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# Bulletin

*Southern California Chapter*

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### - President's Report -

I think all TCA members, in fact anyone interested in old trains, owe a great deal to those persons who devote time to further this fine hobby. It is these people who record the history and progress, thru research, that contributes much toward making train collecting so interesting.

For the latest fine contribution, we owe Herb Morley a great deal of gratitude for the splendid Lionel trolley publication. I suppose other people had a hand in its production, but I do know that it was through Herb's efforts and research that made it possible. I told Herb that if it had been me, I would have produced it on my own and sold it for personal profit. I certainly wouldn't blame him if he did since most other reproductions of catalogs are sold by private individuals.

Herb said that since this was done for gratis and handled through the TCA, it would be sold on a near cost basis and would be available to anyone at the lowest possible cost.

So, our hats are off to you Herb, and to the many other individuals who give of their time and talents for the enjoyment of all members. For instance, how about the bulletin you are now reading? Thanks mainly to Wes Frye and Harrison Bemis, this publication is available at little or no cost to the TCA. Look at the time spent by many members on a national scale - like the TCA Quarterly and such men as Lou Redman.

Again on a local level, consider the work of the secretary, Dick Wheeler and the secretaries before him, all of this for no personal financial gain.

So the next time we feel like criticising, lets re-

member these things and offer a word of thanks and gratitude instead.

Russ Hafdahl

**\*\* JUNE 29 - 30 and JULY 1 \*\***  
**CHECK YOUR CALENDAR**

You are so right - these dates are not just ordinary dates - they are THE NATIONAL TCA CONVENTION dates. The place, San Francisco. Your host, the Northern California Chapter of TCA. This progressive and enterprising group is going all out for YOU to make the second West Coast National Convention a roaring success.

If my memory serves me correctly, the successes of previous conventions held in Southern California were definately due to the large contingent of Northern California boys. Oh yes, they even left a lot of loot here. Let's reciprocate maybe not in loot but in PARTICAPATION.

How about foregoing a train purchase or two and stashing the dough away for JUNE 29-30 and JULY 1. No matter how rare the train you pass up, the odds are that you will get another crack at one. NOT SO WITH A NATIONAL CONVENTION - IT IS HERE TODAY - GONE TOMORROW. But you who attend will have memories of a great event. This you can't buy.

OK you "BOYS", let's plan ahead for the BIG MEMORY. JUNE 29 -30 and JULY 1. Make the effort even if you have to camp out or drag the better half cave man style. I'll see you there.

Herb Morley  
 National TCA President.

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Well, the fellows up North in the San Francisco Bay area are warming up the Josephine Randall, Jr. Museum for the National Convention. Dick Hopkins writes that they are using this fine place for every other meeting. The alternate ones are held at member's homes.

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Railroad Model Craftsman is publishing quite a bit of information that is of value to a train collector.



## - Who Made the First HO? -

While writing the article "Hornby True to Type Locomotives" for the December issue of the "Bulletin", I had occasion to refer to Bassett-Lowke as the originator of HO. Phil Parks edited out any reference to HO as the article dealt primarily with O gauge Hornby Trains. My first draft gave the credit to Bassett-Lowke. My source was "Riding the Tinplate Rails" by Hertz, pp54-55, in which he stated that W. J. Bassett-Lowke deserved credit for originating HO or OO as it was called in Europe, of approximately 4mm scale with a gauge of about 16mm. The gauge was later standardized by Stewart-Reidpath to 16.5mm. The actual manufacture was farmed out to Bing and the first trains were marketed in 1922. I sent the draft to Laurence Tandy, my co-author, and I was amazed when he replied that Trix had made the first HO and that Bassett-Lowke merely introduced it into England. I didn't want to delay publication, so I re-wrote the reference, crediting Bassett-Lowke with the introduction of HO into England and saying nothing about who originated it. Never the less, the problem bothered me so I wrote to Hertz about it. The following is a quotation from his first letter.

"In regard to the first HO, it was made by Bing in 1921, I believe clockwork, and the electric HO was added in 1924. This was the first commercial production of HO, although they called it OO.

Fortunately his second letter followed the first shortly and settled the problem.

"I have your earlier letter here now with the query about HO, and see you had referred back to 'Riding the Tinplate Rails', pp54-55, so my last letter merely put things in a circle!

The information on pp54-55 is, I believe, still correct, and as stated, W.J.Bassett-Lowke was one of those who conceived the miniature gauge, but the trains were actually manufactured by Bing in Germany. Bassett-Lowke Ltd. introduced and sold the Bing trains in England. Your friend in England is completely wrong about Trix 'inventing' HO if he refers to Trix as such, for Trix did not come out until as recently as 1935, whereas Bing had made HO over a ten year span from the early 1920's.

BUT, Trix was owned and operated by the Bing Family after Bing Werk went out of business, so you can say that Trix was in a sense, a continuation of Bing altho

all models were new. Karl Bub, another German company got a hold of the old Bing HO dies and continued making the same models under the Bub name. However, you can see how someone at Trix in England, could say with some justice, 'we invented HO', particularly if the person making the statement was Franz Bing or one of the old Bing group."

So it appears that both Tandy and I were right!

Bill Lowndes  
Northern California Div.

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Dick Hopkins of the Northern California Division reports that they have five committees in action already. (1) Auction, (2) Layout and trading, (3) Security provisions (includes raffle and door prize), (4) Hospitality (this includes refreshments and maps), (5) Registration and publicity. Ray Lommatzsch, Ron Decker, and Harold Baldwin are offering their services as expert carpenters to build an 8' by 16' (3/4" plywood) layout table with O, #1, #2, and Standard Gauge track. All members are urged to bring one outstanding loco or set for the display. It looks like the National TCA Convention in San Francisco will be a real success.

