

the **NOR-CAL EXPRESS**



Electrifying Exclusive Editorial Erudition

June 2006

PRESIDENT'S MESSAGE

by Michael Andrews #95-41371



Greetings to all. The other day I was in the Montclair section of Oakland and thought to visit what used to be a train store. It is now a kitchen store called "Someone's in the Kitchen". Funny name for a store that used to sell trains. I wonder if it had anything to do with the old store, you know "Dinah won't you blow." Anyway, there wasn't anything in the store that even reminded me of the old store, and the girls in there kept asking me if they could help me with something. One even asked what I was looking for. I just strolled around and got out of there as fast as possible before I got too emotional and started tearing. The train store owner, Tom Cole, was the one who told me about TCA and let me know when the (cont'd. on page 7)

See the Express in **FULL COLOR** at: www.norcaltca.com

WELCOME NEW MEMBERS

- | | |
|-----------------------------|------------------------------|
| Tom Gilpin, San Jose | Adrian Olson, Watsoville |
| Louis Peti, San Jose | James Moglia, Sanger |
| Melvin Stratton, Clovis | Doug Cooper, Sanger |
| Art Walton, San Jose | Robert Maginnis, San Leandro |
| David Anders Sr., Alameda | Will Revilock, San Francisco |
| William Mansell, Santa Cruz | Michael Schoop, Pleasanton |
| Lou MacMillan, Berkeley | Michael Meschi, Daly City |
| Armando Cortez, Union City | Bruce Vieira, Novato |
| Tom Wackerly, Sacramento | David Heistand, Antioch |
| | Timothy Snyder, Alamo |

VOTE FOR NOR-CAL OFFICERS

The ballot is on page 6. Please vote and mail.

NEW CAL-VAL CHAPTER ACCEPTED INTO THE NOR-CAL DIVISION

At the Nor-Cal Division Meet in April, our members, in conformance with our By-Laws, unanimously and officially approved accepting the new chapter into the Nor-Cal Division. The boundaries for the new chapter are (approx.) from Visalia north to Modesto and west from Nevada to the Ocean.

FUTURE MEETS

- June 10, 2006 (WDMS)
- July 8, 2006 (WDMS)
- August 12, 2006 (WDMS)
- September 9, 2006 (M)
- October 14, 2006 (M)
- November 18, 2006 (M)
- December 9, 2006 (M)

M = Montera Middle School
5555 Ascot Drive, Oakland
WDMS = Walt Disney Middle School, San Ramon

Business Meeting: 9:30 AM
Trading: 10-11:30 AM

To get to Walt Disney Middle School: Take I-680 to San Ramon. Get off at Alcosta Blvd. and go east for about 2 miles. Turn west (left) on Pine Valley Road and go about 1/4 mile. The school is on Pine Valley Road between Alcosta Blvd and I-680



French Super Power: This was the one and only French 4-8-4, the SNCF 242A1 Type of 1948, designed by French steam locomotive genius Andre Chapelon. Dynamometer comparisons with the NYC Niagara showed the French locomotive coming out on top (hp per pound of weight). Only one 242A1 was built, and it performed well. But its complex inside running gear (this was a 3-cylinder compound) proved its undoing. it was very difficult to service, and this finally led to its being placed in storage! It is now in the French Railway Museum at Mulhouse. The photo is of an O-gauge model by Fulgurex.

By Richard White TCA #70-3387 with the assistance of Paul Doyle #75-7799, David Schnakenberg #85-25134, and Jim Havey #89-28381

The pictured Hafner #1200 Accessory Set (Photo 1), of 1940-41 (the 1940 Hafner wholesale catalog lists this set at \$6.90 per dozen), was in the personal collection of Hafner founder and president, John C. Hafner, a TCA Honorary Member. When Mr. Hafner sold his company to Wyandotte,

in 1951, he either gave away or sold his collection of Hafner trains to his friends. Photo 2 shows John Hafner (on left) presenting this set to Lou Redman, "Mr. TCA," who was a noted collector of American Flyer and Hafner trains. That photo is dated March 21, 1979. A letter, dated April 20, 1979, on the Hafner Trains letterhead, Photo 3, reads: "To a good and true wonderful friend and a real Hafner buff." Note that there is no heading on the letter and that there is a one-month discrepancy in the dates. (Lou later confirmed that this letter was, in fact, addressed to him).

