

TCA

WESTERN BULLETIN
DIVISION

MIRAMAR

TCA
CONVENTION
JULY
17
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T.C.A. BULLETIN
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POMONA, CALIF.

SEPT. 1964

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 Western Division

Sept. 1964
 In Southern California
 Train Collectors Assoc.

Officers

President- Paul Applegate Secy. Harrison Bemis
 Vice Pres. Jerry Brown Treas. Ralph Pauly
 At Large-Geo. Sirus, Mel Roberts & Gus Paterson

 Publicity & Editor - Gordon Nesbitt

Musing While Reminiscing

Our West Coast Convention, like all good things has come and gone and all that's left is thoughts of buys that were made or swaps that were consummated or new friends acquired--the pleasure of working with people--the cooperation of the Miramar Hotel and its staff---how large the room--how quickly filled with gems of today and yesterday---the feel of carpet underfoot--the ease of service during dinner--the many board meetings to make it go--the pros and cons that had to be settled --the keeping of records to ensure that nothing was forgotten---Jerry Brown and his endless devotion to trains with his display-Dick Brown and Ray Nelson for the assist on the 2 rail display and room arrangements on Thursday nite---Harrison Bemis for his limitless enthusiasm and quick temper--Ralph Pauly and George Sirus for their smooth operation and never failing call to duty--Gus Paterson for his fair and well run door prize show-Mel Roberts for discarding the excess parts of a problem and finding a clear cut answer---Gordon Nesbitt, programs and publicity, always there--Russ Hafdahl for his capable auctioneering--Mark Dees for film and projection--Dick Hopkins, Prs. NoCal. Div. T.C.A. for his pertinent thoughts--Mrs. Valenzuela for the registration desk--Ed Warner getting the merchandise to the correct people during the auction -Bette Warner for answering a call for help--- Fred Sill for driving all night to get here--Bob Taylor in doing the right thing by not unpacking

while the auction was going on--some very few poor trade or sale practices--the pushing and shoving when new items were brought in for sale--the out-of-town members reaction to see us act in such a manner---Wes Frye and his No. 4 Special display--John Herrman an efficient Sgt. at Arms--Don Ladenburger and his nice train display--the beautiful State car that was raffled off and won by A.F.Clark---Garry Grove and his charming invalid girl friend--Ralph S. cigar, satire, and room 119--Herb Morley open house list--Leon Jacobson from Daly City with a load of trains and ample room to unpack---Mr. And Mrs. Gast as two of a kind---Bill Harris, auctioneer and collector of everything trains-----

John and Al cox with Don Robbins of Seattle going home with a Mayflower and a 9U--the raffling off of the 51 and the look on Ralph Paulys face when his name was called---the showing of Tocatto For Toy Trains and thanks to Clark for bringing his copy--the people who brought in a tin toy train to be auctioned off--the chasing down of a tip three days later only to find it was the one auctioned--Geo. Smith and his old timers slides--Dick Wheeler and his parts display--the number of donuts eaten--gallons of coffee drank--and the amount of punch otherwise disposed of----the thought that someone is missing--what can we do to make the next one better--a bouquet to all that attended or participated--it takes everybody to make a Convention a success---and last but not least a bouquet of red roses to my own beautiful wife for being by my side and allowing me to be a part of the 1964 West Coast Convention.

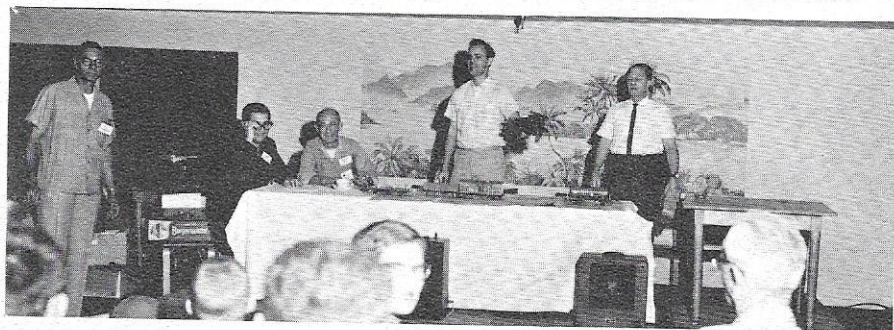
Paul E. Applegate
Pres. West. Div. T.C.A.

CONVENTION SCENES





Russ Hafdahl auctioning off a real oldie.



Dick Hopkins, speeding up our auction



Ralph Pauly winning the #5

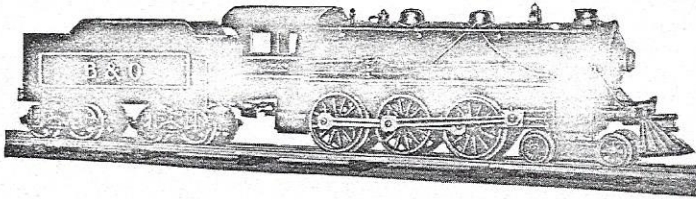
We missed Abie Clark winning the state car.

