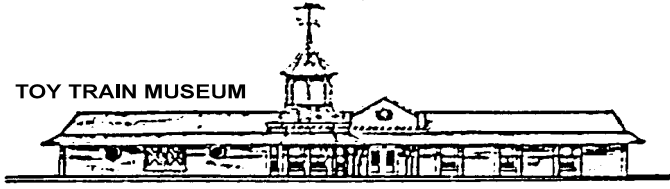


THE LAYOUT



TOY TRAIN MUSEUM



ENJOY A VISIT TO YOUR MUSEUM

THE SOUTHERN DIVISION TRAIN COLLECTORS ASSOCIATION

Summer Edition 2009

VOLUME 43 NUMBER 3



The Toy Train Collectors of Greater Jacksonville

In this Star-Studded Issue:

- Jacksonville Toy Train Layouts
- A Century of Trains—by Grandpa Nelson
- Kid Club Car Auction
- Lake Worth Meet Story
- Crossings Column—by Harry Moore
- Quiz Corner

The Layout:
Now with new
easier-to-turn
pages!

Southern Division Board of Directors, Newsletter Editors, and Webmaster



President

Charlie Anyan
1800 Follow Through Road N
St. Petersburg, FL 33710
Home: 727-345-0288
Cell: 727-459-8681
Canyan1@tampabay.rr.com



Past President

Arnie Travitsky
873 Cynthianna Circle
Altamonte Springs, FL
32701
(407) 260-8599
ARNI99@aol.com



Vice President

Will Wagner
1108 Orincoco Way
Palm Beach Gardens, FL 33410
Home: 561-373-9603
Cell: 561-799-6072
wwainc@comcast.net



Webmaster

Jake Jacob
254 NW 6th Ct.
Boca Raton, FL 33432
407-395-6069
jjacob@gate.net



Secretary

Dienzel Dennis
1425 Ruthbern Road
Daytona Beach, FL. 32114
PH: 386-258-8574
dieden39@aol.com



Layout Co-Editor

Jim Spangler
7974 Sailboat Key Blvd. #806
South Pasadena, FL 33707
727-367-1497
jdspangler@sprynet.com



Treasurer

Mike Powell
1758 Eagle Trace Blvd.
Palm Harbor, FL 34685
Phone: 727-559-1162.
Cell Phone 585-781-4996
MBPowell@aol.com



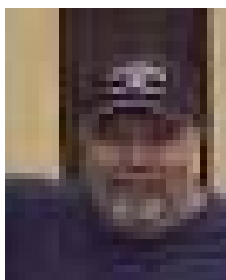
Layout Co-Editor

Jeffrey Mayer
1425 Forest Hills Drive
Winter Springs, FL 32708
Home 407-366-8995
Cell: 321-297-0501
jcimayer@aol.com

Communications Officer

Vacant

Vacant



Past President

Steven Harris
2543 Winding Wood Drive
Clearwater, FL 33761
727-796-5721
Steven_L_Harris@msn.com

Special Thanks

To John Bailey for his many years of service to the Southern Division, most recently as Co-Editor of The Layout from 2004-2009. John has spent many hours helping me with the task of publishing The Layout each quarter. I appreciate his help and efforts over the years.

—Jeff Mayer, Co-editor

Check out the Southern Division Website: www.tcasoutherndivision.org
Webmaster: Jake Jacob

President's Report



This is what I call a “Tweener” Report. Since the cancellation of the May Maitland meet, we are between the February and the August Meets, so we have no photos or meet discussions.

However, I, and many other Southern Division members, have recently returned from the big Eastern Division York meet, so I can tell you about that. Despite the gas prices, the long drive, and the jacked-up motel prices, I still believe it is worthwhile to go. Although the dealers at the so-called “bandit meets” at the motels are down from the peak of many years ago, they have remained steady in the last few years. The TCA meet now runs from Thursday afternoon till Saturday afternoon, and only TCA members may attend (except a TCA member's guest may attend once & then must join the TCA or they can't attend again). The crowd seemed to me to

be as large as ever.

I found some parts I needed, and found a passenger set that I had been looking for, for quite a while. I also sold a bunch of my excess trains. Many people seem to complain about high prices at York. I've been hearing that for about 40 years. I used to believe that, but now I think that the prices are like any other meet; some are high, some are low, and some are real bargains. I think it is because there is so much competition for sales, that those with high prices just wind up taking their trains home (just like any other meet).

I do know that I have found many items at York that I could not find anywhere else, unless I was just lucky. There is such a variety of trains there that you can eventually find most anything if you look long enough.

So if you haven't been there, I heartily recommend you try it – at least once. To make it cheaper, go with a buddy and share expenses.

