

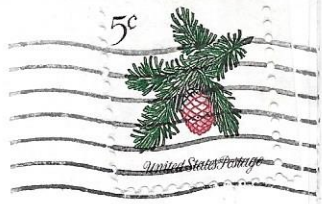
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NEA

Bulletin

Southern California Chapter

Hudson, D. G.
3423 Roxanne
Long Beach 8
California



John Parker
510 Vine St.
Oxnard, Calif.

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Western Division

Train Collectors Assoc.

Officers

President- Paul Applegate. Sec. Harrison Bemis

Vice Pres.-Jerry Brown Treas. Ralph Pauly

At Large- George Sirus & Mel Roberts

PRESIDENTS REPORT

PAUL APPLEGATE

And here it is the month of November already. By the time you read this message the elections; National, State and Western Division T.C. A. will be over and you will have chosen your new officers for the coming year. As of this November 1st, I have received a report from the Nominating Committee, which is composed of Dick Wheeler, Chairman, Ray Nelson and Bill Grove, and I would like to take this opportunity to thank them publically for the choices they have made. I am sure that they worked most diligently to arrive at their final decision. But, of course, the absolute final choice will have been up to each one of you individually. Under the assumption that the officers who have signified a desire to serve again will be voted in, I can forecast a most gratifying year for 1965.

My own tenure as President has been, in the main, a very satisfactory one to me. I must admit, as is true with many, that at times it was difficult to refrain from taking what may be considered to be a one sided view. In all of my dealings and meetings I have attempted to follow the concepts and principles of a President:

By dealing justice fairly and impartially

By insuring that the minority was heard

By giving all an opportunity to speak

By using proper voting methods to insure that the will of the majority was carried out.

By not taking an opinionated view and allowing myself to remain impersonal.

To close I would like to gratefully thank all of you for the opportunity to serve and to especially thank the other officers, Jerry Brown, H. Bemis, R. Pauly, G. Sirus, G. Patterson and last but certainly not least, Mel Roberts for their full cooperation and assistance during the year 1964.

MERRY CHRISTMAS to All

Paul Applegate
President T.C.A.
Western Division

NOTE ---- Our December meeting will be held
at George Dextors in Northridge.
Don't miss it

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Paul Applegate / for the Board, T.C.A.
Western Division.

To the Membership:

In view of the recent dispute concerning the past editorship of the bulletin and in order that the record be set straight for the membership and other readers, the board of directors has asked that the following letter to which Gordon Nesbitt referred in the last issue of the bulletin be printed in its entirety.

August 6, 1964

Dear Gordon Nesbitt:

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There are certain jobs that we all hate to do. Among these is the type where someone must be asked to refrain from doing such a excellent job.

Altho it gives me much sorrow I must now ask, that, after the Convention issue of the Bulletin, which I hope will have our photos in it, we must retrench our Bulletin to a maximum of eight (8) pages with no photos or copsy of catalogs. This has been decided by the Board of Directors.

As you have noticed the amount of auction material has diminished to the point where it is now almost non-existent. In addition our host costs have gone up and up to the point that between the two items our budget is going into the red at every meeting. If there was some way of correcting this condition we could continue with our 50¢ per copy, per issue, per member, Bulletin, but I know of none. I realize that a request of this type comes as a blow to you but please believe me we have no other choice at this time.

It is still possible to put out a well written, well formulated Bulletin in eight pages and as you know it can be done.

I hope that this will be a challenge to you to make our new Bulletin as newsey, informative, educational and spicy as any that has ever been printed.

Sincerely

Paul Applegate

Pres. T.C.A. West. Div.

[illegible]

I'm not allowed to run the train

or see how fast t'will go

I ain't allowed to let off steam

or make the whistle blow

I cannot exercise control

or even ring the bell

But let the damned thing jump the track

and see who catches Hell

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NEW OFFICERS 1965

President

Our newly elected Western Division President is no stranger to the offices of the T.C.A. Herb Morley served several terms as secretary of our Local Division and was the National T.C.A. President in 1962. He is an able leader and an experienced collector devoting much of his time furthering our hobby. We can look forward to another year of growth and good times with Herb at the throttle.

Vice President

Gene Noller, our newly elected V.P., brings to the task boundless energy, interest and ability. Gene has in the last two years completed his B.A. at L.A. State College, added 1400 sq. ft. to his home (do-it-yourself), worked 40 plus hours per week at J.P.L. and become the father of a bouncing baby boy (his third child). Gene has also found time to make some real finds (trains) under the noses of our more experienced collectors in the Pasadena, San Gabriel area. With Gene as Fireman we look forward to tapping some of that boundless energy!

