

the NOR-CAL EXPRESS



Above: a scene on the elaborate S-gauge high-rail display layout of Dave Butterfield and Larry Lobb. This large sectional layout can be seen in operation at Cal Stewart Meets in Santa Clara and Pasadena.

PRESIDENT'S MESSAGE by Michael Andrews #95-41371

As I sit here at my desk looking out the window at the frost and the changing and falling leaves, I can only imagine how cold it was and what hard work the trainmen had in the days of steam. Even though it was tough work it also must have been just as beautiful rolling down the line through some of the most scenic countryside in the world with a birds eye view of it all. I guess we should consider ourselves lucky for if it weren't for these pioneers we would not have these model trains and toys to play with.

As the holiday season approaches, I always look forward to getting the trains out. Even though I see them everyday it is like there is something in the "air" that makes me want to set up some track and get them rolling. Lately we have been setting up some track in the living room and running a few trains for a couple of days. It is amazing how good the twins are able to understand and operate in "Command Control". We will be able to get many of the trains rolling in the next few weeks due to a vacant apartment above our garage, so give a call and bring a train.

There is not too much business at hand other than the approaching Cal-Stewart Meet scheduled for March 26, 27, 28 2004.

We need volunteers to help with the jobs and especially with the new Karen Rogers Banquet that will be on Saturday evening. This should be a great event so give me a call and be a part of (Continued. on page 7)

The NOR CAL EXPRESS is online, in full color, with high-resolution photos, on the Nor-Cal website: www.norcaltca.com

FUTURE MEETS

- December 13, 2003 (IH)**
(the December luncheon meet is for members and their families only)
- January 10, 2004 (M)**
- February 14, 2004 (M)**
- March 13, 2004 (M)**
- April 10, 2004 (M)**
- May 29, 2004 (SR)**
- June 12, 2004 (IH)**
- July 10, 2004 (IH)**
- August 14, 2004 (IH)**

M = Montera Middle School
5555 Ascot Drive, Oakland
IH = Iron Horse Middle School
12601 Alcosta Blvd.
San Ramon
SR = Scottish Rite Temple,
6151 "H" St., Sacramento

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



Start planning now to attend the 2004 TCA National Convention in Pittsburgh, Pennsylvania, June 20-27, 2004

JEFFERSONIAN LOCOMOTIVE REPRISE

by Richard White TCA 70-3387

3015's on parade



Nor Cal member Fred Sill has brought to the Editor's attention that there were no less than four different versions of the #3015 locomotive that headed up the 1927 American Flyer Jeffersonian set (see the article in the September 2003 *Express*). Here they are (left to right in each photo) from Fred's collection:

Type 1: short frame, door at rear of cab, hole in roof above rear door (a leftover from when the passenger cars had to be lit by wiring from the locomotive); **Type 2:** short frame, headlight surround embossing at rear of cab, hole in rear roof; **Type 3:** long frame, door at rear of cab, handrails at corners of frame, sand reservoirs at corners of frame painted black, no hole in roof; **Type 4:** long

frame, door at rear of cab, handrails at corners of frame, sand reservoirs at corners of frame painted red, no hole in roof. All four locos are painted medium green, with yellow window trim, have black frames, and brass journals and plates, and each came in sets with the identical 3-car set of Illini type passenger cars, also in medium green. All four variations were manufactured in 1927 only.

TRAVEL TO THE NATIONAL CONVENTION BY PRIVATE RAIL CAR

A group of Nor Cal members led by Chuck Brasher and Clyde Easterly will be renting the streamlined passenger car "Silver Iris" to travel to the TCA National Convention in Pittsburgh. This car was constructed in 1950 for use by the Chicago, Burlington and Quincy Railroad for use on the Kansas City Zephyr. The car contains 4 double bedrooms, 2 roomettes, a lounge, and a kitchen, and is crewed by two stewards and a chef. Departure is Sunday June 20 and arrival in Pittsburgh is on Wednesday, June 23. Departure from Pittsburgh is Sunday, June 27 with arrival home on Wednesday, June 30. The accommodations are luxurious, and gourmet meals and all drinks, and limo or bus to and from

Amtrak to the Convention hotel are included in the price (actual amount will not be known until February- but the fare will have to be paid in full by April 5, 2004). Five people are already on board for the trip, and five more are needed. If you'd like to join this group or get more information, contact Chuck Brasher at (530)273-0036 or Clyde Easterly at (530) 274-3841.



