



# Pacific Northwest Division

# LOGGER

May/June 2008

## Celebrating 50<sup>th</sup> years with TCA

**MARK THIS DATE ON YOUR CALENDAR - - - JUNE 8, 2008**  
**MAKE THIS DIVISION MEET THE BEST EVER!!!!**

**The registration page for the June 8<sup>th</sup> meet is included in this LOGGER.**

**Please be sure you mail it by May 27<sup>th</sup> – the SW Washington Fair staff needs to know our requirements for tables by May 30<sup>th</sup>.**

How lucky we are, here in the Pacific Northwest, to be one of the first areas in the country to officially be established with the National Train Collectors Association (TCA) as a Division. The Pacific Northwest Division was officially recognized in June of 1958 and subsequently hosted the 20<sup>th</sup> National TCA Convention in Seattle in 1974. To the right is a picture of the famous McCoy Convention Car for 1974. McCoy Cars were a standard offering for many years. We still have quite a goodly number of original and life time members who, surely, have many, many stories to tell. **This one is so special – it had to take front page. It was sent by none other than Margaret McCoy, Life Member 66-1647 and will bring smiles to those that read it.**



### **SIGN OF A TRUE TRAIN COLLECTOR**

Bob McCoy Jr. was about seven years old when Bob Sr. fell deeply in love with toy trains.

A weekly ritual was well on its way. Every Wednesday, like clockwork, Dutch Ottenbocker, Bill Bouma and Bob spent the evening with Russ Hafdahl. This particular night they took young Bobby with them. They were going to be home by 8:00 o'clock with ice cream. Betty, Bill's wife, was spending the evening with me and by 9:30 – we were getting a little irritated. I was about to place a phone call when my phone rang. It was Russ laughing so hard he could hardly talk. His conversation went: "if Bob and the guys get home before they remember they forgot Bobby, just leave him here for the night". Russ lived in Seattle and the guys were all from Kent. Russ had sold Bob a very special engine and in his excitement, put it under his arm, went off totally thrilled until they were nearly in the driveway at home. Bill said "we don't have Bobby". They did a speed job back to get him. All the way home he was well coached by three train collectors as what to say. Three very innocent looking men and one small boy came thru the door with a story that only train collectors could come up with. After ice cream and coffee they were told that Russ had called five minutes after they left so we (Betty and I) knew about the forgotten child.

Sign of a true train collector is when you buy a train and leave your only son behind. It was a lot of years before this was put to rest. Russ Hafdahl took over the train shop at Knottsberry Farm for many years. A little sign on the wall said"

**"BUY A TRAIN BUT PLEASE DON'T LEAVE YOUR KID HERE".**

## 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

The fairgrounds have been cleaned up from the flooding last December and the Pacific Northwest Division spring meet will be back in the Community Center at the SW Washington Fairgrounds fair grounds.

There will be a very important **membership/board meeting** starting at 9:00 a.m. to discuss and approve the following: 1) The 50<sup>th</sup> year celebration; 2) Continuation of the Logger; 3) Continuation of the Web Site. The PNWD has some serious decisions to make and attendance from the members is imperative for this meeting. These decisions belong to our entire division – not just the board members. If you can't attend this meet, please send your input in writing/e-mail to either Frank Geczi or Dick Walters. Be sure to sign your name on your submittal.

### There are two important events that will occur this year.

#### The first is election of three PNWD officers to replace the expired positions.

The positions of president (Frank Geczi), treasurer (Barbara Flinchbaugh) and one member at large, (Steve Ramsdall) will expire the end of 2008. The PNWD needs to have a volunteer for these positions early so the transition in the operation of the PNWD will run smoothly. Names of PNWD members that either volunteer or are nominated should be submitted to Frank Geczi or Barbara Flinchbaugh. These nominations will be required by October 15, 2008. Nominations will also be taken from the floor at the Fall Division meet on November 2, 2008. If there is only one name per office and no additional names are added from the floor, a vote will take place, as has been done before, at the November 2, Division Meet. If additional names are added, a ballot will be mailed to all members by November 5, 2008 and ballots must be returned by November 25, 2008. The winners will be published in the January 2009 Logger.

