



Pacific Northwest Division L O G G E R

MARCH/APRIL 2009

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THE MEET AT THE MOOSE LODGE ON FEBRUARY 8, 2009 - -

Was this the best meet the Pacific Northwest Division has had in many years?

Over 100 people attended and the buffet breakfast that was served was exceptional, to say the least. Forty tables were available for the members to use; however, we had more members register this time than we have had in years. The registrations just kept coming in and when we realized there would be a shortage of tables, it was decided that some members could bring their own. Ten more tables should be available for the June meet (see Frank Geczi's President's Message on Page 2). The crowd was very enthusiastic and we had sixteen ladies accompany their "train collector" husbands to Chehalis for the day.

All in all, our decision to move to the Moose Lodge was definitely the right thing to do. The building is well lighted and all who attended were very pleased. The "Ladies of the Moose" also provided a great lunch and the Granquist Auction followed right after. Bidding was brisk – members found some excellent trains to buy. Another group of trains from the Granquist collection will be auctioned during the June 7th meet.



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.

President

Frank Geczi
12508-206th Pl. S. E.
Issaquah, WA 98027
Phone: 425-271-1547
e-mail: frankgeczi@aol.com

Vice President

David Walsh
4122 No. Gove
Tacoma, WA 98407
Phone: 253-756-8841
e-mail: pwalsh1000@hotmail.com

Secretary

Richard E. Walters
58515 71st Ave. W.
University Place, WA 98467
Phone: 253-565-2371
e-mail: walters1221@comcast.net

Treasurer

James M. Ryan
14327 Corliss Ave. N.
Seattle, WA 98133-7225
Phone: 206-363-4265
e-mail: janglinjehu@yahoo.com

Seattle Chapter President

J. Michael Bowerman
4410 231st PL SW
Mountlake Terrace, WA 98043
Phone: 425-778-8750
e-mail: jmbowerman@msn.com

Portland Chapter President

Steve D'Ambrosia
21920 SE Mark Road
Clackamas OR 97015-8756
Phone - 503-449-8756
email - slincoln52@hotmail.com

Treasure Valley Chapter President

Michael E. Peck
550 N. Sierra View
Eagle, ID 83616
Phone: 208-375-9464
e-mail: michalepeck2001@yahoo.com

PNWD BOD Members at Large

Steve Ramsdell
3886 NE Roosevelt St.
Bremerton, WA 98311-9633
Phone: 360-478-6435
e-mail: sstgram@earthlink.net

Dennis Tichi

P.O. Box 529
Woodinville, WA 98072-1005
Phone: 425-788-8910
e-mail: goofytrainman@msn.com

Logger Editor

Barbara Flinchbaugh
36066-57th Ave. So.
Auburn, WA 98001
Phone: 253-939-2228
e-mail: rflinchbau@aol.com



PRESIDENT'S MESSAGE



The Pacific Northwest Division winter meet on February 8, 2009 was held for the first time at the Moose Lodge Hall in Centralia (several blocks north of the fairground location) and was a huge success. Everyone enjoyed the \$6.00 breakfast buffet and the free lunch (paid for by the division).

Dorene Whitlock, who is in charge of the food for the Moose Lodge, said that they will do a better job for the next meet - **IMAGINE!**

Based on previous meets, it was determined the 40 tables provided with the rent would be all that was required. **Did we ever get a big surprise.** There was a large increase in interest and attendance and many "late inquiries" came from some members regarding the availability of tables. Our still "acting treasurer (Barbara)" contacted me and suggested that if the members wanted to bring their own tables – we'd find the room to put them in. Four members brought a total of 11 additional tables. Dick Flinchbaugh and I also brought six more tables to be used for the silent auction as well as the "check-in" area.

During the business meeting, the PNWD members voted to donate \$500.00 to the Moose Lodge for the acquisition of 10 additional tables to be available for the next meet. Since the Moose Lodge rental is less costly and along with greater member participation it was voted that the door fee would be reduced to \$5.00. This should allow us to meet expenses for division meets.

A portion of the John Granquist collection was auctioned off at the end of the meet. There was a great amount of interest and everything there was sold except for a die cast 2-rail engine. There is still interest in toy trains. An additional portion will be auctioned at the next PNWD meet in June.

There are 2 opportunities to support The PNWD TCA and work to attract new members. The first is Lake City Pioneer Days which will occur Friday July 31 and Saturday August 1 between 12:00PM (noon) and 7:00PM. We will need PNWD TCA members to show the children how to run the trains using the TMCC controllers and monitor them to make sure that the trains will not be run off the tracks. Also, support will be required to set up the trains on Thursday July 30 between 10:0AM and 2:00 PM.

