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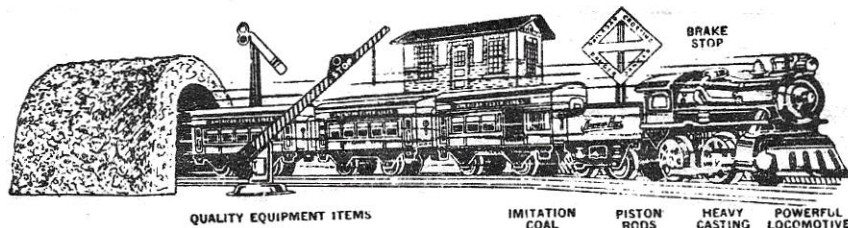
N C A

Bulletin

Southern California Chapter

AMERICAN FLYER MECHANICAL

THE SKYLARK SYSTEM



No. 75 Skylark Railroad system

The heavy cast 6½-inch locomotive features piston rods and brake. Will pull train for a long distance. Tender has imitation coal. Cars are each 5¼ inches long. Tunnel, station, danger signal, semaphore, crossing gate, eight curved and two straight sections of track are included. Train is 30½ inches long.

.....each \$ 3.00

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Western Division

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President - Wes Frye
Vice Pres - Al Shadler

Secty - R. Wheeler
Publicity - H. Bemis

Editors - H. Bemis

Wes Frye

**** PRESIDENTS REPORT ****

"Hello, what's new?" is one of the most common greetings today. In train collecting circles the expression might be "What have you picked up lately?" or "What have you added to your collection recently?", but it is still basically the same greeting. This healthy quest to find out what the other fellow is doing has popularized the newspaper, magazine, radio and television. Where this exchange of news has not been distorted or hindered, people have been drawn together.

About three years ago we of the Western Division felt that a newsletter would do the same thing for our own members, bring them closer together, as well as act as a medium of exchange of ideas between our fellows and those of other divisions in our Association. ~~About the same time under the able leadership~~ we had no thought of entering the field covered by our excellent National Publication, the Quarterly, but rather we felt that our paper would supplement its work. About the same time, under the able leadership of Don Root, the Midwest Division started to publish a newsletter of their own, and to his day we have a steady exchange of papers. When METCA was organized they also published a newsletter and we have the same exchange with them. So at this time we feel we are better acquainted with these two Divisions than any other in our Organization, with one exception, that being our neighbors, the men of the Northern California Division, with whom we have had very close ties.

In summing up, I feel that where economically possible, each Division should have a newsletter and that there should be a general exchange of these publications. I am sure that we would all become better acquainted and that this would be beneficial to our Association as a whole.

A Journey on "The President's Special"

Standing in the train shed of the Union Station is America's finest miniature train—The Advanced "President's Special" with you as engineer, awaiting train time and the signal to GO. All aboard! You snap the motor control switch and, instantly the big train is in motion. Clang! Clang! Listen to the automatic ringing bell on the locomotive—just like on real trains. Speed it up? All right—you switch the control lever on the transformer and watch the train go faster and faster until it travels at a proportionate speed of 90 miles an hour. Ding! Ding! Ding! And past an automatic warning signal and over a crossing we shoot. Listen to it Clickety! Click! Click!—over the rails just like real trains. We look out of the cab and a bridge ahead with a red light warning us to slow down as we cross the beautiful Salt Lake City Trestle Bridge. Telegraph poles and wires everywhere, even on top of the bridge—gee, some communication system!

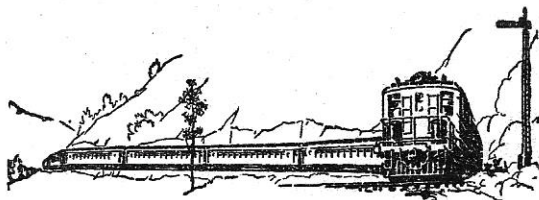
Again we pick up speed—past another highway and come to a halt because of the Automatic Highway Flashing Signal with its Red Lights. Just ahead is Glencoe, big enough for a mail pick up, where we hear the warning signal ringing and see its red light flashing. See the crossing gates lower. Click! into the mail compartment of the car snaps the mail bag automatically, without even slowing down we shoot by the station.

