



# Pacific Northwest Division L O G G E R

March / April 2008  
Celebrating 50<sup>th</sup> years with TCA

## **Operating Toy Trains at the Lake City Community Center during Lake City Founder's Days Celebration**

The Pacific Northwest Division TCA has agreed to support the Lake City Community Center Founder's Days again this year.

**Keep July 31<sup>st</sup> and August 1<sup>st</sup> & 2<sup>nd</sup> free to support the kid's operating train layout  
at the Lake City Community Center during Founder's Days.**

**PLAN AHEAD – WE WILL NEED MANY VOLUNTEERS** Thursday, July 31<sup>st</sup>, starting at 9:30 a.m., members will be setting up the operating layout. With enough volunteers, this shouldn't take more than a few hours.

The children will be operating the layout Friday and Saturday, August 1<sup>st</sup> and 2<sup>nd</sup>, from 12:00 noon to 7:00 p.m. The TCA members provide simple instructions and then give the TMCC controllers to the children to operate the trains themselves. A TCA member will provide support to each child as they operate the trains. We will be running three trains so we need to have at least 10 or more TCA members present during the operations. Last year the TCA members had as much enjoyment as the children did operating the trains. That was a fun weekend.

The TCA members who are willing and can support Founder's Days please contact Frank Geczi either by phone (425) 271-1547 or e-mail [frankgeczi@aol.com](mailto:frankgeczi@aol.com).

Thank you for your continuing support  
Frank E. Geczi, President  
PNWD TCA

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## **GOOD NEWS FOR THE JUNE 8, 2008 DIVISION MEET**

We have been informed by the Southwest Washington Fairgrounds that the Community Center Building, which was so heavily damaged by the floods in December, will be completely repaired and good as new by the first of May so we will be holding our normal summer meet at the same place as always. The May-June Logger will have all the information for the June 8<sup>th</sup> meet, including the registration form.

**MARK THIS DATE ON YOUR CALENDAR - - -  
MAKE THIS MEET THE BEST EVER!!!!**

## TCA Mission

*To develop an appreciation of and to preserve an important segment of history – Tinplate 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

I hope that all PNWD members had an enjoyable December holiday season operating trains for the enjoyment of the children and adults.

The Pacific Northwest Division had the winter meet at the Lake City Community Center. The meet was moved from Chehalis to the Lake City Community Center because the hall that we use at the fairgrounds was not completely cleaned up from the flooding last December. The winter meet at the Lake City Community Center was both a success and a disappointment in that only one Portland Chapter member and no Treasure Valley Chapter members attended. The next Division meet will be held at the Chehalis fair grounds which will make it easier for the Portland chapter to attend the meet. Since it is a full day's drive (500 miles) any Treasure Valley members who will attend, they certainly will be commended for their dedication. (See pictures on pages 6 and 7).

This year is the 50<sup>th</sup> anniversary of the PNWD. It's hard to believe that it was founded in 1958. We are considering having a "Division Get-together" to celebrate the anniversary. Several ideas have surfaced. These ideas have included a dinner train ride and a dinner boat ride on the Argosy out of Seattle. The Seattle dinner boat seems to be the most plausible. The Spirit of Washington Train is not running at this time and the other trains in Chehalis or out of Elbe Washington do not serve decent meals. This celebration would be 50% subsidized by to PNWD. If anybody has any ideas or comments and are willing to help put this together please contact me or Barbara Flinchbaugh.

To all members: If you know of any member who has not signed up for this season, please try to get those members to send their membership dues to Barbara Flinchbaugh. A fairly large number of members either have forgotten to send in their dues or are planning to drop out. The dues are \$15.00 which includes a \$5.00 lte fee. We need all the members that we can get.

The Chapter presidents are as follows;

Seattle Chapter	J. Michael Bowerman
Portland Chapter	Steve D'Ambrosia
Treasure Valley	Michael Peck

Respectfully Submitted

Frank Geczi  
President of the PNWD TCA

(President's Message continued on next page)



President's Message Continued:

### IN MEMORY

The PNWD extends their condolences to the family of Allison M. (Al) Cox, HR65-1385, who passed away February 10, 2008. Al joined TCA in 1965 and was very active in the PNWD division, always conducting the auctions when he was able. When Al's health prevented him from coming to both the division and chapter meets he was greatly missed. He would have a TTOS meet at his house once a year. Since almost everybody in the PNWD TCA was also a member of TTOS everybody got to see Al's collection. He seemed to expand it primarily with trains from Europe. He had a small standard gauge layout that he or John, Al's son, would run for the members. The Lionel postwar collection was pristine. When John was collecting he had to obtain every version of each item. The majority of the standard gauge collection, which was in average condition, was bought from Bob Mc Coy Sr. The members enjoyed rummaging around his basement looking to see what was for sale or through his vast collection of post war Lionel parts. Al will be remembered for his active years in the PNWD TCA.