By the time you read this I will have been to the National TCA Convention in Phoenix. Each division president is required to attend, so I guess I will have to suffer in the desert heat. Fortunately they have a nice place for us to stay. I will publish a report and photos of me suffering in the next Layout.

Also, one of my duties as Division President is to publish an annual report to the national office. It is a “State of the Division” report. It is included elsewhere in this issue. Please read it if you are interested in Division statistics and how we are doing as a Division.

Charles Anyan, President, Southern Division, TCA

Communication Officer Needed!

**THE SOUTHERN DIVISION IS
LOOKING FOR A
COMMUNICATIONS OFFICER TO
ADD TO THE BOARD OF
DIRECTORS.**

We're looking for someone who can communicate with the media and the public, local media publications (industry magazines) and train manufacturers. The Communications Officer will need to have good computer skills and be willing to promote the Southern Division and TCA.

If you like to serve the SOUTHERN DIVISION,

Sad Tidings

Southern Division Member Don Swink passed away on June 15, 2009. Don was the owner of Hobby World in Jacksonville, Florida for over 40 years. Hobby World was one of the original Lionel service centers in the Jacksonville area. He will be missed by many of the train hobbyists. In the photo Don is holding the rare Southern Division Standard Gauge Car and O-Gauge car from 2006. Our condolences go to Don's family.



MEET STORY 3rd QUARTER 2009
American Polish Club, Lake Worth, FL
AUGUST 15, 2009 (SATURDAY)


The Southern Division 3rd Quarter Meet will be held at the American Polish Club on August 15, 2009. The American Polish Club is located at 4725 Lake Worth Road, Lake Worth, FL. 33467 (SEE DIRECTIONS BELOW). Set up will be from 7 a.m. to 9 a.m. and the hall will be available to table holders only during that time. The meet will open to TCA Members only Saturday Aug. 15, 2009, 9 a.m. – 11 a.m. and open to the public from 11 a.m. – 4 p.m. Plenty of free parking is available for members and the public. There will be a concession in the hall, where you can purchase breakfast and lunch. We will hold a business meeting at 10:00 a.m. to discuss your inputs and new ideas. A test track will be available to test your new purchases. Our Standards committee will be available to help in your new purchases and answer your questions.

Kids Club: A Lego Layout will be on the stage for the kids to enjoy.

Mike Setzer will be the meet host; should you have any questions contact Mike at 954-476-1058. It is important if you can help to volunteer your time as a front door guard and at the front desk. This will make our meet a success.

Tables will cost \$20.00 each for current Southern Division members and \$30.00 EA for TCA members not in Southern Division. Admission: Current Southern Division members are \$3.00 and Non SD-TCA and the public is \$5.00. Children under 12 years old are free.

We look forward to seeing everyone. Please drive



**Cameras, Cell
Phones, and
Strollers Welcome!**

Directions to the American Polish Club:

The American Polish Club is located at 4725 Lake Worth Road (about ¼ mile west of Military Trail), in Lake Worth, Florida.

Turnpike:

Take Turnpike and Exit Lake Worth, go east on Lake Worth Road about 3 miles to the Club on the North side of the street.

Via I-95 North Exit at 6th Avenue South. Take 6th Avenue west to Military Trail, then North on Military Trail to Lake Worth Road. Turn Left, heading west and look for the hall about ¼ of a mile down on your right.

Via I-95 South exit at 10th Avenue North. Take 10th Avenue west to Military Trail, left on Military Trail going South right on Lake Worth Road and look for the hall about ¼ mile on your right.

