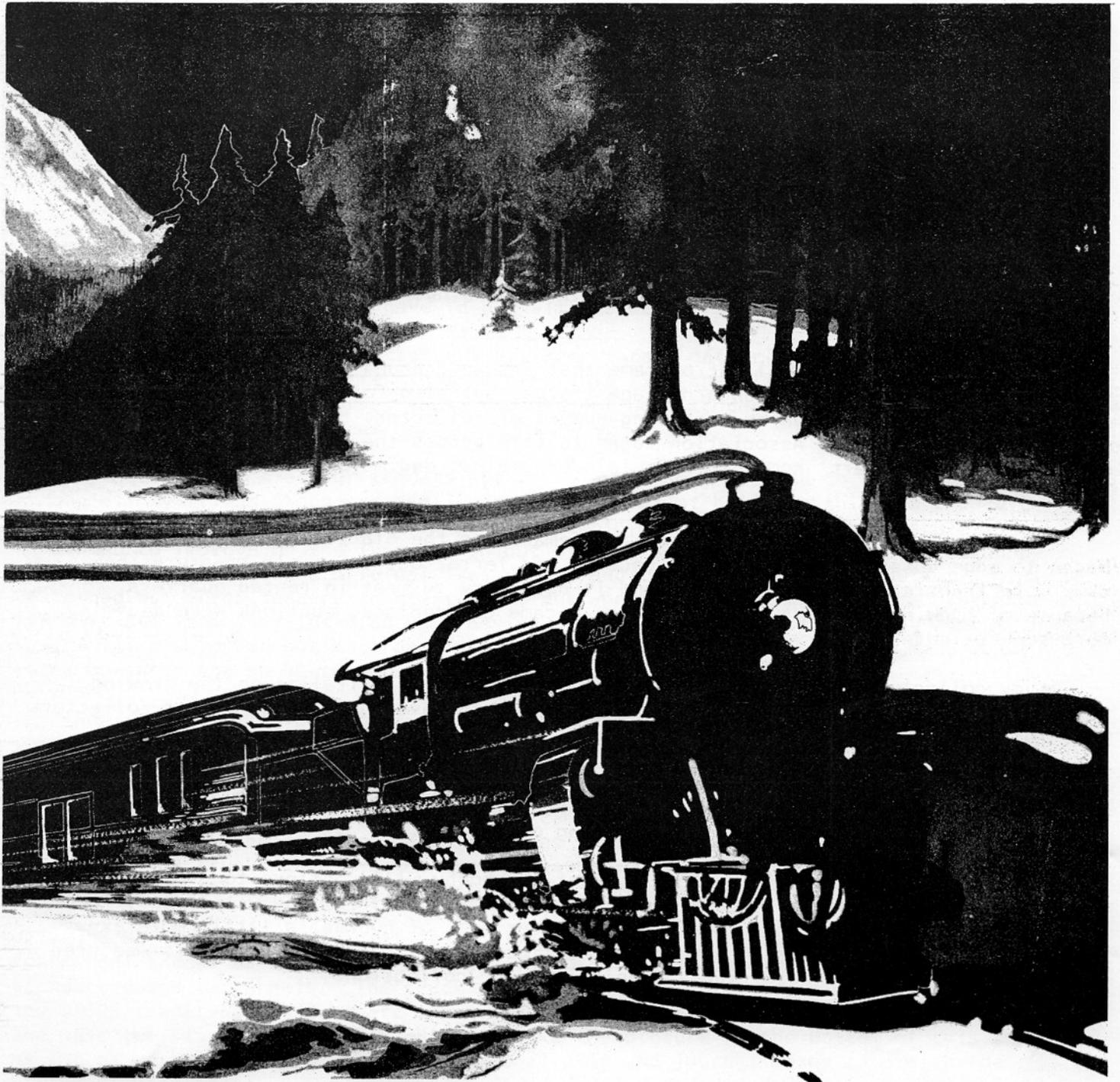


The Headlight



MAY '71

Train Collectors Association --

The Headlight
Published by the Western Division

VOLUME 3

NO. 5

May 1971

OFFICERS

President: Nick Grippe
Vice President: Dr. Joe DiMassa
Secretary: Clyde Easterly
Treasurer: Lee Harris

Directors: Charles Brasher
Jerry Brown
Ralph Pauly
George Smith

Sergeant-at-Arms: Dirk Brown

Editor: Wesley Frye

PRESIDENT'S MESSAGE . . .

