

"All the News TCA'ers want, and then some"

March 2004

the NOR-CAL EXPRESS

CAL-STEWART MEET COMING UP! MARCH 26, 27 & 28 IN SANTA CLARA

It's still not too late to sign up for the Cal-Stewart Meet at the Santa Clara Convention Center. You must fill out a registration form and mail it in to Mary Ann Nichelini, or call her (get number from the Directory, under Robert Nichelini). And don't forget to sign up for the Karen Rodgers Banquet on Saturday evening (\$25 each). That promises to be a real evening of fun, with table prizes, auctions, entertainment and a great meal (subsidized by Nor Cal, with the generous assistance of an anonymous donor).

PUBLISHING PROBLEMS SOLVED—AT LAST

The US Postal Service Online has a new printing contractor with a much improved computer printing program. This program can handle files up to 30 MB (this issue is 3.1 MB) and it can print high resolution photos.

FUTURE MEETS

- 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

LONGTIME MEMBERS HONORED



The following longtime TCA and Nor Cal members were honored with Certificates of Membership, for varying lengths of membership, as follows (L to R): first row—Paul Christman (30 years), Clarence Hanks (25), Adair Roberts (40), Jack Rodgers (30), and Paul Janowski (20); second row—Cecil Yother (25), "unknown", James Hirst (25), "unknown", Mark Landes (30), and "unknown." [the three "unknowns" are among the following persons who received certificates: Daryl Woods (30), Clyde Brewton (30), Bill Wardell (25), Dennis Ilog (25) and Thomas Upchurch (20)]. The Editor apologizes for not being able to identify these members.

PRESIDENT'S MESSAGE

by Michael Andrews #95-41371

Greetings to everyone!! The time is fast approaching for the Spring Cal-Stewart Meet. The chairpersons are Bob Spivock, Bob Nichelini, Cliff Jarrard and myself along with Meet Chairwoman Mary Ann Nichilini. We've been very busy preparing for the March 26, 27, and 28 date. Also working just as hard are Board of Director members Mark Boyd, Pete Goodier, and Richard White, along with a few others such as Jim McCarthy, Stephen Rodriguez, Jack Rodgers, and Richard Hofmeister. As preparations are underway to make this a successful meet we also have been looking at next years location (continued on page 5)

Nor-Cal Division has a website!
 You can get the latest news, look at train photos access links to other TCA Divisions and manufacturers, and read the latest edition of the Nor-Cal Express on the first day of the published month— in FULL COLOR, with HIGH-RESOLUTION photos! Why wait for your snail-mail copy of the Express when you can see it Online!

MICHELIN RAILCARS IN 'O' AND 'HO'

By Richard White
TCA 70-3387

In the 1930's the French tire manufacturer Michelin experimented with a variety of pneumatic rubber-tired railway vehicles. These were supposed to ameliorate the harsh ride that passengers experienced in steel-wheeled passenger coaches of the era, and were designed to replace locomotive-pulled trains on lightly traveled routes. These designs ultimately led to a number of successful Michelin pneumatic-tired railcars. Many types were sold to countries ranging from England to Mozambique. Several railcars were made in the U.S. in 1932-33 in conjunction with the Budd Co. Railcars were furnished in a variety of body styles and sold well, and into the postwar era. Many survive today, in museums and on railran-operated short-lines. Additionally, the Metro subways in Paris, Montreal, Mexico City and Santiago (Chile) ride on Michelin rubber tires.

The rare O-gauge Michelin railcar model shown below was made by the French firm of Le Rapide in the years 1932-40. It is 15 3/8 inches (39 cm) long, and is of zamac construction (resulting in a VERY heavy model, and one that is subject to warpage and disintegration). It is articulated behind the cab, and runs on 20 volts AC. This example, in excellent condition, is owned by Nor Cal member Cecil Yother.



[Note of interest: The Michelin man has a name: "Bilbenbub"]

The boxed example shown (below, left) was sold by Vectis Auctions (England) on February 19, 2003. The condition was listed as Good Plus and it sold for GBP 860 (about \$1,250). Note that the wheels in this example are painted white around the

edges to represent the pneumatic tires of the prototype.



A current Marklin model in HO gauge is shown (below, left). It conforms closely to a prototype shown in the photo (below), on the London, Midland and Scottish Railway (England) in the 1930's. Note that the mufflers are mounted on the upper cab, at each side; no better location could have been chosen to pour motor fumes into the passenger compartment!!





Are We Conditioning Kids the Right Way?

