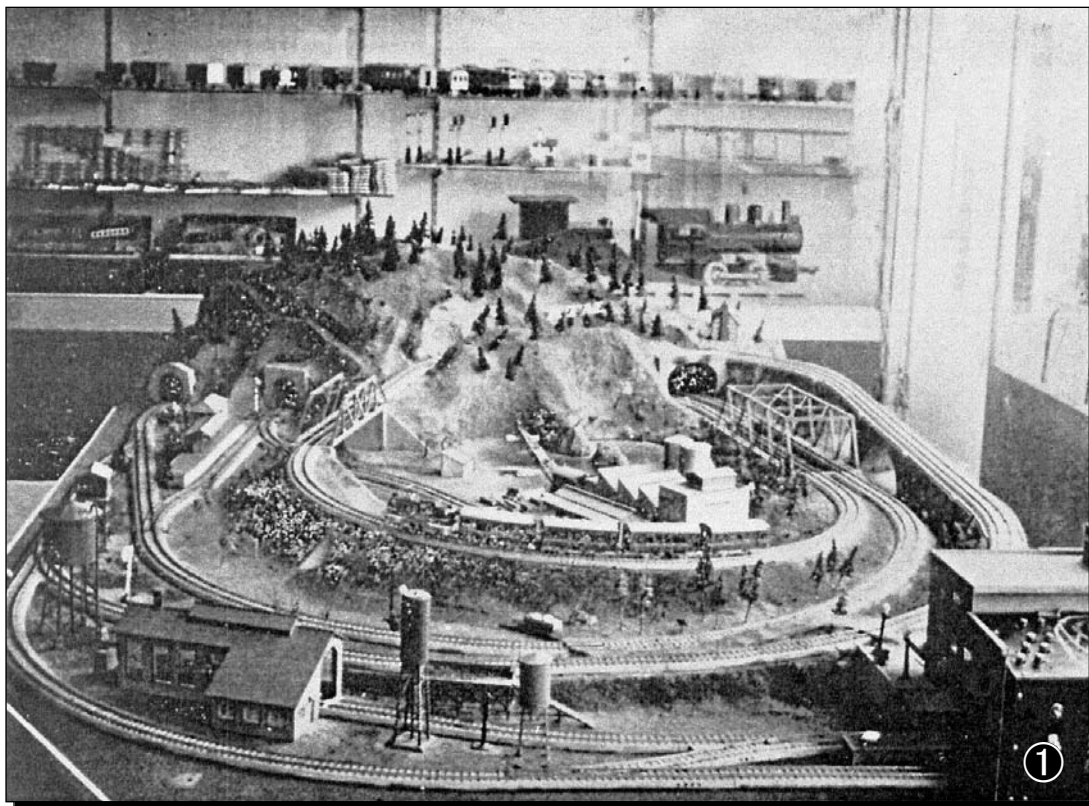


# (FAR) EASTERN DIVISION

Clem Clement offers a glimpse of vintage Japanese tinplate



1) Interior of Katsumi Model Hobby Shop, Tokyo, 1964. The shelves hold O gauge passenger and freight equipment, signals, and accessories. At right is a gigantic steamer Clem Clement tried unsuccessfully to purchase. In the foreground stands a display layout for the new HO gauge line.

2) The 72-page Katsumi (KTM) catalogue has a black leatherette cover measuring 10 by 7 inches. It's contained in a custom-printed tan envelope with this line

**I**S THERE A TRAIN SHOP you visited long ago that seems to stay in your memory year after year? Perhaps for you it's Carmen Webster's in New York or the All-Nation Hobby Shop in Chicago. For Clem Clement 64-987, one of those memorable places is Tokyo's Katsumi Model Hobby Shop, home of the KTM line.

In 1963 and 64 Clem was an Air Force officer flying refueling tankers over Vietnam and returning to a home airbase in Japan. In his off-duty hours Clem would head for the Katsumi shop in Tokyo, where he purchased many pieces of O gauge, 3-rail, Japanese tinplate trains. When orders to leave Japan arrived, Clem made one last trip to the store.

Clem describes the visit: "I explained that I was leaving Japan, and for the very first time they led me through the magic door back into the

stockroom, normally off-limits to customers. On floor-to-ceiling shelves I saw many pieces that, for some reason, were not on display in the showroom. There also were trains like the ones in the showroom, but in colors that I'd never seen before, like an engine in brown, when I'd only seen it in blue out front. I spent a pile of money that day, picking up one of everything that caught my eye.

