



TRAIN COLLECTORS ASSOCIATION WESTERN DIVISION NEWSLETTER



VOL 62, NO.6

DECEMBER 2016

2017

MEET SCHEDULE MARK YOUR CALENDERS

January 21 – New Trains/New Year

February 25 - Circus Trains

March 25 - Accessories

April 22 - Rio Grand Railroad

May 20 – Military Trains

June - no meet

July 22 – Action Cars

August 26 – Hard-to-find

September 23 – Factory Errors

October 28 - Halloween

November: no meet

December 18 – Holiday Trains

TCA NATIONAL CONVENTION
PITTSBURGH, PA
June 24 -July 2 2017
Fort Pitt Division



NEXT MEET DECEMBER 17, 10AM – HOLIDAY PARTY
SHOW AND TELL THEME IS “HOLIDAY TRAINS”

**BRING ACCESSORIES TO DISPLAY ON OUR
HOLIDAY LAYOUT**

LAST NAME A-M, BRING A SALAD OR APPETIZER
LAST NAME N-Z, BRING A DESSERT
(Or bring what you want)

**COFFEE, PUNCH AND SANDWICHES WILL BE
PROVIDED BY THE CLUB**

As always, the Division's train meets will take place at the Arcadia Senior Center, located at 405 S. Santa Anita Avenue in Arcadia, California.

To get to the meet, exit the 210 Freeway at Santa Anita Avenue. Drive south about half a mile and turn right into the Arcadia Park Parking lot. The hall is located next to the lawn bowling area. Look for the sign. The doors open at 10AM for setup and trading. Show and Tell starts at noon.

Please visit the Western Division website, at <http://www.tcawestern.org> for more information and a map.

From the President's Desk

It's time to put another year behind us. Hope it has been a pleasant one for you and your family.

December 17th is our next meet and our annual Holiday meal. Details on what to bring will be listed elsewhere in this newsletter. Please come, sit down and enjoy the comradery. A day for a bit more emphasis on friends than trains.

Continued...

The President's Desk Continued

Cal-Stewart was last month. TCA Western was represented by a large 13' x 24' Standard Gauge layout. Hope you came out and enjoyed the show and left a little money behind, I know I did. Thanks to Larry Pearson and his crew for putting on another good show in these difficult times.

We still have a couple of the Coney Island and the Palisades Park Lionel trolleys to sell, so see myself or Jon Lang at the meet. They are a great deal at \$70.00 each.

Another reminder, yearly dues will be due in December so please be prepared to pay on time. Dues renewal applications will be available at the meet. Besides paying your dues, this year's form gives you the opportunity to donate an extra amount to the Western Division. There will also be a line for a donation to the National Endowment fund. Any amount donated to this fund will be matched by the METCA Division.

The Big Yearly Raffle is coming up at the December meet. As of the last meet, only a few more tickets remain for this beautiful Std Gauge 400E Blue Comet Passenger set. Get your tickets before they are gone. Also, the 2017 Big Raffle prize has been selected. It will be a Lionel 6-18005 NYC 700E Hudson with the display base and Plexiglas cover. This will also be on display at the December meet, as well as tickets being available.

We will also raffle of a like new 6-1463 Coca-Cola Special freight set from 1974-75.

Please come on out to the meets. It's no fun without you.

Steve Eastman

President, TCA Western Division

gigeastman@hotmail.com

TCA 2015 Convention Trolleys (NYC-Coney Island & NJ-Palisades Park)



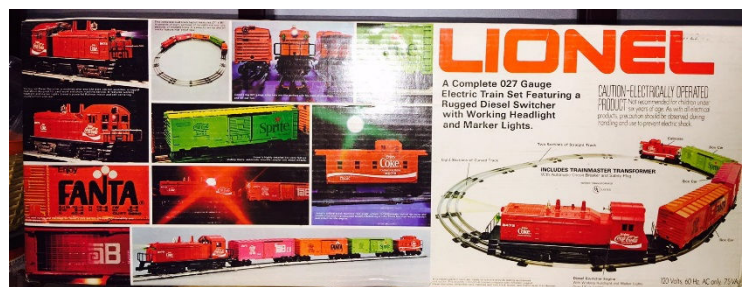
6-58238 TCA NJ Trolley "Palisades" with "Public Service" logo Computer Generated Prototype
Graphics may differ slightly from above—(track not included)

6-58237 TCA NY Trolley "Boardwalk" with "BMT" logo Computer Generated Prototype
Graphics may differ slightly from above—(track not included)

Both are bumper-controlled forward and reverse, operating LED headlights, interior lighting, silhouettes on windows, and two adjustable trolley poles on roof.

Back in May, TCA National offered our division some leftover 2015 convention trolleys at a discounted cost. The trolleys have arrived and are available at the meets. For those of you that ordered, be sure to pay and pick yours up at the next meet. In addition, a few extras of each were purchased and will be available on a first come-first served basis for \$70.00 each.

