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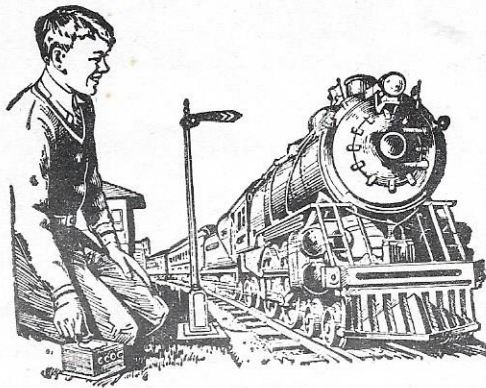
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-PRESIDENT'S REPORT"

LET'S TAKE A MINUTE AND GO OVER THE LAST TWO YEARS' CONVENTIONS HELD HERE ON THE WEST COAST. THIS IS ESPECIALLY FOR THOSE WHO ARE NEW OR WHO WERE UNABLE TO ATTEND.

TWO YEARS AGO THE SOUTHERN CALIFORNIA AREA'S BID WAS ACCEPTED AS THE SITE OF THE NATIONAL TCA CONVENTION SPOT. KNOTT'S BERRY FARM WAS SELECTED AS A NATURAL PLACE WITH ITS GAY 90'S SETTING, MIDDLETON'S TRAIN MUSEUM, NARROW GAGE RR AND, OF COURSE, THE TRANSPLANTED CABLE CARS. SEVERAL OF THE MEMBERS, LED BY HERB MORLEY, MADE THE ARRANGEMENTS -- AND A GENUINLY FINE JOB OF PLANNING WAS DONE. REFRESHMENTS, PRIZES, AUCTION, NATIONAL MEETING, TRADING, BULL SESSIONS, VISITS TO PRIVATE COLLECTIONS, TRAIN RIDES AND A REAL GOOD GET-TOGETHER WITH FRIENDS FROM THE MIDDLEWEST AND THE EAST COAST, NOT TO FORGET OUR NEIGHBORS TO THE NORTH IN THE SAN FRANCISCO AND SEATTLE AREAS. THESE PEOPLE FROM NORTHERN CALIFORNIA AND THE NORTHWEST CHAPTER CONTRIBUTED MUCH BY THEIR FINE ATTENDANCE AND UNSELFISH PARTICIPATION. WE ARE JUSTLY PROUD OF OUR OWN PEOPLE FROM WHOM WE HAD A 100% ATTENDANCE AND WHOLE-HEARTED BACKING.

THEN, LAST YEAR, THE CALIFORNIA BAY AREA GROUP SPONSORED A NEW SORT OF GATHERING -- A WEST COAST LOCAL CONVENTION. THIS IDEA WAS BORN TO THE COLLECTORS WHO SO ENJOYED THE NATIONAL CONVENTION, BUT COULD NOT ATTEND AN EASTERN MEET AND WANTED TO DUPLICATE, IN PART, THE GOOD TIME. THE AFFAIR WAS HELD IN SAN RAPHAEL, NORTH OF THE GOLDEN GATE, IN A SPACIOUS HALL PROCURED BY THE LOCAL MEMBERS. THE HIGHLIGHTS WERE VISITS  
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**American Flyer**  
*Producing Electric Trains Since 1900*

### AMERICAN STANDARD GAGE FREIGHT CARS

THE AMERICAN FLYER MFG. CO. OF CHICAGO IN 1926, TO AUGMENT THEIR NEWLY ESTABLISHED STANDARD GAGE PASSENGER TRAIN SETS, CATALOGED A LINE OF FREIGHT CARS. THE CARS WERE ACQUIRED FROM LIONEL AND WERE LIONEL'S TEN SERIES, LARGE FREIGHTS. AMERICAN FLYER USED THE SUPER STRUCTURES OF THE CARS AS PROCURED SO THEY WERE THE SAME COLOR AND HAD THE SAME MARKINGS AS LIONEL. THE CAR BOTTOMS WERE INK STAMPED A.F. MFG. CO. THE VARIETY INCLUDED THE MAROON CABOOSE WITH BLACK ROOF LETTERED N.Y.C. & H.R., THE ORANGE BOX, C.M. & ST.P., THE GRAY GONDOLA, ROCK ISLAND AND THE GREEN CATTLE CAR. THESE CARS HAD BLACK FLEX TRUCKS WITH NO JOURNAL BOXES. THE COUPLERS WERE THE LIONEL HOOK TYPE.

