



THE SIDE TRACK

NEWS

from the Toy Train Operating Society
Sacramento Valley Division

FALL

2021

Nothing is impossible for the man who doesn't have to do it himself. - A. H. Weiler

Jerry Azzaro, editor

President's Message

by Carl Madsen, SVD President

Hello everyone, and welcome to another Side Track newsletter. Looks like we are going to experience a new venue for our monthly meet. I hope this works out. It's a positive in a lot of ways - both cost and reliability, still reasonably located, and helps out a good organization, obviously.

It's sad that there are no more brick and mortar train stores to go to in Sacramento, and the Turlock store looks to be closed permanently now. I am thinking about the club getting a credit card. A card can help us take payments immediately for things like table sales and club cars. We should in this day and age have more forms of payments than just check or cash. Electronic means such as PayPal or Snap not bad either.

The national meeting I attended barely had enough attendees for a quorum! Not sure why. National has several club cars for sale at discounted prices already so don't ask for more, they are below cost. I was thinking about getting some cars on credit and having a membership drive at the fall show,

like 2 years pre-paid membership and get a car for 5-10 bucks, depending on their national status.

I hope going forward that every and any member that has anything to sell or trade will bring it to our meets. Also any member that has that pile sitting around they just can't throw out I'm thinking about putting lots together to bid on at our fall meet. Kinda like a silent auction!

Well, I'm waiting for the house plans from the architect to get my permit and start pouring! Please, everyone stay safe and come to a monthly meet, bring a guest - hopefully someone genuinely interested in toy trains and not trying to skirt the membership dues. Also please bring a mask. Like it or not, we may be required to wear them.

Stay safe and happy railroading -

Carl Madsen

Membership News

by Barbara Rohrs
SVD Membership Chair

We welcome new member **John Alcalá** of Delano CA. John's main interest is Lionel O Gauge.

A report from the 2021 TCA convention in Burbank, CA

By Phil Fravesi, TTOS National Secretary

Emma and I attended the convention in Burbank. We flew into Burbank airport the day before as we had a tour the first day. For those familiar with that airport, it still has that small town feel. The new car rental facility built about 8 years ago, distracts from that feeling.

Our first tour was the Getty Museum perched on a mountain top in Brentwood. There is vehicle parking at the bottom and a tram to take you to the top. There is a fee to park but admission to the museum is free. The view from there is spectacular. You can easily spend a full day there looking at paintings, sculptures and furniture. The history of some pieces is interesting. Many were looted by the Nazis and eventually recovered.

Day two was a visit to the Warner Brother Studios. There were no trains involved but fun time seeing old sets from our favorite shows.