2009-2010 Meet Dates

August 15, 2009, Lake Worth – American Polish Club – 4725 Lake Worth Road 33463

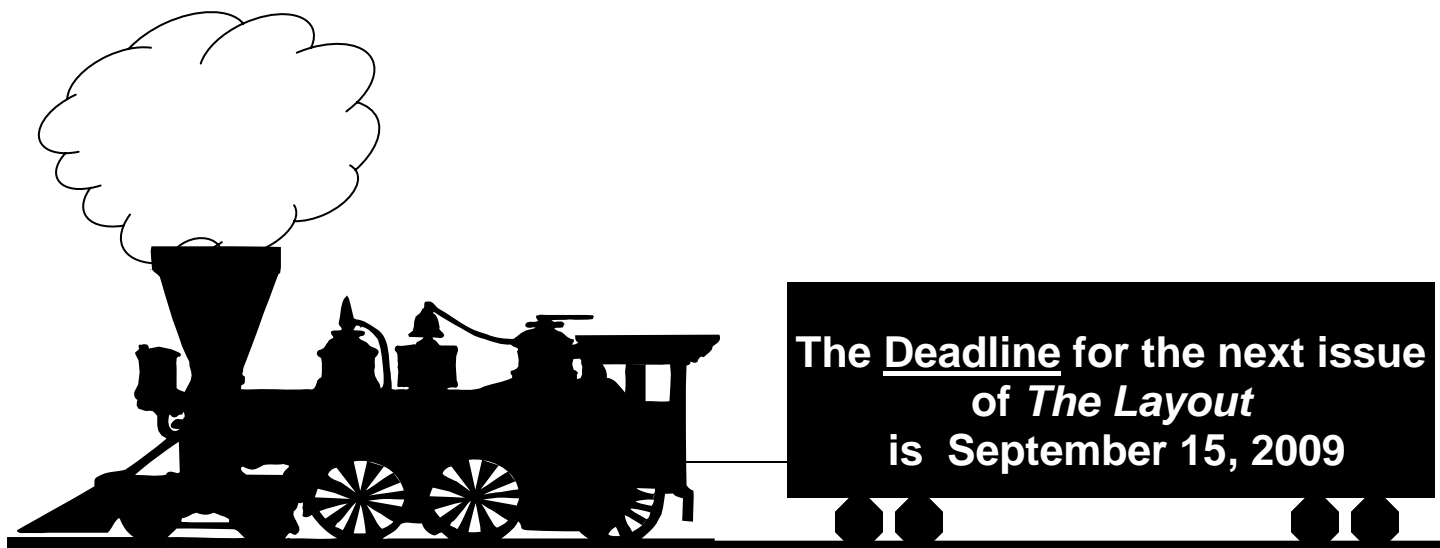
November 21, 2009, Maitland - Maitland Civic Center – 641 South Maitland Ave 32794

January 30, 2010, Largo – MinnReg Bldg - 6340 126th Ave. North 33773

March 20, 2010, Stuart – Columbian Club - 7251 SW Gaines Ave 34997

New location for Largo Meet in 2010

Note to all members. The Armory in Saint Petersburg is no longer available for our meets, due to "Military Matters". We have changed the location and date for the February meet. It will now be on January 30, 2010, in the MinnReg Building, 6340 126th Ave., Largo/Clearwater FL. Instructions to the location will be forthcoming.



SOUTHERN DIVISION YEARLY REPORT, JUNE 1, 2009

The TCA has approximately 1100 members in the Southern Division's geographic area, of which 411 currently are Southern Division members. Our geographic boundary is all of Florida, except the panhandle west of Apalachicola. In addition there are 30 other members from other states, for a total of 441 members. Southern Division dues are \$10.00 per year.

We have at least four Division meets yearly, with an occasional extra meet per year. In about the last 10 years or so, all of our meets have been from Orlando to further south locations. We are looking for meet locations north of Orlando, especially in the Jacksonville area. All of our meets are one-day meets. We were debating about expanding to two-day meets, but the membership, in several informal polls, overwhelmingly voted for one-day meets.

We try to have several social events during the year, usually in the form of open house or cookouts. This past year we had a Southern Division tour of Disney World's "Backshop", where the guests get to go to the train and monorail staging area before the park opens to see how the monorail and park trains are warmed up and readied for the day. Also last summer, Division members were treated to an open house/ BBQ at a member's house, where he fired up his live steam Pennsylvania K-4 engine for everyone to ride on.

In November we held our annual banquet in Maitland where we enjoyed a fine meal, and awards were given out to members who made contributions of time or effort to the Division during the previous year. Our last two meets, in Stuart and Lake Worth, were successful, allowing us to finish, after expenses, with a current total balance of \$13,200 in a CD and checking account.

We had an election last year, where a new slate of officers was elected. We hope to carry on and expand efforts to make the Division successful.

We are continually trying to expand our educational efforts and to establish interest in trains generally, and toy trains in particular. We try to have a kid's layout at every meet that we have room for one in order to help get kids interested in trains.

In the educational/charitable category, some of our members have set up and operate an operating layout in the Ronald McDonald House in Orlando, for the kids to observe and help operate.

We also set up and man (and woman) a TCA information table at the big train meets in the area. This July we have a Southern Division table at the Great Train Expo, in both Orlando and Clearwater.

The Southern Division web site is tcasoutherndivision.org. For further details on the Southern Division's activities, officers, meets, and history of the Division, go to the web site. Be sure to click on "The Layout" to view current and past issues of "The Layout".