THE VERY NEXT YEAR AMERICAN FLYER INTRODUCED THEIR OWN SERIES OF FREIGHT CARS. THERE WERE FOUR IN NUMBER --- THE SAND CAR #4007, THE BOX #4008, THE CABOOSE #4011 AND THE MACHINERY CAR #4012. ALL FOUR OF THESE CARS HAD BLACK FLEX TRUCKS WITHOUT JOURNALS AND THE REGULAR STANDARD GAGE AMERICAN FLYER COUPLERS. ALL THESE HAD BRASS NUMBER AND NAME PLATES WITH BLACK LETTERS AND NUMBERS EMBOSSED ON THEM. THE NUMBER WAS ALSO INK STAMPED ON THE BOTTOM. THEY USED BLACK UNDER FRAMES WITH BLACK BOLSTERS, AND STEPS ON CABOOSE ONLY.

THE SAND CAR #4007 WAS PAINTED MAROON. THE BOX #4008 HAD ORANGE SIDES AND DARKER ORANGE ROOF WITH BLACK DOOR SLIDES. THE CABOOSE #4011 CAME IN SEVERAL SHADES OF IVORY WITH KHAKI BROWN ROOFS AND THE MACHINERY CAR #4012 WAS FINISHED IN A RICH, SHADE OF DARK BLUE.

THE THIRD AND LAST SERIES OF AMERICAN FLYER STANDARD GAGE FREIGHTS INCLUDED SIX CARS, PLUS A VARIATION OF THE MACHINERY CAR WHICH, BY ADDING A WOOD PILE, WAS TERMED A LOG CAR AND GIVEN ANOTHER NUMBER. IN ADDITION TO THE FOUR TYPES LISTED IN THE SECOND GROUP, A TANK AND A HOPPER WERE ADDED. ALL HAD GRAY FLEX OR RIGID TRUCKS ATTACHED BY RIVETS OR BY A PIN WITH COTTER KEYS. THE RIGID TRUCKS WERE USED ON FREIGHTS IN 1933 AND LATER. ALL HAD BRASS JOURNALS ON THE TRUCKS. THE STEPS WERE THE FREIGHT STARRUP TYPE AND WERE STEEL, PAINTED GRAY OR BRASS PLATED. THEY WERE FASTENED BY RIVETS OR BY SPOT WELDING. THE MILLION NUMBER PLATES FIRST APPEARED WITH 6,000,000 IN 1927. JUST WHEN THE 7,000,000 AND 8,000,000 APPEARED IT IS NOT CLEAR, BUT WE ASSUME 1930 FOR THE 7,000,000 AND ABOUT 1933 FOR THE 8,000,000 PLATES.

THE INDIVIDUAL CARS, AND THE VARIATIONS OF EACH, TO THE BEST OF OUR KNOWLEDGE ARE AS DESCRIBED IN THE FOLLOWING PARAGRAPHS:

WE WILL START WITH THE #4006 HOPPER AS IT IS THE LOWEST NUMBERED. IT WAS INTRODUCED IN 1931. THIS FINE FREIGHT CAME ONLY IN RED AND TO OUR KNOWLEDGE IS THE ONLY FREIGHT THAT DIDN'T HAVE THE CAR NUMBER PLATE, BUT HAD THE OTHER HERALD PLATES. THE NUMBER, #4006, WAS INK STAMPED ON THE BOTTOM, HOWEVER. THIS CAR IS ONE OF THE MORE DIFFICULT OF THIS GROUP TO FIND AND IS A NICE ADDITION TO A COLLECTION.

THE CABOOSE #4011 IS THE UNGLORIFIED VERSION, AS WAS THE IVORY AND BROWN EARLY ONE. IT USUALLY HAD NO STACK AND LADDERS ALTHOUGH PROVISIONS WERE MADE FOR THEM. IT DIDN'T



HAVE THE STAND-UP RAILING OR LONG FLAT RAILING ON THE CUPOLA OR BRASS WINDOW OR MARKER LITE INSERTS. THE PLATFORM RAILINGS WERE ATTACHED IN SEVERAL DIFFERENT MANNERS, BUT USUALLY SOLDERED INTO HOLES IN THE PLATFORM PLATE. THE ABOVE GENERALLY DESCRIBES THIS CAR, ALTHOUGH THERE COULD BE MORE VARIATIONS.

NEXT WE TAKE THE #4010 TANK CAR. HERE IS AN INTERESTING AND FINE LOOKING FREIGHT. THERE WERE SEVERAL VARIATIONS OF THIS PIECE, IN COLOR AND TRIM. COLORWISE, WE HAVE A CREAM TANK WITH A MILITARY BLUE PLATFORM AND BLUE WALKWAYS AT THE DOME, AND A VERSION WHICH WAS ALL BLUE TANK AND PLATFORM. EITHER OF THESE COLORS COULD HAVE NICKEL OR BRASS STRAPS HOLDING THE TANK TO THE UNDER BODY, WHICH WERE ATTACHED BY SCREWS OR SOMETIMES BY RIVETS. THERE ARE TWO VERSIONS OF THE TANK ITSELF -- ONE WITH NUMBER AND NAME PLATES, AND ANOTHER WITHOUT EITHER. THE EARLY TANK HAD A ROUND HERALD IMPRINTED WITH "AIR SERVICE". THIS VERSION CAME WITHOUT LADDERS AS FAR AS WE KNOW.

