

T.

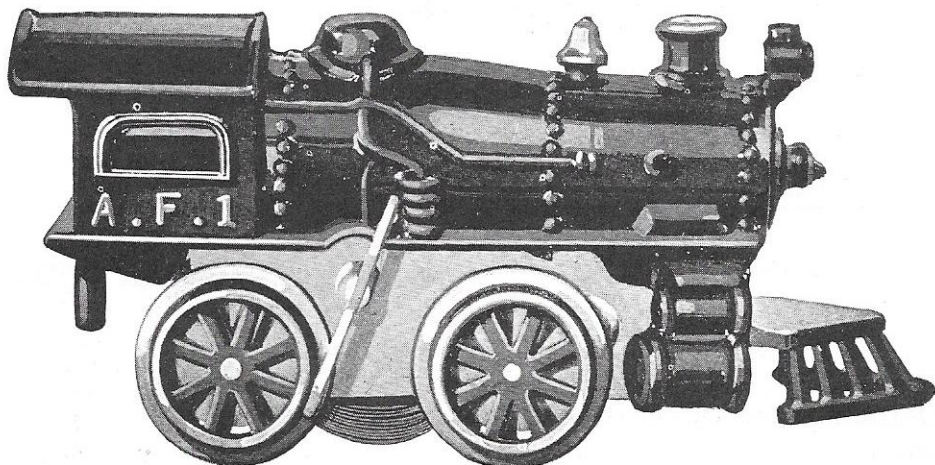
MARCH 1967

T.

O.

S.

NEWS BULLETIN



No. 1—Engine 6½ inches long, speed governed.

Toy Train Operating Society

BULLETIN

Published the 2nd week of each month.

William C. Harris, President - Bill Grove, Vice President

John D. Bentley, Secretary - Art Brannick, Director

Bill Harris, Editor - Roy Lowden, Director

Volume II, No. 3

March 15, 1967

TABLE OF CONTENTS

Articles:

Have More Fun by Adding Sound

Open Letter to the President

Departments:

Report on February Meeting

What Our Readers Say

Want Ads

Board of Directors Meeting

Test Your Knowledge

Technical Department

Special Features:

Announcements

Four More Pages of Boucher Catalog (1922)

DO YOU KNOW...

TTOS Subscription Rate: 1 Year (12 Issues) \$3.50

(Includes Associate Membership)

TTOS Bulletin Back-Issue Price Information

<u>Issues</u>	<u>Price</u> <u>Per Copy</u>
January thru July 1966	\$.30
August 196675
September 1966	1.00
October thru December 196650
January 1967	1.50
February 1967.	1.00

HAVE MORE FUN WITH YOUR LAYOUT BY ADDING SOUND

By Larry Walker

Is there something missing to your train operation? If you want to perk things up a bit, add some sound effects to your layout. You'll have a lot more fun when your fellow hobbyists drop by for a visit.

Imagine the surprise on their faces when they hear puffing, whooshing, clanking and then a loud shrill whistle as your steam locomotive pulling a long string of boxcars comes out of a tunnel. Imagine the sound of rod and gear motion as your miniature train cli-ca-ti-claks along the rails, or the rough throbbing of a diesel engine.

You can have these sounds by applying a little imagination to your layout. The important thing to remember in tin plate operation is that it is never necessary to limit your imagination to scale. In other words, it is not always necessary to have a logical reason for your layout operation. This of course includes sound. The louder the impact of your sound effect, the greater the reaction.

The best way to obtain effective sound effects is thru the use of recordings. There are many fine train recordings available at your local record store. Usually they are classified under the category "Sound".

Some of the better steam locomotive recordings are: "Rods, Wheels and Whistles" by North Jersey Recordings; "Freight Service Only" by Stan Kistler; "The Sounds of Steam Railroading" and "The Fading Giant", both by O. Winston Link.

If you want some interesting whistle effects, try "Whistler West", a pageant of western steam locomotives in sound by the Railway and Locomotive Historical Society, and "Whistle in the Woods" by Stan Kistler.