Then at some point Lou seems to have sold the set to prominent Hafner collector Dan Mordell, at that time a TCA member. Eventually, Dan's friend Paul Doyle #75-7799, acquired the set. Some time later, Paul offered the set for sale at the April 25, 2001 pre-York Meet in the parking lot of the Sheraton (now the Holiday Inn West).



Photo 1



Photo 2

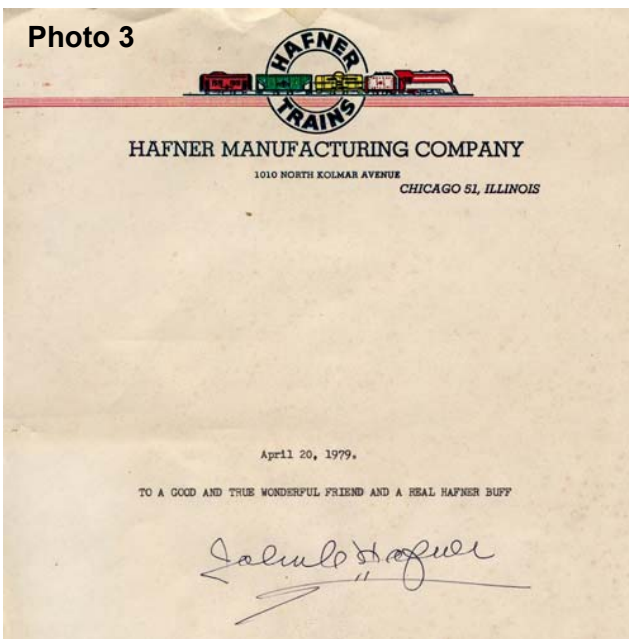


Photo 3



Photo 4

David Schnakenberg #85-25134, saw the set as Paul and his son were unpacking at their vendor space. In the set box were the Hafner/Redman photo and the letter. After David bought the set, he waited for Lou Redman to come by so that they could all be photographed together with the set. Photo 4, taken there with Lou's camera, shows Lou (on the right) holding the set that he had formerly

owned, with Paul and David (left and center). Lou shortly thereafter mailed that photo to David.

In August of 2005 David sold the set to Tony Hay #71-4031. Tony then sold the set, which included the photos and letter, to the current owner, Nor-Cal member Jim Havey #89-28381, in November 2005.

MARCH 2006 CAL-STEWART
photos courtesy of Mark Boyd



A general view of the hall



Lots of choices for the collector!



Looking from the auction area



LEGO layout wonderland



Admirers of one of the O-gauge display layouts



At the Saturday evening Banquet.

