

T.

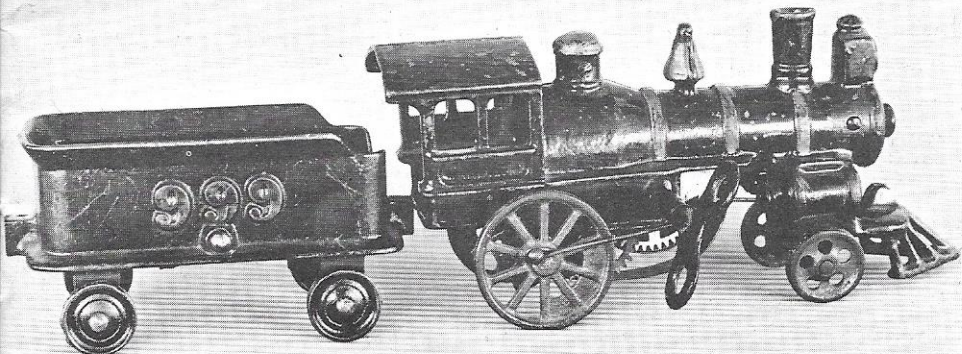
SEPT. 19, 1966

T.

O.

S.

**Convention
NEWS BULLETIN**



THE BIG LAYOUT OF T.T.O.S.

TOY TRAIN OPERATING SOCIETY

BULLETIN

Published the 2nd week of each month.

William C. Harris, President - John D. Bentley, V.P.

Volume I, No. 9

September 19, 1966

THE PRESIDENT SPEAKS

Fellows! Let's emphasize good fellowship above all else and our Toy Train Operating Society will mean something to our hobby.

Recently we heard of a man who sold his beautiful collection of toy trains and when asked why, he gave this answer. "I just got tired of looking at them all by myself." Men! This is an indictment against many of us. About the only time we visit a fellow operator or collector is when we think we can make a deal, or need a part. This is pure selfishness on our part. Of course home meetings do help, but let's call on the other fellow once in a while just to visit, talk about and admire his operation or collection. More than likely he has a car or loco that we have never seen.

Of course, don't make a nuisance of yourself. I would suggest calling first to find a convenient time. Visit the small or new operator-collector as well as the man with the big collection.

Let's not brag about what we have or know or how much our collection is worth in dollars and cents. The real value of any piece we own is in the enjoyment it affords us or someone else-and not what it will sell for when put up for sale.

Show your collection and layout to the postman, milkman, Helmsman - or anyone else that calls on you. They will enjoy it and you will enjoy showing it to them and talking about it. And maybe you will gain a convert and a new friend.

SOLDERING IS NOT MYSTERIOUS:

If your repair job requires soldering, don't be disheartened. Soldering is not as difficult or mysterious as is often presumed. It's success depends principally on a few simple conditions. (1) The surfaces to be soldered must be clean and bright. (2) A minimum of solder should be used. (3) Ample heat must be applied. (4) Proper flux and a clean, well tinned iron will help to make neat, strong joints.

REPORT ON THE AUGUST MEETING

The August meeting of the Toy Train Operating Society was held at the residence of Chris Kelly, 1616 Whitley St., Whittier, California on the evening of Aug. 19th. President Bill Harris called the meeting to order at 8:15. After reading of the minutes, guests were introduced - namely Art Branick and Chris Orem. Final plans for the convention were made. Four new members were voted in: Ed Fisk, Bill Vagell, Ed Acuff and James Grove. Associate Member Larry Walker was voted in as a full member. The business meeting was adjourned at 9:30 p. m.

Chris Kelly's collection and layouts, "O" and "S" gauge, were enjoyed by all present, while partaking of coffee and donuts, soda pop, and lots of other goodies. The auction followed with 17 members in attendance, lasting until 1:30 a. m. It was the largest auction to date, grossing \$227.15. Ed Warner and George Gilliland bought several train items and graciously donated them back to the club to be used for the layout and gift items. Final goodbyes were said at 1:40.

LAST RUN OF THE 6218

If you are a steam train enthusiast (and who isn't) - mark this coming Oct. 2nd (Sunday) on your calendar. On this date at 7:30 a. m. EST from Portland, Maine, the giant Canadian National steam locomotive (over 94' long) No. 6218 and its 12 air-conditioned coaches, snackbar car, and open door baggage car (for the foto bugs) will begin its 300 mile excursion thru southwestern Maine, New Hampshire's whit mountains, and northeastern Vermont. At its final destination, Island Pond, Vermont, the 6218 will be cut off and ser home to Montreal... a well-earned retirement. The home trip will be by diesel locomotive, arriving back in Portland about 8:00 EST. The trip is sponsored by the non-profit 470 Railroad Club-Portland Division of the Railroad Enthusiasts Inc. Tickets are \$12.50 adults and \$7.00 for children 8 to 12. Send to: Mr. P. H. Prince, Ticket Chairman, The 470 Railroad Club, 73 Skylark Rd., Portland, Maine.

BUY

SELL

TRADE

ALL MAKES OF TOY TRAINS

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

WARNERS TRAIN SHOP

7615 S. Vermont Ave., Los Angeles, Calif. PL. 2-6288

The First T. T. O. S. National Convention that was held in Pasadena on August 26-27-28 turned out to be a huge success. A total of 66 members and 28 guests saw and had a part in the prizes, trophies, movies, auctions, banquet, and the operating of the large Standard Gauge layout.

