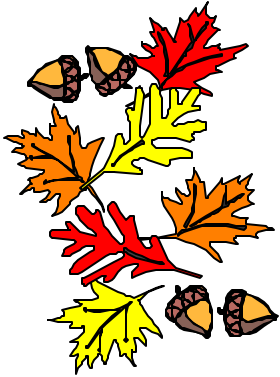




Pacific Northwest Division LOGGER

September/October 2008
Celebrating 50th year with TCA



A BIG CHANGE FOR THE FALL MEET

**NO PRE-REGISTRATION FOR THE NOVEMBER 2, 2008
MEET IN THE COMMUNITY EVENTS BUILDING,
SW WASHINGTON FAIRGROUNDS, CHEHALIS, WASHINGTON**

REMEMBER – THE MEMBERS VOTED LAST JUNE -- NO PRE-REGISTRATION
So - only 40 sales tables will be available – 1st come – 1st served. **Doors open @ 8:00 a.m.**

**IF YOU INDIVIDUALLY HAVE A NEED FOR MORE THAN 3 TABLES –
PLEASE CONTACT DAVID WALSH, your meet czar, 253-304-8243**

**MEMBERS WILL PAY AT THE DOOR, DOOR FEE IS \$10.00
TABLES ARE \$15.00 EACH (PLEASE, exact \$\$ would be helpful)**

YOUR 2009 DUES FORM IS INCLUDED WITH THIS LOGGER

**Dues are \$10.00 if paid by the 1st of the year. The dues can still be sent to the current
Treasurer, Barbara Flinchbaugh (address on the form).**

Dues paid in 2009 will go to Dick Walters. A late dues form will be sent out to those not paid by January 1, 2009.

50 YEARS WOW

In 1958 Ted Ahlberg, Bill Loew and Paul Korsmoe were amongst a group of train enthusiasts joining Train Collectors Association (TCA) which resulted in forming the Pacific Northwest Division. Over the years many friends and acquaintances have been made as well as memories that will never fade. Today more than 60 of our members have over 25 years of service in TCA.

In 1958 I was in my parents basement running my Marx pre-war freight set that was handed down to me by my cousin. A sheet of plywood with a big oval, 2 switches, an automatic uncoupling unit and a turnout was railroading at its best!!!! At least it was for me.

In the early 90's I met up with a true model railroader named Bill Hollingsworth. He invited me to his train room and shared his "work in progress" layout. That was all it took for me. I dug out my old Marx and the collecting disease begin. In 1995 I met up with Al Paolozzi and he convinced me that I needed to join TCA ... the rest is history.

Now I am looking forward to celebrating our Division's 50th Anniversary get together on October 4th honoring our 50 year members at the Washington State History Museum in Tacoma. It will be a day of viewing a large collection of early railroad history and the huge layout that is part of the Museum's permanent display, enjoying a buffet luncheon, chatting with old friends and making new ones. I hope to see you there.

Thank you to the Pacific Northwest Division for hosting this event.

Ed Anderson, Member

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

Two important events will occur this year. The first is election of three PNWD officers to replace the three expired positions. The second is the 50th anniversary celebration of the TCA Pacific Northwest Division on October 4, 2008

This will be held at the Washington State History Museum in Tacoma Washington. This anniversary celebration will include a pasta dinner with salad, door prizes and access to the museum, which has a railroad exhibit.

The PNWD Division meet will be held at the Community Center at the Southwest Washington Fairgrounds in Chehalis, WA on Nov. 2nd. Doors will open at 8:00 a.m.; Business meeting will start at 9:00 a.m. The Silent Auction will be open from 8:00 a.m. to 11:00 a.m. The positions of President, Treasurer and one Member-at-Large will expire January 1, 2009. The PNWD needs to have members volunteer for these positions and get involved in the operation of the division. Names of PNWD members that either volunteer or are nominated should be submitted to Frank Geczi or Barbara Flinchbaugh. So far we have one volunteer for Treasurer and two volunteers for the Member-at-Large position. Any additional nominations will be accepted at the November 2, 2008 Division meet. A motion to accept all names as presented needs to be approved and the ballot will be included in the Logger which will be mailed by November 10, 2008. Ballots must be postmarked and returned by December 10, 2008. The official results will then be forwarded to the National TCA Business Office by December 15, 2008.