"The dollar was worth a lot against the yen in those days. A single dollar was worth 364 yen, so their best loco was \$7. So I wound up with two of those big steamer trunks filled with Japanese tinplate. They're downstairs in the basement right now. The workmanship on the trains was very nice, but they used acid core solder along with tabs back then, and some of the time they didn't bother to clean up the joints in the places you can't see easily. You've

got to be sure to remove all traces of acid or the trains will corrode in a few years.

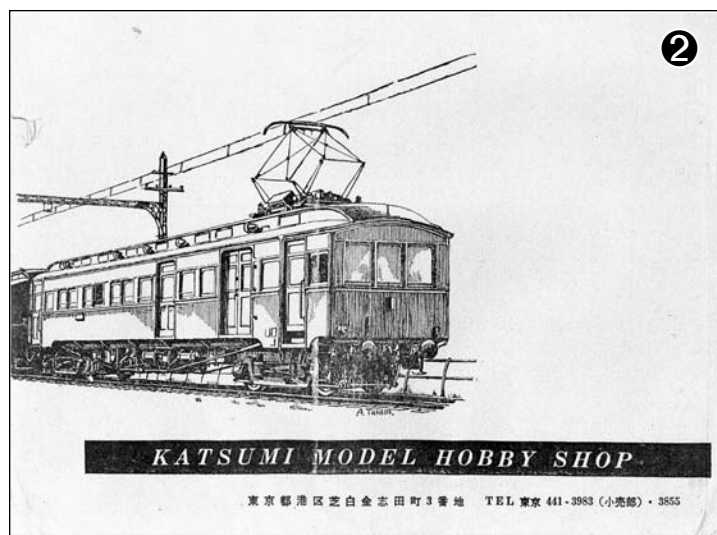
"As I was leaving the shop, they slipped an envelope into the top trunk. I found out later it was their latest catalogue. It's very interesting because KTM shows the store and gives profiles of some customers, including a pair of O gauge tinplate collectors. The catalogue has KTM's tinplate transformers and covers their new line of HO gauge trains, which have definite tinplate feel to them. There's a photo of the showroom that shows a prewar Japanese-made steamer in about Gauge 5. I tried to buy that thing several times, offered to pay any price. But they just looked down at the floor. A polite silence. That big engine was not for sale."

Let's leaf through Clem's KTM catalogue and examine some Nipponese tinplate. ●

drawing of an early wooden MU car. Passenger traffic is more important than freight in Japan, where over seven billion passengers are carried in a single year. Almost sixty percent of the 3-foot, 6-inch gauge system is electrified, including many rural branches. A hundred trolley and subway systems feed the main rail lines. The first railway in Japan was built in 1872; the government purchased all railroads in 1906.

3) This page in the front of the catalogue is titled "Direction to the Model Shop in Tokyo." It maps how to get to the store (in center) from the main Tokyo rail station and other stations on the Osaka and Yokohama line. At bottom left are instructions on "How to Order." At right is a chart on "Mailing Cost" for local and overseas customers.

4) The two-floor shop is pictured on this page, "About the Publication of Katsumi Catalogue." Katsumi, founded in 1947, "...plans to issue this 'New Style Catalogue' one or two times a year. The new format includes an 'Amateur Corner,' so please provide comments, articles, exchange ideas and share experiences. The publisher will provide Katsumi products as gifts. Please use 400 words as form."



カツム模型店への交通ごあんない

小売部営業時間  
A.M. 9.00 ~ P.M. 18.00  
毎週(月曜日).....定休

カツム

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東京都港区芝白金志田町3番地  
電話東京 (441) 3983番 (小売部専用)  
3855番

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地域別	都道府県名	2kg迄	4kg迄	6kg迄
第一	東京都区内	50円	70円	90円
第一	宮城、山形、福島、栃木、群馬、茨城、千葉、埼玉、新潟、長野、山梨、静岡、富山、石川、岐阜、愛知、滋賀、三重、神奈川、西園全部	90円	120円	150円
第二	岩手、秋田、青森、福井、京都、大阪、奈良、兵庫、広島、岡山、鳥取、島根、徳島、高松、香川、愛媛、高知、福岡、佐賀、大分、熊本、鹿児島、沖縄	120円	160円	200円
第三	山口、九州、北海道	170円	230円	290円

