



Pacific Northwest Division

LOGGER

September/October 2006

ATTENTION ALL MEMBERS

NEW GUIDELINES FOR THE
OCTOBER 29TH DIVISION MEET IN
CHEHALIS, WASHINGTON
SW WASHINGTON FAIRGROUNDS,
COMMUNITY EVENTS BUILDING

ARE INCLUDED IN THIS LOGGER AS A SEPARATE ATTACHMENT

**ANNUAL MEMBERSHIP MEETING WILL
BE HELD OCT. 29, 2006 AT 9:00 A.M.**

**FRONT DESK WILL BE OPEN FROM
8:00 A.M. UNTIL 10:00 A.M.**

**THE PORTLAND CHAPTER WILL AGAIN HOST AN OPEN
HOUSE & TRAIN MEET ON SUNDAY, DECEMBER 17, 2006**

**A POSTER WITH ALL THE INFORMATION
IS INCLUDED IN THIS LOGGER**

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/co Logger Editor
12508-206th Pl. S.E.
Issaquah, WA 98027
Phone: 425-271-1547
e-mail: frankgeczi@aol.com

Vice President

Richard Flinchbaugh
36066-57th Ave. So.
Auburn, WA 98001-9306
Phone: 253-939-2228
Fax: 253-804-3561
e-mail: rflinchbau@aol.com

Secretary

J. Michael Bowerman
4410 231st Pl SW
Mountlake Terrace, WA 98043
Phone: 425-778-8750
e-Mail: jmbowerman@juno.com

Treasurer/Logger Editor

Barbara Flinchbaugh
36066-57th Ave. So.
Auburn, WA 98001-9306
Phone: 253-939-2228
FAX: 253-804-3561
e-mail: rflinchbau@aol.com

Seattle Chapter President

Richard Walters
5815 71st Ave. W.
University Place, WA
Phone: 253-565-2371

Portland Chapter President

Tom Steeves
1741 NW 127th Pl.
Portland, OR 97229
Phone: 503-644-2325
e-mail: tomsteeves@comcast.net

Treasure Valley Chapter President

Bill von Tagen
1114 N. 7th
Boise, ID 83702
Phone: 208-345-1728
e-mail: wvontagen@msn.com

PNWD BOD Members at Large

John Kirry
3007 - 79th Ave. Ct. NW
Gig Harbor, WA 98332-8818
Phone: 253-265-1466
e-mail: kiry@centurytel.net

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



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THE PRESIDENT'S MESSAGE

Since the July Logger, several things have happened in the PNWD of the TCA. The first is that we have 2 new Member-at-Large officers, namely John Kirry and Steve Ramsdell. They replaced Gale (Oly) Olson and Dave Howry who have resigned for personal reasons. We welcome our new board members.

The second is that Tom Steeves is resigning as the President of the Portland Chapter. The Portland Chapter TCA members need to find and nominate member(s) for the President's position.

The Treasure Valley Chapter requested funds to purchase equipment to support kid club activities and train shows. The PNWD provided them with a check for \$2,300.00. They thanked me for the PNWD Support. Jim Barbee also donated some accessories, buildings and a Brio train set to the Treasure Valley Chapter. The members were grateful for the Division donation and Jim Barbee's donation.

I was at their latest show, September 8, at the Longfellow Elementary school in Boise, Idaho. The school was celebrating their 100 year anniversary. The Brio train, donated by Jim Barbee, was set up immediately when I brought it into the school. The younger children enjoyed playing with it. The Treasure Valley Chapter has a traveling layout that can run at least 4 trains simultaneously which were all command controlled. The Treasure Valley Chapter would let the children run the trains using the controllers. The kids all had a great time and the Treasure Valley Chapter Members enjoyed presenting the show. This was a great exposure for the TCA. Several adults showed an interest in the TCA and some took membership applications.

I have taken a show of hands to determine if any of the Seattle Chapter members would be interested in supporting a train show at some of the events in the Seattle area. The response was positive. I am planning to check with some of the local groups and organizations to see if we can set up trains to be operated either by the members or the children attending. This probably will not start until next year.

The K-Line add on parts car for the Boeing 2 car airplane set has been shipped out to all train enthusiasts that had ordered them. If you did not get yours, contact me or Barbara Flinchbaugh. There a few extras if anybody wish to order one from Barbara.

