

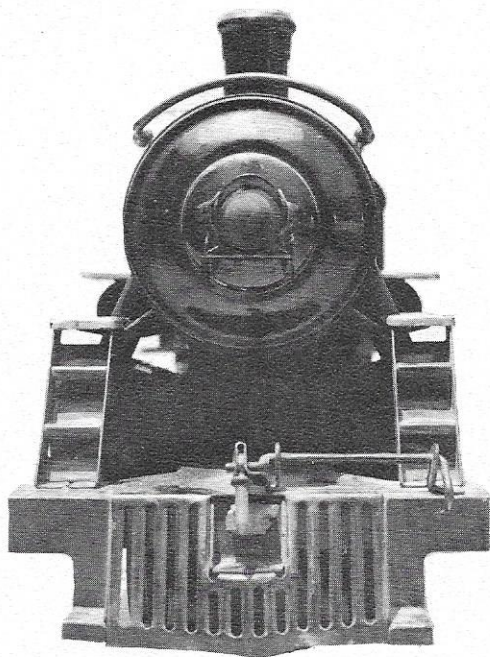
BULLETIN

WESTERN DIV.

TCA

JULY

1964



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Western Division

Train Collectors Assoc.

Officers

President-Paul Applegate Secy. Harrison Bemis
 Vice Pres. Jerry Brown Treas. Ralph Pauly
 At Large - Geo. Sirus, Mel Roberts, Gus Paterson

 Publicity & Editor - Gordon Nesbitt

 Presidents report --

-- Paul Applegate

WHAT IS THE ANSWER ?

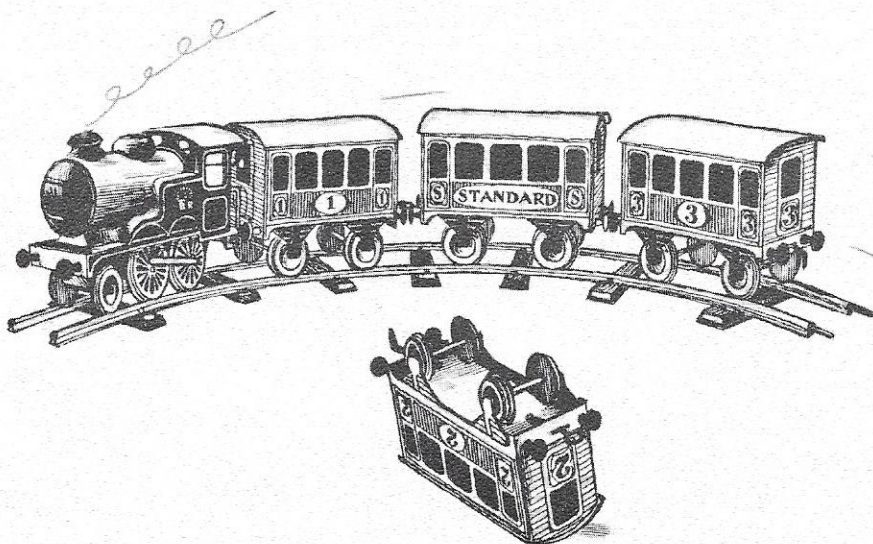
The events of the last few weeks have been most upsetting to us all and particularly to the individuals whose homes were broken into and items removed even tho the items are back home again. Perhaps, as a point was made by one member, we have been too lax in our protection of the physical things we love and cherish. But, the other side of the coin says that "locks are put on only to keep honest men honest". And there is a degree of truth in that statement also. However are we to be denied the pleasure of seeing, handling, comparing the assets which give us all so much pleasure? Some think so, others do not.

Can there be a degree of madness in wanting to hoard items away in boxes; only to be pulled out and gloated over during the dark of the moon? Perhaps, and yet again do we wish to lose our most prized possessions? WHAT IS THE ANSWER? And what are the past events going to do as far as having meetings in members homes? Is this going to be dropped because we can not trust another? Where is our fellowship? Does it continue or is it now limited to groups within a group? Is this a natural evolution to the community meeting hall being forced perhaps more rapidly due to the turn of circumstance.

WHAT IS THE ANSWER? And why is all this occurring? Because of one rotten apple in the barrel? And does one contaminate another: ad infinitum? Does it necessarily follow that a person within the group is responsible for the recent happenings? It could be an outsider. Perhaps a general tightening up of our meetings is in order.

