

by Jerry Brown

The recent hobby show at the Shrine Exposition Hall saw the enthusiasts of the many varieties of hobbies attending in large numbers. Of course the railroad attractions were of principal interest to us. Wes Frey was taking his turn as keeper of the TCA display which was provided by Bill Harris. His exhibit encompassed the early and late series of the various tinplate manufacturers. There were many expressions of amazement and interest from the observing public.

You should have seen Wes's eyes light up when a gentleman said that he had one of those, pointing to the area of early Lionel and particularly a number 5. But the light went out when the gentleman replied to the obvious question, "Oh I got rid of it early in the '40's". How many times this story could be told!!

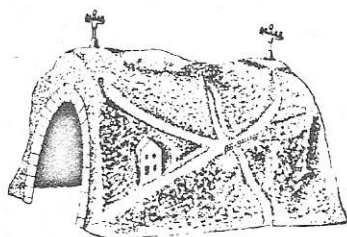
Near the Dave Rose steam engine display we ran into Stan Anderson and Fred Claassen. Of course Stan had a Marklin catalog under his arm and Fred just had a hungry look. Nearby was the Pomona O gauge club display of heavy motive power and sleek passenger equipment.

Across the aisle was the \$25,000 Marklin automated and scenic railroad. While watching the Marklin operation, which had 5 or 6 trains in constant operation, we noticed that a train uncoupled, leaving several cars on the track while the engine and remaining cars continued on. The train following bumped into these cars and was later derailed on a curve with a resulting pile up of HO freight cars and the engine. At the same time a passenger train uncoupled at a crossing leaving the line blocked by a car. Another train hit the car broadside and more equipment began spilling over the model countryside. This fiasco continued until all trains were piled up in the 2 locations. When the operator untangled the mess and turned on the power, everything ran as if there had been no accidents. A tribute to the sturdiness of tinplate.

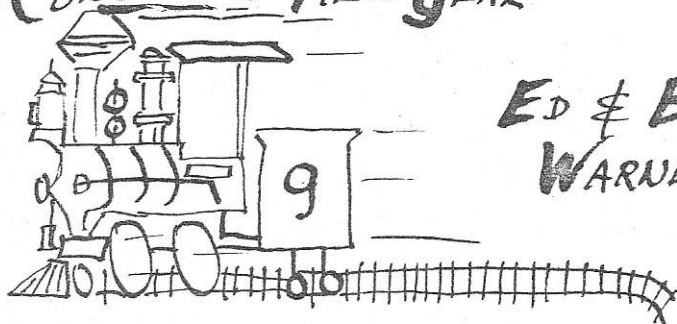
The display of cast iron by Mel Roberts attracted considerable attention, particularly from the adults. These articles brought forth many memories from the oldsters who pointed to this and that as toys of their

childhood. That cast iron steam boat looked like the one seen at Ward Kimball's at the October meeting!!!

The TCA members who set up their collections and the members who took turns as guardians and participants are to be congratulated for their initiative and showmanship. Let's hope that their efforts were rewarded not only by public appreciation but by locating some of those much sought after collection items.



BEST WISHES FOR A MERRY XMAS AND A HAPPY
COLLECTING NEW YEAR



ED & BETTY
WARNER



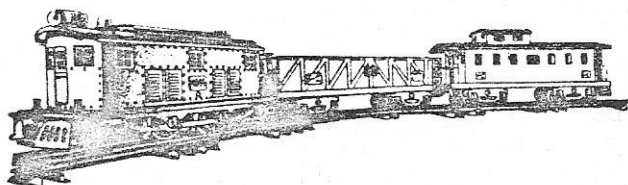
P.D. AD.

THE IVES #1694

This O gauge engine was shown in the 1932 catalog, and today is one of the rarer items to find. I have the engine numbered #1690 which was the pilot model. It was acquired from Mr. Ives along with 2 Pierce Arrow automobiles by Mr. Ross Allman when Mrs. Ives died. One of the Pierce Arrows is still running every day in San Bernardino Co. Rex Heflin, one of our TCA members from whom I acquired it, purchased this engine from Mr. Allman along with some other items of lesser value. The engine has a brass hand rail on both sides of the roof, otherwise is identical to the regular #1694 except the plates of course. This engine is in excellent condition, and I am quite proud to own it.