ELECTRIC LOCOMOTIVE

PACIFIC TYPE

4-6-0

PASSENGER



No. 2222

Specifications

Length over all	27"	Width	4 1/4"
Height	5 3/4"	Gauge	2-in. Track
Weight packed for shipment	10 lbs.		

Body—Streamline, finished in black with brass trimmings; lacquered. Drive Rods and connecting Rods are made from steel castings, nickel plated, dulled, equipped with oil cups.

Motor—Two field with laminated armature 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 and separate plug connection in cab for attaching lighting wire to cars.

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

Tender—Equipped with two free swinging, four wheel trucks. Coal and water partition inside.

2222. Price, Locomotive and Tender Complete: \$49.00.

2222E. Price, Locomotive and Tender Complete with 80-in. by 60-in. track: \$47.20.

This Locomotive will take a curve of 30-in. radius or over.

FREIGHT CARS

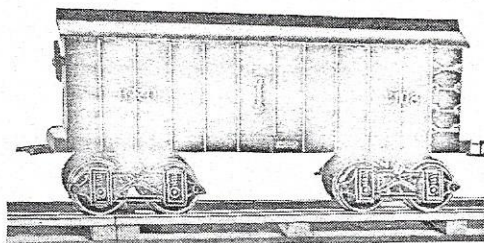
For Steam and Electric Railways. Gauge for Steam, 1 3/4";
for Electric, 2"

BOX CAR

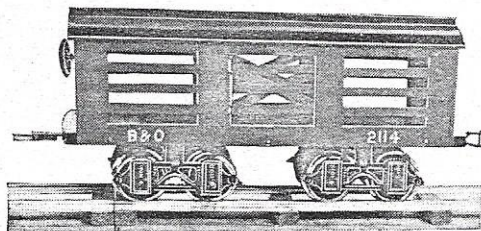
Has sliding doors. Room inside for general freight. Length 13 1/2 in., width 3 1/2 in., height 5 3/4 in., weight packed 3 1/2 lbs.

List No. 2108.

Price: for Steam \$3.85
For Electric 3.35



CATTLE CAR



Has slatted sides and sliding doors. Length 13 1/2 in., width 3 1/2 in., height 5 3/4 in., weight packed 3 1/2 lbs.

List No. 2114.

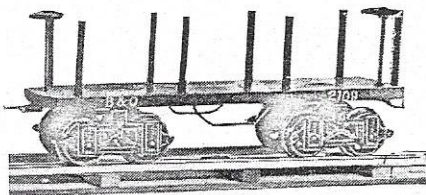
Price: for Steam \$3.85
For Electric 3.35

FLAT CAR

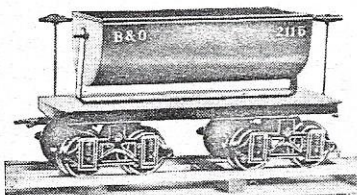
For lumber, stone and similar material. Length 13 1/2 inches, width 3 1/2 inches, height 4 inches, weight packed 3 lbs.

List No. 2109.

Price: for Steam \$3.00
For Electric 2.50



DUMP CAR



For carrying sand and gravel. Has tilting body with snap latch. Length 13 1/2 inches, width 3 1/2 inches, height 4 1/2 inches, weight packed 3 1/2 lbs.

List No. 2115.

Price: for Steam \$3.85
For Electric 3.35

All cars are painted in appropriate colors and closely follow in detail of construction their prototypes in daily use.

Equipped with four wheel free swinging trucks and patented couplers.

1964 T C A Conventions
National, Chicago -- West Coast, Santa Monica
California

These two major events, held within three weeks of each other and two thousand miles apart, are now a part of TCA history.

Having attended both conventions, I have been asked to give a general comment on them. This is a rough assignment as each participant would have a different opinion. I enjoyed each convention for different reasons.

The National Convention gave me my first opportunity to meet personally many men I have heard about, written to or talked with on the phone during my years of collecting. I was also able to revisit with a few old friends.

The West Coast Convention, on the other hand, was more like a family affair in that many acquaintances were renewed along with meeting new collectors.

From the general collector's standpoint, both conventions were basically the same. Each was attended by the ever loving fanatic of "Tinplate" in search of or lured by the prospect of Trash or Treasure. Both conventions could be said to have contained "TIN" in the pot at the end of the rainbow. Above all, both conventions were excellent examples of the end results of organization, hard work and superb hosting. Both groups should be extremely proud of a job well done.

One was held in a large motel, the other in a large hotel. Both offered the same facilities, convention space, lodging, provision for meals and unrelated entertainment. The National convention used a basement hall for display and sale area, another room for auction, and two separate areas for the banquet. This arrangement made necessary due to the large attendance. I was told there were 220 dinner guests.

The West Coast convention, was held in its entirety in one large basement hall. This was possible due to having about half the participation found at National. 81 dinner guests were served.

cont.

Now, a personal opinion on the "Goodies". The available items on the tables at National was perhaps threefold that of Western. The rare, the exciting or desirable items available at National about tenfold. I do believe a man with no collection, unlimited funds, and a desire to buy could have assembled an excellent collection, from both conventions. Based on quality, desirability, manufacturers, and gages, less than ten percent of the collection would have been acquired at Western.