For distinctive and unusual sound effects try "Night Freight" - a ride inside the cab of a steam locomotive by Stan Kistler. The best steam record for realism is "Rail Dynamics", recorded on rainy nights along the tracks of the New York Central by Cook's Lab. All in

More Fun With Your Layout by Adding Sound - Continued

all, the wildest steam engine sounds can be heard from "Steam Railroading Under Thundering Skies" by Mobile Fidelity. You'll get too much of just about anything you can think of such as puffs, rain, thunder, and wild whistling.

Some of the most outstanding diesel sounds are in "Mr. D's Machine" by Steromonic. The best all around value for your money may be obtained from a 45 RPM single children's record entitled "Choo Choo Trains" by Mobile Fidelity. This little record consists of selections from various outstanding Mobile Fidelity train recordings.

If you have any traction on your layout be sure to use "Sacramento Northern Electric" or "Interurban Memories" by Steromonic.

Write to the record producers if you are unable to locate any of the preceding records. They will also be happy to mail you, on request, a complete list of their sound productions.

For further information write to Steromonic and Mobile Fidelity, P. O. Box 336, Burbank, Calif.; Cook's Lab., Stanford, Conn.; O. Winston Link, 58 East 34 St., New York 16, N. Y.; Stan Kistler, P. O. Box 4068, Pasadena, Calif. and Railway and Locomotive Historical Society, 15025 Oxhard St., Van Nuys.

Programming your sound is easy. Record whatever sound effect you want from a record player to a tape recorder. Splice the tape together end to end. You will now have a continuous sound of either a train whistle or rod and pumping action, or blasting diesel horns and pounding exhausts. Of course you can use any combination of sounds you desire on the same tape by editing or re-recording.

For both dramatic effect and realism, the proper placement of your speakers is important. You can conceal your speakers under your layout, behind mountains, or inside tunnels.

By having individual volume controls for each speaker, the operator may select sound location in relation to the

REPORT ON THE FEBRUARY 24, 1967 MEETING

Attendance: 52

The February meeting was held in the Chancellor room of the Arroyo Motor Hotel. Coffee and donuts were served as President Bill Harris called the meeting to order at 7:55 P.M. Several guests were introduced, and the minutes of the last meeting, read by Roy Lowden, were approved.

The new officers for 1967 were introduced by the President, results of the elections having been announced in the bulletin. Roy Lowden was especially named to the Board of Directors.

A special review edition of a new book written by honorary member Louis R. Hertz was passed around for all to see. It deals with toy spacecraft and rockets.

There being no new business at this time, discussion moved to the 1967 Convention to be held at the Statler-Hilton Hotel in Los Angeles. It was acknowledged that parking would be a problem, so car pools were suggested.

President Harris called for a publicity committee. Ed Warner was selected chairman. Wes Frye was selected to act as membership chairman.

James Dempsey volunteered to establish a convention booth displaying various techniques of chassis conversion and hirail operation.

A discussion was held regarding a paint booth demonstration, but nothing was resolved on this point. Also postponed was the possibility of Ed Warner setting up a "parts" booth at the Convention.

It was announced that a sufficient supply of Convention cars would be ordered, so that extras could be obtained.

President Harris announced that races will be held at the Convention in "S", "0", and Standard gauges - 2 locos at a time on ovals. A pit man will assist in case of derailments. No 0-72 curves allowed. Other events, such as hill climbing and pulling contests are also to be held in three gauges. Each individual may enter only one loco in any one event. If the same

PRESIDENT'S MESSAGE

"With all thy getting get understanding"

Many new members are joining the Toy Train Operating Society each month and it is to these especially that we direct this message. Quite a few of the old trains showing up for sale now-a-days have been repaired and repainted. Oftentimes, because of a lack of original parts substitutions are used. It is quite easy to put an American Flyer or Marx motor into an Ives locomotive and to substitute other tenders and car wheels for the originals. We would suggest that whenever you buy a loco, tender, car, or set - or any train item from another person, you ask him this simple question. Is this complete and original? Better yet, ask the advice of a trusted and knowledgeable friend. At our auctions we will to the best of our ability describe each article accurately. If at any time you feel you have been wronged, first go to the one who sold you the piece and if he will not make amends, bring your complaint to our Board of Directors. We do not want any bitterness or hard feelings among our members.