Allison M. "Al" Cox  
65-1385

1920 – 2008

We were all saddened to hear of the passing of long time TCA member, Al Cox. Al had been in failing health the last few years. Al and his son John operated a large toy train dealership since 1960 and were both avid collectors. Al joined TCA in 1965 and was a Life Member. Although Al wasn't able to attend the meets the last few years, I don't think there was a time that someone didn't mention him.

To honor Al, the members of the Seattle Chapter, PNWD TCA have donated a walkway brick with Al's name and TCA number on it at the National Toy Train Museum in Strasburg, PA.

Ed Anderson V.P  
Seattle Chapter  
TCA 95-41294

### Train Trivia taken from Toy Trains, April 1954 issue, from the article titled "That the Whistle Says"

How much does it cost a railroad to sound its locomotive whistles at crossings, stations and towers?????? The "Southern Pacific Bulletin" has found the answer to this question for the 265 mile Southern Pacific line between Houston and Dallas, Texas.

Every day, according to the "Bulletin," locomotives on that line of road must whistle 6,268 times. The cost of fuel for each toot is about two-thirds of 1 cent; therefore, the cost of fuel for each day's tooting is about \$42.00 and the year's total is \$15,330.

Submitted by Ed Anderson

### WANTED

3472 junker milk car OR  
Working mechanism.

Please contact:  
**Bill Hollingsworth**

**425-392-1104**

The PNWD would like to welcome new members: Wm. M. Fulton and Kathie M. Brooks-Fulton

Our new members live in Brier, WA and are very excited to become members of our TCA Division

**WELCOME ABOARD!!!**

## CELEBRATING 50 YEARS – 1958 TO 2008

The organizing meeting for this division was held in the train room at the home of Russ Hafdahl, Sunday afternoon and evening, March 9, 1958. Active TCA members that attended were Jack French, Elmer Gustafson, Bill Loew, Stan O'Brien, John Resch and Russ Hafdahl. Those who indicated they would join TCA at once were Bill Boum, Dr. D.A. Champaign, Martin Ottenbacher, George Houle, Charles Sipe, Ted Ahlberg, Clinton Smith, Paul Korsmoe, H.T.G. Brinklopke, Ralph and Mrs. Russel and Otto Tanner. Other prospective members in attendance were John Beaufort, J. Michel and Bill Loew, Sr.

A brief history was given of the TCA, with many questions and answers. A letter was read from Lou Redman about name, etc. for our new division. A motion was made and seconded and unanimously carried that we form the P.N.W. Division of TCA. This decision on the name is due to "Northwest" alone being associated with Minnesota, Wisconsin, etc.

**Look for more articles in the next issues from some of our original members – they'll have many great stories to tell.**



Attendees at the Pacific Northwest Division Organizing Meeting, March 9, 1958

**Front Row:**

Two of Clint Smith's sons, Russ Hafdahl, Ted Ahlberg's son, Dutch Ottenbacher, Dr. Champaign, Bill Loew, Sr.

**Second Row:**

Elmer Gustafson, Bill Loew, Mrs. Russell, two guests of Russells, Ralph Russel, Bill Bouma, J. Michel, Stan O'Brien

**Back Row:**

H.T.G. Brinklopke, George Houle, Clinton Smith, John Resch, Jack French, Ted Ahlberg, Paul Korsmoe, Chas. Sipe, Otto Tanner

## Riding the Rails in the Good Old Days – Part VII

A couple of months in the Convalescent Hospital at Ft. Story accomplished the Army's purpose which was for recuperating soldiers to regain strength and vitality. I loved swimming in the surf and I rode cavalry mounts which were brought to Ft. Story for that purpose.

