

the **NOR-CAL EXPRESS**

June
2009

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The Toy Train "Beacon of the West"

PRESIDENT'S MESSAGE

by Bob Nichelini
#81-16938

Please note the ballot on page 5. Please support your club by **VOTING!**

Thanks to all who worked to make Cal-Stewart 2009 a success – especially to my wife Mary Ann who has held the thankless job of Registration Chairperson for the past several years. Unfortunately, Mary Ann has submitted her “resignation” and we will be searching for her replacement. Also a special thank you for Mark Boyd who has provided valuable assistance to Mary Ann and maintains all of Nor-Cal’s automated membership records.

I have received several comments from Cal-Stewart “sellers” suggesting that the meet be “open to the public” on both Saturday and Sunday. Please understand if we do that, we believe that many Nor-Cal members would just pay the public admission price and we could not generate sufficient income to pay for the event. With what have been increasing Cal-Stewart costs it looked like we would be reducing the hall space in half next year. But perhaps the “recession” has eliminated enough convention business that it appears we will be able to rent the same space for slightly less and will not need to “downsize”.

We all recognize that train collecting is somewhat seasonal and monthly meets have reduced attendance during the summer months. So, if you’re taking the summer off for the hobby, we’ll see you in the Fall. But if you’re a “die hard” collector the

meets will continue throughout June, July and August and you might find some real bargains. We hope to see you there.

Bob Nichelini

And now, a special message from Mary Ann:

I have really enjoyed being the Cal-Stewart Registration Chair for the past 8 years. I could not have done it without the wonderful help from Barbara Goodier, Patty Boyd, and Bunk Coleman who often opened up the desk for me early Saturday mornings. Working with Mark, Bob S, Cliff, Michael, Pete, and more recently with Rick, has been fun and interesting, although I had to listen to a lot of train talk. I’ve enjoyed answering all your phone calls, your notes included with your registrations and in recent years your emails. I’ve tried to be helpful, friendly and patient. I would also like to thank the stealth doughnut guy (S. Slauson) who has delivered doughnuts to the registration desk for all those years.

However, as my granddaughter’s birthday is March 17th, (and Cal-Stewart usually falls around then), I would like to be more available as a grandmother to her and by next year her little brother. So I say goodbye and thanks for the memories.