Friday

Friday nite the doors were opened for registration at 6:00 p.m. sharp. Many members filed in quickly to grab off good table space. Among early arrivals were A. B. Clark, Creel Husted, George Copeland, Richard Kepple, Ed Miller, Stan Macfarlan, and John Parker. The first hourly gift prize was won by Betty Warner. While members were setting up their displays, a big 16" x 30" Convention cake with a wooden train crossing a bridge and heading thru a tunnel and into a forest of trees, was put on display for all members and guests to see.

At 7:30 the movie "Tocata for Toy Trains" was shown in the Chancellor Room. Member A. B. Clark was kind enough to loan us this film and to operate the projector for the entire length of the Convention. John Parker, Larry Walker, Jerry Rokos and Robert Hasty captured some more hourly gift prizes, with Jerry winning the early-bird prize which was a new Kuson box car.

The Convention cake was cut by Ruth Mason at 8:30 and was served with coffee and a delicious strawberry sherbet fruit punch. This punch was so good that six gallons were consumed in short order. Virgil Chritton was lucky...he won the wooden train set from off the cake.

Friday's door prize drawing was won by Carrol Mason - it was a new Lionel Turn Table.

A social session lasted from 10:30 p.m. until 1:10 a.m. and this closed the first evening of the Convention.
.....
From opening time on Friday evening to closing time on Sunday evening, all members registering received the following gift packet at the door: 1 Convention box car built for T. T. O. S. by Athern, Inc., a 1953 pocket edition of the Lionel catalog, a fine reprint of the 1951 Hornby catalog by T. T. O. S., and brochures from the Pasadena Chamber of Commerce.

(Convention Report continued on Page 6)

convention

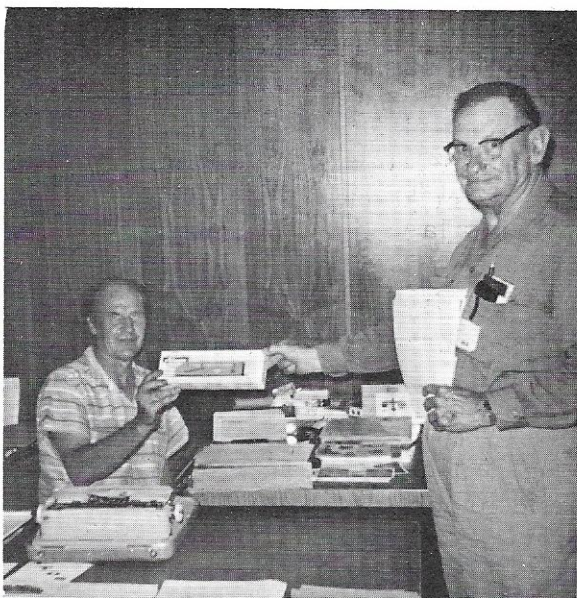
Was A Real Swinger

Expect More Attendance In '67

Were You There!

YES! IT'S ANOTHER

**Toy Train Operating Society
Convention Car**



Saturday

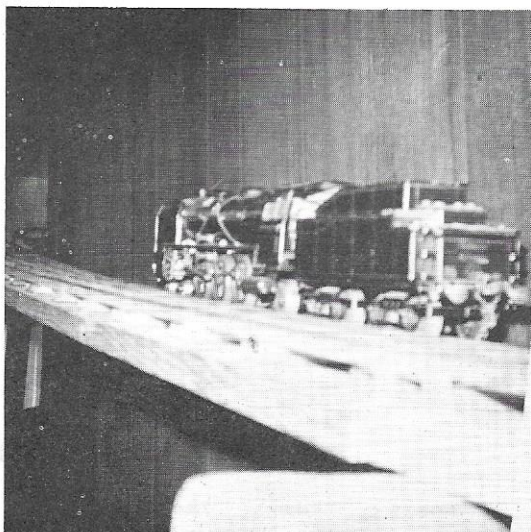
At 7:30 a. m. Saturday, registration resumed with many new registrants coming in. Plenty of hot coffee and donuts were waiting for everyone. Carrol Mason and John Herford were early morning gift drawing winners. At 10:30 a. m. the bell sounded for the showing of Union Pacific's "Last of the Big Boys". As stated before, A. B. Clark ran the projector, and 41 people enjoyed the film.

When the bell rang at 11:00 the conventioners were told by President Bill Harris to start getting their items ready for the big Saturday auction. While many were doing this, the track for the "0" ga. pulling contest was made ready.

