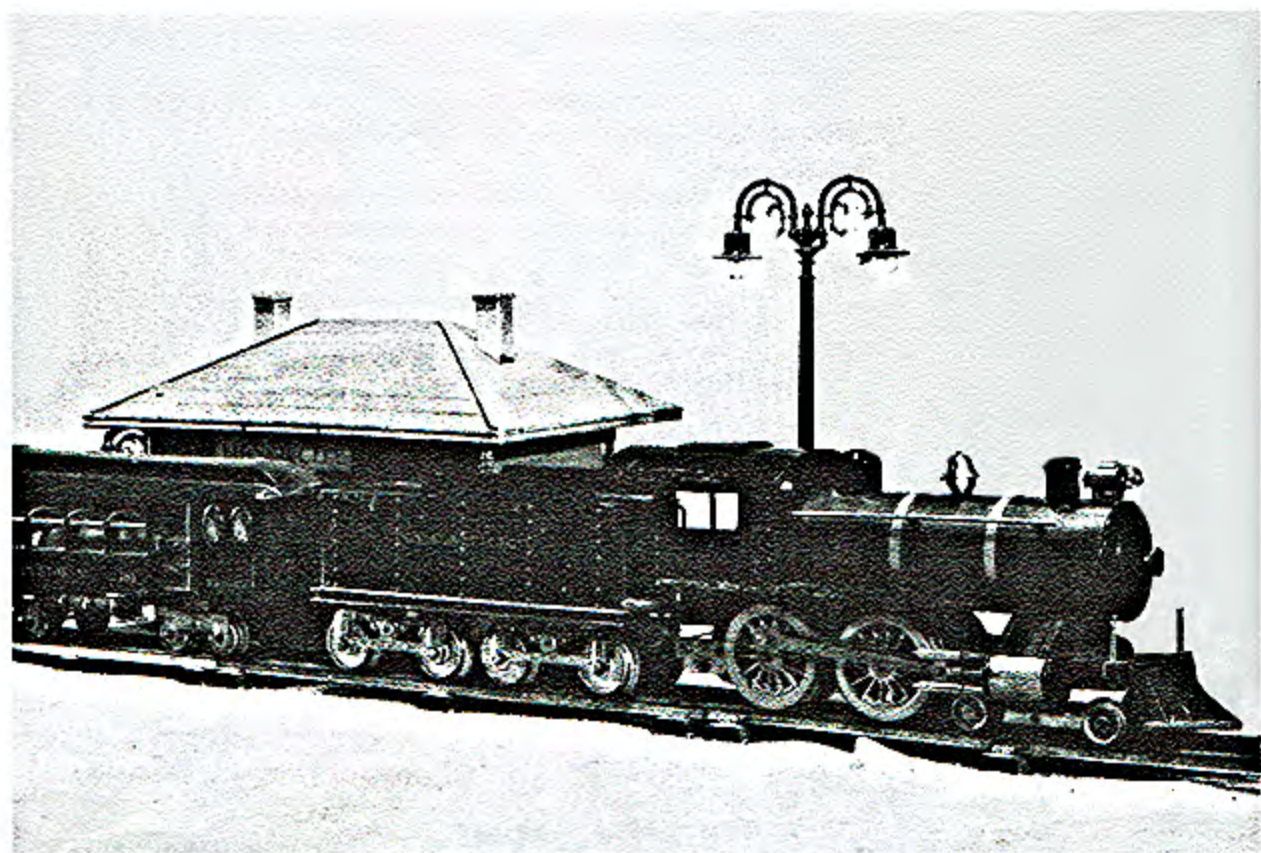


THE DELAWARE VALLEY EXPRESS



TRAIN COLLECTORS
ASSOCIATION

CHAPTER OFFICERS AND BOARD OF DIRECTORS

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Vice-President	- David Allen	Director	- John Boyle
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PRESIDENT'S COLUMN

There has been a lot of discussion and thought, both on national and local levels, regarding ways of establishing fairer representation for our members on the National Board of Directors. At the present time, Eastern Division with 1800 members has one representative, one vote - exactly the same as some smaller divisions which have as few as 40 members.