Ralph Schissler

THE TRAIL BLAZER



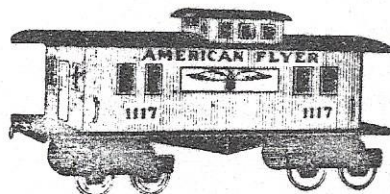
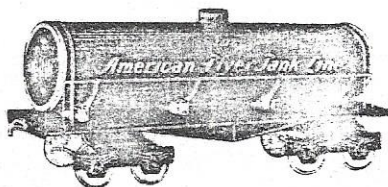
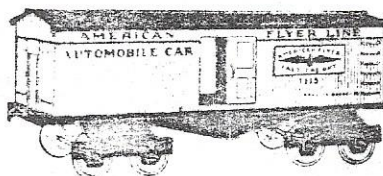
Merry Christmas
 and
 a Happy Collecting New Year
 to all TCA members and families
 from: Ray, Kay & Jim Nelson

"NEWS FLASH" -- Jerry Brown wins. His letter was judged the best of some 20 entries. Topic under discussion was "Our meeting place problem"

Your editor will attempt to pick out the highlights of his entry, since to publish all of the letter here in the Bulletin would be hardly practical. It will be interesting to see if the ideas and suggestions contained in Jerrys entry will be instituted this coming year.

Quote" Program the business meetings every two as currently done, but conduct them at a rented central meeting hall; preferably in the downtown Los Angeles area. The business meeting could start promptly at 8 pm, with the auction following. A refreshment committee would supply the coffee and donuts, etc. Of course there would not be a train collection to be observed, but the business meeting and auction would take up all the time and probably more items could be auctioned off. In addition, the fellows are bringing items to sell before the auction and tables could be set up for them to display their wares. The alternate months would be the social meetings. Individual trading could be accomplished by the members but no auctions. There would be a drop in the attendance at these social meetings due to the lack of an auction, and thus permit the meeting to be held in a members home. Refreshments could be served about 9pm, with the members on their way home by 11pm. In this way the social meeting would become truly a social activity and promote better fellowship." end quote.

In addition to the above theory, Jerry went all out with the details of the meeting places that are available in the L.A. area, their costs, requirements, methods of reserving, etc. etc. even including maps of how to get to these said places, parking facilities etc. Jerry also suggests a raffle.



Narrow Gauge, Length of Cars 6½ Inches

These cars are of high speed double track construction, and finished in very attractive color combinations. Equipped with solid brass journal boxes, hand rails and ladders.

| | | |
|--------------------------------|------|--------|
| No. 3015 Automobile Car | each | \$1.25 |
| No. 3016 Sand Car | " | 1.25 |
| No. 3017 Caboose | " | 1.35 |
| No. 3018 Tank Car | " | 1.35 |
| No. 3045 Wrecking Car | " | 1.35 |
| No. 3046 Log Car | " | 1.25 |

Wide Gauge, Length of Cars 14 Inches

Finished in bright colored three-toned automobile enamels, fitted with solid brass ladders, brake wheels, journal boxes and etched name plates and equipped with automatic couplers and high speed three-point suspension trucks.

| | | | |
|--------------------------------|---------------------------------|------|--------|
| No. 4006 Hopper Car | With quick acting release lever | each | \$5.75 |
| No. 4010 Tank Car | | " | 5.50 |
| No. 4017 Sand Car | | " | 3.50 |
| No. 4018 Automobile Car | With sliding doors | " | 4.65 |
| No. 4020 Stock Car | | " | 4.65 |
| No. 4021 Caboose | With interior electric light | " | 6.00 |
| No. 4022 Machinery Car | | " | 3.30 |

OPERATING GROUP PROGRESS REPORT

by Jerry Brown

Resuming where we left off in the September issue. The April 13th work party began the installation of the flooring and made further plans. Members participating were Frye, Pauly, Marsh Shannon, Jeffery and the Browns. It was decided to drop O gauge and stick only to Standard Gauge, due to space problems. Space will be available above the tracks along the walls for shelves so Jeffery can display his collection. An idea is to connect one or more shelves to the layout for ready transfer of his trains.