On we travel swaying a little now and then—over the desert as the sun sets. Yes, sir, it's getting dark—we need lights in the cars so we throw on the individual lighting switches on each car, turning night into day.

Soon we pass the Mountaineer, on a siding, a massive freight train, with lights in the caboose and in the locomotive headlight—like real trains. This train is one of the many we noticed on sidings, reminding us that the entire system made way for the incomparable "President's Special." Whiz! and through the big Cascade Tunnel we speed.

It's dark now, and about the only thing we can see is lamp posts, now and then, or some lighted semaphore signal. Of course, we can see the telegraph poles and wires along the track—always in touch with headquarters.

Fascinating— isn't it—and educational, too. Both young and old enjoy watching and playing with miniature railroads. Everyone of our six million enthusiastic owners enjoy their trains—and, why not, when everything looks and acts just like on real railroads?



American Flyer
The American Electric Train Company

JANUARY BUSINESS MEETING

This meeting was held at Ralph Schisler's in Newport Beach which is a meeting place we always look forward to visiting. Ralph is one of our most congenial hosts and serves a wonderful spread of food and drink, even tho he emphasizes we must eat everything or he will charge us for the leftovers.

Ralph's collection almost defys description except to say it is very complete and is one we West Coasters are proud of indeed. Many pieces of his vast collection of Tin plate Locos, cars and accessories have yet to receive their first scratch. This attests to the fine condition of the treasured items which make up this fabulous collection.

Ralph's random shelving sags with valuable items, and at first glance you thin the trains might possibly be in danger of falling to the floor. Observing more closely on sees he has them all wired very securely. This precautionary measure might be a good example for others of us to follow.

We had a fine turn out of 28 members and 5 guests. Ralph went to a lot of bother to arrange for plenty of chairs and had planned the meeting area well. As mentioned before there was abundance of fine food and it was all prepared by Ralph's wife.

We all enjoyed the lively auction which turned up many, as well as interesting and unusual Tinplate. It was after midnight by the time the last fellows departed, wasn't it George.

A spontaneous request by the fellows for meetings to be held at their homes arose during the evening and when the dust has settled a place for each monts meetings had been selected for the rest of the year. Next November we are again invited to Ralph's and we look forward to this future good time.

SOME TRAIN COLLECTOR NEIGHBORS

Over Tucson way we have a group of collectors that show real devotion to our fine hobby of Toy Train Collecting. This group is without the "natural" resources that are generally a prerequisite for an area to be graced with the presents of our hobby. Yet their interest and enthusiasm is none the less evident.

A call to any of these three TCA members in Tucson will result in invitations to see their fine collections. Your editor, on a recent trip to the fair city of Tucson, Stopped by a hobby shop, naturally, to inquire about vintage Tinsplate. The names and just where all three TCA members could be located soon was volunteered by the proprietor even tho this was already evident in the TCA Directory.

At his beautiful furniture store the genial Mr. Ron Kuykendall greeted me warmly. We talked trains and learned his specific interests which encompass both Standard and One gage as well as "O". The most interesting item of his that we discussed was a mojave number 431 Diner he picked up in Tucson that has a hinged roof and that is a Lionel Factory original installation. An invitation was offered to view the collection the next evening but unfortunately could not be kept as my time there was limited.

An Attorney, Mr. Adolph Johnson, answered my phone call with an invitation to see his operating Standard gage layout. Now apparently these Tucson collectors are not strangers to all of the Southern California folk. Mr. Johnson has known our San Diego friends, Frank Cox, Gladys and Cliff Skeen, and Tom Sefton for some time. Mr. Johnson and his mother, who incidently has quite a knowledge of and is quite an enthusiast of Tinsplate, correspond regularly with Frank and his wife. They also spend about a month in San Diego each summer vacationing.