Your chapter board of directors feels that this is unfair and has pursued a way of correcting this obvious inequity especially since our chapter has more members than most divisions. We, therefore, voted in favor of petitioning the National Board of Directors to admit all T.C.A. Chapter Presidents as voting members of the National Board. We realize that this requires a constitutional amendment and that it is probably very controversial, particularly to those who favor the "status quo," but we feel that it is necessary since it will at least get discussion started and the ball rolling.

We followed all required procedures in submitting our request to the National Board of Directors and succeeded in having our request placed on the agenda for the National Directors' Meeting. Our request, along with several other constitutional questions, was tabled, however, with no discussion due to a possible general change in the constitution which will not be acted upon until next year.

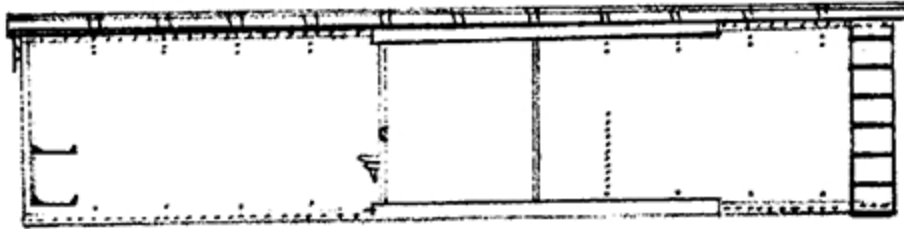
I attended the National Board of Directors' Meeting as a spectator only, and members are not allowed to address the Board unless requested to do so by the Board. I was impressed by the formality and properness with which the Directors consider and pass on the club's business affairs. I do feel that discussion should have been held and a feeling for the issue arrived at before tabling. Even if favorably acted upon next year, it will be at least two years before a chapter president would become part of the National Board of Directors.

I attended the members' business meeting on Saturday and at that time stated my personal objections to the manner in which this whole issue had been handled; I assume my objections are recorded in the meeting minutes which will be published and distributed to all members.

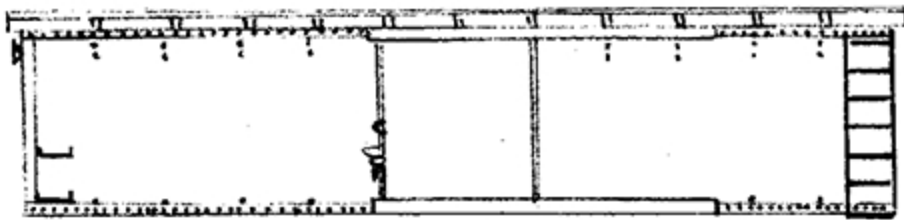
I was politely informed by one of the national officers that chapters are under the divisions and therefore not recognized by National. This is true, of course, but it is a very limited view of today's club member and is the exact reason why Eastern needs better representation on the National level.

M.P.C. 9200 Box Car Variations

CONTINUED FROM VOL I, NO I, PG. 5



TYPE V (SIDE)



TYPE VI (SIDE)



ENDS SHOWN ARE TYPE VI, PLATES
ON TYPE V ARE PLAIN

DWG. BY BOB FOX

THE LIONEL 646 SERIES BOXCARBy Charles Weber
Illustrated by Bob FoxPART VII

The 6464-325 B & O Sentinel boxcar requires no discussion as it is the only car in the 6464 series that has not shown any variations. This is either because only one run was made or because not many of the collectors have had several together at one time.