There will be a Division Board Meeting with the new board members at the October 29th Division Meet. An agenda will be sent out a minimum of two weeks before the meeting. The board members will have time to look the agenda over and respond to all board members through e-mail if they cannot attend.

Respectfully Submitted

Frank Geczi
President PNWD TCA

For your convenience, we are including the 2007 Dues Form with this issue of the Logger.

There will be board members available at the October 29th Division Meet in Chehalis to assist you when paying your dues. This also helps eliminate the cost of postage to send each membership card in the mail.

Thanks for all your support in the past by renewing your dues early.

Barbara Flinchbaugh, Treasurer

Clarification of the question "Who can join TCA"

This question came to light in the SOUND OFF section of the latest Headquarters News on Page 4. It was very aptly answered by National TCA President Bob Keller.

"There are no bylaws stating that you have to be 18 years of age to become a member of TCA (one must be 18 to be elected to TCA office) so anyone under 18 can join at any time. Just fill out the membership application and return it to the National Business Office with the appropriate application fees."

WHEN I WAS A BOY - - by Chet Vetter



I can still remember those days when I was just a small boy. I was just 6 when I received my first Lionel train – it was a 1664 freight set and I still have it.

The Summer 2006 issue of Classic Trains magazine had just arrived in the mail and I was browsing thru it, as I always do, when I came upon Pages 34 thru 39. There, on page 36, was a picture of the Abbott Road Viaduct in South Buffalo, New York. That picture really brought back memories of my growing up in the 1940s and 1950s. My Dad was a fireman and my great uncle was the engineer on a 0-8-0 switcher on the Nickel Plate, Delaware/Lackawanna & Western R.R.

My Dad took me up on that viaduct sometimes just to watch the steam engines head east with freight or passenger trains. That was in the old Tift St. Yard and they went under that Abbott Rd. Viaduct – right under our feet. Dad would tell me what the engines were and I saw Hudsons, Berkshires, Mikados and Mohawks. There were about 6 or 7 railroads that went under that viaduct - the Erie, N.Y. C., Penn., LV, NKP and Lackawanna.

When I was about 5 or 6 years old, my Mom worked at a truck stop on Saturdays so when my Dad had to work on Saturdays too, he would have to take me to work with him. They carried water to drink in a wooden barrel that sat on the floor of the cab and he would put me on it and put a belt around me and it hooked to the wall of the engine and there I would ride. I could just see out the window.

I used to play in the roundhouse and look at the new diesels. I can remember the Erie that ran past where I went to school. The freights were pulled by ALCO PA A-B-As. As I grew older, steam was disappearing and I can remember seeing steam engines lined up behind one another and being cut up with cutting torches and loaded into gondolas with a magnet crane. I was about 16 then.

I joined the Navy in 1961 and rode the NKP from Buffalo to Chicago to boot camp. It was pulled by ALCO PA1 Bluebirds. On the way home, I rode on the NYC pulled by E units and then rode the PENN from Buffalo to Washington DC pulled by ALCO A1s.

**I still remember those days when I was just a small boy.
Even today when I look at my 1664 freight set it brings back fond memories again.**

Win a \$75 Gift Certificate at the 2006 Locomotive Races in Maple Valley

The 9th Annual Maple Valley Operating Model Train Show will be held on October 21-22, 2006; 10 am to 5pm both days. Located in Gracie Hansen Community Center, 27132 SE Ravensdale Way, Ravensdale, WA Lots of free parking. Directions are on the web site (see below). Requested donation for adults \$5, children 3-11 \$2. Besides having a multitude of operating model trains, children's layouts (hands on operation for children), floor trains and a train that children can ride on; we have Lego building contests, hands on Lego train building, many free catalogs and previously read train magazines and a multitude of door prizes for attendees. Come and join in the fun.

For the past three years, as part of the show, we have held the only locomotive drag races west of the Rockies. In previous years the prize has been a plaque that attests to the owner having the fastest locomotive in Maple Valley. This year, however, we've decided to up the ante and make the races more interesting for all. The winner will still receive the plaque; however, in addition, the winner will also receive a \$75 gift certificate from a local well known train store. In addition, the second place winner will receive a gift certificate package worth \$50.

