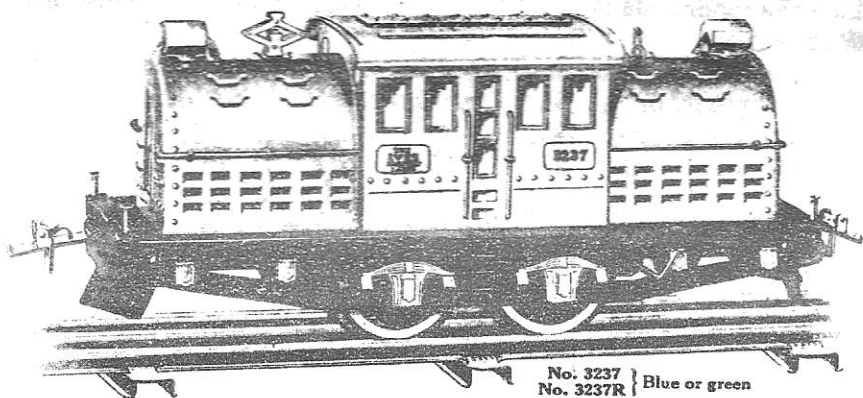


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Bulletin

Southern California Chapter



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AUGUST 1962

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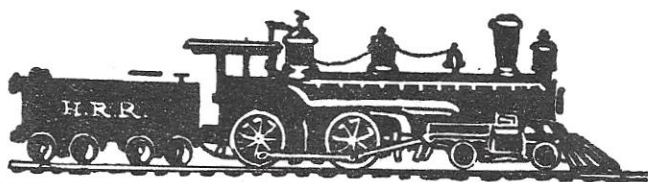
-President's Report-

I just had a letter from our new National President, Bill Clapper, and in it he said " We have a lot of pleasant memories of our trip out there". Bill is a fine fellow and I am sure all that met him will agree to this. It was nice to have Lou Redman with us too, as well as all of the other visitors.

I had a card from Jack French today. Jack is secretary of the Pacific Northwest Division. He wrote that "The fellows at our meeting yesterday felt they would like to have the West Coast Convention in Seattle next summer." Let's think this over and discuss it at our next business meeting. Jack also said that Don McClain, Vogel, Al Roth, Jim McKercher, Jack Roscoe, and Evan Middleton were at the PNW meeting.

One of the eastern boys in commenting about the National Convention at San Francisco said that there were more trains there on display than at any National meet he had attended. That Hall of Flowers in Golden Gate Park was certainly a dandy place for our Saturday meeting - lots of room, tables, chairs, and a good stage. I know that I had a good time and I am sure that the rest of you did too!

Russ Hafdahl



We are real proud of our Western Division fellows. Twenty three made the long 500 mile trek to the National Convention at San Francisco this year. Others wanted to go but circumstances beyond their control made this impossible

Talking trains, swapping trains, making new acquaintances and fellowshipping with old friends was the order of the day at the beautiful House of Flowers in Golden Gate Park.

The following is a list of those present at the big three day Meet.

Stanley Anderson	Evan Middleton	Al Shadler
Jerry Brown	Ed Miller	Ralph Schisler
Bob Carlson	Herb Morley	George Sirius
Howard Davis	Ray Nelson	George Smith
Wes Frye	Gordon Nesbitt	Dick Thompson
Russ Hafdahl	John Parker	Art Varney
Bill Harris	Ralph Pauly	Dick Wheeler
Jim Kurten	Mel Roberts	

Traveling North to the Convention on the Southern Pacific Lark on the evening of June 28th, Wes Frye had the good fortune to find Lou Redman and his lovely wife and Don McClain and his son on the same train. Consequently the Buffet Car proved to be the site of a train collectors meeting.

Generally speaking, prices were firm at the National Convention this year. We noticed this at the trading tables as well as at the auction. It does seem that our predictions of a few months ago are coming true.

