

the **NOR-CAL EXPRESS**

CAL STEWART MEET
Pasadena, November 7,8,9, 2003
(see story on page 6)

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PRESIDENT'S MESSAGE

by **Michael Andrews #95-41371**

As the summer season draws to a close I hope that all of you had time for both vacationing and toy trains. Lisa and I and the three kids Cole, Alena, and Cooper spent a few weeks in Maui along with several relatives including some from Norway. Along with the usual things one does in Hawaii, we once again rode the Sugar Cane Train which was pulled by none other than "Lady Anaka". The engine is a 3 foot gauge 2-4-0 built by The Porter Works in Pittsburgh, PA, in 1949. It is in fine shape and has a beautiful sounding whistle that we heard all day long as it passed by Grandpa's house. We also spent a day at the Sacramento Railroad Museum and rode on Thomas the Tank Engine. We then spent several hours in the museum (my first time) and saw many wonderful pieces. My favorite was the Cab Forward. I cannot imagine flying down the track sitting in front of all that steel and steam. Last but not least we spent a day at Tilden Park riding on the steam trains. Again this was my first time (the kids have done this many times) and what a nice set up they have. It is a pleasure riding through the redwoods and hills of Tilden.

During the last week of June I attended the National Convention in Ontario, California. The Western Division put on a fabulous show and many thanks to them for all the hard work. I attended the National Board of Directors meeting as Nor-Cal's representative. It was an interesting time as the Board of Directors discussed the business of running the TCA. I was very impressed with the way the meeting was directed and the professionalism of the organization as a whole, but was very disappointed at most of the topics discussed. We are at a very important crossroads with our club, but little was discussed on that subject. We as a club lack focus. We should as any business, club, organization or group be setting goals and having a (continued on page 8)

WELCOME NEW MEMBERS

Sid Waller, Santa Cruz
David Pinson, Mountain View
Clark McLeod, Jr., Piedmont

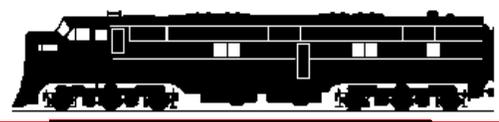
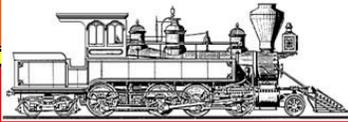
FUTURE MEETS

September 13, 2003 (M)
October 11, 2003 (M)
November 8, 2003 (M)
December 13, 2003 (IH) *
*(members and families only)

M = Montera Middle School
5555 Ascot Drive, Oakland
IH = Iron Horse Middle School
12601 Alcosta Blvd.
San Ramon
Business meeting: 9:30 AM
Trading: 10-11:30 AM



Above: A scene on the "Hornby Division" of Nor-Cal member Randall White's layout. An ACE train is passing by the Hornby 2E engine house and 2E gantry signal. A Bassett-Lowke "Duke of York" loco is on the ready track.



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Courtesy of Ken Houghton Rail Images

SIMULATED DEALER LAYOUT AT THE ONTARIO CONVENTION

Your editor, Dave Pfeifer and John April are shown (L to R) admiring Robert Lihani's simulated Dealer Display Layout at the Ontario National Convention. The layout is original in track plan and arrangement, but it was carefully designed to resemble a layout that Lionel might have constructed for dealer display around 1937.

The cliffs and tunnel are constructed of thin sheet copper, crinkled to resemble the construction of Lionel's brass tunnels. The layout, which is ingeniously and meticulously crafted (note for instance the Lionel Trains logo), can be disassembled into several pieces and transported by SUV.

A Lionel 1935 Silver Streak set, comprised of a black #265E with #619 and #617 streamlined cars, was running on the upper level and a Lionel 1937 set, consisting of a gunmetal #238E with #600-01-02 two-tone red passenger cars was circulating on the lower level. Original Lionel accessories and reproduction automobiles were used to excellent effect. Robert lives in Arcadia, California.



Photo by Mark Boyd

ONTARIO CONVENTION REPORT by Richard White

The very well attended Welcoming Party on Thursday evening featured lots of food, great fellowship, and lots of great items in the Silent Auction.