書留料金 40円 通達小包料金 70円

カツム  
16番カタログ発行にあたって

いまでも0番専門でありましたカツムも皆様のご要望によりまして、1998年より国内向け16番製品の生産をはじめました。早い子想の好評を得て、その生産も軌道にのってまいりました。それにとともに当社の16番製品に対するご紹介ならびにカタログ発行のご希望も多量にたくようになり、当社はこれを機会に従来のカタログから脱皮したニュースタイルで編集し発行することになりました。

カツム ニュースタイル カタログ とは……

まず手にされておわかりでしょう。ファイル化したことです。当社はニューカタログのお求めを機に、カツム製品とよりお近づき願えますよう年1〜2回カタログの増刊号を発売する予定です。その際整理を容易にするため少々いかにしようですが、次頁INDEXとおり、頁区分してあります。

アマチュアコーナーを行いました……

16番以外のご愛好者にも、どしどし登場願う予定で、もちろん貴方のところにも近々お会いに上りますけど……街角の喫茶店でコーヒーを飲む軽い気分を書いて頂き、また、読んで頂きたいのがこのアマチュアコーナーですが、カツムの窓口も結構、模型のこと以外でも、ご趣味が一緒なれば実物の話題を交えてお話しして下さりませんか……。掲載させて頂いた方には微意ながらカツム製品をお礼いたします。振ってご投稿下さい。ご投稿の際は400字原稿用紙にできれば写真など添えて下さると幸いです。送り先はカツム本社カタログ係までお願いいたします。

さてさて先口上が長くなりましたが、カタログ増刊号「カツム16」の乗車券予約申込の趣意をおいて、別紙アンケートにお答え下さい。範囲で、くわしくご記入の上ご郵送下さい。毎号新製品の数々をアマチュアコーナーの皆さまと一緒に読んでいただきますから……

**KATSUMI MODEL HOBBY SHOP**

B 0-1

**新使用上の注意**

線路をしきりしたら機関車を走せたり、距離(ふく)物ホームシナール等を取付けたりする前に線路だけで絶縁(ぜつえん)状態を調べましょう。

やり方は、変圧器の差し込みコードを100Vに、変圧器から線路につなぐコードを手に持ってレバーを10V位にして3本レールの中央と外側のレールをつなぐようにさきめて下さい。短絡(ショート)してなければ何も変化はありませんが、もし線路のどこかに短絡部分でもありますが、コードが線路にさった瞬間に火花が出ます。こういう時知らずに機関車を走

で電流を流してやっても機関車は動かないばかりか、変圧器が短絡のため燃えてしまうこともあります。

ショートということは学校で理科の時間

に習った事でしょうからおわかりですね。又運転中の機関車が短絡した時も同じです。

短絡(ショート)の時は変圧器のバイポーラランプが暗くなります。

変圧器にバイポーラランプが取り付けられているのは、短絡状態になるとランプが暗くなり、短絡状態になるのを知らせるためです。このランプはすでにレバーをOFF(オフ)にすればランプは元の明るさに戻ります。

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最良の条件で作られた小型トランスです。

電圧 2・4・6・8・10・12・14・15V

出力 2A

モーター 1台用

寸法 80×90×80

重量 1.2kg

定価 ¥ 680

**KG トランス**

もっとも昔々様からご愛用いただいていたタイプです。

電圧 2・4・6・8・10・12・14・15・18・20V

出力 3A

モーター 1台用

寸法 80×85×97

重量 1.5kg

定価 ¥ 725

A 6-2

⑤

**6** **我が家の鉄道** 上 田 竜 史

おやじの模型歴30有余年、然し現有車輦わずか30輦。息子は戦後派0番で市販のパーツを十二分に生かして、親のスネをかりつつ暇にあかせて量産既50輦。これが最近の我が家の模型鉄道勢力地図である。

おやじに即ち私は、戦前派35種ゲージ車輦かりし頃より終始かわらず1/100の電車を廃きもせず楽しんでいる。現在何処をさがしても1/100のパーツは市販していない。すべて自作である。そして又暇もないのに何故この不経済な模型を苦勞して作るのか? 『それは16番の小型モーターが此処にあるからだ』と何処かの有名なアルビニストの様なことを云う。戦前模型で実物の様に