George Sirius came away from the Convention with three green and two brown State cars and Herb Morley brought home an Ives #1134 Chief set and a Lionel #100 trolley.

THE LIONEL #263E's

The 263E's were some of the most striking examples of O gauge tinplate produced by the Lionel Corporation. How old are they? Perhaps you know, that is if you have been in the game for awhile. But whether you are a novice or an old timer, I am sure that a bit of the history and description of this fine locomotive will be interesting.

Since we are talking about a special locomotive, Lionel's largest and most handsome O gauge steam type of its day, lets explore the most exciting version of this tinplate masterpiece, the O gauge 'Blue Comet'. Gleaming two tone blue, matching its standard gauge counter part, this is truly a beauty. The 'Comet' appeared first in the 1936 catalog and was pictured with the #613 Pullman, #614 observation, and #615 baggage. In 1939, the cars were numbered #2613, #2614, and #2615, but the only difference was in the couplers - the early cars had the latch type, while the later cars had the electric box type. These passenger cars were light blue in color with white window frames, doors, number plates and truss boxes, and had dark blue clerestories. They had four wheel black trucks with nickled journal boxes and the rear platform of the observation car was also nickled to match the trim on the locomotive and tender. The engine and Vanderbilt type tender measured 18 3/4 inches and the whole train was 54 1/2 inches long.

Now let us look at the more common version of this 'Big Boy' of the Lionel O gauge line. It was painted gun-metal grey and was sold either separately as a #2263EW loco and tender set or in a freight or work train outfit. Here again the early sets had 800 series freights while the later sets had the 2800 series - the couplers being the difference.

When these beautiful trains came rolling down the track, if you were lying on your tummy with your head by the curve at the end of a straight of way, you would notice unusual things. If you were so lucky as to have a Blue Comet, the pilot or cowcatcher would be dark blue, matching the frame. If it were the grey one with freight cars, the pilot would be red. Even though the catalog shows disc

wheels on the lead or pilot truck, they could have come with either the disc or spoke wheels. No matter the color of the engine and tender, all wheels were black in color with the earlier ones having full tires and the later ones just bands covering only the treads. The drive wheels were not hollow between the spokes, but had this appearance because the spokes were cast in relief. The wheel gears were cast into the back side of the wheels. A very fine looking and actuating valve gear and rod set up enhanced this engine, especially during operation.

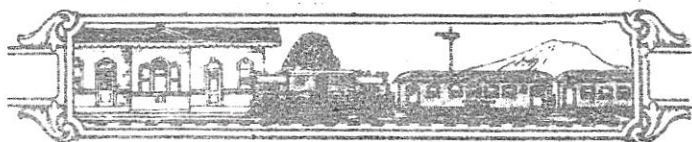
The later versions had whistles and chuggers and all versions had fire box lights, little red marker lanterns and builder's plates on either side of the boiler front just aft of these marker lights.

As on all of the desired steam type Lionel locomotives of this era, the frame and cylinders were cast of zymac. If you were lucky you could possibly have aluminum cylinders on your #263E as this was a carry over from the earlier #260's. The couplers on the tenders could be either the latch or the electric box type, depending upon the year that your train was made.

Here has been a description of a fairly late model as far as collecting old trains go. They were such a fine looking locomotive that it was a good seller. As a result, there are quite a few around so no one who has the 'yen' for one or all of these versions should go wanting.

Gordon Nesbitt

Our next business meeting will be at the home of Dick Wheeler, 821 Oakglade Drive in beautiful Monrovia Canyon. His outdoor two rail standard gauge railroad will be in operation so plan to be there. A lot of new men have come into our Chapter lately, therefore bring a lot of auction items. The date - Sept 7th. The time- 7:30 PM.



