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PRESIDENTS REPORT

PAUL APPLEGATE

 In any organization, be it social, business, politics, union, or whatever, the most important people are those who are a part of it. No organization can be any better than the people who are active in making it an organization. At this stage perhaps we should all take a good look at ourselves and ask the question; Are we participating and being active in our own organization? Only you are qualified to answer the question, no one else should do it for you. But, before the question is asked, let's try to define some points of interest.

First, in my opinion, is: What type of an organization are we? This, again in my opinion, is reasonably easy to answer----- a social/semi-business type. Basically it is a social organization brought together by men who have a mutual interest, namely- toy trains. However, it is a long way, even in a few short years, from a half dozen men gathering together over a cup of coffee to the complexities of modern organization. Constitutions are written, by-laws conceived, dues assessed, and officers elected. This then, is the business portion and rightly so as these are requirements to provide equality to everyone. So to sum up, we are together in the interest of trains with a business background to see

that all are treated fairly and have equal voice.

Second. What do we mean by the word "active"? Is this the person who will never state his opinions? Or is it the person who is only interested in what he can buy or sell at the auction? Does he participate in the group by volunteering for jobs which will better the organization or does he lay back and let others carry the load?

Whatever the statement, I'm sure that we all agree that this type of individual is not "active"

But now let's talk about being active. As mentioned before an individual's opinion is very valid and is very necessary to an organization and should be voiced where practical. This is one excellent way of being a part of anything. By the same token it takes a man to do something that is for the good of the group when his personal opinion is against it. And this type of situation is faced many times in a group as large as ours. To put our personal feelings aside and pull with all is being active. This discussion could go on and on but I must stop and appeal to all to put personal prejudices, opinions, and judgements aside. Whatever has happened cannot be undone nor easily forgotten. Only time will heal all wounds, so-----let's return to being a social/business group by enjoying ourselves with fair play to all. Let's pull together towards a better, stronger, more congenial Train Collectors Association.

NOTE --- Our June meeting will be held at
Ralph Schislors in Newport Beach
Don't miss it

Editors Report -- "WHAT TO COLLECT"

If you were a new collector, what would be your goal, or interest ? Most of us today are not concerned with the toy train collecting hobby situation in the not to distant future, but let us consider for a minute, what will we be collecting shall we say 20 years from now ? As some of us well know this time will be here before we realize it. It is thought by many collectors that in the 60's, Lionel & A.F. will be out of production, some think they are done now, and they may be right, who knows ? Will the toy trains made in the late 50's and early 60's be sought after collecting items.? It is hard to believe that they could become, notably more valuable than they are at the present time. It is not hard to think that present day MARX toys will be desirable in a few short years, if some of the possibilities mentioned above come true. The collector who starts today will no doubt take a different view of pieces available today, than those of us who have been collecting for a few years.

NEWS FLASH

NEWS FLASH

Within the past two weeks here in the Los Angeles area, two of our TCA members have been robbed of a goodly portion of their prized pieces. Both instances were at night, and garage doors were broken to gain entrance. George Smith in Hawthorne lost a Presidents Special set, a Boucher, and others, your editor does not have the details at this writing. Roy Lowden in Azusa lost a 392E in Gray, a mojave 402E, a AF Shasta, a AF 4019, a 773 Lionel Hudson, and two S gage Locs, a red circus 353 and UP 332.

This is warning enough for me to have a burgler alarm system installed, and more insurance purchased to cover my own collection.

Lets all be on the lookout for these stolen pieces.

NOTE--- In this issue you will notice 2 complete pages from the 1922 BOUCHER catalog. We are going to give you the entire catalog train section, 2 pages each issue. This will give you a complete catalog in 4 issues.

A RIDE ON TINPLATE RAILS
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Mark Dees showed the club some movies at one of our past meetings which were outstanding, here is how he made them : -----

