



Bulletin

Southern California Chapter

TRAIN ACCESSORIES

TRESTLE BRIDGES



Built of white pine and steel, with wire struts.

No. 212	Narrow gauge, length 50½ inches each	\$4.50
No. 4219	Wide gauge, length 56 inches "	5.50
No. 4220	Wide gauge, len. 70½ ins., with two lights "	8.25

STEEL SPAN BRIDGE



Three piece steel span with track, length 30½ inches.

No. 112	For narrow gauge electric each	\$1.35
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Vol 4 No. 3
Published Bi-monthly
Western Division

President - Wes Frye
Vice Pres - Al Shadler



207

May 1963
Southern Calif Chapter
Train Collectors Assoc

Secty - R. Wheeler
Publicity - H. Bemis

Harrison Bemis - Editor

** PRESIDENT'S REPORT **

"I found a train today and it is mint!" How many times have we heard this or a similar expression and then been very disappointed when we saw that train? The word 'mint' means newly minted or new and 'new' old trains are very rare indeed.

Another expression that is badly misused is 'excellent'. Some collectors describe pieces as excellent on their own lists and then go on to say "except bad or missing couplers, wheels, headlites, etc.". 'Excellent' means superior so how in the world can a locomotive or car be excellent if some of its parts are poor?

I think that we should all be more conservative when we describe the trains that we have for sale or trade. We should ask ourselves how we would classify a particular train if it were on Herb's shelves, or Mel's, or Dick's, or Ralph's. Then instead of complaints we would receive expressions such as "Better than I expected" or "I am well pleased", etc.. Most of the hard feelings that we have over sales and trades are due to inaccurate descriptions.

In conclusion, I feel that we should have a set of National TCA Standards so that when a collector in California tells a collector in New York that a certain piece is excellent, good, fair, or poor according to TCA rating, there is no doubt as to its true condition. This set of rules could be published in the front part of our Directory, making it handy to all members. This project would be quite an undertaking but I think that the results would be most gratifying.

Wes Frye

WHAT IS A TRAIN COLLECTION?

What kind of a train collection have you? What kind of a collector are you? What are you collecting? What type of trains do you collect? All these are questions in reference to the standards, guide lines and frame work within which your collection has been, and is being, built. How many types of collections and ways of putting a group of pieces manufactured by makers of toy trains are accepted? As many as there individuals who are interested in collecting toy trains. Availability, shelf space, taste and money are the limiting factors. Some of us are interested in and collect by gage, others by condition, quantity, manufacturer, set, size, period when built, type of operation represented (trolley, steam, diesel, etc.), rarity or color. Most of us are Heinz 57 in our collections but each has a different percentage of each ingredient that go to make up a collection. No one can tell you how you yourself should collect as you are an individual. Your collection will reflect your individuality. Another may give you helpful suggestions. A collector coming into the TCA can benefit greatly by the experience of our collective interest. On the other hand newer members, whether their interest is just awakening or has been active for some time, have more to add to the collecting of toy trains than they will derive from this hobby. This rapidly growing hobby thrives on the interest and enthusiasm from its new members.

What ever your interest is in toy trains there is one thing you should bear in mind that you are building an investment from which you are gaining pleasure.

In the next issue one of our members is going to tell us the type of collection he is building. This will give us an insight into one collectors ideas and his reasons for collecting as he does.

WEST COAST MEET

Here it is, the Annual West Coast Meeting has been announced. Our Host, the North West Division has arranged what should be the FINEST gathering of this type to date. They have secured the beautiful Elks Lodge in Auburn, Washington as the centrally located meeting place for the entire convention.

Probably the most attractive item offered to out-of-towners is their pledge that no one will be without adequate transportation.

If you do not have their informative brochure detailing the big event contact Wes Frye, or any of your officers, and they will provide you with a copy. SUPPORT THE NORTH WEST DIVISION TO THE FULLEST WITH YOUR ATTENDANCE.

Remember, for transportation at any time of the day or night upon arrival in Seattle, that phone number is for Bill Bouma, UL 2-6005 or Bob McCoy, UL 2-5595 or TE 3-1808 in Auburn.

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THANKS BOB

We, the publishers of this rag, would like to toss a bouquet to Bob Ohana. Bob has furnished the pictured American Flyer material we have been using for the cover page and mast head decor in our recent issues.

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COMING UP IN THE NEXT ISSUE

Next month we will publish a fine article on, rather current, Lionel 6464 series freights. Mark Dees has compiled this article from which some of you fellows are going to have an awakening. Others of you who already have realized the significance and importance of this series are only going to nod your heads in concurrence.

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IN MEMORY

We regret to have to announce that Bob Fruehe has passed away.

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G. E. (Ed) Demak, Manila Division Manager of the General Telephone Directory Company, and Charter Member of the TCA West Coast Division visited our wonderful State last month. Every three years Ed gets enough time off in accrued vacation and leave to make a trip back to the states. Russ Hafdahl asked several of the fellows who knew Ed when he was an active local member to join in a dinner for Ed at Knotts Berry Farm. Russ would have preferred to have everyone there but as this was impossible he did the next best thing and asked those who have associated personally with him.

Interestingly enough, even in Manila he once in a while finds a train that has migrated to that far off place so his interest periodically gains new impetus. In fact when he was here three years ago he showed us an "O" gage Macy Special that he had found over there.

Ed was amazed and thrilled with the progress the TCA has made in the past three years which is a fine tribute to the newer members that add so much to our Hobby and to those members of long standing that are the "back bone" of the organization.

