

THE SIDE TRACK

NEWS

from the Toy Train Operating Society
Sacramento Valley Division

Summer

2018

The early bird gets the worm, but the second mouse gets the cheese.

Jerry Azzaro, editor

President's Message

by Curt Darling, SVD President



Wow, where does the time go? Summer is here, and I'm not looking forward to the heat.

Sac-Sierra TCA had their annual

Scottish Rite meet, and was it a good one! Bryan Stanton had to book a second room to put all the additional vendors in it. He sold 170 tables. Wow, great job!

Just a quick personal note: I had my surgery, and good news - no cancer!

The layout event at CSRM on Father's Day weekend has been canceled. The club took a vote at the June 2nd meeting and we have decided not to participate in this year's event because the museum wanted us to pay for our own parking. We had a discussion and thought it didn't make a lot of sense for volunteers to pay for parking. the Museum makes money from us and wants to make us pay to park.

The club would like us to regroup with our layout committee to see if we can spark more interest with our layout. We

are having trouble getting enough members to help us with the setup and teardown. Our layout is an important part of our 501(c)(3) duty to help educate the public. The layout committee will meet following our July 7th general membership meeting. Any members who would like to participate in this discussion are invited to join in.

The SVD officers are coming up for nomination In October. we will need to nominate for President, Vice President, Secretary, and Treasurer. I want to thank **Ed Strisar, Jack Ahearn** and **Dean Busick** for the outstanding work they done in the last four years.

Barbara Rohrs has agreed to stay on as your membership chair person.

News from National: They are producing a new trifold membership application brochure. These will be sent to the Divisions for use in membership applications.

(Sorry for not having much more to report. It's been slow the last couple of months.)

One more note: we our selling our club cars at \$25.00 each, or five cars for \$100. Also, we still have license plate frames if you're interested. Contact **John DeHann**.

Let's have some fun!!!

Curt



Club Layout News

By Seth Parry,
Layout Committee Chairman



Please make sure that your seat-backs and tray tables are in the upright and locked position, because it's time, once again, for another riveting episode of As the Layout Turns!

On this episode, we find our usual cast of superheroes doing what they said couldn't be done. We got the layout up and running, accessories installed and trains running with 10 minutes to spare. The amount of interest in the layout by the crowds was a little bit less than last year, but was still a decent turnout. After finding out that the amount of members that wanted to run trains was 4, I got a little bit disheartened. But, then something happened that brightened up my whole day. A

young kid walked up to me and asked if I remembered him. I admit that I had to think about it for a moment, but it finally came to me. His name was Jack. He had stopped by the layout last May, and I had let him take my tablet and run my DDA40AX. After seeing the joy on his face, I had stopped the engine, and let him hold it for pictures with his mom. It was an experience that he had not forgotten about. We spent the next little while talking about school and trains. Before he left, I stopped the DDA40AX, and we took another picture with him holding it. He handed the engine back to me and gave me a hug. I instantly remembered why I was there. Sometimes the little things that we do for children, can have a huge positive impact on their lives.

With that being said, I would like to invite everyone in the club to participate with the layout. You never know, your actions could help make a young person's year a little bit brighter.

A big THANK YOU needs to go out to the TTOS superhero layout crew who show up every time to save the day! **John, Elias, Jammin' Jeffrey, James, Don, Elaine and Christopher.** None of this would be possible without your help.

Small layouts at the June meeting

Photos by Jack Ahearn

Members who bring their portable layouts to the meetings remind us of what our club is about.

At right: **Bill Bender** evokes a western theme with his old-style locomotives and 19th century structures



Below: **Dave Thomsen** ran his beautifully restored 1926 Lionel passenger set. The autos are of the correct period.



April/June Show and Tell

Coordinated by Ric Wilson

Photos and text by Jack Ahearn

For April, the theme was “Tanks a Lot”



Jeff Silvera found this #625 Flyer Shell tank car (1946-50) under the freeway at a Sunday Antique Faire. The car is commonly found in silver, occasionally in black, and once-in-a-lifetime in orange. The seller asked \$10 for the car. Jeff pointed out that one grab iron base was broken and offered \$8, which was accepted.



George Arrant shows his rare and excellent condition 1928 Flyer O-gauge blue tank car with brass end caps and plates. This was a separate sale car, not sold in sets.