BOARD OF DIRECTORS MEETING

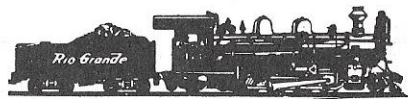
The first Board of Directors Meeting of the Toy Train Operating Society for 1967 was held on Sunday afternoon March 5th at Bill Harris's train shop. The first item up for discussion was whether or not the quota of full members should be changed. It was decided that thirty percent of the total membership should be full members, paying the customary \$3.00 initiation fee. It was also decided not to burden the new chapters with a charter fee.

The racing and hill climbing contest rules for the Convention were formulated and details will appear in a future Bulletin.

The question of deception in the Auction and table sales items was brought to the attention of the Directors and it was decided that the Auctioneer would ascertain whether the item appears as represented, and furthermore, we will encourage our members to use the Golden Rule when it comes to table sales. -6-

TECHNICIAN'S DEPARTMENT

Fixing a Burned out motor



A fairly common sickness of permanent magnet or other motors is for the armature to "burn out". While the break burnt in the wire wound around the armature spider may be inside the coil out of sight, a great many times the break is out in the open where the leads from the armature coils are soldered to the segments of the commutator.

These connections will often unsolder themselves before the coils will burn out, and it is just necessary to spot the ones that have opened up and fix them. The symptoms of a motor thus burned out is that it will run, but. . . . Occasionally it will run like a car hitting on only three cylinders, but more often there is no flaw in its performance while working. It's just that sometimes when it stops it cannot be restarted without rotating the armature or worm by hand to get past the burned out segment up to the next good segment. You can check this by disconnecting the motor from any work (such as turning the drivers) and stopping and starting it ten or twenty times. Be sure it comes to a full stop each time. If it will not start even with changing the polarity, chances are there is a burned out armature, possibly as explained above. When it will not restart, note carefully which commutator segment a brush is completely on. Make a little scratch on this, push to start. Next time it won't start, do the same thing and chances are you'll find that it has stopped at the same segment. This in all likelihood is the one that has an unsoldered connection.

Once you have found an unsoldered armature-commutator lead, remove the armature from the motor. This usually involves removing the front plate from the motor either by removing screws holding it, or on some motors loosening the *back* screw and giving the front bearing, thus freed, a half turn and then pulling it out. Be sure to place a keeper across the poles of a permanent magnet when the armature is not in. This may be a file, or any iron, steel, or nickel object.

To solder the lead back on again, you must do a quick, clean job, with a hot soldering iron. Dip the whole commutator end of the shaft (not the coil end) in a degreaser such as carbon tetrachloride, covering only the site of the soldered connections. This will remove grease that would impede the soldering. Then, to keep the solder from flowing over the nice clean copper commutator segments, smear them with vaseline to within a fraction of an inch of the connection. Touch a dab of soldering paste to the joint, put a tiny bit of solder on your clean hot soldering iron, and do the job. After it has set you can check the connection with a very gentle tug with a toothpick. Replace in motor.

Breaks in the leads between the commutator and the armature can be similarly soldered if you can spot the break, but it is less satisfactory. If no break is apparent, the best thing to do is get a whole new armature. For while armatures can be rewound, the cost is apt to be more than that of a replacement.

cont 14

BUY

SELL

TRADE

ED. WARNER'S "TRAIN" SHOP

Member T. C. A.

Old Toy Trains Wanted

Phone: PL. 2-6266

Los Angeles, California

7615 South Vermont Avenue

The 1966 T. T. O. S. Convention Box Car is now available to all members at \$5.00 per car, postpaid. Only 250 of these cars were made, so get yours now while they are still available.

What our READERS SAY



"Dear Bill: OK you convinced me. Here is the dues. Rush me the picture and hope it is good enough to be framed. Reply to the letter of yesterday which crossed yours--so you see I was thinking of you."