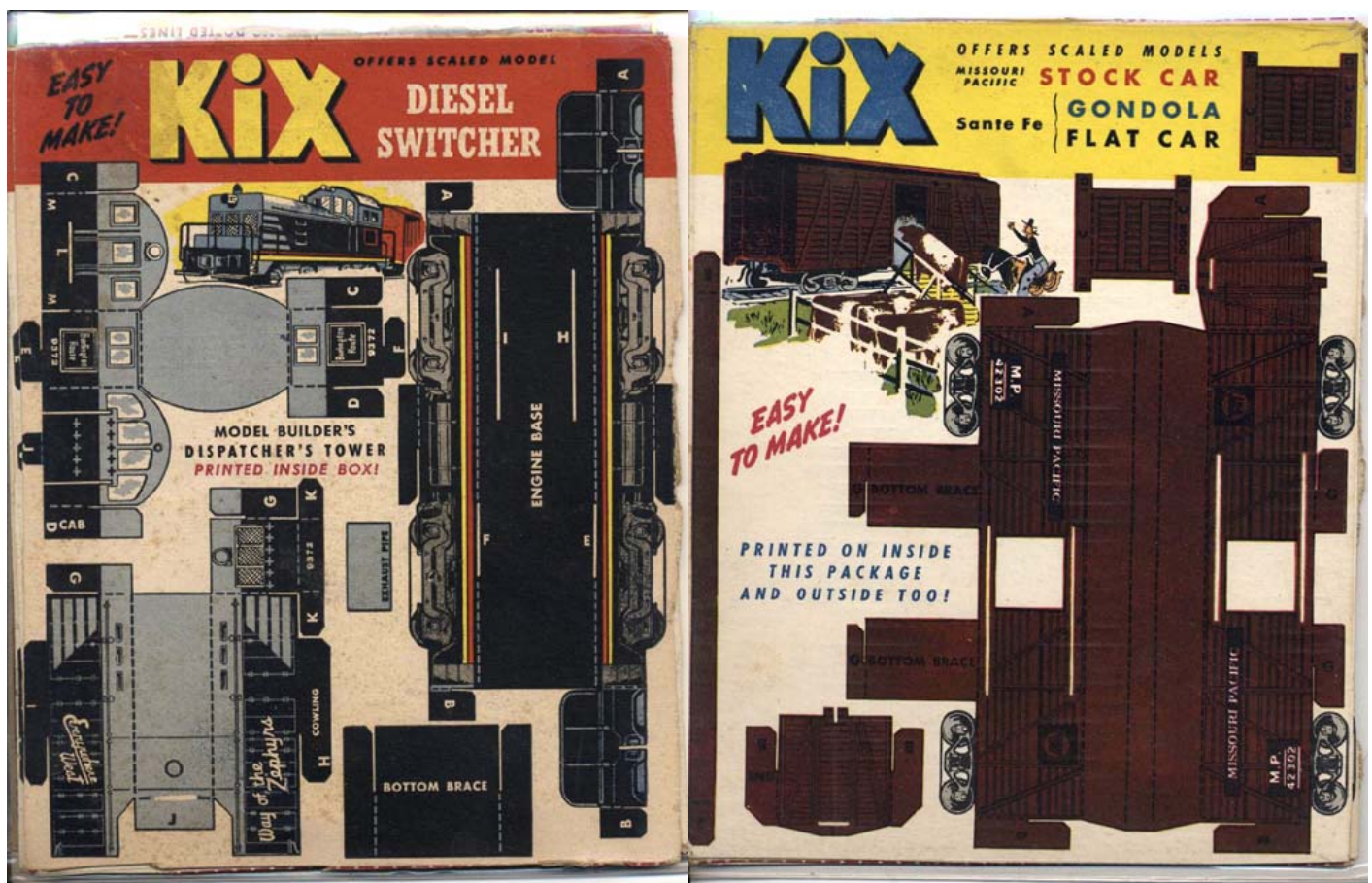
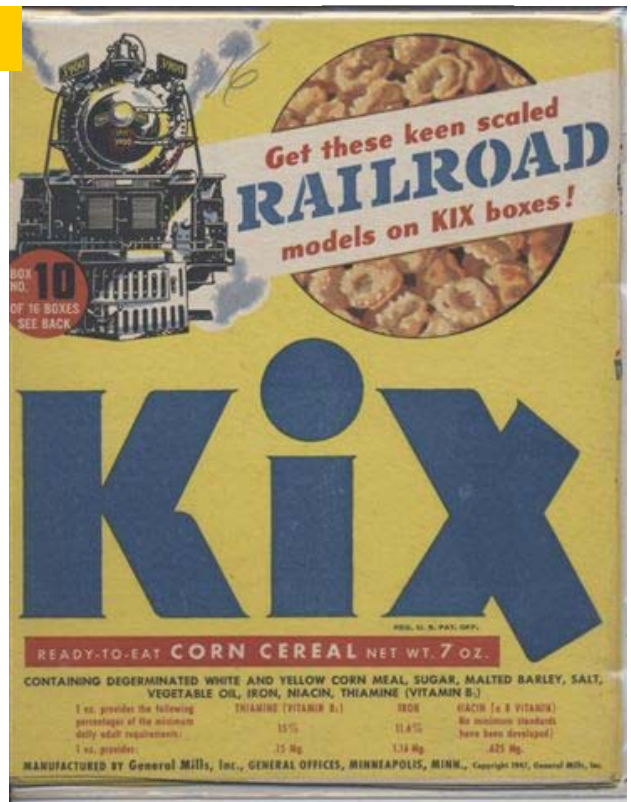
KIX CEREAL BOX TRAINS 1947-48