John DeHaan's Lionel AEC Reactor Fluid Tank Car contains a liquid that glows in Cerenkov blue color. Note the warning label on the end flap of the box. John keeps the car in its protective plastic wrap to preserve the value.



Bill Bender shows us his Lionel water car modified as SPMW #5489. Bill states that the car is based on a similar one in the Roseville, CA yards during S.P.'s latter days. This O-27 car was produced between 1960 and 1980.



For June, the theme was “Tunnels: The Dark Side of our Layouts”

Ric Wilson's very colorful molded plastic tunnel almost glows in the dark! Mfg. unknown. This O gauge one way tunnel gives ample warning to approaching trains.



by Roger Arcara

25 years of Marx

Collectors are only now beginning to discover the Marx line of electric trains. Individual pieces are sufficiently low priced that they offer an excellent means of starting any collection of trains.



▲ Eight different versions of the Marx Commodore Vanderbilt make clear the many minor variations which send collectors into ecstasy. Shown here are variations in color, lithography, name plates, method of powering, drivers, handrails, and even the number of domes.

► Marx articulated trains in both steam and diesel types. Unlike the enameled cars, which can be restored, lithographed items must be left in their original condition and as a consequence the newer their general appearance is, the more desired they are by collectors.

▼ Typical Marx cars, all four wheeled, including some early Joy Line passenger car. While admittedly not the acme of scale perfection, they are notable examples of American electric train manufacture.



THE Great Depression of the early 1930 period was a tough one for many of the early toy train companies and saw a number of great names go into oblivion, either as a direct or indirect result: Ives, Bing, Boucher, and Dorfman. Those companies that did survive were in great measure able to do so because they introduced or revitalized lines of low priced merchandise which they sold in large volume.

As a result, Lionel brought out its low priced Ives "Yankee" line, and later the Winner and Lionel-Ives lines, all of which later developed into the O-27 series. American Flyer in Chicago produced its Hummer and Champion lines of cheap wind-up and electric trains. Hafner continued to produce the wind-ups it had made since 1914, while the Katz Company sold a complete with transformer three-car commuter train at \$3.95. In such circumstances, it wouldn't seem likely that a newcomer could survive but the Louis Marx Company, newly organized, was to prove itself equal to the challenges of competition.

Marx in 1932 had taken over the Joy Line of clockwork and electric steam-type locomotives and four wheeled cars from the Girard Model Works, of Girard, Pennsylvania, which had made the trains since 1928. These trains were retained in the line until about 1936, by which time Marx had introduced a number of its own items. The Marx line made its mark on the industry and now after 25 years, more and more collectors are beginning to realize their worth, despite the great volumes of such trains which were made. Probably one reason for their growing value is the very low cost of the trains, which led to early discard by their young users. The fact is that early Marx trains are not as plentiful as their production would seem to indicate.

The most famous Marx locomotives were the "Commodore Vanderbilt" stream-lined steam types. Several versions of wind-up and electric Vanderbilts were made between about 1935 and 1952, and all of them were four-wheeled, measuring eight and one-half inches. All were painted black with but one exception: a wind-up model painted red with a black front. This was made before the Second World War, and is scarce today. It was sold in sets with a matching red tender, and had no emblems, no hand-rails, and



only one steam dome. Other early Vanderbilt wind-ups had two domes, hand-rails, and a New York Central emblem on the front. Some wind-ups were made with reversing motors; those that were not featured a sparking device under the smoke stack. The first electric models had manual reversing switches, supplanted on later models by the automatic sequence reverse mechanisms still used today. In addition to the New York Central emblem on the front, electric models carried "Commodore Vanderbilt" name plates on the sides, the ones used up until about 1940 having silver letters on a black background, and the later ones having black letters on a brass or copper background. All Vanderbilt electrics had two nickel-plated, streamlined steam domes and a similar smoke stack, and those made with the black-and-silver emblems and name plates had a nickel-plated, circular rim around the headlight. Later models with the copper plates featured a black visor over the exposed headlight bulb. The electric engine alone retailed for one dollar in the years prior to World War II, and the four-wheeled, streamlined tender went for only a dime or so, as did each of the cars.