I was on board Tour #4 on Friday evening and enjoyed viewing Jerry Blaine's beautiful prewar collection.

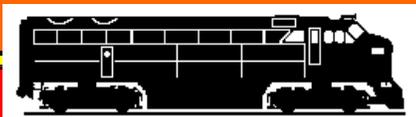
Saturday, at 9 AM, the doors to the trading hall opened and there was the usual restrained stampe. I was interested in prewar O-gauge items; there were quite a few of these items, and some standard gauge, as well as some Hornby and Bassett-Lowke O-gauge. A friend of mine bought an excellent condition Lionel work train set (#263E loco), complete with 812T tool set and box. My son purchased an excellent plus 3-car Madison-Manhattan-

Irvington set of passenger cars (the set with silhouettes, to go with a 773 Hudson in 1950).

Finally, the banquet on Saturday evening was a wonderful event, with a huge crowd in attendance. The banquet was dedicated to the memory of Ward Kimball. Ward's widow and son were in attendance. Slides were shown of Ward, his family, and his trains, and testimonials were given by several members. The Kimball family generously donated a number of items of Ward's, including signed photographs and the original oil painting that was reproduced as the front and back covers of the January, 1991, issue of the TCA Quarterly. The winning bid for the oil painting was \$11,000! Great fun!

The Kimballs have donated Ward's 3-ft. gauge trains to the Orange Empire Trolley Museum. Ward was a longtime member there.

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Courtesy of Ken Houghton Rail Images