At 11:30 a. m. the "0" ga. pulling contest was started. Using a straight track, 55' long, and Chator Mason's #6464 box cars, the idea was to see whose locomotive could pull the most cars. William Groves' Jersey Central #2341 was the first entry and it pulled 44 cars with no strain. President Bill Harris ordered 4 more cars to be added and this slowed it way down but it still pulled the cars O.K. Three more were coupled on and this stopped the train. One car was removed and the train moved again - with 50 cars. A. B. Clark was next in line with a New York Central A-A 2344. His locomotive managed to pull 45 cars. Don Hasty was the third entry and he chose to use a #2360 Lionel Penn. GG1. Starting with 45 cars, he went to 48, 49, 50, and then 51, but the loco would not pull 52. John Bentley was 4th with a Lionel Lackawanna #2321. It could not pull 51, 49, 48 or 47, but did manage with 46 box cars. The 5th entry was Robert Verre with an American Flyer #561 steam type loco. Everyone thought he was wasting his time competing against Lionel Magna-traction locos. The length of cars was cut down to 20 and all present said his engine would not even pull those. However, the locomotive fooled everybody and pulled the 20 with ease. Four more cars were added and then another four and those were pulled too, but that was the limit. Needless to say, everyone was truly amazed. The last entry was Larry Walker with a Lionel #2331 Lionel Virginian and its limit was 45 box cars. The winners received beautiful trophies - gold plated cups and engraved plates mounted on walnut bases. Don Hasty was

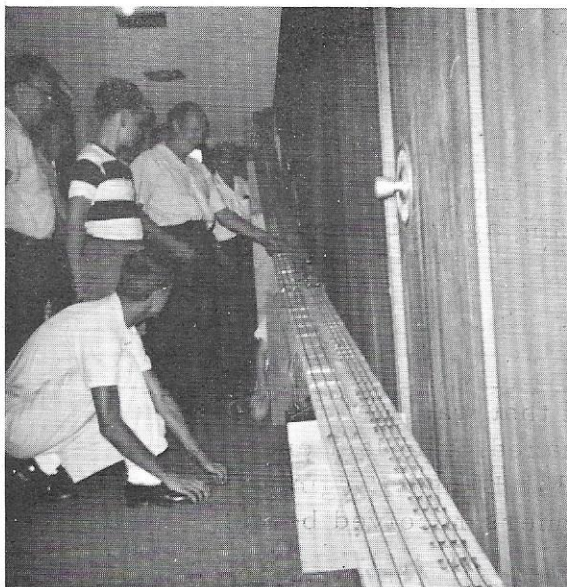
(Continued on Page 8)

MARKLIN Hill climbing



Up, up, up she goes...
Does she make it?
Everyone knows. Why?
Because they read the
article. A.B. Clark's
loco is on the way up
to the top.

President Bill double
checks the distance
of Robert Verre's A.F.
loco. All members were
required to run their
own loco and distance
was marked off from a
starting point to the
breaking point....or
where wheels started
slipping.



Saturday (Continued)

first with 51 cars, Bill Groves second with 50, and John Bentley third with 46.

A special note at this point to say that throughout Friday evening and all day Saturday everyone thoroughly enjoyed watching and operating the large Standard Gauge layout with its 14 switches, 3 - 90° crossings, and one 45° crossing. Its overall size was 11' wide and 45' long, and two trains could be operated at one time. This kept the operator busy as the photo will show...with Wesley Frye at the controls.

Even with all this activity going on, many trains were changing hands in the main Convention Hall.

At 1:30 p.m. the big T. T. O. S. auction was started in the Chancellor Room with Bill Harris bringing the gavel down on the table. The auction was a good one and lasted until 3:00 p.m. A special thanks here to Ed Warner, who had a Lionel #1615 switcher auctioned off...the proceeds going to the Club.

Last minute reservations for the banquet were made at 3:45 and at 4:00 p.m. the contestants were told to get their #8's ready for the Big Race.

There was a warm-up period before the time trials. The raceway had 5 parallel tracks for a distance of 48' with a stopping section of 6'. At the 42' section a light blinked to show the winner...a different colored light over each track. The power was supplied by 5 identical 150-watt transformers (one for each track). The timekeeper was Gus Paterson and the starter, Bill Harris. The first entry was Bill Groves with his red #8 doing the 42' in 6.4 seconds. Next entry was Ray Nelson's #8, clipping off the distance in 10.8 seconds, and the third contestant was Wes Frye's maroon loco which covered the distance in 7.9 seconds. The fourth entry was submitted by John Bentley and his engine was timed at 7 seconds flat. Bill Harris's olive green #8 was disqualified because of a bad wheel. The final entry, a red #8 by Gus Paterson, ran the 42' in 9.8 seconds. The winners were Bill Groves (1st place), John Bentley (2nd) and Wes Frye (3rd).

Next came the official race on all five tracks. Bill Harris
(Continued on Page 17

DOOR PRIZES!