By Gerald McClellan, President, Golden Gate Lionel Railroad Club, TCA #92-35361

A recent radio talk show discussing family health described an experiment with a Northern Pike. The Pike was placed in a glass tank with a bunch of minnows, which it rapidly gobbled up. A glass divider was slid down into the tank and more minnows introduced, but on the other side of the divider. After many frustrating attempts to reach the minnows, the Pike learned (was conditioned) that it could not reach the food source and gave up trying. The Pike gave up to the point that when the glass divider was removed and the minnows allowed to swim around, the Pike still did not try to eat its food source, to the point of starving.

John Rinaldi was walking to his friend's house to work on a home layout, when he dropped a bright orange Lionel box. A young man in his 30's was walking by, saw the box, and asked if it was a box of cigars. When John said that it was a Lionel train box, the young man described how he and his buddy had been taken several times to a large train layout belonging to a friend of his fathers. They were fascinated and excited with the trains, but their primary memory was of being told many times, "Don't touch the trains!" To this day, the man related, they each have no interest in playing with trains.

One of the concerns with operating the Golden Gate Lionel Railroad Club's large modular layout at public displays is that of little hands reaching over the clear plastic screen to "touch" the trains. Usually a respectful mom or dad quickly reaches out and grabs junior's hand to pull it back. Many times I have heard myself, and others, caution "Don't touch the trains."

I am resolved to buy that box of old junker cars at the next train meet and start handing them out to those "little hands" while they are standing there watching. Believe me, some of those kids stand there for hours to watch the trains. If the car is not returned, what is lost? Just keep a box of old cars ready to positively "condition" those prospective new train collectors.

And here is Positive Conditioning!



The photo at the left shows Zachary Albers, a first-grader in Santa Rosa, running a speeder over the Sierra Slough on the 7-1/2 inch gauge Success Valley Railroad. Zack is a member of the TCA Kids Club and is CM-8. He seems certain to grow up to be a train collector and operator.

The Success Valley Railroad is owned by Zack's grandparents, Nor-Cal member Fred Albers (TCA #78-12447) and wife Joanne, and is located near Lake Success, east of Porterville. The speeder is manufactured by Rolls Models and the trestle was built using HO plans that were scaled up to 2.5 inches =one foot. The Success Valley RR has 970 feet of track on three and a half acres of pasture. The Albers live in what Joanne describes as "a two bedroom house with three train rooms."

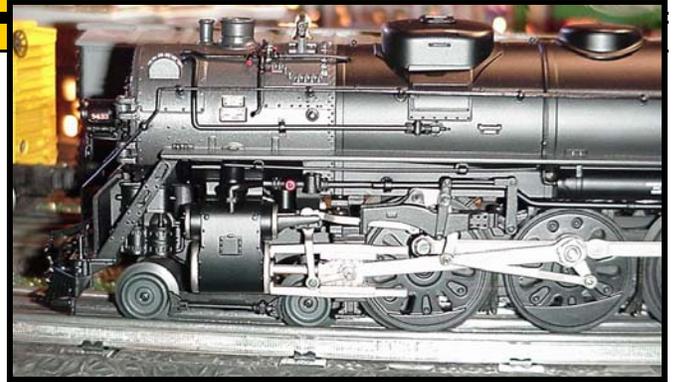
One room was added to the house specifically as a train room, while the other two were appropriated after two sons moved out. A third son's room was converted into a guest bedroom, with a shelf layout around the top of the room. Collectively, the separate layouts incorporate 1,079 feet of O-gauge track and 214 feet of Standard Gauge track on a 160 square foot layout. Current items are emphasized on the inside layouts, with Union Pacific equipment favored. The older items are operated for special occasions and on holidays. The collection also includes train-related memorabilia— including almost all of the Lionel items (binnacles, etc.) made for the U.S. Navy during World War II.

The Albers also collect carousel animals, and other strange and interesting things, (cont'd. on page 6)

WELCOME NEW MEMBERS

Sid Waller, Reno, NV
 David Pinsom, Mountain View
 Norman Morrison, Visalia
 Richard Rauch, Carson City, NV
 Jerry Falvonia, Diablo
 Lance Wright, Pacific Grove

Photo at right:
 Lionel J3a
 Hudson #5433
 (6-38041) on
 John April's
 layout



MORE ON THE LIONEL BR-50's

By Elliott Pflughaupt TCA #94-39832

Just some follow-up on Lionel's BR-50 locos [Refer to article in the December 2003 "Express" - Ed.]