I also had my first ride on the Norfolk and Western RR. I had relatives in Eastern Virginia and took the train to visit them. What a ride! The smoothest ride I ever had on any railroad. And the joy of being behind the shrouded "J"

(611 et al). The N&W was a "spit and polish" operation. All equipment was spic and span and in working order. The crew dressed in the same manner and everyone to whom I spoke was polite and pleasant.

The PRR had a big investment in the N&W which caused me to ponder the question of why the N&W passenger cars were Tuscan with gold trim just like the Pennsy.

When time came to leave Ft. Story, another soldier and I received order to travel together on a night train. We had Pullman reservations. There is not much to say about a night time ride but I slept comfortably in the upper berth. This time I had a ten day fur lough and order to report to Indian Town Gap, Pennsylvania for assignment on the post.

After ten days at home I went to the Reading Terminal on Market St. in Philadelphia. I had ridden Reading Commuter trains in the area but would now go to Harrisburg, PA. The Reading was another "spit and polish" operation. The consist was for a troop train; 54' coaches pulled by a light "Pacific". We eased out of the terminal and north on the west bank of the Schuylkill River. After leaving Narristown, PA, we continued along the river but at speed. That Pacific was operated by a master engine man with an easy hand for the air and a smooth hand on the throttle. We neared Harrisburg with about 30 miles to go the brakes slammed on, the whistle was screaming and some men were thrown out of their seats to the floor. Then I saw the cause of the emergency stop. Holstein milk cows were all over the right-of-way! Those who were hit suffered all kinds of misery; some were dead, some had a leg or legs cut off, others were maimed in different ways. The farm wife was standing on the edge of the right-of-way screaming, wailing, crying and shouting. Her children were doing the same. Why? Why? Did this happen.

The farmers knew the regular schedule for trains and never took animals near the grade crossing. This crossing was a dirt farm road which crossed the track. Troop trains were unscheduled and the herd was crossing the 2 track line just as we came along. Of course the woman had no reason to expect a train at that moment.

The conductor appeared in my coach with a pistol in hand ready to execute some terribly maimed cows which were bawling at the top of their lungs. He was persuaded by a trainman not to do this so the conductor gave the highball sign to the engineer. The coach which previously had the sound of conversation was a quite as a cemetery. All had been shocked by the terrible suffering of those cows, the wife and the children.

We arrived quietly in Harrisburg and trucks were waiting to take us to Indiantown Gap. There I spent three months driving a staff car and six months as a chaplain's assistant.

I had been loafing at Indiantown Gap compared to my life in the infantry. FINALLY I got orders to report to Ft. George Mead in Maryland for my discharge. Of course the carrier was the PRR and my ride to Philadelphia the same.

Respectfully submitted Wm. "Bill" Hollingsworth

Next Article: I start getting special privileges on trains.

**Patti Anderson took all these great pictures at the PNW Division meet  
Held at the Lake City Community Center, February 10, 2008 - - Great Job!!!**



Upper left: Dennis Mooney is visiting with Paul McCutcheon

Upper right: Richard Walters and Steve Ramsdell really having a serious discussion – I wonder who won?

Left: Don Thieman is really getting down to business.

Lower left: John Bocek taking time for that coffee & doughnut

Lower Right: David Dansky's tables and it looks like he's even doing business on the phone.





Vic Anderson is engaged in a deep conversation  
“How much did you say that is?”



Billy Lowe seems to be very interested in what's on this table

Richard Shaffner looking over the trains on  
Tom Borrud's tables



Michael Finn (David Howry's grandson) is  
having entirely too much fun.



## FIRST CLASS MAIL

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## CALENDAR OF EVENTS

### Portland Chapter Meets

The Portland Chapter meets are held the 3<sup>rd</sup> Sunday of the month at the Aloha Mall, 18631 SW Tualatin Valley Highway @ corner of SW 185<sup>th</sup> Ave., Aloha, OR 9:00 AM to 1:00 PM, Meeting and Auction, Contact - - Steve D'Ambrosia, 503-658-4383

### Seattle Chapter Meets

The Seattle Chapter meets are held the 4<sup>th</sup> Sunday of the month at the Lake City Community Center, 12531-28<sup>th</sup> Ave. NE, Seattle WA, Doors open 9:00 AM, Contact - - Mike Bowerman. 425-778-8750

No Seattle Chapter meet in March because of Easter being the 4<sup>th</sup> Sunday.

No Seattle Chapter meet in May because of Memorial Day Weekend