In this lull before the coming summer vacation time and our National Convention, let us pause and take a brief look at this hobby of train collecting--Past, Present and Future.

Just fifteen years ago, toy train collecting became officially recognized with the incorporation of the Train Collectors Association. Probably up to that time little thought was given to the collecting of toy trains, the emphasis being mostly on operation.

However, slowly the realization came that Standard Gauge was no more, and the search began, not only for Standard Gauge trains, but also for '0' Gauge trains of earlier years. And soon an ever growing number of collectors began to appear on the scene. Divisions of the Association began to form across the country, with meetings held at various members' homes to swap talk or trains, and maybe have a little informal auction.

Then the Divisions began to grow, the demand for the old trains increased, prices began to edge upwards; the search to uncover and ferret out these old treasures became more frenzied; many Divisions found it necessary to meet in rented quarters because of growing membership, table sales became commonplace, auctions were becoming more sophisticated.

Many collectors took advantage of the opportunity to capitalize on the growing hobby, knowing that there was a ready market among the ever growing number of collectors and, for a time, no price seemed too high.

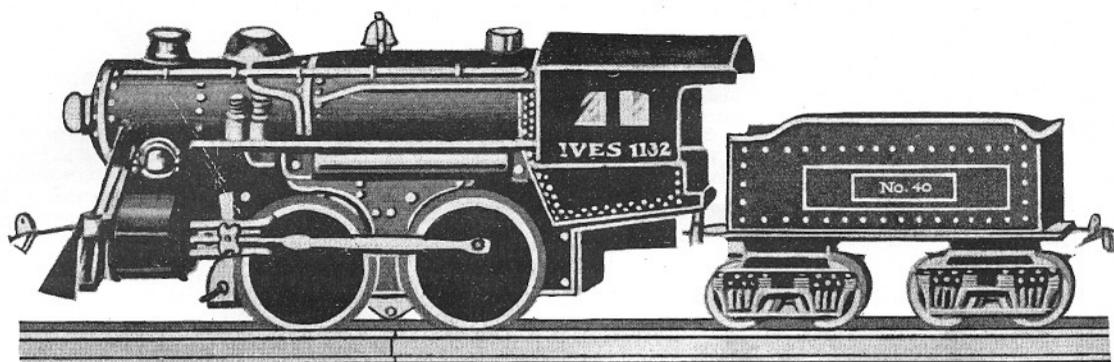
Now, apparently--due perhaps in part to economic conditions, in part to some resistance to high prices, and also to a general abundance of the items collectors want--we have reached somewhat of a levelling off period.

As for the future, it is my feeling that our hobby will continue to grow and attract many new collectors. Many items which now are plentiful and within easy reach of most pocketbooks will gradually become scarcer and, of course, a little more expensive to acquire. However, as most true collectors will agree, the cost is measured only by the pleasure of acquiring and enjoying your collection.

Nick Grippe

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Our Cover - This photo was taken from the cover of an old Hafner catalog.



NO 40 IVES TENDERS

by
Ralph Pauly

Back in 1955, soon after the formation of TCA, the Western Division held a meeting at the home of George Smith. During the course of the evening George insisted that I take a couple of junky 1132's off of his hands. The price wasn't out of line but I just did not want to spend the money at that time and they were without tenders. George twisted my arm, however, so I gave in but all the way home I mentally kicked myself.

For ten years they were stashed away in my garage gathering dust, but one day I decided to get them out and fix them up. By this time the #1132 had become a very desirable piece but, of course, these two did not have tenders and locs without tenders look out of place in a collection.

I inquired all over for tenders but to no avail so I decided to see about building a couple. My friend Shannon Marshall is quite clever at building things and he did have access to a metal brake at his place of employment. Since he was a scale modeler he wanted to improve on the Ives design but since I am a collector I prevailed upon him to stick close to the original Ives design and this he did, using .0017 tin plate. He turned out three tenders to start with, but when Dick Thompson and some of the other TCA boys saw them they insisted upon having tenders, too, so we turned out another nine. By this time word had gotten around about our project so to date we have made about three dozen of the No 40 tenders.