Another well known Marx engine was the Canadian Pacific streamlined "Jubilee," introduced around 1937. Many versions, in both 0-4-0 and 2-4-2 wheel arrangements, were produced (the prototypes have a 4-4-4 wheel arrangement), and all were electric. Some had silver colored sides and nickel plated pilots, while others had these parts painted black. Boilers on the Canadian Pacifics were usually either gray or black, although at least one 2-4-2 model was made with a copper-plated boiler, featuring black air tanks, two round steam domes, a round smoke stack, and a dummy bell. The plainer versions, however, were more realistic, having a streamlined stack, one streamlined steam dome, and no tanks on the running boards. All Ca-

nadian Pacifics had lithographed striping on their sides, the colors of which varied with the different models, and all measured eight and one-half inches, excluding the coupler. One model of this engine is still being offered at this writing, after almost twenty years of production with very few changes!

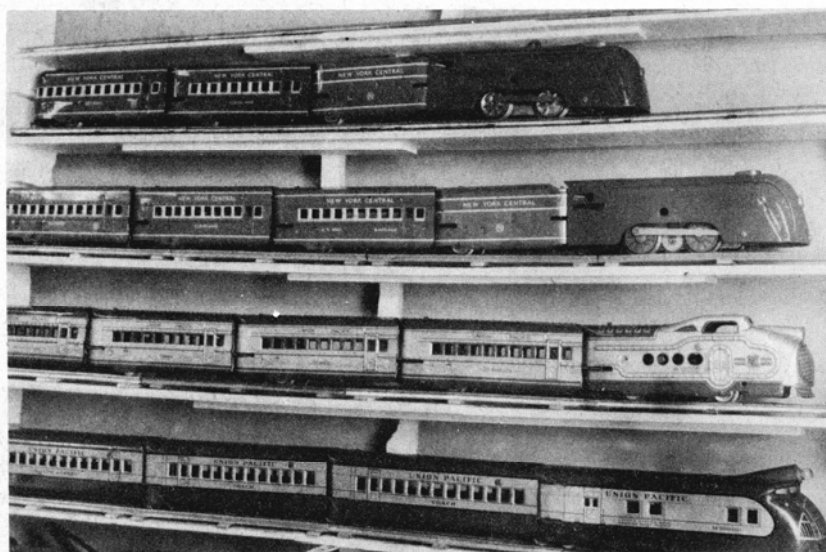
While lithographed steam type locomotives have for years been popular in Europe, only a few such engines have been made in the United States. One of these was the Marx electric number 897, a plain, unstreamlined, 0-4-0 type. It was made before the war, and measured nine inches long, being finished in black with gray and white details, of which even the hand rails and pipes, were lithographed onto the body, the smokestack and dummy bell being the only attached parts. In the early years of World War II, an olive-green version of this engine, in both wind-up and electric models, was made, for use with special Army supply trains of four-wheeled cars.

The 1930's will be remembered as the period during which many large railways first experimented with various forms of streamlined, sometimes articulated trains. The Burlington was first, in 1934, with its famous "Pioneer Zephyr," and others followed in rapid succession; the Union Pacific "M 10,000," the G. M. & N. "Rebel," the Boston and Maine "Flying Yankee," the steam-powered Milwaukee Road "Hiawatha," and others. Even the Brooklyn-Manhattan Transit Company, of New York City, got into the act, with its articulated subway trains. Lionel, Hafner, American Flyer, General Trains (of Chicago, Illinois), and Western Coil & Electrical (of Racine, Wisconsin) brought out various models of such streamliners, and Marx kept right up with them by offering a model of the Union Pacific "M 10,000." It was articulated, as was the prototype, and the front of the motor unit, which measured ten and one-half inches long, contained a regular Marx electric

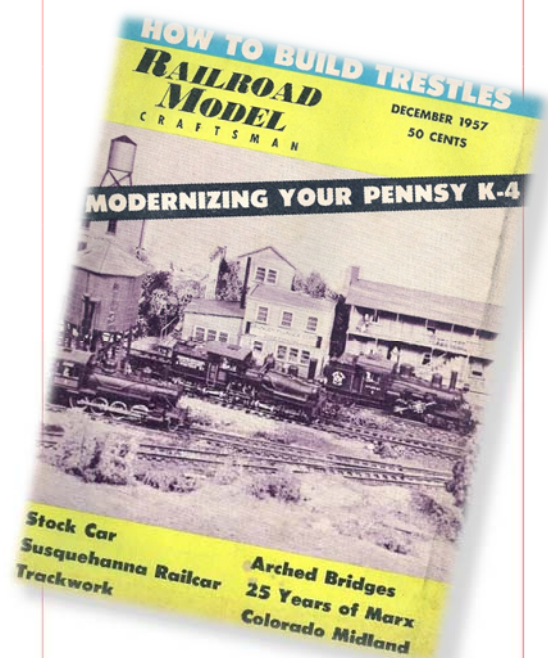
These three pages, copied from a 1957 **Railroad Model Craftsman** magazine, are reproduced here for your enjoyment.

