

THE SIDE TRACK

NEWS

FALL from the Toy Train Operating Society
Sacramento Valley Division 2011

Jerry Azzaro, editor

President's Message

by John DeHaan

Can it be Fall already? I am ready for summer any time, with all my plans for what I was going to get done! You have to agree it was a great summer. There was a wonderful Scottish Rite meet to kick it off, an awesome TCA National meet that we supported heavily, a great "non-train" day at the Ag and Truck Museums, and some fine regular meetings to fill in the gaps.

Division News: We successfully launched our new layout at the Scottish Rite meet on May 28th in its smaller configuration to fit in the lobby of the Temple. Then the full size layout was installed at the Convention Center for the TCA National. We did have some problems with the S-gauge track - two brand-new track sections had shorts and there were a couple of wiring errors that were not apparent until those modules were included at TCA. But thanks to the extra hours that **Jack Hornor, Tim Taormina, Kevin Anderson, Jeff Silvera and I** put in, we had a fully functional layout up and running by the opening bell. My thanks to all of them (Jeff even brought replacement track)! We got many compliments on the layout--I still had people complimenting it at the TCA meet last weekend. My sincerest appreciation to EVERYONE who made that possible. We still have some bugs to work out with the carts and the trackage but no one could believe the size and quality of the layout we produced in such a short time. When Lionel actually makes the proposed FasTrack in the other gauges, we will be replacing the tubular track in S and Standard gauges. For now, we will fight the good fight. So many people enjoy seeing the S - and Standard gauge stuff running - some out of nostalgia (there were a LOT of S-gaugers in the '50's!) and some out of awe (never having seen toy trains that big) that we get many enquiries about the hobby and our club. That is the major reason we show off at these events!

National News: We had the National Board Meeting on August 11th (via teleconference from Charleston SC). The big news is that thanks to the diligence of **Randy Giroux**, National expects to finish in the black this year! The new office is saving money. There have been tremendous sales of Club cars past and present. There have been additional personal donations from numerous members. Sadly, the Charleston National meet

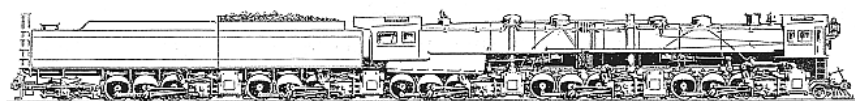
drew less than 100 registrants, but thanks to careful planning on the part of Randy and **Jay Seeley**, it is likely to break even. The public trading hall was a big draw (over 1000 people) and the vendors were very pleased. The National Convention in San Antonio ended up in the black as well. There are great expectations for the National Meets in Santa Clara (2012 - hosted by Golden State Div.) and Reno (2013 - hosted by Silver State and Cen Cal Divisions). TTOS will be contacting LCCA (who are planning their 2013 National in Reno) to see if shared dates can be worked out. Start planning now to help with AND attend both Nationals. They will both be in easy driving distance.

The Southwestern Division has been suspended for refusal to follow the by-laws of TTOS in requiring all members (especially their Board members) to be dues-paying members of National. This does not affect the membership of the individual members. The Cal-Stewart Meet will go on as usual in November sponsored by Southwestern Division. They cannot use the logo or claim affiliation. This is a personal grudge match on the part of a couple of men old enough and intelligent enough to behave better. SW is having their elections soon and maybe their members will have had enough and change the order of things.

Up north, the Bay Counties Division has been officially made inactive, due to lack of members and active participation. Their remaining funds will not be used by National but will be held in trust for the day when enough people petition for reinstatement. This is what has occurred in Texas and Illinois. TTOS members are welcome to join any Division they want, but for now, members in Marin, Solano, and Contra Costa Counties will be welcomed into the SVD and members in San Francisco, San Mateo, and Alameda Counties will be welcomed into Golden State Division.

Speaking of elections - **Brian Fields** has announced he will not be standing for re-election this fall. He has strongly suggested nominees be found from outside California for all eligible Executive Board positions and has asked several Division presidents to act as a nominating committee. The nominees will be selected by 1 Nov and the voting will be done by mail during December. Those elected will be announced in

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President's Message

(continued from page 1)

January but the President will act as a President-elect until a formal installation at the National meet in August. This will give that person time and access to learn the job and make the transition more productive. If you know of members who would be willing to take on National duties, forward their names to TTOS National.