By Richard White #70-3387

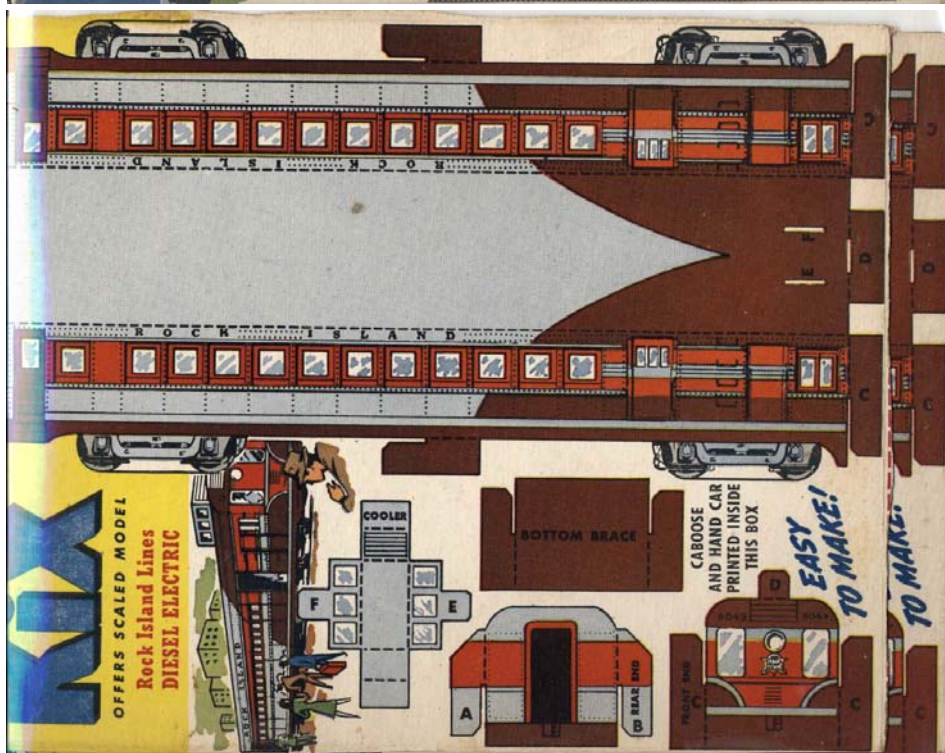
Historical information and photos of Kix boxes provided by Jan Athey, TCA Museum Librarian

Jim Burke, Jr. wrote an article, "I Get My Trains Outa Kix" in the Fall 1977 Quarterly. This is my take.*

I remember that, as a nine-year old, I attempted to assemble a couple of the Kix locomotives and cars, without great success. I found that my limited skill with a pair of scissors was unequal to the task of precisely cutting out each item. If X-Acto knives existed at that time, I was unaware of that fact. Likewise, I had no means of making precise folds. I found that my final, scotch-taped trains left a lot to be desired. I do recall that I assembled the GG1 locomotive and the depressed-center flatcar (Box #13) but I'm rather vague on what other items. Nevertheless, I had since thought of those trains from time to time, but was unable to find anything on them online or elsewhere. An inquiry to the TCA Library provided the information and illustrations that follow, including the fact that these Kix train boxes were produced in 1947-48.



The backs of these KIX boxes illustrate a few of the models that could be assembled by carefully cutting, folding, and gluing. Shown above are a CB&Q EMD switcher (#7) and a Missouri Pacific stock car (#10). On the next page are a Baltimore and Ohio wrecker (#10, the balance of (continued on page 6)



CAUTION!
USE CARE IN OPENING BOX
CUT ALONG DOTTED LINE
 Cut carefully to prevent damage to Railroad parts printed on outside and inside of this package.

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35 Different Models **16 Different Boxes**

BOX NO.

1. Challenger Engine—Challenger Tender
2. Water Tower—Oil Car
3. N.Y.C. Baggage Car—B.&O. Switcher and Tender
4. Great Northern Box Car—Ore Car—Rock Island Lines Caboose
5. Wreck Train Boom Car—N.Y.C. Pullman Sleeping Car
6. Crane Car—Hopper Car
7. C.B.&Q. Diesel Switcher—Dispatcher's Tower
8. B.&O. 10-Wheel Engine—B.&O. Tender
9. Mohawk Engine—Mohawk Tender
10. Gondola—Stock Car—Flat Car
11. Reefer—Pullman Coach
12. N.Y.C. Electric Switcher—N.Y.C. Mail Car
13. Penn. Electric Engine—Transformer Car
14. Saddle Switcher—Pullman Observation Car
15. R. I. Lines Diesel Electric Engine — Reading Caboose—Handcar
16. Coaling Station

KIX

(continued from preceding page) which is probably printed on the inside of the front side of the box) and a CB&Q hopper car (#6, balance inside) and a Rock Island diesel railcar (#15). There were 16 different boxes which provided a total of 35 different trains and buildings (see list above, right). These included a #1 UP 4-6-6-4 Challenger, #9 NYC 4-8-2 Mohawk and #13 PRR GG1. Note that the back side of the cereal box featured full color cutouts. The inside of the back side featured railroad adventure comics, which were to be read before the cutting out began! The inside of the box front side had two-color cutouts of trains. So the superstructures of the most colorful trains were printed in full color, while frames and lesser colored trains would be printed in two-colors. The illustrations here are all of the full color back sides of the boxes. It would appear that these trains were close to HO scale.

