



Pacific Northwest Division

LOGGER

January/February 2006

We all remember that infamous letter written many years ago to the editor of one of the eastern newspapers, and which the answer was: **“YES, VIRGINIA – THERE IS A SANTA CLAUS”**. This year – it was the **PACIFIC NORTHWEST DIVISION (PNWD) of the Train Collectors Association that was “SANTA CLAUS.**

T’was December 14th and all through our city, not many were donating, it was really a pity. TV stations were pleading over the airwaves with care, in hopes that some would finally be there. The children, knowing Santa would arrive as always, snuggled down in their beds with visions of toys still dancing in their heads.

During the 11:00 p.m. news, it was like a cry went out over the air – I sat up straight to really listen with care. The problem appeared like a picture on the TV screen – HELP – HELP – this really wasn’t a dream. We could help, I just knew it, in my mind a big plan was taking shape - it was like a loud scream. The donations for the U.S. Marine Corps TOYS for TOTS were falling very short. I spoke with Barbara after the news and come morning called Merle, then Frank, David and Tom. E-mails then followed to all board members on the list and within a couple of hours there was approval. We were going to donate train sets; we were going to make it happen.

So on December 15th, at 7:00 a.m the marathon began. I called Lionel – the only contact I had was Chuck Horan (not the right department) but he wasted no time in finding the right man. Bob Ryder, Vice President of Sales stepped up to the plate. He needed time to find out what sets were available and quote us a price. 7:45 the phone rang again and much to my delight – the reception very positive - Lionel had 40 sets available - Twenty-five “Thomas the Tank” sets and fifteen of the fabulous “Copper Range Mine” sets.

Now we had to get them to Seattle – no small chore. With only 5 days before the Marines were to deliver the toys, we had to move fast and fast wasn’t the word for it. Lionel shipped via UPS 2nd Day Air on December 16th and all sets arrived at my home on December 20th by 8:30 a.m. We made some labels to put on the sets that said: “MERRY CHRISTMAS – We hope you enjoy this train set. It was donated by the Pacific Northwest Division, Train Collectors Association, Seattle, Washington”. I then loaded all 40 sets (valued at \$7,500) into our van and delivered them to the Marines at 1:30 p.m. on December 20th.

In the photos, the smiles on the faces of the Marines that helped unload the van depict their pleasure with our donation to Toys for Tots; but if we could have been present on Christmas morning, the smiles on the children’s faces would tell the whole story.

Respectfully submitted,

Richard Flinchbaugh, V.Pres., PNWD TCA
94-39242



**A van full of LIONEL trains -
A DONATION FOR
"TOYS FOR TOTS"**

from the
Pacific Northwest Division,
Train Collectors Assn.



NEW REGISTRATION GUIDELINES ON PAGE 4 – CHECK IT OUT

TCA Mission

To develop an appreciation of and to preserve an important segment of history – Tinsplate Toy Trains – through research, education, community outreach, fellowship, establishment of collecting standards, and to promote the growth and enjoyment of collecting and operating toy, model and scale trains

The views expressed by the contributors to this publication are theirs and not necessarily the view of the Editor, Pacific Northwest Division or the Train Collector's Association.

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THE PRESIDENT'S MESSAGE



Last year was a superb year for the PNWD TCA. The Division presented a \$5000.00 check to the toy train museum in Strasburg, PA to set up a memorial to Gary Lavinus who passed away last May. Gary Lavinus did a lot of work on creating and maintaining displays at the museum.

The Division also donated 40 train sets to the US marines TOYS for TOTS. The sets included Thomas the Tank Sets and Copper Range Mining Sets. These sets were obtained from Lionel at excellent prices. Since the marines were very short of toys they were all smiles when Dick and Barbara Flinchbaugh delivered them.

Thanks to all the division members who worked diligently and put in long hours on the convention. It was a very successful National Convention at the Double Tree Hotel at the SeaTac airport. There were great operating displays which encompassed all gauges, including one unusual set from the turn of the last century. The tours, sales halls and auctions went well. Both the welcome party and banquet were a lot of fun.

Thank Dick and Barbara Flinchbaugh for providing the PNWD TCA 2 super division meets, one at Seattle in February and one at Chehalis in November. The free lunch at all the meets was appreciated by all. We are looking for three more fantastic Division Meets this year.

The Portland Chapter President, Tom Steeves, and Treasure Valley Chapter President, Bill von Tagen will retain their positions. The Seattle Chapter President position has been passed on to Dick Walters. All will continue working hard to get good participation at the chapter meets.

The new Division officers are as follows: Frank Geczi (President), Dick Flinchbaugh (Vice President), Barbara Flinchbaugh (Treasurer), J. Mike Bowerman (Secretary), Gale (Oly) Olson (Member at Large Position 1), and David Howry (Member at Large Position 2).

Here's looking forward to a rewarding year collecting, selling and operating toy trains.

Frank Geczi
President of the PNWD TCA

Most all members have already renewed their dues. It is greatly appreciated. However, for all of those that have not renewed as yet, I have included another 2006 dues form for your use.