Like the above car, the 6464-350 KATY boxcar was only produced in 1956 but, as the list indicates, some variations are known. They used a couple colors of plastic for the doors and bodies as well as several shades of paint, and sometimes they didn't bother with the paint. The body mold color I have defined as maroon or wine colored is meant to indicate a very, dark red. It is the same body that is used on some of the 6464-375 cars as far as I can tell without ruining my mint car. Variation #136 may be the same as #138 as I haven't been able to put these two variations next to each other to compare them and the owners may be defining the same color in a different way. The designation for the body paints "tuscan red" and "tuscan brown" is simply used to designate two different shades of paint and not to imply that they are identical to other car shades. Mr. Alan Stewart has indicated that two of his cars are very similar to two of his 6464-50's but this information is useless to the beginner because of the ridiculous number of shades of paint that can be found on the -50's. As with many of the colors that we have, and will, encounter in the 6464 series cars, the only way to tell what you have is to compare your car with others. The description for the door mold color "dark cherry red" is quite apt and the color is much brighter red than the wine body mold. This is the same door that is painted red on one of the Type IV 6464-525 variations. Variation #137 is a one-of-a-kind car that belongs to a well-known Eastern dealer. He has brought it to several meets but I have lost my notes on the car and the spaces will have to remain blank until he brings it again sometime. Apparently a KATY car went through the "Girl's Set" production line and Lionel let the error go out of the plant. Variation #140 is another of our cars of "dubious authenticity" as it is just a regular car with an easily-changed black door.

End of Part VII (Chart on Page 5)

EDITOR'S NOTE

In order to stay within current Chapter budgetary restrictions, a decision was made to limit each Newsletter to twelve pages, including cover. Therefore, because of space limitations, Part II of Glenn Stinson's article on the 814 Boxcar will not appear here but will be in the next issue of the Newsletter. We'll also skip a regular Editor's Column this time.

COVER PHOTOGRAPH

Early Lionel #6 (1911) with 180-181-182 cars from the collection of Bob Robinson.

THE LIONEL 6464 SERIES BOXCAR

PART VII

6464-325 B & O Sentinel (Catalogued only in 1956)

NO.	BODY MOLD		DOOR MOLD		LETTERING			COMMENTS		
	Type	Color	Paint	Type	Color	Paint	Decals		Color	HP or RS
132	I1b	Gray	Aqua Blue & Silver	1956	Gray	Aqua Blue & Silver	Yellow Green & Blk	Navy Blue & Silver	HP	

6464-350 MKT (KATY) (Catalogued only in 1956)

133	I1b	Maroon (Wine)	Tuscan Red	1956	Dk. Cherry Red	No	No	White	HP	
134	"	"	Tuscan Brown	"	"	"	"	"	"	Doors & sides almost match
135	"	"	"	"	Maroon	No	No	"	"	
136	"	Tuscan Red	No	"	Dk. Cherry Red	No	No	"	"	
137	"	"	Girl's Set Pink	"	"	White (?)	"	Black	"	One of a kind
138	"	Maroon (Wine)	No	"	Dk. Cherry Red	No	No	White	"	
139	"	"	No	"	Maroon (Wine)	No	No	"	"	
140	"	(?) Maroon color Painted or not (?)	"	"	Black	No	No	"	"	

COLLECTORS' GUIDE TO AMERICAN FLYER S GAUGE By Dick Robinson PART III

American Flyer produced three different Diesel loco types. The first two, introduced in 1950, were the EMD GP7 and the Alco PA and PB units. The third one, introduced in 1956, was the Baldwin Yard Switcher. Also introduced in 1956 was the New Haven Rectifier.

We will consider the Alco Diesels first. As was the case with the article covering steam locos, we have omitted many minor variations in order to present a more concise picture of the Diesel's development. Because Flyer Diesels tended to change considerably from year to year, we have outlined them by yearly offering rather than by a straight number listing. Unfortunately, Flyer Diesels do not follow a coded number system as do steam locos.

1950: The first Alco produced was catalogued #362. This engine, decal'd Sante Fe, was comprised of a double-motored A unit #360 and a dummy B unit #361. The engines were finished in a chrome-type plating on the plastic bodies. This plating was prone to discolor and peel from the body. Late 1950 production was changed to a painted dull silver and red in the prototype Sante Fe passenger design.

1951: The #362 catalog number was changed to #365 when the B unit received its Nathan Air Chime Whistle. The A unit retained its #360 number, the B unit received #364.

1952: Production of #365 continued as in 1951. A new single-motored A unit, Silver Streak, catalogued #405, was introduced as a lower priced Diesel to the #365. This loco utilized a similar appearing but different process plating than was used on the original #362. The #405 is the only Flyer locomotive that did not carry an identifying number on its body.