6-1463 Coca-Cola Special freight set will be raffled off at the December Meet. Tickets are \$5.00



2016 GRAND PRIZE RAFFLE STANDARD GAUGE BLUE COMET BY LIONEL CLASSICS



THE WINNER OF THE COMET WILL BE DRAWN AT THE DECEMBER HOLIDAY PARTY. THERE IS A \$100
CONSOLATION PRIZE DRAWING AT EVERY MEET!

A limited number of tickets are available at \$20 each. See Treasurer Jon Lang at our monthly meet for tickets.

Member Advisory

November 23, 2016

On October 19, 2016, TCA ended all commercial relationships with the New England Toy Train Exchange.

It is the recommendation of the TCA Executive Committee that TCA members having any issues with the New England Toy Train Exchange, also commonly referred to as "NETTE Auctions," should contact the Connecticut Office of the Attorney General and speak directly to Christine Buck, Legal Investigator.

Ms. Buck's contact information is:

Christine Buck, Legal Investigator
Connecticut Office of the Attorney General
110 Sherman Street
Hartford, CT 06105-2294
Phone: 860-808-5400
Fax: 860-808-5593
Email: Christine.buck@ct.gov URL: <http://ct.gov/ag/>

CUBBOSE THE BEAR

Western Division received a shipment of TCA teddy bears from the TCA Museum Gift Shop. We are offering these high quality bears to club members for a nominal charge of \$5.00. They will be available at the December meet. They are expected to go fast.



Pictures from the September Meet “Streamliners”



Special thanks from the TCA Western Division

The Western Division would like to thank the following individuals for their contribution to the Western Division 2016 Growth Saving Plan. Your donations helped us in keeping our membership registration dues at a very economical level, much lower than many other local clubs and assisted us to maintain and expand our portable train layout so we could continue in creating more interest and instructions to others in our great hobby.

We salute and thank you sincerely.

D. Mabee	L. Pearson	A. Tichian
A. Huegli	B. Nord	M. VanDyke
H. Balkind	M. Pollack	R. Rowe
J. Kenieczny	M. Donovan	S. Eastman
L. Lehman	J. Lang	D. Smith
S. Yamamoto	S. Raab	W. Brown
F. Perez		



TCA Western Board Meeting minutes 2016.10.29

Directors Attending:

Steve Eastman (President), Bob Nord (Vice President), Jon Lang (Treasurer/Membership), Stephen Waller (Recording Secretary), Wayne Sheriff (Past Nat'l President), Bob Caplan (Past Nat'l President), Harold Shapiro (Past Div. President), Jim Kenney (At-large Member), Ken Chan (At-large Member)

Directors Absent:

Manny Gonzalez (Past Div. President), John Parker (Past Nat'l President)

I. Holiday Party—Saturday 12/17/2016

We will use approximately 15 dining tables; also, need 6 tables for serving, plus another 4-6 for the train layout. Party budgeted at \$325 last year. Approx. \$200 goes for food. Jim Kenney will buy the sandwiches. Steve Waller will buy paper plates, cups, utensils, table decorations; should be budgeted at under \$99. Need an inventory of unused dining table items from last year.

II. Monthly drawing—

Cut cash prize to \$50 from \$100? Consensus is to leave it at the current cash award of \$100. Recommend the elimination of the cash prize for the month of December, to start in December, 2017, due to the awarding of the grand prize that month.

III. Lawn Bowlers—

Have requested the use of the Fireside Room during our meet on April 22, 2017. Agreed to, in light of our Division's good neighbor policy.

IV. Financial Report

Jon Lang presented the financial statement. We are in the black for the current year, 2016. With the elimination of storage costs, the financial outlook is good.

V. Request for TCA National Endowment donation

We will be adding a line to the 2017 Dues Notice, so that members can have the option of donating to the Endowment. Metca Division will match donations up to \$1000 for each Division. (A tax deductible donation.)

VI. Grand prize 2017

Next year's Grand Prize will be a LIONEL Hudson Steam-type locomotive. Details to follow.

VII. Cal Stewart

After Richard Keppel uses the rugs for his grand carpet layout at Cal Stewart, the club will donate all five of the floor coverings to him. This will help clear out the soon-to-be-vacated TCA storage unit.

VIII. TCA Western Division Past-President Service Award

The Board of Directors voted to bring the awarding of the plaques up-to-date for the previous two Western Division presidents.

IX. New Laser Printer

A need has been identified for a new printer for the Club Newsletter, etc. Our computer experts will research this.

