

"Toy Train Stuff for U"

September 2004

the **NOR-CAL EXPRESS**

PRESIDENT'S MESSAGE

by Michael Andrews #95-41371

I guess we have been having too much fun because the time has just been flying. It is already school season and the mornings are getting cooler. Even though Fall is approaching the Indian Summers here in California sometime are better than the summer itself. As always this time of year not much is happening in respect to running the club. Some of the highlights are as follows: Pete Goodier has stepped down as treasurer and has been replaced by Bunk Coleman (Pete has been doing this job for ten years); Jim McCarthy has stepped down from Sergeant at Arms and we are looking for a replacement. Richard White has been appointed to Newsletter Editor again this year and also to the Standards Committee. Richard Hofmeister and Scott Douglas has been appointed to the Standards Committee. Bob Spivock has volunteered to be Cal-Stewart Chairman for the upcoming meet in 2005. If you would like to be included in the process of running the club please give a call; it is a fun and rewarding job and there are available positions.

We have begun preparations for the Spring Cal-Stewart Meet which will be March 18, 19, and 20, 2005. As always there are (Cont'd. on Page 6)

NOR-CAL ELECTION RESULTS

The results of the June 2004 election of officers were:

President: Michael Andrews 125
Write In: 1
Vice President: Bob Nichelini 126
Secretary: Mark Boyd 124
Treasurer: Bunk Coleman 125

Congratulations to the new and returning officers!

CHUCK BRASHER INVITE

Chuck Brasher is inviting Nor Cal members to Grass Valley to see his collection, and those of Clyde Easterly and Chuck Stone, on Saturday, October 30th. All he asks is that people call ahead of time and let him know how many are coming since they will be catering food for the occasion. Phone him at 530-273-0036

FUTURE MEETS

September 11, 2004 (M)
October 9, 2004 (M)
November 6, 2004 (M)
(November 12-14, 2004 Cal Stewart Pasadena)
December 11, 2004 (M)
January 8, 2005 (M)
February 12, 2005 (M)
March 18-20, 2005 Cal Stewart, Santa Clara
April 9, 2005 (M)
May ?, 2005 Sacramento

M = Montera Middle School
5555 Ascot Drive, Oakland

Business Meeting: 9:30 AM
Trading: 10-11:30 AM



PRR S-1 Duplex (known on the Pennsy as "The Big Engine"- there was only one built), Lionel "Second Special Edition 2003" #6-38024, easing around an 072 curve on John April's layout

By Mark Boyd TCA 77-10940

I had a great time at the dedication ceremonies of the Thomas Sefton Collection in Sacramento [on Saturday, August 14]. This was attended by approximately 800 or more guests in the evening reception. Roger Carp [Senior Editor of *Classic Toy Trains*] made some nice presentations in the afternoon and acted as host in the evening, greeting folks. Apparently Governor Arnold made his appearance last week and according to Roger, asked some very astute questions.

The operating layout features items that were not part of the original Sefton Collection. They are reproductions of Standard Gauge trains, retrofitted with high grade Pitman motors for durable long term service. They have been stripped of sound units and smoke units. A camera is mounted in the front of the Blue Comet locomotive which gives an engineer's perspective to the operation. The layout snakes along the corridor, about 16 feet wide by probably about 40 feet long, enclosed in glass. There is one prewar O gauge freight set up on the top level mountain. There are three levels of trains on mountainous terrain. The track is laid on rubber road bed. An interesting point is that Mr. Sefton was one of the few collectors known to have enough original rubber road bed for his personal operating layout. The museum included this detail on their layout, but of course it is reproduction for the operating portion of the display.

The original collection features Lionel, Dorfan, Carlyle and Finch, Marklin Standard and O gauges among others on display. Some of the trains are displayed in the windows of a life size "City Station". There is also a life size #57 lamp post, a life size #155 station platform, a life size #414 Pullman, and gorgeous glass-covered displays illuminated by low temperature LED rope lighting.

One case features some of Sefton's early 2-7/8 inch gauge trains including a #100 Electric Locomotive and a red #200 motorized red wooden "Electric Express" from 1901. This was one of the first trains Joshua [Cowan] produced for department stores which led him to produce toy train sets in New York and started the Lionel Manufacturing Company.

Another display features a brown #408 locomotive pulling [two-tone brown] State Cars, complete with the original boxes and set box. There is a factory prototype #213 Cattle Car (with blue marker written across the side by the factory, indicating that it came from the Lionel Archives). Also displayed are three other variations of this car.