1953: Diesel production was greatly expanded for 1953. A major change that was begun with the Silver Streak was evidenced in the lack of a prototype road name on any of the locos. A decision was made by the Flyer management that the locos were not being recognized as American Flyer products by the buying public. Henceforth the A.F. name would be prominent and the engines would carry names such as Comet, Flash and Rocket. Although painted in prototype colors and patterns, no Flyer Alco Diesel from 1953 through 1955 carried a road name. 1953 also marked the introduction of the knuckle coupler throughout Alco Diesel production. The chrome plating process introduced the previous year on the #405 was utilized exclusively on all types for this year.

The Sante Fe #365 was expanded to an A-B-A configuration to head the top of the line. The newly added A unit being a dummy. The catalog number became #4713 with the individual units numbered 470, 471 and 473. Gone was the Sante Fe road name and in its place the herald was Chief.

Two additional twin-motored Diesels added this year were the Rocket #4745 A-A comprised of powered A unit #474 and whistle carrying A unit #475, and the Flash #4778 A-B consisting of powered A unit #477 and whistle B unit #478. The lower priced single-motored A unit #405 was dropped and a similar powered loco, Comet #466, was substituted.

1954: Production was similar to 1953 with the major change being the elimination of the chrome plating process and a painted dull silver substituted. All engines offered in 1953 were continued for 1954.

(Article continued on Page 7)

COLLECTORS'S GUIDE TO AMERICAN FLYER S GAUGE PART III (Continued)

1955: The #4778 A-A Silver Flash was dropped and a single-motored A unit #479 Silver Flash substituted. A new roar sound that duplicated a Diesel engine noise was introduced in the top of the line #4713. A very limited production of roar B units #467 Comet, #476 Rocket and #480 Flash were made. This roar sound was expanded to all twin-motored A units in the next year's production.

1956: This was the year of the Alco's greatest diversity. A reversal of the Flyer policy on road names resulted in a host of new prototype Diesels. Heading this new group was catalog #4913, a Northern Pacific A-B-A consisting of twin-motored A unit #490, whistle and roar equipped B unit #491 and dummy A unit #493. A second new A-B-A unit introduced was painted the Sante Fe blue freight colors and catalogued #4856, consisting of twin-motored A unit #484, whistle and roar B unit #485 and dummy A unit #486. A new Haven prototype A-A unit #4945 completed the new offerings. This loco consisted of twin-motored A unit #494 and whistle and roar A unit #495. The top of the line #4713 received its Sante Fe herald back again after carrying the Chief name since 1953. A similar appearing Sante Fe single-motored A unit #472 was offered in a lower priced set. The sole survivor of the Rocket, Streak, Comet and Flash group was roar equipped, single-motored A unit #481 Flash. With its demise after 1956, all Alco Diesels were prototype road named. A steady shrinkage of quality and diversity set in after 1956. In all subsequent years the line would show evidence of cost cutting and the resulting cheapening of quality. If we may digress from strictly Alco production, the decline is best illustrated by one of the most well-known Flyer sets, the Northern Pacific passenger. First offered in 1956 as a twin-motored A-B-A with five cars, it declined in 1957 to an A-A four car set and finally, in 1958, to a single-motored A unit with no whistle or roar and four cheaper cars without interior lighting.

1957: The New Haven A-A twin-motored #494-495 was dropped and a similar appearing New Haven single-motored A unit #497 was offered in a lower priced version. The #472 Sante Fe and #481 Flash were dropped. The N.P. units were reconfigured to A unit #490 and whistle and roar equipped A unit #492. B unit #491 was dropped.

1958: This year marked the major change in Flyer production. As detailed previously, the only addition to the line was a Missouri Pacific A-A unit consisting of twin-motored A unit #21920 and whistle A unit #21920-1. Dropped from production was the longtime top of the line Sante Fe A-B-A #4713. The numbering of the single-motored #497 N.H. was changed to #21561. The former N.P. twin-motored A-A units #490-492 were dropped and in their place was substituted single-motored A unit #21551. The blue Sante Fe freight Diesel #4856 was the only twin-motored loco to survive from 1957. These units were renumbered powered A unit #21910, B unit #21910-1 and A unit #21910-2. (Some A-B-A units of this loco were equipped with a B unit #21720 in place of #21910-1.) This was the last Flyer engine produced with a B unit.