Thursday evening, May 16th, found another work party at Jeffery's barn. Jeff, Wheeler, Lawden, Frye, and Harris continued working on the flooring and more thought was given to the placement and construction of the stairs which remained to be built. In addition there was more planning on the track layout with serious consideration towards installing a reverse loop. This would add variety to the operation. (Watch out for those mint cars).

A week later, May 23rd, the same work party completed the floor. After that, the layout of the stairs was started. By now you are probably thinking that the floor took a long time to be laid. So we'll let the cat out of the bag. After most of the floor was laid, it was discovered that the plywood was installed in the wrong direction, (Shadler wasn't there). So up it came, reoriented, and relaid. We owe a vote of thanks to Bill Harris for what is now a properly laid floor.

On Memorial Day eve the work party consisted of Jeff, Harris, Wheeler, Frye, Lawden, Leo, and the Browns. Several boxes of track and switches appeared and the discussion continued on as to the configuration for the layout. The question still remained whether it would be laid as a large rectangle or will a model railroad type of design, with sectionalized control be incorporated to operate the tinsplate equipment. In the meanwhile, Harris and Jeff went full steam ahead on the stairs with the lower landing taking shape and Dick Brown acted as an apprentice carpenter with

the sawing. Wheeler and I finished various nailing operations. We were positive that Jeff had procured spikes made of lead, but when Harris used them they somehow turned into steel. Guess we just don't know how to drive nails!

During the summer months construction was at a snail's pace. When vacations, etc. permitted, a small group would work Thursday nights. These working groups discussed track layouts, future plans, and changed some standard gauge curved track to 36 inch radius. By now Wheeler had completed the track plan. By autumn the stairs were completed and the bench work started. Working on Saturdays, Pauly and Shadler have since completed the track benchwork, following the layout dimensions established by Wheeler. The next project is the laying of the plywood base for the yard area, the supports for elevated track, the base for the track, etc. This brings us to December 1963.

Wheeler's layout plan provides for two level, bi-directional operation with ample yard tracks for storage or for trains ready to roll. Minimum radius curves are 36" except for the tinsplate switches. Approximately 200 feet of straight track exclusive of the terminal yards are programed. The overall area covered by tracks is approximately 23 by 24 feet. So you can see that there will be plenty of operational space available to the participating members.

We have a need for good straight and curved track; no rust please, thank you. Also, willing hands to convert the curved track into 36" radius. To save time, members can change the track radius before donating. A few pieces from each member will go a long way in completing the layout. Contact Ralph Pauly for more information.

Dear Fellow Members:

I have been asked by your genial editor to give a few observations on meetings and procedures.

I feel that speeding up of the auctions at each meeting would help the club by leaving more time for fellowship.

If possible, perhaps the auction could be split into two parts. The first, or "early bird" auction would start exactly at 7:30. It would last only an hour with a limit of 3 items per person. Then we would have our social recess for coffee from 8:30 to 9:30. The final portion of the auction would run from 9:30 to no later than 11:30, with a maximum of 4 items or lots being allotted to each person.

With the large attendance we probably will soon be meeting in a hall. It is my suggestion that each hall meeting have its sponsor- similar to the home meetings and that the sponsor be responsible for the serving of refreshments. These sponsors should be rotated alphabetically so that all members will participate.

I feel that the suggestion made by some one previously that the auctioneer draw the number from a hat for the items to be auctioned next is a sound idea and a fair one. The sponsor, or host of course, will still be the first on the list.

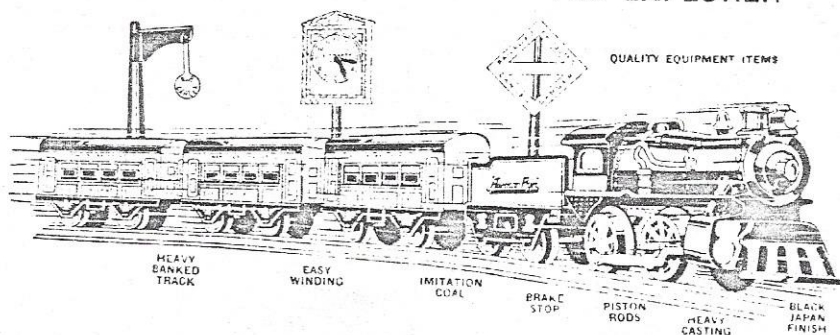
Perhaps these few comments will help start the thoughts rolling and I am sure we will have a brilliant discussion at our next meeting.