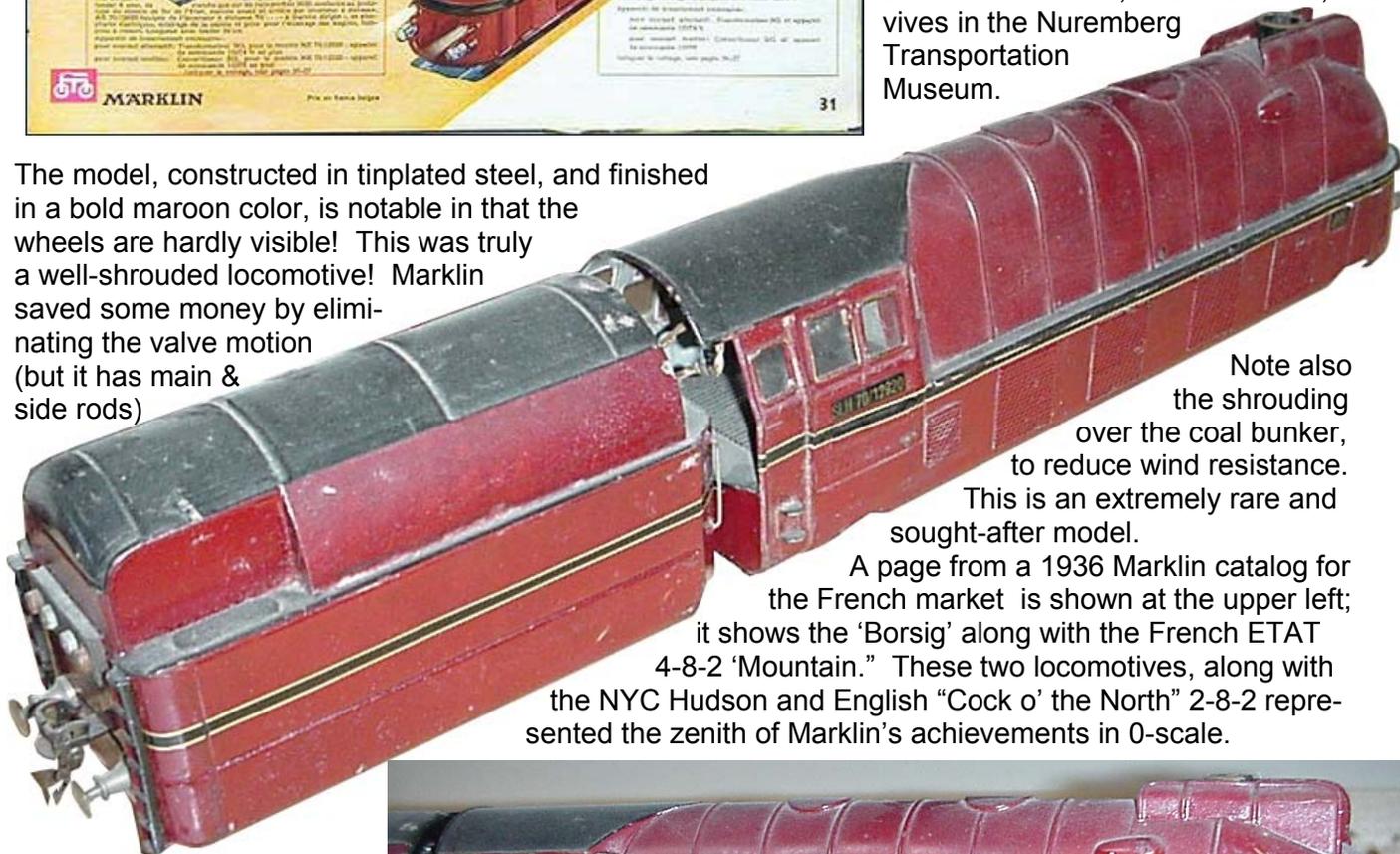


MARKLIN 'BORSIG' PACIFIC LOCOMOTIVE

The Marklin Borsig 'Pacific' (the prototype was actually a 4-6-4!) in O-scale (1:43) was one of that maker's premier locomotives, circa 1935-36. "Borsig" refers to the famous German locomotive builder who built the two prototypes, BR 05-01 and BR 05-02, in 1935. They were 3-cylinder locos with 90-inch drivers and in a test, BR 05-01 hit 124 mph in 1936. This loco, retired in 1958, survives in the Nuremberg Transportation Museum.



The model, constructed in tinplated steel, and finished in a bold maroon color, is notable in that the wheels are hardly visible! This was truly a well-shrouded locomotive! Marklin saved some money by eliminating the valve motion (but it has main & side rods)



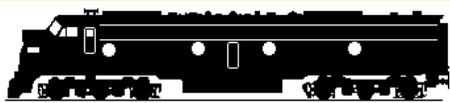
Note also the shrouding over the coal bunker, to reduce wind resistance. This is an extremely rare and sought-after model.

A page from a 1936 Marklin catalog for the French market is shown at the upper left; it shows the 'Borsig' along with the French ETAT 4-8-2 'Mountain.' These two locomotives, along with the NYC Hudson and English "Cock o' the North" 2-8-2 represented the zenith of Marklin's achievements in O-scale.

This model in the collection of Scott Maze, is missing some lead and trailing truck wheels (but you can hardly tell!)



E8



Courtesy of Ken Houghton Rail Images

**IN MEMORIAM
CARSON HARDACRE**
March 15, 1926 - July 11, 2003
TCA 67-1927

Carson was a long standing member of Nor Cal. He served in the Navy in WWII and later worked at NAS Alameda and was in charge of plant equipment acquisition until he retired in 1982.

Carson's house was a popular place to stop in and talk trains. Carson had an outstanding Lionel, Ives and American Flyer Standard Gauge collection but he also collected O-gauge lithographed American Flyer and Joy Lines. For many years he maintained a "train wall" of pre-war O-gauge and Standard Gauge trains that were for sale. Many collectors can point out items in their collections obtained from Carson.

He was also a regular at Nor Cal meetings and enjoyed selling prewar trains there. Carson was also an expert restorer of prewar trains. He also collected Studebaker automobiles

Carson died after a long illness; his wife had died previously. He is survived by his two sons, Mark and Carson Jr.

The officers and members of Nor Cal Division extend our sincere sympathy. - R. White/F. Braun

**IN MEMORIAM
CHRISTIAN ROHLFING**
Died July 21, 2003
TCA 76-9771

Chris, Midwest Division President, died after a long bout with cancer, but throughout his illness, his heart and foresight was for the future benefit of TCA. Chris and his wife Marlene (TCA 85-21857) worked with the Kids Club, and he also ran for TCA national office. He was very happy that he could contribute to and attend the recent National Convention.

Chris was a friend of Nor Cal and supported our efforts, including purchasing convention cars for the Midwest Division as prizes, etc.

Chris had many friends throughout the TCA and in Nor Cal.