Mary Ann Nichelini



Left: A scene on Warren Heid’s standard gauge layout

FUTURE MEETS

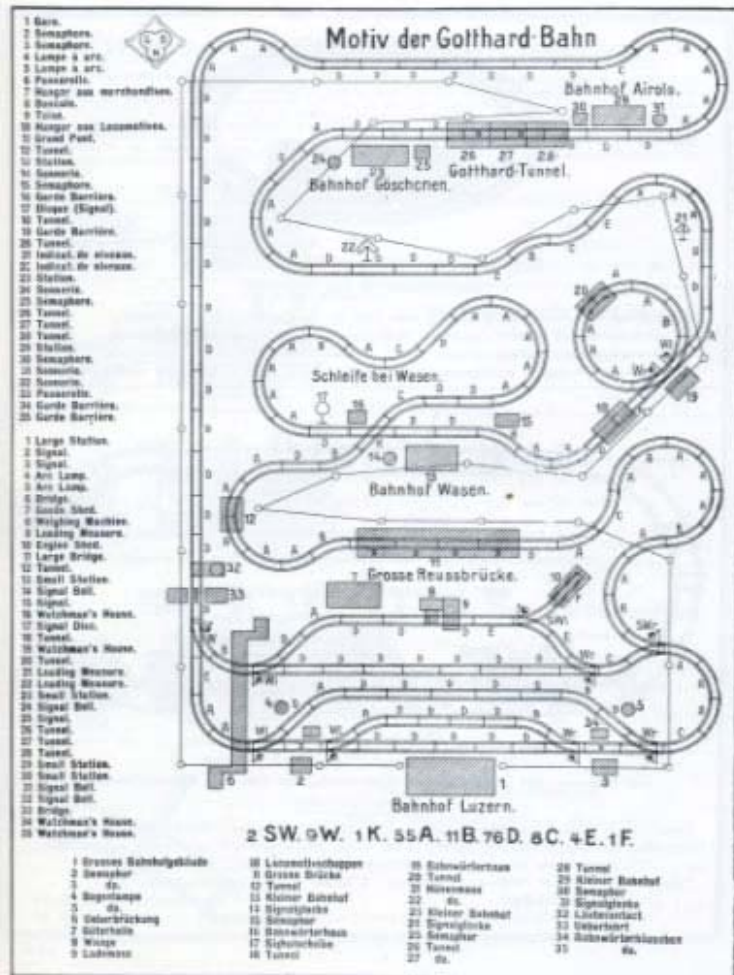
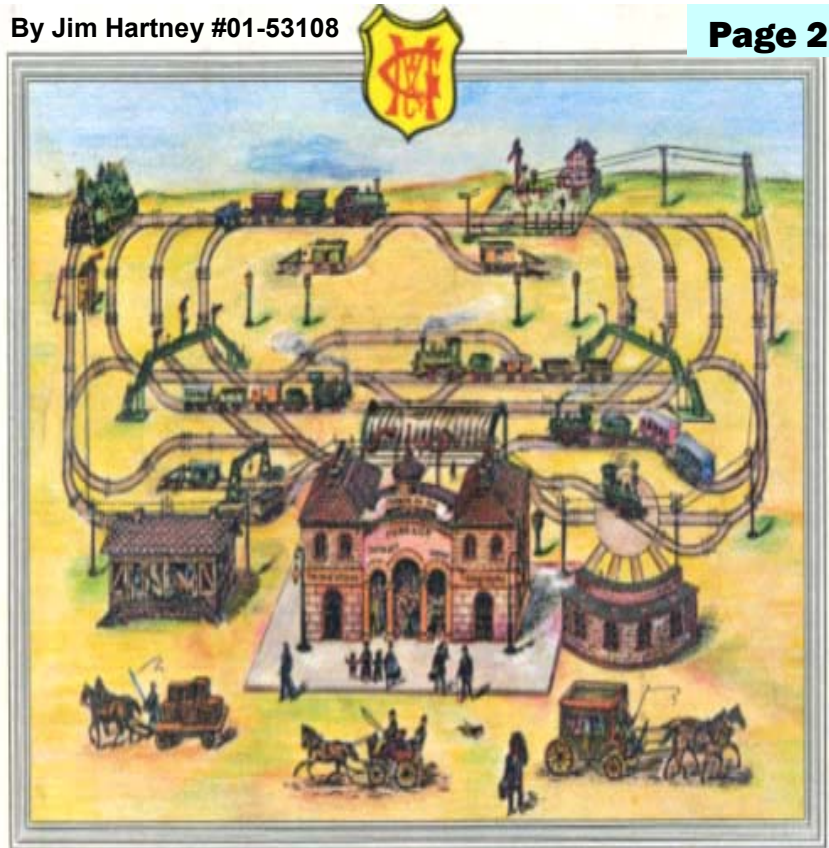
June 13, July 11, Aug. 8, Nov. 14, Dec. 12, 2009- Lafayette Veterans Hall, 3780 Mt. Diablo Blvd., Lafayette
Sept. 12, Oct. 10, at the Walt Disney Middle School, 3250 Pine Valley Road, San Ramon
Business Meeting: 9:30 AM
Trading: 10-

Nor-Cal Officers

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

It all started in 1891. That year the Marklin Toy Company of Nuremberg, Germany presented their new toy train system at the Leipzig Toy Fair. Marklin had recently incorporated the Lutz Co. line of toy trains into their own and the miniature railroad system they exhibited was the hit of the Leipzig show and would change toy trains forever!

Over the previous decades toy trains had evolved from simple tin models to live steam and clockwork sets that, in some cases, ran on circles of ribbon rail track or on straight laid track. Indeed, most locomotives and cars came with “set” wheels, either in a circular or straight alignment, that ran on various supplied track. What Marklin showed at the Leipzig Fair was revolutionary – a system of *sectional track*, utilizing “points” (switches) and even a crossover, that enabled a figure eight of sectional, interlocking track to be laid and expanded. Additionally, a toy



train station and other simple scenery crafted by the Marklin and Lutz artisans were added. It was at this point that toy train aficionados of all types started to plan their “Dream Layouts”.

Early manufacturer catalogs, advertisements, and box tops were soon showing the possibilities Marklin’s line of products allowed in the way of ultimate layouts. One early example is this layout from a Marklin catalog from the late 1890s shown above.