#### The second is support at the Lake City Community Center SeaFair Founders Day events when the PNWD will be running trains for the children.

This year the Lake City Founders Day celebration is from Thursday July 31<sup>st</sup> through Saturday August 2<sup>nd</sup>. Thursday July 31 will be the day that PNWD sets up the operating layouts. This will occur from 9:00 AM until we are done in the early afternoon. Friday and Saturday the operations will be between 11:00 AM and 7:00 PM. All volunteers please provide your name to Frank Geczi. Everybody that supported the event last year enjoyed the experience.

The PNWD is still looking to have a 50<sup>th</sup> anniversary celebration. We are looking for some volunteers to help check out the ideas that 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.

### **SEE THE PNWD CHANGES IDENTIFIED ON A SEPARATE PAGE IN THS LOGGER!!!**

Respectfully Submitted  
Frank Geczi  
President of the PNWD TCA



## SEATTLE CHAPTER SUMMARY

Greetings from the Northern contingent of the Pacific Northwest Division. My name is Mike Bowerman, newly elected President of the Seattle Chapter. At this time, I'm happy to report we have a vibrant and healthy chapter. This can be attributed to several factors. First of all, past officers have done a good job in managing the affairs of the Chapter. I would like to thank past president, Dick Walters, for handing over the Seattle Chapter in its current healthy condition.

But few people will argue that our low operating cost and great geographical location (it does not hurt to be situated in the middle of three million plus Puget Sound residents) are key factors to the Seattle Chapter's continued success. However, there are other factors that are crucial to the success of any organization and two of the most important are fellowship and camaraderie. I have witnessed the Seattle Chapter possess both of these qualities amongst our attending members.

The up and coming "**Seattle Chapter Layout and Collection Tours**" is testimony to this. Please see the accompanying article by Ed and Pat Anderson (in the next column). Early indications show our new leadership will continue to direct the Chapter in a positive way. Ed Anderson is doing an excellent job as Vice President. When I was out of town during the February meet Ed handled matters without a hitch. He even oversaw the Chapter's approval of sponsoring a TCA Museum memorial brick to be inscribed with recently deceased Al Cox's name. This brick will soon be installed in the TCA Museum courtyard in Strasburg, PA. As most of you know, Al was a regular attendee of our meets since its early foundation and accumulated much of his legendary toy train collection through the Seattle Chapter. The balance of the Chapter's officers deserves a lot of recognition. Our Secretary, Tom Borrud, is an up and coming figure in our Division. Our finances continue to be in the excellent hands of our long time Treasurer, Dick Rock. Last, but not least, our big central Washington representative, Chet Vetter was elected as our Sergeant-at-Arms.

Because of holiday conflicts our March and May meets were cancelled. This has always been a problem when scheduling Seattle Chapter meets. Negotiations are under way with the Lake City Community Center that may alleviate this problem. Stay tuned. However, we hope to make up for the lack of Seattle Chapter meets this season with a well-attended April 27<sup>th</sup> "Spring Meet." We are offering an uninterrupted mid year schedule with our somewhat laid back summer meets. As usual, they will be held on the fourth Sunday in the months of June, July, and August. As we swing in to the fall season the Seattle Chapter's pace will pick up again with lively meets in September, October and November.

We hope to see many of you at future Lake City meets. You're always welcomed to bring a guest. Thanks for your support.

Mike Bowerman, President  
Seattle Chapter, PNWD TCA

## SEATTLE CHAPTER 2008 COLLECTION AND LAYOUT TOURS

Chapter President, Mike Bowerman, and myself are pleased to announce that so far 4 members have stepped up to welcome you and your family to their homes to view their layouts/collections. These tours will be an opportunity for us to have fun and fellowship away from our regular meeting hall and further enable us to share our hobby. These tours will take place after the regular Seattle Chapter meets (at Lake City) July through October. The month of June is open if someone else is has a layout or train related collection they would like to share.