Collecting vintage toy trains was well under way at the time. In this article, the author is suggesting that these inexpensive, tin-litho toys that were probably the first train toy for most RMC readers might be worth collecting too.

A detailed history of Marx Trains is provided.

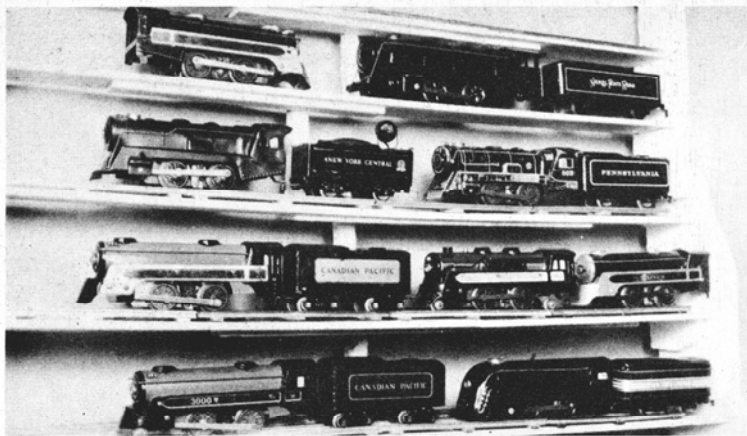


RAILROAD MODEL CRAFTSMAN



Continued next page





motor, such as that used in the steam types. The rear was supported by a four-wheeled truck, as was the rear of each of the eight-and-one-half-inch cars, and the front of each car fitted into a receptacle on the rear of the preceding one, thus making the coupling.

Another Union Pacific streamliner was the "M 10,005," or "City of San Francisco," and Marx brought out wind-up and electric models of that train. Their motor cars were eight inches long, and the body was carried on a standard electric or clock-work motor unit. The engine and the two-wheeled, seven-inch cars used the same coupling system as the larger "M 10,000" model. Unlike the "M 10,000," however, the "M 10,005" was produced again after the war, but the new electric version had a small, two-wheel-drive, non-reversible motor. Both streamliners were lithographed, and were made available in three color combinations: green and white, red and silver, and yellow and brown, the latter being the true prototype colors.

Marx seemed then, as it does now, to be especially fascinated by the New York Central Railroad: almost all Marx tenders carry that name, and, almost certainly, more Marx equipment bears the oval "New York Central Lines" herald, or some such device, than that of any other railway. Thus it would seem that the success of the "Commodore Vanderbilt" caused Marx to tool up, around 1937 or '38, for a model of another New York Central streamlined steam engine: the "Mercury." Both electric and wind-up four-wheeled versions used the key hole and the slot for the brake lever on the clock-work models also being present on the electrically powered ones. Incidentally, although the actual "Commodore Vanderbilt" was a 4-6-4 Hudson type, and the actual "Mercury" was a shorter 4-6-2 Pacific type, Marx's "Mercury" appeared longer than its "Vanderbilt," due to the former's better proportions. The "Mercury" was assigned to a passenger train, whose cars were identical to those used in the model "M 10,005" except that they were lithographed in gray with white trim for the New York Central Railroad. A special two-wheeled tender was made for the train, and the loco-

motives were fitted with a type of coupler which matched the coupling mechanisms on the cars, thus inaccurately making the train articulated. Later, these trains were also finished in red with white trim, the locomotives being enameled in all cases, while the tender and cars were lithographed. Shortly after, some "Mercury" engines were fitted with regular Marx tab-and-slot couplers and sold in red, blue, and black finishes, for use with the regular four-wheeled tenders and cars. All "Mercury" electric and some wind-up locomotives bore a copper "New York Central" emblem on the front, and a copper name plate with "The Mercury" in black letters under each cab window. Most variations were continued in production after the war. One post-war wind-up version was fitted with a whistle, which would blow every few seconds until the driving spring had unwound.