Given At NATIONAL CONVENTION



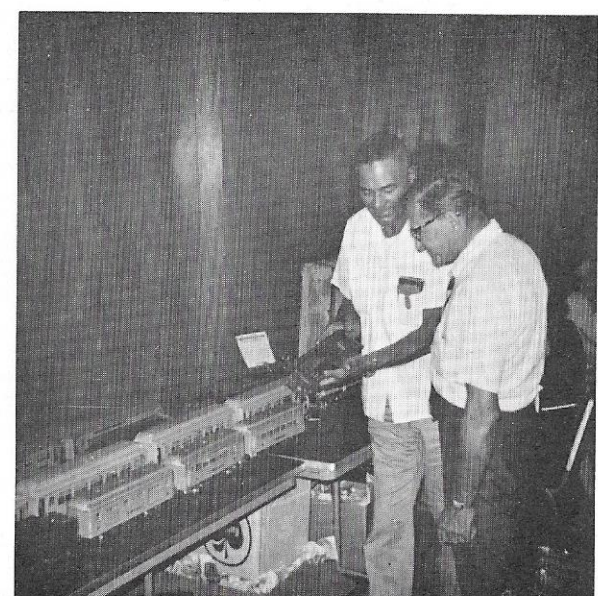
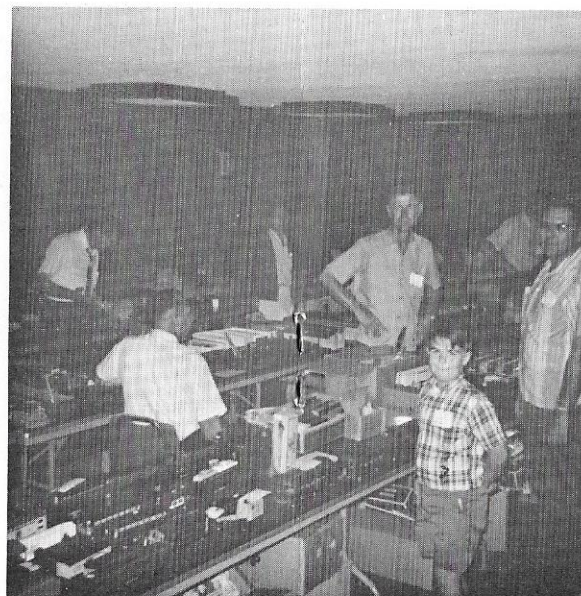
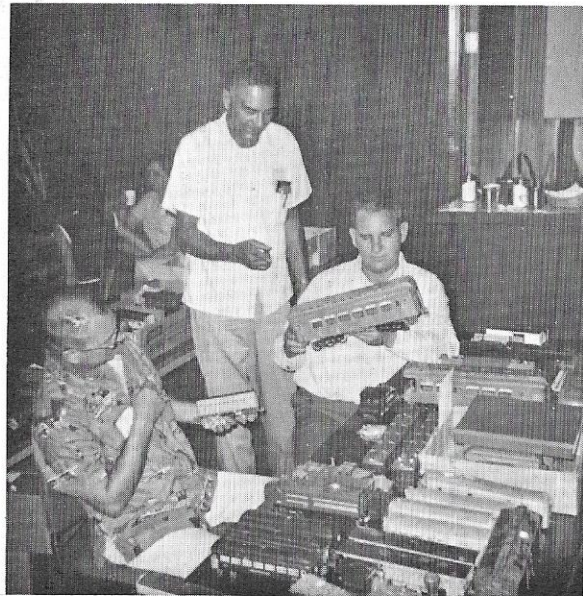
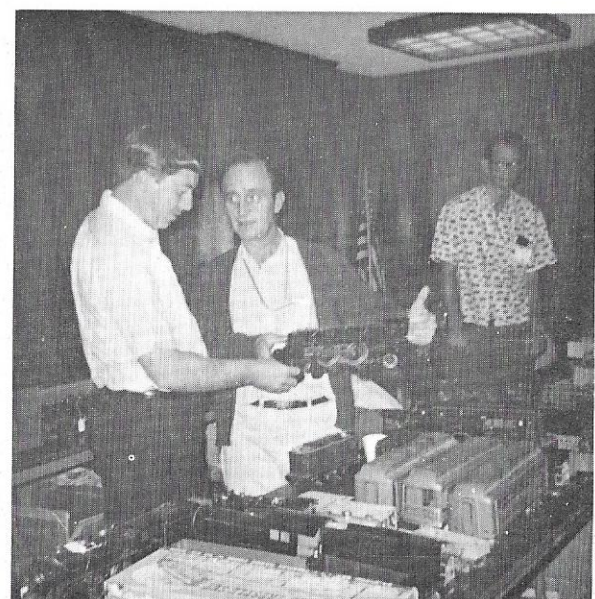
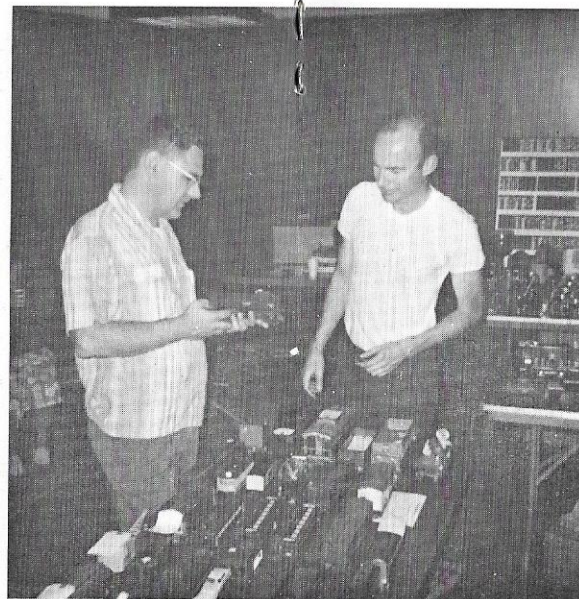
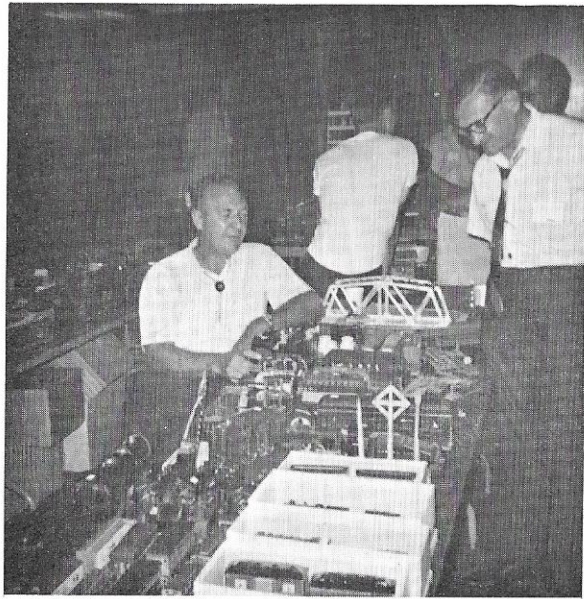
Member Art Brannick and his wife receive Ive's "O" gauge car No. 135 from President Bill as Sunday's door prize drawing winners.