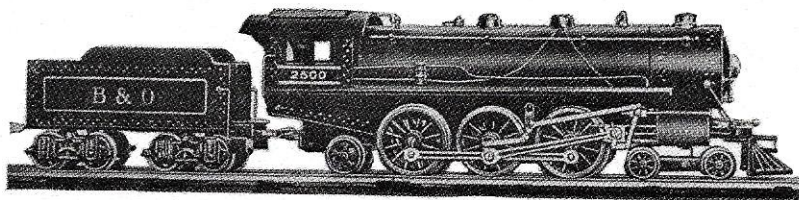
I have been asked to give some technical information on the 8 mm. sound pictures taken on Jerry Brown's outdoor layout, and John Parker's indoor layout, both std. gage. The camera used was a Fairchild. It incorporates a miniature recording amplifier and head which records on magnetic film. To create better fidelity and to permit later enlargement to 16 or 35 mm sound films, the camera runs at 24 frames per second instead of the 16 frames usually used in home movies. Power is supplied by a rechargeable battery which also drives the film transport mechanism. 50 feet of film (one side of the roll) will run through in about 3 minutes. For the train pictures I used a very wide angle 5.5mm Bolex lens. Jerry made up a special drop center flat car which gave adequate clearance at all points on his pike. The car was pushed ahead of Dick Browns powerful scratchbuilt switcher with the microphone in a gondola behind the loc. A full string of freight cars was tied on behind the gondola for ballast. The same car was used on John Parker's 100% tinplate layout with less happy results. We did get some good shots, but had a lot of trouble with the scale flanges derailing, the car fouling switch motors, and with lighting. We hope to try again on John's layout with a different car and improved

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ELECTRIC LOCOMOTIVES

PACIFIC TYPE 4-6-2

PASSENGER



No. 2500

Specifications

Length of Locomotive and Tender, 31"—Width, 4 3/4"—Height, 6 1/4"—
Gauge, 2"—Weight Packed for Shipment, 13 1/4 lbs.

This locomotive differs from number 4-6-0 as it is larger and is equipped with two small wheels placed back of the main driving wheels.

Body—Streamline, finished in black with brass trimmings lacquered, drive rods and connecting rods steel, nickle plated, drilled, and equipped with oil cups.

Wheels—Dia. of drivers 3 1/16". Pilot Wheels, 1 3/8".

Motor—Two field with laminated armature and field. Equipped with reversing switch on front of chassis. Motor is accessible by releasing two thumb screws and raising entire body.

Full power white head light with separate plug in cab for attaching lighting wire to the cars.

Truck—Flexible pilot truck to eliminate binding on curves. Patented automatic couplers.

Tender—Equipped with two free swinging, four wheel trucks with coal and water partitions inside.

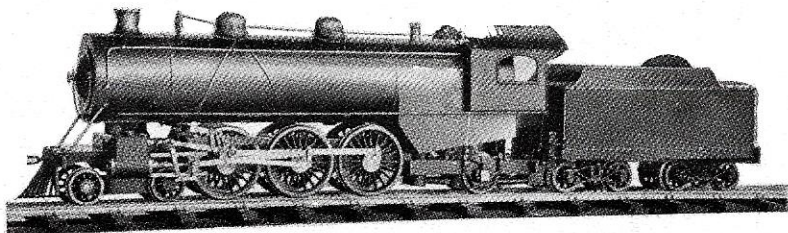
Price, No. 2500, Locomotive and Tender Complete: \$60.00.

Price, No. 2500 E. Locomotive and Tender with 8-78 1/2" diameter track sections and 4-24" straight track sections forming an oval 78 1/2" x 126 1/2": \$69.00.

This locomotive will take a curve of 30 inch radius or over.

**STEAM EXPRESS LOCOMOTIVE
AND TENDER**

TYPE 4-6-2



" PACIFIC "

3/8" Scale—Length Over All 28"—Gauge 1 3/4"—

Length of Locomotive 16"

Specifications

Frames—Cut from planished steel plate. Well screwed and riveted together. Castings used where possible for the superstructure.

Wheels—Cast Iron forced on to steel axles. Treads and flanges turned to standard dimensions. Driving wheel 2 1/2 in. diameter.

Cylinders—Cast brass. Double action with slide valves and large ports cut from the solid.

Reversing Gear—Walschaert's valve gear worked from the roof of the cab.

Boiler—Water tube type, constructed of solid drawn copper tubing and brazed throughout. Tested to 150 lbs. per square inch.