By 1940, Marx trains had become well known, by sight, at least, if not by name. Thousands of future model railroads had been started on parlor floors and under Christmas trees throughout the country with the "Commodore Vanderbilts," the 897's, the streamliners, and the other locomotives and the six-inch, four-wheeled, lithographed freight and passenger cars. Now Marx was ready to become one of the present "Big Three" of the American tinplate train field. While some of the standard six-inch car bodies had been mounted on two-trucked, eight-wheeled chassis, and even fitted with automatic couplers for use behind the 2-4-2 Canadian Pacific engines, they left much to be desired as to realism. Accordingly, the Marx "Scale" series of eight-wheeled freight cars was introduced, and a new, electric 2-4-2 steam type locomotive, the die cast number 999, was brought out for it. These new series cars were, and still are, built to the scale of $\frac{3}{16}$ of an inch to the foot.

The stamped metal "Scale" series consisted of a box car, a tank car, a gondola, and a caboose, all very nicely lithographed in dull railroad finishes, with small details neatly reproduced. Each body type was made in a variety of real railroad color schemes and heralds. An eight-wheel tender, painted a

flat black to match the locomotive, was produced, completing the set. The wheels and trucks of this new series were finished in bright nickel plate. After the war, the "Scale" series was continued and expanded, to include gray streamlined passenger cars and a new, die-cast, 4-6-2 locomotive, the number 333. This engine had the first six-wheel-drive Marx motor, and it drew a cast-aluminum, eight-wheeled tender. It is still in production, part of a constantly varying line of equipment.

Perhaps the least known of all Marx trains were, and this will come as a surprise even to many experienced collectors, the Marx standard gauge equipment produced in the 1930's. Now, before the reader reaches for the smelling salts, it must be explained that these were simply motorless pull-trains, whose flanged wheels were spaced exactly two and one-eighth inches apart. The four-wheel steam type engine was stamped from a single piece of steel, with a steel cab floor fitted to give rigidity and to hold the coupler. It featured a bell which rang once with each revolution of the rear axle. The cars, also four-wheeled, were constructed of the same material, and consisted of a tender, a gondola car, and a passenger coach. Each had one of the old "Joy Line" couplers, with the round opening and the nibbed tab, which could be fitted into a slot on the end of the next car. It is worthwhile to note that, however crude they may have been, these were among the very few four-wheeled cars ever made for standard gauge.

Looking back on some twenty-five years of Marx trains, one can see why, with the passage of time, they will definitely become more and more desirable as collectors' items. While almost every model rail is familiar with the six-inch, four-wheeled Marx freight cars, it is not as well known that there are several variations of almost every type, and this will certainly add to their appeal. Consider, for example, that although the undercarriages of most of these cars were painted a plain black, some of the early ones had details such as journal boxes and rivets lithographed in white or silver. In another instance, several standard freight car bodies were mounted on red undercarriages, which also had white lithographed details, and some standard bodies were fitted onto eight-wheeled frames. Some of these even had automatic couplers. Another example was the wind-up set which consisted of a "Commodore Vanderbilt" locomotive, a tender, and three or four freight cars, all of whose undercarriages were finished in bright nickel plate. Variations as to numbers, colors, details, and coupler mountings also exist. Now, while it is, of course, doubtful that any of these will ever become as valuable as corresponding pieces of Ives or Dorian equipment, it is certain that more and more enthusiasts will recognize Marx train items as being collectable, and will pay more attention to them in the future. ■

River City Toy Train Meet - Vital to the Division By John DeHaan

Our BIG Show is now firmly set for Saturday, 29 September 2018. Scottish Rite hall is reserved, the food service gang is booked, the magazine ads have been placed, and the flyers are being distributed. Now, it's up to US, all the members of SVD-TTOS, to make it a success. We cannot do that without volunteers of all ages and interests. We will need ticket sales, security, set-up and clean-up folks, lay-out set-up and tear-down crews, advertising contacts (all media!), and more. It need not be for more than an hour or two, so even if you are planning on being a vendor, you can still help before, after, or even during the show. This is the

ONE source of major funding for our Division for the entire year. If we do not do well, our Division is going to be in financial difficulty. With the failure of the CSRM support, this is the ONLY way to fulfill our Club's obligation to reach the public in the Sacramento area and encourage the toy train hobby, in all its forms. As Show Chair, I will do everything I can to make this meet a success again, but it will take much more than one person can provide – it takes a CLUB. Please contact John **DeHaan** at (707) 642-8023 or jddehaan@inreach.com with your ideas, but most importantly with your energy and time.