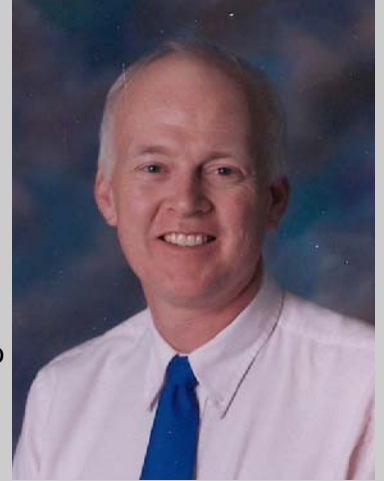
A copy of the latest Treasurer's Report was included in the last issue of The Layout.

Respectfully Submitted, Charles Anyan, President, Southern Division, TCA

CROSSINGS, By Harry L. Moore

For those of you who don't know me, my name is Harry Moore. If you go to a lot of train shows, you may recognize me as the vertically-gifted (6'7"), folliclely-challenged (pert' near bald) guy who has been haunting the shows for years. I still consider myself one of the new kids on the block regarding my membership in TCA, having joined both TCA and Southern Division in 2006. So when our new prez, Charlie Anyan, asked me if I would be willing to write a column for the Layout, I was pleased and honored, but also a little taken aback because I am a relatively new member and still very much on my learning curve as a train collector.

I do a lot of writing in my profession (I am a high school physics teacher and the science dept. chairman at Osceola High School in Kissimmee where I have taught science for 32 years.) One of the first principles of good writing that I learned long ago is that one should always write on a subject that one knows thoroughly, for there will always be a person out there who is more knowledgeable on a subject than you are who is willing to point out your mistakes. My ego is not such that it can be damaged by others who correct my errors and, indeed, that is how I have learned a lot about the hobby. At the same time, I don't want to waste your time and valuable print space, writing about stuff that most train collectors already know. As I know a little bit about trains and a lot about science education, I asked Charlie if he would be interested in a column about the science, particularly the physics, of trains. As an engineer, Charlie and I have similar educational backgrounds, so he readily agreed. It may be that Charlie and I are the only ones who will read my column, but that is a risk we will have to take.



Harry L. Moore

A second principle of good writing is to present the information in a manner that is clear, accurate, and to the point without being boring. After three decades of explaining (with varying degrees of success) the laws of the physical Universe to people who are at the age at which they tend to think more with their glands than their brains, I think I can do this.

A third principle of good writing is to be honest with your readers and to be sure they understand your perspective. Your frame of reference if you will. Here is mine:

I started off several years ago, just looking for some railroad art and some model trains to decorate the bare walls of my computer room at home. I also wanted to re-assemble my 1960's American Flyer set that my mom gave away years ago. To make a short story even shorter, the trains quickly took over the room and the computer has gone elsewhere. (Do I feel the breeze from nodding heads out there? Been there, done that, have you?)

The next question was what to collect. I really love railroad art, especially old train stations, and my walls are covered with framed prints and the shelves with old lithographed stations. The real problem for me was which gauge to collect. Like most beginners, I started with HO because it was plentiful, popular, and relatively cheap. But I am a big guy and I really liked the larger trains, so I moved on to S gauge to complete my childhood set. I also got into collecting the Bachmann On-30 trains because I liked the realism and because they reminded me of the old coal trains in my native West Virginia hills. (Plus they run on HO track.) But most folks who collect that gauge are modelers who enjoy modeling scenery, and while I greatly admire their skill and patience, I found I wasn't really into that. I just liked the trains.

Finally, with the help of my good friend and mentor Irwin Abelson, I discovered pre-war trains. It was like one of those V-8 moments you see on the TV commercials. I love trains. I love antiques. Why not combine the two? What was I thinking all these years?! Pre-war trains are history. They are art. And, like all model trains, they are science.

Which brings me back to my original thesis. Model trains have always expressed the best science known in each generation, from the first steam locomotives in the early 1800's to the high speed magnetic levitation (Mag-Lev) trains of today. They have taught generations of budding engineers and scientists, who took the locos apart and put them back together with glee (often discovering, like me, that they really didn't need all those parts after all!). Trains teach the principles of motion and force, electricity and magnetism, energy and power. Moreover, trains have been intimately involved in revealing the laws of physics themselves. For example, Albert Einstein used the

Crossings, Continued

mental image of the fastest mode of transport known in his day: A train, traveling close to speed of light, to develop his theory of relativity. (And judging from some of the scratches and dents on some of my pre-war trains, I suspect that some young experimental physicists of the past were attempting to put Einstein's laws of high-speed motion to the test.)

I hope to expand and expound on some of these and other topics in future articles, but for now I just want to introduce myself and express my respect to all of you who collect and preserve these fascinating objects of art, history, and science. It is often said that teachers get to touch the future, and that is true. But those who collect model trains touch the past and bring it into the future for new generations to enjoy.