Member news: We were happy to welcome **Frank Jablonski** back to our meetings after his serious health issues last winter. However, I am saddened to report the loss of **Donna Shalgren** to a sudden illness in early August. **Donna and Paul** have been long-time members and regular attendees (and often donated our coffee goodies). Our deepest sympathies go out to **Paul, Christian**, and the rest of the family.

Other events: The Roots of Motive Power is hosting its annual steam-up Festival on September 10-11 in Willits. They have promised to have the giant steam shovel and engine crane running along with a dozen or more stationary logging engines and their Baldwin 2-6-O Tank and Heisler locos, train rides, and more. Admission to the show is FREE. The Saturday event includes a barbecue/fundraiser and raffle (starting at 4:30PM) and an early-day stationary engine

(gasoline) and Tractor Association meet all day in the park across the street. Location: 400 E. Commercial St (½ mile east of Route 101). See their website: www.rootsofmotivepower.com, or call 707-513-3986 for more information.

Don't forget OUR big show at Scottish Rite on October 1st!

So, keep safe and have fun with your trains! See you on September 3rd!

Membership News

By Tim Taormina, membership chair

With the addition of three new members, **Kevin Anderson, Brett Taylor** and **Heidi Bergdahl and family** since our last Side Track edition, we currently have 113 registered members for 2011.

2011 River City Toy Train Meet

by Jeff Silvera, Meet Chair

It's back again! Yes, its time to start thinking about what you would like to do to help out with our annual **River City Toy Train Meet**, October 1, 2011 from 10AM to 3PM at the Scottish Rite Center. We could use help with the layout, security, the front table, and clean up. I hope that this year's meet is only bigger and better than the last!

We need to get the word out to the public. If anyone has any great ideas, please do what you can to help. **Tom Gibson** will handle the table sales. There was a problem with the May TCA meet - some masking tape damaged the hardwood floor's finish. So please let's not have that happen. It cost the \$200.00 cleaning deposit. Scottish Rite Center is trying to price us out with new added fees.

TTOS Vision Statement:

The future of the Toy Train Operating Society is predicated on one simple fact. We must attract new membership. The TTOS National Club will focus on developing, in conjunction with the divisions, viable recruitment and retention plans and provide support both at the divisional level and the national level towards these goals. Potential new members are typically attracted to our hobby by experiencing our toy trains in full operation and witnessing the camaraderie that comes from sharing our passion and hobby with others, not unlike the original direction our founding members envisioned. This will be our primary focus.

Membership First – both new and old is our goal. Happy members are proud members and typically these members want to share their experience with just about anyone who will listen. Everyone likes being a part of a successful organization. TTOS National will plan and design all efforts with this in mind.

Home Layout Tours

by Jack Hornor, SVD Vice President and Layout Tour Coordinator

Kit and Rose Craighead

For those of us who endured the long trip in the rain to Meadow Vista following the June 4th meeting, we were rewarded with great mostly postwar layouts. Kit and Rose Craighead have finally completed their home rebuilding after the tree fell through it some time ago. The train room is also almost completed. There are two mirrored O gauge loops around the ceiling and a double dog bone with sidings, passing sidings and a reversing loop on the main layout table. The track is postwar O gauge with Lionel remote switches. It is powered by three transformers - two rebuilt Lionel ZW's and one American Flyer 30B (300 watt). All operation is conventional using the transformer handles because this enables Kit to operate the trains by listening to the train response sound as he moves the handles. There are numerous lighted, operating and non-operating accessories, including bridges and tunnels. There is even an operating circus in the center of the far loop. The room is 10 by 12 feet and has about 200 feet of track. The walls are filled with shelves displaying more trains of their collection, even some Standard Gauge, however there are no tracks to operate that. Kit and Rose served hot dogs, chips and drinks in the garage to keep us out of the rain. A big "thank you" to them for a nice Saturday afternoon.



Kit and Rose Craighead with their layout



The Craigheads' bank of transformers

Paul and Susane Wells

To make the trip even better, **Paul and Susane Wells** who live two doors away also gave a layout tour, so we got two for one. Paul's layout is 14 by 16 feet and in the living room like another club member that we know. The layout is 3 loops of Gargraves track with sidings and powered with three Lionel transformers - two ZW's and one TW. Even though Paul has TMCC available he prefers to operate manually using the handles like Kit. There is a mix of post war and modern engines, rolling stock and accessories. He has designed and built his own motor drive to move his magnetic gantry crane up and down the 5 rail loading and unloading track. Many of the signals and accessories operate making this an exciting layout to watch. A big thanks to Paul and Susan who served cookies and drinks too. Some of us even got a look at Susan's prewar American Flyer layout in the garage. Everyone had a pleasant afternoon even in the rain. Thanks again to our great hosts.