ラックの中にモーターを入れると云うことは誰でも考える夢であった。戦後16番普及のお蔭で性能のよい理想的な小型モーターが出現した。それによって車体に大きなモーターをはみ出させ、荷物室でごまかしたり、モーターのコアをけづったりして床下に釣下げ、ディーゼルカーの様な電車を作る必要もなくなった。釣掛式でもカルダン式でもお好みのまま、今更小さいサイズの車輦で昔と同じことを繰返すより、他で真似の出来ないこの特長を生し、人々から見捨てられた大きな模型を楽しんでいる次第である。天邪鬼(アマノジャク)の私にとってマスコミに反逆している様でむしろ新快とも思っ

あまゆあこいうなあ

B 10-3

まだまだ使えるものがある。0番の旧型の電開用車輦はスポークさえ気にしなければ、タイヤの巾等1/100の小型電車に好適。EH10の鉤物トラックも、アスカルボックス附近を改造し新型トラックに簡単に化ける。もっともひどいものは16番用の連結器で改造もしないでそのまま私の登山鉄道の標準型として採用している。

処で最近模型店の製品が精密化し、スケール通りになって来て、

様に臨時レイアウト敷設、負けるものかと上下で轟音をあげ、狐も安住の地がなくなって困っている仕末。まったく困ったものだ歌っているのは女房であろう。

(筆者紹介 東宝株式会社劇場支配人)

こいうなあ

B 10-4

⑦

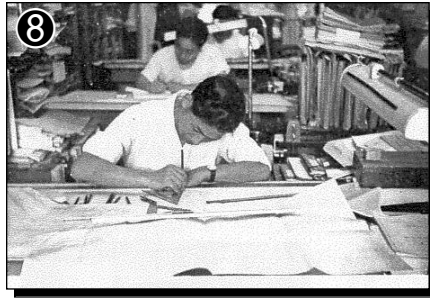
5) Transformers, "necessary to imitate the real situation," get their own section. On this page, the top title is "Usage Caution." The text explains how to wire the track and test for shorts, warning, "If sparks are present, cars won't move and transformer may burn." Below are two transformers, at left, "Basic," and at right, selling for about \$3, "Most Popular."

6) & 7) A two-page article on tinplate collector Mr. Ueda Tatsufumi. Words in the vertical title at right say "Amateur Corner." Ueda's piece, titled "Railways in My Family," explains that his father began collecting tinplate trains around 1930, and has acquired approximately 30 cars. Ueda, a movie director for TOHO, the Japanese motion picture studio that produced "Godzilla" in 1954, also took up train collecting and assembled a collection of over 50 pieces in the postwar years. His collection reflects that eighty percent of Japanese passenger stock consists of MU cars.

8), 9), & 10) Another tinplate collector profiled is Mr. Hidaka Fuyuhiko, shown at work in the Japanese National Railway Car Design Office. "My first train was a green upside-down 'T'-shape bodied New York Central look-