Silver Iris



REMINISCENCES OF TOY TRAINS AT THE SANTA CRUZ BOARDWALK

excerpts from remarks by Nor Cal members Walt Davis, Dave Dunlop, Richard Hoffmeister, Tim Hurley, Norman LaClair and Bob Hill

The "Train Game" was located in the Casino at the Boardwalk, along with other amusements and games.

The Santa Cruz Train Game... I remember it in the late 1940's— there were four parallel tracks that ran down the center and folded back over themselves. There was some scenery, houses...green paint and moss...there were four pre-war 027 sized trains... These were later replaced with cheap plastic trains, maybe Marx??? There was a kind of swinging target that turned on when you inserted a coin . There was a handle you could use to operate a similar target and as long as they were both lined up the train would go. I played that old set many times. The walls were plate glass about six feet high. The last time I saw it, it was in very sad disrepair and [with a sign] "Out of Order." I tried to remember the exact track plan , but that escapes me**Walt Davis**

I can remember taking our kids into the area where the trains were and letting them push the buttons to run the trains. There were at least 3 trains containing sheet metal passenger cars pulled by black engines**Dave Dunlop**

I remember it very well. We spent a lot of time in Santa Cruz as I was growing up. We had a house trailer parked permanently within a few hundred yards of the Boardwalk, as a cheap vacation home. Naturally, as a young Lionel model railroader, I immediately went to this attraction whenever I was near the Casino that housed it. I believe there were six independent loops. It cost a dime to run the trains for 3 or 4 minutes. The locos were 675's, I believe, and the cars were the postwar tinsplate versions of the 2600 passenger cars . I don't recall that they ever had freight trains. The locos had aluminum bands just forward of the cabs that had big numbers from one to six to identify the trains. I don't recall when they removed the train layout, but I think it must have been in the 1970's or early 1980's **Richard Hoffmeister**

I remember them well. I lived in Santa Cruz back in the 40's. They used a lot of the 2430-2440 type cars and best I can recall, the 675 type locos. The locos had a metal band across them with a number

that corresponded to a number on the transformer. About 20 years ago I was at a garage sale in Santa Cruz and they had a couple of sets of these trains for sale, so apparently they sold them off. Wish I had bought a set!**Tim Hurley**

I remember running those trains...If memory serves me, it cost ten cents to run them for about 5-7 minutes... **Norman LaClair**

My grandparents had a cabin in Felton Grove, and when I was a kid we stayed there every summer. We went to the Boardwalk often and I always managed to spend time running the trains. My earliest memory of this layout must be from the summer of 1948, because I had received a Lionel 1434WS outfit for Christmas in 1947 and I remember that all of the trains on the Santa Cruz layout were just like mine...a 2025 steamer and tender, two green 2440's and a 2441 observation (and I still have that set). The layout must have been updated a few times because I remember only Lionel track— not Gargraves. I also remember that the transformer output was quite low— the trains would not go fast enough to get into any trouble. I do not recall how much it cost to run them, but I do remember always asking my grandparents for coins.**Bob Hill**

Editor's Note: Does anyone have a photograph of this layout, so that I can scan it for the *Express*? There is no mention of this layout online.



Ives 113 (version D) Station of 1926-28

CAL-STEWART PASADENA REPORT by the Editor

The train collectors jammed the Friday evening social hour, renewing old friendships and sucking up on the free snacks (no free bar this year). Saturday morning found the usual crush waiting to enter the hall. And then the rush to see the goodies— and there was certainly a good selection of trains in all categories.

Interesting prewar items for sale included a #191W set: a 226E locomotive with 2815 tank, 2816 hopper and 2817 caboose, all like new with individual and set boxes; a Standard Gauge #52 set with #53 locomotive and 180-81-82 passenger cars (all maroon) very good; and several 763E's. In American Flyer S-gauge I was impressed with two stunningly beautiful, like new plus locomotives— a Royal Blue and the Circus locomotive (red), priced at \$1K and \$2K respectively!

Lionel Trains was present with a display layout featuring the Southern Pacific 2-8-8-4 and the

Cheasapeake and Ohio 2-8-8-2. MTH also had an operating layout, as did K-Line. K-Line showed their new Pennsy K-4. Sunset/Third Rail had a display with a test track so that people could try out their CB&Q O-5 Northern, Pennsy K-4 Pacific, and their B&M/SP Berkshire, among other locomotives.

There were several parts dealers in attendance, including Mike White, and they were very busy indeed. The back room was full of layouts in all scales, including a huge on-the-floor Standard Gauge setup.

There was a large and beautiful display of trains, as usual, this year featuring toy and model trolleys and interurbans.

