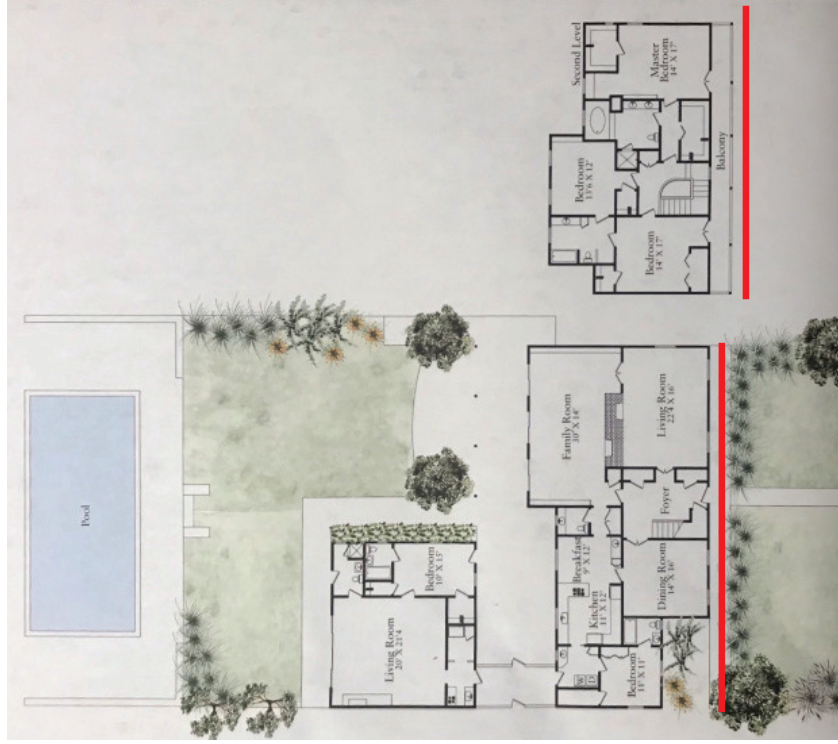


North Façade

EXHIBITS TO HDP #6837



Front windows changed to doors



801 San Rafael Avenue

As of Date of Purchase, 6/18/19

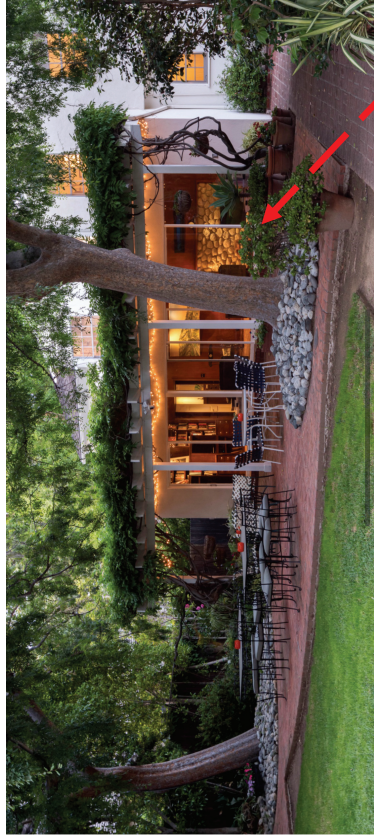
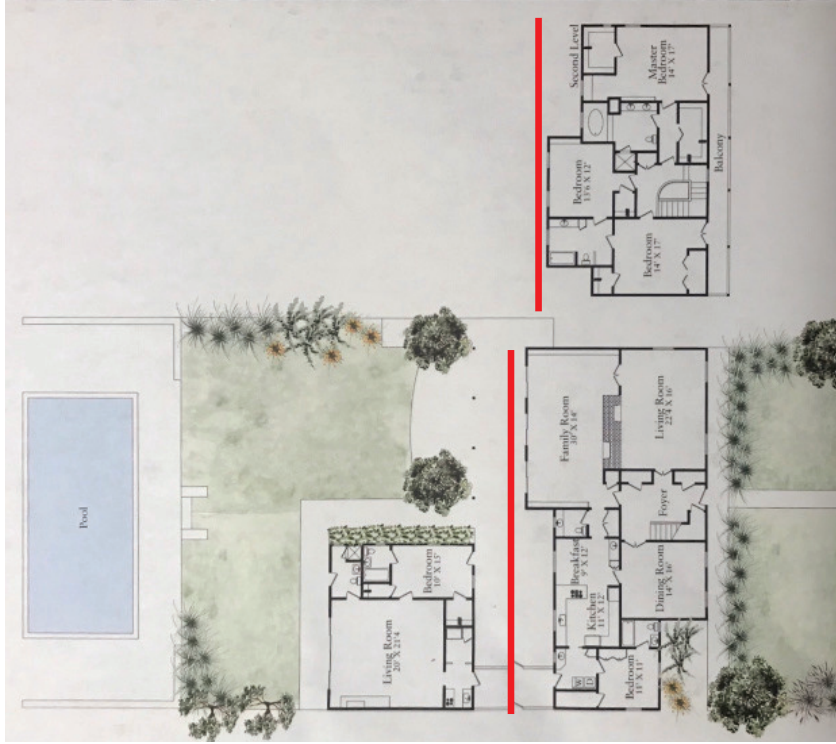
North Façade View Changes



