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*The Toy Train "Beacon of the West"*

**PRESIDENT'S MESSAGE**

by Bob Nichelini #81-16938



**What is it?? see page 4**



**What is it?? see page 2**

Let me begin with a special thank you to all the Board members who have filled in for me since June. As many of you know I have been unable to attend several recent Nor-Cal meets because of the death of my mother at age 100, our son Michael's wedding in San Diego and the all-consuming workload at the Vallejo Police Department. During my absence, Vice President Rod took charge and attended the National Board of Directors meeting. Past President Michael took care of booking the meeting hall at the Lafayette Veterans' Building and Treasurer Pete and Secretary Rickey carried out their duties with the usual efficiency. Richard never failed to get the newsletter out. Finally, Mark and Cliff can always be counted on to fill in wherever needed.



But, now after a several month absence, I'm back. I attended the November meet and found everything to be in good order.

The highlight of the November meet was the show and tell display which prominently featured a large blimp (or was it a dirigible, zeppelin or airship – I'm not sure [**It's a dirigible- Ed.**] put on display by Mark Boyd. I'm not exactly sure what a blimp has to do with train collecting, but it was definitely cool.

Following the meet, we had a brief impromptue Board meeting, wherein we discussed ideas to increase participation in Nor-Cal operations and encourage more members to become involved with the Board. One suggestion was to no longer elect individual officers (President, Vice president, etc.) and just elect Board members at large. Then the Board members would select the officers from among their ranks. The thought was that members may not be interested in running for specific positions because of one-on-one competition but might we willing to run for an at-large position to be filled (continued on page 2)

**FUTURE MEETS**

Jan. 9, Feb. 13, April 10, June 12, July 10, August 14,  
Nov. 13, Dec. 11, 2010 - Lafayette Veterans Memorial  
Hall, 3780 Mt. Diablo Blvd., Lafayette  
March 12, 13, 14—Cal-Stewart Meet, Santa Clara Con-  
vention Center  
May ? - Scottish Rite Temple, 6151 "H" St., Sacramento  
Sept. 11, October 9—may be at the Walt Disney School  
in San Ramon  
*Business Meeting: 9:30 AM*  
*Trading: 10-11:30 AM*



On page 1 and above: Mark Boyd brought in this Lionel “Black Cave Flyer” set (1982) as a Halloween treat for the members. The loco has a DC motor.



Above: This is an early postwar Strombecker C.P. Huntington locomotive, built from a kit. This is roughly S-scale, and is made of pinewood.



Below, left: Mark Boyd also brought in three different versions of the Lionel Berkshire: #726, 1946 only, in foreground- turned aluminum handrail stanchions, a horizontal motor, smoke bulb and a 2426W tender. Next- the more common #726 (1947-49) version, still with a 2426W tender, and finally, the most common #736 version (1950-66), with a 2046W tender. These were at the October 10 meeting.



Above: David Kreutzinger brought in this stock certificate of 1921, for the Yosemite Short Line. The left column is in English and the right column is in French. He obtained this at an estate sale. This was at the November 14 meet.

**PRESIDENT’S MESSAGE**

(continued from page 1) by the highest vote getters. I would be interested to hear your thoughts on this idea (or any substitute ideas that you may have).

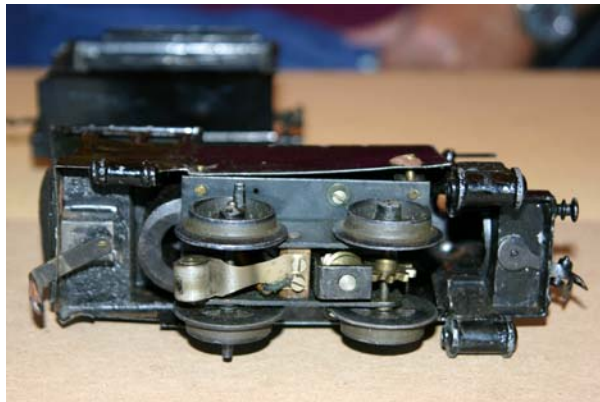
Don't forget that next month is the annual Christmas meet with a catered lunch. No guests please, except for family members, at this meet. We all look forward to seeing you then.

Bob Nichelini

**Nor-Cal Officers**

- President: Bob Nichelini
- Vice President: Rod Cornell
- Secretary: Rickey Renfro
- Treasurer: Pete Goodier
- Newsletter Editor and Webmaster: Richard White

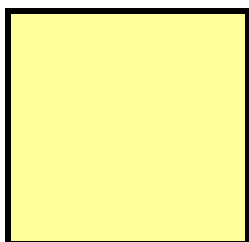




Here are some more items from Richard Zanotti, upper left, then clockwise: (1) an early, 1908 Bing low-voltage (4-6 v), locomotive with DC permanent magnet motor and worm drive, all original (2) the underside of the loco (3) an illustration from a 1908 Bing catalog showing the complete train (4) a Fandor locomotive of 1920-29 (5) an unusual 4-2-0 C & R (France) locomotive from 1920. This did not come with a tender. All at the November 14 meet.