There was the usual Saturday afternoon auction but additionally, this year, there was a "Premium" auction in the evening for higher-end items (which I did not attend, so I can't report on how successful this was).

'CITY OF PORTLAND' (?) BY PAYA



Paya (of Spain) produced their own O-gauge version of Union Pacific's 'City of Portland', in at least two color versions, as shown. The boxed set shows a cream and red version, missing one coach. There was a prewar version and a reproduction version produced after 1985 (the boxed set appears to be one of the reproduction sets). Paya went out of business a couple of years ago, after producing toys for almost a century.



Courtesy of Cecil Yother

UNION PACIFIC TO SOCK IT TO TOY TRAIN MANUFACTURERS

We all know the story of how General Motors paid several thousand dollars to Lionel to have the little 'GM' decal attached to Lionel's F3 diesels. Similarly Sunoco and Shell Oil Companies paid small amounts to Lionel to affix their companies' names to Lionel tank cars.

Now the mighty Union Pacific RR is turning the tables on manufacturers of toy and model trains. Union Pacific, seemingly in need of additional sources of revenue, will charge a fee for any toy or model train manufacturer to paint their trains in the UP yellow and gray and/or affix the UP name to their trains. What are they thinking of? Don't they know that every toy or model boxcar or locomotive with the UP logo is a rolling advertisement for their railroad? Will the manufacturers, large and small, accede to this? Will the buyers of model and toy trains be willing to pay a couple of dollars extra for a boxcar to cover the licensing costs? Will other railroads follow UP's lead? Write or e-mail your comments to the Editor.

IS THIS LIONEL'S RAREST MODERN-ERA STEAM LOCOMOTIVE? OR— WHEN DID LIONEL GET INTO THE EUROPEAN MARKET?



By Richard White TCA 70-3387



The Lionel locomotive pictured is a German prototype BR-50 Class 2-10-0 Decapod with SNCF (French National Railway) markings under the cab window. The Greenberg Guide identifies this as an uncatalogued locomotive produced by Lionel in 1993. The box end shown at the right is labeled "6-18036, French, BR-50 (150Z)," and has "130 of 150" penciled on it, presumably indicating that 150 models were produced. Another 150 or more were probably produced for the German market, with DB (German Railways) markings.

The locomotive and tender are exquisitely crafted in brass, with many lost wax castings and full cab detail, and are for 2-rail DC operation only. Although all drivers are flanged, the instructions indicated that the model will traverse a 30-inch radius curve.

3,159 BR-50 locomotives were built in Germany during the 1939-44 period. These were also known as Class 150Z (counting axles, 1-5-0). What is interesting is that the SNCF had no BR-50 locomotives!

What SNCF did have were superficially similar German-designed BR-44 locomotives, almost 700 of which were built for the Germans in Alsace, in occupied France, during World War II. 226 BR-44's still under construction were taken over by the SNCF after the Liberation in 1944 and designated as SNCF Class 150X.

The French BR-44/150X locos had only one cab window per side, no smoke box door central lock, different piping and other boiler details, and were 3-cylinder (simple) machines, while the BR-50 had 2 cylinders. Both had 55-in. driving wheels, So Lionel's BR-50 locomotives for the German market were also marketed (incorrectly) for the French market. Interestingly, Marklin/Hamo and Fleischmann did the same thing with their HO gauge models of the BR-50!

This museum-quality locomotive is in the collection of Adair Roberts.



HOW DOES YOUR #436 POWER STATION STACK UP?

by Joel Fugazzotto TCA 84-20874

The following article was originally published in the TCA e-Train, and is reprinted here by permission of the author.

For the Prewar enthusiast, the 436 Power Station is a fairly easy and fun item to collect. It offers a number of color variations and even a couple hard-to-find pieces, such as the rare "Edison Service" station.

I bought my first 436 at a toy show about seven years ago along with an 840 Power Station. About two years ago I ran across another one at an antique shop. The price was too good to pass up, so I

bought it even though I was perfectly content with just having one.

It wasn't until I put the two of them together that I noticed something unusual. Can you spot the difference in the photos below?

It's not the color difference, nor the fact that one is mounted on the base backwards. It's the smoke stacks. One is mounted on the left, one on the right. None of the books or articles I've read mentions

that there is a variation in the smoke stack mounting. Every 436 that I've seen since has the smoke stack mounted on the right.

But there must be other "lefties" out there. Let me know. Simply email me at fuga@aol.com and write in the "subject" line either "Smoke Stack Right" or "Smoke Stack Left." That way I can easily count the number of lefts and rights without opening the emails.