Now for a little research -- the No 40 tender got its name from the fact that it came originally with the Ives No 40 1 gauge windup locomotive. This engine was first made about 1906 and continued for about ten years. The later version was built from about 1916 to 1921. During this time also, the Ives #1129 electric driven loc was manufactured and both of these locomotives came with the No 40 tenders. Then from 1921 through 1926 the standard gauge 1132 was sold and this engine also had the No 40 tender but the trucks were changed from #1 gauge to standard gauge. One of these 1132 models was the President Washington with green locomotive and tender.

The No 40 tender came in at least five variations. The first two models had two four-wheel trucks using 0 gauge wheels. The other three versions had regular Ives standard gauge car wheels. The truck sides of the first two types were plain, but the #1129 tender had very ornate truck sides (see picture at top of this article). The last two standard gauge tenders were like the picture at the bottom of this page. As far as we know, the only tender with coal pile and journal boxes came with the President Washington.

Cont'd to page 7.

As The Boy Builds The Toy The Toy Builds The Boy

TO THE boy or girl who is already acquainted with Bilt-E-Z this new catalog is a welcome reminder of many happy hours pleasantly spent. A new and entertaining surprise awaits the boy or girl who has yet to have the pleasure of building with Bilt-E-Z.

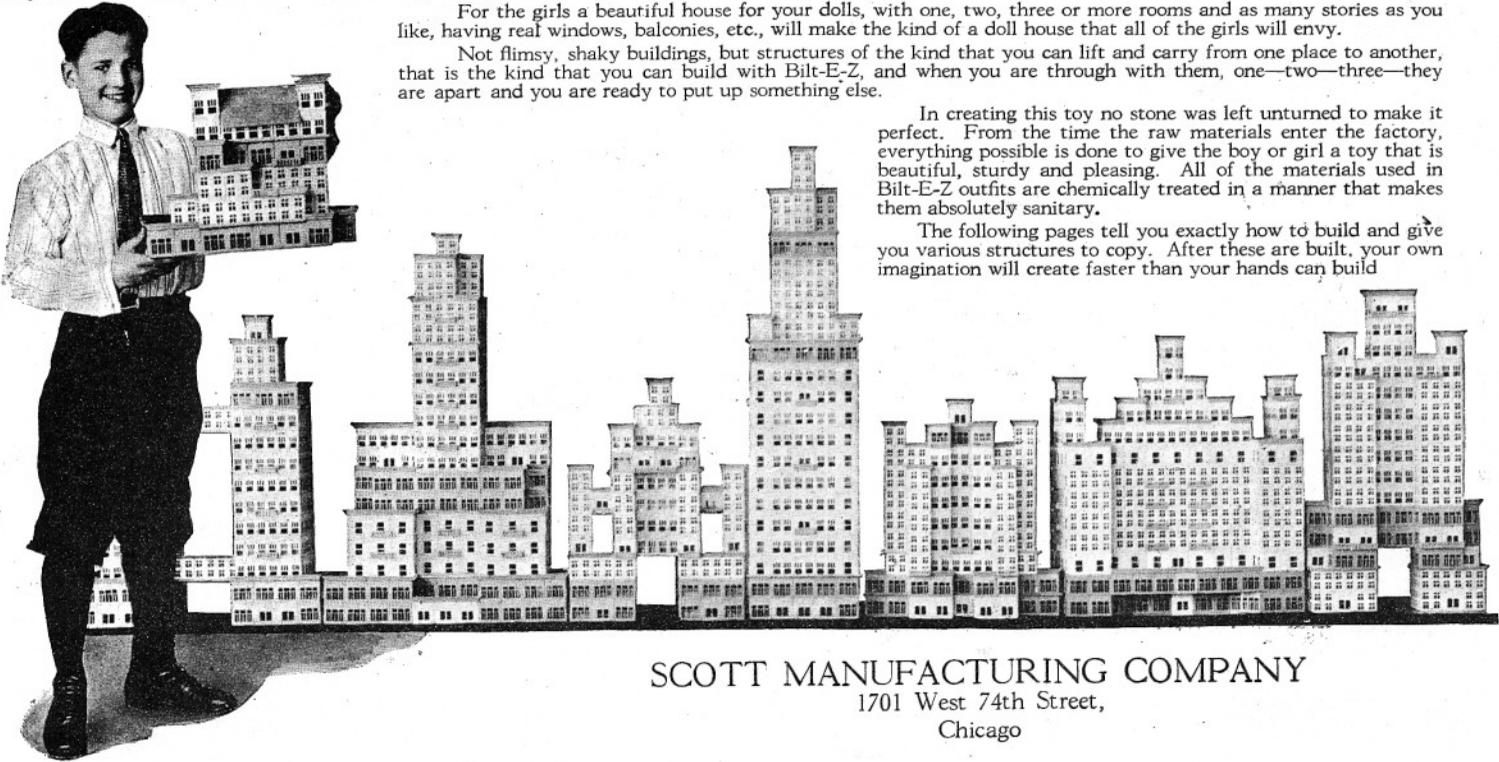
To be able to realistically copy your own home, or a world famous sky scraper is a joy possible only with Bilt-E-Z. The many many other toys that you can make will entertain and fascinate you, for example: Around your toy train any number of accessories may be quickly and realistically built. A long tunnel—just the kind that you have wanted—can be constructed quicker than you can say "Jack Robinson." A dandy station with a train shed attached is another accessory that will help you to have more fun with your toy railroad. Bridges, trestles and signal towers are just a few more of the many articles that you can build.