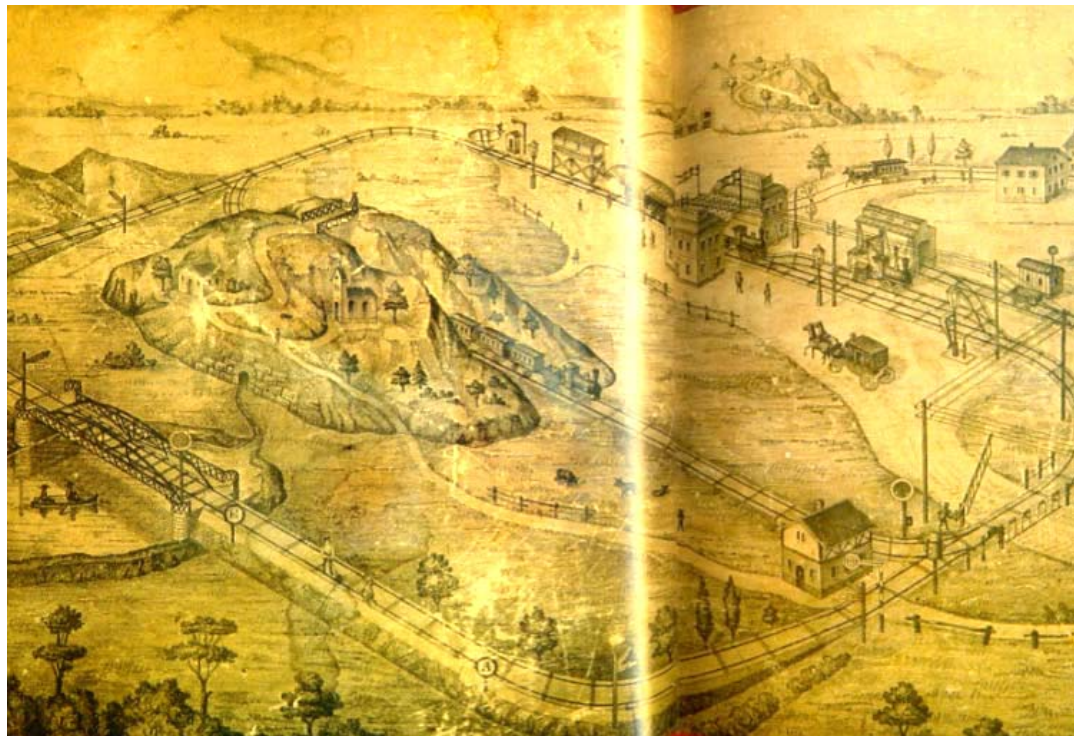
All of the trains, track pieces, buildings, accessories, figures, and wagons were available from the company. This ambitious layout consists of 5 operating locomotives and 28 switches. The large “Chemin De Fer” station indicates it was probably for inspiring little French boys to dream big.

The Bing layout shown at the left is much more detailed, though it lacks the imagery of the previous Marklin. The list of Bing track and accessories is given on the left and reveals a layout consisting of 76 straight track pieces, 74 curves, and 11 switches.

The meandering quality of the layout allows a long run through the countryside, arriving back in a “yard” of sorts in the (cont'd. on next page)

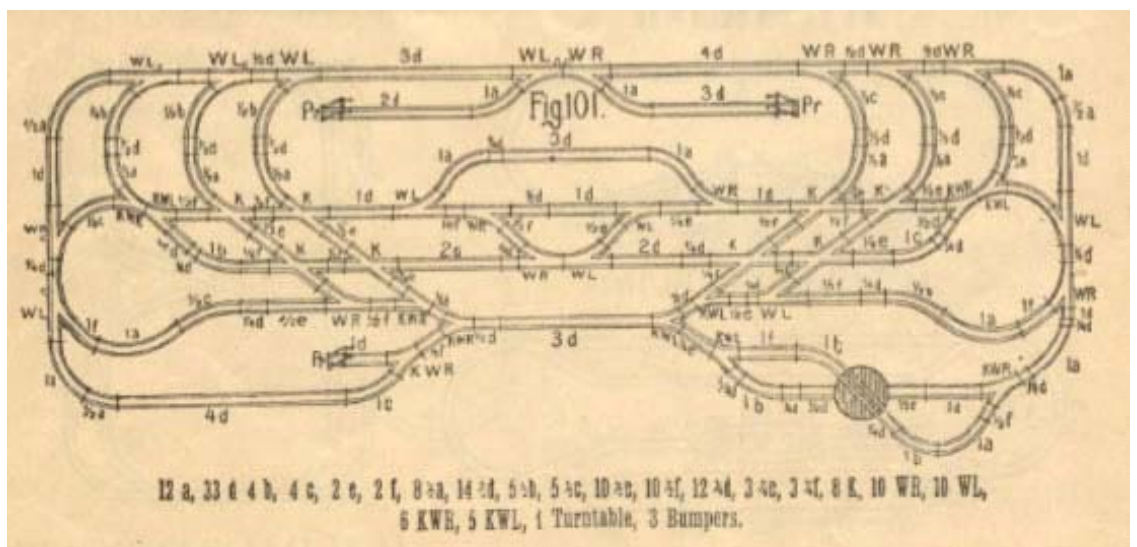
(cont'd from page 2) lower end where sidings, a large station, and other various railroad equipment is positioned. Accessorizing this layout are 4 stations, 6 tunnels, a very large bridge (4 track sections long), many signals and warning bells, and 2 load weighing stations. This was an impressive and ambitious plan – and, I might add, a very expensive one for most family budgets.