Paul keeps things buzzing on his room-filling layout



Railroaders **Lee Deter, Dave Thomsen** and **Paul Wells**



Paul's traveling crane actually travels, thanks to a length of motorized threaded rod

FUTURE MEETS

Following the September 3rd meeting we're invited back to see **Dean Busick's** layout. Dean has cleverly built a large layout with a Lionel factory display layout at the heart of it.

John Leins says he will be ready to host us in November.

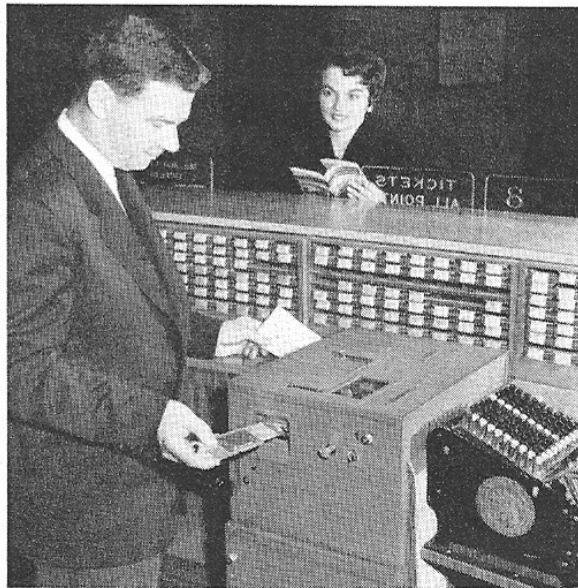
Treasurer's Report

by Bryan Stanton, SVD Treasurer

Well, our club layout is complete and the total to date is just short of \$16,000 spent on it so far. I hear we might be getting new S Gauge track for it in the near future.

I placed a half page ad in the TTOS Bulletin for the sale of our TTOS SP baggage car club car which cost us \$75 to do. I was good timing because of all the conventions that come around in June and July. We wound up selling 46 of the club cars which brought the club \$1,610. I used the original ad and with the help of **Jerry Azzaro** editing the ad to fit the new text we got that great look to it in the final product. I think we both did a fine job on it and in helped our club sell some more of our club cars.

I have paid for the Scottish Rite Hall for our club meet coming up in October 1st. It is \$1,500 for the hall rental this time. They gave us a new price sheet for the coming new year and the hall rental is going up to for what we use of the building will be \$2,400. WOW! \$2,100 for the hall, \$150 for the layout area and \$150 for the use of the kitchen area. Time to start looking for a new venue for our Fall Big Meet.



Machines Speed Rail Tickets

Rooms full of machinery now produce your railroad ticket faster and easier. At the Pennsy's Philadelphia station, a clerk slides a metal plate into the machine above and out comes a printed ticket. Pullman space is handled by facsimile machines connecting a central desk to the ticket sellers. Clerks even have automatic timetables.

Meeting Notes

by Phil Fravesi, SVD Secretary

June 4, 2011

The meeting was called to order.

Details for the July meeting/outing to Woodland was discussed. No business was discussed.

It was announced that the 2012 TTOS national convention would be in Santa Clara and the 2013 convention is scheduled for Reno.

There was a brief board meeting. The board voted to approve paying the \$5.00 entry to the Ag Museum for the members that attend.

July 2011

There was no meeting. The club visited the Ag Museum in Woodland.

August 6, 2011

The meeting was called to order.

Guest: **Bret Taylor**

There was a discussion regarding the new layout and thanks to all who helped with the construction.

Jack Ahearn announced that the CSRM would have free admission during Gold Rush Days along with the Military museum. This is a three day event. **Dave Ashman**, Modular Layout Chairperson, presented **Mike De La Pena** with a gift certificate for his wife, **Beverly De La Pena**, in appreciation for all the meals she prepared and the general hospitality for the club volunteers during the building process.

Jerry Azzaro introduced a suggestion to extend membership to a surviving spouse if they were a family member for free or \$5.00 annually. **Bryan Stanton** noted that this would be a change in the bylaws and must be voted on at another time. Jerry will present it to the membership in writing at another meeting.