A Sgt-at-Arms could possibly be of some help in policing meetings and insuring that only members or sponsored guests are present. Unfortunately of all four persons contacted by your President, who were asked to take the somewhat thankless job of Sgt.-at-Arms, all refused. If this then is the general philosophy it is understandable why an organization as large as ours can be lulled into a position where we do not investigate prospective members as well as should be done. Is the next step a pilferage from within a members home while a meeting is in progress? I don't know and I don't believe that anyone else will commit themselves either.

Howbeit: could the answer be in you taking a more active part in the operation of your Train Collectors organization; by volunteering for all types of committee work; being Sgt.-at-Arms, carefully scrutinizing prospective members: the answer is yours.

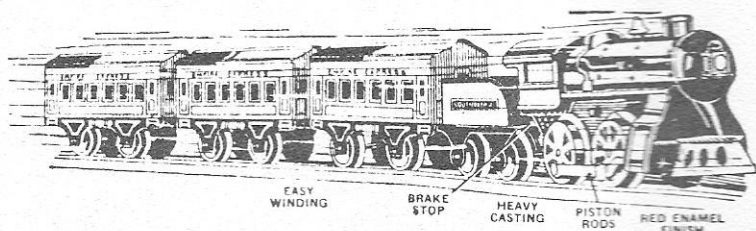


Your editor would like to ask -- What have you found lately ?? In reading the news letters from the other divisions we note a great deal of interesting news about the trains that members have found.

This makes for good reading, since we all have a mental picture of the find as if it were ours, and that picture is different to each of us.

Your editor, for several months now has been asking every Western Division member he comes in contact with this question. "What have you found lately"? The answers have been "Nothing" with few exceptions. Can this be true ? or are the finds a big dark secret ?. Why not talk about it ?, and let this paper publish it ?.

Your editor has found the following items within the past 60 days, all from different places. A set of coaches 309, 310, 312 in Mojave. An A.F. cast iron loc #4670 with 2 red coaches. Four #200 series cars. And a Lionel Jr. set, red loc with 3, 1690 and 1691 coaches, maroon.



Empire Express

Dick Thompson wants the following items--
 Ives Cattle car, coke car (preferably blue)
 Ives Texas tank car, Ives-AF Transition
 cattle car, trans. box car, trans. tank car.
 AF regular tank car, AF orange box car.
 A door for a lionel 200 series cattle car.
 Set of 0 gage Ives pass. cars 4 wheel 50,
 51 & 52.

WESTERN TRAINS AS SEEN THROUGH EASTERN HEADLIGHTS

For a mighty small reward like a warped wheel from a #8 I'd tell who insisted that I write impressions about Western Division Train Activities. So if you don't want to listen go on to the next car it might be a State car (green or brown?).

People, including Train Collectors, are pretty much the same everywhere. That is if you take a cross section of any group, you find some of all types. There are just more Train Collectors in the east. Here in the west there are wonderful collections and the first that come to mind are Ralph Schisler, Herb Morely, and Mel Roberts.

Of course there are many other fine collections here and many fellows who have a pet love or specialty in the Train line such as Bob Taylor who likes Cast Iron or Jerry Brown and Dick Wheeler who like to 2 rail Standard Gauge and have outdoor Standard Gauge layouts. Then Jim Kurten who likes to clean up his Trains and display them immaculately in cases. There are Wes Frye and Ed Warner who have been the good guys who sold many fine trains to you other fellows. Then there are Mark Dees and Bill Jeffery who like automobiles. (What a horrible substitute for rails -- next thing you know some TCA member will be going in for Slot Racing - ugh!). We also have dealers like Russ Hafdal and the retired Evan Middleton.

Of course some of the original meetings that formed the TCA were here with George Smith, Ralph Pauly, Ed DeMack, Dick Thompson and others. Oh yes, there are Live Steamers here - Ed Steinmeyer for instance. There is Ray Nelson who collects everything and likes Trolley cars and George Sirius who hoards State cars. There are many more of you and I'm sure there is an Eastern counterpart for everyone. Several fellows asked me what the average eastern collection was like and I'd say the same as here.