Washington

"Thank you for sending me my TTOS membership card. Enclosed please find my check for \$3.50 dues for the coming year. It sounds like a fine organization and I am proud to be a member of it."

Connecticut

"Enclosed is check for \$4.00 dues which I hope will put me in the 'rights' again. Please notify me if this is not enough because I really enjoy the magazine -- it gets better all the time."

California

"I'd like to compliment you and your officers on the folksy, informative and mostly orderly way in which the February TTOS meeting was conducted."

California

"Thank you for sending me my TTOS membership card. Enclosed please find my check for \$3.50 dues for the coming year. It sounds like a fine organization and I am proud to be a member of it."

Connecticut

Special Announcement

UNION PACIFIC RAILROAD COMPANY

**PLANNING TO TRAVEL TO BALTIMORE THIS SUMMER?
LET'S GO BY TRAIN!**

Nick Grippe says Union Pacific Railroad offers the following attractive fares: - One Adult \$184.24. For wife and/or children ages 12 thru 21 add \$111.34 each. For children 5 thru 11 add \$59.80. These fares are round trip coach and include seat reservations both ways. The 'City of Los Angeles Domeliner' leaves daily at 2:30 P. M. Daylight Time. Arrival in Baltimore is 8:10 A. M. third morning. Optional routes are available also, at no extra cost.

OPEN LETTER TO THE PRESIDENT

It is suggested that the TTOS officers and directors who make up the Club's Board use broad judgment in all business matters concerning any facet of the Club's direction. Only those matters that cannot be satisfactorily handled by the Board need be brought to the attention of the membership at large.

The Board has been elected to guide our activities and they are fully authorized to do so.

The Board is capable of handling all decisions of meeting decorum, convention activities and other matters pertaining to Club business in general. These they should do sparing membership at large many details.

The Board by following the aforementioned procedure will do much toward streamlining our business meetings and actually make for a smoother running organization. This procedure will of course make more time available at each meeting for the enjoyment of our hobby, i. e. : train talk, buying, swapping and the highlights which are the auctions.

Let's have the Board lead us rather than have it deluged by individual ideas from the floor.

Respectfully submitted,

Wm. Howard Davis

CONGRATULATIONS

In our recent elections we received a 100% vote. This is almost unheard of considering the fact that our full members are scattered all over the U. S. A. and close to half of them had to vote by mail. We are very gratified by this interest in T. T. O. S.

* SPECIALIZING IN GENERAL REPAIRS *

... Restoration... Motor Overhaul... Repainting...
... Cleaning... Polishing... Waxing... Exchange Motors
All Makes - All Gauges

Member of T. T. O. S. and T. C. A.

BILL KEESEE-5953 S. Wilton Pl. - Los Angeles, California

THE GOLDEN RULE: "whatsoever ye would that men should do to you, do ye even so to them."

Highway Flashing Signal

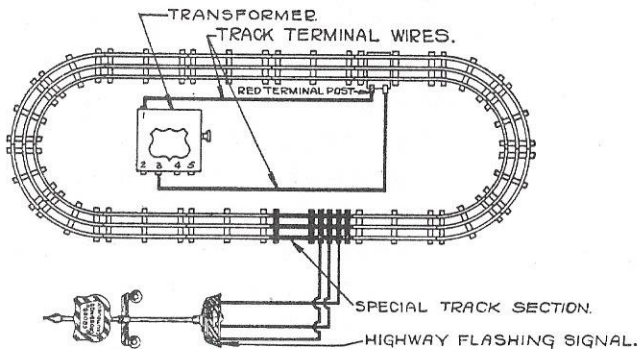
Model No. 2206 For Narrow Gauge Track

Model No. 4206 For Wide Gauge Track

This unit includes a Highway Flashing Signal with a Special Section of Track.