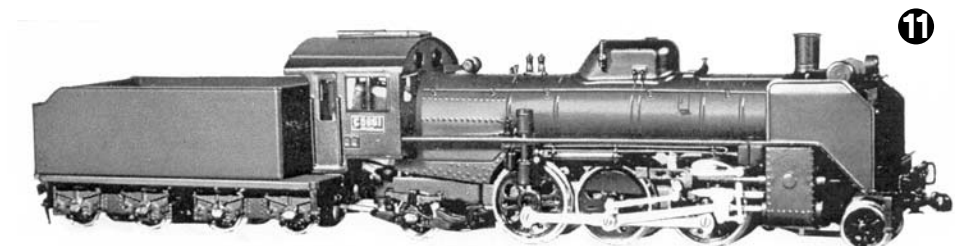
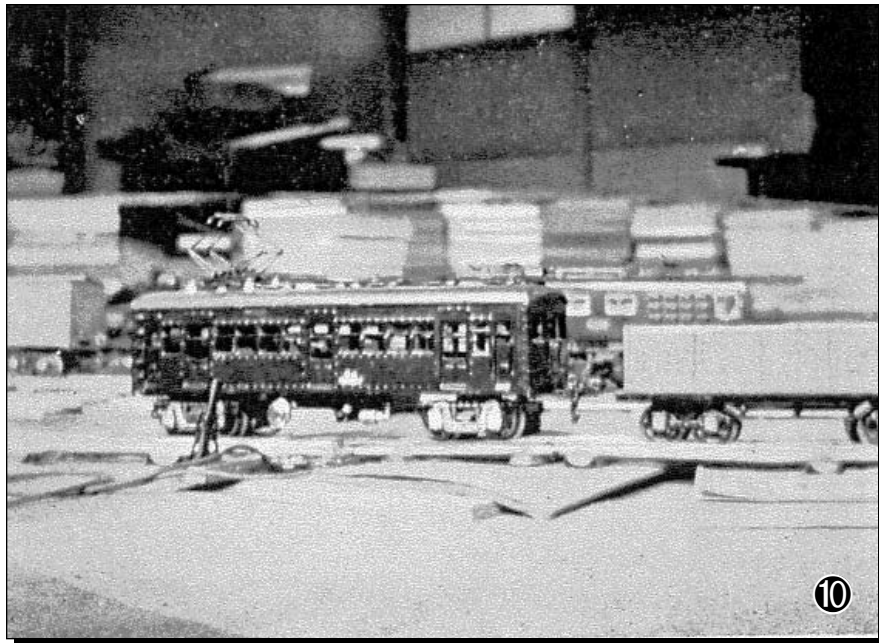
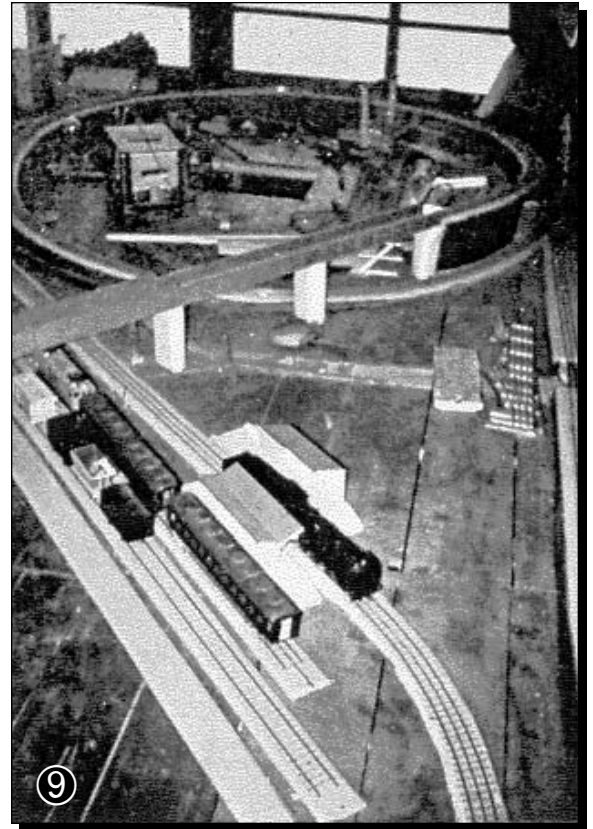
alike locomotive, when I was a sixth grader," affirms Hidaka. Photo 9 reveals a mid-sized layout set up on the wide floorboards of Hidaka's house. In photo 10 we see an electrified passenger car, pantograph held high, pulling a freight car in branchline style.

11) Another section of the catalogue depicts KTM's new HO gauge line, inaugurated in 1958, and already challenging the more expensive O gauge in popularity. A typical model is this very Japanese 2-6-2, built to 1:80 scale, adopted in Japan to better capture the look of 3-foot, 6-inch gauge prototypes. Although the original shop has closed, KTM is still very much in business and currently operates seven retail shops in Japan. Today's Japanese HO and N gauge scenes retain a strong tinplate flavor. Hobbyists prefer to collect ready-to-run equipment in factory condition and avoid modification and weathering. These models run on ready-made track sections set up on minimally-sceniced temporary layouts. American Q-gaugers and 17/64-inch scale enthusiasts will be happy to learn that there is a small contingent of Japanese scale modelers who build 1:80 scale models run on correct-width 13 mm gauge hand-laid track. ■