Quiz Corner, by Charles Anyan

Last issue's question was: What other postwar train besides the Alaskan can you put together that has only one railroad name? The answer to the quiz is: Santa Fe.

To put together this train, you must use various sources. The engine can be any one of the Santa Fe-O gauge diesels, like 2343 or 2353, or one of the O-27 diesels, such as 212 or 218, or even a switcher, such as 622 or 616

Cabooses are a little more scarce. You could use the ATSF SP type 6017, either red or gray, or the work caboose 6130. How about the super-rare 6357-50 ATSF from the Over-and-Under set from 1960?

It starts to get tougher. For a boxcar, use the 6464-700, or 6454, or the 3464 operating boxcar.

The next one is tricky. The only Santa Fe gondola I could find was the 3562 operating gondola. But you have your choice of four variations: Black, gray, yellow, or orange.

The hardest one to find is the hopper car. Have you ever seen a Santa Fe hopper car? I have seen only a few. It is in the uncatalogued Libby's set from 1963. I happen to have that set, and it is a pretty neat set. The hopper car is #6076, the same number as the common Lehigh Valley hopper in various colors.

The rest of the set consists of a 1062 plastic engine with a 1130-type tender lettered for the Southern Pacific, a 6050 Libby's tomato juice boxcar, a 6475 Libby's crushed pineapple car, and a 6167 Union Pacific caboose.

This brings us to the subject for next issue's quiz. The Libby's set is one of the very few that Lionel made in the postwar era that did not have "Lionel" or "Lionel Lines" somewhere on it. Most of the cabooses say Lionel or Lionel Lines. I think that all of the flatcars say Lionel on them. Most tenders are Lionel Lines. So the Quiz Corner quiz for next issue is: How many postwar freight trains can you identify that do NOT have "Lionel" or "Lionel Lines" somewhere on at least one of the cars? The little "Blt by Lionel" on cars is OK. Also, I don't count Military sets, because I don't really consider those as freight trains.

I have identified only one other set. There must be more. Email me your answers. As usual, the member with the most sets identified will receive extensive honors in the next Layout.

Libby's brings you a lot of train (worth \$24.95) for only \$10.95
...and it's a real LIONEL!

The Lionel engine (not shown here) operates a 12485 wire. It works compatible with compatible engine (flashing headlights), motor, 1 arm, 10-1000 track and 15-sets transcode will circuit breaker. But with four Libby's labels, it's only \$10.95. Get it now. Have it ready for a birthday or Christmas present!

Get more information
P.O. BOX 1001, DAYTON, OH 45401

Read the engine with four labels (see art.) of the Libby's brand produce shown at left, plus complete recipe order for SHOE, WEL and see the label code to look for an available label. Offer expires on December 31, 1961.

Name _____
Address _____
City _____

... For most experienced collectors, it's the best!

Jacksonville Toy Train Layouts Run Again!

By Bill Trappen with contributions by Bud Hayden

After a 6-year absence, Southern Division member Bud Hayden and his very well-organized group called the “Toy Train Collectors of Greater Jacksonville” (first organized in 1988) again set up a large train display during the Fall Home and Patio Show at the Prime Osborne Convention Center in Jacksonville last October. This facility is a very appropriate setting for a train layout because the Prime Osborne Convention Center now occupies the former main Northeast Florida railroad depot, the grand Jacksonville Union Terminal. The train displays that Bud and his group had been putting up for many years have been fantastic and have featured post-war, pre-war and new “O” gauge, Standard Gauge, “S” gauge and “G” gauge trains operating over long loops of track complete with bridges, stations, houses and a classification yard! But due to the attrition of some former members who had provided trains in gauges other than “O” gauge, this past year’s layout was strictly “O” gauge. However due to the large space available, that meant that there was much more room for “O” gauge and members responded well by bringing quite a variety of different eras and types of “O” gauge trains to run.

The overall size of the layout was 22 feet by 40 feet in a U-shaped configuration with a bridge across the open end and a classification yard attached to the tables as a wing. There were a total of 4 independent loops with O72 curves on the outer two loops. These wide-radius curves enabled anything ever made in 3-rail “O” gauge to be run. Examples of some of the operating equipment were Bud’s pre-war 226E with eleven Madison passenger cars and SD member Jim Troutman’s American Freedom Train and his huge B&O EM-1 2-8-8-4 Articulated Locomotive and Tender. Jim’s beautiful Freedom Train belched smoke all over the room. Bud tells me they experiment to see how long a consist Jim’s big engines can pull. Have you ever seen a 65-car consist being pulled by one Lionel engine? It’s been many years since there was a steam engine smoking like that in the Union Terminal!