To Install Follow Diagram Carefully When Reading Directions

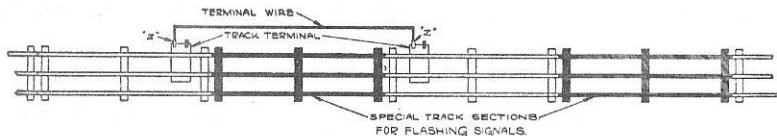
Method of Hooking Up Highway Flashing Signal to a Train Set



This Equipment is so designed that when the train approaches a cross road, the two lamps in the signal flash alternately, thus warning any cross traffic that a train is approaching.

DO NOT attempt to set up this unit without first carefully going over the instructions for your Electrical Transformer connections to the Track Layout. Always run connecting wire from Transformer Post No. 1 indicated with red washer to Red Terminal post, connect other wire from transformer Post 2, 3, 4 or 5 as per voltage required to opposite Terminal Post.

- 1—From your regular track layout remove one straight section of track. In this space install the special track section which is assembled to the Flashing Signal.
- 2—Now check back and see that you have complied with all instructions. If so, you are ready to operate this layout.



NOTE: Providing you want to use two or more Model No. 2230, 4230 or 2206 and 4206 Signals on the same track layout it is necessary to follow the above illustration.

REMEMBER the track sections between the special track section operating the signals have no electrical energy in them, therefore, it is necessary to run a wire from additional terminals as shown so that you will have a complete electrical circuit through your track system.

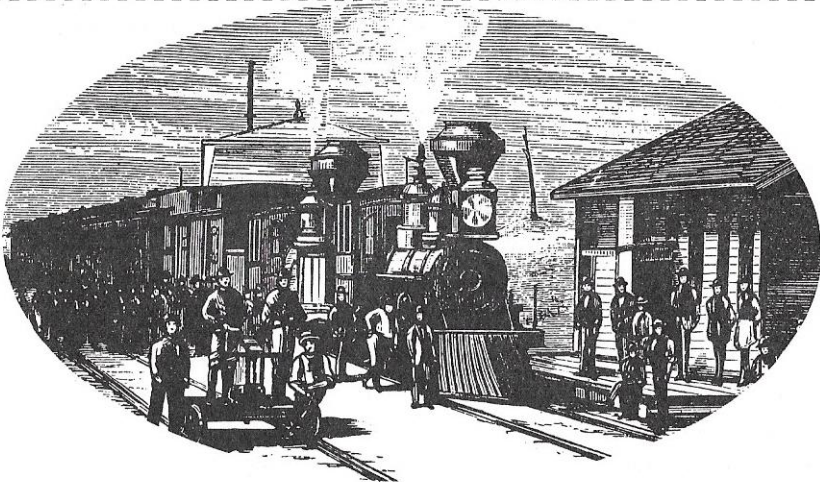
HIGHWAY FLASHING SIGNAL DESIGN, PATENT No. 75,956
(OTHER PATENTS PENDING)

TEST YOUR KNOWLEDGE

1. How many types of freight cars did A. F. make in standard gauge?
2. What were the styles of Scale "O" gauge freight cars manufactured by Lionel?
3. What was the full name of the founder of the Lionel Manufacturing Co. ?
4. What was the foreign name of the company that later became Dorfan?
5. Name the material that was used in the Lionel scale box car body.
6. Name the colors used in the Lionel Girl's Train.

ANSWERS TO FEBRUARY QUESTIONS

1. 1952
2. 1930
3. Marx
4. 30
5. 671R
6. 3
7. Lack of room for big trains in the home.
8. Gyroscopes and navigation equipment for Navy.
9. Standard gauge reefer car.
10. \$60 000



MARCH 1967 MEETING - FRIDAY 3-17-67
HOME OF JOE DI MASSA - 1141 RODDY DRIVE - LA HABRA, CALIF.
PHONE: (213) 691-6231

Report of February Meeting (Continued)

individual wishes to enter any other event, even in the same gauge, a different loco must be used. A lively discussion ensued regarding the limitation of entries to steam engines only - motion not passed. Further discussion regarding steam and/or diesel classes tabled. James Dempsey offered to furnish D. C. power in the events. Chris Kelly volunteered to act as race chairman.