IF YOUR NAME IS HIGHLIGHTED ON THE ADDRESS LABEL ON THE FRONT OF THIS LOGGER, YOUR DUES NEED TO BE PAID.

Your name will be dropped from the membership roster if your dues are not paid by March 1st

Thanks a million,
Barbara Flinchbaugh, Treasurer



The MILWAUKEE ROAD

Our family went camping together in August, for the first time in 25 plus years. We spent a week in the upper campground at Lake Easton just a few miles west of Cle Elum. The Camp Rangers put on a show down near the lake in a little “mosquito infested” amphitheatre on our first Saturday evening. The speaker and accompanying film covered the history of The Milwaukee Road Electrics, the depot, rail yard and electric generating plant in the south part of Cle Elum.

The John Wayne trail, a very easy walk, is the old road bed of the railway and it passes on the south side of the lake and then passes through Cle Elum. The depot was constructed in 1909 during the Pacific Extension of the Milwaukee Road. The depot is made of wood frame construction and was in disrepair until recently, when “The Friends of the South Cle Elum Depot” restored it. The building was abandoned in 1980. It is a classic example of a Milwaukee “crew change” depot. The depot is divided into five primary sections, consisting of the Crew Room, Ticket Office, Waiting Room, Lunch Room, (also know locally as The Beanery), and the Freight/Baggage Room. While there is still work to do, the renovation was really done with care to make it an outstanding piece of usable history. Just recently, a cabooses was added for display and was being repainted while we were there. We were told that as soon as a secure outbuilding could be constructed, an engine would be on its way.

When first built, The Milwaukee Road depended on steam locomotives to power the trains on the Pacific Coast extensions. Later they built electric plants to operate the Montana/Idaho section of the line. Then in 1919 and 1920, they extended the electrification to the “Coast Division” between Othello and Tacoma. The substation at Cle Elum is a dramatic landmark, massive in size with a peaked roof and intricate brickwork. It is scheduled for restoration as soon as funds are available. The substation was built to convert AC electricity from the commercial power network into DC electricity and fed into the catenaries (the electric lines directly above the tracks). Electrification was very successful in moving trains, especially through the mountains and during cold weather. Diesel locomotives caused the phase out of the electrification in 1970 on the Coast Division in Washington.

“The Bunkhouse” in south Cle Elum served as the away terminal for Milwaukee train crews at the end of their run. The wooden building is now a bed and breakfast, having been renamed The Iron Horse. This historic setting also has several old cabooses refitted for guests to stay in and there are numerous photographs and artifacts from the Milwaukee Road inside the Inn.

All in all it was a great vacation and an area any train enthusiast should try and visit.

Submitted by: Dave Howry TCA #81-16942

Hear Ye/ Hear Ye --- Marx Collectors

Have you ever wondered what to do with that old Marx transformer you’ve had lying around for years?

Well a contractor friend of mine was doing a re-hab on a 1930s cottage style home in Seattle and to his amazement, found a Marx transformer, catalog #890, hooked up to the front doorbell. The old transformer had been doing its stuff for years without a hitch. The only thing showing any real wear and tear was the cord.

This just goes to show that a train enthusiast will go to any end to keep from throwing away good” used train parts. (HA)

Submitted by: Dave Howry, TCA #81-16942

ATTENTION ALL MEMBERS – PLEASE READ CAREFULLY
NEW GUIDELINES FOR THE DIVISION MEETS

There are some changes to the 2006 PNWD Division Meets.

- **Hall now opens at 8:00 a.m.**
- **New registration form on Page 5 – please fill out and indicate in the proper boxes if you will be just registering or you want tables as well. The free table is only available for those that pre-register.**
- **If you do not indicate that you want tables and how many, we cannot hold a table for you.**
- **More sales tables than before to better serve your needs. We encourage all of you to pre-register. It really helps in the planning. (Coordination with the Western Washington Fairgrounds personnel for the tables is required 3 weeks in advance. If we don't reserve enough – we may not meet your needs.)**
- **How many will be staying for lunch? We have to pre-order the food. Please use the box at the top next to your name to indicate how many.**
- **If you pre-register for lunch, a lunch ticket will be in your name badge.**

FINAL EDITION OF THE LOGGER

Starting in January of 2005, I indicated that I would no longer be the editor of the newsletter. During the entire year, no one in the division has stepped up to the plate so this will be the final publication of the LOGGER.

I have been the editor since 1998 and it is time to move on.

The web site (www.traincollector.org) will be maintained and information posted on that.

Even Merle's plea in his last "President's Comments" in the November 2005 issue of the Logger didn't bring any results - - so

"SO LONG AND HAPPY RAILROADING"

Barbara Flinchbaugh

REGISTRATION FOR PNWD TCA SPRING DIVISION MEET AT CHEHALIS –March 12, 2006

Member Name _____ TCA No. _____
 Address: _____ Phone:(____) _____
 City: _____ State _____ Zip: _____

| |
|--|
| <p>How many for LUNCH ???</p> <div style="border: 2px solid black; width: 40px; height: 20px; margin: 0 auto;"></div> |
|--|

Pre-registration must be postmarked by March 4, 2006

The registration form has been modified. Please check the lines below. Due to the space available, we will limit the number of tables that each member may reserve at FIVE (5) – 1 FREE and 4 additional.