Also there is a need for a new Logger editor. The PNWD Logger editor, Barbara Flinchbaugh will be resigning at the end of this year. She has done an excellent job.

This year the Lake City Founder's Day celebration was a great success. See the pictures and related article on page 7.

The Pacific Northwest Division meets have been held at the Southwest Washington Fairgrounds in Chehalis for many years. Work is in progress to move the Division Meets from SW Wash. Fairgrounds to the Moose Lodge Hall, about 8-9 blocks north of the existing location. The Moose Lodge hall is right between the one-way streets that run north and south of the Fairgrounds (it is at 1400 Grand Ave., Centralia). The Moose Lodge hall was totally redone after the big flood and much more attractive. It also has a big paved parking lot. They will provide 40 tables with the rent which is all that is required unless we get a big increase in interest and attendance. The best part is that they will provide the coffee and donuts for a very nominal fee and if desired by any member, a fabulous breakfast for approximately \$6.00 could be available starting at 8:00 a.m. I think that this will be a good change.

There may be a short PNWD Board Meeting after the meet to finalize any and all open issues remaining for the 2008 calendar year.

Respectfully Submitted
Frank Geczi
President of the PNWD TCA



Seattle Chapter Summary

As we enter the fall season and its usual revival of TCA activities I'm happy to report our three summer meets were well attended. For the first time in recent memory attendance for the July and August meets topped forty members. This can be largely attributed to a generous donation to the chapter in 2007 which paid our summer rents in 2007 and 2008. In turn, we were able to wave the door fees for the summer months. Our \$4.00 door fee will return for the September 28th, October 26th, and November 23rd meets. However, this comparatively low fee may be short lived. Like many tenants the Seattle Chapter is facing a 33% rent increase for 2009. We will have to deal with this at our September business meeting. No meet is scheduled for the month of December. To help resolve the Chapter's continuous conflict with end of the month holidays it was proposed to change the monthly meetings to the 2nd weekend of the month vs. the 4th weekend. This idea generated little interest but may be brought again for future discussion.

The highlight for the summer meets were the very successful *Layout and Collection Tours* organized by Seattle Chapter vice president, Ed Anderson and his wife Patti. Ed and Pat had little trouble in finding five members who were willing to conduct a home tour. For convenience, one each of the tours was scheduled immediately after the conclusion of the June through October Chapter meets. The program got under way following the June 22nd meet at the Lake Stevens residence of Byron and Irene Parsons. Byron's compact Lionel 00 layout was a surprise hit at the operating displays of the 2005 National Convention but this was nothing compared to what we witnessed on our arrival at his home. An amazing assortment of operating toy trains were demonstrated to the lucky TCA members who chose to attend this tour. But what stole the show were not so much the trains but Bryon's amazing collection of antique related materials on display in and out of his house. This ranged from a rare 1927 Auburn sedan to a fully restored oak and mahogany bar that once graced a turn of the century Lake Stevens saloon. Our thanks go out to the hospitality of Byron and Irene.

It was Bill and Kay Hollingsworth's turn to host the Layout and Collection Tour on July 27th. Bill's Pennsylvania roots obviously are reflected in his layout and train collection. His immense O gauge layout takes up most of the 2nd floor of his 35 ft. by 60 ft. shop which he built adjacent to his Issaquah home. Seeing is believing. Not only is his collection of scale trains impressive but the layout's forty foot runs of Gargaves

Seattle Chapter Summary continued - -

track, 78 switches, and scale like grades gives these trains a prototypical setting to run on. You cannot imagine the operational beauty of a scale Pennys K4 or a GGI pulling a long stream of passenger cars until you see them run on a well-constructed layout like this one. It was no surprise to see at least thirty awe struck individuals show up for Bill's tour. Our thanks go out to the hospitality of Bill and Kay.