Based on the success of this layout a large local antique mall invited Bud and his group to set up a layout during the Christmas Holidays. This was the perfect time to display toy trains and this display featured two 20 x 9 feet O gauge layouts. That display was so successful that they have been invited to return this Christmas season. Several years ago, Bud’s group had a two-year holiday season run for the benefit of Dreams Come True, a local philanthropic organization that raises funds to provide and make wishes come true for children with life-threatening diseases.



The promoters of the Home & Patio Show invited Bud and his group back for the Spring Home and Patio Show this past March. In the Spring they had the entire room to themselves so they expanded the layout's size. It was another successful show. Now mark your calendars as the layout will again be on display at the Home & Patio Show this fall. As usual the show will be held at the Prime Osborne Convention Center and this year's dates are October 1st to 4th. The Home and Patio Show is open to the public and anyone who will be in the area is encouraged to attend and see another fantastic train display! Bud says there will be some new surprises on this Fall's layout! Also, Bud has recently been informed that the train display will again be a regular feature of the Home and Patio Show.



This layout has also brought some train hobbyists out of the woodwork and attracted some new members to the TCA! But it is no small feat to setup and tear down a display layout of this size so Bud and his group are always looking for new volunteers. If you can help, then you can bring your own trains to run! And volunteers do not need to be TCA members! For more information, please contact Bud by email at trainguy13@aol.com.

Among the Southern Division members participating in this event have been Bud Hayden, Jim Troutman, Chuck Bryner, Bill Scaife and Tory Williams. How frugal is this group? When Bud formed the group in response to a request from a charity event in 1988, the SD TCA gave a grant of \$100.00 to buy supplies. The money was spent to buy wire, and lots of it. That's the only time they have had to purchase wire as they have used the same wire for over 20 years!



These layouts are a great example of what can be done when members work together to promote the hobby to the public. With such an excellent organization, it's time for a Southern Division Train Meet in Jacksonville! Bud believes that the SD TCA could potentially sign up 25 to 30 new members.

Featured on these pages are several photographs taken by myself and others which try to show the size and variety of toy train equipment. The layout was located near a children's area so needless to say it was a big hit at this family event! The train display was designed for the young folks. Our late SD TCA member Garland Stafford designed the tables and made sure they were 30 inches in height so all could enjoy. Parents and grandparents with their young children were lined up around the perimeter of the layout especially on the

Saturday and Sunday of the show. The members brought many kids-themed trains such as Thomas-the-Tank, the Polar Express, a Lifesaver Candy Train and a Halloween train. Plus there were the Lionel Circus, a McDonald's Restaurant, a Haunted House (very appropriate for October), plenty of Plasticville and an airport with a 8-foot long runway. The layout is always a great drawing card for the show and provided much entertainment, not only for the young kids, but also for the older male "kids" who were entertained by Bud's group while their wives toured the show finding out about all of the latest gadgets for the home. Bud says that this is not a chauvinistic statement because they have never had the opposite situation where a husband brought his wife to the display and left his wife to be entertained by the trains while he toured the show!

Although keeping with TCA policy to promote our hobby, Bud admits that much of what his group does is for their personal enjoyment and also the great satisfaction received when the young folks get very excited when the trains run. One father gave special thanks to the group for taking the time to display toy trains for the children, especially for his young autistic son who stayed several hours watching his greatest passion, according to his father, toy trains in operation!

A Century of Toy Trains in my Family

By Grandpa Nelson G. Williams



"Grandpa"
Nelson
Williams

Within my own family I am Grandpa Nelson III. There were not just three generations between us, but six generations of toy trains among us in the 20th century. Our first one was a cast iron locomotive that Dr. Hezekiah Wallace Nelson gave to my father 100 years ago. That was soon after Joshua Lionel Cohen built his first 2-7/8" gauge freight cars and trolleys.

I never saw my father's locomotive, but it was probably an Ives because it smoked his Grandpa Nelson's cigar in its smokestack. The cigar was kept puffing by a bellows with connecting rods to the big drive wheels. It was a holiday gift, perhaps when Dr. Nelson lived with Grace's family several years before his death in 1913.

I still have the next toy train in our family. It was a Lionel 2-1/4" standard gauge freight set purchased in 1937 at the J.L. Hudson store in Detroit. My father was all thumbs, but he set up a circle of track around the Christmas tree, wired the transformer and rheostat correctly, and showed us how to run it ourselves. He may never have touched it again but he loved to hear its whistle over the telephone when he was on the road as a travelling salesman. He also bought us some extra 500 series freight cars and a used

Lionel passenger set.