**Check the
Appropriate Box**

FEE

- | | | | |
|---------------------------------|--|--------------------|-----------------|
| <input type="checkbox"/> | Pre-registration only – NO TABLE | \$5.00 | \$ _____ |
| <input type="checkbox"/> | Pre-registration with table(s) 1 st table FREE | \$5.00 | \$ _____ |
| <input type="checkbox"/> | (IF YOU WANT ADDITIONAL TABLES - MAXIMUM OF 4) Additional tables = qty. (____) x \$7.00 ea. = | | \$ _____ |
| (Please check your math) | | GRAND TOTAL | \$ _____ |

Member fee at door \$ 7.00 Tables at door (if available) \$15.00

I agree to comply with all of the rules and regulations of the Train Collectors Association (TCA) and its Divisions and Chapters in effect from time to time, specifically including all the rules and regulations of all TCA Committees and any actions and rulings of all TCA Committees. I also agree that all items sold by me to any TCA member or at any TCA sponsored meet shall be sold on the basis that I represent that all such items are authentic and in the manufacturer's original condition unless I have caused any such item to be appropriately marked as a restoration or reproduction.

Member Signature: _____ Date: ____/____/____

**Make check payable to: TCA – Pacific Northwest Division
DO NOT SEND CASH!!!**

**SEND TO:
Barbara Flinchbaugh, Treasurer
36066-57th Ave. So.
Auburn, WA 98001-9306**

There will be a \$25 charge for NSF checks!!!

Meet Schedule: (Check box at top of page how many will stay for lunch*)

- 8:00 a.m. Hall Opens
 - 8:00 to 10:00 Registration and admission desk is open
 Silent Auction Set-up and Start is 8:00 Fee is \$1.00 per lot – get your sign-up sheets at the front desk!
 - 8:00 to 9:00 **SELLERS – Set-up your trading tables**
 (When finished – cover your tables and leave the Trading area – no browsing allowed until trading Begins – NO EXCEPTIONS)
 - 9:00 Short Membership meeting: Trading Floor opens after the membership meeting is finished
 - 11:00 Silent Auction Ends
 - 11:30 Break for lunch
 - 12:15 p.m. Regular LIVE non-reserve auction begins

 Coffee & doughnuts will be available early (please pay the posted prices)
- SOUP – SANDWICH – SALAD donations will be appreciated**

FIRST CLASS MAIL

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Check out your web site @
www.traincollector.org
 The Logger can be viewed in color

CALENDAR OF EVENTS**Portland Chapter Meets**

The Portland Chapter meets are held the 3rd Sunday of the month at the Aloha Mall, 18631 SW Tualatin Valley Highway @ corner of SW 185th Ave., Aloha, OR 9:00 AM to 1:00 PM, Meeting and Auction, Tom Steeves (503) 644-2325

2006**March 12 – Spring Division Meet – Chehalis**

Feb. 19 and Mar. 19 regular third Sunday TCA meet days
 April – No TCA meet – this is Easter Sunday
 May 21 – regular third Sunday meet day

June 3-4 - Division Summer Meet in Ellensburg

July 16, Aug. 20, Sept. 17, Oct. 15 and Nov. 19 – regular third Sunday meet days

Nov. 12 – Winter Division Meet – Chehalis

December 3, Annual TTOS TCA Holiday Dinner Meet at the Monarch Hotel
 December 17, 7th Annual Open House at the Clubhouse

Seattle Chapter Meets

The Seattle Chapter meets are held the 4th Sunday of the month at the Lake City Community Center, 12531-28th Ave. NE, Seattle WA, Doors open 9:00 AM, Dick Walters (253) 565-2371

2006**Mar. 12 – Spring Division Meet – Chehalis**

Feb. 26, Mar. 26, April 23 – regular fourth Sunday TCA meet days
 May – No TCA meet – this is Memorial Day weekend

June 3-4 - Division Summer Meet in Ellensburg

June 25, July 23, Aug. 27, Sept. 24, Oct. 22, Nov. 26 – regular 4th Sunday meet days

Nov. 12 – Winter Division Meet – Chehalis

No December meet in Seattle

Also, for your info, the train shows that have come to the Oregon-Washington area in the past are changing their names and consolidating. Where we used to have the Greenburg Shows and others, they are now the Great Train Expo. Where we had the Great American Train Show (GATS) it is presently the Great Western and Atlantic Train Show. However, their websites indicate more consolidation is coming during 2006, so who knows what they will be called by the end of the year. Listed below is the “tentative” show schedule for the train shows in our area during 2006 according to their various web sites and local info:

Feb. 4-5 **Olympia, WA**
Feb. 11-12 **Monroe, WA**
Feb. 18-19 **Portland, OR**

April 8
Nov. 4-5
Nov. 18-19

Toy Show, Canby Fairground
Vancouver, WA
Puyallup, WA