SVD ADVENTURES IN WOODLAND

Story and photos by John DeHaan

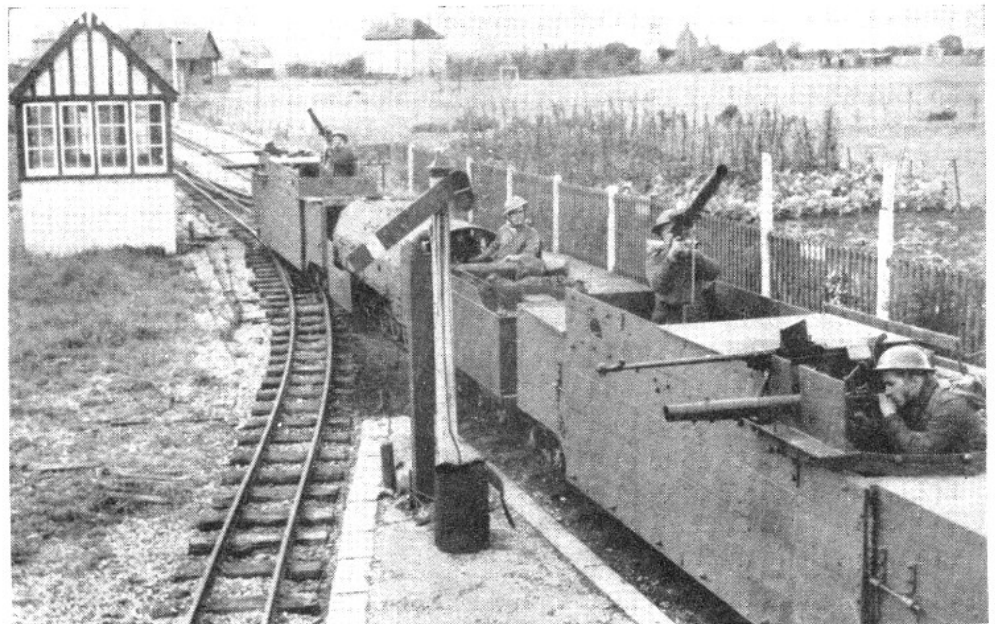
Some 33 members and family had a great time in Woodland on July 16th. The weather was perfect so our barbecue in the courtyard was great. It takes a lot of energy to see all the sights in the **Hays Antique Truck Museum** and the **Heidrick Antique Tractor Museum** there. To call it a tractor museum is really a misnomer, because it includes every mechanical farming contrivance imaginable. It is officially the "Fred C.



Heidrick Agricultural Museum." Exhibits date from horse-drawn (and people-powered) harvesters to combines to balers, to milking machines, almost all beautifully restored and well-labeled for a self-guided tour. There are tractors of every imaginable size, manufacturer, and vintage (steam, gasoline, diesel, and even kerosene-fueled). It is the core of Mr. Heidrick's lifetime collection and it is beautifully presented. The Hays Truck Museum similarly represents the core of Wayne "Pop" Hays's personal collection. He was a pioneer in the commercial trucking industry. There are trucks, transports, fire engines, commercial vehicles ranging from 1910 to the 1960's. The bulk of the collection is "original" condition, but many vehicles are nicely restored and presented. Well worth another afternoon to take it all in!

We were so exhausted we had to stop at the incredible **Reiff's Front Lawn Gas Station** in Woodland for cold drinks and

ice cream. Mark Reiff has been collecting garage, diner, and soda fountain memorabilia only since 1996, but what an incredible display he has made of it! There is a replica soda fountain/diner in one corner, a replica gas station in the front driveway, and rooms filled with "general store" antiques and memories galore! The garages and back yard are lined with gas pumps, signs, display racks of every vintage and brand. There is a "50's Oldsmobile "crashed" into the side of one garage and the tail section of a small plane sticking out of the same roof (but inside is one of his restored vintage vehicles). We really enjoyed the cool backyard and "entertainment center" with its own bar and barbecue areas. Keep in mind this is all at his house and he welcomes clubs and small groups (by appointment only) with his friendly personality and only a modest request for donations. It was a really memorable day!



WAR IN TOYLAND. German raiders who venture to make a landing on the Kentish coast of England will get a warm reception from this miniature armored train. Behind a puffing pint-size locomotive it patrols the narrow-gauge line of the Romney, Hythe

and Dymchurch railroad, which in peacetime carried bank-holiday pleasure-seekers to coast resorts for a bit of sea air. Crouching in the tiny armored cars, British Tommies man machine guns, eager to pot any Jerry wot shows 'is bloomin' fyce.