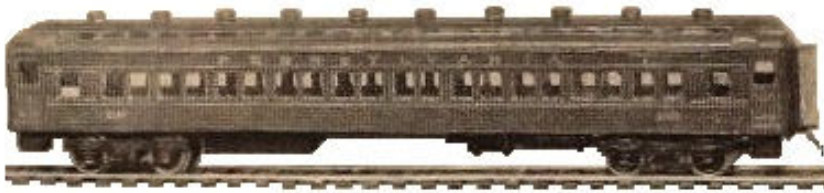
Respectfully Submitted December 3, 2016

By Steve Waller, Recording Secretary

E. P. Alexander Trains/American Model Railroad Company

Excerpted from the Manufacturer History Section of our very own [TCA Western Division Web Site](#)

Edwin P. Alexander (1905 - 1981) founded the American Model Railroad Company in 1927. Prior to that Alexander was an agent for custom model builders Fred Icken, Paul Egolf and others during the 1920's. Ed Alexander was a pioneer 'O' scale producer and custom builder of industrial models. As a custom builder Ed produced many industrial models under contract both in 1/4" and 1/2" scale. He experimented with HO gauge models in the 1920's and is accredited with building the first known HO gauge American locomotive, the PRR DD-1 electric. Ed Alexander was one of the first to establish a mail-order company specializing in 'O' scale locomotives, cars, structures and parts. Locomotive kits included a NYC Empire State Express #999 4-4-0 steamer, a scale model of the DeWitt Clinton (first steam locomotive to operate in the state of New York), a Reading P-7 4-4-2 Atlantic, a Pennsylvania 4-6-2 K-4 Pacific type, a Pennsylvania M-1 4-8-4 Mountain, and his famous Alexander PRR GG-1 electric.

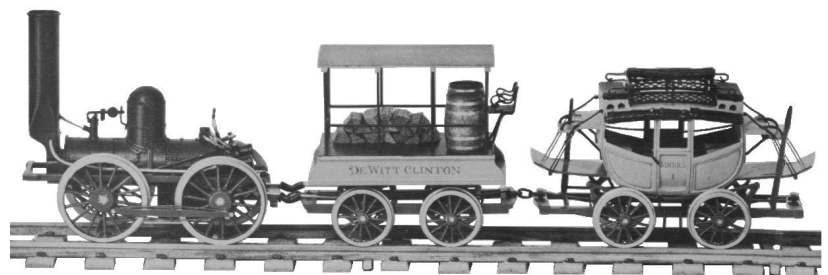


E. P. Alexander 'OO' ga. Pennsylvania RR P70 Passenger coach Circa 1927

Classified ads in "The Modelmaker" magazine from March of 1927 contain the initial listings for what was described as 'OO' gauge parts from E. Alexander of New Rochelle, NY. These included cylinders, wheels, domes, chimneys, passenger and freight trucks, finished cars and locomotives built to order, model railway supplies, and 'OO', 'O' and 1 gauge locomotive parts. Publications such as "The Modelmaker" contained no references to HO gauge prior to 1931. All scales smaller than 'O' were always called 'OO'. In this same issue, Ed Alexander was the author of a feature article with illustration titled, "An 'OO' Gauge Passenger Coach." The article described and explained how to model in scale the Pennsylvania RR P70 coach using wood for the floor and roof, rubber for the vestibules, fiber board for the sides, and mica for the window glazing. Roof ventilators were small round head screws and washers, with the screw heads being filed down. The underbody details were achieved by using wood for the battery boxes and brass tubing held with staples for the air reservoirs. Scale steps were made by building up sheet brass and wooden blocks. Air and steam pipes were wire with a small blob of solder on the ends to represent the connection. Trucks were English type modified to simulate American type. The car was finished in lacquers and lined and lettered in oil colors. This car could barely negotiate the standard curves. Even though Alexander called it 'OO' gauge in the title of the article, from the dimensions stated it was clearly modern HO, 3.5 mm scale.

In the October 1927 issue of "The Modelmaker Magazine" another article authored by Ed Alexander was published. This was on how to model the PRR DD-1 electric locomotive, listed as 3.5 mm scale but again labeled as 'OO' gauge. At the end of this issue appeared the very first full advertisement for the newly formed American Model Railway Company located at 111 Franklin Avenue, New Rochelle, NY. Offered for sale in the ad were turned brass 'O' gauge mounted locomotive bells for 40¢, a correct scale 'O' gauge whitewood roof section for passenger cars at 2¢ per inch, whitewood floors for passenger cars at 1¢ per inch, whitewood roof sections for 'OO' gauge cars at 2¢ per inch, whitewood floors for 'OO' gauge cars at 1¢ per inch, whitewood solid box car sections for 'OO' gauge at 2¢ per inch, their 14 page illustrated model railway catalog for 35¢, a Leed's Models catalog also 35¢, and the Egolf Scale Models illustrated list for 15¢. The ad listings for 'OO' parts are today interpreted as early HO products and are considered to be the first American products ever marketed in any scale smaller than 'O'. In 1927 the specifics of scale and gauge nomenclature was not clear or settled, and there were not very many products offered for modelers.

