

1-6 7/60

JCA

Bulletin

Southern California Chapter

JCA Bulletin
2317 GLEN CANYON RD.
ALTADENA, CALIF.



Vol 1 No 6

July 1960

Published Bi-Monthly

Southern Calif. Chapter

Western Division

Train Collectors Assoc.

-PRESIDENT'S REPORT-

The June meeting was held at Harrison Bemis' house. Since this was the first time for him, his collection was new for many. Only Standard Gage items of Lionel, AF, Dorfan and Ives were on display. The next meeting he has will show the "O" gage gathered in his three years of collecting.

We were very sorry that our fine President, George Smith, missed the meeting because of illness, but trust he has fully recovered.

It was nice to see the new faces and personalities at this meeting. Mr. & Mrs. David Gast were in from Arizona and hope they make this a habit. Al Shadler became a full-fledged member and Jim Cooley of San Diego and George Sirus have applied for National membership which should make them eligible to be voted upon at the August meeting. Russ Hafdahl was reinstated into our chapter where he is a Charter Member, and it is nice to welcome him back.

The special committee appointed by President Smith to revise the by-laws, apparently did a good job as comparatively little meeting time was used to resolve the changes. The final approved changes will be distributed at the next regular meeting.

Fellows, a sincere effort to attend our meetings will strengthen our club and help further collection. Remember, the club needs you!

Signed - Harrison Bemis, V.P.

(3)

Do you have a parts problem? Well, of course we all do -- and what to do about it is the problem.

Fortunately, we have a "doer" in our midst who is solving many of our real problem areas. I am refering to our own Dick Wheeler, of course.

Being a manufacturer of HO Trains, in his Model Engineering Works in Monrovia, and being a collector of Tin Plate, he fully realizes that parts produced must have authenticity, not necessarily to scale - to which all his HO is built - but to the original part as produced. Thus Dick uses methods and materials that will result in absolute authentic reproductions. His head lites show every mold mark or minute flaw that was in the pattern piece and the AF President Special Eagles are detailed to the tiniest feather. His 392 Boiler latches fit and look like the original part. The big difference in Dick's reproductions is the original part is made in most cases from Zamak Die Casting (Pot Metal) and may go to "Pot" any time; but Dicks are cast in brass by the lost wax method and will last forever.

Of course, the Wheeler wheels are dies cast in Zamak, but he is careful to have the metal analyzed at regular intervals to insure the metal is free from impurities. By so doing it is not subject to the dreaded inter-granular corrosion caused by lead impurities which ruins so many parts.

As a suggestions to those who use these wonderful parts, paint them as the original part was painted and you will be completely satisfied. For instance, the head lites which are gold-colored should be painted as the originals were, and the crane car gears painted flat black. The Wheeler wheels can be turned on a lathe so the rims may be installed and they certainly make a beautiful, near original part.

(cont'd on Pg 8)

-NEWS ALONG THE COLLECTING FRONT-

Hey fellows! Russ Hafdahl is finding stuff and so is Jim Rogers, so be sure and drop in on them. You may find just what you are looking for. You will be welcome, no matter what.

- - -

What have you found lately? Wes Fry, the old pro, picked up a 400E, AF steam type and some passenger and freight cars. Herb Morley has acquired a real nice 1905 Howard #1 gage engine and tender that is a real beauty. Dick Thompson, thru Russ Hafdahl, acquired a very nice AF set. It is a #46-77 Blue Loco like the Flying Colonel, but without the lead and trail trucks, with the three large blue lithograph cars like the ones that came with the early President Special. Harrison Bemis is trying but can't seem to come up with another #7.

- - -

We have again received the fine Midwest Division paper and we note with interest their next meeting will be on a Sunday afternoon. This reminds us of a couple of family outings we have had when our group met on a Sunday. This inclusion of the family in train collecting, or at least in circumstances related to it, has certain appeal to some of us.

- - -

This is the last reminder for the interesting informational and fun trip to San Francisco this month. Don't forget - the weekend starting July 22nd is the date. Herby Morley can furnish ride information if you have a transportation problem. Let's turn out big fellows - don't forget, there will be a big auction.