EXHIBITS TO HDP #6837

South Façade

EXHIBITS TO HDP #6837



Entire rear first floor story removed and enlarged. Second story window removed.



801 San Rafael Avenue

As of Date of Purchase, 6/18/19

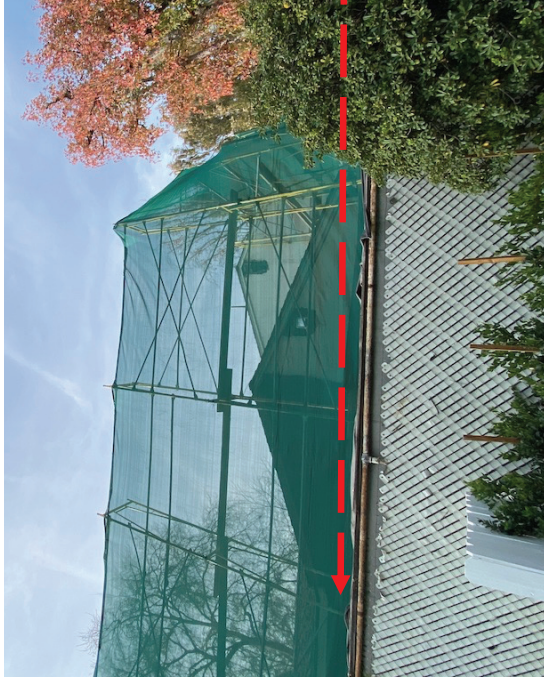
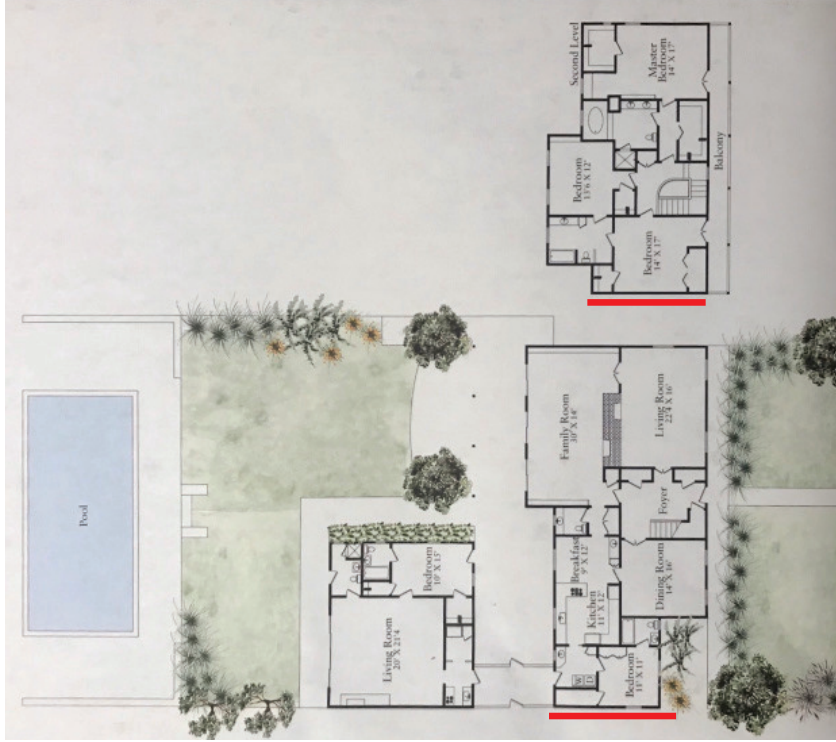
South Façade Alterations