Appearing in the February 1928 issue of "The Modelmaker" magazine was an ad for the American Model Railway Company of E.P. Alexander that included the PRR P54 coach and 70-P tender, again listed as 'OO' gauge, each selling for 35¢. An ad in the January 1929 issue of "The Modelmaker" magazine from E. P. Alexander/American Model Railway Company lists 5/8" items imported from Britain. The ad stated that this was a special shipment of parts that were not listed in their catalog, and that, "these articles were unusually obtainable in this country and we offer them in the hope of accommodating those interested in this popular small



**E. P. Alexander Built Scale Model of the DeWitt Clinton
Installed in the Lounge Car of the 20th Century Limited**

gauge." The ad stated that it was all tinplate, and included complete sets that were a circle of track (12 pieces), 2 cars, a loco, and a control track section for \$4.75. Also listed were 2-4-0 Tank type locomotives in LMS red or green livery for \$3.25, 2 pieces of straight track for 25¢, 2 pieces of curved track for 55¢, switches for \$2.50 a pair, crossovers for 75¢ each, turntables for \$2.40 each, road crossings for 55¢ each, engine sheds for 85¢ each, signal boxes for 20¢ each, stations for 45¢ each, 4-wheel baggage cars for 25¢ each and 4-wheel open wagons for 20¢ each. The British 5/8" gauge products appeared again in another E.P. Alexander/American Model Railway Company full page ad in the December 1929 issue of "The Modelmaker" magazine.

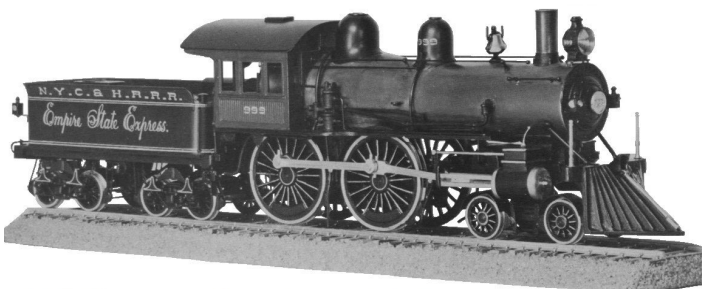
The 2nd American Model Railroad catalog published by the American Model Railway Co., New Rochelle, in 1928 was 18 unnumbered pages. It was profusely illustrated and included an order slip and a single folded sheet declaring:

"a new addition, an 'O' gauge working steam model of the 'Timken Locomotive.' This, the second edition of the first scale model railroad catalogue in America has been planned to list as much material as possible for those interested in the best of hobbies - Scale Model Railways. While our first issue listed but little in the line of finished models and construction sets, it will be noted that these are now included. Although we have gone into 'O' gauge thoroughly, we now also list parts for 1/2" scale and the 2 1/2" or 'Standard' gauge. Those who have the first catalogue will recognize the considerable amount of new items we have added to our stock. We trust we shall thus be able to help our patrons better and more completely than hitherto."

By the 1930's The American Model Railroad Company was devoted exclusively to 'O' scale (1/4" scale). The company also became the sole source of scale parts for PRR models. In October 1934 a flyer was published announcing the first class A model in construction set form. This was a fully complete set of parts for building the 2-8-2 Chesapeake & Ohio Mikado locomotive. At this time in history the Mikado was considered to be one of the most modern freight steam locomotives of its type. The model kit was rich in detail and included everything down to the condensate trap and injector starting valve. The flyer stated that:

"The drawings are by far the most complete ever prepared for a quarter inch scale locomotive and consisted of seventeen prints for the engine alone. Every part has been especially designed and none improvised from stock to fit, thus assuring the builder of accurate well made parts which will go together without tedious fitting. This is a model which despite its imposing appearance, can be assembled by even a novice (if handy with tools) while to the more experienced model maker there will be no difficulty whatever."

The construction set could be purchased complete, or in parts. The castings and material sets were offered un-machined or with all essential parts fully finished. Price for a complete un-machined kit was \$45.50 (locomotive only) or \$54.50 (with tender). A complete finished parts kit was \$79.75 (locomotive only) or \$89.50 (with tender). Individual parts could be purchased as well.