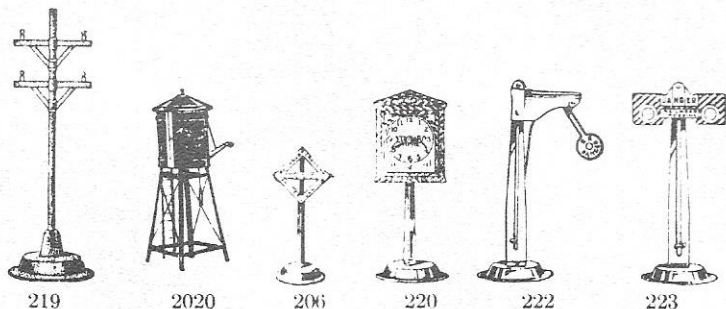
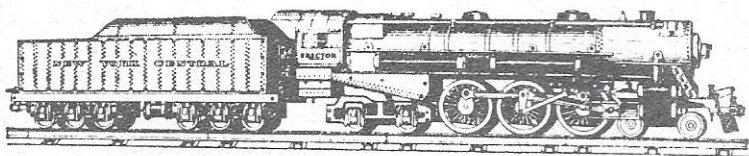
The last Eastern Division Meeting was April 18th in Hershey, Pa and there were 209 members plus 100 family members and guests. The hall is approx 60' X 120' and half the floor space is covered with tables. The majority bring trains to Display, sell or Trade.

You would take at least an hour circulating around the tables and you wouldn't see all the trains. There is junk and there are beautiful trains changing hands. Total receipts were \$746. Total expenses were \$456. leaving a profit of \$290. for the Eastern Division. There was no free coffee and doughnuts. There is a bar and 2 restaurants across the street and others nearby.

I'm trying to make a point of the fact that when you meet in a public place, the character of the meeting changes. Everybody can display and swap trains. Often unsold stuff goes in a short auction. The business meeting is shorter and the meetings usually last from Friday afternoon 'til Sunday morning. The best time is Friday night until Saturday night and most members came at least 100 miles to get there. There is a raffle and door prizes.

The meeting at the Ferris Trolley Museum reminded me of an Eastern meeting because quite a few fellows had the trunk lid open on their car with some trains available for trade or sale.

Don Fernandez



No.		Height	Each
219	Double arm telegraph pole	7 $\frac{3}{4}$ ins.	\$ 0.20
2020	Water tank, adjustable spout	9 $\frac{1}{2}$ "	1.10
206	Danger signal	6 $\frac{3}{4}$ "	.20
220	Station clock	6 $\frac{3}{4}$ "	.20
222	Banjo signal	7 $\frac{1}{4}$ "	.20
223	Flashing signal	7 $\frac{1}{4}$ "	.20

ODESSA VALLEY RAILROAD OPERATION

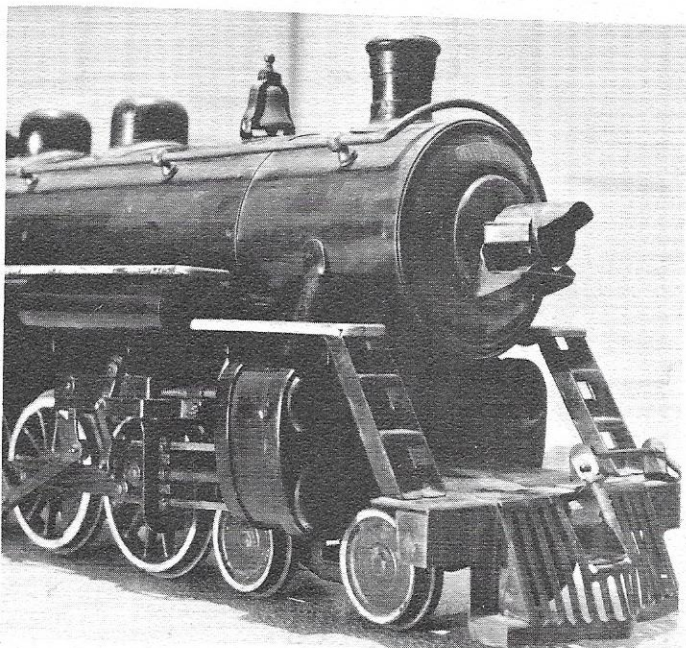
The past year of operation of this 2 rail, standard gauge outdoor railroad has been successful and very gratifying. We have had many visitors, of which some are now regular participants and are from the ranks of both the TCA and the NMRA.