Friday morning, our group walked to the

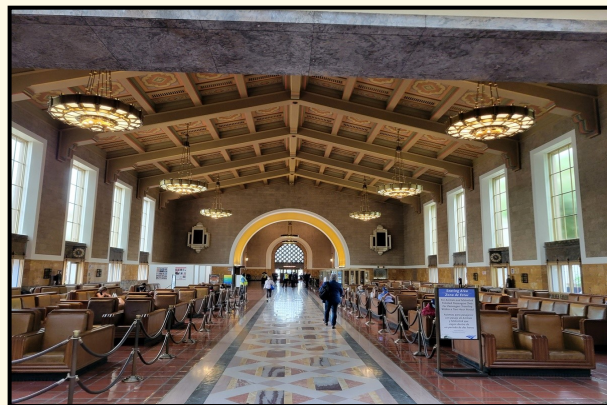
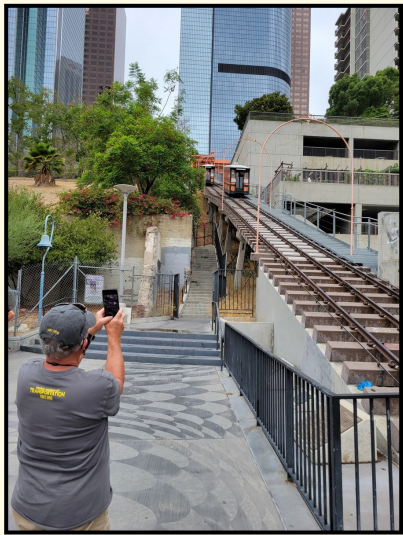
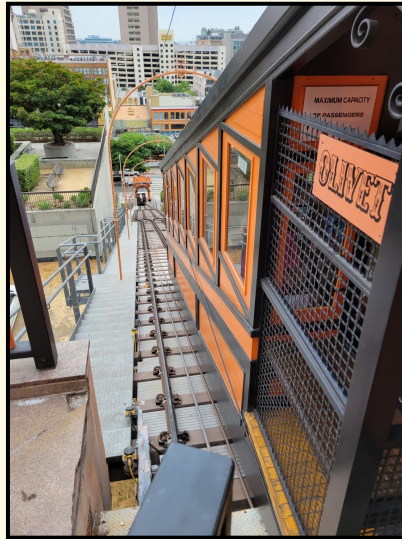
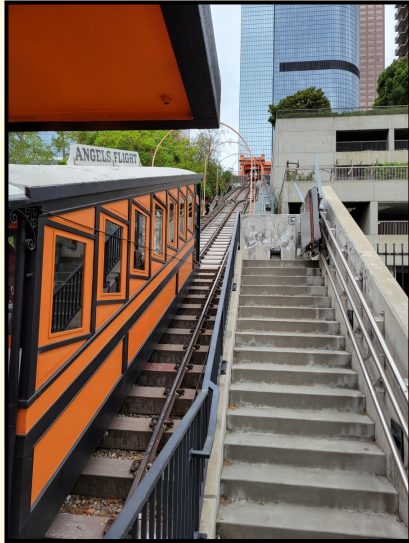
Amtrak station for a trip to Union Station in downtown Los Angeles. After touring the station, we walked and rode the free DASH bus around the area visiting different neighborhoods. We rode the Angels Flight funicular, the world's shortest railroad. The operation was interesting as the cars share a common track with three rails and a two-rail bypass in the center. See the photos.

Friday evening was home layout tours. We visited three homes with great prewar collections and layouts. The fourth home was the mansion housing and enormous S gauge layout in the third floor ballroom. I saw this layout during the 2000 TTOS convention and it has only gotten better along with more collectables. As with all home tours, it was a late return to the hotel.

I was able to spend an hour in the trading hall Friday after the LA tour and again Saturday morning. There were many layouts in the public area and the trading hall was full. Of course, no convention is complete without the welcoming party and the banquet. A good time was had by all.



Photos continue on next page



Editor's note: Even though Angels Flight is "the world's shortest railroad" (298 ft.), it suffered a fatal collision in 2001. In 2013 there was a derailment. Passengers had to be rescued by the fire department.

September Sacramento Meeting a Success

By John DeHaan, SVD Secretary

Thanks to **Jack Ahearn's** advance work, SVD enjoyed the pleasant amenities at the Clubhouse at Jack's mobile home park in North Sacramento on Saturday, September 11th. One of the best turnouts since 2020! Coffee, snacks, and even some toy train stuff to peruse (and a LOT of toy cars for some reason).

SVD president **Carl Madsen** was out supervising concrete work at his new home, so VP Ed Strisar took the reins. River City Toy Train Meet Chair **John DeHaan** announced that all 76 tables had been claimed for the meet on November 13th, with a waiting list established. He noted that volunteers are needed for the front entry admission table, security patrol, and (post-meet) clean-up detail. Please contact meet chair John DeHaan at 707-483-9053 for more information.

Meet vendors were reminded that there will be no access to the building prior to 8AM on the day of the meet and doors would open for customers at 10AM. The Elks Lodge offers easier access than Scottish Rite with no stairs or ramps from the rear parking lot. Coffee, tea, cold drinks, snacks and hot lunch items will be offered for sale by the Elks caterer at good prices. Three operating layouts will be in action, with room for one more!.

The contract for the Scottish Rite hall has been signed for OCTOBER 1st, 2022, but it will be amended to include the Inner Lobby (as per our former set-up).