THE #4017 SAND CAR SEEMS TO BE THE MOST PLENTIFUL OF THE AMERICAN FLYER FREIGHTS IN ITS GREEN COLOR, AND THIS COLOR RUNS THE FULL SPECTRUM FOR VARIOUS SHADES. THIS LITTLE EMERALD HAS COME WITH EVERY CONCEIVABLE NUMBER OR NAME PLATE THAT FLYER EVER PRODUCED THAT WOULD FIT THE EMBOSSED. THE ORANGE COLORED SAND CAR IS, AT LEAST IN SOUTHERN CALIFORNIA, A RARE FIND. IT WAS PICTURED IN THE 1931, 32 AND 33 CATALOGS IN A SET BUT NOT DESCRIBED AS TO COLOR.

#4018 IS A BOX CAR WITH ROOKIE TAN BODY AND TURQUOIS BLUE TOP AND DOOR. WE KNOW OF NO VARIATIONS AS THIS CAR IS PRETTY WELL STANDARDIZED.

THE STOCK CAR IS A ROLLS ROYCE TWO-TONE BLUE, THE SAME COLOR AS MOST OF THE PRESIDENT SPECIALS. THIS CAR NUMBER, #4020, AGAIN IS AN OUTSTANDING EXAMPLE OF A TIN PLATE STANDARD GAGE FREIGHT CAR.

NOW WE ARE BACK TO CABOOSSES. THE #4021 "WAYCAR" COMES IN PROBABLY MORE VERSIONS THAN ANY OTHER AMERICAN FLYER FREIGHT, SO TO ATTEMPT TO DESCRIBE EVERY DETAIL WOULD STILL LEAVE SOME OUT. WE WILL ONLY SAY IT CAME IN RED, THE ROOF AND BODY SOMETIMES NOT MATCHING. THE CUPOLA HAD AT LEAST TWO VERSIONS OF RAILINGS ON ITS TOP. SOME ROOFS HAD STACKS AND SOME HAD NO PROVISION FOR ONE. THEY CAME WITH THE FREIGHT STIRRUP TYPE STEP OR THE PASSENGER STEPS. SOMETIMES A LADDER WOULD BE ONLY ON ONE END. BUT REGARDLESS OF THE VERSION IT IS A LARGE, FINE LOOKING CAR, WHICH USUALLY HAD ALL THE TRIM MENTIONED IN THE PARAGRAPH ON THE #4011 CABOOSE.

THE MACHINERY CAR, #4022, AND THE LOG CAR, #4023, WERE THE SAME BASIC CAR. BEFORE 1934 THE CATALOG CALLED IT THE #4022 MACHINERY CAR, BUT IN 1934 THROUGH 1936 -- THE LAST YEAR AMERICAN FLYER CATALOGED STANDARD GAGE -- THE CAR PICTURED WAS THE #4022 BUT CAPTIONED THE #4023 LOG CAR WITH A LOAD OF LUMBER. THE CARS WERE NUMBER STAMPED ON THE BOTTOM WITH EITHER NUMBER. THERE WERE TWO DISTINCT VERSIONS COLORWISE. IT CAME IN GOLDEN ORANGE WITH TURQUOIS BLUE SIDE BOARDS WITH HERALD PLATES, AND THE SAME COLOR BUT AN AMERICAN FLYER DECAL CLEAR ACROSS THE SIDE BOARDS. THE SAME DECAL AND PLATE ARRANGEMENT CAME IN AN ALL ORANGE VERSION.

THIS JUST ABOUT RUNS THE LIFE SPAN OF AMERICAN FLYER FREIGHTS FROM 1926 TO AND INCLUDING 1936. FROM THIS YOU SHOULD HAVE A GENERALLY BASIC IDEA OF WHAT YOU HAVE, OR DON'T HAVE, IN THESE FINE EXAMPLES OF FREIGHTS FROM THE GOLDEN ERA OF TINPLATE.

WE ARE INDEBTED TO RALPH PAULY AND HERB MORLEY FOR THEIR HELP IN PREPARING THIS ARTICLE.

# come to the convention



TO SEVERAL VERY LARGE COLLECTIONS, LIVE STEAM EXHIBITION IN "O" GAGE, A #402 AND CARS AS A DOOR PRIZE, THE DIGGING UP OF AN ALMOST MINT #10 TROLLEY WITH TWO #1010 TRAILERS, AN IVES #1694 LOGO AND THREE CARS AND LIONEL #7 ON EXHIBITION, FOOD AND DRINK, A LIVE AUCTION, TREASURES FOR TRADE AND SALE -- AND A REAL HOSPITABLE, CONGENIAL, FINE GROUP OF HOSTS.