**E.P. Alexander/American Model Railroad Co.
N.Y.C. & H.R.R.R. #999 Empire State Express 4-4-0**

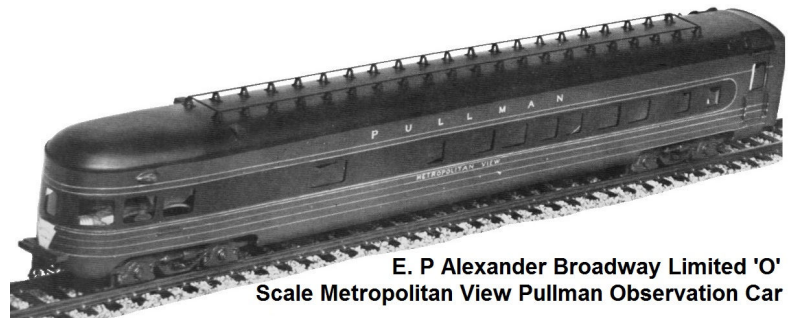
The building of scale models is a painstaking and time consuming process. Ed Alexander made and used a good many bronze castings for wheels, trucks, steam domes and other details in his models. The 'O' scale Pennsylvania K-4 and the old New York Central 4-4-0 Empire Express American type locomotive are excellent examples of model motive power. The boiler, cab, and tender tank of each locomotive were built up from sheet brass. The brass was shaped and soldered over a series of wooden forms, which were removed after the forming process was completed. The K-4 model was complete with a myriad of small details found on the original. Coupling gear, signal control box,

valve gear, were all replicated in miniature exactly as they were on the prototype. The power plant on the K-4 was a small, strong, 24 volt AC electric motor placed in the fire box and hooked to the drivers by a worm and gear arrangement. Weight of the K-4 model was nineteen pounds and it could pull a string of twenty model passenger cars or two or three times that number of freight cars. The 4-4-0 American type loco had an extremely small firebox that would not hold an electric motor. A different power arrangement was used in order to preserve the scale appearance. The motor was actually placed in the tender, and was connected to the engine drivers by means of a flexible shaft.

In 1933 and 1934 the Chicago World's Fair "A Century of Progress" Exposition took place. Among the major exhibitors were American railroads celebrating the technological progress of railroad equipment displaying examples of both historic locomotives and those considered state-of-the-art in the depth of the Great Depression. The Pennsylvania RR and Illinois Central RR asked Alexander to provide 'O' gauge equipment. The Chesapeake & Ohio RR commissioned Ed Alexander to design an 'O' scale layout for the fair. He gladly did so in his efforts to promote 'O' scale trains. The layout was 80 feet long.

Sparked by the many 'O' scale models the company built for several railroads (especially the eighty foot long layout built for the Chesapeake & Ohio, at the Century of Progress), a line of detailed locos, cast aluminum cars, signals and accessories were developed. The company incorporated in 1936 as the American Model Railroad Company. Inc. (AMRACO). The 1937 catalogue was the 10th Anniversary Edition and contained 40 pages of trains, track and parts. The cover carried a photo of the Pennsylvania Railroad's GG-1 Electric locomotive pulling a passenger train.

Ed had many relatives living in and around Philadelphia and visited them frequently. While there he usually made a trip to the nearby Baldwin Locomotive Works plant at Eddystone to see his friend, Mr. C. C. Elms, head of the Erecting Shop. Over the course of several years this afforded Ed the ability to see a variety of just completed locos. On one visit in 1934 Ed walked into the shop and saw the first GG-1, #4899 (later re-numbered 4800 and known as Old Rivets) in an unoccupied bay, painted, striped and lettered. He took the opportunity to pace off its length and made a couple of sketches. The tentative dimensions he had marked down turned out to be very close to correct, as he discovered sometime later when he obtained actual drawings. When he returned home he laid out a scale drawing and the first scale model of sheet brass was built from that illustration. The pronounced slope of the ends was the only noticeable deviation. Later, working from the railroad drawings, Ed designed the more accurate scale model that AMRACO brought out in 1936. This was the first ever made scale model of the GG-1.



E. P. Alexander Broadway Limited 'O' Scale Metropolitan View Pullman Observation Car

The GG-1 model was a very large engine at over 19" long. The drive was simple and efficient and the loco could coast. Using special double cut worms on one shaft with Micarta gears (11 to 1) and with a reduction from the motor, the total ratio to the drivers was 17 to 1. Delrin eventually replaced Micarta for the gears and this was a recommendation that Ed Alexander made for most 'O' gauge locos. Besides the feature of coasting, the GG-1 was almost silent. The double cut worm shaft could be used for steam type locos such as the PRR K4, NYC Hudson and similar locos as the wheelbase was the same 1¾" as that of the GG-1. The drive was on the end axles and not through the side rods. The worm shaft could be cut and spliced to fit other types of locos.



E. P. Alexander 'O' scale GG-1 Electric First Made 1936

AMRACO built 6 GG-1's for the Pennsylvania Railroad and another 100 kits went to model railroaders. Early in 1939 another GG-1 model complete with Broadway Limited cars was built for an operating display, complete with full catenary for the

railroad, and installed at Radio City in New York. Each Broadway Limited passenger car was constructed from 2 aluminum castings which were joined in the middle. The truck sides were bronze castings. Small details were either cast in place, built up from various materials, or they were small castings which were soldered together. This was the first demonstration of its kind using railroad models on TV, some years of course before being on the air. At the Westchester Model club, one of the two motor GG-1's pulled all the cars that were available; well over 50. The cast GG-1's needed but little improvement, other than the new gear material. Details, instead of being cast integral with the body, (the screens, louvers, window frames and oil water fillers were eventually separate castings. Some castings were lost wax such as the side ladders and pantograph frames. The driving wheels were Delrin insulated for two rail operation, and the pantographs could be used for catenary pick up. This large engine could traverse a 36" radius curve.