The line-up of awards to be won on the various contests and show pieces. Shown are first, second and third place cups. In the background can be seen the raffle prizes. Also the "listen for the bell" bell

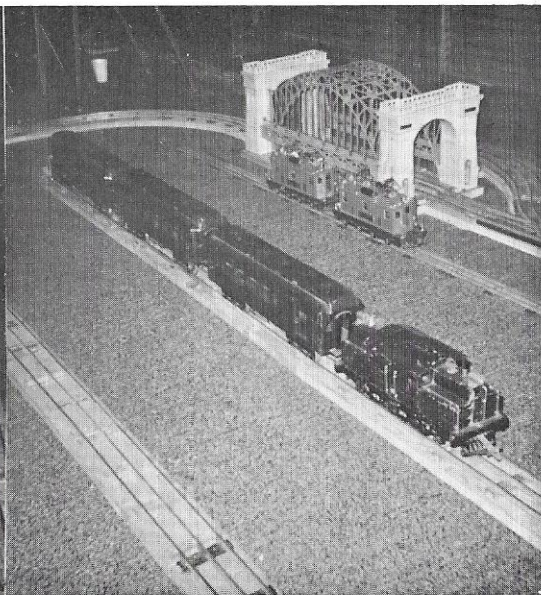
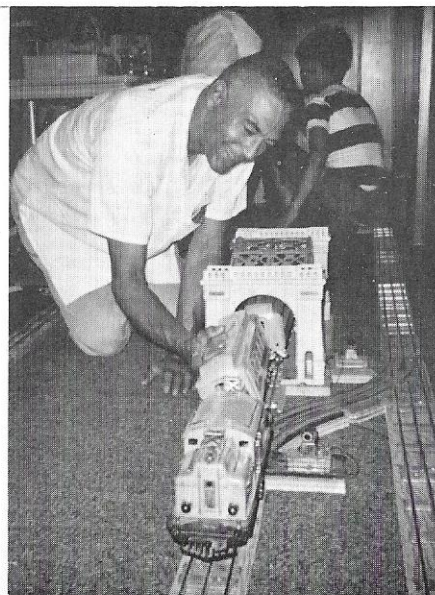