At the right is a 1900 box cover from a Rock and Graner train set that is more like what we today might call a dream layout – the track and accessories are set into a landscape of hills, trees and roads. Although not well known in America, R&G was a German toy maker for generations, from 1813 to 1904. They were responsible for some of the finest early train structures made – probably best known here in the U.S. from some of their elegant structures detailed in the Ward Kimball Auction catalogs.



Illustrated here is a simple track layout surrounded by a full array of R&G train structures and accessories. To any young child, the possibilities became fantastical.

In 1901 Ives of America debuted their line of tracked toy trains and accessories. Their initial catalog of that same year devoted 14 of its 19 total pages to illustrations of 109 possible track layouts using their system of sectional track.



These ranged from simple to the very curious, whimsical, and complex. Probably the most complex and interesting is no. 101, shown above. All the track sections needed were listed in their 1901 catalog, even the turntable in the lower right. In addition to their previously listed trains and track, their catalog of 1902 illustrated 2 types of bridges, 3 stations, a covered passenger platform, and even a tunnel that could be added to their track assemblies for a complete layout.

Though probably impracticable as a working layout, the above example was a great showpiece for Ives to show the versatility of their track system. If you think this layout looks faintly familiar, you're right - look again at the Marklin layout at the beginning of this article – it is the same track plan, minus the trackside buildings and accessories Marklin provided. Lacking a roundhouse, the Ives' turntable functions as nothing much more than a crossover!

(continued on page 4)

Dream Layouts (continued from page 3)

At this time European toy companies, most notably Marklin, Bing and Issamayer, had started to establish themselves in the American Market. The new Ives line need to show that it could be just as versatile as Marklin and the other Europeans. They knew who the competition was. Ives, from the be-

ginning, declared "We are the originators and manufacturers of the American System of miniature railways" - an early plug to "Buy American!"

Coming next: Lionel Dream Layouts

SOME ITEMS SEEN AT NOR-CAL MEETINGS



At left and below: This is Bob Morris' Marklin rare live steam loco and cars in 1 Gauge, with original set box (seen in the background) and track. Circa 1910 (?).



Voltlamp #2120 trolley car, circa 1912



Voltamp #2104 coach of 1915 or so. This is one of Chuck's fantastic restorations. He even adds scratches for an "authentic look." -Chuck Schafer



At Right: Chuck Schafer's Carlisle and Fitch #20 "Tank Locomotive," of 1905- 1907. (20 volts, AC or DC). Carlisle and Fitch and Vo.tamp trains are 2-rail, 2-inch gauge.



Voltamp #2103 combination car "Royal Blue- New York to Washington." 1906-1908 -Chuck Schafer

NOR-CAL DIVISION TCA

BALLOT

FOR OFFICERS TO SERVE FROM JULY 1, 2009 TO JUNE 30, 2010

For your ballot to be counted:

- (1) Vote for no more than one (1) candidate for each office,
- (2) Sign your name and write your **TCA membership number XX XXXXX** by the return address on the envelope you use to mail the ballot,
- (3) Mail it to:

Michael Andrews
2461 San Miguel Drive
Walnut Creek, CA 94596

- (3) I must receive your ballot no later than **Friday, June 30, 2009.**

FOR PRESIDENT:

- Bob Nichelini
- Write In: _____

I will report the results at the Nor-Cal TCA meet on July 11, 2009

FOR VICE PRESIDENT:

- Rod Cornell
- Write In: _____

FOR SECRETARY:

- Rick Renfro
- Write In: _____

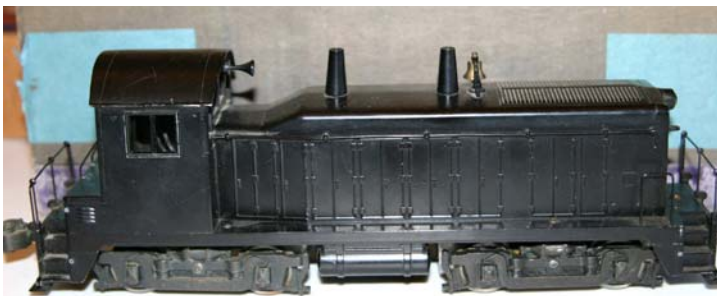
FOR TREASURER:

- Pete Goodier
- Write In: _____

Found: Two O-gauge cars, left at the lastl-Stewart. Contact Mary Ann Nichelini
Wanted- Old HO gauge kits by Blue Line and American Beauty, for 85-ft. streamlined passenger cars.
 Richard White (925) 376-5821



Mark Boyd brought in these variations on the Lionel Union Pacific #2023 Alco FA diesels, including the gray nose versions. The rare loco at the far right is painted over a black plastic superstructure



Mark Boyd owns this General Models Corporation EMD diesel switcher (circa 1948-50). As the box indicates, this is a tinplate version, as indicated by the coarse flanges, (dummy) couplers, and reverse unit. But where are the third-rail pickups? This switcher was available as a kit in 2 and 3-rail, and as a ready-to-run, painted version in 3-rail only.



At Left: Mark also brought in this GMC handcar of the 1948-50 era). The gap-ring motor (with the armature attached to one axle) required a push to get started, and there was of course no reverse!



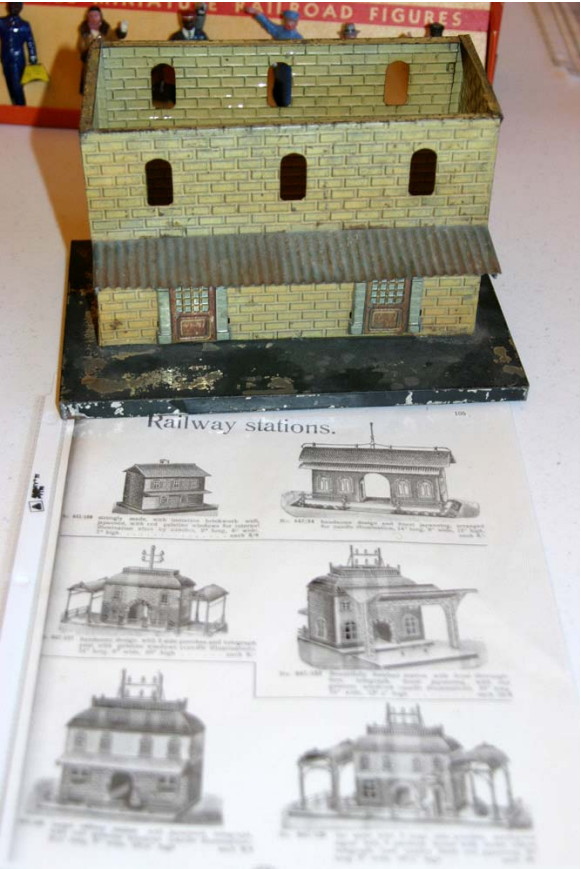
Above: This is a very rare (only 3 known) #6464-900 NYC boxcar that uses a Type 3 mold. This is owned by Michael Andrews.



This is Rick Renfro's rare 6464-100 Western Pacific "blue feather" boxcar, with the even rarer original box.



Hornby Postwar freight station, O gauge, like new.



Richard Zanotti brought this roofless Bing station, with catalog illustrations. Ira Keeler may be called upon to make a roof!



The "crown" emblem and "Royal" have been added at some point.



Rod Cornell brought this tunnel, manufacturer unknown



Craig Miller brought this O-gauge loco made by Philo Trains, in the Netherlands. Note the brake detail on the underside.

Nor-Cal Express,
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