1959: Production was further reduced from 1958. Eliminated were the blue Sante Fe freight A-B-A units and the N.P. A unit. The only addition to the line was a Union Pacific A-A consisting of twin-motored A unit #21925 and dummy A unit #21925-1. The Missouri Pacific A-A was continued but renumbered #21922 and #21922-1. The whistle was dropped and a centrifical bell ringing unit added to the unpowered A unit.

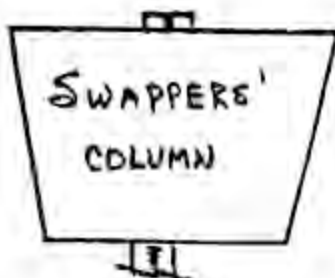
COLLECTORS' GUIDE TO AMERICAN FLYER S GAUGE PART III (Continued)

1960: Production continued to decline. The M.P. units were dropped. This was the last year of production for the only other twin-motored A-A, the Union Pacific. The 1956 #472 Santa Fe single-motored A unit was revived as #21927 to become the economy Diesel of the line.

After 1960, Alco Diesel production virtually ceased. The only Alco made for 1961 was the #21927 and that was its last year. In a last gasp attempt at quality, in 1963 Flyer reintroduced a Missouri Pacific passenger set that included a single-motored A unit #21920, the original number of the 1958 twin-motored unit. After its short production run, no other Alco's were produced.

A brief footnote should be included on these engines. Probably no other model railroad locomotive is as sensitive to proper lubrication and operation within its capabilities. Properly maintained and operated, preferably on D.C. current, they will run as quietly and smoothly as the best imports. But if improperly lubricated or overloaded, motor burnout is all too often the result. Lacking replacable axle bushings, the motor housings can rapidly be worn until the gears are bound. If operation of these units is desired, inspect carefully any units before buying. Replacement parts are few and expensive.

(See Quick Reference Chart on Page 9)



See TCA Directory for addresses. Send your free ads to the Editor. Deadline for receipt of ads for next Newsletter is September 30th.

- WANTED 256 Box Cab Loco - mechanically and structurally complete, paint condition unimportant. Will trade 251E red plus cash for it or buy outright. Also want Front Truck for 263 Loco and 190 Observation in excellent condition (will consider repaint).
Frank Bowers
- WANTED Three Blue Comet Cars (Brass Trim Std.) in excellent condition.
Raymond Connolly
- WANTED Plasticville "O" items: #1976 Coaling Station, #1623 Loading Pen with Cows, #1806 (or #5806) Roadside Stand, #1617 21 pc. Farm Structures & Animals, #1803 (or #1910) Colonial Church, #1504 Trailer, #1805 Covered Bridge, #1804 Greenhouse, #1627 Hobo Shack, #1622 Milk Barn, #1801 Bank, #1907 Apt. House, #1503 Add-A-Floor.
Earl Zimmerman