Track laying will continue this summer upon the completion of several switches. In the meanwhile, the operation of six trains will continue to be a challenge. Ray Nelson has rebuilt some junker equipment and has come up with a beautiful 3 car train. His engine is a Lionel 310. I'm sure you can figure that one out.

One of the high spots of operation was George Smith's Voltamp 4 car train with the Suburban engine. It's operation is recorded on film and can be enjoyed by the members in the near future. By the way it was one of those stolen but fortunately he has it back now and is again ready for operation.

One of our regular visitors, Don Fernandez, will be missed when he returns to his home in New Jersey in July. In the meanwhile we are looking forward to new friendships and furtherance of our hobby in our expanding area of standard gauge operation.

Jerry Brown



PARTS FOR MODEL STEAM ENGINE "PACIFIC"

1 3/4" Gauge. 5/16" Bore by 3/4" Stroke

Type 4-6-2

All parts for Steam Locomotive "Pacific" are available, including:

- No. S 1 Finished Cylinders with Valve Chest and Cover.
- " S 2 Pistons, Pistons Rods and Cross-heads with guides.
- " S 3 Locomotive Drive Wheels finished.
- " S 4 Locomotive Tender Truck Wheels.
- " S 5 Locomotive Front Truck Wheels.
- " S 6 Connecting Rods for Drive Wheels finished.
- " S 7 Steam Couplings for intake.
- " S 8 Exhaust Couplings for Stack Blast.
- " S 9 Boiler Shells with Water Tubes, ready for fitting.
- " S 10 Outside Boiler Shells, ready for fittings.
- " S 11 Steam Domes (cast).
- " S 12 Steam Domes (finished).
- " S 13 Locomotive Smoke Stacks.
- " S 14 Miniature Locomotive Bells finished.
- " S 15 Hand Rail Eyes.
- " S 16 All necessary Screws and Nuts.
- " S 17 Water Level Cocks.
- " S 18 Throttle Valves.
- " S 19 Water Feed Check Valves.
- " S 20 Water Feed Couplings.
- " S 21 Bearing Frames for Tender (cast).
- " S 22 Bearing Frames for Tender (finished).
- " S 23 Bearing Frames for Locomotive Truck.
- " S 24 Outside Boiler Shell Heads, with Head Lights.
- " S 25 Super Heaters with connections.
- " S 26 Displacement Lubricators.
- " S 27 Cow Catchers.
- " S 28 Draft Valves.
- " S 29 Cab.
- " S 30 Steam Gauge.

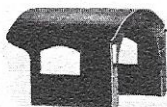
Illustrations on opposite page.

Prices quoted on application.

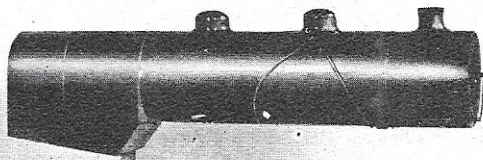
PARTS FOR ELECTRIC LOCOMOTIVES AND CARS

All Electric Locomotive and Car parts, including car wheels, trucks, motors and motor parts, head lights and other accessories. Prices and particulars on application.

PARTS FOR STEAM LOCOMOTIVE No. 4-6-2



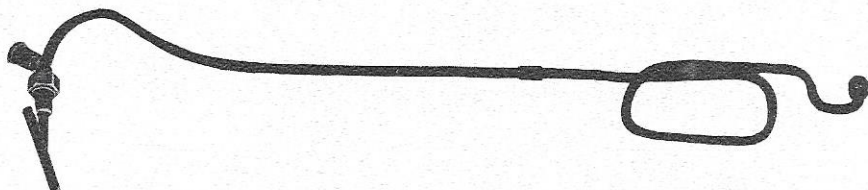
No. S-29, CAB



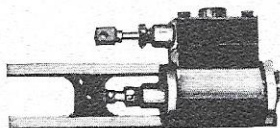
No. S-10, OUTSIDE BOILER SHELL



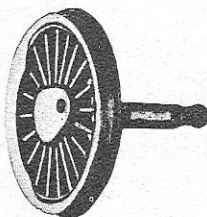
No. 5-9, BOILER SHELL WITH WATER TUBES



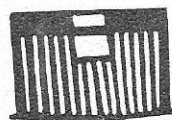
No. S-25, SUPERHEATING DEVICE WITH CONNECTIONS