For the girls a beautiful house for your dolls, with one, two, three or more rooms and as many stories as you like, having real windows, balconies, etc., will make the kind of a doll house that all of the girls will envy.

Not flimsy, shaky buildings, but structures of the kind that you can lift and carry from one place to another, that is the kind that you can build with Bilt-E-Z, and when you are through with them, one—two—three—they are apart and you are ready to put up something else.

In creating this toy no stone was left unturned to make it perfect. From the time the raw materials enter the factory, everything possible is done to give the boy or girl a toy that is beautiful, sturdy and pleasing. All of the materials used in Bilt-E-Z outfits are chemically treated in a manner that makes them absolutely sanitary.

The following pages tell you exactly how to build and give you various structures to copy. After these are built, your own imagination will create faster than your hands can build



SCOTT MANUFACTURING COMPANY
1701 West 74th Street,
Chicago

A FIND - by Emmert Stouffer

Passing by a thrift store where, once in a while, I find items for my collection, I spied an old catalogue in the window. I entered and asked to see the catalogue and box. I gazed upon this find in amazement--a toy that I remembered having as a boy, the details of which had faded. There, at that moment, they were recalled. A Bilt-E-Z set. Original catalogue, box and contents. The price tag said "old". The catalogue had the date "1924".

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Send all material for The Headlight to Wes Frye - 2317 Glen Canyon Road - Altadena, California 91001. Phone: (213) 794-2149.

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Meeting Notice

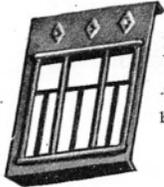
Friday, May 7, is the date. Time 7:00 P.M. Downey Recreation Center is the place. The Center, a former Bank of America building, is located at 8441 E. Firestone Boulevard in Downey, across the street from Simpson Buick, and about midway between the Long Beach and San Gabriel Freeways, and just a few blocks off the Santa Ana Freeway via the Paramount Boulevard off-ramp.

BILT-E-Z PARTS

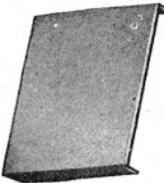
Bilt-E-Z parts are made in the following colors: White, Grey, Red, Buff and Silver. The walls, floors and windows are made uniform in size, being 2 inches square. Extra parts may be purchased from any toy shop at the prices shown on this page.



Window No. 3
.03 ea. or
.70 per box of 25



Window No. 4
.03 ea. or
.70 per box of 25



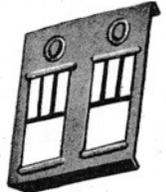
Wall No. 5
.03 ea. or
.70 per box of 25



Door No. 6
.03 ea. or
.70 per box of 25



Window No. 7
.03 ea. or
.70 per box of 25



Window No. 8
.03 ea. or
.70 per box of 25



Window No. 9
.03 ea. or
.70 per box of 25



Floor Part No. 1
.03 ea. or
.70 per box of 25

CORNICES



No. E

The cornices are made in different sizes and shapes. The one pictured above is called an "E" cornice and comes in three sizes and is numbered in the following manner:

- | | | |
|--------------------------------|--------------------------------|--------------------------------|
| E-1.....2 $\frac{3}{8}$ inches | E-2.....2 $\frac{5}{8}$ inches | E-3.....4 $\frac{1}{4}$ inches |
| E-1......03 ea. | E-2......03 ea. | E-3......03 ea. |



No. 1



No. 2



No. 3

The cornices pictured above come in the three shapes shown and each shape is made in four sizes. The approximate sizes are as follows:

- | | | | |
|------------------|------------------|------------------|------------------|
| A-1.....2 inches | B-1.....4 inches | C-1.....6 inches | D-1.....8 inches |
| 2.....2 inches | 2.....4 inches | 2.....6 inches | 2.....8 inches |
| 3.....2 inches | 3.....4 inches | 3.....6 inches | 3.....8 inches |
| A-1......03 ea. | B-1......03 ea. | C-1......05 ea. | D-1......05 ea. |
| 2......03 ea. | 2......03 ea. | 2......05 ea. | 2......05 ea. |
| 3......03 ea. | 3......03 ea. | 3......05 ea. | 3......05 ea. |



Balcony
.05 ea.

Friction or Connection Part No. 2



.01 each, 10c per dozen or 70c per box of 100

As The Boy Builds The Toy The Toy Builds The Boy

Important Coming Event

At the May 7th meeting we are going to accomplish three things in one night.

- 1) Get items you need and can't find.
- 2) Get rid of the things you can't get rid of.
- 3) With your help and participation reduce the possibility of future dues increases.

How will this all be done? By you, the members!

Go through your garages, attics, barns, basements and old outhouses, if necessary, and donate your "don't know what to do with" odds and ends. In general the items can be train frame, bodies, boiler fronts, doors, train parts, track, wheels, mysterious looking driver rods, wire, paint, broken cars and any other thingamajigs.

Come one, come all. Bring your money and bring your junk (oops, your precious odds and ends).

Anybody got a truck? Who knows--I might just clean out my whole garage (after I move the good stuff out).

This notice has been written through a comedy of errors and the program was designed to instill laughter and fun for all. No donated item will hold the donor liable for condition or authenticity.

Dirk Brown

April Meeting

The Western Division of the Train Collectors Association had their regular monthly meeting at the Hollenbeck Recreation Center Clubhouse on Friday evening, April 2, 1971, with most of the Club's members in attendance.

President Nick Grippe called the business session together at 8:10 P.M. and asked secretary Clyde Easterly to read the minutes of the March meeting. There was one correction to the minutes--to wit, Nick had already consulted a lawyer about the Club's liability--otherwise the minutes were approved as read.

The guests were introduced and given a warm welcome.

Secretary Easterly announced that all applicants for membership must have their application, monies, and visitation cards turned in to him before the May meeting so that the Board can process them in time for a membership vote at the June Business Meeting. This is the only chance for these new members to attend the National Convention.

President Grippe then announced that Ralph Pauly had replaced Martin Folb as Convention Registration Chairman and Martin Folb will now be in charge of the Convention banquet.

Nick then gave the floor to John Parker, National Convention Chairman, who stated that the beautiful 0 gauge Lionel gift pack cars had arrived. These cars have a white background with Disney animals in color, and are one of the finest Convention cars to date.

In connection with the Convention and other meetings, whether public or private, Nick asked all parents to maintain strict control over their children and, in the case of a visit to a member's home, to be sure and get the host's permission for the children to be there. Nick also stated that in his conversation with the lawyer it was the lawyer's opinion that if any suit was brought up, only the club could be sued for any club-connected actions. Eric Buckley had written to Nick saying any personal injury that occurred during a meeting would be against the building owner and that rather than the Division being sued, the person bringing the suit would have to sue National TCA. However, Eric said that he could not remember any suit being filed against TCA. Eric did say that National TCA does not carry any insurance. Nick stated that he would look into insurance possibilities and bring his findings to the members.

Nick then read the names of the ten applicants to be voted on and advised the members present that all ten had been recommended by the Board. They were Don Ball, John Daniel, Lee Graves, Francis Killinger, Mervyn Lew, Warren Lewis, Alan Margrey, Robert McCreary, Harry Overtoom, and E. G. Williamson. By secret ballot all applicants were voted into our fellowship. President Grippe pointed out that all new applicants must visit six members and have these six members sign their application cards.