- SPECIAL MEETING -

It isn't often that a division has a reason to call a special meeting but we had this good fortune right after the National Convention. Herb Morley's house was selected to entertain our eastern friends who were in Los Angeles before returning home. Bill Clapper, our newly elected National President, and his wife, Lou Redman, our esteemed National Secretary, and his wife, Chester Holley from Florida, who has never missed a National Convention, and Bob Korpus, a new member from Chicago, were our out of state guests. Also member Ward Kimball, who offered his narrow gauge live steam Grizzly Flats Railroad for our next meeting, James Cooley and Frank Cox from San Diego were present adding to the distinguished gathering. The turnout of our regular local members was a tribute to our honored guests. Our own Herb, who was recently succeeded by Bill Clapper as National President, and his gracious wife hosted in their usual genial way. The refreshments of cake, ice cream, coffee, and punch were attractively delicious.

The gathering was singularly honored by talks from Bill Clapper and Lou Redman, and we were all invited by Chester Holley to visit his home in Florida. Bill, as National President, stated that he was greatly honored in being selected to lead this fine group of individuals. With his leadership ability, the TCA should gain new heights during the coming year. We were indeed fortunate to have him present, his first train club meeting since being elected as National President.

Lou paid tribute to TCA members when he told all of us that as much as he enjoyed collecting, and as much as he valued trains, he would not trade any of this for a single friend he has made thru this fascinating hobby. To demonstrate this, he picked up an orange and black coach from a #3245 Ives set when he made this statement.

After a lively auction and another look at Herb's fabulous collection, we left for home, feeling that it was good to be a member of the Train Collectors Association!

The Western Division presented Lou Redman's pretty wife, Jody, with a beautiful Eisenberg necklace and earring set in recognition of her work for the Association. We understand that she attended school for the sole purpose of learning how to operate the TCA multilith machine.

- Meeting at Grizzly Flats -

The city of San Gabriel, California is the location for a very unusual and special treat that we train collectors are privileged to enjoy every so often. TCA member Ward Kimball fires up his Grizzly Flats Railroad for our pleasure. Grizzly Flats is the Kimball family's 3 ft narrow gauge line which boasts of three real steam locomotives that puff and chug their way up and down the right of way. They pass the station, switch to take on water at the tower, or hiss into the roundhouse to nest over the ash pit. Yes, they are the real thing.

On Thursday evening, August 2nd at 7:00 PM as the first members began to arrive, Chloe, one of the stable, had a full head of steam up and was ready to roll. This locomotive is a shining example of an O-4-2T woodburner from the pineapple plantations of Hawaii. It was built in 1883 by the Baldwin Locomotive works as a saddle back but later converted to the locomotive that it is today. For two whole hours, the fellows and the members of their families rode up and down the right of way on a specially built flat car coupled to this beautiful locomotive.

Finally after the call had been given for the last ride and Chloe was bedded down safely for the night, the men assembled at the Grizzly Flats Railroad station to view Ward's fine collection of Howard, Carlisle and Finch, and Bing, as well as other unusual pieces.

Then after a lively but short auction, refreshments were served.

We all felt that we were indeed fortunate to have another meeting at the Kimball place and will always remember their kind hospitality.

— *Trading Post* —

Bill Harris would like to buy some Lionel scale trucks for his 700 series freights. He also needs a boiler front for his #5344 Hudson and more Lionel solid rail track and switches.

The following items are needed by Wes Frye - Lionel #746, #1835, #2321, and #2331. Must be reasonable.

Gordon Nesbitt would like to pick up roofs for two Black Diamond O gauge cars.

A. B. Clark of Visalia, would like to buy an AF Shasta locomotive. If you have one for sale get in touch with him.

At the National Convention, we were quite impressed with the variety and the excellent quality of replacement parts for those old trains available from Dick Wheeler, Bob McCoy, and the Treasure House of Garfield, New Jersey.

As a matter of policy, the TCA Bulletin is sent to all National officers, to each divisional secretary, and to all Western Division members free of charge. Other TCA members may have this paper by sending \$1 to Dick Wheeler, Western Division Secretary, for a years subscription. His address is 821 Oakglade Drive, Monrovia, California.