At right: Chuck Stone brought in this Marx circus set, with a lithographed steel tent and cast metal animals and circus crew. This is circa 1935. Chuck had this on his layout until some recent purchases at York pushed it out! This was at the November 14 meet.



## MORE ITEMS SEEN AT NOR-CAL MEETS

Mark Boyd picked up this fantastic Erector Dirigible at the October York Meet. It came from a museum in Georgia. Mark was thrilled to get this with the beautiful original "skin," which is normally found deteriorated. The stand is not original, but makes for a great presentation nevertheless. This was at the November 14 meet.

[Note: dirigible have an internal aluminum framework with the gas bags inside that. A blimp, much smaller, is just a gas bag. In the 1930's dirigibles were seen in Germany as the future of long-distance air travel].



Nick Mizsey recently obtained these trains that he indicates were part of an animated display at the 1915 Panama-Pacific Exposition in San Francisco. They were apparently used in a diorama showing the construction of the canal [see next page]. The trains are about midway between TT and HO in scale. The locomotives and some of the cars have intricate little motors and gearing, as well as miniature winches with string to represent cables (?). This is a very rare find and Nick requests that anyone who can shed some light on these trains, and on the diorama, would contact him. At the November 14 meet. (see additional photo on next page)



This is a close-up view of the two locomotives.

## RESEARCHING THE PANAMA-PACIFIC EXPOSITION TRAIN AND CANAL DIORAMA ONLINE

A Google search of the internet had scant result. One reference ([www.publicgreen.com/projects/panpac.pdf](http://www.publicgreen.com/projects/panpac.pdf)) remarked: "This section of the Exposition was called The Zone [what is now Fort Mason], and contained rides and games, and recreations of popular tourist spectacles like Old Faithful and the Grand Canyon...Among the natural and ethnographic spectacles was a **working scale model** of the newest American wonder of the world, the Panama Canal." **This must be where Nick's trains were used.**



Two photos above: Richard Zanotti brought in this Bing overhead crane, along with a reproduction of the catalog, showing the crane. This is missing the crane dolly, but Richard hopes to enlist Ira Keeler to fabricate a new one! This was at the November 14 meet.

### Northern California Division—Train Collectors Assoc. INCOME AND EXPENSE STATEMENT FOR ANNUAL REPORT YEAR November 1, 2008 thru October 31, 2009

<u>Cash Balance November 1, 2008</u>		\$15,300.07
<u>Income</u>		
Dues	17,160.00	
Donations	300.00	
Cal Stewart 2009	22,108.00	
TTOS SW Div. Car	500.00	40,068.00
<u>Expenses</u>		
Rent	3,621.48	
Nor Cal Express	1,475.28	
2010 Cal Stewart	4,142.00	
2009 Cal Stewart	28,092.65	
Coffee	304.00	
Officers expense	26.68	
Christmas Holiday Catering	2,501.00	
Other: Website Host	47.88	
Printed Checks	54.61	
Bank Deposit Analysis	49.80	
Office Supplies	87.10	40,402.48
<u>Cash Balance October 31, 2009</u>		14,965.59
Net Change (-)		(334.48)

Respectfully Submitted:

Pete Goodier, Treasurer

I've been amassing and enjoying toy trains for most of my life. This now presents a dilemma: I'm faced with determining the future of my collection. I have two adult children who are not the least bit interested. Last year my collector cousin put me on to a newly established railroad museum in Salem, Indiana. After several conversations with the curator (a pretty good guy), we both felt very comfortable in donating the entire collection to the museum to be displayed, stored, or otherwise kept in tact with only the following stipulation: It cannot be sold, traded, or disposed of in-part or in-whole. If this becomes the issue then it must be returned in its entirety to my estate. The curator agreed and presented this proposal to the County's Board of Supervisors, the owners of the museum. At this time I had my will changed accordingly.

The Board promptly rejected my offer stating any property donated, in any way, to the County becomes property of the County, and they can do whatever they want with it. So I withdrew my offer

and changed my will back to its original intent. The curator and several museum volunteers then resigned since they didn't realize this was the case. Apparently they had donated several items to get the museum started and felt betrayed. The museum also rejected the idea of displaying a notation that you may have seen in other museums: "This exhibit is on loan from the collection of .....". But after checking around, most museums also have this policy. (I suppose it would be different if a Rembrandt were to be offered.)