One of the charms of the collection is the original condition of items, including a few items that show some wear. One of Mr. Sefton's objectives as a collector, was to show the piece as it was originally without any restoration. He liked high quality trains, but also enjoyed leaving the evidence of history and use that went along with the item.

There are multiple Buddy L sets. A "mint" red Buddy L box car is displayed with it's original box. The paint is as shiny as the day it came out of the factory.

Several of the Standard Gauge sets are displayed overhead in acrylic cases lined with LED rope lighting. Each is sealed with temperature probes to monitor the environment.

Only about 15 % of the total collection is on display at any one time. The pieces were shipped from Sefton's home in San Diego packed in some 1600 boxes, with each item individually wrapped in acid free paper. The collection continues to be sorted out in a warehouse by a staff of knowledgeable TCA workers who are volunteering their time and expertise.....tough work if you can get it! The plan is to rotate the collection from time to time. I personally would have trouble doing that. There is nothing I would want to take down for the purpose of displaying something else. Like my train room, I can add to it, I just can't take away....know what I mean?

The banquet table at the reception had an ice sculpture of a Blue Comet locomotive..... OK, it was an MTH larger than life Standard Gauge Blue Comet ice sculpture, but nevertheless an ice sculpture.....no, my freezer at home was not big enough to hold this, and it besides it was a 100 mile drive home. It would have melted by the time I got it home, but it would have been cool (pun intended) for the Nor Cal Division Holiday Party!

By Richard Hofmeister TCA 75-7647

Well, my early apprehensions about the new Sefton exhibit were, I'm pleased to report, all wrong...

The museum did a super job on this new toy train gallery, there is just no getting around it. A very nice

representative selection of Tom Sefton's total collection is on display now (probably about 15% of his total collection) and everything is top rate. The display design elements with the oversize Lionel prewar accessories actually worked well and they are marvelously crafted. I guess I expected crude painted laminates like you would buy at Ikea, but the surfaces are metal or high quality building material, and flawlessly finished.

The layout is stunning. It is quite large and has two std loops and one 0 gauge up higher. The craftsmanship is top rate. (Chuck Brasher told me the museum brought 12 people to his layout twice for ideas and it shows). Everything on the layout is original except the track and the trains (just for purposes of reliability after constant running). One other concession is the use of LED illumination inside some accessories to avoid heat damage to paint - all other accessories such as lamps and stations with external lights use original bulbs running at a lower voltage for long life (very expensive white LEDs are used to illuminate many of the display cases!). The std track on the layout has gray rubber roadbed like I'd never seen reproduced - it turns out that the exhibit people took castings from actual Lionel roadbed and made it up themselves! (Tom's original roadbed is starting to decay apparently).

At one end of the layout is a mockup of a #76 bell shack which doubles as a "train repair shop" where viewers can see toy trains under the knife at given times when repairs need to be made. Most exhibit items are not buried behind six foot deep casing but are right there where you can get 1" from a 1902 2-7/8' piece that Josh Cohen himself probably built. To be fair to the exhibit, the designers did not have an ideal space to work with. It is long and narrow and just about 1/3 of what would be needed to do it right.

The first 2/3 of the exhibit is Tom's stuff, the balance is postwar and modern, and a has corner with Thomas the Tank and Brio. In this way there is something for everyone. I really have nothing disparaging to say about it and only wish it could have been two to three times bigger so that many more of Tom's items could be shown.

Yesterday was the grand opening and the place was packed - probably 4,000 to 5,000 people went through it. Lines so long that people could only be let up in small groups. Roger Carp was on hand from Classic Toy Trains and gave a nice presentation (3 times actually) on the hobby and the story

behind Tom Sefton and the new exhibit. Roger revealed that he was actually hired as a consultant by the design firm that won the bid. I also met Bruce Stiny who is the CSRM curator hired to maintain the collection.

Another bit of unknown trivia - Tom Sefton apparently also had quite a collection of Laurel and Hardy memorabilia!

I came away from the museum proud and pleased that we have a top rate toy train exhibit at the CSRM that will be changing from time to time and some very superb items will be on display. TTOS could not have done this, but only because of the big difference which is the hundreds of thousands of dollars that was pumped into this exhibit, not to mention the million dollar collection itself. TTOS never had these kinds of resources, and as such did a super job on a shoestring budget with what they had. One could view the TTOS exhibit as the ground breaker that got the CSRM into toy trains in the first place.