The second is during the World's Greatest Hobby Tour at the Western Washington Fairgrounds, Puyallup Washington. This event will occur Saturday and Sunday, November 21-22. I will work to try and get the Treasure Valley Chapter to bring their hands on layout. This will make it easier to set up. The support for this event will require at least 10 TCA members from the Seattle and Portland chapters each day. Put this event on your schedule. It was a great success in Portland 2 years ago.

Frank Geczi
President TCA PNWD

IN MEMORIAM

John E. Granquist
May 18, 1912 – November 7, 2008

John Granquist was a long time member of the Train Collectors Association (1973 – 2008), the Northwest Steam Society and Puget Sound Ship Modelers Club.

He graduated with honors as a Civil Engineer in 1942 from the University of Washington and was a member of the CCC & the Tillicums during those years. During WWII, he joined the Navy Seabees as a 2nd Lt. but on the eve of his departure, he became ill with polio and instead spent the war years with the Army Corps of Engineers working on fortifications for Alaska & Washington. Postwar, he formed a structural engineering firm with a college friend and together they worked on many local landmarks, including the Boeing Everett plant, Sea-Tac Airport, the Space Needle and many downtown high rises and hospitals throughout the Northwest.

SEATTLE CHAPTER NEWS

REMINDER - - - The March meet will not be held on the usual 4th Sunday of the month but, as a result of our 2009 rent negotiations with the Lake City Community Center, **it will be held on MARCH 29, 2009 - - - one week later than usual.**

On the following Saturday, **APRIL 4, 2009**, will be the first of the **2009 Layout and Collection tours at the Bremerton home of Steve and Gretchen Ramsdell**. Steve's meticulous O-Gauge layout was originally displayed to TCA members during the 2005 National Convention layout tours. Don't miss this opportunity to see one of the finest operating layouts in the Pacific Northwest.

There is a sheet included in this **LOGGER** with directions to Steve's home, as well as ferry schedules.

ANY QUESTIONS, PLEASE CALL:

STEVE RAMSDELL
360-478-6435

**REMINDER -- THERE WILL BE NO
 SEATTLE CHAPTER MEETS
 IN MAY AND JUNE**

Henry Hollwedel
February 14, 1929 – February 11, 2009

Henry Hollwedel was not able to recover after heart surgery. His family, his community, his friends and the toy train hobby will miss him. Henry was unique! If you were close to him you found he was very helpful, intelligent and entertaining. He enjoyed train travel, theater, music, dining with friends and conversation. If you discussed history with him you had to be accurate because he was an authority.

Henry grew up in Buffalo New York. He served in the Army. He earned a Masters Degree in education and taught 7th and 8th grades in Jamestown, New York for a couple of years. He took a summer job in a print shop. He liked the work and left teaching to work full time. Eventually he was asked to go to San Francisco to open a store there. He opened his own shop in the early sixties and operated a successful printing business until he retired and came to Seattle. He became a member of SCORE, an organization of retired executives that provides counseling to small and start up businesses.

His hobbies were computers, toy trains, amateur radio and electronics. He also had outstanding networking skills. He used these net working skills among people in these hobbies to get both contributions and participation in support of his community. He collected computer equipment and software that he restored and gave to seniors and others who couldn't afford them. He organized the Annual Maple Valley Train Show to benefit a Senior Center and, last year, inaugurated the Black Diamond Train Show in support of Black Diamond Days and arranged for toy train hobbyists to participate and donate train magazines and toy train related prizes to give away at these shows. He designed electronic control devices for automatic control for toy train accessories and modules used on the layouts for at train shows. He noticed that autistic kids were fascinated by toy trains so he collected a dozen or more garden railway sets and gave them to autistic kids. With help from friends he built several small HO layouts that were given away to kids as prizes. He assembled a kid's layout that kids can control which the "Hi Railers" use at train shows.

Henry had a collection of tin plate trains made in the '20s, '30s and '40s that he displayed in his living room. He and his son built a train room in his garage and installed a train layout with help from friends. He made "five-rail tubular track" so he could run both Wide Gauge (Lionel Standard Gauge) and O Gauge trains on the same loop. He completed the first level of the layout but was not able to build the second and third levels he planned. Henry held an amateur radio operators license and operated a ham station in his study.

Henry liked people and he liked to arrange for friends to join him at dinner, either out or in his home. He often organized a group to join him for an evening of dinner and theater. He enjoyed "Rag Time" piano and organ music at Kenyon Hall, the march music of the Ballard Sedentary Sousa Band, '40s and '50s music from his younger days and some classical stuff. He and Joan enjoyed the social aspects of the TTOS meetings when they could attend.

Respectfully submitted by
 George Burmeister
 TCA 94-40469

RIDING THE RAILS IN THE GOOD OL' DAYS – PART XI THE EAST BROAD TOP RR

I had never ridden a steam engine but I could not schedule it very well for a daytime ride and interrupt my busy schedule. Also, I would be grimy at the end of the ride. Since most of my train trips were for business, I could not wear a suit on a steamer.