Dennis and Vinette Tichi's August 24th tour featured the ultimate combination of an elaborate S gauge layout and a wall to wall collection of post war American Flyer trains in pristine condition. For the second consecutive month we saw an elaborate layout and collection that takes up most of the 2nd floor of a well constructed shop building built adjacent to their home. In comparison, it appeared to be only slightly smaller than Bill's shop but was equally impressive. For those of us who braved the unusual August rain to attend this tour it was a rewarding experience. Dennis was more than happy to demonstrate the reported five minutes it takes for a classic Flyer to wind its way around and through the landscape of his 26 ft. x 36 ft. layout to complete one loop. Our thanks go out to the hospitality of Dennis and Vinette.

Next up, following the September 28th Seattle meet, will be the much-anticipated tour at the Burien home of Rick and Sheila Dunn. It promises to be another unique toy train fest featuring Rick's nostalgic replica of the Lionel's 1957 catalog layout. After attending the above tours I have been left wondering what I, with my modest collection and layout, might have to offer. But the Collection and Layout Tour program is designed with every TCA member in mind. It is my hope to demonstrate the resourcefulness of my tilt up 7ft x 12 ft layout combined with an artfully decorated train room. If I can host one of these tours than anyone can. Our inaugural round of host are the first one's to tell you it is a rewarding appearance. You are encouraged to continue this new activity and sign up to host your own tour this coming year. See you in Lake City.

(See next 3 pages for pictures!!!)

Mike Bowerman, President
Seattle Chapter, PNWD TCA

Byron Parsons' layout tour pictures

Pictures by Patti Anderson



Bill Hollingsworth's layout tour pictures (Pictures by Patti Anderson)



Dennis Tichi's layout tour pictures

(Pictures by Patti Anderson)



LAKE CITY TRAIN SHOW



The Pioneer Days Train Show at the Lake City Community Center on July 31st and August 1st was a great success. There were three operating loops; two on a lower level and the Polar Express Christmas Layout on a raised level in the middle. Ed and Patti Anderson, Barbara and Dick Flinchbaugh, along with Steve Ramsdell, helped Frank Geczi setup the layouts the day prior to the start of the Pioneer Days Event. During the 2day event there were always 6 or more PNWD TCA members present.

The TCA members gave each child a simple set of instructions on operating the TMCC controllers, after which the child was given the controller to operate a train. There were about 150 children during the two days and all of them enjoyed operating the trains. Saturday was the busiest day with a continuous stream of children at the train layout. Some children that had participated last year had marked their calendar and made sure they didn't miss the train show this year.

PNWD members Tom Albertine, Mark Lembersky, Matt Graves, Steve Ramsdell, Jim Ryan, Rich Schaffner and Dick Walters had a great time helping the children run the trains. I apologize if I missed any other workers.

Frank Geczi, President



Riding the Rails in the Good Old Days – Part IX

“ I D R I V E T H E H O G ”

On my numerous trips from Altoona, PA to Harrisburg and back in the early 60's, I always enjoyed the trip. Talking with the crews was educational and interesting.

One day I decided that I wanted to ride the engine so I asked a management friend to make it happen. In short order, I received a pass in the mail.

On a pleasant September day, I arrived at the station early, bought my ticket and met the supervisor who would accompany me. I then gave my ticket to the conductor. When train #50, THE ADMIRAL, stopped at the station platform, the engine crew climbed down and chatted momentarily with the new crew; then with the new crew, I climbed aboard the E-8 AA. In short order we got the highball and eased out of the station. The Altoona yard was estimated about two miles long and at that time was crowded with hundreds of steam locos waiting to be scrapped.