The officers and members of Nor Cal Division extend our sincere sympathy.

**IN MEMORIAM
THOMAS M. GALWAY**
May 11, 1917 - April 6, 2003
TCA HR79-14429

Tom was a long standing member of TCA and the Nor-Cal Division. He passed away peacefully last April in Oakland. Tom worked for many years for the Southern Pacific Railroad, and his work eventually led him into his interest in the hobby of collecting toy trains.

Tom was an enthusiastic collector. His collection included Marx, Lionel, American Flyer and Ives, but he was most interested in Wide Gauge American Flyer sets.

His wife Connie passed away about a year ago; they had no children. He is survived by a sister, Mary O'Keefe, and his nephew, John O'Keefe, who had been an engineer with the Southern Pacific.

The officers and members of Nor Cal Division extend our sincere sympathy. Tom will be truly missed. -Warren Heid



Marklin station, circa 1915 Warren Heid collection

CONDOLENCES

The officers and members of Nor Cal Division would like to offer their condolences to member Stuart Armstrong on the death of his wife Nancy, on July 27, 2003.

Life was simple in past years. Holidays were of great importance to a seven year old and his four year old brother. In those days we were usually allowed to receive one major toy gift for Christmas, along with numerous packages of life's necessities. Socks, underwear, gloves, shirts, pants and warm coats to combat the St. Louis winters were beautifully wrapped in a pile around our Christmas tree, which was usually a fresh cut cedar from some roadside in the country.

Also around the tree we could look forward to carefully playing with my older sister Rosemary's electric train. She had a well cared for Flying Yankee Outfit No. 267E. I actually got a Marx crossing gate and crossing signal to work with the train, and the Yankee's shovel nose was great for busting through the Lincoln Logs walls my younger brother Tom and I would delight in building in the train's path. Deep in my own heart, I knew no train really looked like this toy running around my Christmas tree. Real trains had big black engines that smoked and whistled. They had freight cars with doors that opened to haul cattle and marbles and such, none of which could be found on the Flying Yankee. And the three rail track made no sense at all.

My fondest wish for this Christmas was an American Flyer train set. Black, smoke, choo-choo, and two-rail track with freight cars- all were dreamed of every night. I didn't specify a particular set. Dad had a fellow barber at his shop who was able to get things wholesale because of his connections. I knew the barber's son had an empire of Flyer toy trains, including the new twin diesel Santa Fe set. I also knew that if I wanted a railroad empire, and I did, it would be done over a number of years. My expectations were well managed!

Christmas morning came with great expectation, but to my dismay- no new train! Dad's partner had ordered the train, but it had not been delivered yet. I was crushed- another Christmas with the Yankee!

Mom's Christmas dinner was special as always, but one thing was clear at the dinner table that afternoon. Mom wanted that train delivered for a photo-op before the tree was coming down. Dad seemed to steam about this a little, but life went on. I was sure the fact that the train was coming late- which meant that it was really worth the wait, after all we were getting much more for the money through this wholesale connection. Every night I'd wait on the back steps for Dad to arrive. "Get the train yet?" he'd ask. Days became weeks, and weeks became months. And that cedar was still in

the living room, decorated, and brown as a bear! What a fire hazard! Finally about mid March Dad showed up one evening with the long awaited Christmas gift- a #290 Pacific freight set #4904T. I was pleased. Mom got the picture that night, and out went the tree. What a trail of needles in the carpet! What a mess! The trash man could not believe he was still to haul away a Christmas tree.

The next year I wanted more track and switches for Christmas, but Dad and I went to the train shop together to pick up the stuff. Over the years I did put together that empire, eventually getting the No. 751 Log Loader, a No. 759 Bell Danger Signal and one year I talked my brother into getting a Mountaineer Set No. 5323T. That year I received a No. 18B transformer with controls to run two trains.

Toy trains have always been a part of my life. I went to HO for quite a while, but always used the "Pacific Freight Outfit" around my own family Christmas tree. I still have the set and it runs great.

Of course you all want to know what happened to the "Flying Yankee"! My sister went on to marry, and had one son who also realized the Yankee's lack of authenticity; and at age four launched it down the basement steps onto the concrete floor.