But there was the EBT! I could go to Mt. Union and ride the narrow gauge. The shops and station are located in the village of Orbisonia, a few miles south of Mt. Union.

The CBT was a coal hauler. It had trackage from Mt. Union, PA to Broad Top Mountain some miles south. Motive power was mainly Baldwin Mikados, which would haul coal to Mt. Union on its narrow gauge roadbed. All of the engines I saw (and the one I rode) were built by Baldwin about 1918.

They also had passenger cars which saw use in earlier years (before buses) to get people to and from Mt. Union. I saw some on the tail end of coal trains in the 50s.

I asked one of my PRR friends if he could get me on the EBT loco and in a week or so I had a permit. It was in the early 60s that I went to Mt. Union for the ride. By this time the railroad had installed a tourist loop off its single-track mainline. The original station, car shops, turntable and other building were still in use and are no doubt still as they were. The train pulled up to the station with half a dozen coaches. The classy observation car that I had seen in earlier years was not on the tail end.

I climbed on the engine, shook hands with the engineer and fireman and off we went. Speed on the tourist loop was about 20 mph. Soon we had covered the distance to a picnic grove and the reverse loop. What I missed was the engine crew calling signals. There were none. The whole trip took about half an hour.

I have always regretted not having interrupted my bush schedule to ride a PRR K-4 Pacific. The Pennsy had 454 of them and many were still in service in the 60s. The distinguishing feature of the cab was that it is open, not closed as diesel and electric cabs are.

One of the interesting features of the EBT is the fact that in Mt. Union, all tracks have three rails (this is true in Europe where narrow gauge and standard meet). The narrow gauge cars were pushed up a ramp over the top of hopper cars on a 4' 8½" track. The coal was dumped into the standard size hoppers and the narrow gauge cars eased down the trestle.

I nearly forgot! I was invited to blow the whistle to call people in the picnic grove to the train if they were ready to return to the station.

It is good not only to have memories of steam but to have finally ridden on an engine.

Respectfully submitted by Wm. "Bill" Hollingsworth

TWO IMPORTANT EVENTS FOR 2009 – ARE WE UP TO IT? – YOU BET!!!

LAKE CITY PIONEER DAYS - JULY 31 / AUGUST 1ST, 2009

We have again committed to support the big Lake City SeaFair celebration the end of July (as we have done for the past two years). We will need 10 – 15 volunteers to help the children learn how to handle the TMCC controls and run the trains. The hours are from 12:00 noon and 7:00 p.m. Please contact Frank Geczi if you can help – either day or both, if possible. The set up will be on Thursday, July 30th and extra help is also needed for that day. Last year we had many children indicate they had participated the first year and were very happy that we were back. Let's not disappoint those kids. As we watched our TCA members – they had as much fun as the children.



The pictures below were taken at the WGH Show in Portland, OR in February 2007. Well, the WGH will be coming to the Puyallup Fairgrounds on November 21/22, 2009 and as President Frank Geczi mentioned in his "President's Message", we hope to have the Treasure Valley Children's Hands-on Layout on display again. Preliminary telephone calls and e-mails are taking place and it appears that there will be two members from Boise that will be able to drive the layout to Puyallup. **OUR BIG CHALLENGE IS TO COME UP WITH LOCAL MEMBERS THAT WILL COMMIT TO SPENDING TIME IN PUYALLUP AT THE FAIRGROUNDS FOR THOSE TWO DAYS.** We anticipate we will need about 15 – 20 people for the two days so just a few don't have to spend all day – both days – working with the children and running the layout. **LET'S GET OUR VOLUNTEERS TO SPEAK UP EARLY. WE KNOW WE CAN COUNT ON YOU.**

(In January 2009 in NY City – over 40,000 people attended the WGH Show. INCREDIBLE!)



FIRST CLASS MAIL

Barbara Flinchbaugh, Editor
 Train Collectors Association
 Pacific Northwest Division
 36066-57th Ave. So.
 Auburn, WA 98001-9306

**REMEMBER**

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 BEAUTIFUL COLOR – JUST LOG ON TO
 OUR WEBSITE: www.traincollector.org
 ENTER THE SITE & click on
 NEWSLETTERS -- ENJOY!!!**

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,
 Contact - -**

Steve D'Ambrosia, 503-658-4383

**The Portland Chapter Open House that was
 snowed out in December was held on
 January 18, 2009 and was a great success!!!**

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, Contact - -**

Mike Bowerman. 425-778-8750

**The next Chapter meet will be the 5th Sunday
 (just for the month of March) – the 29th.**

Steve Ramsdell's Layout tour will be on April 4th.

**The next meet will be 4th Sunday in April
 (as scheduled) – April 26th.**