Sefton's generosity and professionalism has given those of us on the West Coast, and even the whole U.S., quite a wonderful showcase for the hobby and the history of toy trains. Seeing Tom's collection also gave me a renewed sense of accomplishment for my own very modest little collection in the sense that Tom worked hard to preserve this wonderful slice of Americana (o.k., there's a few foreign trains in there too) for so many to enjoy and I'm doing my part as well to keep these old classic toys running and whole for the future. Those of you on the East Coast should be sure to plan a visit when out this way!

The evening private reception featured a large, 3 foot long 400E carved out of ice! Probably the only sad note for me was a display at the reception that showed the process of dismantling Tom's attic layout and packing it for shipment. (It took nine weeks!). It would have been nice to retain the memories of that full attic wonderland and not the images of empty tables and overhead shelves as items were pulled down and packed....I did have the pleasure once of visiting Tom and his attic and watching the big trains rumble (albeit quietly on the original rubber roadbed) around the layout. It would also have been nice to have some cheese with all that wine at the reception, but hey, it's the times...

See photos of the Sefton Collection on Page 4

PHOTOS FROM THE TOM SEFTON DISPLAY

Photos by Mark Boyd and Richard Hofmeister



Photo by Mark Boyd

**"#414 State Car" display with State Sets in windows
Patti Boyd and Roger Carp looking.**



Photo by Mark Boyd

Standard Gauge layout with repro equipment



Photo by Richard Hofmeister

"#124 station window" with #1, #3, #101 trolleys, #390E, 384E, 400E, 392E locos



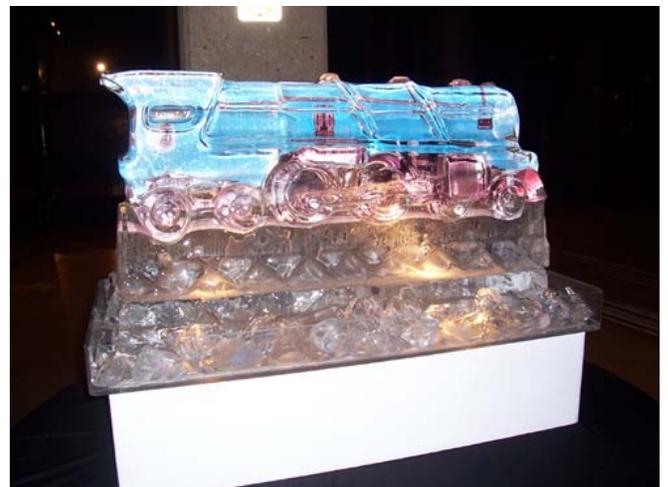
Photo by Richard Hofmeister

"#127/137 station window" with operating cars and accessories, #80 race cars, #43 & 44 speedboats, etc.



Photo by Mark Boyd

"#124 station window" with #10 interurban, Girard, Blue Comet and State cars



#400E Blue Comet locomotive sculpted in ice

Meeting convened August 18, 2004 at 7:40 PM Alidini Restaurant, Lafayette, CA.

Voting members present: President Mike Andrews, VP Bob Nichelini, Treasurer Bunk Coleman, Secretary Mark Boyd, Immediate Past President Cliff Jarrard

Also present: Bob Spivock. Not present: Editor Rich White, Sac Sierra President Jack Ahearn

President Mike Andrews called the meeting to order

Discussion about Insurance Certificate for meets, Cliff would handle

M/S/C by Bob Nichelini appointment: Rich White Editor for 2004-2005

Other appointments:

Standards Committee Representatives for Norcal:

Richard Hofmeister

Scott Douglas

Richard White

Kids Klub: Open at this time

2005 Cal Stewart Chair: Bob Spivock, Associate Cliff Jarrard

Other assistants Mike Andrews, Bob & Mary Ann Nichelini

Meet locations: September 11th 2004 Montera Middle School in Oakland
October 9th 2004 Montera Middle School in Oakland
November 6th 2004 Montera Middle School in Oakland
(November 12 – 14, 2005 Pasadena Cal Stewart Meet)
December 11th 2004 Montera Middle School in Oakland
January 8th 2005 Montera Middle School in Oakland
February 12th 2005 Montera Middle School in Oakland
March 18, 19, & 20 2005 Cal Stewart Meet in Santa Clara
April 9th 2005 Montera Middle School in Oakland
May, Sacramento Sierra Chapter Meet at Scottish Rite Temple (date unknown)

Ads for Cal Stewart will appear in TCA HQ News September, November, January, and March
Bob Spivock will develop a full page ad.