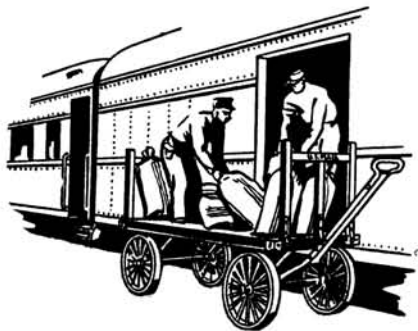


**KTM**

*The "Extra" thanks the multi-lingual Mr. Sheng-Jieh Leu, a friend of the TCA, for translating Clem Clement's KTM catalogue, and also thanks Mr. Mark Veneman, a Briton living in the Netherlands who is knowledgeable about Japanese model railways, for providing background information used in this article.*







## LETTERS TO THE EXTRA

To the *Extra*,

I received this communication from Japanese tinplate Miki Miura. He read my *Extra* article, "Far Eastern Division," about visiting the Katsumi model shop in Tokyo in the 1960s [Issue No. 16]. Miki is a real gem.

Clem Clement  
Fairfax, VA

Hello Clem,

It was 40 years ago when you were stationed in Japan. At that time I was an elementary school boy and starting to be interested in railways. I am pleased to add some information to your nice experience of visiting the Katsumi shop in Tokyo in the 1960s.

As your article in the TTP&M *Extra* states, Katsumi was founded in 1947. The shop was located in Gyoran-zaka-shita Shiba-Shirogane in Minato-ku, Tokyo. The entrance of the wooden shop was just in front of the tram and bus stops. It had two stories and was narrow and the depth was long. The Katsumi shop moved to another place in 1982. The president of Katsumi was Mr. Hajime Sakai (different from the president of Sakai Manufacturing Company). Mr. Hajime Sakai passed away at the age of 72 in 1991 and his son succeeded him in the model railway business after that. Mr. Sakai had been the president of Japan Railroad Model Association since its establishment. It was said that he was talkative, energetic, and had contributed much to the popularity of quality railway models in all parts of Japan.

In the first few years of Katsumi's business there were almost no new railroad models in the shop. Katsumi sold the old prewar railway models and parts and motors, etc. Then Katsumi started to manufacture their first model railroad engine, an EB50 O gauge electric. From the 1940s through the late 1960s there were many Americans in the occupation forces in Tokyo who, like you, had wide knowledge of the toy railroad hobby. Such Americans requested models of specific engines and cars from Japanese model shops. This story is applicable to both the Katsumi and Sakai manufacturing companies. It is needless to say the marketing activity of these toy or model companies supported the development of a recovering Japan in the first stage after the war. After that cameras, home appliances, electronics, and cars followed.

Katsumi supplied several kinds of steam

engines, electric engines, electric trains, passenger cars and many freight cars of O gauge until the late 1960s. You mentioned their Bullet Train (Shinkansen) that was made in O gauge. Katsumi collaborated with Max Gray, US Hobbies, Balboa, etc., and through them supplied many fine O and HO gauge brass steam engines to the USA and Europe. Katsumi started to manufacture HO gauge in the 1950s, and their current lineup is based on HO gauge. I think that Katsumi is supplying Oj gauge now (1/45 scale, 24 mm gauge).

Seki's peak time was 1935 until 1940. The Japanese authorities recommended model trains, aircraft, etc., for young boys for the basic purpose of stirring up the war spirit. In this period these manufacturers invested profits from one shipment into the next in order to meet the huge domestic market demand. Products were also made for export, which brought in foreign currency. Therefore I do not think that production numbers were small. They shared in the business boom resulting from the build-up to the war. I think that model companies could manufacture after 1937 until sometime before 1945. 1937 was the year the Japan-China war burst out. After that time tinplate in Japan was increasingly used for military purposes. Eventually the use of tinplate was banned even for canned food. In 1941 Japan opened the war with the USA and we had the slogan for victory, "Luxury is an Enemy." Late in the war many iron products from each family's house must be delivered to the Government as materials for aircraft, tanks and battleships. Under such circumstances people could no longer be allowed to buy model trains.