One of the extremely important functions of the crew was calling signals. The fireman's job was to watch the track ahead with the engineer and to call the signals. The PRR used amber lights on a disc which appeared in straight lines. These 3 vertical lights would be called as “CLEAR” or the same as a green light. 3 amber lights at a 45 degree angle was called “approach caution” and 3 amber lights on a horizontal line was called “stop”. As the fireman called each signal, the engineer to respond verbally by repeating what he heard. This response was demanded by the rule book to inform the fireman that the engineer heard correctly. Absent such a response, the fireman would not know if the engineer heard or not. This procedure was cast in iron and to disobey the rule was a serious offense.

As we neared Mt. Union, PA, the supervisor said to the engineer, “I think we ought to let the ‘Reverend’ run her a bit”. The engineer concurred as he slipped out of his seat when we stopped in the station. I sat down and got my foot on the dead man switch and waited. When the conductor on the platform called “All Aboard”, he waved his hand to me (my head was out the window). I gave two short toots on the horn, eased the throttle forward and gradually picked up speed. At 70 MPH I left the throttle in position and enjoyed blowing the horn for grade crossings. WHAT A THRILL!! Hurtling down the track with tons and tons of weight and hundreds of people. WOW!

As we neared the Susquehanna River and the longest stone arch bridge in the world it was time for me to give the engineer his seat. I was never happier with a train ride and to this day cherish the memories. That was about 45 years ago but the memory of the trip is always in focus.

Greetings from the Portland Chapter.

The following information was submitted by Rob Cook, the Portland Chapter Newsletter Editor. A big thanks to Rob for keeping everyone informed and taking such great pictures.

The July meet turned out to be a rather pleasant surprise good attendance and lots of trains for running and sale. I think the donuts may have even run out same old story just a bunch of wild and crazy guys, right?

There was another auction with a variety of really neat items offered at irresistible prices. Some of the trains in attendance were:



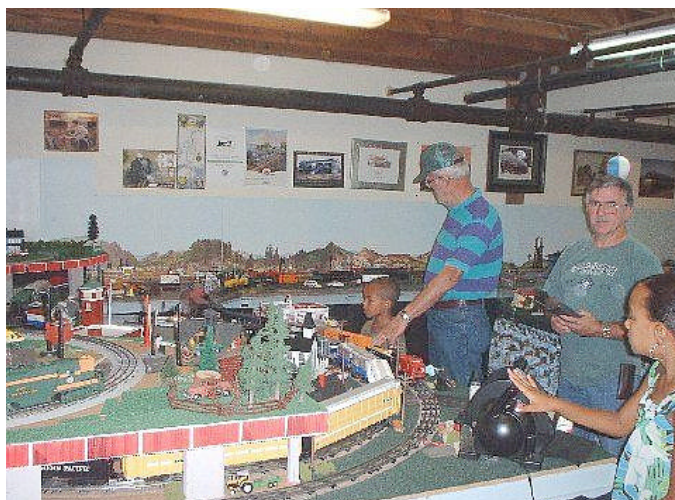
Terry Parker's trio of Great Northern power



Rob Cook's Katsumi MU units. Obviously, the Great Northern found color scheme inspiration in the JNR.



Bill Brant's Pennsylvania Q-2, preparing to be filled with several gallons of smoke fluid servicing.



The 4-person crew required to run the Q-2. Bill Brant is assisted by Lynn Nystrom and a couple of junior engineers.

FREE STUFF – JUST CALL BILL HOLLINGSWORTH, 425-392-1104

A friend has given me two large boxes of H.O. trains to give to any boy or girl old enough to be interested in model railroading. There are several engines, many cars, buildings and kits plus some accessories. These are free to such a boy or girl.

FIRST CLASS MAIL

Barbara Flinchbaugh, Editor
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REMEMBER
YOU CAN SEE THE LOGGER IN
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

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

No Seattle Chapter meet in December because of the Christmas Holiday