When on a business trip or on vacation make very sure you take along your TCA Directory. Fine people like these Tucson Collectors await your call, just as you hope to greet an out-of-town TCA member at your home.

OPERATING GROUP - ORGANIZATION MEETING - JANUARY 18, 1963

A group of 17, mostly TCA'ers met on this date at the residence of George Smith, in Hawthorne, to start the ball rolling, or I should say get the steam up, ready to pull that long grade of organizational hill in behalf of the fellows interested in operating Tinsplate, both standard and "O" gage.

Our host George sure started us out with a lot of enthusiasm by having a layout of Standard gage ready to use, with coaches on the siding, operating switches, clean track, etc. We all used it with our different engines and had lots of fun. Even Wes Frye came out with a beautiful set of Flyer Lone Scout, which made many of us drool.

After much conversation pro and con on various subjects relative to an operating group within our existing Division. We accepted the most generous offer of Bill Jeffery to use the upper half of his garage (barn) to build our layout. We plan to start this job on Feb. 2nd and we hope every one interested will contribute his share of the labor to do the job.

The details of our effort will be discussed at our regular meetings.

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FEBRUARY SOCIAL MEETING 1963

Russ Hafdahl, at the Miniature Train Shop, Knott's Berry Farm in Buena Park, was our host for this enjoyable evening. Present were 37 members and 7 guests. The atmosphere of this meeting was ideal for true Tinsplate collectors due to a most interesting collection, before meeting dealings and conversation, a large auction and last but not least the congeniality of Russ and his wife. It was rumored that over \$300.00 worth of trains and accessories changed hands during the auction.

Mrs. Hafdahl was very thoughtful and served the refreshments during our meeting rather than after, which I'm sure pleased us all.

WHO AM I?

I live on a hill in a house mighty fine
Fooling with trains in my leisure time
I run them, rework them, 'till they operate like new
I fix them with care but I don't use ole glue

My Standard and "O", one gage and TT
As they complete each loop, are pleasures to me
Condition is primary, so the prizes I seek
Are absolutely mint, in the box so to speak

Imported trains made far overseas
Or from "down under", yes and Japanese
South American trains are also unique
But Eletren to me is by far the "Elite".

My interests are varied, traction and steam
Are definately seen in the visions I dream
I have movies and slides showing steamers at work
At Wards, Knotts and Disneys, and of course Griffith Park

This should give you a hint, but here's a bit more
I run my trains in the attic, but not on the floor
Who am I? You know me on sight
Turn to page eight, see if you're right.

* * * *

Helpful Hints on Restoration

To clean rust from metal parts, parts which have been nickled or chromed such as wheels, axels, couplers or drive rods a product known as AUTOMOTIVE METAL PREP No. 79 "A Rust Remover and Metal Cleaner" manufactured by Neilson Chemical Co. is excellent. With careful use it will clean parts of their rust and return them to respectability. It may be purchased at Automotive Parts Houses.

— Trading Post —

Dick Wheeler wants Lionel 200 series Hopper Cars, AF Hoppers and AF Tank Cars for his outside layout. Condition is not important.

Ray Nelson would like to aquire an AF Statesman Set. Also one truck for a Lionel 700 E Tender.

Bob Taylor has Lionel "T" Rail Track for sale or trade.

Ernie Leo needs roofs for AF "America" Series Standard gate passenger cars.

Harrison Bemis is looking for an AF 4039 Loco Roof and Clerestory. Also needs a Gray 400 E Tender, or one which needs restoring.

Gordon Nesbitt would like to locate a green AF 4040 Baggage Car.

Ralph Pauly needs two Name Plates for the long AF Cars. He needs a "West Point" and an "Academy".

Herb Morley is recovering from an illness that has really kept him down.

Jim Kurten will be returning from Tulsa in about a month. He is there on business and was able to take his family along for his three month stay.

Answer: Keith LeBar