Ed Alexander also produced a set of cast aluminum PRR heavyweight passenger cars marketed under the E.P. Alexander label to accompany his GG-1 model. These were 'O' scale, 2-rail, 21½" long aluminum streamline passenger cars made

of all metal with full details including diaphragms and die-cast couplers. The cars included clear window inserts and were fitted with die-cast streamline trucks with die-cast wheels.

The American Model Railway Company put out a 40 page catalog in 1939. Unfortunately the priorities system was in effect and the lack of available raw materials before World War II caused model train production and operations to halt.

For the 1939 New York Worlds Fair, Ed Alexander, along with custom model builders Fred Icken and Joe Fischer were asked to provide the 'O' scale trains



American Model Railroad Co. 'O' Scale Cast Gondolas

and equipment to run on one of the large layouts displayed there in the Railroad Building called 'Railroads at Work'. This model train layout was 160 feet wide and 40 feet deep. It featured over 3500 feet of 2-rail 'O' scale track, 500 pieces of rolling stock and 60 24 volt AC locomotives. It also featured 1,000 miniature buildings, 6,000 trees, and used 300,000 feet of wire. Since the trains made their way around a large serpentine route on this layout, they would pass before the audience going in both directions. Cleverly, to create the illusion of even more rail traffic, each side of the individual freight cars were painted with a different railroad herald. Today the few cars surviving from the fair exhibit occasionally come up for auction and sell for several hundred dollars. This exhibit spurred the popularity of model railroading among adults in the U.S. to a very great degree during this time period.



American Model Railroad Co. Cast Aluminum Flat Side Hopper

In 1941 Ed Alexander moved from New Rochelle, New York to Yardley, PA. There he spent time working as a photographer for the Pennsylvania RR Engineering Dept. through the war years. He also built industrial models of the Broadway Limited for the PRR, and a 20th Century Limited for the NYC. He also modeled a 1" scale vista dome streamline car for the Burlington RR and several others were made in 1/2" scale for the Budd Company. Later in the 40's Ed founded the Alexander Railroad Museum which featured

the Penn Eastern 1 1/2" outdoor railroad. The museum was really a 200 year old barn on his property that housed Ed's extensive scale train collection. When the New York World's Fair closed, the 'O' scale equipment was sold off through Macy's Department Store. Ed was able to re-acquire some of the now historical pieces, which he had made, and they formed an important part of this collection. Other tinplate trains and various railroadiana items found their way into the museum over time.

In the fall of 1945 Bill Walthers of [William K. Walthers Inc.](#) was in negotiations to merge with Ed Alexander's American Model Railroad Company, Inc. Bill



American Model Railroad Company 'O' Scale Cast Flat Car And Quad-Hopper Circa 1930's

believed that as soon as World War II ended, the 'O' scale model railroading hobby was poised for a big growth period. On October 25, 1945, they signed an agreement and stock shares and money were exchanged where Walthers would purchase a 51% interest in AMRACO. Bill Walthers would serve as managing director providing working capital and marketing expertise, with Ed Alexander supervising production as President and COO. Bill returned to Milwaukee and waited for the expanded line of 'O' scale locomotives and cars to start rolling out of the factory in Ed's Yardley, PA garage. A year and a half went by and none of AMRACO's steam loco's or aluminum freight cars were ever delivered or produced. The AMRACO line had not been produced since before the war, and Ed was now devoting his time to other interests custom building, making industrial models, museum models and writing about railroads. In April 1947 Ed and Bill agreed to dissolve the partnership. In exchange for the money that was paid for the shares in AMRACO, Walthers received the patters for the New Haven Electric locomotive and a half dozen or so freight cars. During the next few years Walthers produced and sold kits for the Stock Car (#3862), the Triple Hopper (#3899), and the container car (#3818). There is no record that the New Haven Electric locomotive or the other freight car kits (Quad hopper, flat car, tank car, drop bottom gondola, and Caboose) were ever made by Walthers.