So, being a silly condition or not, and since I don't want to see my stuff end up at an auction or busted up for sale on tables, what's a collector to do? I'm still not sure, but my message is: **DONORS BEWARE!**

Fritz Collier  
87-26533

PS I still plan to enjoy this room full of tin plate for

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## **LIST OF DEFUNCT AMERICAN MODEL TRAIN MANUFACTURERS AND IMPORTERS— O and S SCALES**

- A** American Flyer: O-gauge and S-gauge tinplate trains (now owned by Lionel)
- All-Nation: O-gauge tinplate (EMD diesel switcher only) and scale: steam and diesel locomotive kits, freight car kits, passenger car kits (former JC Models)
- Athearn (O-gauge line only): O-gauge scale kits for boxcars and reefers
- Ambroid: O-gauge scale freight and passenger car wood kits
- American Model Toy (AMT): O-gauge tinplate streamlined cars, and freight cars
- Auburn: O-gauge tinplate freight cars
- Auel: O-gauge scale trucks
- Adams and Sons: O-gauge scale locomotive kits and supplier of brass castings to GMC and All-Nation
- Edwin Alexander Models: one of the first (prewar) suppliers of O-gauge scale steam and electric locomotive kits
- B** Boxcar Ken: O-gauge scale freight car kits
- C** Central Locomotive Works: O-gauge scale steam and diesel locomotive kits
- Central Models: O-gauge scale passenger car kits
- Chester: O and S-gauge tinplate and scale streamlined passenger car kits
- Cleveland Model and Supply Co.: S-gauge scale locomotive and freight car kits (this company was the originator of S-gauge)
- D** Dorfan: O-gauge tinplate trains
- Dayton: S-gauge scale diesel locomotives and gas-electric cars
- G** General Models Corporation: O-gauge scale steam and diesel locomotives and freight cars (later bought by All-Nation)
- Gloor Craft: O-gauge scale freight car kits

- H** Hafner: O-gauge tinplate trains
- I** Ives: O-gauge tinplate trains  
Icken: O-gauge scale steam locomotive kits and custom-built models  
Intermountain: O-gauge scale boxcar, reefer and tank car kits
- J** J-C Models: O-gauge scale passenger car kits
- K** KMT: O-gauge tinplate freight cars  
Kaisner: O-gauge scale and tinplate streamlined passenger cars  
Kusan: O-gauge tinplate freight cars  
Korber: O and S gauge tinplate accessories  
Kemtron: O-gauge scale steam locomotive kits and detail castings
- L** Lobaugh: O-gauge scale steam locomotive kits, freight and passenger car kits
- M** Marx: O-gauge tinplate trains (still manufactured by a successor company)  
Midgage: S-gauge scale steam locomotive and freight car kits  
MiniToy Co.: O-gauge scale and tinplate trolley car (later obtained by Pittman, then Bowser)  
Mettoy: O-gauge tinplate trains  
Main Line Models: O-gauge scale freight car kits  
Metalcraft: O-gauge tinplate assembly toys
- N** Nixon: S-gauge scale locomotive and freight car kits  
Northeastern: O-gauge scale wood freight car kits
- P** Pittman: O-gauge scale and tinplate trolley and interurban car kits
- Q** Quality Craft Models: O-gauge scale wood freight car kits
- R** Rex: S-gauge scale diecast steam locomotive and freight car kits
- S** Scale Craft: O-gauge scale steam locomotive and freight and passenger car kits  
Saginaw: O-gauge scale locomotive kits (later bought by Central Locomotive Works)  
SGL: O-gauge scale Reading G-3 locomotive and Reading "Blimp" passenger cars (might have been imported- not known for certain)  
Superior Models: O and S-gauge scale custom-built steam locomotives  
Schilling: O-gauge tinplate, toy-like plastic passenger set
- T** Thomas: O-gauge scale and tinplate steam locomotive and freight and passenger cars (mostly kits, but some tinplate items assembled)
- U** United States Toy Train Company: O-gauge tinplate BART and Metro sets, and freight cars
- V** Varney: O-gauge scale ten-wheeler steam locomotive kit (the kit was later taken over by GMC)
- W** Walthers (O-scale line only): O-gauge scale (some tinplate) freight and passenger car kits  
Westbrook: O-gauge scale and tinplate freight car kits  
Wyandotte: O-gauge tinplate trains  
Weeden: O-gauge tinplate live-steam locomotives
- Y** Yuengling: O-gauge tinplate toy-like trains

#### **IMPORTERS**

- I** International Models: pioneer importer (from Japan) of O-gauge scale steam, diesel and electric locomotive (semi-kits) and freight cars
- K** KTM: importer (from Japan) of O-gauge scale steam locomotive and freight cars (later taken over by U.S. Hobbies)  
Ken Kidder: importer (from Japan) of O-gauge scale trolley and interurban cars
- M** Max Gray: importer (from Japan) of O-gauge scale steam locomotives and freight cars (later taken over by KTM)
- U** U.S. Hobbies: importer (from Japan) of O-gauge scale steam locomotives and freight cars

**TRAIN REPAIRS, PARTS AND SALES**  
**Mike Raymond**

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**Rick Renfro Email address:**  
**[ragnar\\_the\\_dwarf@msn.com](mailto:ragnar_the_dwarf@msn.com)**

**the *NOR-CAL EXPRESS***