Wes Frye was thanked for his efforts as editor of The Headlight.

A series of slides entitled "THE ASTRO PROJECT", by Union Pacific, were shown. These slides pictured Union Pacific equipment in action and almost made one wish he could collect the real thing.

The next regular meeting of the Western Division will be at 8441 E. Firestone in Downey on May 7, 1971. This location is across the street from Simpson Buick and about half way between the Long Beach and 605 Freeways.

Mr. Frye - Meeting Minutes continued.

The business meeting was adjourned at 8:58 P.M. and a \$1100 auction followed.

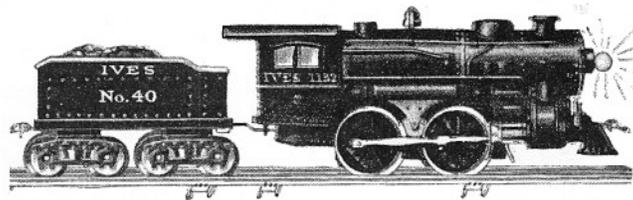
The Club treasury was increased by almost \$17 by the sale of coffee and dessert bars donated and served by Jo Grippe, Fran DiMassa, and Erma Easterly.

This report was taken from the minutes submitted by Secretary Clyde Easterly.

NO 40 IVES TENDERS (cont'd from Page 3.)

There were other differences in the size of the letters and numbers on these tenders. Three of these styles carried the name IVES and NO 40 on the sides of the tenders and just NO 40 on the rear end, and the fourth, IVES and N.Y.C. & H.R. on the sides and NO 40 on the end. The President Washington's tender had IVES and B & O R.R. on its sides and, of course, NO 40 on the end.

I am indebted to Ward Kimball for the identical Ives lettering on my reproductions and to Herb Morley for the research on this article.



FOR SALE & WANT ADS

FOR SALE - Four car President's Special - in original boxes. TCA. Very good or better. Meccano Sets No. 3, 3A, and 4A. Lionel No. 10E Loco in original box. Exc. Nick Grippe, 923-7877.

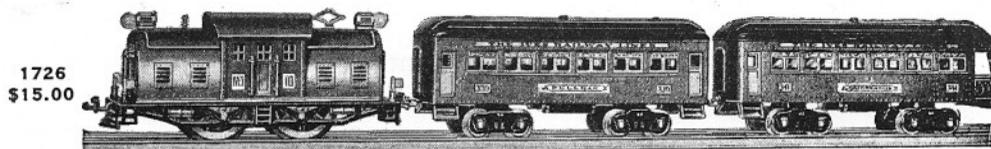
WANTED - Idler gear for Ives narrow standard gauge motor - Wes Frye, 2317 Glen Canyon Rd., Altadena, Ca. 91001.

HAVE - 2349 Nor. Pac., 2365 Ches. & Ohio, 2360 GGi top only-tuscan, 2321 Lackawanna top only - red roof, 2023 U.P. A-A, 2032 Erie A-A for TRADE toward wanted items: 2368 B & O A-B, 2378 Milw. A-B, 2331 Virginian yellow & black, 2311 Jersey Central, AMT (Kusan) Texas Special A-A, C & NW A-A. Myron Erickson, 1436 Atterbury Dr., Walnut 91789, (714) 595-2337.

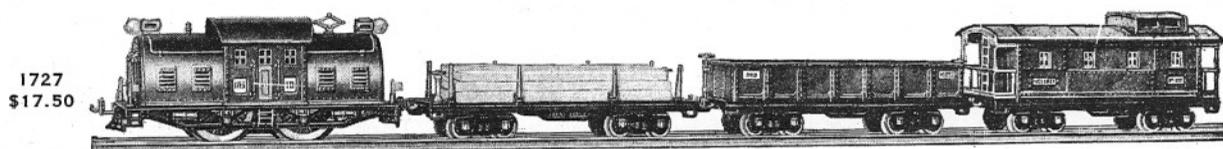
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The Headlight is issued monthly, and will contain news items, want ads, gripes, comments, and more.