Secretary and Treasurer

It was a "shoo-in" for Secretary and the Treasurer's posts for the next year. The team of Harrison Bemis and Ralph Pauly ran unopposed for these offices. Their work, teamed with that of George Sirius Director at large, has kept the paper work and money affairs of the club in order. This re-election assures continuity of club records for the coming year. With a Dispatcher, Brakeman (Financial) and Flagman as above we have a full and efficient operating crew for 1965.

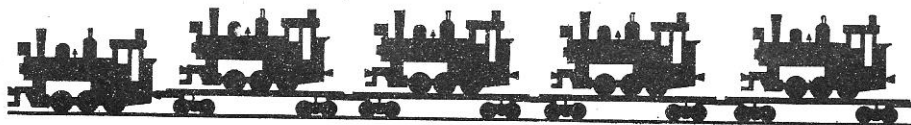
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DIRECTOR 1965 ++++++

William Howard Davis, our newly elected Director, was born in Ben Avon Pittsburg, Pa. At an early age he migrated to Calif., where he has developed a nice collection of "O" guage. Howard operates both electric and steam. His "The Southern Railroad" will soon be moving to a new location as the state has purchased the right of way for a new fangled freeway. Howard is married and has a son, Howard Jr., now attending L.A. State College. Howard has been with the State of California Department of Agriculture since 1941; His work frequently takes him throughout the State giving him an excellent opportunity to visit with out of town collectors. Howard will add a great deal to the board with his enthusiasm and experience as a collector.

The Old Station

Believe it or not! Altho the Los Angeles railway has "clanged into limbo" its South Vermont Street Station is still active. The track has been turned "outside in", trains that formerly ran on track outside the station now run on the inside. The station has been converted by Ed Warner into a "Tin Plate Roundhouse" with Ed as station master. Ed's Emporium is located at 7615 South Vermont. Two and one-half blocks West of the Harbor Freeway between Florence and Manchester on the West side of the street. Trains leaving on all tracks, seven days a week.



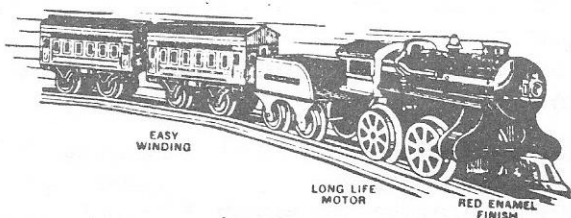
"The Auctioneer" by John Siros

Come all you collectors
and listen to me,
I'll sell you a train
called the 400E.
It's a tin plate train
that Lionel made,
Measuring 31 inches
on the standard gauge.
The 400E was a famous train;
has a great big boiler,
on a pot metal frame.
With a Vanderbuilt Tender
she has rolled to fame,
And she can pull 20 cars
without any strain.
Now turn on the current,
fast or slow,
Put your finger to the button,
and hear her whistle blow.
The big toy train;
black or grey,
With a whistle in the tender,
that demands the right away.
And here is the boy:
with the pictured lid.
If you want it boys
what do you bid?

EMPIRE EXPRESS MECHANICAL TRAIN

Features heavy cast locomotive with enamel finish.
Has brake and piston rod. Full size of train is 23½ inches.
The three cars are each 4½ inches long. Four curved and
two straight track included.

No. 734 Empire Express each \$1.25



NOTE *** **

As of Jan. 1, 1965 the Bulletin will no longer be sent free to non members of the T.C.A. Western Division. Any interested non member may receive the bulletin by remitting one dollar with their name and address to Harrison Bemis, Secretary, T.C.A. Western, Division for a one year subscription.

-Who am I?-

I was born Oct. 20, 1931, at Huntington Park, California. As a child I didn't have a train of my own, however a next door neighbor had a live steam layout and I spent many pleasant hours getting in his way. My first electric train was an American Flyer obtained in 1947 while collecting newspapers for a boy scout drive. My first real interest in trains came when I bought a Tyco H.O. set for my then two year old son for Christmas, only to find Xmas Eve that it would not run and that I did not have enough track to make a layout (my wife returned it and retrieved my \$35., which I never saw again). At present I have an indoor layout started in my garage with H.O., "O", Standard gauge and a two lane car track. I use toys and particularly Folk toys in my work as examples of good design. I am building a collection primarily based on what I find esthetically pleasing.

Who am I? - See bottom of page.

Trading Post

Dick Wheeler wants a Lionel hopper #216 any color (junkier-poor) \$2.00. An Ives narrow frame armature \$., and a Lionel or Ives semaphore signal with good bases \$1.50.

Gordon Nesbitt wants a Lionel engine #380 any color and condition. Gordon has to sell a Lionel baggage 1767 and observation 1768, color red, condition good- \$12.50 each.

Don Hudson wants a Lionel Baggage #332 any color (Junker-poor) \$2.00. Also any number, any color, junker or poor Lionel Standard gauge pullmans, to \$2.

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