QUICK REFERENCE CHART - A.F. ALCO DIESELS

ROAD NAME	YEARS MFG.	CAT. NO.	A UNIT NO.	B UNIT NO.	A UNIT NO.	NO. OF MOTORS	COLORS	REMARKS
Sante Fe	A-B	362	360	361	---	2	Bright Silver or Red & Silver	
"	A-B	365	360	364	---	2	Red & Silver	
Chief	A-B-A	4713	470	471	473	2	"	Plated in 1953
Sante Fe	A-B-A	4713	470	471	473	2	"	
"	A-B-A	21902	470	471	473	2	"	
"	A-B-A	21902	21902	21902-1	21902-2	2	"	No known locos seen with these numbers
"	A	472	472	---	---	1	"	
"	A	21927	21927	---	---	1	"	
Sante Fe	A-B-A	4856	484	485	486	2	Blue, Blk & Yellow	
"	A-B-A	21910	484	485	486	2	"	
"	A-B-A	21910	21910	21910-1	21910-2	2	"	Some B units were numbered 21720
Silver Streak	A	405	405	---	---	1	Bright Silver	Unnumbered or units themselves
Silver Flash	A-B	4778	477	478	---	2	Silver & Brown	Plated in 1953
"	A	479	479	---	---	1	"	
"	A	481	481	---	---	1	"	
"	B	480	---	480	---	0	"	
Rocket	A-A	4745	474	---	475	2	Silver & Green	Plated in 1953
"	B	476	---	476	---	0	"	
Comet	A	466	466	---	---	1	Silver & Blue	Plated in 1953
"	B	467	---	467	---	0	"	
No. Pacific	A-B-A	4913	490	491	493	2	Green & White	
"	A-A	21916	490	---	492	2	"	
"	A	21551	21551	---	---	1	"	
New Haven	A-A	4945	494	---	495	2	Orange, Blk & White	
"	A	21561	497	---	---	1	"	
"	A	21561	21561	---	---	1	"	
Mo. Pacific	A-A	21920	21920	---	21920-1	2	Blue & Silver	
"	A-A	21922	21922	---	21922-1	2	"	
"	A	21920	21920	---	---	1	"	
Union Pacific	A-A	21925	21925	---	21925-1	2	Gray & Yellow	

COLLECTOR OF THE MONTH

by Nick Ladd

THE SAGA OF JIM SINGLEY (With apologies to Gordon Lattey)

"NO ONE CAN POSSIBLY GET THROUGH THIS STORM," THE STATION AGENT SHOUTED OVER THE SCREAMING WIND AND PELTING RAIN THAT SPLATTERED AGAINST THE PARIS-LYON RAILROAD STATION. "I'M SURE THE TRACKS AHEAD ARE WASHED OUT BY NOW AND ONLY A VERY BRAVE MAN WOULD ATTEMPT TO MOVE THIS TRAIN TONIGHT."

"BUT THIS TRAIN IS LOADED WITH AMMUNITION, IT MUST MAKE IT TO THE FRONT," AN HARASSED FRENCH COLONEL SHOUTED BACK. "THERE IS ONLY ONE PERSON WHO COULD DRIVE THIS TRAIN THROUGH THE STORM, BUT HE'S IN SWITZERLAND DRIVING HIS RACING CAR. HE COULD NEVER GET HERE IN TIME."

"BUT I AM HERE," JIM SINGLEY SAID AS HE MUSCLED HIS WAY THROUGH THE SOLDIERS GATHERED AT TRACK SIX. HE NOTED THEIR INCREDULOUS LOOKS. "I DROVE HERE IN MY DE TOMASO PANTERA. I WOULD HAVE ARRIVED SOONER, BUT IN THIS FOUL WEATHER, I HAD TO KEEP IT UNDER 175."

LEAPING IN THE CAB OF THE HISSING LOCOMOTIVE, HIS GRAY SIDEBURNS STREAMING IN THE WIND, HE JAMMED THE THROTTLE FORWARD, SPINNING THE DRIVING WHEELS UNTIL GREAT SPARKS LEAPED FROM THE TORTURED RAILS. "I'LL GET THROUGH IF ANYONE CAN..."

"Oh Jim, are you daydreaming again," June Singley asked. Jim, startled, allowed his attractive wife to pull him along the platform toward the French Railroad's Blue Train. Arriving at the first class car, they both stopped to survey the glistening row of spotless coaches. "June, I know it's not the TEE or the Mistral or the Le Capitole, but it still is the upper class train of France and you know how fashionable it is to be seen on it!"

"Now you see how easy it was," Jim said as they settled into comfortable chairs in the elegant wood-paneled bar car. "Isn't this much nicer than traveling lower class on a Eurailpass? I told you that Dave and Jane's travel agent would handle all the details provided we forgot the cost. After all what's money?" Pleased with himself, Jim relaxed in the superb car that seemed a carry-over from the grand days of rail travel in Europe. "Jim, what do you want to drink? I know, I bet you would like a Golden Cadillac. Right? Jim..."