Details and maps will be provided at the Chapter meets. Our schedule is as follows:

### June (open)

**July @ the Hollingworth's** ... Bill's layout has been under construction for many years. It is 22 feet x 45 feet and has about 1,100 feet of track, 78 switches, a wall of display shelves full of Lionel trains and a wonderful display of Pennsylvania RR memorabilia. Bill says "this is the room that keeps the boy alive". A visit to this train room will give you some great ideas and inspire you as well ... well worth the trip.

**August @ the Tichi's** ... Quoting Dennis, his layout is 26 feet x 26 feet in the shape of a big E. It is all Gilbert S gauge with the exception of the main line which is Gargraves track. The track is 480 feet. The main line is set up with block control feature using original Gilbert track trips and semaphores so he can run 4 trains at once on the main line. He has a large rail yard with a turntable and many operating accessories. More than likely you have never seen this much American Flyer S gauge in one stop!

**September @ the Dunn's** ... Rick says "I am an affectionado of postwar Lionel. My home (basement) will reflect this. We try to make old men and pretty women feel young". The layout is a replica of the back cover of the Lionel 1957 Consumer Catalog. It measures 14 feet x 5 feet to 9 feet wide. A visit to the Dunn's guarantee's to be a memorable trip.

**October @ the Bowerman's** ... Mike is a collector/operator. He runs and collects pre and post war Lionel and modern era trains. A 7 foot x 12 foot "pivoting platform" of his own design allows him to pivot the layout to an upright position for storage when not in use. It has 6 loops and can run 5 trains at one time. The layout is powered by 2 ZW transformers. This train room also has a great display of train related fun. The Bowerman's want to show you what can be done with a limited amount of space.

Mark your calendars ... we want to have fun!

Ed Anderson, Seattle Chapter V.P.  
425-868-1686 Home  
425-273-4960 Cell

## Riding the Rails in the Good Old Days - Part VIII

Some years would pass from the time I got out of the army until I would ride trains again. I do recall one trip that was unusual, though. I had to go to Harrisburg from Philadelphia. Sometime after the war and because of a passenger car shortage, some trains continued troop carrier cars (like those Weaver has modeled) to handle the heavy traffic. I had to sit in one. Bunk beds from floor to ceiling had been placed there for troops. Only the bottom bunk was in use for passengers. That was the first and only time in my life that I traveled as far up and down as laterally! These cars were not heavyweights and on 140 lb. rail they really bounced. It was a terrible ride!

In 1960 I moved to Altoona, PA where I would have many PRR employees in my congregation. Some executive and managerial PRR people were part of the group. I soon was invited to tour the Altoona shops in part. I saw the erecting shop, then quiet because steam engines were no longer built. At the transfer table I saw the shed crowded with famous cars from name trains such as "The Broadway Limited", "The Red Arrow", "The Admiral" and so on.

In the huge yard I saw and would see for some years, hundreds of steam engines cold and silent as they waited their turn to be dragged to the Hollidaysburg shop to be cut up. Some steam was still in use, especially on freight, but as diesel and electric locos continued to increase, the 'Billy Puffers' had to go. I grieved about that.

The station master was a member of my congregation and he introduced me to many trainmen. In turn, they treated me very well when I was on the rails. I traveled frequently to Harrisburg. One December night I was in the station waiting room when a conductor came in who knew me. He had on pin-stripped overalls and his conductor's cap. He asked me where I was going and I told him "Altoona". He said: "come with me - save your ticket and use it later". "What are you doing", I asked. "Number 17 with 70 REA cars. You can ride the crummy (caboose) with me." That train was loaded with Christmas packages, etc.