Ed Alexander built scale model railroad equipment for over 40 years. Examples of his work have been displayed in the Smithsonian Institute and in the Museum of Science & Industry. One model that he created for the U.S. Information

Service of an 1800's era 4-4-0 cabbage stack steam loco, tender, baggage and passenger cars that was on display in his museum was seen by the sales manager for American Flyer trains. The sales manager thought it would be ideal to reproduce the train for their line and subsequently purchased the model. In 1959 the S gauge train set of the Frontiersman Civil War era locomotive, tender, combo and passenger cars that were acquired by A.C. Gilbert for their [American Flyer](#) train line was released in sets that became very popular with distributors, dealers and consumers. This was a significant event in that it was the first time one of the top toy train producers went outside of their own development organization to obtain a pilot model for a new product.

Ed Alexander was also a prolific author. In addition to writing articles for many model magazines in the 1920's and 30's such as "The Modelmaker" and "Railroad Model Craftsman" (Alexander also served as a research editor for Railroad Model Craftsman in the 1950's), he authored many books about prototype railroads. These included: "American Locomotives" in 1941, "The Pennsylvania Railroad, a Pictorial History" in 1947, "Iron Horses American Locomotives 1829-1900" from 1949, "The Collector's Book of the Locomotive" in 1966, "Down at the Depot, American Railroad Stations from 1831 to 1920" in 1970, "On The Main Line" in 1971 and "Civil War Railroads and Models" published in 1989.

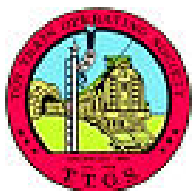


E.P. Alexander Built Model of 1800's Era Cabbage Stack Wood Burner 4-4-0 Loco, Tender, Baggage Car, & Passenger Coach Acquired By American Flyer & Used for Modelling the Frontiersman Set Issued In 1959

Ed Alexander was also an early tin-plate toy train collector and along with Bill Krames was one of the 2 founding charter members of the Train Collectors Association, the group that would eventually incorporate as the TCA in 1957 first met at Ed's residence in late 1954. Ed held TCA Honorary Charter Member number 4. Ed was a Charter member of the NMRA and was given the 1965 NMRA Distinguished Service Award. In 1985 he was inducted into the Model Railroad Hall of Fame. He was declared an NMRA Pioneer in Model Railroading in 1994, and was inducted into the 'O' Scale Hall of Fame in 2000 at New Orleans. Today the models that he manufactured and designed bring excellent prices if they can be found.

Newbraugh Brothers acquired the patterns for the 'O' scale freight line of American Model Railroad Company on December 12, 1980. Newbraugh Brothers Toys, Inc. purchased the American Model Railroad Company Inc. from Ed Alexander along with the rights to produce the freight car line he originally started in 1927. Newbraugh had planned to manufacture complete train outfits using the Alexander designed cars molded in plastic combined with locomotives built using patents they eventually acquired from the purchase of [Hoge Toys](#). Nothing was ever produced however. When Ed Alexander died in 1981, Edward 'Ed' Martin Duddy acquired the 'O' Scale die-cast GG-1 patterns, tooling and left over parts, including some cast bronze cab shells from Ed Alexander's widow. 'O' Scaler Duddy founded House Of Duddy in St. Louis, Missouri with his wife, Marge Jolly Duddy, in 1982 when they announced their purchase of the Ed Alexander PRR GG-1, and the line of electric locos including the E-33, E-44, and FF-2 from 'O' scale modeler Bill Wolfer. Over time Ed Duddy made a number of significant changes to the Alexander GG-1 locomotive drive system to improve it by powering all 3 axles in the power trucks and also adding Oilite bearings to each driven axle, and replacing the hub insulated wheels with rim insulated wheels. He kept the GG-1 shell exactly the same as how it was originally drawn and built by Ed Alexander. In order to power all 3 axles, the motor mount had to change, and the position of the one gear that is mounted crosswise to the frame had to move. Even without all of Ed Duddy's improvements, the original Alexander GG-1 is still a fine model. In 1987, Ed Duddy replaced the Alexander underframe with an investment cast underframe with sprung drives, designed by Bill Wolfer. The Alexander classic GG-1 was still available in 1993 through the House of Duddy, and was still an absolutely stunning model. It shouldn't be parked on the same shelf with Lionel however, because it is almost twice as long as most [Lionel](#) products.

[Thanks to Harold Shapiro for this article and for the maintenance of our web site.](#)



MUZEEO EXPRESS



Holiday Model Trains

November 12, 2016 – January 8, 2017

MUZEEO Museum and Cultural Center

Anaheim, California

Welcome

The **Train Collectors Association (TCA)** and **Toy Train Operating Society (TTOS)** welcome you to the **MUZEEO EXPRESS Holiday Model Trains** exhibit at the **Muzeo Museum and Cultural Center**. This is our first year at the Muzeo having built several holiday train exhibits at local libraries and museums. Project Director *Wayne Sheriff* of TCA and Project Coordinator *J. Keeley* of TTOS organized this model train exhibit. There are many different organizations preserving the history and operation of trains. Some organizations known as "Rail-fans", watch, document and even restore vintage railroad equipment. Others study the various historical aspects of railroading. We in the TTOS and TCA collect and operate model trains. Whatever your railroading interest is, we hope you enjoy the exhibit.