Mike de la Pena opened a discussion from the floor on the future of the big club layout by suggesting that it had out-lived its useful life for our club. Discussion ensued as to its fate (at this time the location of the trailer and its contents are unknown, but presumably located at the site of Carl's new place near Galt). A motion was made and seconded after discussion that the club should break up the layout and sell marketable portions, with the funds collected to fund construction of modular sections or small layouts maintained by individual members. This motion was approved by a wide margin of the members present.

The Board asks members to offer suggestions as to the manner of sale and the creation of new portable (one-person) layouts that are more typical of hobby layouts of today.

The next SVD meeting will be at St. Mark's United Methodist Church in Sacramento on Saturday October 16. Directions will follow by email.

A very productive meeting - photos by Jack Ahearn and John DeHaan



Photos continue on next page



A RARE BEAST!



By John DeHaan

Hornby Trains was one of Great Britain's most popular toy train makers from 1920 until WW2, although post-war they concentrated on OO (Double O or "Dublo").

Their initial engine offerings were toylike clock-work (wind-up) designs but they quickly evolved to be more accurate depictions of the real 0-4-0 and 4-4-0 locos of the day. In 1925, Hornby took a bold step forward with an electrically driven loco. It was closely patterned after the London Metropolitan trains of the day with detailed lithography on the sides and bright brass trim replicating the real trains. The original locos had motors that ran on "mains voltage" from the household wiring. This meant they could run on 110 to 240VAC, depending on where you were in London or in larger cities! One can only imagine the accidental shocks to pet cats, dogs, and children when they made contact with energized track! Within a year or two, these locos were only available with 20VAC.

The Hornby coaches were also true to London Metropolitan designs, with side opening compartments. The lithography was a good replica of the varnished wood of the

exterior coachwork. These trains were Hornby's first attempts at more scale replicas for their toy trains. By 1928, several different electric-engine locos were offered.

Hornby made O-gauge trains (tinplate) until the war. Post-war, they focused more on scale OO trains. The last O-gauge trains were built in the 1960's, especially for the Australia and New Zealand markets where the clock-work trains were more popular.



Hornby Metropolitan loco: prototypical lithographed sides, brass trim. Motor re-wound for 20VAC



Second class coach with guard compartment



First Class Coach. Punched-out windows and clear inserts (but no lights)

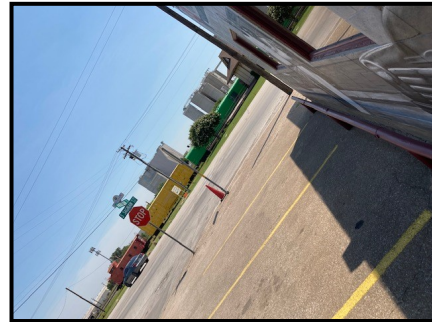
My loco came from Clyde Easterly as a non-runner. I sent it off to The Motor Doctor and he called a few days later to ask if I wanted the motor wound for 120VAC! I was at a loss to figure out how to control a train on a 120V connection and was glad when he said he could rewind it for the optional 20VAC service. Thank you! The loco operates on normal, 3-rail track with a central pick-up.

The coaches are nicely done in lithographed woodgrain with painted

roofs. I came across these in New South Wales, Australia when I was there for a lecture tour. There is one first-class passenger coach and a second-class coach with a guard's compartment. It's been fun over the years to compare these coaches with the real thing in the UK.

Last but not least ...

... some photos from our most distant member, Rick Kotowski in Texas—where it is often difficult to stand up straight.



Well, look what I found today along the tracks - and needless to say these three cars stayed at the depot & didn't come home to my collection !!

Rick Kotowski, lost? In Texas

Down the track

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

October 16: SVD meeting at St. Mark's Church, Sacramento*

November 13: River City Toy Train Meet at Elks Lodge, Carmichael

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

BRING YOUR SVD and TTOS NATIONAL MEMBERSHIP CARDS

Contact us:

Club business: Carl Madsen, president - (916) 204-8217 laststoptrain@aol.com

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