



TRAIN COLLECTORS ASSOCIATION WESTERN DIVISION NEWSLETTER



VOL 63, NO.4

AUGUST 2017

2017

MEET SCHEDULE

MARK YOUR CALENDERS

January 21 – New Trains/New Year

February 25 - Circus Trains

March 25 - Accessories

April 22 - Rio Grande 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

UPCOMING EVENTS

Orange Empire Railroad Museum
Fall Railroadiana Swap Meet
September 9 @ 8:00 am - 2:00 pm

2017 NMRA Pacific Southwest
Convention September 13 to
September 16, 2017 - Ontario, CA

NEXT MEET AUGUST 26, 10AM SHOW AND TELL THEME IS “HARD TO FIND”

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.



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

July Meet

July is typically slow month for the Western Division due to the number of members out of town on vacation. But we managed to draw a pretty good crowd for our first ever Hotdog Potluck and Social. Thanks to everyone who attended and brought the chow.



At the July Meet the theme was ACTION CARS



July Prize Winners



2017 GRAND PRIZE RAFFLE

LIONEL #6-18005

NEW YORK CENTRAL 4-6-4 J1-E HUDSON STEAM
LOCOMOTIVE W/ DISPLAY CASE



THE WINNER OF THE HUDSON 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.

Southwestern Division Monthly Train meets

Table Sales—Auction—Test Track—Operating Layouts—Some Parts—Books
50/50 Drawing—Repair Clinic—Snack Bar

Sundays 2017: Jan. 8, Feb. 12, Mar. 12*, Apr. 2, May 7, June 7*
July 9, Sat Aug. 5 Picnic, Sept. 10*, Oct. 1, November Cal-Stewart*** Dec. 3*

*Open House Meets ***Cal-Stewart Info to be announced

Sellers & Members 10 am — Tables \$5.00 each
Public 10 am: \$5.00 per adult — Children under 21 free with paid adult
50/50 Drawing 11:45 am — Auction begins 12 Noon

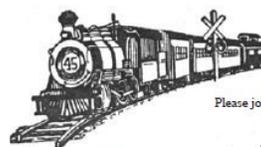
Arcadia Masonic Center, 50 West Duarte Road, Arcadia 91007
210 Fwy, So. Santa Anita Ave., Rt on Duarte Rd.

Entrance on left — **Plenty of Free Parking!**

www.ttos-sw.or or www.cal-stewart.org

Like Us on FaceBook/ttosw — Follow Us on Twitter@ttossw

Info: Call Larry Pearson (818) 848-2653 mornings after 8 am or www.ttos-sw.or

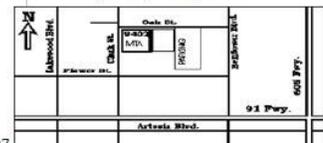


MTA Model Train Association "The Friendly Club"

Please join us for our meetings at the Womens Club of Bellflower
9402 Oak Street (Clark and Oak)
Friday Evenings at 7:00 pm

2017 Meeting Dates:		
Jan 27	May 26	Sep 22
Feb 24	Jun 23	Oct 27
Mar 24	Jul 28	Nov 17
Apr 28	Aug 25	Dec 15

For information call
Larry Garrett at 714-893-2979
Bruce Engelbach at 562-925-7797



We are a diverse group (all ages - men, women & kids) of toy train collectors, rail fans,
and modelers of all gauges (Z to the real Locomotive).
Our meetings feature historical slides and videos, usually of actual Railroads.

Email Addresses Available

If you would like your very own TCA Western Division
email address, something like:

ogaugegeek@TCASWestern.org, then contact Harold
Shapiro at hshapi@hotmail.com. 25 addresses are
available free from our web site provider.

TCASWestern.org is online 24/7

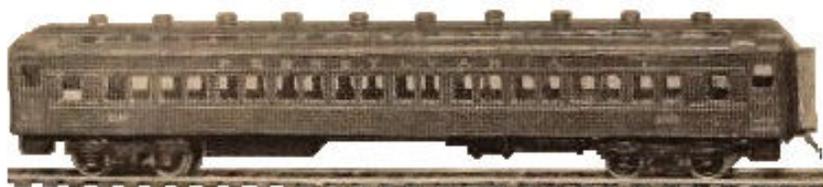
If you haven't gone to our website lately it will be worth
your while to check it out. We have a first- class web
site with tons of toy train information and fascinating
club history.