So this year, come one, come all; read the race rules posted on our website. Find your fastest O Gauge locomotive (borrow one, buy one or build one), tune it up and give it a try. Races will start at 12 noon sharp on Sunday, Oct. The track will be open on Saturday Oct. 21 for final tune up and test of locomotives.

Any questions? Let us know. You've got a good chance of going home with a gift certificate and a plaque. Our new website is: <http://www.freewebs.com/mvtrainshow/>

Submitted by Henry Hollwedel

Ted Ahlberg has some McCoy cars for sale!!!

Ted is going to list these trains on the TCA Interchange and he wants to give our members a chance to be the first ones to buy them if they are interested. The buyers will have to pay shipping. The numbers in () are Ted's ID Numbers.

(66)	26 th Convention Red Hopper	\$40.00
(84)	N.P. Green Box Car #97111	\$50.00
(92)	TPC White Circus Car #255	\$75.00
(44)	McCoy Factory Visit – Gondola #00-1974	\$75.00
(4)	TTOS – 19 th Anniversary UTAH Snowbird 1976	\$65.00
(10)	21 st TCA Convention Orlando Kitchen Car #1000-75	\$30.00
(41)	20 th TCA Convention Car Seattle Supply Car #1000-74	\$25.00
(47)	20 th TCA Convention Car Seattle Supply Car #1000-74	\$25.00

Ted Ahlberg

16220 SW Bryce Ct.

Beaverton, OR 97007-8839

Telephone: 503-579-2131

Did you ever wonder what those trains look like after they have been involved in a crash. Well, you don't have to think about that any more. Here is proof of what really happens. This is the train wreck that happened in Madera, California in June. The pictures were provided by a fellow train enthusiast who lives in California and had purchased our Boeing 2-car and follow-on car sets .



The following information was sent by Al Cox to all his TCA friends.

If you are interested, please contact Al directly. (See info below)

As many of you know, Al is now handicapped and has 24 hour caregivers. He is finally releasing some of the inventory and collection. He will work with appointments only as he must have someone to assist him. His collection consists of those seen in CTT and Club News, tons of parts – some for dealer quantity, at least 75 different manufacturers; foreign, Lionel, Ives, Marx, American Flyer (No "S" gauge), AMT-Kusan, MTH large engines steam and Lionel ones for comparison plus many small companies with one only in collection. See eBay also at coxtrain@gte.net or [alcoxtrains](http://alcoxtrains.com). Al writes that he does not have a regular website. He hopes you have lots of fun collecting and says here is your chance to buy some of those trains he outbid you for previously on the auctions for the collections. There is also a stamp collection for all ages. He began that in 1927. He got his first train set in 1932 and for the women (and men also) his oriental rug collection in the train rooms is also for sale.

He cannot handle crowds and will arrange dates and time to suit you if possible. Washington State sales tax 8.8% will apply on all train related sales delivered or picked up to a Washington address, unless you provide a dealer sales tax exemption form for resale.

He says thanks to you all for a wonderful life and more important for the lifetime friendships train collecting provided.

Allison (Al) Cox

18025 8th Ave. NE, Shoreline, WA 98177-3542

Phone: 206-546-2230

FAX: 206-546-0114

A party at Ed and Pat Anderson's place on July 23rd.

They picked one of the hottest days of the year – above 90 degrees but did that stop the bunch from TCA – not one bit.

Over twenty members and their spouses joined in the fun. Nick Fisher brought a couple of his live steam engines and ran them for everyone's enjoyment.

Of course, there was food in abundant supply and what a spread it was. Ed and Pat furnished all the drinks (water seemed to be the choice of the day) and cooked some fabulous “brats” and chicken for everyone. With all the wonderful salads and fruit available, no one went hungry, that's for sure.

Below are some pictures that were taken by Patti Anderson to commemorate the event. As you can see, everyone is enjoying themselves. Thanks to Ed and Pat for a wonderful day.



At left, Ed Anderson is deep in conversation with someone and Dick Flinchbaugh is helping himself to the “brats”.

Right – Sandy Walters is making sure that everything is just right at the food table. It looks as if Jim and Doris Barbee are already checking out the good stuff.



Dick and Sandy Walters are right in the middle of the food tent and Dick Flinchbaugh and Gloria Gezzi are in the background.