No. S-1, CYLINDER



No. S-3, DRIVING WHEEL



No. S-27, COW CATCHER

WHEELS

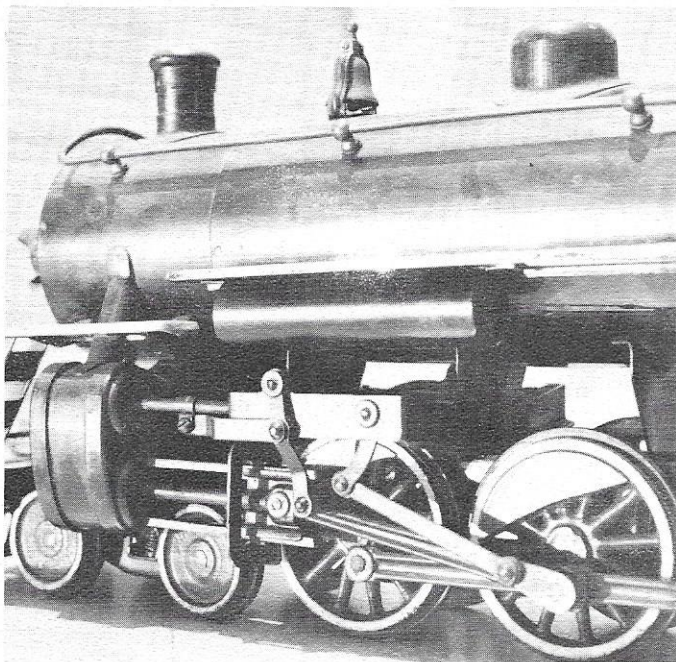


No. S-5, FRONT TRUCK. No. S-4, TENDER



No. S-30, STEAM GAUGE

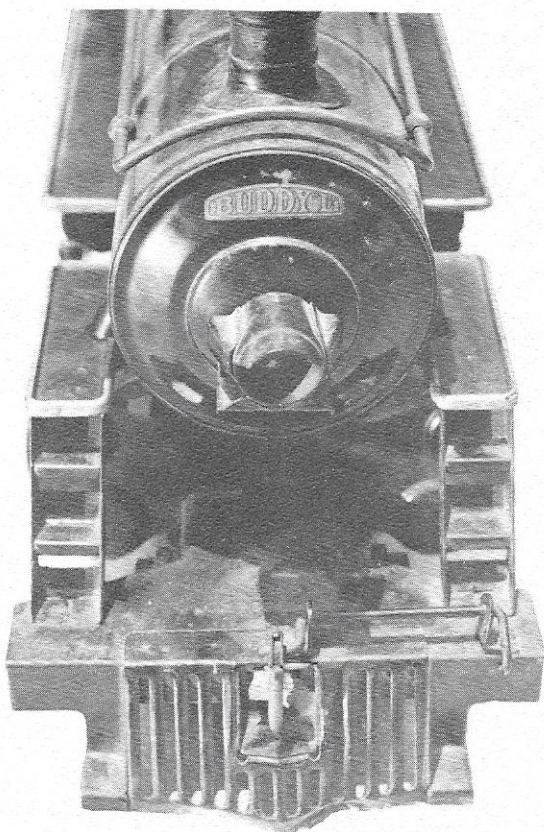
The Western Div. has been fortunate to have as a guest for the past several months the well known Eastern Div. vice president Don Fernandez. We hear he will be returning to the east in July, sorry to see you go Don. Probably you will come to stay one of these days. A few comments by Don are elsewhere in this issue.



Our July meeting will be held at Bill Harris's this we all enjoy, as his collection is like none other we ever see. July 3 is the date.

In June we had our meeting at Ralph Schisler's As usual we all come away in a daze. The trains are all there, anything you can mention, and the density is 98% Hospitality 100% and we look forward to the next time with Ralph. The auction was a little slim with only \$157 being put in the till for the cause.

There has been much conversation, written and otherwise concerning the auctions that this Western Division holds at their monthly meetings. We have made changes in the procedure of the auctions trying to improve the situation for the benefit of all. Some are still not satisfied. We have been fortunate for several years now in having so conscientious an auctioneer. Perhaps if someone among our membership would volunteer for this thankless task the flavor of the auctions might change.