EXHIBITS TO HDP #6837

East Façade

EXHIBITS TO HDP #6837



Wall
extended
for 466 S/F
expansion



801 San Rafael Avenue

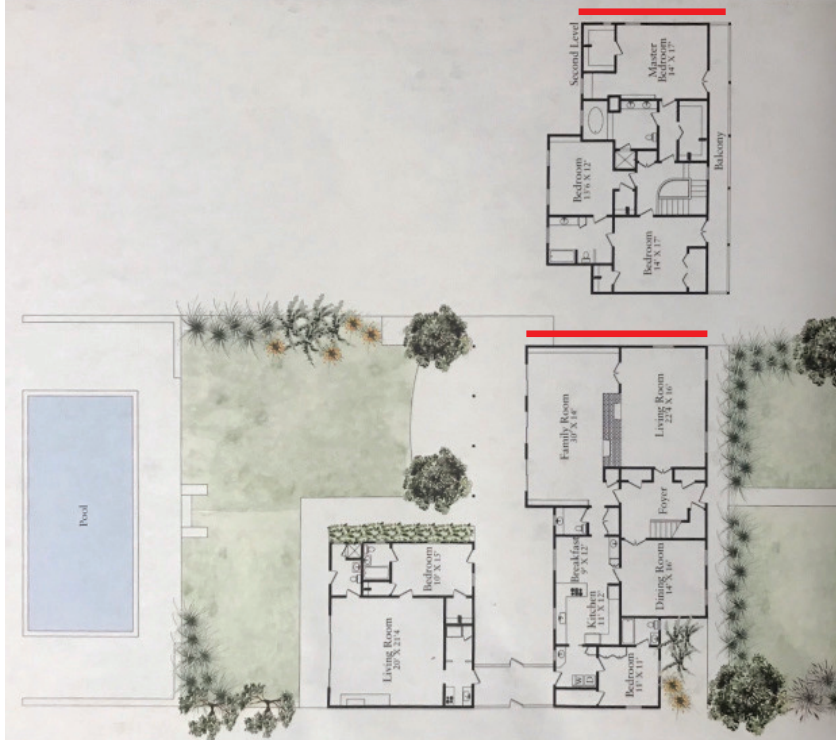
As of Date of Purchase, 6/18/19

East Façade Alterations



West Façade

EXHIBITS TO HDP #6837



First floor wall at south end demolished to make way for 466 S/F expansion.

Door added to first floor. Second story window removed.



801 San Rafael Avenue

As of Date of Purchase, 6/18/19

West Façade Alterations



EXHIBITS TO HDP #6837

Applicant's labeling of Guest House walls as existing rear and side residence façades

Seller's Photo



EXHIBITS TO HDP #6837

Applicant's Photos and Captions



Applicant's labeling of Guest House walls as existing rear and side residence façades



Trains & Train Room



EXHIBITS TO HDP #6837

DEWITT COLLECTION

-- My visit to Pasadena, Southern California in search for a huge collection of steam locomotives.

Kenichiro Hirai

Right before going to Siera Pacific, a huge club layout, in preparation for January issue of this magazine, I had a chance to visit Mr. Dewitt, who is famous in Southern California for his brass collection, in Pasadena, a suburb of Los Angeles.

I was hoping I could introduce his collection in our magazine since my friend in the States told me that there was a great collector in Pasadena and that his collection contained various pro-painter models.