The other day, around the old cracker barrel, a friendly but definitely biased discussion was in progress. Joe was in a lengthy desertation on the merits of owning a 400E that had been restored from a "klunk". This well-meaning opinion was broken by the familiar cry of "it's no longer original; it's not factory; the value has been decreased by 50%." Sam, who is from the school of thought that repair, restoration or the like is "verboden" has a definite argument. Poorly made replacement parts or sloppy touch-up paint jobs have no place in a nice collection; however, the re-manufacture to almost identically the same shape, useability and color can complete locomotives, cars and accessories to a real nice collector's item that, without this process, would be good for junk box parts only. There is no substitue for a real mint original train, but second best is one carefully rebuilt with exactness and care. Certainly one would rather display to his friends, both collectors and others, a nicely restored #400E in preference to one scratched and scuffed with broken drive wheels, and dented cab and stack. He would like to answer the inevitable inquiry "does it run?" with "perfectly" rather than "I don't know."

With this restoration business in mind we would like to have you fellows divulge some of your secrets for substitution of parts, painting, and general care of existing trains in good shape. This includes rust removers, polishes, plating specifications and types and colors of paints.

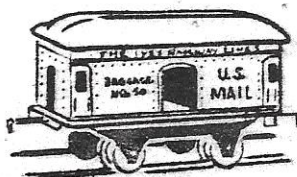
Let's make this column and informative one that will be of value to both old and new collectors.

PLEASE SEND YOUR CONTRIBUTIONS TO WES FRYE

I was born July 18, 1915, in Chicago, Ill. At the age of six, at Christmas time, I received my first toy train. This was an American Flyer set with a #1218 loco. Then when I was ten years old, I was given a Buddy L set and later a Standard Gage Train. Five years ago, when my son was two years old, I saw an ad in a Pasadena paper that a department store was selling Lionel out for half price so I bought my boy eight different sets and set up a large model railroad. About six months later I purchased a Standard Gage set from Jim Rogers, which started my collection of old trains. I now have 100 sets and am still looking for more. Since joining TCA I have never missed a local chapter meeting.

Who Am I? (See bottom of pg. 8)

The National Convention of the Brotherhood of Live Steamers was held the weekend of May 28th and was a 3-day affair. May tin plate and cast iron collectors were drawn by this occasion. As pointed out by Mel Roberts, the TCA could almost have had a meeting on Sunday, the day that 48 Locomotives were operating. We saw Evan & Mrs. Middleton (no Sunday ties to hold them at the Farm now), Mel Roberts with his wife and youngster, Doc Matt down from Bakerfield, and making up the TCA representation was Harrison Bemis with his two sons. Several other collectors were pointed out by Mel and Evan, but are not members of our local group.



FROM THE MAIL CAR

Dear Wes:

6/13/60

Just completed a 2700 mile tour of Calif. with Viola's brother-in-law but found no trains except a 4-door orange baggage car number 32 which I needed for one of the trains.

Dr. Matt showed us the largest 4-8-4 now in existence at Bakersfield. We sat in the cab and were amazed at the size of this wonderful engine now scheduled to go to Modesto when and if Modesto takes it. We also saw Dick Stolzefels engines, the best scale live steamers I have seen. Also Henry Raub's interesting old Southern Pacific 8-wheel coach and his 12-wheel executive car, both on his farm at Edison. He has a lot of railroad relics and data put away in these two veteran cars.

There is a nice logging road steam loco and tender at the side of the highway at Arcata near Eureka. We had a good view of the operating Shays at Tuolumne, Calif., and the little Heisler the Pickering Lumber Co. has donated to the public park there. We took pictures of the little narrow gage 0-4-0 at Coulterville, Calif. and its little iron gondola. This engine hauled ore from the Mary Harrison Mine into Coulterville, where there was a mill years ago. This had gone, as far as I know, before 1925 when I first visited Coulterville with my parents. I took a picture of a similar small steamer in the State Park at Randsburg that used to haul ore from the Yellow Aster Mine. Unfortunately, we didn't get to see the Narrow Gage Diamond Stacker at Grass Valley, but now I have something left to look forward to.

Thought you might be interested in all this stuff.

Regards, Dick Thompson

(8)

(4)

— Trading Post —

Harrison Bemis needs AF Stud Steam type trailing truck or just rims.

Jim Kurten is looking for a pilot (cow catcher) for a 390 or 400E.

Walt Dronek usually has some misc. tin plate trains and parts.

Wes Frye always has good buys so if you need something he is a good bet.

- - -

(cont'd from Pg 3)

If you fellows don't have one of Dick's brochures which illustrate and price his complete line, and want it before the next meeting, phone or drop him a card he will gladly send you one.

- NEXT MEETING -

August 8, 1960 - 7:30 PM

At: Dick Wheeler's
821 Oakglad Drive
Monrovia, California