Much to her surprise I recently sent her a "Flying Yankee." And, no, her son is not a train collector!



John & Tom April, 1950

PASADENA CAL-STEWART

November 7,8,9 CAL-STEWART MEET

The Southwestern Division of the Toy Train Operating Society will sponsor the Fall Cal-Stewart Meet at the Pasadena Convention Center, 300 East Green Street, Pasadena. This begins with the Friday evening buffet and silent auction, and continues with the huge swap meet on Saturday and Sunday (starting at 9 AM each day). This is a BIG meet, with lots and lots of toy trains of all varieties for sale, operating layouts, an auction and displays and exhibits.

For information contact: Al Vierich (818) 702-9588 or <http://www.toytrains.com/ttos.html>

'SEABISCUIT' THE LOCOMOTIVE?

by Mark Boyd #70-10940

While moviegoers everywhere are enjoying the cinema blockbuster about an unlikely racehorse and his jockey, I thought you might like to know that there was a locomotive named after the horse. It was an EMD E8A, road number 2013, built in 1950 for the St. Louis - San Francisco Railway. FRISCO painted their seventeen E8A's scarlet with five gold stripes on the nose. Each unit was named after a horse, and the name was painted in gold on the sides just underneath the cab windows. E8's were fast passenger engines, and FRISCO used them to pull its most prestigious trains including *The Meteor*, *The Texas Special*, and the *Kansas City - Florida Special*. *Seabiscuit* almost always ran with another E8A in an AA lashup. The FRISCO never purchased any "B" units for passenger service.

It is unfortunate that no toy train manufacturer has produced a set of passenger locomotives in FRISCO scarlet and gold livery. However, there's always 2004!



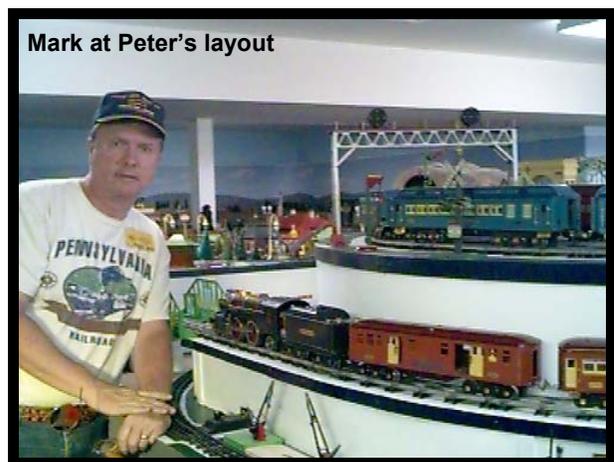
END OF SUMMER "BEAT THE HEAT" SWAP MEET by Mark Boyd 70-10940

In mid August Jack Rodgers and I drove 800 miles to attend the "Beat the Heat Swap Meet" in Prescott Arizona. The meet is sponsored by the Central Arizona Model Railroad Club and lasts from 9 am until 2 pm. Over 100 tables were sold—a sellout. I was lucky to snag a cancellation and get a table. During the meet, a fellow walked up to me and offered to sell a box of 1958 Lionel O gauge that had been sitting in his garage. I made him an offer about 50% of book and he took it. The same thing happened with another fellow up the aisle- he bought some prewar American Flyer 3/16 scale. Apparently, this is a common occurrence at this meet.

After the meet there were several open houses at various members' homes. We spent all of the rest of the day at Peter Atonna's fabulous hi rail layout in Paulden, Arizona, about 30 minutes north of Prescott. Peter has a home that was custom built for his train layout with a basement that is 74 feet by 46 feet in an "L" shape. His Gargraves hi rail layout surrounds the room with multiple main lines and yards. He has included everything from a thunder storm to Yolanda's bordello complete with decorated interiors. He offers guests a written quiz to see who is the most observant, with questions like

where is Abbey Road? (Answer: Lionelville where his 4 Beatles- John, Paul, George, and Ringo are crossing the road). There is a 20 foot American Flyer S gauge layout in the middle of the room and a 20 foot "L" shaped Standard gauge layout further on (see photo) with Lionel O gauge T-Rail track included on a lower level.