Lionel, in conjunction with the Smithsonian, produced three versions of the BR-50, presumably primarily for the European market. The 6-18036 was the pseudo-French version written about in the December 2003 "Nor-Cal Express". The 6-18031 'Bundesbahn 50644' was a post-war version of the German BR-50, and the 6-18035 'Reischbahn 50264' was the pre-war version, complete with the Reich eagle emblems [which incorporates a small swastika— Ed.]. Apparently the Smithsonian took a lot of grief from the PC police on the production of the historical 'Nazi' version of this loco and really doesn't want to talk about it. I wonder if Lionel also suffered the slings and arrows of the misguided historical Luddites? Otherwise, I think the Reischbahn version would be an interesting historical artifact in any train collection. We really need to remember history, not forget, ignore, or avoid it.

These BR-50 locos were made and marketed during the same period as the 18026 (2-rail) and the 18027/29 (3-rail) NYC Dreyfuss Hudsons and the 18028 (2-rail) Pennsy Loewy K-4 Pacific by Lionel in conjunction with the Smithsonian. All these highly detailed true-scale locos were made of brass in Korea under the design and supervision of Fine Art Models in the U.S., who normally specialize in larger scale, really high end, scale railroad models. A friend at work and I were interested in the L/S Dreyfuss. He purchased the 2-rail version and I purchased the 3-rail version so I could run it. To my disappointment, the 2-rail version was significantly more detailed with many opening hatches, and with piping details actually under the hatches. All these trains are listed, most with pictures, in the Tom McComas 100th Anniversary Lionel Price Guide.

My friend and I really got interested in the rest of the series so tried to follow up. Neither of us could find anything on the BR-50 locos being marketed in the U.S. (and even then, we were not interested in the French version). So my friend made email inquiries at the Smithsonian, and finally contacted someone who basically said they wanted to forget about them, particularly the Reischbahn version, because of all the flak that caused. My friend also contacted Fine Art Models and found that they did not have a very happy experience with the Lionel Corporate types and that they regretted the whole experience. In the future, they stated, they would stay with their very limited production high-end scale models; 500 3-rail Dreyfuss Hudsons was too many and too painful. I still have a Reischbahn on my wants list. They are, incidentally, illegal in France and can not be properly listed on eBay.

PS: I should point out that we didn't start looking for these trains until around 2000. They were originally sold in 1992/93, so the trail was a little cold.

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

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, 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

LIONEL FACTORY "ONE-OFF" SET FOR THE PENNSYLVANIA RR



Lionel "Special PRR" #390E loco (black, no orange stripe)



Lionel #422 Pullman in PRR dark red with maroon roof and yellow window inserts (other two cars are similar)

By Richard White, TCA 70-3387

This train Lionel standard gauge passenger set was on display at the Pennsylvania RR Broad Street Station in Philadelphia, until that station was torn down in the late 1940's. This set was specially made by the Lionel factory in the early 1930's, with the following changes from catalog items: (1) the #390E locomotive headlight was repositioned at the top of the smokebox, per PRR practice, (2) a PRR keystone was placed in the middle of the smokebox door, and (3) the brass plates on the tender were engraved "Pennsylvania" rather than "Lionel Lines." However, the three passenger cars were the most changed.

"Stephen Girard" type cars are normally found in two-tone green, with #424 "Liberty Bell," #425 "Stephen Girard," and #426 "Coral Isle" (the observation car) plates. These cars have retained those names, but are plated #424 "Liberty Bell," #422 "Stephen Girard," and #421 "Coral Isle" (the observation car). #421 and #422 are Blue Comet car numbers.

The cars are painted in PRR deep red, with maroon roofs, with yellow window inserts and grey trucks. "Pennsylvania Limited" is rubber stamped in gold above the windows!

This set is in the collection of Cecil Yother, who obtained it from collector Bob Morgan, who had obtained it from the relatives of the man who rescued the set during the station demolition.

This is a rare factory item, with original factory paint, and was apparently made up at the request of the "Standard Railroad of the World" for a display in the station. Details of that display are not available.

President's Message (continued) We are considering other venues that could best serve our needs, so if any of you have any ideas or suggestions please call me. At this point things are looking very good; table sales and registrations are up from last year. We also will have a excellent representation of layouts with a few clubs having brand new versions. It also looks like the Lego layout will also be in attendance. If anyone has a layout or display that they would like to bring please call me or Jack Rodgers. There is plenty of space for more action and interesting displays. The major change to this year's meet will be the Karen Rodgers Banquet held on Saturday evening. This will replace the Friday Night Party. We have a total available ticket count of 125 seats and to date we are almost sold out. Tickets are on sale for \$25.00. The balance of the costs for the dinner and entertainment will be paid for by Nor-Cal TCA, as a "Thank You" to dealers and club members for the support of our club and meet. So call me or Mary Ann and reserve your seat.