Vinette Tichi and Pat Anderson taking a walk on the grounds that surround the Anderson's 13 acre place.

Here Ed is deep in conversation with Dennis and Vinette. I'll bet it was about trains.



It was great having all the great tents to sit under – IT WAS REALLY HOT!!!



Below is Nick Fisher's live steam locomotive – what a beauty!!



Seattle Chapter Update

“Extraordinary People / Extraordinary Happenings”

First things first: We have some long-time Seattle Chapter members who have recently been in less than perfect ‘operating’ condition. Brian Albers, Oly Olson and Chet Vetter: All have had recent medical difficulties which has kept them from enjoying their lives to the fullest. Each of these members has contributed significantly over many years to the ‘good of the order’ at both Seattle Chapter and Division meets, and we wish each of them speedy and full recoveries. A card and a prayer for each would be greatly welcomed by both them and their families, to be sure. We look forward to seeing all of you again real soon!

“Step Up To The Plate”: That is a term one tends to hear especially during the fall time of year, when baseball playoffs come into full swing. It also has become a saying used to identify a person’s actions when one selflessly takes an initiative.

Mark Lembersky is such a member.

When it was identified at the August 2006 meet that members should consider dropping summer months’ meets in June, July and August because of attendance shortfalls (and the accompanying shortage in money received to support those months’ rent), Mark called me and offered to pay the rent for those three months activities for both 2007 and 2008. I was struck dumfounded by his generosity! During our conversation, Mark said that he always has enjoyed the summer meets and didn’t want to see them go away just for the lack of lower attendance. His donation was GREATFULLY accepted and we now will be rolling full steam ahead for the next two summers.

Mark, on behalf of the membership of the Seattle Chapter
THANK YOU VERY MUCH!

Calendar and Reminders for Lake City Meets

October 22, 2006
November 26, 2006
January 28, 2007

Doors open for table set-up and trading at 9:00AM

NO SELLING OUTSIDE OF THE TRADING HALL!

We are looking for a person who is willing to do coffee set-up and tear-down at each Seattle Chapter meet. The ideal candidate is a regular attendee and you still have ample time for trading.

My Best to you all!

Dick Walters TCA#93-37351, President, Seattle Chapter

Riding the Rails in the Good Old Days – Part II

The sudden entry of the USA into WWII after Pearl Harbor put a tremendous strain upon all of our railroads, bus lines, trucking companies and other means of transportation. Rail companies tried to keep up with the demand for cars and motor power so anything that could be placed in service was repaired or rejuvenated if possible. The shops worked at a faster pace than ever.

The companies with four track main lines could increase the flow of traffic and did so. Those with two tracks could also do better but pity the single track railroads. I don’t know if they increased the number of sidings but when I rode such a railroad I became sick and tired of being “in the hole”. The pressure from military to move personnel and materials was constant. I remember seeing the Reading and B&O move long trains with tanks, trucks, artillery etc. on flat cars and many trains with fifteen or twenty new locomotives headed for a port to be shipped overseas.

On January 21, 1944, I left Broad St. Station in Philadelphia with about 70 other men to enter the army at the New Cumberland Depot. We filled a coach and silently glided out of this station, through the yard and onto the mainline pulled by a whisper silent GG-1. That engine had 12 drivers, each powered by a separate electric motor. It cruised at 90-100 mph on the main lines. In 2 hours or less we were boarding army trucks at the Harrisburg, PA station. Three weeks later the procedures reversed. We left the trucks and boarded the train again powered by a GG-1. This time we went southeast along the Susquehanna River to York, PA and on to Baltimore and Washington D.C. It was at York (at the station) where I saw MA & PA (Maryland & Pennsylvania) equipment for the first time.

At Washington D.C. all would change. We boarded a train of older coaches carrying mostly soldiers. The Richmond, Fredericksburg and Potomac RR steamer hauled us to Richmond with several delays in sidings. At Richmond an Atlantic Coast Line Steamer took the train in tow. I never saw these engines close up. Men under orders do not wander about. On the curves I could see them and admire the synchronized motion of the rods. At Atlanta, the ACL engine left and I believe a Central of Georgia engine hauled us to Fort Benning where we unloaded on the base. As I recall we were fed box lunches by the army during the entire trip.