Melvin Roberts

--NOTE-- Send your National dues to the National secy. Lou Redman. They are due now.

You will perhaps notice that in this issue we have given space to a lot of conversation, This is the result of the request by your editor of all the newly elected officers of the Western Division, that they submit their views on club activities for 1964, and with one exception all of them responded. This should help to get us better acquainted.

THE EXPLORER



Our October meeting at Ward Kimball's with the Grizzly Flats Railroad as the main attraction was a huge success. Every body riding the main line from the back yard to the front yard and back, burning real wood, sinders in your eyes etc. The auction even seemed a little less glamorous after the rides, but we did transact \$395 worth of auction material.

Then in November we went to the ever generous host of Bill Harris. The place was literally packed, trains and people. The auction netted over \$475.

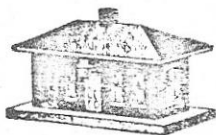
HOW I STARTED COLLECTING

TOY TRAINS

BY-ANTHONY GRGEC

AT AN EARLY AGE TRAINS USE TO FASCINATE ME, IT WAS ONLY A SHORT DISTANCE FROM MY PARENTS HOME I USE TO WATCH THE THE TRAINS GO BY, BY THE WAY THAT WAS THE GRAND TRUNK WESTERN R/R, I ALWAYS THOUGHT I'D LIKE TO BE A RAILROAD ENGINEER, BUT SOME WHERE ALONG THE WAY THE IDEA GOT SIDE TRACKED. IN 1933 I WAS EMPLOYED BY AMERICAN FLYER MFG. CO., OF CHICAGO. THAT STARTED ME COLLECTING TRAINS. AMERICAN FLYER HAD SO MANY DIFFERENT VARIETY OF TRAINS, IT WAS FASCINATING, I THOUGHT IT WOULD BE VERY UNIQUE TO BE ABLE TO COLLECT THEM. IN MY TRAVELS THRU THE PLANT I USE TO GATHER UP THE ODD BALLS I COULD FIND, AND WITH MY SUPERVISOR'S APPROVAL, PURCHASE THEM. A-FLYER HAD ONE FLOOR WHICH THEY USED FOR THE STORAGE OF ODD BALL STUFF ETC, FROM 1933 TO 1935 I HAD QUITE A COLLECTION. IN 1937 WHEN A-FLYER SOLD OUT I BOUGHT QUITE A BIT OF ROLLING STOCK TO ADD TO MY COLLECTION, IN THE 30 YEARS OFF AND ON COLLECTING TRAINS I AQUIRED OVER 300 LOCO'S, AT THE LAST COUNT, 1000 PEICES OF ROLLING STOCK 20 TROLLEYS, AND ALMOST A COMPLETE SET OF LIONEL AND A-FLYER TRAIN CATALOGUE'S. MY AMBITION AND GOAL IS TO AQUIRE 1000 LOCO'S, I BELIEVE WITH THE HELP OF THE T.C.A. IMIGHT JUST DO THAT. THANKS TO THE T.C.A. AND ALL IT'S MEMBERS, WHO HAVE BEEN VERY HELPFULL...

KENILWORTH



** TRADING POST **

Robert Taylor has the following to dispose of, T rail track, 30 to 40 pieces, and a Joy Line wind up set. Wants a 384 or 390 junker or one that is restorable.

Ed Warner has for sale or trade, a very good Blue Comet set with 390E in blue and 3 of the early dark blue coaches.

Gordon Nesbitt has a President's Special baggage coach for trade.

Your editor still has the very nice 408 set that is for sale.

Happy Holidays

to all our friends in the TCA



THIS IS A PAID ADVERTISEMENT

T C A Bulletin
3006 Maxson Rd.
El Monte, Calif.