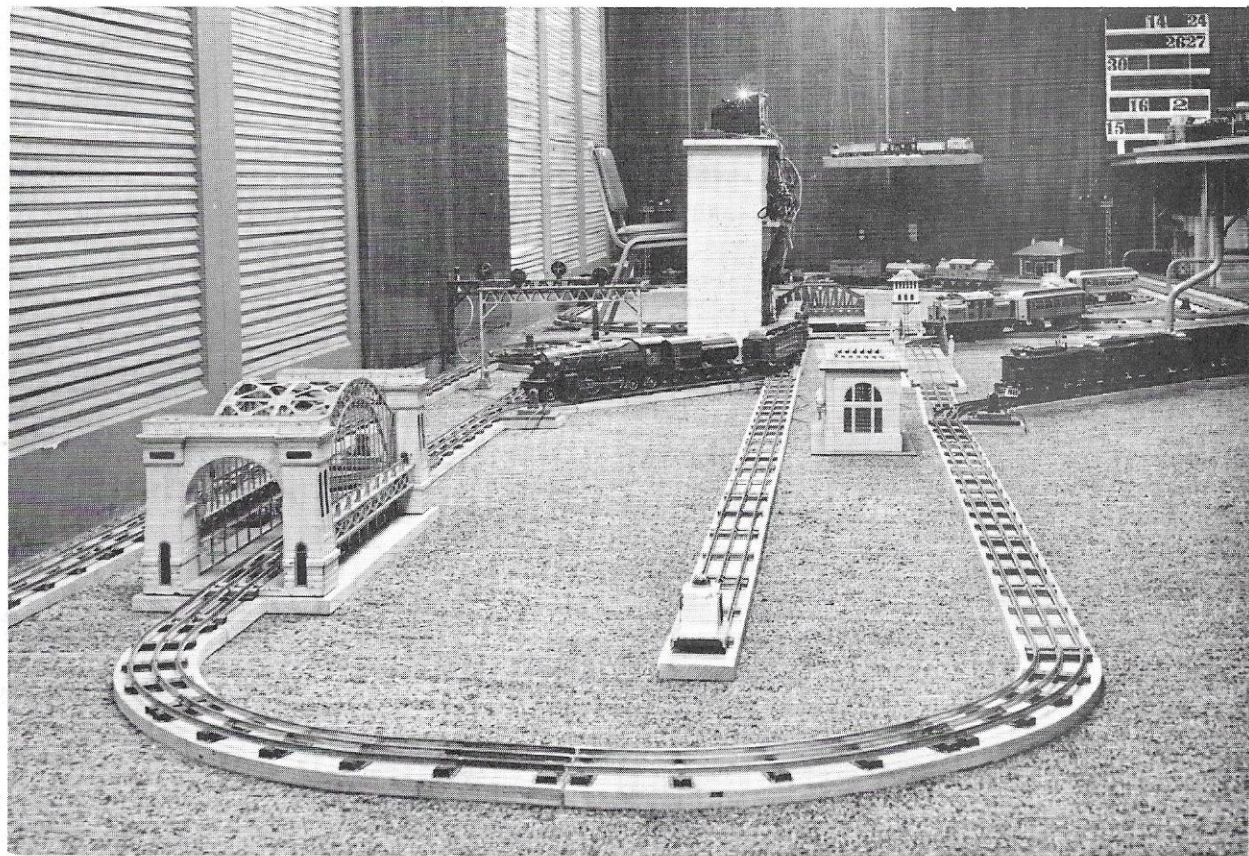
1966 National Convention

Camera Records People Participating



UNUSUAL TINPLATE LAYOUT

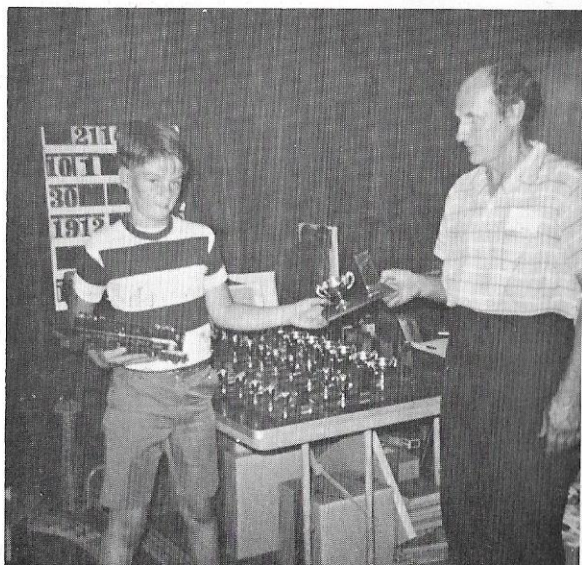




THE BIG LAYOUT OF T.T.O.S. - 11 x 45 FEET WITH 14 SWITCHES

The Lure

Awards Auctions Raffles



Saturday (Continued)

turned on the power and the locos took off like a bomb. About half-way down the raceway the engines were in this order: Bill Groves' #8 first, John Bentley's second, Ray Nelson's third, and Wes Frye's a poor fourth. At the three-quarter mark Wes Frye's maroon loco came up fast and finished in third place, so the final outcome was the same as the time trials with the stop watch.

Because of a mix-up in time schedules, the dinner was held one hour early, at 5:00 instead of 6:00. At ten minutes to five, everyone holding banquet tickets left the hall for the Westward Ho Steak House, where everyone had a large delicious steak dinner with all the trimmings. During the meal, President Harris called out the lucky numbers for the banquet prizes. The following persons left the table with more than a full stomach: Betty Warner, Walt Dronick, John Bentley, Ronald Wade, and Chris Kelly's nephew who won the children's prize. The adult prizes were brand new 6464 series box cars. A special drawing was held for a T. T. O. S. Convention car and this was won by Walt Dronick. Don Hasty and Virgil Chritton also won prizes. After everyone had finished eating, John Bentley arose and spoke of the fine efforts of Bill Harris to make the Convention a success, telling of the hard work Bill had done the last four months to bring this all about. Everyone agreed and applauded loudly.

After dinner all returned to the hall for the next events. At 7:00 p. m. the movies "Last of the Big Boys" and "Tocata for Toy Trains" were again shown in the Chancellor Room. Then followed the 16th hourly gift drawing and the lucky winner was Ray Nelson. Saturday's big raffle prize drawing was held at 8:30 p. m. This prize was a nice #4644 red American Flyer passenger set and the winning number was 56132 held by Jim Kurten. The 17th hourly gift drawing was held at 9:00 and was won by Lenore Davi. After this, Saturday's door prize was awarded at 9:15 to Nel Cartwright. At 9:30 President Bill, with the help of Chris Kelly, had made ready the steep hill climbing contest track, both in "0" and Standard ga. The tracks were 38' in length with the starting point on the floor at one end, and



PROUD AND HAPPY WINNERS HOLD THEIR TROPHIES
WINNING ITEMS REST ON TABLE.