Joel's Odd Ball



Normal power station

EDITOR'S RAMBLINGS #4

Around 1975 I got a call from a fellow in Berkeley who had some trains for sale: Santa Fe #2333 A-B-A with freight cars—a #2555 silver tank car (the metal one), #3620 searchlight car with the green generator, and I forget what else. I paid him \$60 for the lot. They were all boxed like new. Then a fellow worker at CalTrans sold me several boxes of trains in similar condition— including a Pennsy GP-7 and a number of 6464 boxcars and much more, for \$80. Then a fellow sold me a set of excellent aluminum passenger cars, for around \$160. Next a fellow sold me a passenger set— the one with the all silver #2023 Alco FA's and #2420-series silver streamlined cars, and more— all for \$40. At that rate I was building a nice postwar collection at very minimal cost. And neighbors and others viewing the collection always liked the postwar trains best— especially the Santa Fe set and the 6464 boxcars all in a row. Alas, there came a time when David Dansky had bought a large collection of beautiful prewar Standard Gauge and O-gauge trains, for resale. I remember being over at his house in Montclair where all of these were laid out on table, the floor, and all over the house. I lusted for some of these items. So I sold almost all of my postwar to pay for some of them!

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President's Message (continued from page 1)
making it happen.

The annual Holiday Party will be on December 13 at the Iron Horse Middle School in San Ramon this year so plan to attend and bring your family. I hope to see all of you at the party but if not I would like to wish all of you a prosperous and happy Holiday Season.

As always if you need anything give a call.
Michael Andrews

Bob Burke reports that the complete layout will be set up at Tin Plate Junction in Oakland, December 6-24. He invites all his fellow TCA members to stop in!

SHAMELESS PLUG FOR MOVIE

There is a wonderful movie playing in theaters now. It's The Station Agent. This lovely film features a



lonely man, a dwarf (and a railfan), who loses his job as the Lionel trains repairman in a small New Jersey hobby shop when the shop owner suddenly dies. But the owner, in his will, has left this man title to a small, decrepit train station along a main line train track (the Susquehanna RR in New Jersey). The man moves in... Warning: this film contains no sex, no violence, and no abusive behavior whatsoever. This film contains Lionel trains, full-size trains and wonderful characters.

Buy/Sell Send your personal ads to the Editor (or phone)

Giveaway: HO gauge train set by Model Power, includes Santa Fe AA diesels, 5 freight cars, 24 pieces of track, a trestle, telephone poles and a signal, miniature figures, a cardboard station, and station accessories. A power pack and instructions are included. This is all NEW in the original boxes. This is FREE for a young person PREFERABLY! If you would like to use this set as a start in the hobby for your child, or for another youngster, please call Fred Braun at 510-522-2225 and arrange to pick it up. (Fred is in Alameda).

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 #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, incl. kits, parts, 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). Richard White (925) 376-5821

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

IN MEMORIAM

JERRY WOOD

January 1, 1940 - August 26, 2003

TCA 95-42444

Jerry was a loyal employee of the IRS for 37 years. At work Jerry was dedicated to helping others. His fondest memories were of counseling, assisting, and advancing the careers of others, especially women, and of being an early advocate of employing the handicapped, especially the visually impaired and the blind. Jerry had lived in Danville, CA, for the past 28 years. In retirement, Jerry was busy as ever with his lifelong hobbies, especially his love for gardening and model trains.

Jerry was an enthusiastic American Flyer collector and was Past President of the Golden Gate American Flyer Club. Jerry was extensively involved with the Museum of the San Ramon Valley and had been a Board Member. He was involved in restoring a train signal there.

Jerry died of pancreatic cancer. He is survived by his wife Ruth, brother Brynn, children Chris and Jerry, and four grandchildren.

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

Chris Wood/R. White



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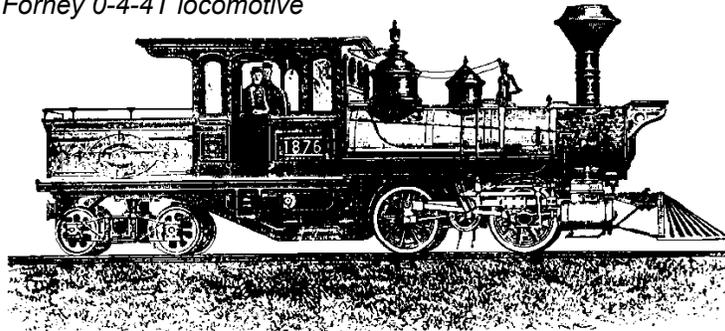


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the NOR-CAL EXPRESS

Forney 0-4-4T locomotive



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