It is interesting that when I compare models made before and after tinplate was controlled, for example, a Seki steam engine such as a C51 or passenger cars, there is big gap in the quality between them. I think that one of the reasons for the gap was the material change from tin coated brass sheet to cheap iron or steel sheet. Seki's peak time was very short. According to a 1948 interview with Mr. Seki which I located, Seki manufacturing company existed until around 1944. Tokyo city was completely air attacked by the USA in March 1945, and nearly every industry in Tokyo was destroyed then. Mr. Seki told him that



日本小型鉄道クラブ雑誌

1-4

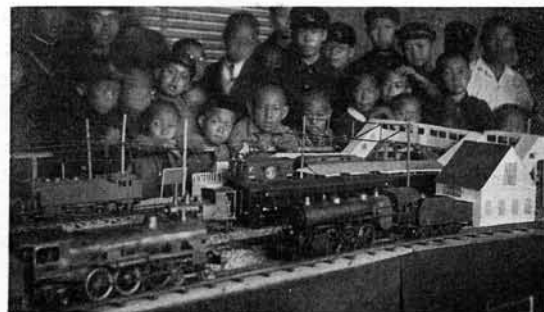
昭和11年12月號

鉄道博物館運轉場

國峰孝太郎

今年の10月も鉄道博物館の御厚意により Model Show を行う事が出来た。昨年は竹と新聞紙で大きな山を作ったのであるが、これは博物館週間がすぐすぎ壊してしまつた。幹事達が毎晩おそくまで一生懸命作った物をすぐ壊すのはもつたない話なので、今年は特別公開後もしばらく置いてもらつて諸君の運轉に供しようとするのである。だから家が狭くて線路の敷けない人や千々の音がやかましいと家を追い出された人は此處で思ふ存分走らせて下さい。

紙面の都合でくわしい工事の経過は書きませんが、工事開始は8月25日。それから11月3日迄20数日間工事及運轉をしました。出席者は平均6.2名



[25]

**Above** - The photo on this magazine cover appeared in the October 1988 *Train Collectors Quarterly* in the "Lost Paper" series by Ron Antonelli. It shows several large-scale trains similar to a single locomotive Clem Clement encountered on display at the KTM hobby shop in Tokyo in 1964. This magazine has now been positively identified as the December 1936 issue (Volume 1, Number 4) of *Small Scale Railways*, the newsletter of Japan's Small Scale Railway Club. The cover story describes the October 1936 club show, open to the public and the second to be held at the National Railway Museum, which had been established in 1921 at the main Tokyo Station. **Below** - This heavy electric passenger train appears in Kawai's Catalog No. 3, below the heading "Smart Model Engineer Watch Out!!! The lettering on the cars reads "Pay attention to the fake copy. Check the Trade Mark."


he had no spirit to re-start the business.

Those still interested in O gauge model rail-



"THE MINIATURE RAILWAY"

小型鐵道

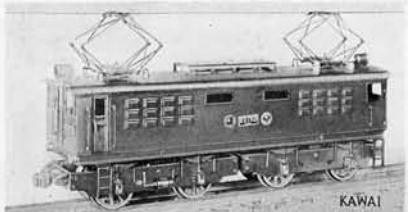


No. 4

TRADE MARK

鐵道省 ED17形 電氣機關車

No. ED1712 1/40 Size



6-12volt A.C. Gauge 35% (1 1/4") or 35%

KAWAI

洋書

MODEL RAILROADERの発行所  
KALMBACH PUBLISHING  
CO.と契約を結び、同社発行の図書・雑誌  
を従来より早く入荷、価格も少々安値に定価  
に引き下げました。模型ファンの皆さまの  
御利用をお待ち申し上げます。

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銀座1丁目 東京 55 番

roads who had been working for Seki set up the Sakai model railroad company. During the years right after the war many export businesses made big contributions to the revival of a nearly dead Japan. Sakai is one of these companies. In this period many tin toys were exported from Japan overseas. Some tin toys in this period had special marks "Made in Occupied Japan" (not "Made in Japan") as a country of origin. As this period was not so long, some tin toys which were made in occupied Japan have more value among collectors. Some of Sakai's model railroad goods have "Made in Occupied Japan."