Last spring, Mr. Donald Drew of PFM, Inc., which imports brass locomotives made in Japan such as Tensyodo products, sent me a letter and asked if he could refer me to a collector in Southern California who would like to contact a collector in Japan. As soon as my affirmative response was dispatched, Mr. Dewitt wrote back and enclosed his collection list. That list was amazing.

There was no doubt that Matsu and Ken, who have more experience as collectors, would be suitable to visit him; however, they held on to their strange oath not to go to the United States and said "You can go instead of us."

Thanks to their offer, I added this exciting plan of visiting Mr. Dewitt and viewing his collection to my business trip to the States.

Mr. Dewitt picked me up after his work and drove me to his home, about 10 minutes northeast of downtown Pasadena. It is located in a nice and quiet residential area at the foot of the mountains. Without giving me too much time to say "hello" to his wife, he led me to his collection room and turned the alarm off and the light on at the doorway. His collection, which was neatly organized and displayed in huge showcases that fully furnished the room, hit me in the eye.

There are various kinds of Southern Pacific steel locomotives as he lives in Southern California.

In addition to those, his collection even covered major West Coast trains such as Western Pacific and Union Pacific. I can also see multiple locomotives of the same models.

Following him further inside, I was fascinated by the complete trains, from the height of locomotive era, exhibited in the case from the ceiling to the floor. I'm sure he must be proud of them.

What makes his collection special are the fact that many of the models were completed by a famous professional painter on West Coast as well as the fact that he builds and paints quite a few models himself.

After the tour of his collection room, he led me to his work room. I asked him if I could take a picture here but he declined. "This messy room is embarrassing." This six-tatami-mat space would be cozy and comfortable for model fans. There were small television, a work table in the room, and a painting booth in the corner, to which a tiny compressor and a ventilator are attached.

"While I am working here," said Mr. Dewitt, "I look over and watch TV for a big play in baseball or football."

I asked why the coaches on the table had twisted roofs. He said he was working on repairing those which had fallen during the earthquake several years ago. I guess his home must have experienced the Northridge earthquake this year as well. I hope his collection was not damaged.

Arrival scene of the Desert Wind at Pasadena Station in Santa Fe.

His collection is irresistible for American model fans, not only for the extraordinary numbers of collection, but also because of the composition under elaborate historical inquiry. Matsu/Ken would be jealous of 1950 SP Cascade, the 8th row from the top, and I sighed at the 1950 SP-RI Golden State, the 3rd row from the top. (by Souya)

This is the sight at the moment when I stepped through the door of his collection room. Trains are displayed in perfect

order in the case, which fully covered every wall in the room.

While I thought he might store materials such as train coach planning maps in the wood drawer all the way down along the cases, he actually treasures butterflies, his another collection. In connection with the purpose of our publication, this collection had to be reluctantly omitted from the article.

Mr. Dewitt.

The purpose of acrylic door is to minimize the damage from falling in earthquakes rather than block out dust. It has a big hole as a sliding handle for its convenience.

He collects the same kinds of his favorite models. He enjoys remodeling them to make another version.

There are unpainted, painted and weathered steam locomotives in this case. You will see no unity, but rather weathered models contrasted. Unlike the models in Japan, which tend to be dressed with rusty color, he finished with whiter color, which makes models more real and sophisticated.

The eight-row staired exhibition allows light on every aspect of the models. This exhibition looks magnificent when viewed in a slanting angle.

OUTLINE OF MY COLLECTION

Robert A. Dewitt

1. Steam Locomotives

I have around 625 steam locomotives in my collection and 480 of them are painted. I do detailing-up and paint on unpainted products by myself. I've been especially working for detailing-up on old models which is not as delicately crafted as nowadays. I also make models of which prototype has not been manufactured yet, such as SP F-3/4, referring retailed models as specimen (for example, I use F-5 for SP F-3/4.).

325 models out of painted models has been weathered by Jerry Spelma. As far as I know, no one can paint better than he does. He is one of my best friends and has been taking on weathering on my models since around the middle 1960s. While I have about 145 of unpainted models, I will finalize my collections all painted and weathered.