JIM SINGLEY, COUNTER-ESPIONAGE AGENT, WALKED SILENTLY THROUGH THE BAR CAR SIPPING HIS GOLDEN CADILLAC. FOR A MAN WHO HAS LIVED WITH DANGER ALL ACROSS THE CONTINENT, THIS ASSIGNMENT HAD SEEMED SIMPLE. A ONE DAY DRIVE IN HIS MAROON MARK III TO COLLECT THE SECRET DOCUMENTS AND THEN A SHORT TRAIN RIDE ACROSS FRANCE TO CANNES TO DELIVER THEM TO HIS CONTACT. BUT, ENEMY AGENTS HAD LEARNED OF THE PLANNED TRANSFER AND NOW SINGLEY WOULD NEED ALL OF HIS NATURAL CUNNING TO AVOID THEM.

HIS EYES SETTLED ON A MAN AT THE BAR IN A FADED TRENCH COAT AND DARK GLASSES. GOD, HE THOUGHT, THERE HE IS! HIS ARCH ENEMY AND OLD NEMESIS, ALEXEI KIMEROFF, WAS SIPPING A GLASS OF DUBONNET - STARING STRAIGHT AT HIM. RACING OUT OF THE BAR CAR, THROUGH THE PASSENGER COMPARTMENTS AND INTO A SECOND-CLASS COUCHETTE (OH HOW HE DETESTED SECOND-CLASS COUCHETTES) HE COULD HEAR ALEXEI HOT ON HIS HEELS.

THE SIX PASSENGERS IN THE COMPARTMENT STARED AT SINGLEY. "EXCUSE ME FOLKS, BUT THIS IS WHERE I GET OFF AND YOUR WINDOW IS CONVENIENT." HE ROLLED DOWN THE

(Continued on Page 11)

THE SAGA OF JIM SINGLEY

(Continued)

GLASS. "NOW IF I'VE CALCULATED CORRECTLY THE TRAIN SHOULD SLOW DOWN TO GO THRU LAROCHE." THE TRAIN SLOWED. SINGLEY CLIMBED TO THE WINDOW LEDGE. ALEXEI BURST THROUGH THE DOOR WAVING A DOUBLE REWOUND ARMATURES LUGER. SINGLEY LEAPED...

"I'm famished, Jim," Mrs. Singley said. "Let's go eat. Are you listening to me? I'll bet you haven't heard a word I've said."

Inside the express restaurant car there was warmth and light and the smell of good food. For Jim, there was something intriguing about having his appetizer in Dijon, the plat du jour in Chagny and the dessert, coffee and another Golden Cadillac in Macon. Oh, if his friends back in the States could only see him now, traveling in elegance, speeding through France at over 70 miles per hour. What a way of life, he mused...

"GOD, COLONEL SINGLEY IS FEARLESS," ONE OF THE YOUNG AIR OFFICERS SHOUTED OVER THE DIN OF BURSTING BOMBS AND THE SCREAM OF THE ENGINE'S WHISTLE. "THOSE STUKAS ARE DETERMINED TO PUT THIS TRAIN OUT OF ACTION. AND WHAT DOES COLONEL SINGLEY DO? HE SITS IN HIS CHAIR SIPPING A GOLDEN CADILLAC DEFYING THE ENEMY TO HIT HIM."

JUST THEN A BOMB BURST NEAR THE CAR, SPRAYING SHRAPNEL ALL OVER THE COMPARTMENT. EVERYONE DUCKED FOR COVER EXCEPT FOR COLONEL SINGLEY. "DAMN," HE SAID AS HE LOOKED AT HIS SHATTERED PORTABLE REFRIGERATOR WITH THE AUTOMATIC ICE DISPENSER BUILT INTO THE DOOR. "THEY HIT MY ICE MAKER. AND WHAT'S WORSE THAT MEANS NO MORE GOLDEN CADILLACS. THAT'S TOO MUCH. SERGEANT, GIVE ME YOUR RIFLE!"

THE WEAPON WAS PASSED OVER AND COLONEL SINGLEY TOOK CAREFUL AIM AND WITH A SINGLE SHOT THROUGH THE GERMAN PILOT'S HEAD, BROUGHT THE STUKA DOWN. "HOORAY," SHOUTED THE OTHERS IN THE CAR. "IF ANYONE CAN, SINGLEY CAN..."