BUDDY "L"

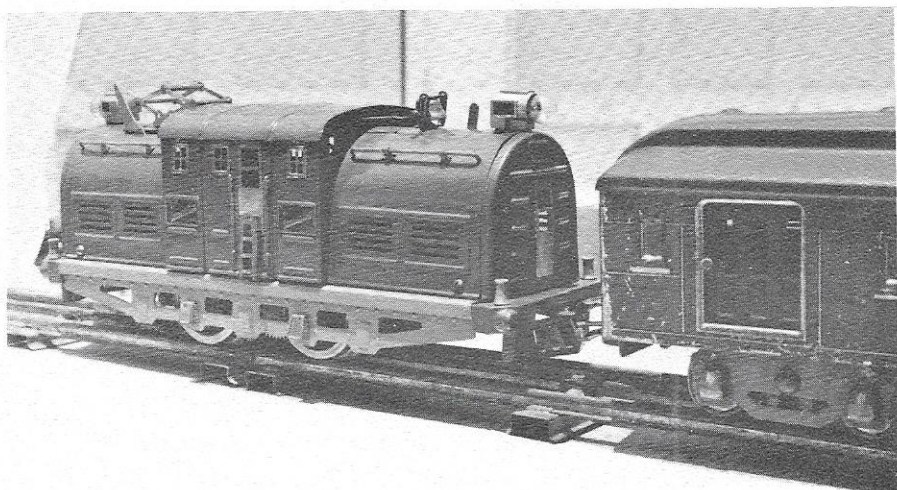
In the past no doubt there has been written and published articles, some illustrated, some not, regarding the wonderful toy trains made by the MOLINE PRESSED STEEL CO. of East Moline, Ill. This writer made a very slight effort to dig up some of the referenced material and could find nothing. It is felt that most of the more recent members joining the ranks of the TCA are not acquainted with the Buddy "L" train, so perhaps a few highlights about it, and a few illustrations will create some interest as well as the desire of some to add this to their collections. If any of you among our readers has greater knowledge about this item and will submit it to the editor it will be greatly appreciated and subsequently published.

Looking through the fire box door you will see such things as a "Back Tube Sheet" a "Grate" and "Ash Pan" Evidently the builders were true "Railroaders"

The gage of the Buddy "L" is 4 inches. and the track which is welded to the ties came in sections 4 feet long. The train itself usually came with 4 cars, Boxcar, Dump Car, Tank Car, and Caboose. others available were the Flatcar, Stock Car, Coal Car, Ballast Car, Shovel, File Driver, Dredge and Wrecking Crane.

Ray Melzer has for sale a nice green 156 set

NOTICE -Again our center pages are 2 more pages from the 1922 Boucher catalog. Better lay them aside for future reference, you might pick one up someday.



THE LONE SCOUT

As our hobby progresses, I am becoming more and more aware of the growing interest and excitement many of our fellows are experiencing as they build up their American Flyer collections. There is such a nice variety of locomotives and cars to be found in both O and Standard Gauge, to say nothing of the many uncataloged items. This applies to trains and accessories manufactured by the American Flyer Company of Chicago before it was taken over by A.C. Gilbert.

When the writer first started collecting, Lionel and Ives seemed to be the desirable pieces to have but now there is an increasing preference for old Flyer. This interest apparently originated in the Midwest but recently has spread to other sections of the Country.

In their early years of manufacturing, American Flyer as well as most of the other toy train companies used subdued and even drab colors when they painted their locos and cars but in the late 'twentys and early 'thirtys, combinations of bright reds, orange, greens, and blues were the order of the day. Grey, cream, maroon, and black were also used to good effect. It was in this latter period that some of the most interesting and beautiful tinplate trains were produced.

We have had detailed articles in past issues of the Bulletin on 'American Flyer Standard Gauge Freight Cars', 'The President's Special', and the 'Pocahontas', and now this month we will make a comprehensive study of the Lone Scout.

This beautiful passenger train was named in honor of the many Indian braves who traveled alone over the western part of the United States, enduring untold hardships in search of better hunting grounds and hostile enemies of their tribes. It included a big powerful locomotive with three two-tone passenger cars and was modeled after the famous Chicago, Milwaukee, and St. Paul crack trains that sped thru the vast Northwest. The Lone Scout made its first appearance in 1929 and was offered for sale thru 1931.