Saturday (Continued)

rising slowly to a height of 8', the last 10' of track rising to an angle of 45°. We will list here the winner, second place, third place and on down the line as the entrants came in. First place: Larry Walker; loco used - Lionel #2331; distance traveled - 36' 6". Second place: Don Hasty Jr.; loco used - Lionel #616; distance traveled - 35' 6-1/2". Third place: John Bentley; loco used - Lionel #2321; distance traveled - 35' 3-9/16". Fourth: Don Hasty, Sr.; loco used - Lionel 2360; distance traveled - 34' 9-3/16". Fifth: John Herford; loco used - Lionel #623; distance traveled - 34' 3-9/16". Sixth: Bill Groves; loco used: Ives 3252; distance traveled - 32'. Seventh: Robert Verre; loco used - A. F. #561; distance traveled - 26' 3-9/16". Eighth: A. B. Clark; loco used - Marklin (see photograph); distance traveled - 23' 5". Everyone really did enjoy this contest as it was an amusing sight to see these different locomotives perform. One loco that had everyone laughing was the Ives which took off like a jet and shot up the grade, only to hit a certain spot and slide back.. wheels spinning furiously.. only to start climbing again. Magne-traction greatly assisted in the climbing of this steep hill. At 10:00 we held our 18th hourly gift drawing, and the following two hours were spent on talking, walking around, drinking coffee and eating donuts, and having plain train fun. Doors closed at midnight.

.....
Sunday

The doors flew open at 8:30 a. m. with four members waiting to get in. At 9:00 the 21st hourly gift drawing was held, with Erne Leo being the winner.

From 9:05 to 10:00 movies were shown, one being a surprise. The first film was "Main Line U. S. A. " telling of the railroads' part in the development of the U. S. A. The second film (surprise) was titled "The Pasadena Story". Many members enjoyed the Sunday morning films. At 10:00 another gift drawing was held and everyone was told to get their locomotives ready for the load pushing contest. President Bill Harris had earlier built a special rig with a spring device to gauge the amount a loco could push in pound weight. Here again, we will list the winners on

The Big eat Banquet * * * * *



Members and guests enjoy hearty steak dinners served at Westward Ho Steak House.



MORE ON THE GOLDEN STATE

The American Flyer Company of Chicago did some strange and wonderful things with their name and number plates.

As a good example, and sort of a sequel to our article in the August Bulletin, we will take up the Golden State name plates first. These were used on two different sets of cars - the 3180 and 3280 series. The regular Golden State set came with the #3115-#3185 locomotive and the #3280, #3281, and #3282 9-1/2" passenger cars in the two-tone blue. However, the #3180, #3181 and #3182 8" cars in the same color combination and with the Golden State plates were sold with the black #3198 cast-iron "0" gauge steam type loco. In addition to this, the Golden State name was used on some of the Standard ga. tenders.

On many of the Standard ga. President Special cars, the name and number plates were badly mixed up and we have even heard of instances of the 4-4-4 Standard ga. locos coming with #4686 on one side and #4689 on the other. Jim Kurten of Arcadia had a #4685 Flying Colonel with a #4689 plate on one side and Nick Grippe of Los Angeles a #4689 with one #4686 plate. The fellows switched plates and now everyone is happy. These locos came from different parts of the country and the plates showed every indication of having been factory installed.

Pocohontas plates, aside from being used on the 14" cars in the Pocohontas set were also used on the same size and color cars behind the steam type locos in the Century set. In addition, the 19" cars in the Legionnaire set carried the Pocohontas plates. Even on the lithographed cars without plates, odd numbering occurred. Both the Illini and the Columbia cars bore the same numbers.

From experience we have found that the best way to identify American Flyer locos, cars, and sets is by checking with the written catalog descriptions--even the catalog photos show mistakes.

...Wes Frye

Alden Miller's St. Croix Valley R. R. in std/wide ga. needs deluxe trains as Lionel's Blue Comet & State sets; A. F.'s maroon & blue versions of the President's Special; Ive's 1134-3245 Prosperity Specials. Grl. office, 3212 - 34th Av. South, Minneapolis, Minn. 55406.

VIEWS AND NEWS

Ed & Betty Warner are back home after spending a 10 week vacation in the midwest and east. They were guests of Mr. William Vagell while in New Jersey and New York City. Also attended the Canandaigua, N. Y. train meet while the guests of Mr. & Mrs. Ed Fisk of Rochester, N. Y. And also were entertained by Mr. & Mrs. Lou Redman during a short visit to Pittsburgh, Pa. Also received many, many good compliments on Toy Train Operating Society for its fine Bulletin. . . the wonderful widespread advertisement. . . and many congratulations to William Harris for the fine work he has done as President and Editor of the Toy Train Operating Society Bulletin.

"Wish to congratulate you on the fine and informative outlay for a comparatively new Society (less than 1 year old) and having presently 90 members. . . with a scheduled first National Convention. Your devoted hard work, enthusiastic interest, and financial support - not the least of which was unlimited time devoted to the furtherance of your hobby, must now be a source of great satisfaction to you. I wish for T. T. O. S. continued success with an ever-increasing membership to perpetuate the joys of toy train collecting."
California

"The comment Views and News section--GOOD. The article on the Golden State--I never knew I had such a set until I read the article--went and looked on my shelves, and there it be."
Penna.

"Received your Convention Bulletin yesterday, and it is just the thing for the operators. Although I had to tear down my layout some time ago, I have plans beyond the small operation I have now."
California

"I'm sorry to have to say I cannot attend your Convention, but I wish I could. I know you all will have a wonderful time. Perhaps I'll make it to the next convention."
Penna.

