

THE SIDE TRACK

NEWS from the Toy Train Operating Society Sacramento Valley Division

FALL **2022**

"Two wrongs don't make a right, but three rights make a left." - Chevy Chase (as Ty Webb) in "Caddyshack"

Jerry Azzaro, editor

“CATCHUP” EDITION

... with apologies from your editor. The previous issue did not include the usual photo essays covering prior activities such as SVD monthly meetings. This issue is an attempt to make up for that. Contributors Barbara Rohrs, Jack Ahearn, Bryan Stanton, Phil Fravesi and David Burke provided the photos that fill the pages of this issue.



The next issue will feature photos from the October 1st River City show, Phil Fravesi's home layout tour, and the December potluck luncheon.

Down the track

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

November 11-12: TTOS/TTM Show, International Agri-Center, Tulare

December 17: Annual Potluck Luncheon, St. Mark's Church, Sacramento

January 21, 2023: SVD Meeting, St. Mark's Church, Sacramento*

January 28-29, 2023: Great Train Expo, Sacramento

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

BRING YOUR SVD and TTOS NATIONAL MEMBERSHIP CARDS

Contact us:

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

May 21st meeting

Photos and captions by Phil Fravesi



Show and Tell



Phil Fravesi: in memory of **John DeHaan**.
Lionel fire equipment and exploding boxcars.



Ed Strisar: history of electric
locos in New York City

June 18th meeting

Photos by Dave Burke



Show and Tell: Phil Fravesi's 1939 American Flyer #310 "Double-Header" set - two freight cars and a caboose pulled by two steam locomotives. Phil purchased it from **Chuck Brasher** at the recent TCA Scottish Rite meet. The curly-Q coupler and mount on the front of the dummy loco proves its authenticity. (Phil's arm grew back later).



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Railroading's Most Impressive Sight — Powerful Synchronized Double Header

DOUBLE HEADER FREIGHT TRAIN — 63" LONG

No. 310 DOUBLE HEADER FREIGHT

Here's a thrilling train that promises power and strength. The two locomotives (of the 2-4-2 and 2-4-4 type) with their tender measure 32". Synchronized action is achieved by placing the motor power in the head engine where a steady remote control electric motor moves four drive wheels and maintains constant speed double action piston rods. The head engine is a die cast and has a glowing electric head light. The rear engine also has a headlight which lights up in a similar fashion. The usually colored, brass-toned freight cars are 9 1/2" long and have automatic coupler which allow coupling anywhere on the track—but that's not all—an electrically controlled uncoupling device on one of the track sections permits electrical uncoupling. For train give as spectacular performance as this impressive double header.

Mountain Red Ball 2-4-2 DOUBLE HEADER

Complete train consists of:

No. 437 Locomotives and tender—32" long—	\$11.50
1 9 1/2" Freight cars (to follow): No. 408 Box @ \$3.00; No. 410 Tank @ \$3.00;	
No. 411 Caboose with cupola @ \$3.00—	9.00
14 Trucks (12 1/2" sections No. 600 Corrs, 1 No. 601 Straight and 1 No. 675	
Straight track with built in remote electrically controlled uncoupling device,	\$3.50
from 100' and)	\$35.50
Total cost of above units if bought separately	
No. 310 TRAIN SET	\$13.95

HEAD LOCOMOTIVE
DIE-CAST
★
REMOTE CONTROL
★
Automatic Coupling
Electrical Uncoupling
"0" GAUGE
75 or 100 Watt Transformer
Recommended

July 16th Show and Tell

Photos by Bryan Stanton

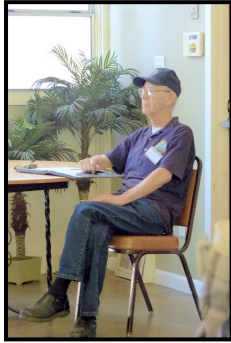


Club Layout Sendoff

On May 21st, following the regular monthly meeting, a crew of member volunteers loaded the club layout to be hauled away by its new owner.
Photos by Bryan Stanton and Phil Fravesi.



August 20th meeting - Photos by Dave Burke, Summary by Jack Ahearn



Boxcar Jack's take on the August meeting (and how it turned out to be one of our better ones)

David Burke snapped quite a few photos. However, there was only one layout and no programmed Show & Tell items. Bob Phillips, (S&T Chair) was absent. On the one layout brought by Bill Bender, there were several steam locomotives and a few Thomas engines.

Leroy Wallace gave a talk, using the aforementioned steam locos about the varying fuels and mechanisms used to fire up and maintain the desired steam pressure and traction force needed to start a train moving. His presentation went over quite well with the members. I suggested to Leroy that he might consider writing such articles for the Side Track.

Bill Bender, using the Thomas locomotives displayed on the same layout table, showed two very early produced Thomas engines that were essentially locomotive whistles. He also showed us a later Thomas the Tank engine that was made by Lionel that he creatively converted it, adapting the mechanisms and added wiring to convert it to a whistling loco.

Along with the above two presentations, **Keith Anderson**, while remaining seated, gave about a 3-5 minute talk on the many contributions including inventions, cultural music and movies that America "gave the world". He briefly mentioned our railroads but mostly it was a heartfelt "Hooray for America" presentation. I suggested to him, that if he could limit a story line to the American railroads, their safety and other customized freight car design and freight train movement procedures, it would be a great article for our newsletter, The Side Track.

-Jack Ahearn

September 17th meeting

Photos by Barbara Rohrs and David Burke



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