For the present, and until further notice, want ads will be published free. Limit of 30 words on each ad. News items, want ads, etc. will be accepted by the editor at each meeting for publication in the following month's Headlight.
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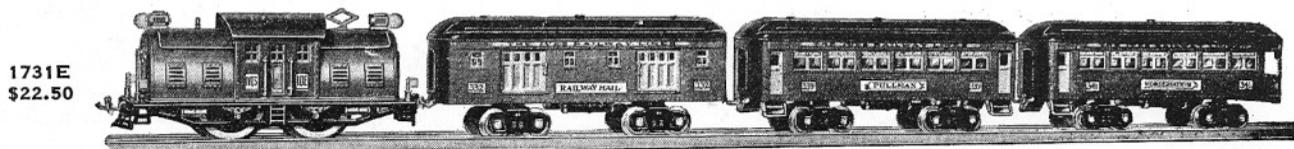
BEAUTIES IN STANDARD GAUGE OUTFITS



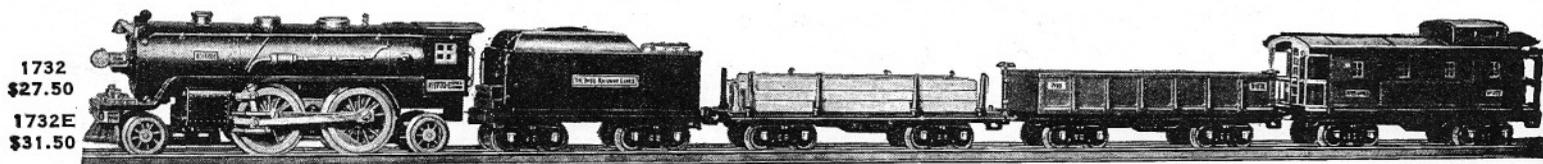
1726
\$15.00



1727
\$17.50



1731E
\$22.50



1732
\$27.50
1732E
\$31.50

No. 1726—Standard Passenger Outfit. A train sturdily built and handsomely enameled. This is the lowest priced Standard Gauge outfit and a remarkable value. Consists of No. 10 electric type Locomotive with electric headlight and hand reverse, No. 339 illuminated Pullman Car, No. 341 illuminated Observation Car, 8 sections "C" Curved Track, 2 sections "S" Straight Track, STC "Lockon."

Entire outfit finished in peacock blue. Train is 39 inches long. Track oval is 57x45 inches. **Price \$15.00**

No. 1731E—Standard Gauge distant control Passenger Outfit. A three-car train of unusual appearance—stream lines. Low. Speedy.

Consists of No. 10E distant control electric type Locomotive with electric headlight, No. 332 illuminated Baggage Car, No. 339 illuminated Pullman Car, No. 341 illuminated Observation Car, 8 sections "C" Curved Track, 4 sections "S" Straight Track, "OTC Lockon." By use of No. 1894 controlling rheostat train can be started, stopped and reversed at any distance from the track. Finished in peacock blue. Train is 52 inches long. Track oval is 71x45 inches. **Price \$22.50**

No. 1727—Standard Freight Outfit. A train full of play value with three interesting freight cars. Consists of No. 10 electric type Locomotive with electric headlight and hand reverse, No. 1771 Lumber Car with load of lumber, No. 1772 Gondola Car, No. 1777 illuminated Caboose, 8 sections "C" Curved Track, 4 sections "S" Straight Track, STC "Lockon."

A variety of colors. Train is 51 inches long. Track oval is 71x45 inches. **Price \$17.50**

No. 1732—Standard Gauge Freight Outfit. Carloads of fun. Consists of No. 1770 steam type Locomotive with electric headlight and hand reverse, No. 1760T Tender, No. 1771 Lumber Car with load of lumber, No. 1772 Gondola Car, No. 1777 illuminated Caboose, 8 sections "C" Curved Track, 4 sections "S" Straight Track, STC "Lockon."

Enameled in bright colors. Train is 62 inches long. Track oval is 71x45 inches. **Price \$27.50**

No. 1732E—Standard Gauge distant control Freight Outfit. Same as No. 1732 but equipped with Locomotive having distant control unit and No. 1894 rheostat which enables the user to start, stop or reverse Locomotive at any distance from the track. **Price \$31.50**

BUILD A STANDARD GAUGE RAILROAD. HERE ARE SOME DANDIES