More lengthy discussion was held concerning the 1967 convention car. Should it be "0" gauge, or should we try to complete an HO Convention Train, continuing to build on the HO box car from last year's convention? Most seemed to favor the latter idea as more practical, but the matter will be taken up by the Board of Directors.

It was announced that even with the new Family-Membership plan, only Full Members have full voting rights.

Vice President Grove called for discussion on a set of T. T. O. S. decals to be prepared in all gauges none received. President Harris called for discussion concerning a repainted Lionel car, lettered for T. T. O. S. - none received.

It was resolved that all future business meetings will be held on the third Friday of every month without fail. Joe DiMassa volunteered to host the next such meeting.

Roy Lowden suggested that the officers wear identification badges at the convention - a good idea.

President Harris congratulated all members on having renewed their dues.

A proposal that new chapters of the T. T. O. S. be charged a charter-fee was vetoed as these new chapters are small and burdened enough now while still contributing to the founding organization in order to receive the monthly bulletin.

Since membership and dues renewals have progressed, a membership list will be forthcoming. Membership certificates are also anticipated by Convention time. An authentic, sepia tone reprint

Report of February Meeting (Continued)

of a 1926 American Flyer pocket catalog will also be given away with each Convention registration.

Wives having been especially invited to this meeting, the formation of a women's auxiliary was discussed at length. Few of the women actually favored the idea at this time, so John Herman moved for dismissal, Bill Grove seconded, and the motion was carried. Most of the members seemed to feel that the family membership plan was sufficient at this time.

President Harris inquired whether anyone would prefer to act as his own auctioneer at the Convention, but this idea was unanimously rejected in favor of the club receiving the customary 10% cut.

A proposal for unlimited full membership was defeated by a majority. Several associate members sought to obtain the three full memberships currently available. A list was made and will be submitted to the Board of Directors for consideration.

Larry Walker began a long discussion concerning incorporation of the T. T. O. S. and classifying members as Charter Members and Founding Charter Members. It was generally agreed that we would have to incorporate for our own protection; however John Herman opposed the designations as being too complex a form of organization since our main objective is to meet as informally as possible to discuss and enjoy TRAINS!!! Motion not carried.

John Herman moved to adjourn the meeting, President Harris seconded - motion carried at 9:10 P. M.

Before the auction commenced, a contest was held. Norma Reynolds made the closest guess as to how many wheel and axle units were contained in a large glass jar. George Kettner gave the most correct answers in a surprise 25 question quiz. Both winners received 1966 Convention cars as prizes.

The auction began at 9:50 P. M. and closed at 10:50.

* * * *

More Fun With Your Layout by Adding Sound-Continued

position of his train. For example, if you want a good whistle effect, just before a train is due to come out of a tunnel, slowly turn up the volume on the tunnel speaker. As the train leaves the tunnel area, fade out the sound.

Another good speaker location is alongside your steepest grade. This is a logical place for the puffing sounds of an arduous pumping steam locomotive or the howl of a diesel engine straining for more power and traction.

Think seriously about adding sound to your layout, for not only will your layout gain a new dimension of drama and realism, but also you and your friends will have much more fun with your toy train operation.

* * * *

BIGGEST TOY-TRAIN MAKER HAS BIGGEST YEAR YET
Although a great many U. S. railroad companies have found 1937 a year of financial worry there is one railroad company which has found it a cause for corporate joy. This is the Lionel Corp. which this year enjoyed the biggest year in its 37-year history. Lionel has produced 400,000 locomotives, 1,200,000 railroad cars, 3,000,000 feet of steel track, and will finish 1937 with a gross income of about \$3,500,000. Lionel is the biggest toy train maker in the world, manufacturing two-thirds of all U. S. toy trains. Until this year, Lionel was a privately-owned corporation controlled by its president, Joshus Lionel Cowen, who pioneered in electrifying toy trains when he founded Lionel in 1900. Last summer, its stock was publically offered. This year, Lionel is proud not only of its well-being but of its latest and most perfect toy locomotive; the precise scale model of the 340-ton \$90,000 Hudson-type locomotive. Lionel spent two years and \$60,000 on plans, tools and dies before its first Hudson engine slid off the assembly line in Irvington, N. J. last month. Lionel sells this locomotive for \$75.00 with all the trimmings. Americans this year will spend about \$10,000,000 on toy railroads. Some 20% of the sales, Lionel estimates, will be to adults. Lionel hesitates to estimate how many adults buy trains for their children and then monopolize the trains themselves.