Major models of steam locomotive in my collection are UP, SP, Santa Fe, GN, and NP. You could see D&RGW and C&O, my best favorite trains are very close to a perfect collection. Furthermore, I have collected quite a piece of PPR, NCC and N&W.

2. Turbine Locomotives

I have collected most of UP Turbine all of which are painted.

3. Diesel Locomotives

I have been collecting a lot of the first generation diesels, most of which are UP, SP and Santa Fe. Those are all detailed-up and painted.

4. Electric Locomotives

There are some PRR, NYC, CB&Q, WP, GN and NP in my collection.

5. Coach Composition

What I am concerned most about in my collection is a complete composition of detailed-up and painted streamlined coach locomotives. The following list are some of the compositions in my collection.

- a. 1937 Southern Pacific Daylight
- b. 1937 Southern Pacific Sunbeam
- c. 1941 Southern Pacific Daylight
- d. 1931 Southern Pacific Daylight
(heavyweight train)
- e. 1950 Southern Pacific Sunset Limited
- f. 1941 Southern Pacific Lark
- g. 1949 Southern Pacific Shasta Daylight
- h. 1950 Southern Pacific Cascade
- i. 1949 Southern Pacific Golden State
Limited
- j. Southern Pacific Golden State Limited
circa 1957
- k. 1949 California Zephyr (WP, DRG&W &
CB&Q)
- l. 1939 49er (SP, UP and C&NW)
- m. 1935 Union Pacific City of Denver
- n. 1938 Union Pacific City of Los Angeles
- o. 1938 Union Pacific City of San Francisco
- p. 1941 Union Pacific City of Los Angeles
- q. 1941 Union Pacific City of San Francisco
- r. Union Pacific City of San Francisco
circa 1956
- s. Union Pacific City of Los Angeles circa
1958
- t. Union Pacific Challenger circa 1950s
- u. 1939 Santa Fe Valley Flyer (heavy
weight)
- v. 1937 Santa Fe Super Chief
- w. 1938 Santa Fe Super Chief
- x. 1938 Santa Fe Chief
- y. 1938 Santa Fe El Capitan
- z. 1954 Santa Fe El Capital (high level)
- aa. Milwaukee Road Olympian Hiawatha circa
1955
- ab. Milwaukee Road Afternoon Hiawatha circa
1940
- ac. Milwaukee Road Chippewa Hiawatha circa
1940
- ad. 1938 Pennsylvania Railroad Broadway
Limited
- ae. Pennsylvania Railroad Broadway Limited
circa 1951
- af. Pennsylvania Railroad Congressional
Limited circa 1952

- ag. 1938 New York Central 20th Century Limited
- ah. New York Central 20th Century Limited Circa 1951
- ai. 1931 Great Northern Empire Builder (heavy weight)
- aj. Great Northern Empire Builder circa 1954
- ak. Northern Pacific North Coast Limited circa 1954
- al. 1941 CB&Q twin Cities Zephyr
- am. 1949 Norfolk & Western Powattan Arrow
- an. Texas Special (Frisco & NTK - circa 1953)
- ao. DRG&W Prospector (circa 1960)

My collection also contains a lot of streamlined locomotive and heavy steel coaches in order to compose such as Santa Fe San Francisco Chief and SP Sun Hokin Daylight. I am thinking about the project to decorate inside of the coaches since there are not many of coaches with interiors in my collection.

Dewitt Collection

南カリフォルニア パサデナに
こだわりの巨大コレクションを訪ねる

平井憲太郎



1月号でお目につけた巨大クラブ・レイアウト、シェラ・パシフィックに先立って同じロス・アンゼルス郊外のパサデナで私が訪問したのが、南カリフォルニアの著名なプラス・コレクターのデウィット氏であった。

以前から“パサデナに物凄いコレクターがいる”というウワサはアメリカのあちこちの友人から耳に入っていたし、そのコレクションには有名なプロペインターの作品が数多く含まれているとも聞いては、一度本誌でご紹介しなければならぬとかねてから思っていた。