The engine was a St. Paul type, 13½ inches long with light grey colored frame, bright red enameled body and pilots, and glistening brass trim. It was equipped with two headlights, a pantograph, and a miniature bell top side as well as four horizontal hand rails. There were three windows and a door on each side of the cab, plus a ladder, handrails, and name and number plates. Forward and aft below each horizontal handrail there was a pair of louvers or vents to keep the interior of the locomotive cool and of course a name plate and an entrance door flanked by two flag holders at each end of the engine. The motor was the regular American Flyer Standard Gauge motor and the couplers were their patented automatics.

A choice of two engines was offered with the Lone Scout set - in 1929 it was either the #4635 manual reverse loco or the #4685 automatic reverse engine. During 1930 and 1931 the selection was between the #4633 and the #4683. Basically all locomotives were the same, however the last two mentioned locs did have an automatic ringing bell as an added feature.

The cars of this magnificent train were a study in contrast - bright red roofs matched the color scheme of the locomotive and the all steel bodies were lithographed in greenish blue with red and gold trim. Solid brass doors, airtanks steps, journal boxes, and nameplates as well as two four wheel high speed trucks and regular American Flyer automatic couplers were the additional features of these outstanding cars.

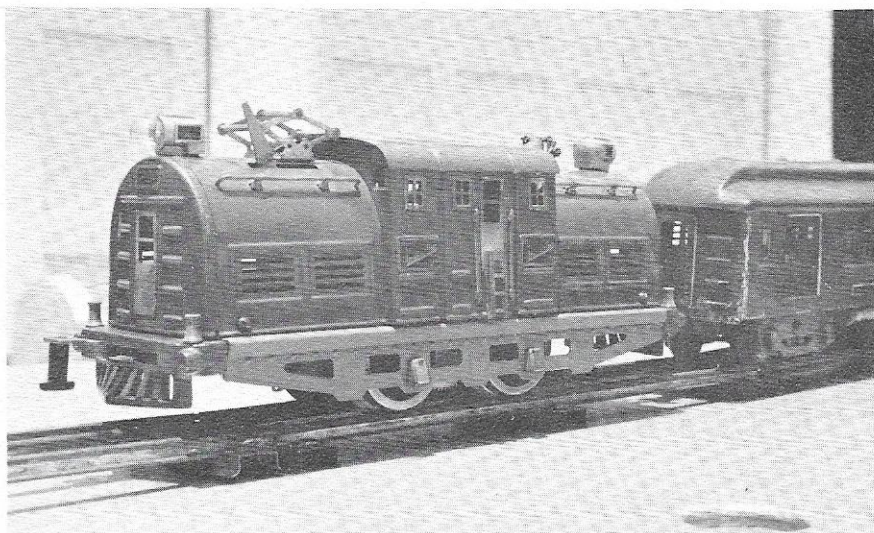
The Club car #4250 with its two sliding doors for loading baggage, twenty regular and two lithographed windows, and two passenger entrance doors was coupled directly behind the locomotive. Next came the #4251 Pullman which had four passenger entrance doors, four lithographed and twenty-four regular windows. The third and last car was the #4252 observation. It also had the same window arrangement as the Pullman but only two passenger entrance doors. However, there

was an extra door flanked by two windows that opened on to the observation platform. This platform was well lighted by a dome light that illuminated the marker lites in the canopy as well. Of course a beautiful brass railing protected the occupants of this car.

All cars had an interior light that was connected to a pickup roller on one of the trucks, Lone Scout plates above the windows, and openings in the car ends so that the passengers and crew could move from car to car at will. American Flyer Lines was printed above the openings.

The author of this article has a 1929 version of the Lone Scout with loco #4635. It was acquired in its original boxes and is in excellent condition and certainly is one of the most prized pieces in the collection.

Wes Frye



--- TRADING POST ---

Harrison Bemis wants a coach roof for a Lionel O gage #603 or 607, color not important. Also needs a cab roof for an AF 4019 or 4039 loc. He will sell or trade a green 390 with tender.

Jim Kurten wants an orange AF loc, any cond.

Gordon Nesbitt wants a junk Lionel 256 Will trade an AF #4644 green, and a presidents special coach. Needs a Buddy L tender.

Ray Nelson wants a Marx "Hocking Valley" box car. Has an O gage Blue Comet for sale or trade.

Wes Frye has several O gage AF locs, in fair condition that he will trade for Lionel 800 series cars.

Ed Warner has two sets of AF Hamiltonian coaches for sale, with or without locs.