Pictures on Back Cover.
of January Bulletin

CLASSIFIED ADS

"Yours, Absolutely Free!"

WANTED!

STANDARD/WIDE GAUGE TRAINS, STREETCARS,
ACCESSORIES, PARTS, TOY TRAIN CATALOGS,
ERECTOR/MECCANO SETS!

ALDEN E. MILLER
3212 - 34TH AVENUE SOUTH
MINNEAPOLIS, MINNESOTA 55406

Jim Rogers of Hollywood Hobby Trains advises us that Gabriel Industries has purchased American Flyer, and plans to continue with the better "S" gauge trains. We will try to have more information on this subject in our April bulletin.

Bill Vagell got the last of the original Erie Caboose's from the Lionel Factory... a Rare One. Any question now? Another surprise a little later. Watch for it in the TTOS Bulletin. -Treasure House "Traintique", 27 Passaic Street - Garfield, New Jersey

Alden would be interested in buying 8 mm (regular and super 8) and 16 mm movies of layouts (model rail and tinplate) and prototype RR excursions, etc.

WILL BE VERY GLAD TO BUY OR TAKE ON CONSIGNMENT

OLD TRAINS Electric & Wind-Up

WILLIAM

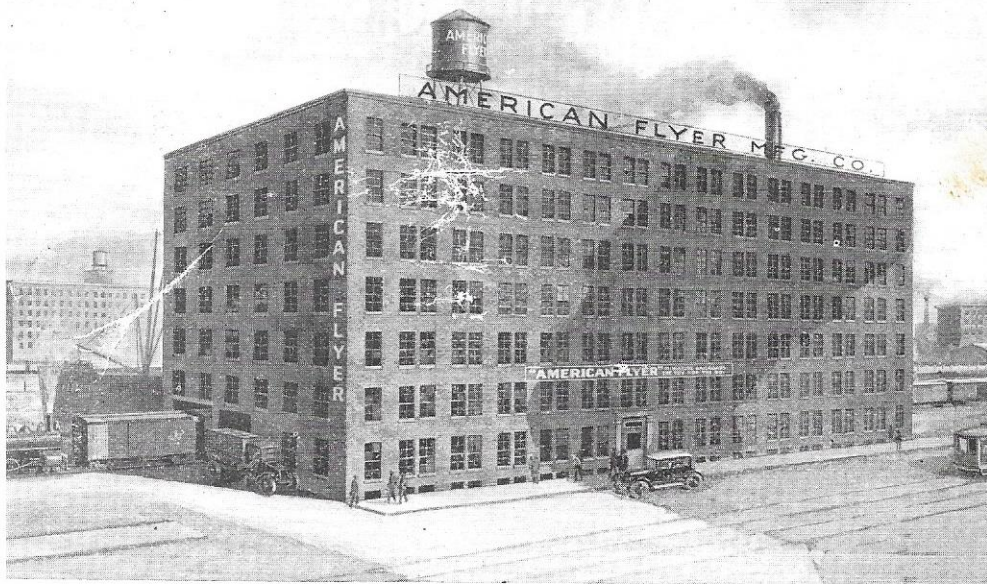
ANY SIZE or CONDITION

HARRIS

PASADENA



CALIFORNIA



Our Home, 2219-2239 South Halsted Street, Chicago, Ill.

YOUNG KENNETH DEWAR of Pasadena, Cal. (below), is recognized as an expert model locomotive builder. His models generate 100 pounds of steam, pull a load of 2000 pounds, and are complete even to air-brakes.