I climbed into the palace and then to the cupola and he took the other side. We rolled quietly out of the yard and crossed the oldest stone-arch bridge in the area. After that we picked up speed and leveled off at 70 MPH. Now the caboose was rocking side to side at a furious rate and I held the grab irons to stay up there. It was dark as pitch and I could see nothing. I knew the train was kicking up soot from the road bed. I was sure we could have seen sparks and flames from a not box but otherwise it was total darkness.

When I climbed down at Altoona I reflected on what I had learned about the cupola and then appreciated (and still do) how hard it was just to stay there at high speed. I thanked my friend and wished him a Merry Christmas.

Respectfully submitted by Wm. "Bill" Hollingsworth

### Addendum

The PRR was perhaps the largest railroad in the world. Alvin F. Stauffer reports in his book "Pennsy Power II" that the steam engine roster for 1947 was 4,157 units. Then there were 54 diesels and 282 electrics. Grand total - 4,493 locomotives.

## Greetings from the Portland Chapter.

The following pictures were taken by Rob Cook, Member at Large/Newsletter Editor for the Portland Chapter and he has given his permission to reproduce these pictures in the Logger. The March meet was well attended and featured the best auction they have had for a long time. Rob had the opportunity for a photo shoot so here you are. Perhaps someone can even help Ray Gallahan with the much needed information for the set he bought. It is shown in the picture below.

The Portland Clubhouse layout at the Aloha Mall gives all the members in the Portland area a chance to bring their trains and run them on the 3<sup>rd</sup> Sunday of each month.



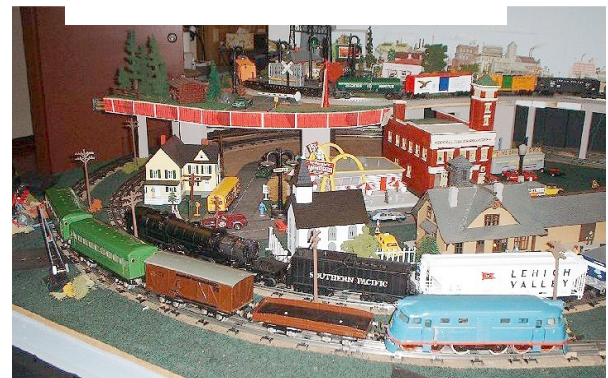
Ray Gallahan's Lionel K-Line "520"? hauling a heavy load



This is the Schilling set Ray Gallahan bought – any info?



Bill Brant's Pennsylvania T-1 chugging through a high Sierra hamlet



Rob Cook's Soviet set defected to SP trackage



Peter Schuytema's 2023 UP set takes the high road



Here is a quick copy from Rob Cook regarding the April 20<sup>th</sup> Portland Chapter TCA monthly meet. It was well attended, and again featured a lively auction (thanks, Ray). We had close to 20 members in attendance.

In the "new and unusual department", Terry Parker arrived with his latest finds, which included a boxed 375 Lionel turntable and a 9656 Lionel set. This is an uncatalogued "space and military" set sold by Sears in 1962, and described on page 436 of the Sears Wishbook as a "7-unit Twin Diesel with horn .. 4 action cars! Twin diesel locomotive has bright headlamp, wailing horn. Action packed cars let you launch a helicopter, fire a 'Minuteman' missile, blow up target car, fire 'Turbo' missile. Caboose. Run train fast, slow, forward or backward .. uncouple cars, sound horn - all by remote control." Interestingly, in the *Greenberg's Guide to Lionel Trains 1945-1969 Uncatalogued Sets*, the authors state that they have been unable to examine this set first-hand. By the way, the 1962 price at Sears was \$39.77. Terry's set is missing the common 6017 caboose, the turbo missiles and 1073 transformer, but many of the boxes are *very* straight.

← Terry Parker's set to the left.

## FIRST CLASS MAIL

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**ENTER THE SITE & click on**  
**NEWSLETTERS - - ENJOY!!!**

## 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 May because of Memorial Day Weekend