

9/60

JCA

Bulletin

Southern California Chapter

JCA Bulletin
2317 GLEN CANYON RD.
ALHAMBRA, CALIF.



-Presidents Report-

The August meeting was held in the home of Mr. and Mrs. Dick Wheeler. His train room was recently redecorated and it is a compliment to his fine collection.

We had nearly full attendance at this meeting and five most welcome new members were added to our rapidly growing group.

Minutes of the San Francisco meeting were read for the benefit of those who had not attended this sectional meet.

Enjoyed by all was Dick Wheeler's outdoor Standard Gauge railroad. It is point to point operation, using two rail equipment. The brass rail is spiked to wooden ties and ballasted roadbed is very realistic. The layout is above a five foot retaining wall (eye level) and blends into a natural sloping embankment. Trucks fitted with his newly manufactured wheels eliminates the usual clatter of tinsplate and insures exceptionally smooth operation. It is really a beautiful thing to watch.

Another new auctioneer made his appearance. None other than Russ Hafdahl. A fine job, Russ.

Refreshments were served and this was followed by the usual gab session which gradually faded away to an all quite by 11:30 PM.

Our thanks go to Dick and his good wife for their gracious and greatly appreciated hospitality.

Signed - Geo Smith

On a Sunday afternoon about three weeks ago the telephone rang at the home of Wes Frye and the boice at the other end said 'This is operator 92 of St. Louis and I have a call for Mr. Wesley Frye -----

During June and July, Norville Wehrheim of St. Louis, Mo. was in this area demonstrating Shopsmiths for his company. One day, he visited Harris's train booth at the Hobby Show and Bill gave him the names of

several of the collectors. As a result he called Dick Wheeler and Dick suggested that he call Wes. Through this and later visits Wes and Norv become good friends. Harrison Bemis dropped in on one of these gabfests and when the question came up of finding old trains the local boys suggested that Norville advertise in his home town papers. This he did and the first results were astounding. He found #3241, 42, 43, in Ives with the #187, 88, and 89 pass cars, Lionel #400E with the Blue Comets, a large string of both Lionel and AF freights including two 200 series refers, two #384's and a #390 in Lional and a #4680 AF and many, many others. He just had to tell someone of his good luck so he put in a call to his friend in California. In a later letter Norville told of finding a very good #5 and #6 in Millwakee. Also an excellent #392 and pass cars. Boys, there are still many untouched areas where these trains can be found and at a decent price. Norville Wehrheim has demonstrated this. Incidentally he has applied for membership in the TCA.

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We would like to tell something and give our impressions of the fine West Coast Convention held the 22nd to the 24th of July in San Rafael. The minutes and notes were read by Herby Morley at Dick Wheeler's meeting last month so we will dispense with the routine.
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We wish you all could have seen Herb's eyes and facial expression as Leon Jacobson increased the voltage while running Herb's new number 10 and two 1010 Trailers. Herb's arms and hands stretched from one end of the table to the other should it flop the track. His eyes, which were as big as saucers, glued on those three cars, kept them from derailing. Garlands of roses to Hopkins for his interesting and amusing auctioneering and to Saunders for bookkeeping so accurately and quickly. There were to few display items, but a beautiful Ives "0" Gage 1694 Loco, two 1695 coaches, a 1696 full baggage and 1697 observation was shown by A.B. Clark. Hopkins has a 3239 Ives one gage with the buffet number 71, two number 72 Washington coaches and a 73 observation, and Bemis a #7 in the spotlight.

Herb and Mel had wonderful displays in the items they had for sale. There were live steamers, and trains ranging from HO, "0" one through standard.

At this convention we learned what a 390X Tender looked like. It is the aluminum die cast one with 200 Series freight trucks and a offset in the draw bar so as to couple correctly, and stamped 390X on the bottom.

The "Tacato in toy trains" gets better each time it is seen. Just to make it even more interesting, A.B. Clark had his 1890 clock work loco, seen in the movie, on display at his table.

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Millers swords were seen up and down the coast as teal tale marks that he had been there. Aren't you ever going to run out of them, Ed?

The fellows that opened their collections for visitors certainly displayed varied and interesting trains. We were impressed by the large numbers of Loco's and cars amassed in the relatively short period that there have been collectors in the San Francisco area. Most of these fellows have been at it less than five years.