After World War II Dad asked us who would like to have those Lionel trains, and my brothers all agreed to give them to me. I added an Ives standard gauge passenger set and a couple of the large 200 Lionel work cars. I built my first layout about that time, and its basic track plan has since been expanded to the layout in my Florida retirement home now.

During my 35 years in the Southern Division/TCA my train collection has grown in two directions. I discovered modern era standard gauge tinplate trains when I bought a box of large Roberts Lines freight cars at a Southern Division meet. When I also found a smaller caboos built by Russ Roberts, his successor Bob Thon built me a set of small freight cars to go with it. Bob threw in a surplus short gondola from ten he made for his fellow national officers of the Toy Train Operating Society. The late Chet Holley sold me my first Glenn Toy Trains and some McCoy's. In the years since then, Bob Thon, Margaret McCoy, and the late Glenn Gerhart became my personal friends.

At other TCA meets I found pre-war standard gauge trains built by Ives, American Flyer, and Dorfan within my modest income. I bought trains instead of newer automobiles, furniture, or clothes. I repair or just wear out my old ones. Nor did I spend much money on my higher education at Florida's state universities as I got fellowships to pursue my graduate and law degrees.

What about other toy trains in my family? My brother Paul and our brother-in-law Walter are into American Flyer S and O Gauges. Those require less space and money than my standard gauge trains. Other brother George, a printer in San Francisco, likes cable cars. He made a dozen lead models of those by more than a hundred sawcuts apiece and gave on to each of us.

Paul's family live within the "Iron Triangle" of the tracks of three major railroads at Fostoria, Ohio. I visited their joint control tower where some of the old "Armstrong" switch levers are still in evidence, although the operator now works the turnouts at a computer. Paul's wife, Virginia, rescued a basket of old Lionel cars and an Ives locomotive en route to the city dump, and traded them to me for my promise to give a train to her first grandson. So now my nephew David has a duplicate set of my oldest Lionel freight train, built before I was born in 1926. When Paul took his early UAW retirement after 32 years with the Ford Motor Company he became a seed salesman and found a lot of Flyer bargains during his travels at that company's expense.

Continued next page

My late companion, Alice B. Clawson, left me her large collection of miniature trains. Among others, they include a French "Tres Grand Vitesse" high-speed passenger trains, a boxed set of the first train in Germany (1835), and a Russian depot with two wind-up passenger trains. She and I travelled together by rail across North America through Canada, the United States, and Mexico. A short Glenn freight is engraved on our headstone in the local cemetery.

All three of my daughters have attended SD/TCA meets with me. Elizabeth played with my trains as a child, and has a SD/TCA 40th anniversary car. So does my daughter Roberta's son Ricky H. Nelson Rector, who recently moved up from the Kid's Club to adult TCA membership in the Eastern Division. Daughter Margaret's son, Alex Chaky, has some O-Gauge trains I gave him years ago.

Have you lost count? From the first Grandpa H.W. Nelson to my father (the second one) is three generations, and from me to my grandsons is three more — a total of six in our family. In fact I am already a great-grandfather, since my granddaughter Robyn has three young children who do not have trains yet. The same century is covered by standard gauge trains in my collection, from the 1906 Lionel gondola to the 2008 TCA convention "Brookside Refrigerator" car from MTH Electric Trains.

Toy trains are more than just my personal lifetime hobby. They have become another of several historic traditions within the Williams family.

TCA Southern Division to Auction 2008 Kids Club Cars By Michael Powell, treasurer, TCA Southern Division

TCA Southern Division Board of Directors authorized the purchase of TCA 2008 Kids Club Cars to be auctioned at future Southern Division Meets. Proceeds from the purchase of the cars by the Southern Division go towards the TCA Kids Club, and Proceeds from the auction will go towards the operating expenses of the Southern Division. I think we all agree that both are worthwhile causes to support.



These cars are scale size operating boxcars manufactured by K-Line by Lionel, catalog number 6-21612. They are lettered for the Oil Creek and Titusville RR, and are activated by the 6-21438 Controller, or any other RCS/UCS Uncoupler section. The boxcars are Brown with a Silver roof, Gold Handrails and come with 4 Crates for unloading.



For those who are not familiar with the Oil Creek and Titusville RR, it is a Tourist RR operating in Northwest Pennsylvania for 13.5 miles between Titusville and Oil Creek "through the valley that changed the world" as they say. The line travels through Oil Creek State Park the site of the world's first oil field. The Drake Well which is the Birthplace of the Oil Industry is located in the State Park. Drilled in 1859, the Drake Well is celebrating its 150th anniversary this year. For more information about the OC&T RR and the surrounding region, please visit their website at www.octr.org

All photos of the car were taken by the author on his temporary Fourth of July Layout.