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Phil Parks' lovely wife, Molly, is on a visit here from England. Boys, she's a doll and she approves of her husband's hobby of train collecting, too. As most of you know, Phil is a squadron leader in the Royal Air Force and is stationed in the United States for the present.

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If you are planning to attend the World's Fair at Seattle, the following is a list of the meetings of the Northwest Division for the next six months.

Ted Auhberg - Apr. 15th - 8501 N.W. 9th Ave - Vancouver, Wash.  
Bob McCoy - May 20th - 8018 S 259th St - Kent, Wash.  
Elmer Gustafsen - Jun 17th - 1035 E 95th St - Seattle, Wash.  
Annual Picnic - Borst Park - Next to Hwy 99 - Centralia, Wash.  
Elmer Gustafsen - Aug 19th - 1035 E 95th St - Seattle, Wash.  
Doc Champaign - Sept 16th - 7406 El Dan Mar - Vancouver, Wash.



OH DADDY, YOU AND YOUR CARS AND TRAINS

This is the response from my daughter when I propose a gift "for her" of a train or a model automobile instead of the usual dolls, doll clothes, or model horses.

But then, this is the way it has always been. As a lad, I would be absorbed in longing thoughts of electric trains during the winter and automobiles during the summer. In those years I would collect catalogues and spend hours studying them.

The automobile showrooms would be visited and the cars discussed with the salesmen who I am sure could tell at a glance that there wasn't a remote chance of making a sale-- I liked the expensive cars, i.e., Lincolns, Packards, Stutz-es, Auburns, Cords, and Duesenbergs.

During the winters in Detroit, Michigan I would visit J.L.Hudson to see the best in Lionels 408's, 402's, 390's, and 400's. Kern's had American Flyers galore. Ives was sold by certain hardware stores and I was introduced to Boucher and their motto "buy your boy one for yourself" at one of the stores. I would make all sorts of inquiries which would be terminated by my question, "May I have a catalogue of the trains?" The first year that I did this was in 1927 and followed through rather religiously since. All of this material was saved. My Lionel catalogues start with 1927, the American Flyer with 1928 and I have the following Ives: 1927, 1929, 1930, 1931(reprint), and 1932. The Ives 1927 catalogue has a memo in it to the effect that "One Sunday Pa promised to buy me an electric train". In 1929, he did buy me an American Flyer O gauge passenger set that I still have in the original boxes with the original paper wrapped in the same creases! How original can one get?

The center pages of the catalogues fascinated me. The 1927 and 1928 Lionel had a night scene showing a 408E with four passenger cars complete with interiors. The 1930 catalogue also impressed me with three trains: the 381E with three green State cars, the two tone brown 408E with four State cars and a 390 with seven 200 series freights. The American Flyer catalogues showed the President's Special.

The orange Ives 3243 and passenger cars were also a favorite. The later 3245 was an exciting model as I was partial to the Chicago, Milwaukee, and St. Paul Railroad in those days. Electric type locomotives seemed to appeal to me then especially. However, never did I expect to own one of these, My lot appeared to me to be that of "being on the outside looking in."

So many years have gone by -- thirty plus. It wasn't until 1960 that I acquired my first standard gauge Lionel-- it was a 42 that was purchased from Evan Middleton. But on Christmas Day, 1960, in our living room was a 390E (from Herb Morley), seven 200 series freights (from Russ Hafdahl), track and a transformer (loaned me by Ralph Pauly, and they haven't been returned yet!) I dug up my 1930 Lionel catalog and opened it to the centerpiece where this train was pictured and explained the thirty years wait to my wife and daughter. I finally acquired a centerpiece premium train! Since then the 381E and three green State Cars have been added to my collection. The train that is needed to complete the 1930 Lionel center page is the 408E with four brown State cars. I wonder if my name is on such a set somewhere? Who am I? \* see bottom of page 8

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— March Business Meeting —

The March meeting was held at Bill Harris's place in Pasadena. This was the bi-monthly business meeting and it was highlighted by discussions about the forth coming National TCA Convention in San Francisco. We had a nice turn out, twenty nine members and guests, including our old friend, Bill Jeffery, whom we haven't seen in some time. Harris certainly put on a beautiful display of trains. We thank him for going to all the work and trouble necessary to erect his fabulous collection

The April Meeting, a social type, will be at Evan "Dad" Middleton's home in Buena Park. We bet most of the fellows will stop by the farm first, so Russ, look out for the stampede.

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METCA's March Newsletter is very interesting and informative. 73 present at their second Meet- Wow- and right after a snow storm too.

We feel that an exchange of these news publications between the various Divisions will stimulate interest in our hobby and be beneficial to the TCA as a whole.

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Bill Harris is planning to display his train collection at the big Southern California Hobby Show in Los Angeles, April 6 thru 15th. His booth will be 20' by 20'



— Trading Post —

Art Varney would like to buy a good 500 series box car and a #332 red baggage car.

If you want a good 226E and tender contact Jim Rogers.

Gordon Nesbitt would like to get the pantographs to an AF #3020.

Wes Frye has some of the better recent Lionel O gauge locos and cars in excellent condition for sale at bargain prices - many items are in original boxes.

Those late #6464 box cars are still wanted by Bill Harris.

Jim Kurten would like to pick up a junker Ives #3243 and a #3237 - guess what he is planning to do.

Get in touch with Dick Wheeler if you have any of the real old color slides or know of anyone that has some for sale. (old glass type)

Herb Morley has a beautiful black #400E for sale or trade.