Peter Atonna is a master layout builder and collector. He is also Chairman of the TCA Membership Committee, so if you have a grievance with another member, Peter is the one who gets involved.



Courtesy of Lionel Lines Horizontal Rules





by Richard White #70-3387

AMERICAN FLYER 'JEFFERSONIAN' SET

American Flyer named this 1927 O-gauge Set No. 1306 the "Jeffersonian" for purely commercial purposes— it sounded good and sold. Flyer named another set, the wide gauge "Hamiltonian," after a U.S. president, and one can only speculate whether they ever considered using any other presidential names for their sets; consider for instance the names 'Washingtonian', 'Adamsonian' or 'Jacksonian.' Or how about 'Lincolnian' or 'Wilsonian?' In any case, Flyer did decide to cover all possible Presidents in one swoop by naming their penultimate Wide Gauge set the 'President's Special.'

Flyer also alluded to the Federal scene with such set names as the 'Potomac' and the 'Statesman.' It would seem that Flyer found that invoking the names of famous American Presidents and politi-

cians appealed to patriotic young boys! And since any presidential name ending with "n" could by this measure be converted to a train name, I suggest that Lionel, MTH and K-Line consider 'Clintonian' or 'Nixonian' sets!

But back to the Jeffersonian set. The medium-green #3015 N.Y.C.-style boxcab electric locomotive was an imposing sight with its matching 9-1/2 inch lithographed green passenger cars; this was the finest O-gauge set offered in 1927. The manual reverse unit in the locomotive could be actuated by a track-trip device. There was a recessed light bulb in one end of the cab. The cars were lighted.

Nor Cal member Randall White obtained the pictured set from the original owner last year at an estate sale.

BUY/SELL Wanted: American Flyer O-gauge 9-1/2 inch prewar freight cars with black frames and trucks, brass name/number plates— 3210 tank car, 3207 gondola car, 3211 caboose. Also the 1940 style diecast caboose, and the prewar #1625-type streamlined passenger cars in 2-tone green. I need all these in Excellent condition, please.

John April (925) 254-4436

Wanted: Any French "scale-like" O gauge trains, including Marescot, Fournereau and Munier, including kits, parts, and catalogs. Six-wheel "Great Western" tender for Hornby (O-gauge) "County of Bedford." Original boxes for Lionel prewar 264E and 265T in RED (for Red Comet set- "R" on boxes).

Richard White (925) 376-5821

Wanted: Always buying Marklin, Hag, Fleischmann, and other European trains. Dennis King (530) 877-4392

NOTICE

The following Nor Cal members have been dropped from TCA membership as of August 5, 2003, according to the TCA National Business Office:

Ken Albers
Henry Chiu Wallace
T. MacMillan
James McNamara
Glenn Sharp

The Rossmoor Railroad Club in Walnut Creek is looking for new members and also for anyone to help construct the club's O-gauge 3-rail layout, especially with wiring. Please call Nor Cal member Ralf Parton at (925) 256-7078 or rparton@aol.com

*Submit all address changes to:
Secretary Mark Boyd—norcaltca@spade.net*

President's Message (cont'd. from page 1) business plan. They should include things such as: where do we want to be in 5, 10, 20 years, what age group do we want to attract, do we want to grow or refine what we have, do we need to purchase any land or major equipment or real estate, who is going to succeed in running the club in the future, and what are we doing to find the new set of leaders? These are just a few of the things I see that are needed. I feel that the future of the TCA is in our hands and if we continue down the road we are on it is likely to be a dead end. We as a group need to "Plan our Future" and come up with some ideas, then implement them for the next 50 years.

As far as Nor-Cal business goes, it has been a slow summer. We need to get geared up for the Spring Cal-Stewart Meet and all the preparations that go with it. In talking with other members we are looking at ways to improve our monthly meets and we have some good ideas in the works. And finally I would like to say thanks once again for your vote of confidence in electing me your President. See you at the next meet.
-Michael Andrews

NOR-CAL DIVISION OFFICERS

President	Michael Andrews
Vice president	Bob Nichelini
Past president	Cliff Jarrard
Sac-Sierra President	Jack Ahearn
Secretary	Mark Boyd
Treasurer	Pete Goodier
Newsletter Editor and Webmaster	Richard White

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