December Meet party: Mark will contact different caterer than last year (no Mexican food per request). Possibly return to Judy Enns with a new menu, not to include the broccoli salad by request.

2005 Cal Stewart Meet: Discussion of brochure up date. Reformat to include 8 ½ X 3 ½ card stock registration form to make registration easier.

M/S/C by Bob Nichelini to offer a Friday day trip on Cal Stewart registration form to Sacramento to visit the CSRRM, Sefton Collection, and Old Sacramento for \$20.

In addition to the registration brochure and registration card, a second sheet in colorful paper would be prepared advertising the Sacramento trip on one side and the banquet on the opposite side. These three items would be printed and prepared as a single unit to be mailed.

M/S/C by Cliff Jarrard to spend up to \$1500 for updated computer needs.

Meeting adjourned 9:30 PM.

Submitted by Mark C. Boyd, Secretary

Nor-Cal Express
Richard White, Editor
7 Francisca Drive, Moraga,
CA 94556-1583
Phone: (925) 376-5821
Email: toytrain13@hotmail.com

**NOR-CAL DIVISION OFFICERS**

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

**NOR CAL DIVISION OF THE TRAIN COLLECTORS ASSN.
TREASURERS REPORT
FISCAL YEAR ENDED JUNE 30, 2004**

Cash Balance July 1, 2003

Checking	10,533.47	
Savings	17,574.87	28,108.34

Income

Dues (455 members)	11,375.00	
Interest	63.32	
Cal-Stewart	23,638.50	
Boxcars sold	405.72	
Donation	500.63	35,983.17

Expenses

Rent	2,283.20	
Coffee	255.00	
Nor Cal Express	1,799.97	
Cal-Stewart 2004	30,492.35	
Cal-Stewart 2005	3,540.00	
Other:		
2003 Election	104.94	
2004 Election	253.25	
Sales Tax	51.00	
Web Service	275.00	
CD Drive	267.66	
Boxcar Sales Postage	28.57	
Officers	760.03	
Miscellaneous	71.84	
Holiday Lunch Catering	1,575.00	41,757.81

Cash Balance June 30, 2004

Checking	4,695.51	
Savings	17,638.19	22,333.70

Net Change (5,774.64)

Respectfully Submitted:

Pete Goodier, Treasurer

**IN MEMORIAM
DAVID LOBREE**

? - May 2004

TCA 66-1645

David was a civil engineer for Fairbanks-Morse and worked on the development of the Trainmaster locomotive so beloved by Lionel post-war collectors. Lionel produced a limited run of Southern Pacific "black widow" FM's and David had one, which is now owned by Al Cox in Seattle. (In the 1970's David talked to me about having a number of Lionel FM's that had been custom-painted by Fairbanks-Morse for advertising purposes).

David will be missed by all his friends in Nor Cal. - R. White

**IN MEMORIAM
CHARLES DANIELS**

1912-2004

TCA HR 77-11894

Charlie was born in Sacramento, raised in San Francisco, and moved to Mill Valley in 1943. He worked in the shipyards in Sausalito and later worked for GE and the Atomic Energy Commission, ending his career as an inspector. Charlie had a longtime interest in prewar trains and was an accomplished toy train mechanic. (I once sold Charlie two Dorfan O-gauge locomotives that I had cosmetically restored. I had been unable to do anything with the incomplete and broken mechanicals. One month later Charlie had both locomotives running on a loop of track at the Iron Horse Meet!) He also had a longtime interest in World War I aircraft.

Charlie's wife of 47 years, Ester, preceded him in death. Charlie is survived by a son, Charles, and two daughters, Kathy and Karel.

Charlie will be missed by all his friends in Nor Cal. - R. White

President's Message— (Cont'd. from Page 1) many jobs that need doing and the Cal-Stewart Committee is looking for volunteers to assist in all areas. We will be having the Banquet again this year, and will be adding a bus trip to the California State Railroad Museum. These both are fun events and docents and hosts are needed. If you did not attend the Banquet last year you missed a wonderful event.

The National Convention in Pittsburgh was an exciting event. The number of attendees was at times overwhelming but the staff of volunteers, led by none other than Jim Burke, did a fabulous job of keeping the train on track. From all of us at Nor-Cal we give a big round of applause for a job well done!!