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DATELINE DAYTON OHIO --- by Jerry Brown

A recent business trip to Dayton, Ohio became the means of meeting two of our TCA Members, namely John Kelly and Bob Degar. A telephone call to each resulted in an invitation to see their collections. If rain, sleet and snow can't stop the Mailman, certainly, Ohio snow and zero degree temperature won't stop a native Angeleno from an opportunity to see and talk trains.

John Kelly is a "O" gager of many years, however the Standard bug has bitten him and he is well along on this route. Both Lionel and American Flyer are on his overflowing shelves. "O" gage duplicates are in abundance and those of

you who have been looking for that missing item might have some luck contacting John. He has ambitious plans for expansion in his cellar to provide more display space, a premium commodity at this time. We had an interesting discussion going over the appearance of certain items (colors, trim, etc.) in the Lionel catalogs and as yet to our knowledge have not appeared on the real life scene. Being a comparative novice at collecting, needless to say I was all ears.

Bob Degar, comparatively a newcomer to collecting, is an old hand at Standard gage operation, and 3/8" scale construction. Principally a Standard gager, he is well on the collecting road with well known Lionel and American Flyer items in excellent condition. Of particular interest was his two tone blue Standard gage AF tank car in excellent condition. His 3/8" scale cars are of top rate construction and fitted with Lionel couplers and 500 series trucks. Bob's color slides of his and other members collections were outstanding. My films of Dick Wheelers' and my outdoor two rail operation together with scenes showing Ralph Pauly, Al Shadler, Harrison Bemis, Bill Jeffery, Dick Thompson, Ray Nelson and John Parker were of interest to the entire Degar family.

We who do not have cellars do not know what we are missing. Bob's cellar has knotty pine walls, a fireplace at one end, trains on polished shelves at the other, together with his family type bar along the side makes the art of collecting more enticing than usual.

It was difficult to take leave of such wonderful hospitality, but those two evenings whizzed by before we knew it.

John and Bob both pass on their greetings with an extra "hello" to Wheeler, Hafdahl, and Creel Husted from Bob.

Jerry Brown

Editorial from the Midwest TCA President.

" A TCA MEMBER" ... He is a gentlemen and she is a lady. However, it is surprising how one can go astray even with these qualifications. Our hobby has to do with buying, selling and trading. To do this we meet with our own members and the public. It is very important that we do a good job of dealing with each.....While dealing with a member it is very important that the buyer and seller knows who he is dealing with. Remember what is said during a conversation. Should a promise be made by either, it should be as valuable as money, and the promise should not be broken unless each should agree. Then make a new start or call off the deal. A misunderstanding can do more harm than a number of combinations....While dealing with the public, most generally, one will acquire a friend while buying or selling an old train. We should do a good job of remembering the fellow who wants \$85.00 for a 380 and half a dozen small freight cars. The solution to this kind of problem is to leave him sit with what he has. Try to detect the seller who has attached a great amount of sentiment to his train. Sentiment costs too much and we may be able to make a deal some time later.....Right behind this fellow mentioned above, or in due time, will come the fellow who has a 402-408-No.8 Ives 3241-3243, and a Buddy-L steam roller. The conversation comes to the point of asking "How much, Mister" and the man says - "if you will see that my trains get a good home, you can have them for free" - then get up off the floor, place the loot in the car and tell the man how grateful you are. That takes care of Mr. \$85.00. ...It is quite a task to advise collectors to buy or to go after sets or pieces in prime condition and to let the junk alone. How well we can control ourselves with what money we do have is a very important asset. Yes it is important not to let collecting get to be a sickness. You will find - if you are to get a set or piece, nothing will stop you, but if it is in the cards that you should not get them, try to know where to stop trying and you will save money and friends....Let's try to make our hobby of train collecting the best in the world.

Ray Melzer

The West Coast Division thanks Mr. Ray Melzer for granting permission to print this fine Editorial.

— Trading Post —

Tom Sefton needs Vol. I, No. 4 and Vol. II, No. 4 of the Lionel Magazine to complete his collection. Tom will trade for or buy these issues.

John Marron will trade Ives catalogs for American Flyer catalogs issued before 1932 or Lionel before 1920. He has other duplicate AF, Lionel, Scale-Craft and Maerklin catalogs for trade.

Don Robbins needs the following: 400E tender frame, 700E coal pile. Has for trade a No. 129 Platform, a 441 Std. G. Lionel Scale and a New AF 1930 color catalog.

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APRIL SOCIAL MEETING

Bill Harris put on the show last month with a fabulous display of Toy Trains. Wes Frye and Ernie Leo helped in assembling his vast display of all gages and makes. This was augmented with movies of both Dick Wheeler's and Jerry Brown's outside standard gage layouts, Ward Kimball's summer meeting at the Grizzly Flats Railroad, and shots of Al Shadler's magnificent train room.

Good food and a fine auction kept the bulk of the membership and guests until a very late hour.

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TROLLEY MUSEUM

Don't forget to plan next Sunday so you can attend the FERRIS TROLLEY MUSEUM for the May business meeting. We thank Gordon Nesbitt for making and sending his fine flyer describing this fine event.

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SUCCESS

Work at it hard enough and you are bound to succeed. Gordon Nesbitt located and obtained a complete "Trans-continental" Limited set No. 411E. Yes, a brown 408E loco and 4 brown State cars. Congratulations Gordon.

And Art Varney, not to be outdone, came up with a pair of Voltamp trains. Yes a 2222 with three coaches and a 2100 with a string of freights. Keep looking fellows.