There is a bit of other club news that is of importance. One item is that we are still (cont'd on page 6)

Conditioning... (cont'd. from page 3) such as an airplane wing and a 1930 phone booth in the living room. They are also ardent collectors of Seaver Toys. The Seaver Company made wooden toys, including trains, trucks, boats and airplanes, from the mid 40's until the early 60's. They are currently working on documenting information on this company, as little is known and almost nothing has been recorded. Their Seaver collection has over 50 pieces in it, and they have constructed a small museum to house them.

NOR-CAL BOARD OF DIRECTORS MEETING MINUTES for 1/21/04

The meeting convened January 21, 2004 at 7:45 PM, at Aladdini's Restaurant, Lafayette, CA.

Voting members present: President Mike Andrews, Vice-President Bob Nichelini, Treasurer Pete Goodier, Editor Richard White, Immediate Past President Cliff Jarrard.

Not present: Secretary Mark Boyd, Sac-Sierra President Jack Ahearn.

Also present: Bob Spivock, Sgt.-at-Arms Jim McCarthy, Stephen Rodriquez, Mary Ann Nichelini and Jack Rodgers.

Richard White was appointed to help Warren Heid, Nor Cal Historian, in preparing material for the TCA 50th Anniversary book.

Meet dates and locations were approved as follows:

September 11, 2004 (Montera)

October 9, 2004 (Montera)

November 6, 2004 (Montera) This is a change from the Nov. 13 date approved at the 9/16/03 board meeting.

December 11, 2004 (Montera)

Regarding the potential for a meeting in Sunnyvale, a vote will be taken among the membership at the February meeting.

Cliff Jarrard will contact TCA National in regard to the free ad space that is supposed to be available to each division in the National Newsletter. This is in regard to using this space to advertise for the Cal-Stewart Meet.

Richard White reported that the US Postal Service has again "lost" the printing of the December Express newsletter. This was originally submitted to them on December 7, 2003. A discussion ensued in regard to making the website the primary access to the newsletter. Paper copies would be mailed only to those who specifically requested that. This will be presented to the membership.

Stephen Rodriquez reported that he and Bob Spivock had visited several possible new venues for the Cal-Stewart Meet. He stated that they rejected the Marriott San Mateo as undesirable. He presented details on the South San Francisco Convention Center facility: 13,900 sq. ft. in the main hall with a lobby and two side rooms also available. Since this is a considerably smaller facility, the board will have a look at it. It was mentioned again that the Santa Clara Convention Center is increasingly unresponsive to our needs.

Mike Andrews went over the Cal-Stewart assignments. We will skip the newspaper ads this year; they were deemed ineffective. We will give out blank postcards to the public, to be filled out to get their names and addresses for future mailings.

The Karen Rodgers Banquet was discussed. This will be held in the Westin Hotel.

The meeting was adjourned at 9:15 PM.

Richard W. White, acting Secretary

President's Message (cont'd. from page 5) considering is other meeting locations for our Saturday meets, given the difficulty in working with Montara Middle School and the City of Oakland. Another is the mailing of the Newsletter, we are having problems the Post Office but it seems to be under control at this time-apologies from myself and newsletter Editor Richard White. And finally just a note of thanks to all the members who volunteer their time and effort to make this club work; remember that you are very much appreciated. As always call if you need anything. - Mike

NEW YORK CENTRAL'S S1 LOCOMOTIVE, AS MODELED OVER A CENTURY

Your editor recently had the opportunity to see the new Lionel S-1 electric (photo at left) in action, complete with sound effects. Although this is a semi-scale engine, its adherence to the prototype proportions is notable. The prototype was the most copied loco in the early history of toy trains, with Voltamp, Lionel, Ives, Bing and others each offering their not-very-accurate versions. The fascination of manufacturers with this locomotive was probably related to its being the latest, most modern design, and it's being associated with the prestigious New York Central RR trains that carried passengers under the Hudson River and into that most glamorous railway edifice, Grand Central Station!



Lionel S1 (O-gauge) #6-18351, 2003-04, on John April's layout



Lionel #1910 (Standard Gauge) 1910-11
W. Heid collection



Voltamp #42 "Suburban" (#1 gauge) 1914-15
C. Yother collection

All of the pictured locos were based on the NYC S1



Ives #3217 (O-gauge) 1914-15



Lionel #33 (Stand. Gauge) 1913-24



Lionel #42 (Stand. Gauge) 1915-23



Lionel #318E (Standard Gauge) 1926-33



Ives #3242 (Standard Gauge) 1921-29



Lionel #408E (Standard Gauge) 1927-33



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