The Importance of Layout(s) - Commentary by John DeHaan

At every show, it is the operating layouts that gather the most face contacts with the public. Whether they are the clever, small table-top ones bursting with fun, color and action, or the big layouts with lots of trains, sound, and smoke, they gather the attention of attendees (and sometimes participants, and sometimes with offers of donations of Dad's trains rescued from an attic!). Some want their trains restored to operational status so they can enjoy them again with their kids or grandkids. That's what you are supposed to be about – encouraging more people to get into toy trains and understand some of the history behind them (and their 1:1 originals). Several of our "regulars" have already offered to bring their small layouts to our River City Meet (thanks, **Dave Thomsen**, **Bob Remley**, and **Ed Strisar**). We will have plenty of room in the lobby for more, so if you can bring a small layout or diorama, call **John DeHaan** and reserve a space.

Seth Parry and the layout crew are planning to bring the CLUB's big layout because it is always so much an attention-getter. We saw it happen at the TCA meet in May and at CalExpo in January, with kids of all ages gathered around in wonder and admiration. We try to ensure that all three gauges are operating all day with different trains (passenger and freight and "fantasy" trains included). Our layout is nearly unique in having trains in 3 gauges, standard, O- and S, and we are very popular for that reason. We get lots of enquiries about what gauge is THAT? Is that what I had as a kid? When was THAT made?

Our crew, however, has been shrinking in size as we are growing older. We only had a crew of

five show up to set up at the TCA meet. It is a great layout but it is heavy to transport and set up. We

were invited to the TTOS National meet at the Queen Mary - with funding for transport costs - but we had to decline when we couldn't guarantee enough people to run trains for two days there. We only had three members show up at Scottish Rite in May to run trains all day – **Bill Bender** and **Don and Christopher Gueffroy**. That meant that three of us were pretty well tied to the layout all day (luckily the food crew

regularly swung through the lobby to take orders and deliver food and drink!). Don and Christopher stayed after to help take down the layout, easing the late-day burden a bit. My thanks to everyone.

The continued success of our layout as a promotional and educational tool depends on having operators inside the layout to run trains and "ambassadors" outside the layout interacting with the crowd. **Curt**

and Beverly did this at some of our CalExpo and CSRM shows and described the trains and their history to observers. This interaction was really appreciated by all, but operating trains with a skeleton crew means that interaction and conversations with visitors are very limited, to everyone's loss. If you like talking to people about toy trains and the 1:1 scale ones, here's your job! We will

be taking names of volunteers at all our monthly meetings until September – for operators (in ALL gauges), ambassadors, and set-up and tear down crew. Please plan on taking some time out from your vending or shopping at the River City Meet to join us in the lobby. We can even loan you a train in any gauge should you not have one to run! See you there!

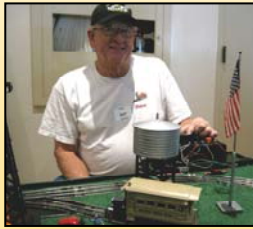
John DeHaan (707) 642-8023.



SVD Layouts at the recent TCA Sac-Sierra Scottish Rite Train Show

Photos and text by Jack Ahearn

Dave Thomsen



Dave heads his Rusty Spike railbus #3 out of a siding.



Railbus awaits passengers on Dave's 4x5 Rusty Spike R.R.



Dave's custom made railbus daringly crosses an unguarded highway.

Ed Strisar



Ed answers questions from several interested big kids.



Ed controls two trolleys as they pass his favorite Greyhound terminal.



Three generations of Greyhound buses awaiting their departure times.

SVD Club Layout



Two kids are more interested in operating the animated accessory than watching the trains roll by.



The control tower crew are kept busy as a very long U.P. passenger train and John D's vintage standard gauge train set speed by. The U.P. is pushing a rotary snow plow.



Three long trains speed by on our club layout.



A couple of young engineers watch trains high-balling on by.

Aberdeen / Rockfish. What's in a name?

You'll really be surprised!