Switch List

Wanted: Lionel Trains 1900-1980s, all gauges, Weaver and Williams brass also. Gary Pedatella, Cell 814-207-4175, leave msg, 1-800-550-8697

Repairs: Done on American Flyer Trains by A.C. Gilbert Reasonable prices, honest assessment of Parts & Labor. Alco & Geep Rebrushings: Single - \$ 20.00; double - \$ 35.00
Call or Write: Chris Lucibello 2483 Pinellas Pt. Dr. So., St. Pete, FL 33712 (727) 867-3465
candklucibello@verizon.net

For Sale:

O22 Switch Controllers (need rewiring); O27 Track, Straight or Curved; #31, 32,48, 49, 33,34, 37,38 Super O Track; Gargraves 2-rail track; #120 and #130 90° and 60° Super O Crossover; LW, TW, 1032, 1033 Transformers; #167 Whistle Controllers; #432 Bulbs; #19 Bulbs; All Reasonably Priced. Call **Paul Dean 352-223-4510**

Trains for Sale, Great Deals!

MTH Proto 1 B&O Doodlebug Boxed, \$75, C9
16689 Lionel Toxic Waste Car, C8, boxed, \$25
362 Barrel Loader \$60, C6, w/track activator
3562 Barrel Car (Gray) \$50, w/barrels, bin, C6 missing blue man, boxed, but P4
\$100 for both loader and car
3456 N&W Operating Hopper, C7, Boxed, \$45
6822 Searchlight Car, C6, \$25
6437 Caboose, C7, Boxed,\$35
364 Log Loader, \$70, C6
American Flyer postwar sawmill, C7, \$100
6464-450 Great Northern boxcar, C6, \$60 boxed
6464-525 M&STL Boxcar, C6, boxed, \$60
6464-275 State of Maine boxcar, C6, \$85
3620 Searchlight Car, C7, \$35
3424 Flat Car w/2 Reproduction Autos, \$40
415 Fueling Station, C8, Boxed, P8 Boxed w/all inserts, instructions, etc. \$160
3359 Twin Bin Dump Car, C5, \$30
Jeff Mayer 321-297-0501, jcjmayer@aol.com

LIONEL TRAINS FOR SALE

1. 9569 PAUL REVERE PRR.COMBINE -EX - \$130.00
2. DISNEY SET.E-P 5 ENGINE AND CABOOSE & ALL 13 CARS. MINT & ORIGINAL BOXES \$850.
3. 6464-1971 MICKEY MOUSE CONVENTION CAR-MINT-HAS A BOX BUT NOT ORIGINAL.\$300.00
4. CONGRESSIONAL SET GG1 W/ 4 ALUMINUM CARS. EX. \$1300.00 AND WILL INCLUDE A FREE 9569 M.P.C. PENN. COMBINE CAR #9569
5. 6464 SERIES COMPLETE 28 IN ALL GD TO EX Call for details and price
6. CONRAIL PASSENGER SET.REPAINTED 5 0-27 MPC CARS & POSTWAR AA ALCOS \$250.00
7. 2400 GREEN SERIES PULLCARS.EX. \$350.00

Lou Vece, PO Box 211062, S. DAYTONA, FL 32121 E-MAIL santafe2353@yahoo.com PHONE 386-316-5464 . FEEL FREE TO MAKE AN OFFER.

O gauge train layout for sale, 13x10x5 ft. Some operating and non-operating accessories. No trains included (separate sale). Pick-up only. Asking \$2950. Can email photos: sgasiorek@tcropa.com. Also send SASE for Postwar train list. Scott Gasiorek 772-285-2388

When you are ready to sell your Old Toy or Train Collections please call me. Cash buyer. Dick Wilsen, 941-374-2288 Thank you

FOR SALE: LIONEL POSTWAR, PREWAR, LTI, MTH, Have MTH RAILRAX TRACK , curves, straights. ARNIE TRAVITSKY, 873 CYNTHIANNA CIRCLE, ALTAMONTE, SPRINGS, FL. 32701 arni99@aol.com 407-260-8599 LSASE FOR LIST.

WANTED: LIONEL and American Flyer prewar and postwar trains. Individuals pieces or entire collections. Contact Al Galli; email me at algalli@embarqmail.com or call my cell phone 908-619-1814.

The Switch List is a free service to Southern Division Members. Send your ads (space permitting) for trains for sale/wanted/trade to Jeffrey Mayer, email jcjmayer@aol.com or call me at 407-366-8995.