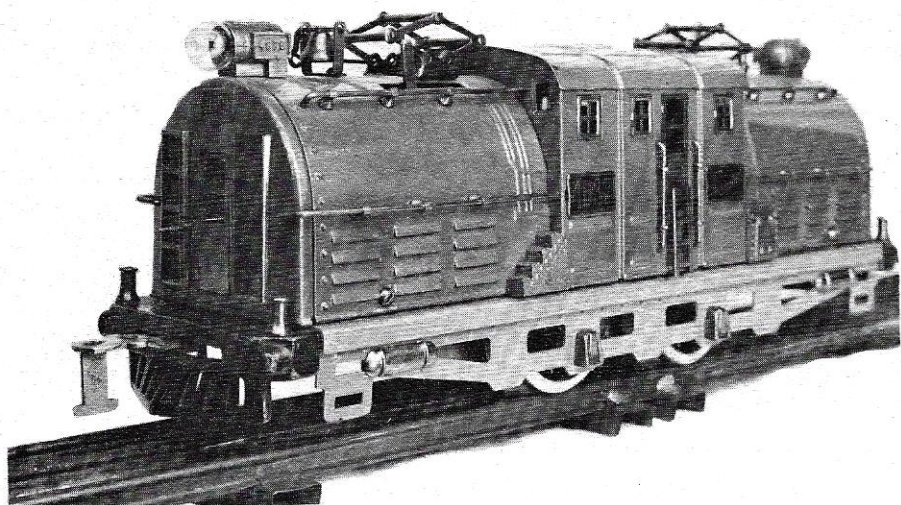
Fittings—Regulator, Pressure Gauge, Two Trial Cocks, Steam Blower, Check Valve and Safety Valve, Lubricator in Smokebox.

Tender—Built of steel plate and mounted on cast iron wheels, 1 1/8" diameter, forced on to steel axles with correct flanges and tread. The body contains methylated spirit tank with regulating valve and water tank fitted with hand feed pump.

Finish—Dull black.

Price, Complete ready to run: \$275.00.

This locomotive will take a curve of 4 ft. radius, or over.



THE POCAHONTAS

During the year of 1607 while on an exploration trip along the Chickahominy river in Virginia, Captain John Smith and his party were set upon by the fierce Indian warriors of Chief Powatan and taken prisoners. Some days later the captain was sentenced to die. On the day of execution as the tomahawk was about to fall, the chief's beautiful little daughter threw herself over the body of the brave captain and pleaded for his life. Her father was so touched by this act of courage that he granted her request. Five years later at the age of seventeen, Pocahontas married another Englishman, John Rolfe, and in due time bore him a son. Today numerous wealthy families in Virginia trace their ancestry to John Rolfe and Pocahontas.

In 1928 when the American Flyer Company of Chicago brought out a deluxe passenger train second only to the 'President's Special', they chose to name it Pocahontas in memory of this pretty Indian Princess. It was a magnificent train, a really beautiful color creation - the cars with their rookie tan bodies and emerald green roofs - the loco with its green body, tan frame and red pilots - the lustrous solid brass trim which fairly glistened from its background of fine enamels - these features gave this big four car, six foot seven inch long passenger train individuality and set it off in a class all of its own.

The engine itself was a duplicate in miniature of the famous St. Paul type locomotive. It was fifteen inches long and featured twin reverse headlites, a triple action reverse motor control, and the ringing bell that could be turned on and off at will. Incidentally the bell ringing mechanism was an example of very clever American Flyer craftsmanship. As the bell, which was concealed inside of the locomotive, rang, a lever accuated the bell on top of the cab, making it appear as if the sound was coming from this outside bell. There were two headlites, two pantographs, and an imitation whistle as well as the bell mounted on top of the loco cab. Two sets of handrails, three windows and a door were on each side of the engine, also a diecast fuse box and die cast steps were added along with the name and number plates. The number 4637 was not only used on the number plate but was also on each side of the headlites. Two imitation air tanks, two journal boxes, and a ladder also adorned each side of the frame. At each end of this locomotive there were two brass ladders, a door and a Shasta nameplate above this door. The motor used to power this engine was the regular American Flyer Standard Gauge motor and the couplers were their standard automatics.

As stated before, there were four beautiful fourteen inch passenger cars, a #4340 Club car, a #4341 Pullman, a #4343 Diner, and a #4342 Observation car. All of these cars were equipped with four wheel high speed trucks, imitation air tanks, steps, handrails, self closing doors, name and number plates, and two light bulbs that illuminated the interiors. They also had embossed sides and roofs, individual brass window frames and transparencies and a Pocahontas name plate above the windows on each side.