Following are some items available at National- #7 and 3 orange cars, 1912, 381 and four car state set, mint set of three "Coral Isle" cars. About 20 Lionel trolleys, several Voltamp trolleys, C&F and a Howard trolley. Also #902 and #905 Elektoy engines, C&F mine sets and #4 engines. Several pieces of Lionel 2-7/8, 2500 Voltamp, 1134 Ives, B&O green President Washington, Ives 1764 set in the box, Bing and Carrett trolleys, Marklin "O" croc., 3245 long cab engine, Mayflower engine (also one at Western), Dayton Dinkey, 400 Blue Comet set, a couple of 408's and 402's, 5 or 6 400's, 9E gray, Buddy L, and lots of other std. gage items. There was an abundance of "O" gage and other gages in both foreign and domestic. There was a wide variety of catalogs and related printed material.

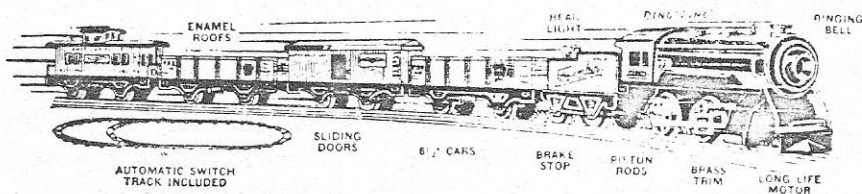
The values placed on similar items at both conventions were about the same.. With out a doubt, many items have attained a status of truly a "collectors piece". These items will continue to rise in value. It may well be that the so called ridiculous price of today will be a bargain tomorrow. Perhaps a primary reason being that the number of collectors of "Prime" pieces have outstripped the number of available pieces, hence the acquisition of a prime piece is not the result of a new find, but a purchase from a fellow collector. As these pieces change hands the values increase. Not having a crystal ball, I am unable to predict how high is high on these "objects of art".

Cont.

One thing appears to be a fact. The man that expects to assemble a collection of note for peanuts will have to collect peanuts.

Herb Morley

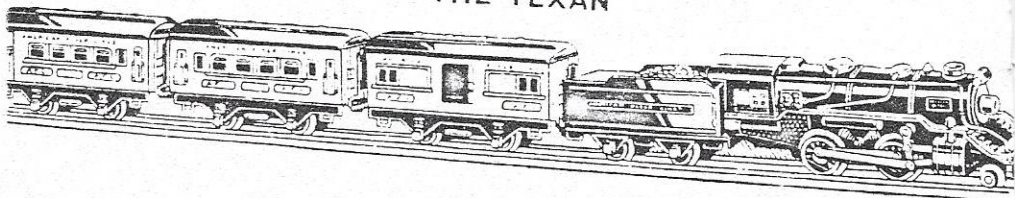
THE NORTH BELL FREIGHT



What has happened to the "Operating Group" that was making so much progress in Jeffrey's barn. ???

Gordon Nesbitt recently picked up a very nice "Lone Scout" set. Also an "O" sage 258 & 259.

THE TEXAN



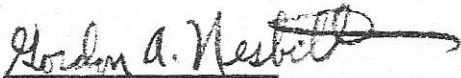
Board of Directors
TCA Western Div.

Dear Paul,

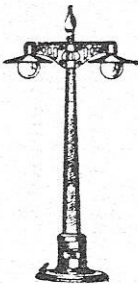
As a result of the boards decision to be so formal with the conduct of the publication of the Bulletin, I am hereby making this September issue my last.

I believe you will no doubt remember that I have voiced my opinion loud and strong that the auctions held at our monthly meetings are the backbone of our meetings, and thusly should be exploited to the fullest extent. Then the club would be solvent with current operating expenses. The auctions and the bulletin are the two functions that fulfill our social activity, and if the auctions are not important enough in the boards opinion to be improved upon, then neither is the Bulletin. I feel if the bulletin is not worth the approximate 40 cents per issue, considering what its contents are, the auctions are not worth improvement and could be dropped as well. On this premise I base my above decision.

Most Sincerely,



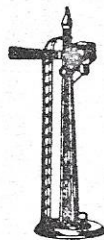
Gordon A. Nesbitt



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2290



2012



2209

----- TRADING POST -----

Jim Kurten would like to buy an AF name plate number 4686, or would trade a plate # 4689 in on the 4686 plate. Also needs a bell assy. for a Shasta loc, the bell assy with the crank.

Gordon Nesbitt has a restored Lionel # 256, rubber stamped version, for sale or trade. Needs a set of Lionel "0" gage coaches #605-606

We hear by the grapevine that John Vogelsang is selling his collection, and that Ed Warner is handling the sale.

Ed Warner found a Dorfan std. gage 1134 in green. Seems like it has found its way into the Morley collection.



Its rumored that we might have the National Convention here in 1966. Seems like the ideal place would be the Mirmar. Lets hope.
