



Pacific Northwest Division

LOGGER

May-June 2011

MARGARET McCOY

TCA LIFE MEMBER 66-1647

We first met the McCoys in the early 1960s. They were just starting up their operation in Kent and the "Chicken Coup" was a very busy place. We had a mutual friend that was working with Bob and Margaret in getting ideas together and coordinating the engineering work being done in Japan so production of the wonderful McCoy trains could be accomplished right here in Kent. We spent hours watching the efforts all come together and the trains become a reality. A few years passed (while we were raising our young family) before we got back into collecting trains and it was then our friendship with the McCoys was renewed. We also enjoyed being with Margaret and Bob when they celebrated their wedding anniversary in Portland in 1995. Bob passed away later that year. We enjoyed Margaret's visits to our home and the fun we had at Christmas time. Oh how she loved Christmas. She also called us when she received her cancer diagnosis and after that, it was daily e-mails and phone calls during the weeks that followed - even from the hospital.. Perhaps Margaret is now heading up the new "Operation in the Sky" and keeping those trains running forever.

We will miss her a great deal.

The memories of her will always be with us - -
Barbara and Dick Flinchbaugh

A Tribute to Margaret McCoy, 1925 - 2011

Fond memories of a "Classy Lady"

I saw my first McCoy Wide Gauge in operation at a TTOS meet at the home of Dick Owen in Troutdale, Oregon, in 1984. The following weekend I visited the factory and met Margaret, Bob & Bobby. Two hours later I drove home with my first McCoy, which I still have.

Margaret was the perfect host, friendly, informative and genuinely eager to please.

Two years later, as then President of the PNWD TTOS, I worked with her on the details of the clubs Division SP&S train set. She was always a first rate business woman, capable of solving any problem that came along and generally anticipating most of them.

We became good friends and in the early nineties I found it necessary to travel from Vancouver to Anacortes once every month to visit my dad and I always included a stop in Kent on the way North for lunch with Margaret. When I would walk into the factory I never knew what she would be up to. Sometimes I found her spot welding freight cars, stripping paint off product, wrapping and boxing product or helping Bob or Bobby silk screen. She could, and did, do it all. And she always did it well and she always did it with a smile!

She took problems head on. When Bob Sr. passed away in 1995 she didn't say "Woe is me", she rolled up her sleeves and said "We've got a company to run and trains to produce".

After the company closed down in '98 and she moved to California we wrote letters back and forth and occasionally exchanged phone calls. I always liked her letters, she had the most beautiful penmanship of anyone I've ever seen.

When she went online we exchanged emails several times a week and I think our bond grew even closer. I drove to Los Angeles and visited her for several days two years ago and we had a grand time.

When she received her cancer diagnosis she called me because she felt that certain news shouldn't be put into emails. She had several options for treatment, but typically Margaret, she preferred to meet the problem head on with surgery. In the end, maybe that wasn't the best choice, but how many have the courage to try?

She was a very hard working, courageous and classy lady and the toy train world has lost a great ambassador.

Respectfully submitted,

Al Merris



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ENCLOSURES

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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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PRESIDENT'S MESSAGE

The PNWD TCA has come to the end of an era with the exiting of the President, Vice-President and Treasurer. I thank both Dick and Barbara Flinchbaugh for their hard work and dedication to the PNWD TCA. They have done an excellent job working and organizing the division meets and supporting the 2005 convention.

Barbara has also done an excellent job as Editor for the PNWD Logger since 1998. She has been Treasurer for the PNWD since 2001, as well as the 2005 convention. Dick has been Vice President since 2001. Both Dick and Barbara will be missed.

There will be an election this year for 3 positions to the PNWD Board of Directors. We have multiple volunteers willing to fill all three positions. The names of these members are on the ballot with their photos and qualifications, if provided. The ballot is included in this PNWD Logger. The ballot is required to be mailed in by May 25, 2011 so the counting can be completed by the June 5, 2011 division meet. If the Treasure Valley Chapter wins the position for Vice-President (who officially is in charge of division meets), the new V. President will coordinate with Jim Ryan (appointed by the board and membership at the March 6th meet as the Division Meet Coordinator) and the meets will continue at the Moose Lodge. Also, Treasure Valley may offer to have a division meet in the Tri-City area which is the center of the PNWD.

The Treasure Valley has shown some interest in hosting a convention in the future.

The delayed train auction of a modern day Lionel and MTH train collection occurred during the last division meeting. Approximately 75 lots of trains were sold. Most of them were O-gauge cars. There were very few engines or accessories.

The 2011 year should be a good year for the Pacific Northwest Division. All three chapters working hard to continue the tradition of operating trains for the general public to see and enjoy. The Treasure Valley not only has their "Hands on Childrens Layout"; they also obtained a portable layout for the young children to operate. They work hard to expand the interest in toy trains.

Looking forward to see you at the TCA Convention in Sacramento, California. This should be one of the better conventions with the California Railroad Museum nearby and several operating trains to ride. Also, the Old Sacramento town has been preserved with restaurants and souvenir stores as an historical site.