Jack finds great stuff on the Web and shares it with us

BOXCAR JACK'S WEB PICKS

by Jack Ahearn

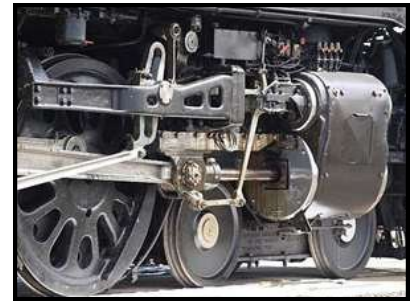
This portion of the Side Track will again showcase realistic looking whistle blowing, bell ringing trains with bellowing plumes of smoke. However, this train and the track gauge it runs on is a bit larger than the A.F. line previously featured. And, this train looks hundreds of tons more realistic...and for a very good reason! The Side Track proudly presents:

A very, very big train set . . . Right in our own backyard!

In the following two films, you'll see one of the mightiest of the mighty...Union Pacific's #844 Northern 4-8-4! Unlike Southern Pacific's #4449 Daylight passenger train, with its comparatively prettier, streamline color scheme artfully sprayed across its sleek, smooth lines, U.P.'s Northern is a blackened monster - a fierce, fiery, hell-on-earth, smoke belching, massive mountain of steel and iron clad macho monster. Yeah...**dat** kinda monster!

As you'll see...when this behemoth roars down the rugged rails...with ear piercing short staccato bursts of its deceivingly melodic whistle...the 63,000 plus pounds of traction power releases a volcanic explosion of thousands of impish balls of scorching crimson embers, from the deepest pits of hell, spewing them majestically upwards to the loftiest hills of the highest heavens!

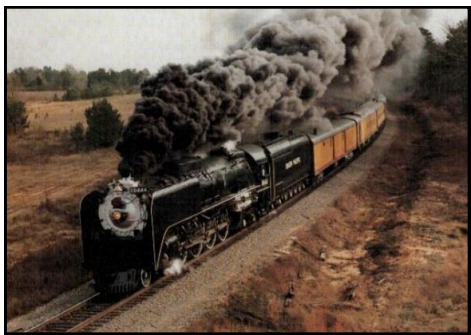
But yet, like a trained giant, this monster obeys its master. Whether rumbling through the streets of Jack London square...stretching its magnificent length across Altamont Pass or rolling over highway #580 across the W.P. bridge ...Through Tracy and Lathrop and across the Stockton Diamonds... this mighty warrior, coated in battle paint matching the darkness of the deepest black hole of the remotest galaxy...performs with an excellence that could only be found in the land of the majestic mountains, lakes and rivers of which it conquered!



Now take a full screen, full sound trip from the Yards of Oakland to the Streets of Stockton... 'All 'Boarrrrrd'!

<http://www.youtube.com/watch?v=Ju6rvbu7Cps>

Union Pacific's Race for the Roses - From Donner to Roseville in just nine and a half minutes!



Unlike the mythical and seductive sounds of lyres heard by the seamen of long ago... the deeply haunting and wailing of Union Pacific's locomotive #844 was heard and magically lured hundreds of rail fans to the altar of their secular worship...the twin rails of the Union Pacific tracks over the Sierra's!

Watch and breathlessly listen as the '844' trumpets and blasts its way thru Coldstream Canyon's 143 year old Tunnel #42. Racing dramatically through those stately pines, the lightning speed of the long train is matched only by the ease in which it takes the almost unbelievable sharp radius coming out of the 'Signal' That choreographed daring is equaled by the orchestration of the twin harmonic wails of its whistles and the screams and screeching of wheels as they miraculously navigate the 'S' curved rails. Next to be left behind is the Norden Snow Shed as the speeding steel wheels of the yellow and red consist slither over the ice and snow covered terrain. After briefly

slowing, it continues piecing its way to and past Alta Crossing. At this speed, the rumbling and terrifying roar of the train gives one the image of earth quaking roadbed, blazing rails stressed to expansion, splintering ties and splitting spikes!

A long and graceful curve brings the massive goliath rolling into Cape Horn Crossing. Again, the Sierra mountains echo the sound of whistle and bell which is mimicked by the snapping of a thousand photographs. And yes, along with its many photo fans, the crossing does mercifully have a crossing gate.