I have no idea of the common quality or specifications between Seki's models and Sakai's. I think that this is because Seki's main target was Japanese boys in rich families before the war, and

there were almost no rich families just after the war. On the other hand, Sakai's target just after the war was boys in United States, who were rich by Japanese standards. After the war the O gauge market seemed to be mature in the United States. The conception of model railroad products is totally different between Seki and Sakai though the roots are the same. Additional differences come from the lack of good enough materials, tools, and techniques because of the Japanese loss of the battle. Sakai started to make American-type model railroad items in 1950's. I think that Sakai was still manufacturing model railroad items in 1960's, but has disappeared since then.

By the way, last weekend I dropped in at the model railway shop "Hagurumaya." The owner suggested that when a collector really would like to have more information about these kinds of details (Sakai, Seki, and other unknown small manufacturers), you should study by yourself by using your own hands and feet. It is not possible to get this information easily. He added that, for example, Mr Taguchi (author of a book I recommend) has been collecting model trains for 30 years. We imagine that if we go to an antique market to find a toy train we should go there at 5:00 am, but he goes to there at 2:00-3:00 am to find a valuable one.

Teruhisa Kitahara is very famous for his huge tin toy collection. [The exhibition "Tin Toy Stories" at Disney's Epcot Park, mentioned by Hal Ashley in Issue No. 17, is part of Kitahara's vast collection] I think Seki/Sakai items make up a very small portion of his collection. When I visited his tin toy museum in Yokohama several years ago, I tried to find Seki or Sakai but could not find any. I saw some beautiful tin toy trains made during the period of Meiji Era (1867-1912). These kind of tin toys have no motors and have colourful painting. They are an exotic mixture of newly imported western culture and the old Edo culture. Seki and Sakai model railroad pieces fall between these kind of simple tin toys and what we call today "model railroad" such as O, HO, and N gauge. I suppose that you can find Seki/Sakai locomotives in the warehouse that holds Mr.Kitahara's huge collection. Paul McCartney of the Beatles is also famous as a tin toy collector and Mr. Kitahara is a special friend through his wonderful collection.

Kind regards,  
Miki Miura

Thank you, Clem and Miki, for sharing this very interesting information with the readers of the Extra.

Don Anderson wrote asking the Extra to reprint the article authored by Joe Mania in our first issue listing sources of archival storage material. He also asks if there is anything in white Elmer's

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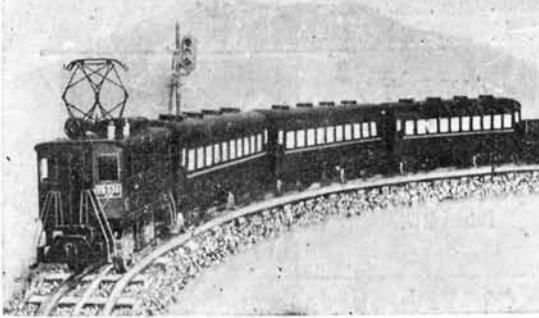
ファンの人気のもと、セジネス特急こだま号の  
Oゲージモデルが、本工場の秀れた設計・工作  
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At left, top to bottom - The name *The Miniature Railway* appears in English and Japanese on the cover of this undated early postwar Kawai publication, Catalog No.4. It features a photo of the PRR R1, reflecting Japanese interest in heavy electrification. | An O Gauge, 3-rail engine. Headline reads: "Ministry of Railroad ED17 Model Electric Locomotive." | The large type translates as "Western Publications." They were available at the Tenshodo shop. **This column, top to bottom** - KTM ad for streamlined passenger train, 1959. | "EB53 coaches are suitable for use with steam or electric locomotives," states this early postwar ad for part of the Kawai 3-rail O gauge line. *All Japanese paper here courtesy of Ron Antonelli. Thanks again to the multi-lingual Mr. Sheng-Jieh Leu for translating.*

brand school-type glue that's harmful to paper, and if certain types of plastic storage bags can cause long-term harm. In addition, Don points out that an excellent article on restoring set boxes appeared in the October 2005 *Classic Toy Trains*.

Don, the Extra plans to run an update of the article on archival storage material. According to the Maine State Archives, polyvinyl acetate emulsions such as Elmer's School Glue are slightly acidic and can in time cause paper to discolor and deteriorate. Traditional glues made from wheat or animal hide usually won't damage paper, but will themselves crumble over time. Plastic storage bags made of polyvinyl chloride emit hydrochloric acid and plasticizers, both bad for paper. Bags of polyester, polypropylene, and polyethylene are considered stable enough for short- and medium-term archival paper storage.