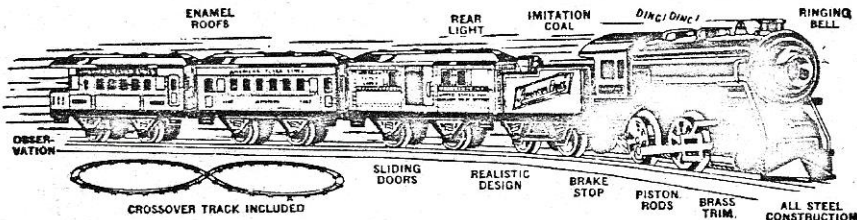
The Club car or 'Combo' was coupled next to the locomotive. It had ten rather narrow windows, a baggage door, and a passenger entry door on each side of the car. next came the Pullman car with fourteen windows and two doors on each side. These windows were the same size as those on the 'Combo'. Following the Pullman was the Diner and a change of pace in window design. This car had only two small windows in addition to the two doors but six large picture windows also on each side. The attractive Observation car was the last car of this train and it had a beautiful ornamental brass platform railing and a lighted train sign. There was a lamp in the platform dome that indirectly lighted the platform and the red and green markers in the platform canopy. The window arrangement was the same as that of the Diner.

The Pocahontas was offered for sale during the following years, 1928, 1929, 1930, 1931, and 1933. In 1932 a substitute train was advertised. Since this train was similar to the Pocahontas, it might be well for us to describe it somewhat. The Shasta loco was the motive power but the three cars in the set were the long nineteen inch passenger cars with four wheel trucks. The same color combination was used here as on the smaller cars and in some cases the Pocahontas name plates were included, but the train was called 'The Legioneer'. We should also mention that the fourteen inch green and tan passenger cars came in other sets with the steam type engines and here too the Pocahontas name was some times found on the cars. The American Flyer Company did some strange things with their nameplates and often two different cars would bear the same name even though the word description in the catalog spelled it out differently.

In conclusion, the Pocahontas was one of the most colorful toy trains ever offered for sale — a premium set if you please, and should have a place of prominence in every collection.

Wes Frye

THE BEACON BELL



continued from page 5

lighting. This was the first step on what will eventually be a "magnum opus" on model railroading, with the emphasis on tinplate and live steam. HO stuff will be lucky to get in at all. In time I hope to call on many of you for posed shots of your choicer pieces. I just wish I could squeeze that camera down for 0 gauge clearances.

Mark Dees

NOTE *** In the national directory for 64
 we see several mistakes.
 Jim Kurtens telephone no. is HI 74503
 John Parkers " " " HU 60756
 Gordon Nesbitt's address is
 472 Preciado, Pomona, California
 Telephone NA 9 3045

Our meeting for April was held at
 Mark Dees. Everyone had a wonderfull
 time. Mark has quite an impressive "O"
 gage layout. The auction was somewhat
 slim with only \$205 changing hands.
 Mark is a gracious host, and what a
 beautiful new home. The movie he run
 for us was great.

Your editor has, as you noticed above,
 moved to a new location, trains and all.
 The collection is up on shelves as much
 as the 3 car garage will permit. A great
 deal is still in boxes, but one and all
 are welcome to visit, just please call
 first.

It has been called to this editors
 attention that several of our members
 have flagrantly violated the request of
 members who have given their homes as
 meeting places, that no guests or children
 be brought to that respective meeting.
 This is always spelled out on the meeting
 notice card mailed to you a few days
 before each meeting. Please respect the
 host's wishes, since he usually has a very
 good reason for limiting either guests,
 or children or both. If this violation
 continues, we will have to legislate into
 our By-laws a means to prevent the viol-
 ation. This should not be necessary, if we
 will use a little consideration for the host.

TRADING POST

Wes Frye wants a Bing Loc, stean type "0" gage windup, about WW 1 vintage , also a Lionel #112 RL gray gondola.

Don Robbins has Lionel Serv. & Repair Manual, 700E, 2600 scale pullmans, #124 Station, #128 Station-Terrace, Early catalogs, Marklin Turntable; Wants, Lionel #38 water tower, #116 City Station, A.F. S gage pass. sets, UP, NH, NP, MP, Silver Rocket, Silver Flash Will trade in equal values.

Jim Kurten wants to trade his MINT Blue Comet set for a Presidents Special set. Also needs A.F. std gage tender.

Gordon Nesbitt wants A.F. baggage coach #4040 and roofs for Hamiltonian coaches, and 2 pieces of "00" gage 2 rail track, straight.

Ed Warner has a Lionel #51 and 3 coaches for sale or trade. Its a beauty