A whistle stop at Colfax and a slow and graceful roll starts us on the way to Bowman and Newcastle. Once again; the ballast flies, the rails shudder and the ties are forced further into the tortured ground and it's off to our last stop...Roseville! And my...after a race for the Roses...what a proud and graceful entrance it does make!

<http://www.youtube.com/watch?v=NgAshZ-1rvY&feature=related>

Hope you enjoyed both fan trips and as you can see by the side panels...there are plenty more to take. Enjoy them all!

Living Legend No. 844

The Last of the Steam Locomotives

Steam Locomotive No. 844 is the last steam locomotive built for Union Pacific Railroad. It was delivered in 1944. A high-speed passenger engine, it pulled such widely known trains as the Overland Limited, Los Angeles Limited, Portland Rose and Challenger.



Many people know the engine as the No. 8444, since an extra '4' was added to its number in 1962 to distinguish it from a diesel numbered in the 800 series. The steam engine regained its rightful number in June 1989, after the diesel was retired. When diesels took over all of the passenger train duties, No. 844 was placed in freight service in Nebraska between 1957 and 1959. It was saved from being scrapped in 1960 and held for special service. The engine has run hundreds of thousands of miles as Union Pacific's ambassador of goodwill. It has made appearances at Expo '74 in Spokane, the 1981 opening of the California State Railroad Museum in Sacramento, the 1984 World's Fair in New Orleans and the 50th Anniversary Celebration of Los Angeles Union Station in 1989.

Hailed as Union Pacific's "Living Legend," the engine is widely known among railroad enthusiasts for its excursion runs, especially over Union Pacific's fabled crossing of Sherman Hill between Cheyenne and Laramie, Wyoming.

Note: The above has been excerpted from the Union Pacific R.R. Home page. For addition information and vital statistics; http://www.up.com/aboutup/special_trains/steam/locomotives/844.shtml Other interesting and fascinating data, for example - 1946 per mile operational costs, including all crew wages: one dollar and nineteen cents (\$1.19) - can be found at

<http://www.steamlocomotive.com/northern/?page=up>

Find the link to these and to previous web picks at the TTOS web page: <http://www.ttos-sv.org/BoxcarJack.htm>

Remembering my friend Carl Locher

Submitted by Phil Fravesi

I had known Carl for many years casually from train meets and shows, as many of us did. He always had a friendly "howdy chief, what's up?" for everyone.

It wasn't until I started to work for Carl and Kathy on home repairs and remodel projects that I got to know Carl much more. He grew apples that he would sell and had a large garden that produced vegetables and fruit that would be the envy of any gardener. It wasn't until I learned he had a degree in agriculture that I understood his success at gardening. Many evenings I would leave with the fruits of his labor for dinner. He was a hard worker and had a daily schedule which he kept. He would labor around their large piece of property in the morning and worked on toy trains all afternoon in his train room. You could find him sitting in his barber chair usually listening to sports radio. Carl would talk about his grandkids, their sports endeavors and the games he attended.



When he decided to take down his large layout, I scratched my head in disbelief but followed his thoughts and worked to convert the room into a media room to his liking. He ended up watching TV surrounded by all his favorite trains and old toys. Not a bad thing.

During one of the many projects I was working on, he asked me if I wanted to go look at some trains. A silly question with an obvious answer. That was my first partnership with Carl and trains. Carl was realistic about prices and was always fair with a buyer. If there was a problem, he always made it right. That was just the way he lived.

From time to time, Carl would call and ask if I had some postwar item he had just acquired. If I didn't, he would give me first shot at it to add to my collection. What a pal.

Carl confided in me regarding his condition. We had several personal chats about life and the possibilities. He maintained an attitude that I found to be positive but realistic. I would walk away from these chats with the feeling that he was a lot braver than most.

Here's to Carl.

Down the track

Upcoming events of interest to SVD members (SVD events are in **BOLD**)

September 3: SVD Meet* - Holiday Inn, Elk Grove**

September 10-11: [Roots of Motive Power Festival](#), Willits CA

October 1: SVD River City Meet - Scottish Rite Center

October 1-2: [Great Train Expo](#), Richmond CA

November 5: SVD Meet* - Holiday Inn, Elk Grove**

December 3: SVD Meet* - Holiday Inn, Elk Grove

*Meetings begin at 9:30 AM **Followed by a home layout tour



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