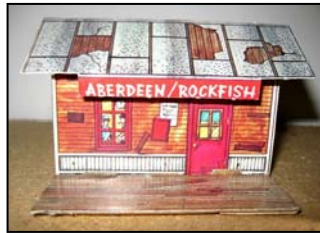
A colorful story that begins with a southern shanty town and grows into a railroading legend

Story and photos by Boxcar Jack Ahearn

A year ago, while searching for items to place on my new layout theme of everything that nobody else has, I found an interesting piece that recalled my rustic HO scale modeling years. It was a mid-1970s A.H.M. cardboard punch out, slot and tab set of buildings depicting, in their words, a Hillbilly town. It's complete with a high power corn spiked still (non-operating). A bargain for two bucks even if it was printed in HO scale.



I let this packet of a dilapidated barn and colorful shanties collect dust for a year before realizing that an empty spot on the back of the layout would make an ideal area to illustrate the effect of forced perspective. I constructed a diorama depicting a scene of 1930's depressed poverty, took some photographs and was ready to submit them to Side Track Editor, Jerry Azzaro.



But wait! When reviewing the photos, it was the rail station that would change the entire story line from a typical how-to-build-them feature to a would-you-believe-it-revelation. In particular, I questioned the town's name, "Aberdeen /Rockfish". What kind of hillbillies would name their town that? I looked wide-eyed at the screen. Amazing what one can find within a computer search!

The Aberdeen & Rockfish Railroad dates back to 1892. John Blue, a Civil War veteran and local businessman, started laying track for a short-line railroad in the south-central region of North Carolina. His rail line successfully tapped into the lucrative timber located there and his rail-

road grew. The A. & R. had 47 miles of track running from Aberdeen to Fayetteville, North Carolina, with the town of Rockfish in between.

One could only speculate why A.H.M. chose to produce a historically significant representation of a real railroad that is still operating. A local N.C. newspaper referred to it in 2017. From a human interest point of view: It has remained privately owned and operated by the Blue family for over 125 years, and things look to remain that way throughout the foreseeable future. (<https://www.american-rails.com/aberddeen.html>)

I'll invoke the old adage about truth being stranger than fiction. Along with the modeling aspect of building the diorama, I've really enjoyed learning and telling of its full range of nostalgic and colorful Americana.



The back woods hamlet of Aberdeen/Rockfish. Looks like all the trees have been cut and loaded after a hard day's work. Where are all the young men folk? On their way home for some coal stove cooked taters and possum steak.



The Sky Tram is headed up to the mountain top castle. Look for both in a future Side Track.



Home Sweet Home located at the base of a high mountain range. The green roofed one is a rooming house for the unmarried



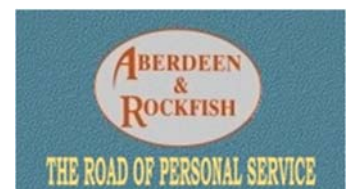
The hamlet is set in a small gulch just south of my layouts interchange point. The scale HO size seems to blend in okay with the foreground buildings.



Aberdeen/Rockfish station is on the right and forward of the barn.



ABERDEEN & ROCKFISH R.R. CO.
101 E. Main Street, P.O. Box 917, Aberdeen, NC 28315
Phone: (910) 944-2341 Fax: (910) 944-9738
Email: info@aberddeen-rockfish.com



Down the track

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

July 7th: SVD meeting at Holiday Inn Express, Elk Grove*

August 4th: SVD meeting at Holiday Inn Express, Elk Grove*

July 31 - August 4: TTOS National Convention, Tyson's Corner VA

September 1st: SVD meeting at Holiday Inn Express, Elk Grove*

October 13th: Flyer Fest West, SES Hall, Elk Grove

***Meetings begin at 9:30 AM**

BRING YOUR SVD and TTOS NATIONAL MEMBERSHIP CARDS

Contact us:

Club business: Curt Darling - (916) 822-4425 curtspempire@yahoo.com

Membership questions: Barbara Rohrs - (916) 730-1415 tjbrr@hotmail.com

TTOS-SVD Mission Statement:

Our mission is to bring together persons interested in the hobby of collecting and operating toy trains. The focus of activities shall be on promoting the best interests of the hobby through fellowship, a sense of good will, camaraderie within the membership, and exposing the general public to the hobby, encouraging greater interest in it and increasing membership.