たまたま昨年春、かつて天賞堂製品を始めとする日本製のプラスロコの輸入を行っていたPFM社のドナルド・ドゥルー氏から久しぶりの手紙がきた。“南カリフォルニアのコレクターが日本のコレクターとコンタクトを取りたがっているが、紹介してもよいか”、とのことである。もちろん有無のあろうはずもない。早速OKの返事をするともまなくデウィット氏から、コレクションのリストを同封した手紙が届いた。これは凄い。

本来ならばコレクターとしての経験からも松・謙が



もとサンタフェのパサデナ駅にデザート・ウインドが到着。出掛ける

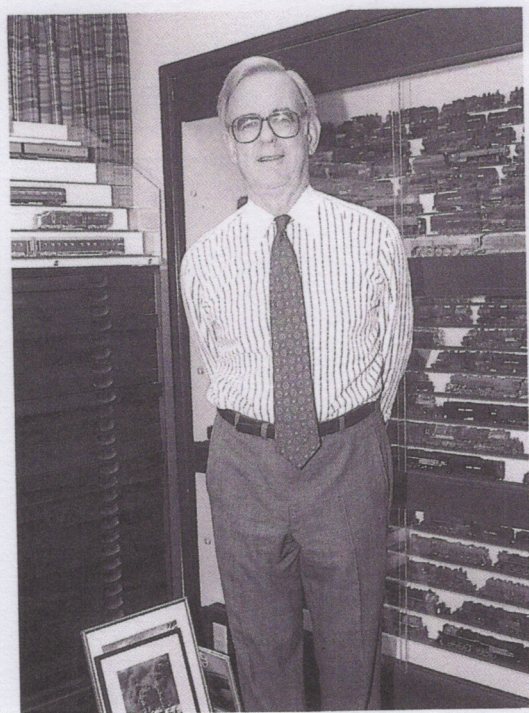
べきところだが、なぜか“アメリカには行かない”という奇妙な誓いを立てている彼は、“おまえ行ってこいよ”。

というわけで、私が訪米するときに合わせてコレクションの見学をさせてもらう事にしてその機会を待ったのである。

仕事を終えてから私を迎えに来てくれたデウィット氏の家は、パサデナの町から東北へ車で10分ほど走った山裾の、静かな住宅地にあった。出迎えてくれた奥さんとの挨拶もそこそこに、デウィット氏は私をコレクション・ルームへ案内する。警報装置のロックをはずし、ドアをあけて明りを点けると、