The National Business Meeting was fairly mellow. The biggest event was the discussion of the required two signatures for new members. A motion for the elimination of the two signatures on the table and was defeated with a fairly even vote. Then at the (Cont'd on Page 7)

President's Message—(Cont'd. from Page 6) Annual Membership Meeting on Saturday none other than Mike Wolf of MTH Trains made a motion to eliminate the required two signatures. After much discussion the vote was taken (this time from all TCA members in attendance) and the motion was passed. So what does all this mean? Sometime in the near future all TCA members will be getting a ballot to vote on this matter; if it passes the two required signatures will be eliminated; if it fails the signatures will still be needed. I have had mixed feelings about this requirement of two signatures. Without going into lots of details it is probably time to eliminate this requirement. The opportunities that are available for advertising and promotion of the TCA far outweighs the nostalgia of the Two Signature Requirement.

Anyway, I would like to once again thank everyone for supporting me again as your President, as well as your support for all the other Board members. I look forward to this upcoming year and will see all of you soon. And, as always, give a call if you need anything. -Mike

ART WEINMAN'S TRAINS

These handmade O-gauge train cars were on EBay last year. I was amazed at their design and craftsmanship. I wish I had corresponded with the seller to learn something about Mr. Weinman. Furthermore, I did not notice to whom they were sold or for what price. Note the Ives trucks on the Rath's car and the Lionel 650-series trucks on the other two cars (oddly, the Lehigh Valley car is missing its wheels and couplers).



Couplers appear to be American Flyer or Dorfan. The lettering and other decoration on the cars appears to be hand-painted!



WELCOME NEW NOR CAL MEMBERS

Daniel DeOrnellas, Castro Valley
Jan Janku, Oakland
Richard Werner, Loomis
Greg Mahl, Oakley
Thomas Donnell, Grass Valley
Ronnie Sanders, Alameda
Jon Zahornacky, Santa Clara
Marshall Droese, San Mateo
Joan Bradford, Concord

Carson Murphy, Santa Rosa
Dean Thompson, Novato
Richard Whiston, Carson City
David Foust, Eureka
Leigh Bradbury, San Francisco
Lisa Loventhal, Sacramento
C. Don Snodgrass, Orinda
Tony Winstead, San Francisco
Stan Hallenbarte, Fair Oaks

Don Grabski, Sacramento

(Members dropped from National TCA, and Nor Cal:
Bruce Hartley, Cupertino
Larry Delucchi, Hayward)

Buy/Sell

Send your personal ads to the Editor (or phone)

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

Wanted: European toy trains in HO and N gauges– Marklin, Fleischman, Trix, Arnold, Hag, and what have you. Paul Canton (650) 579-0836

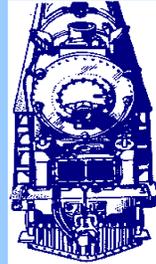
Wanted: Wooden trains and toys manufactured by the Seaver Toy Company, Burbank, California. The name is usually stamped on the bottom of the toy. Fred Albers (559) 781-1713

Wanted: Lionel #289 loco (with or without tender); 1656 switcher and tender in poor or better condition (but with straight castings); 229 loco in average condition (with or without tender). Raymond Haas 877-891-6606 (toll free) or (415) 479-2874



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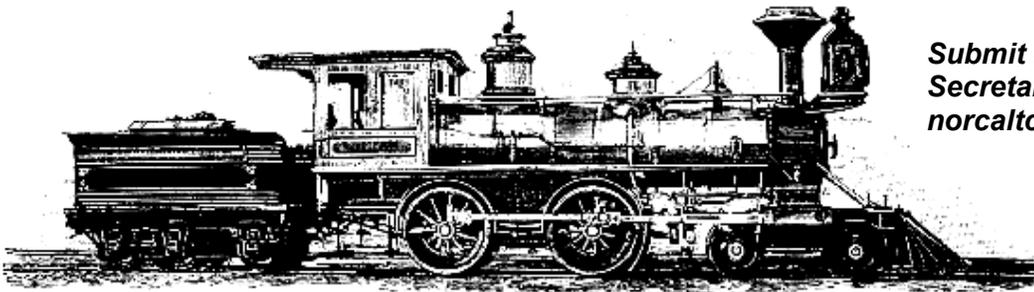
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Secretary Mark Boyd—e-mail :
norcaltca@spade.net*

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