NOR-CAL DIVISION TCA

BALLOT

FOR OFFICERS TO SERVE FROM JULY 1, 2006 TO JUNE 30, 2007

For your ballot to be counted:

- (1) Vote for no more than one (1) candidate for each office,
- (2) *Sign* your **name** and write your **TCA membership number XX XXXXX** by the return address on the **envelope** you use to mail the ballot,
- (3) Mail it to:

Cliff Jarrard
217 25th Avenue
San Francisco, CA 94121-1224

- (3) I must receive your ballot no later than **Friday, June 30, 2006**.

FOR PRESIDENT:

- Michael Andrews
- Write In: _____

FOR VICE PRESIDENT:

- Bob Nichelini
- Write In: _____

FOR SECRETARY:

- Mark Boyd
- Write In: _____

FOR TREASURER:

- Bunk Coleman
- Write In: _____

I will report the results at the Nor-Cal TCA meet on July 8, 2006



Courtesy of Horizontal Rules

President's Message (cont'd. from page 1) meetings were. And that is when all my troubles began!

On the local level, we need to make some decisions on Cal-Stewart. The cost of the hall is getting higher each year and even though the attendance is growing the income is not keeping up with the costs. The BOD has been working on this and if anyone else might have some ideas please let us know. We haven't made any decisions on where to move our monthly meets. It seems to have gotten a little better at Montera but there are no guarantees with that place. Our summer meets are at Walt Disney Middle School in San Ramon for the months of June, July and August so we have some time to make a decision. The next meet is on May 27 in Sacramento at the Scottish Rite Center. It is sponsored by the Sacramento-Sierra Chapter and is always one of my favorite meets.

The National Convention in San Antonio is coming up, and I will be there for two days of meetings. I hope many of you will be attending as it looks like it will be full of exciting things to do and see. I hope to see you all in Texas. And please take the time to vote- the ballot is included in this newsletter. Thank You!

In Memoriam: Ray Vose #72-4652

by Mark Boyd

Long time Norcal TCA member Ray Vose passed away Saturday May 13, 2006. He and his son Rich lived in Daly City for many years. They used to attend Norcal meets regularly and set up operating trains on the stage. They have not attended the Cal Stewart Meet since 2004, but never missed previous to that. Ray will be missed and warm wishes go out to his son Rich and their family.

UNIQUE ARTS RARE CATTLE CAR

Unique Art Manufacturing Company was only in business 1949-51. This cattle car was catalogued in only one set during that time. Certainly the artist who did the lithography let his license run wild with this fanciful creation! The photo showing a close-up of the cattle with their heads impossibly protruding through narrow gaps in the slats. Is this a joke by the artist?!

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In Memoriam: Ron Sousa #88-26906

by Mark Boyd

Our good friend Ron Sousa in Castro Valley, California, passed away May 4, 2006. Ron had been battling cancer for more than a decade and had been dealing with pain in his hip that had been replaced many years back. He was a barber in Oakland at the Lincoln Square Barber Salon and had been my only barber for at least the past 30 years. He was a friend who had a passion for American Flyer S gauge and enjoyed swing dancing with his wife Wanda. He and Wanda married only a few years ago, late in life, and it was wonderful to see him enjoy life with a partner whom he could share his life.

"Ronnie," as he was known to some, shared an uncommon friendship with fellow TCA member Rick Dunn 87-26844 who lives in Seattle. They would get together frequently and stay over at Rick's house in Seattle. Ronnie never missed a York Meet and would fly back to Harrisburg, PA to join Rick and a couple of other friends who were the "four amigos" at York every October and April. They stayed together like brothers even though Ron was the only American Flyer S gauge collector in the bunch. They watched out for each other and found train deals for one another.

Ron flew back to York in April 2006 and damaged his hip getting off the plane which caused him to immediately get back on another plane and return to California. Ron went into the hospital where he never came out. His cancer progressed rapidly and eventually over took his life on Thursday. Ron will be greatly missed.



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Submit all address changes to:
Secretary Mark Boyd—
e-mail: tcqeditor@sbcglobal.net



The "cancelled" K-Line Boston and Albany 4-6-6T locomotive of 2005