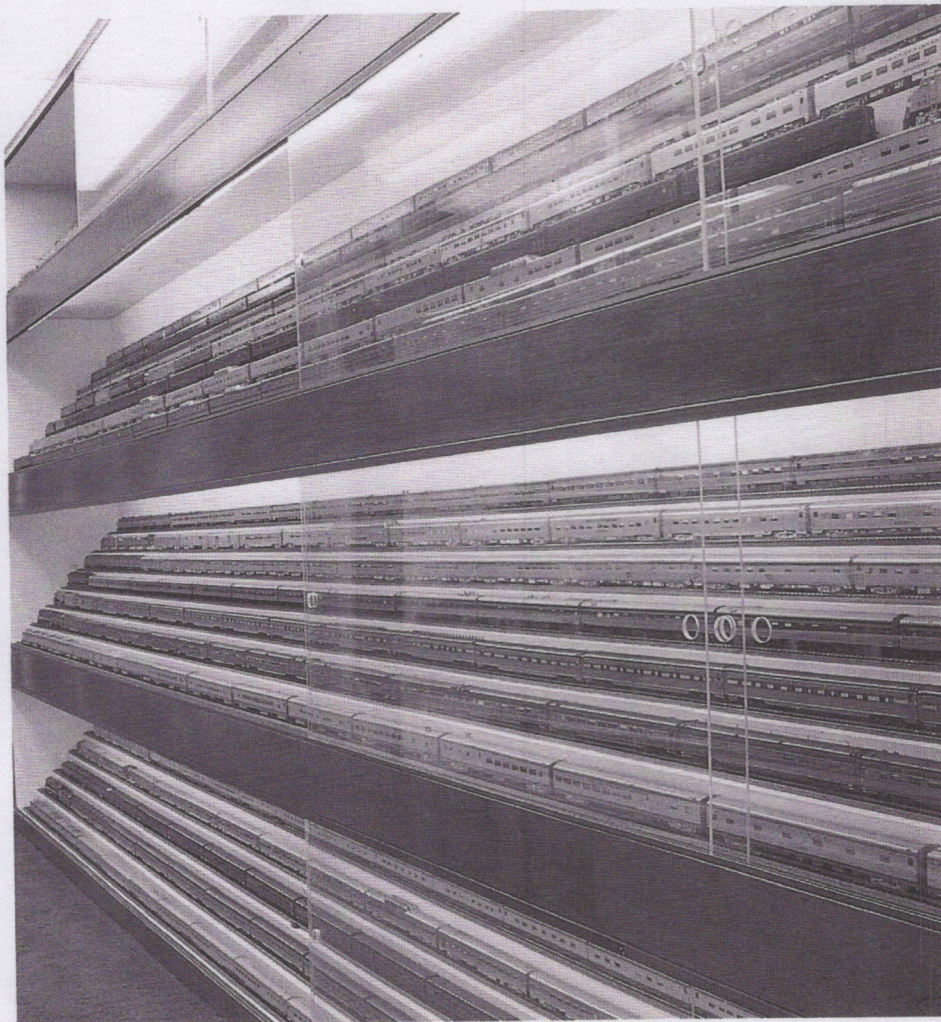


ケースの列の一番奥の木製の引出しは、きっと鉄道車輛の図面などの資料がしまっているのかと思っていたが、実はもうひとつのデウィット氏の趣味、蝶のコレクションが収納されているのである。こちらをご紹介したいのだが、本誌の趣旨から外れるので今回は割愛させていただいた。



デウィット氏。

ケースの扉はアクリル板。ホコリ避けよりは地震の転落避けの意味合いが強いので、扱いやすいように引き手として大きな丸い穴が開けられている。





コレクション・ルームのドアをあけて中に入った瞬間の情景。ところ狭しとケースが並び、その中に整然と車輛が収まっている。

ところ狭しと作りつけられた大きなショーケースにぎっしりと並べられたコレクションの数々が目に飛び込んできた。

さすが地元だけにサザンパシフィックの機関車が多いが、ウエスタンパシフィックやユニオンパソフィックを始めとする西海岸のメジャーな鉄道のものも網羅されている。また同一形式で複数のコレクションも目につく。

もう一步奥へ入ると、編成で揃えられた鉄道全盛時代の列車が天井から床までピシシ展示されたケースがある。いずれも素晴らしいコレクションだ。

デウィット氏のコレクションで素晴らしいのは、ひとつには西海岸で著名なプロペインターの作品が数多くある事、そして、自分で加工、塗装した作品がこれまた数多い事である。

コレクションをひとわたり拝見した後、デウィット氏の工

作室に案内してもらった。汚いからこの写真は駄目よ、といわれてしまったが、模型ファンには居心地のよさそうな空間である。日本式でいえば6畳くらいだろうか、こぢんまりとした部屋には小さなテレビと工作台があり、ミニコンプレッサーと換気扇を備えたペイントブースが片隅に設けられている。