"Will you quit drumming on the table," June Singley said in a stern voice. "Jimsy, you're all tensed up. What's wrong?" Suddenly brought back to reality, Jim started to say something, but Mrs. Singley added, "You must be tired. Let's go to bed now. We have to be up early in the morning."

When they were in their compartment, Mrs. Singley took the upper berth which she wanted anyway. She really would have preferred a Couchette that slept six because she might have met some interesting people, but Jim had insisted on a private, first-class, double sleeping compartment. Deep between the freshly ironed crisp sheets and warm blankets, Jim drifted off as the towns of France zipped by in the night...

JIM SINGLEY STRAIGHTENED UP, THREW BACK HIS SHOULDERS AND SLOWLY DESCENDED THE STEPS. "FORGET THE BLINDFOLD," HE SAID THROUGH CLENCHED DI SANTO TEETH. "I'LL FACE THE FIRING SQUAD WITH MY EYES OPEN." HE STRODE FORWARD PROUD AND UNDEFEATED.

Author's Note: Of course, this fictional account of Jim's trip across France has not happened - yet. I chose this vehicle to acquaint you with one of the more prosperous and one of the nicest collectors in the area. His collection consists only of the finest pieces ever produced in Standard Gauge. As it is so well known to collectors (thanks to many wonderful evenings spent at his home) I decided to eliminate that portion and to get on with the back-stabbing.

-End-

"7 + 11 = 18"THE PITTSBURGH CONVENTION

by Bob Robinson

It's a matter of record and fact that hurricanes and floods don't stop "train collectors" from attending conventions (and we hope the inevitable snow won't hold up our Polar Bear Meets).

We left Wednesday afternoon, drove through the beginning rains and arrived at Chatham Center, Pittsburgh, for a late dinner. The first impression of the convention area was one of complete urban renewal: all new modern buildings, convention center, etc. We stayed at the convention hotel - Ho-Jo's - and had fine rooms at reasonable prices. The convention meet site was located diagonally across from the hotel, but about a block walk through the rain.

Thursday morning the National Board of Directors met and considered business matters, past and new. The Directors' Meeting started at 10:30 am and went on with several adjournments for meals, etc. until about 1:00 am Friday. I attended this meeting and followed it through until about 4:30 pm when I left to get ready for the Early Bird Cocktail Party and Reception. The Directors also adjourned for the party to enjoy renewing old friendships and partaking of the conviviality of our hobby.

The meet itself started at 7:00 am Friday and ran to 11:00 pm Saturday. The meet site was the basement area of the city convention facility and if you can imagine the basement of a round building with columns at 20' centers and no cross aisles between the tables plus a full capacity crowd, you can get the picture of what greeted us on Friday. Saturday saw the crowd thin out a lot.

The "star" of the convention itself was the display of the new reproduction A.F. 19" President Special type cars, in all the different styles and colors, exhibited for sale by Sirus & Varney, of California. There was, of course, a large quantity of great and not-so-great trains of all the usual gauges, types and prices - no surprises here. I didn't note many people with trains under their arms. Even Glenn Stinson came home trainless and tired.

The banquet Saturday night was, without a doubt, the best I have ever attended. The food was excellent, the arrangements superb - one free drink or an extra raffle ticket for the members plus free orchid corsage for the lady guests. There seemed to be a door or raffle prize for almost everyone, although I wasn't lucky. The prizes were arranged and handled by Lou Redman, who must have been scouting for a long while: Lionel and A.F. accessories, several sets of trains plus a 400 Blue Comet Set - all either brand new or like new. A lot of people went home happy. The convention hall closed at 11:00 pm Saturday night although at 4:00 in the afternoon most people were packing and many were making last-minute, final offers.

Sunday saw a trolley tour and official convention end, but we headed home early and didn't make the tour. We left with an impression of a relaxed, enjoyable, short vacation - collecting and talking toy trains, all highlighted by the good efforts of the Pittsburgh Convention Committee.

REMEMBER -**IT'S PHILADELPHIA IN 1976!**