In about April or May, I received orders to report to Ft. Bragg, N.C. and then retraced all of the steps mentioned above (including more box lunches). The only variable was that 21 soldiers, including me, got the mumps. That did not deter the army from marching us to our barracks carrying barracks bags. I finally could get to the orderly room and report sick.

After two weeks in the hospital the doctor ordered me back to duty. I dressed and then told the nurse I still had a fever. She sent me back to bed and I soon discovered that the mumps had gone down on about half of us who were on that train. Two more weeks elapsed before I could return to duty.

My first three day pass came during the summer and I decided to go home even if I would have less than a day there. In the next issue, I will tell of things I have seen on a train which I had never seen before and expect never to see again.

Submitted by S. Wm. “Bill” Hollingsworth



TREASURE VALLEY CHAPTER ----- BOISE, IDAHO

The first of three events this fall in which the Treasure Valley Chapter's *TCA Children's Hands-on Digital Layout* will be operated was at the 100th Anniversary Celebration of Longfellow Elementary School in Boise, Idaho Friday evening October 8, 2006.

TCA members, including PNWD President Frank Geczi, helped elementary age children operate trains using Lionel Cab-1 remotes. Before the evening ended, both the Principle of Longfellow School and the Superintendent of the Boise School District made a special effort to thank TCA members in person. KBCI Television, Channel 2 conducted an interview with Terry Smith that was broadcast later that evening. Thanks to Frank and all the other TCA members who worked so hard delivering, setting up, helping the children, tearing down and transporting the layout back to Rich Murgoitio's shop. A number of the operating accessories on the 17' x 8' train table were there as a result of the generous \$2,300.00 grant from the PNWD. The chapter is carefully making needed purchases...having only spent about one half of the grant so far. The highest cost item purchased to date is an MTH Z-4000 transformer @ \$316.27. They are currently selling for \$375.00 or more.

The Treasure Valley Chapter is appreciative of the grant and the many items that Frank Geczi delivered Friday afternoon that included convention cars for resale, a Brio train and accessories donated by PNWD member Jim Barbee and items that will be given to children as gifts at each event. The convention cars will generate more funds to be used for the Children's layout by either selling them to TCA members or on eBay. Some of the accessories, also donated by Jim Barbee and which Frank delivered, will be used on the layout.

Chapter members are in the process of improving the layout for the next two events that will have considerably larger crowds....and will require greater participation by chapter members: Thursday November 9, 1:00 - 7:00 pm The Meridian Wreath Festival at St. Lukes Meridian Medical Center (Sponsored by St. Lukes and the Meridian Kiwanis Club) and Saturday, November 25 and Sunday, November 26, 10:00 - 9:00 pm each day (Sponsored by St Alphonsus Medical Center). A lot of media exposure for the hobby is expected as a result of having the Children's Hand's-on Layout at these two holiday activities.

Submitted by Terry Smith,
Secretary, Treasure Valley Chapter



FIRST CLASS MAIL

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

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Check out your web site @
www.traincollector.org

The Logger can be viewed in color

CALENDAR OF EVENTS

Portland 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

Oct. 15 – regular third Sunday meet day

Oct. 29 – Winter Division Meet – Chehalis

Nov. 4th – Great North Coast Toy Train Show & Swap Meet at the Portland Airport Holiday Inn. Contact Ted Ceckiewicz @ 360-546-3413 or tedc@eskimo.com

Nov. 19 – regular 3rd Sunday meet day

December 3, Annual TTOS TCA Holiday Dinner Meet at the Monarch Hotel (Flyer to be mailed later by Don Petersen)

December 17, 7th Annual Open House at the Clubhouse
See Flyer Insert for the Open House

Feb. 17-18, 2007 World's Greatest Hobby on Tour at the Portland Expo Center. See www.wghshow.com for details.

Seattle 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

Oct. 22 – regular 4th Sunday meet day

October 29 – Winter Division Meet – Chehalis

Nov. 18-19 Great Train Expo, Puyallup Fairgrounds

Nov. 26 – regular 4th Sunday meet day

We encourage the Seattle Chapter members to participate in the Holiday Dinner Meet as well as the Annual Open House held at the Portland Chapter Clubhouse .

Dec. 17 - See Flyer Insert for the 7th Annual Portland Chapter Open House

No December meet in Seattle