The Train Exhibit

Known as a Layout in the model railroading community, the exhibit consists of five separate themed layouts with various gauge trains in different scales operating. In railroading terms, **Gauge** refers to the distance between the rails and **Scale** refers to the ratio of the model as compared to the real or prototype train. Real trains in the U.S. have a gauge of 4 feet, 8½ inches. (1.5M). Any smaller track width is referred to as **Narrow Gauge** such as the 3-foot gauge (.9M) trains operating at Knott's Berry Farm and Disneyland. Today the Scale of production model trains ranges from 1/22 (G-Gauge) down to 1/220 (Z-Gauge). Most of the trains operating on the exhibit are O-Gauge at 1/48 or a 1 to 48 ratio. This custom exhibit took two months to build on-site by the dedicated Holiday Express Team members referenced on the reverse side of this flyer. The scenery features hand sculpted Styrofoam mountains, hand painted scenery, detailed modeled structures and hundreds of trees. The trains are powered by low voltage AC and DC transformers not visible to the public.



The Macy's Store

New York Department Stores are well known for their elaborate holiday themed window displays. This Macy's department store windows feature the majestic Standard Gauge model trains introduced in the early 1900's. These large colorful exaggerated trains were representative of the prototypes operating at the time and are not to scale. Model railroaders often refer to these types as **Tinplate Trains** due to their metal construction. Operating are three Standard Gauge trains and one O-Gauge tinplate train.

Many of the buildings and scenery items displayed are original 1910-1930's era-pieces from the personal collection of TCA member *John Parker*. Standard Gauge train production slowed in the 1930's due to The Great Depression and ceased just prior to World War II. After the war, less expensive mass produced plastic O-Gauge and smaller train gauges such as HO (Half O) became popular. Today, original Standard Gauge trains are sought after by serious train collectors and command premium prices.



METROLINK®

Operating daily in the six counties of Ventura, Los Angeles, Riverside, San Bernardino, Orange and San Diego, Metrolink's commuter trains travel on a 534-mile route with 59 stations. The 40-foot-long display features a detailed O-Gauge model of a Metrolink locomotive and passenger cars traveling this expansive route. Just as the real Metrolink operates, the train reverses with either the locomotive or cab car in front depending on the direction of travel.

Artistic Designer *Doug Marsh* crafted the scenery elements. Other works by artist *Doug Marsh* can be seen in Ruby's Diner at the City of Orange Metrolink train station. There a G-Gauge Santa Fe diesel locomotive glides by hand painted city scenes of Chicago, Seattle, San Francisco, Las Vegas and Hollywood.



The North Pole

Based on the book and movie **The Polar Express** by *Chris Van Allsburg*, Project Designer *Bob Lemberger* has modeled the Polar Express steaming its way up a snow-covered mountain to the North Pole Village. The O-Gauge Polar Express engine is modeled from an actual Michigan based 1941 Baldwin Company built operating steam locomotive, a Berkshire-type 2-8-4 (2 pilot wheels, 8 driving wheels, 4 trailing wheels) weighing 400 tons (363mt). A local On30 Gauge train operates high at the North Pole Village transporting Santa's Elves. Chugging around the base of the mountain is Sir Topham Hatt's favorite locomotive, **Thomas the Tank Engine** and friends from the island of Sodor.



Post - War Style Layout

Project Coordinator and retired model train industry executive *J. Keeley* and veteran model railroader *Larry Carpenter* built this exhibit featuring post WWII model trains. After the war, recently available plastics revolutionized the model train industry. Less expensive to manufacture than the larger metal trains, plastics offered more detailed models in smaller scales. In the United States, companies such as Lionel, American Flyer and Marx dominated the expanding model train market in the 1950's and 60's. Popular European manufacturers were Hornsby and Märklin. Operating are two O-Gauge reproduction post-war trains and a streetcar line with three trolleys.

Toy Train Operating Society, Southern Pacific Division
www.ttos-sp.org

Train Collectors Association, Western Division
tcawestern.org



Tin Plate Trains

Master Modeler and avid train collector *Steve Eastman* designed this exhibit featuring pre- and post- war model trains. Accessories and structures displayed are from tinplate manufacturers such as Skyline Manufacturing, Jayline, Junior Bridge Co. AR Fergusson, Marx and American Flyer. Operating are trains from the 1930's to the 1950's

Keep On Train-ing!

The Muzeo Docents, TTOS, and TCA members welcome any questions or comments you may have. Perhaps we will see you at one of the many local train events, club meetings or out riding the rails! We thank you for visiting the **MUZEО EXPRESS** operating daily through January 8, 2017.



Muzeo Museum & Cultural Center

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Train Collectors Association Toy Train Operating Society

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