HOLIDAY LAYOUT PHOTOS WANTED

Your editor would like to publish photos of TCA member's special
holiday layouts in the upcoming October and December issues. The
unavailability of time travel means we can only show last year's
layouts in this year's issue. If you have some nice digital photos from
previous years, email them to: TheReverendBob@Verizon.net
One or two pictures is sufficient. Don't flood my inbox with pictures.
Flooders will be disqualified.

From the archives of TCASWestern.Org
E. P. Alexander Trains/American Model Railroad Company

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 scale 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. 'O' scale Locomotive kits included a 4-4-0 American type switcher, a Reading P-7 4-4-2 Atlantic, a Pennsylvania 4-6-2 K-4 Pacific type, a 4-6-0 Ten wheeler, a 2-8-2 Mikado, a 4-6-4 Hudson, a 2-8-4 Berkshire, a Pennsylvania M-1 4-8-2 Mountain, a 2-10-0 Decapod, a 4-8-4 Pocono, 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 gauge."



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

Continued at TCASWestern.org

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.

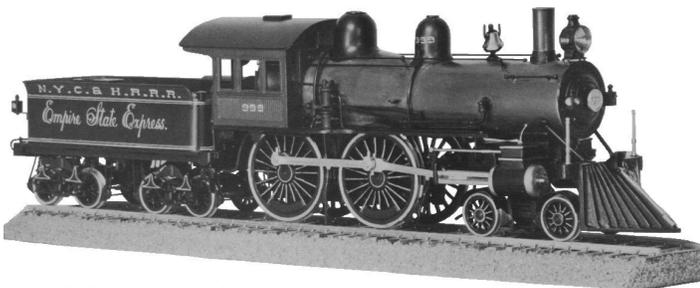
The 2nd American Model Railroad catalog published by the American Model Railway Co., New Rochelle, in 1928 was 18 unnumbered pages. It was profusely illustrated and included an order slip and a single folded sheet declaring:

"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.



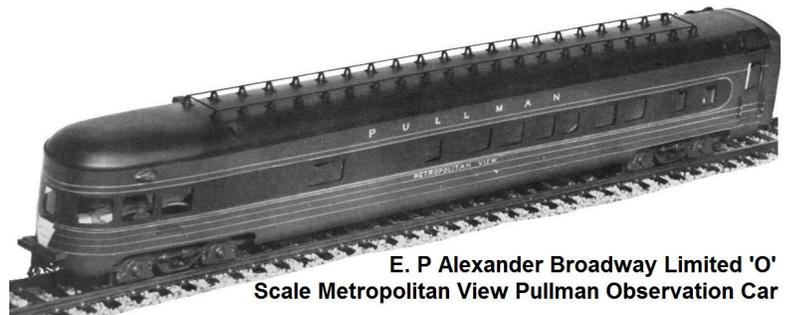
Ed Alexander 'O' scale Pre-War 2-rail Pullman with Swivel Diaphragms Built 1940-41



Ed Alexander/American Models 1930's Pre-war 'O' scale 2-rail New Haven Pullman

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 1 3/4" 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.

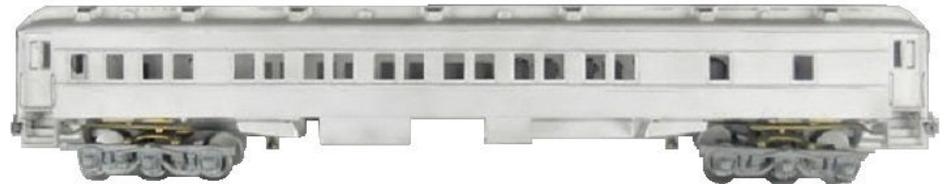


E. P. Alexander 'O' scale GG-1 Electric First Made 1936

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 scale model of the Pennsylvania RR's Streamlined Broadway Limited running on the Radio City layout was used as a subject by RCA for a public demonstration of the first television cameras and TV sets. This all took place many years before TV networks and programming went live on the airwaves to consumers. 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.



E. P. Alexander Cast Aluminum 'O' scale PRR Heavyweight Car

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.



American Model Railroad Co. 'O' Scale Cast Gondolas

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 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.

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 ½" scale for the Budd Company. Later in the



American Model Railroad Co. Cast Aluminum Flat Side Hopper

40's Ed founded the Alexander Railroad Museum which featured the Penn Eastern 1½" 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...