THIS IS WHAT IS IN STORE FOR YOU IF YOU ATTEND THIS YEAR'S VERSION OF THE CONVENTION HERE IN SOUTHERN CALIFORNIA. IT WILL BE MORE THAN JUST DESCRIBED IF YOU CONTRIBUTE TO THE DOINGS BY BRINGING AUCTION ITEMS, DISPLAYING A FAVORITE LOGO OR SET -- OR BETTER YET, VOLUNTEERING FOR SOME NOVEL TYPE ENTERTAINMENT. SEE YA AT THE BIG MEET!

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### MEETING REPORTS

DICK THOMPSON'S LONG BEACH "SIERRA NEVADA LINES", WAS THE SITE OF OUR APRIL SOCIAL MEETING. DICK HAD ALL HIS BIG LOCOS ON DISPLAY AND IT IS A MASSIVE SCENE. A ROW OF AMERICAN FLYER STANDARD GAGE STEAMERS, ANOTHER GROUP MADE UP BOUCHER AND VOLTAMP, SEVERAL IVES BIG BOYS AND, OF COURSE, HIS EVEN DOZEN "400 E's", ALL LINED UP AS A PROUD TRIBUTE TO THE "GOLDEN ERA OF TINPLATE".

DICK HAD AN OPERATING LAYOUT SET UP WHICH FEATURED AN IVES #1132 SET AS THE MOVING ATTRACTION.

AN EXCITING AUCTION WAS HELD IN THE LIVING ROOM OF HIS RESIDENCE. ICE CREAM, CAKE AND COFFEE WERE THE TEMPTING REFRESHMENTS SERVED BY DICK AND HIS GRACIOUS DAUGHTER-IN-LAW.

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OUR MAY BUSINESS MEETING WAS HELD AT ONE OF OUR REGULAR HAUNTS -- BILL HARRIS' PIANO EMPORIUM. BILL IS ALWAYS ANXIOUS TO HOLD MEETINGS AT HIS PLACE AND GOES TO A GREAT DEAL OF TROUBLE TO DISPLAY MANY, MANY TRAIN SETS AND TO

CREATE A GENERAL ATMOSPHERE OF TOY TRAIN COLLECTING. THE COMING CONVENTION IN THE LATTER PART OF JUNE WAS THE MOST PROMINENT SUBJECT OF DISCUSSION DURING THE BUSINESS PORTION OF THE MEETING. COFFEE, DOUGHNUTS AND ICE CREAM TOPPED OFF AN EVER INCREASING DISTRIBUTION OF LOCOS, CARS AND ACCESSORIES DURING THE AUCTION WHICH IS ALWAYS THE FEATURE OF THE EVENING.

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THE NEXT SOCIAL GET-TOGETHER WILL LAST A WHOLE WEEKEND. OF COURSE, IT WILL BE HELD AT THE CONVENTION, THE 23RD, 24TH AND 25TH OF JUNE, ADJACENT TO KNOTT'S BERRY FARM, BUENA PARK, CALIFORNIA.

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OUR NEW MEMBER AND TRAIN TYCOON WHOSE COLLECTION GROWTH IS JUST SHORT OF PHENOMINAL, HAS VOLUNTEERED HIS TRAIN ROOM AS THE SITE OF THE JULY BUSINESS MEETING. RALPH SCHISLER'S BALBOA HOME WILL BE THE PLACE TO GO MONDAY, JULY 10TH.

RALPH SCHISLER

141 HARBOR ISLAND

NEWPORT BEACH, CALIF.

OR 3-2609

### WHO AM I?

I WAS BORN OCTOBER 12, 1928, IN WILLOUGHBY, OHIO. WHEN I WAS 5 YEARS OLD I WAS GIVEN MY FIRST TOY TRAIN, WHICH WAS AN AF "O" GAGE SET. LATER I RECEIVED A LIONEL #260E AND CARS AND THEN WHEN I WAS 16 YEARS OLD I ACQUIRED A CITY OF PORTLAND AND A #700EW AND JOINED A MODEL RAILROAD CLUB IN LA CROSSE, WISCONSIN. A SHORT TIME AGO I BECAME INTERESTED IN STANDARD GAGE AND, WHEN ONE OF MY LOCOS NEEDED NEW WHEELS, I WAS TOLD THAT RICHARD WHEELER HAD REPLACEMENT WHEELS SECOND TO NONE. IT WAS THROUGH DICK THAT I BECAME A MEMBER OF THE TCA. I AM VERY MUCH INTERESTED IN RESTORING THOSE TIRED OLD JUNKERS TO BEAUTIFUL DISPLAY PIECES. WHO AM I? (SEE BOTTOM OF PAGE)