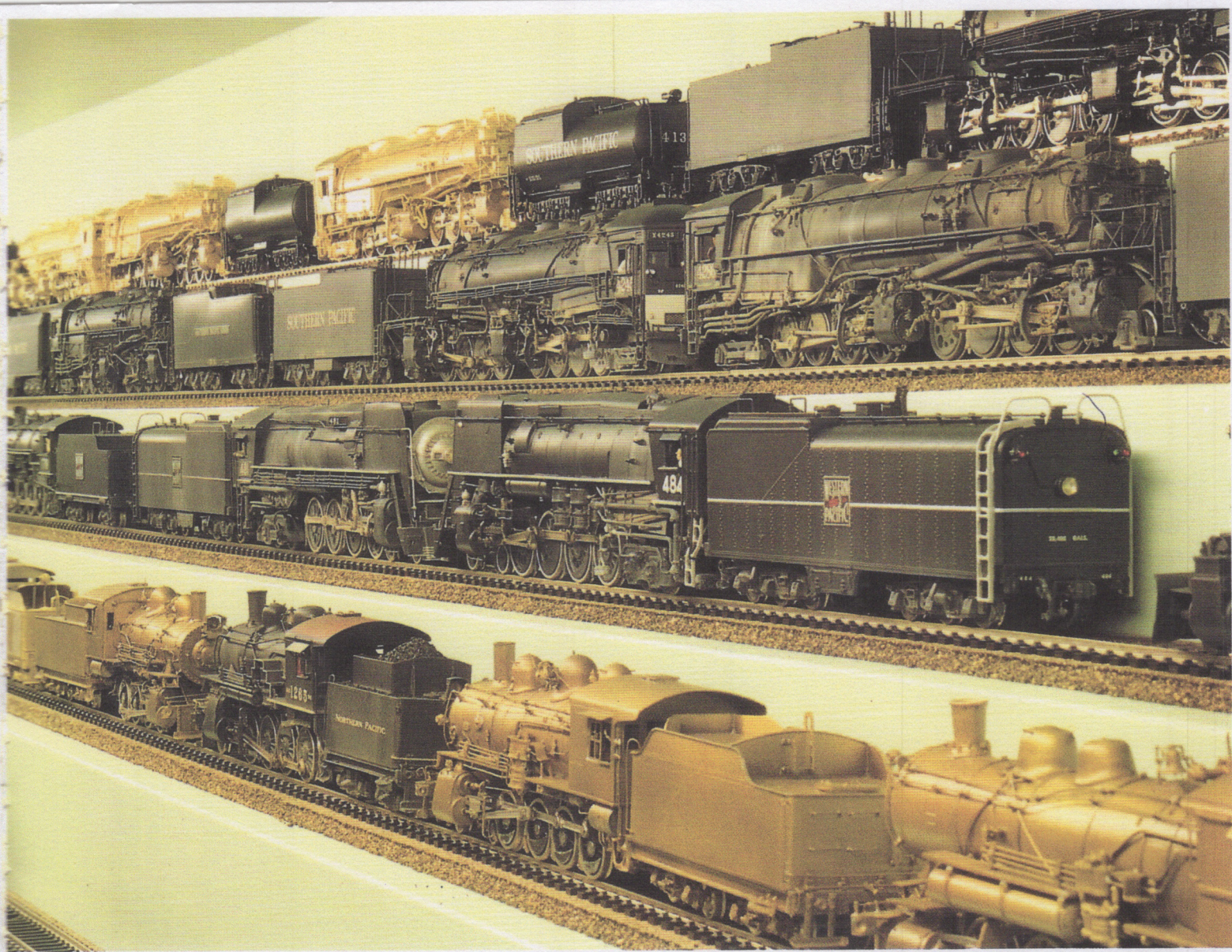
“ここで模型を作りながら、後のテレビの野球やフットボールの中継が佳境に入ると振り向いているんです。”とデウィット氏。

工作台の上にキャブの屋根が曲がった機関車があったので、わけをきいたら、数年前の地震で転落した機関車の修復作業の最後の一群だとか。ことしになって再び大きな地震に襲われた南カリフォルニアだが、デウィット氏のコレクションは無事だろうか？

(平井) 〇



米国型ファンには垂涎もののコレクション。膨大な量のみならず、いずれの客車も丹念な時代考証の下に編成化されている。松・謙は上から8番目のSPカスケード1950年編成に嫉妬し、私はSP-RIの共同運行のゴールデン・ステート1950年編成（上から3番目）を見て溜息をついてしまった。（精谷）



未塗装、塗装済、ウエザリング済の蒸機が混在しているケースの中、シーナリーが伴わなくても、ウエザリング済のモデルの存在感が際立って見える。日本ではウエザリングというと、すぐに錆色をまぶしたが、このモデルはいずれも白っぽく仕上げられていて、リアルかつ上品である。



8段という奥行の深い雑段での展示は、照明が全体にいきわたって観賞しやすく、斜め前から見た時の迫力も一段と増す。



気に入った機関車は同形式で複数台コレクションされているものも少なくない。なかには自ら手を加えてヴァージョン違いに改造したものも見られる。