"Dear Sir: Enjoyed your copy of the T. T. O. S. very much. Sure would have liked to come to the Convention; perhaps can make it next year."
Oregon

NOTE: Due to large Bulletin this month, answers to August "Test Your Knowledge" will appear in October issue.

Sunday (Continued)

down the line. First place: Bill Groves; loco used-Lionel #2379 pushing $6-1/2$ lbs. Second: A. B. Clark; loco used-Lionel #2354 pushing $5-1/4$ lbs. Third: John Bentley; loco used-Lionel #2321 pushing $3-1/4$ lbs. Fourth: John Herford; loco used-Lionel #2321 pushing $2-3/4$ lbs.

11:00 found everyone checking their numbers for the 23rd hourly gift drawing. While waiting for the winner to step forth, President Bill Harris told everyone to get auction material ready for Sunday's big auction. Many items went through the auctioneer's hands as the photo will show and one real unbelievable item turned up. Seems as though a friend of a member enjoyed the Convention but did not care to keep the Convention prize so it was put up for auction at the owner's request. Starting off at \$2.00 and raising at 50¢ per bid, the car was sold to Howard Davis.

After the auction, some folks took a lunch break while others started getting their trains ready for the 1:30 p. m. awarding of prizes for the best in show train entries. Judges for this contest were Bill Groves, Virgil Chritton, Larry Walker and Gary Groves. Because of the many classifications, we will list in Win, Place and Show category only. The headings will tell the nature of the contest and the award given to each entrant. Best original in standard ga.: Don Hasty 1st place, Bill Harris 2nd, John Bentley 3rd. Best original in No. 1 ga.: A. B. Clark 1st place, Wes Frye 2nd, Bill Groves 3rd. Best original in "0" ga.: Wes Frye 1st place, John Bentley 2nd, Lee Harris 3rd. Finest restoration piece: Virgil Chritton 1st place, Bill Groves 2nd. Most original scratch built: John Bentley 1st place, Howard Davis 2nd, Bill Groves 3rd. Finest original single piece: Bill Groves 1st place, Bill Harris 2nd, Larry Walker 3rd.

After the judging, a special table was made ready. The winners, holding their trophies - and with the winning trains and pieces on display, were the subject of the photo herein.

Because of the extra time needed for the best train judging the 2:00 gift drawing was postponed 'til 2:30. After this, Sunday's raffle prize ticket was drawn. This was for the Lionel #773 Hudson in an unbroken sealed box. Winner was Kay Nelson. (I think her hubby was more tickled than she.)

Continued - Page 24

ADSWANTEDADSWANTEDADS

Glass Locomotives Blue Ives "0" ga. tender for the blue 1125 Loco. Ives standard ga. #3237 Loco. The Potomac #3810 Club Car, "0" ga. A. F. will buy or trade 3183 Observation. Lionel T-rail switches even 1/2 pair. Contact A.B. Clark, 127 W. Willow St., Visalia, California.

Member #24 Walter J. Dronek needs following "S"ga. cars: #982 - State of Maine box car and a #24425 Bar Reefer.

Ray Nelson wants Marx 3/16" scale Pennsy stock car, Hocking Valley Gondola car; also A. F. "0" ga. 3115 loco junker.

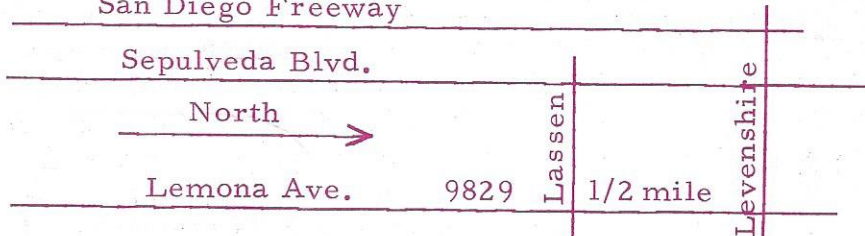
Larry Walker needs a Lionel "0" ga. Hiawatha set.

* * * CONVENTION REPORT - FINALE * * *

At 3:00 the 27th hourly drawing was held-winner being Lee Harris. At 3:30 Sunday's door prize was won by Art Brannick-the gift being a beautiful Ives "0" ga. passenger car #135. From 4:00 on we wavered somewhat from the program and held some impromptu raffles and gift give-aways. First was an H.O. train set in original box. This was a raffle prize and tickets went for 25¢ or 3 for 50¢. After all the takers had bought they came down to 3 for 25¢. Everyone bought more tickets. The winning number was then drawn and A.B. Clark was the winner. Then a T.T.O.S. box car was put on the block. Raffle tickets were \$1.00 each and the lucky winner was Bill Groves. The "Longest Traveler to Convention" gift prize was won by Stan Macfarlan, who hailed from Sunnyvale, Calif. At 7:00 the T.T.O.S. Convention closed, with many goodbyes being said.

Many thanks to all members and friends who helped make this, our first convention, a big success!

Next Monthly Meeting-Friday, Sept. 23, 1966 - 7:30 sharp at Larry Walker's-9829 Lemona Ave., Sepulveda, Calif.
San Diego Freeway



SEE YOU THERE!