Don't forget the TCA National fund drive. Forms will be provided at the division meet. TCA National needs the money to help pay for the operating expenses. If all the PNWD members would donate \$10.00 it would provide approximately \$2,100 to help the National TCA organization. These donations will help keep the dues from increasing.

Frank Geczi
President PNWD TCA

DIVISION MEET AT THE MOOSE LODGE – JUNE 5th, 2011

Breakfast (with lunch) is \$6.00

Lunch only is \$6.00

Check the proper boxes on the registration form if you are eating breakfast or lunch.

Please check your math when you determine your total and include the \$5.00 registration fee in the GRAND TOTAL



SEATTLE CHAPTER NEWS

If someone would have told me we would be averaging 45 members for the first four meets of 2011 I would have said that was wishful thinking but, as we head into our Spring and Summer meets, we are doing just that. Some say we might never see a return to the robust meets of the eighties and early nineties but we are currently seeing a nice recovery with more table sales than I've seen at the Lake City meets in a long time. If you have shied away in the last few years think again about attending a Seattle Chapter meet.

Private Tour for TCA Members

A couple of years ago the Seattle Chapter promoted a series of home tours that were well received. The Seattle Chapter would like to invite all TCA members and their families to a different type of tour, a non-train related private showing at the *Hydroplane and Race Boat Museum* in Kent. It will be conducted by one of the Seattle Chapter regulars, Glenn Raymond, who is one of the facility's managers. If you grew up in the Pacific Northwest it will be hard to resist.

Many of us watched the historic Slo-mo unlimited hydroplanes lead a continuous parade of Seattle based Gold Cup champions such as the Bardahl, Bill Muncey's "Blue Blaster", and the griffon powered Budweiser. All of these, plus more, are on exhibit.

Glenn will open up the museum for a private showing just for us. The tour will be conducted between 2:30 PM and 4:30 PM following the Pacific Northwest Division meet in Chehalis on June 5th. Many of us will plan to catch the tour on our way home from the Chehalis meet. The normal \$10.00 admission fee has been waved just for this event but a private donation to the museum is encouraged. Restoring these beautiful race boats does not come cheap and any donation is welcome. Mark your calendar now and plan to be there. This will be fun. The museum address is: 5917 South 196th Street, Kent WA. 98032.

Directions from I-5. Take S. 188th St. / Orillia Rd. S. Exit. South on Orillia Rd. for 1/2 mile, left on 200th Street and cross Green River to 196th Street. Museum is on the right. Directions from West Valley Hwy: West on 212th, right on 68th Ave S., and left on 196th. Museum on the left.

Happy Railroading,

Mike Bowerman / Seattle Chapter President

NEWS FROM THE PORTLAND CHAPTER

Words and pictures submitted by Rob Cook,
Portland Chapter Newsletter Editor.

Congratulations to all who attended the March meet!! We had 15 members who brought all sorts of trains to run, and some auction items as well. Not that it's on my mind, but this level of participation put us over the financial break-even point for the month!! Let's do it again It's really quite cool when you have to queue up for track time.

Back after the news

Dateline: Japan



While surfing the net, I ran across an interesting article about the Washington Hotel in Tokyo. For all you well-to-do *densha otaku* ("train geeks", in so many words), you can rent a room for about \$280 per night that comes completely furnished with an L-shaped 7' x 10' N scale layout with over 100' of track.

Although engines and rolling stock can be rented from the front desk, the hotel reports that most patrons prefer to bring their own equipment to operate over the 4-track mainline. AND, as an added bonus, the real *shinkansen* ("bullet train") is visible from the room. So, next time your significant other requests a romantic evening out of town, you know where to go, right

MORE PICTURES FROM THE ALOHA MALL - provided by Rob Cook

Our March meet also featured a lecture from our own toy train *sensei*, Tom Steeves



While you may think Tom is critiquing a colorized version of the movie "The Train", he is actually pointing out the stunningly realistic details as recorded by Matthew Simek. Matthew has produced a series of DVD videos about the model railroad hobby, and was kind enough to preview his works with us.

These are really neat DVD's. If you are interested in learning more about these movies, you can visit the website of www.pacificvistapublishing.com. Matt has also produced documentaries on other subjects, including aviation.



Rob Cook's Pre-war Lionel 1664E leads a freight 2600-series freight consist.



After the stress of presenting the lecture noted earlier in this newsletter, Tom Steeves broke out his Coors set. Unfortunately, the refrigeration units weren't functioning properly, so soda, coffee and doughnuts were the order of the day.



Al Merris' logging operation. The engine is by ETS, the buggies from Industrial Rail and the caboose is MTH.



Barry Starkman's wayward MPC-era Blue Comet passes through the Cascades on its way to Atlantic City. Barry also brought an original ticket that his relatives purchased to ride the real Blue Comet on their way to the Jersey shore.

FIRST CLASS MAIL

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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 next meet will be May 15, 2011

Seattle Chapter Meets

The Seattle Chapter meets are now held on
 the 2nd 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 meet will be May 8, 2011