To sum it up we thank all the bay area people for their successful efforts to make train collecting fun.

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We had not received the pictures taken at the convention up to the time this bulletin was ready for printing. Regretfully we go to press without them.

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Well fellows, the first social meeting, with no business on the agenda, will be Sunday the 11th of September. If any of you haven't been to a meeting at Ed Miller's you have missed a treat. Those that have attended will surely be there. Remember, though, to bring your own lunch or supper. Ed said there would be plenty of refreshments and cookies. We have been invited to come about one O'clock and stay until we want to go home.

Tables will be set up to display your items for sale or trade so men bring those duplicates. We have a number of new fellows who are anxious to add new pieces to their collections. There also will be the usual auction so bring items for this event also.

A beautiful beach with a life guard is only about 2 blocks away from Ed's so for those who aren't interested in trains, swimming and sunning is close by.

NO CARDS will be sent out so consider this a notification of this fun meeting.

Who am I?

I was born Feb 11, 1914 in Boyle Heights, Los Angeles, California of non-railroading parents. If I owned a train as a boy, I haven't the slightest idea of what it was, nor do I remember standing in front of a store window with a dejected feeling because I couldn't have a Lionel #42. My feeling for trains however, does stem from early association with HO in 1938. My present tinplate collection started in March of 1954 when I picked up a standard gauge #390 and #80 in green with miscellaneous cars while looking for some 'O' Lionel for the children. The big trains set me off I pursued many avenues looking for them I became a good friend of Evan Middleton and spent many an enjoyable evening in the little shop at the rear of 9th Avenue. Being mainly interested in American made #1, #2, and st gauge, my big opportunity came along when Frank Cox sold me his fine collection. Later I was able to add some fifty pieces from Evan's collection. I thought this was it but now I realize that if you are a collector there is really no end - so from time to time a new piece goes on the shelf. I believe that one of the best rounded out collections of larger American Mfg on the Pacific Coast. My favorites are Lionel Trolleys and Carlisle and Finch. I would like to say that my collecting is possible only because of a very understanding wife. Who am I? *

*See bottom of page 8

The next regular meeting will be at Mel Roberts home and cards will be sent as a reminder.

We received a particularly interesting response to our column which aired one individuals reaction toward collecting toy trains. This particular letter was from Dutch Ottenbacher and he described some of the means and methods used in the restoration of certain pieces that rare enough to warrent the many hours, exacting work manship, and patience to do a job right.

We feel this column will interest most of those who term themselves collectors. We base this on the fact that many of us who term ourselves collectors of original trains might possibly stretch a point to complete a train by using something other than original in the way of parts or finishes. Most of us put the best side of our train on the viewing side of the shelf. We actually mend or replace broken parts with near original, make wheels, pilots, pantagraphs, flags, headlights and, in fact, duplicate whole locomotives. We are proud of our repairs though don't often broadcast this because some "real" collectors would not approve of this restoration.

Restoration by no means should be associated solely with repainting, nor is refinishing to be construed only as repainting. We know of an automotive solution called "Metal Prep" which in essence re-finishes plated items that have resuted by removing the rust.

Where plating has worn from parts, replating of these is definitely in the refinishing category. The replacement or repair, no matter how small, to any toy train, puts it in the "Not Original" class.

We know of Lionel Locos and cars that have been repainted at the factory and were sold as new.

Also, we know of trains sent back to the factory for repair, ⁽⁴⁾ were often refinished. Is this a repaint? An original? What is it?

Oops, we'd better get back to the methods used in restoration. This "Metal Prep" that was mentioned really does a fine job of rust removing and requires no rubbing, but parts must be immersed or bathed. Incidentally, it removes paint also.

Dutch gave us some good pointers on stripping paint. He uses a hot solution of lye and water and rinses in a bath of baking soda and water as a neutralizer. This is good for stripping paint from plastic as well as from steel and zamac (pot metal) castings.

CAUTION: This method should not be used for stripping aluminum. Also, Dutch is using a silk screen method of relettering which has proved very successful for him.

While gasoline is invaluable around your shop for cleaning motors and all parts of Locos and cars. To really clean a train nothing is so successful as completely disassembling the train and polishing each individual item. After reassembly you will be more than pleased with the results.

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Bemis wants to trade for a 200 Series silver tank and for a bright red 200 Series Gondola. Has std. or 0 Gauge to trade.