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Bulletin

Southern California Chapter

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Southern Calif Chapter
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- President's Report -

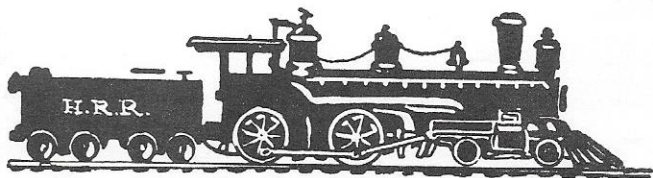
I visited the Seattle World's Fair in May and found it very good, lots of room and not over priced contrary to the rumors that we have heard. The Space Needle is a must. There is not much on railroads but they do have a transportation building with a few O and HO gauge models. This fair is about the space age and not the past, just the opposite from Knott's Berry Farm. So if you can make it, a visit to the Fair is well worth your time.

I visited some of the collectors in Seattle, but did not have time to see all of them. We did spend a little time with Bob McCoy, Bill Bouma, and Jack French. Jack is building a large layout in O gauge that should be outstanding when he gets it finished. Bob McCoy is spending full time now making parts for old trains, sending much of his output east.

I have been wondering what we are going to do when the membership gets so large here that we can't get into any one private home. Any ideas? Will we have to rent a public meeting room? Then there will be no collection to see. Will we have to form a north and south chapter, or an east and west club? Think about it anyway. The Northwest Trolley Club of Seattle meet once each month in a large room at the Union Depot, rent free, Maybe we could make such a deal with the local railroads.

I have sent in my registration for the National in San Francisco to George Critler, have you? Do it now and I will see you all in San Francisco.

Russ



The Midwest Division is a beehive of activity. With a regular meeting every month and their excellent paper, The Midwest TCAer, they are really making things hum in that part of the Country.

George Brink, founder of the Standard Gauge Association, passed away in April.

Our newest division, Metca, with a charter membership of 53, has now grown to a whopping 87. Their Harrison Meet on May 6th under the chairmanship of John Marron, drew a crowd of 84 collectors. Their fine newsletter printed in offset style, is very interesting to read.

Lou Redman will be our guest of honor at the July 5th meeting at Herb Morley's home, 6207 So. Rimpau Blvd, Los Angeles.

May Business Meeting

Variety is the spice of life and variety is what we have in our train collecting group. Never do we have an uninteresting gathering. This was especially evident when we visited John Parker and his gracious wife for our bi-monthly business meeting in May. His operating layout, which was described in one of the Bulletins, has had a station plaza, Maerklin street lights, and other interesting scenery added. What fun to watch the AF 4692's, Lionel 392's, 400E's, and all the other trains chugging and winding thru the lighted towns, crossing his many bridges, and coming to a halt at freight and passenger stations! We certainly enjoyed ourselves and extend our hearty thanks to John and Pat for a swell evening.

From latest reports there will be a large contingent of Southern California men at the National Convention in San Francisco.

- THE COLLECTOR'S STEPCHILD -

There was one noble locomotive produced for the enjoyment of the youth of America which attained a significant place in the annals of Standard Gauge Train Manufacturing. It was destined to become a by-word among the train collectors of our Nation. If you don't have one of the variations of this excellent engine on your shelf, your collection is wanting.

What was its number? We wont keep you in suspense. It proudly bore 'No 8' on its sides. Are we going to describe the No 8 trolley? No, we are going to tell you about the famous locomotive that probably made more money for its builder than any other standard gauge train produced. This leader of the Lionel wide gauge line, while not the most gracious and beautiful, the largest or most impressive, without a doubt was the most popular. Many boys and possibly girls were elated when they saw it operating on Christmas morning. In fact, the No 8 probably thrilled more children than any other standard gauge train simply because there were more sold.

This likeness of the New Haven electric type locomotive is finally coming into its own. During the first wave of collecting, when all sorts of prize pieces were turning up at regular intervals, the No 8 was looked upon with scorn. But now when the Standard Gauge Era is some twenty years past and the 'finds' are fewer, we must take a second look at even the most common trains.

Let us research this 0-4-0 together and see for ourselves why it should have a proud place on every collector's shelf.

Since color is a primary consideration when describing the 'goodies' of our Hobby, let's first talk about the color. The Eight came in as many different paint jobs as any standard gauge train. Probably the two most common being the olive green and the maroon. The bright red, however, was a very good seller, judging by the number in the possession of collectors. The most unusual colors were the mojave and slate grey. These colors were peculiar to the cab, of course, as the frames were all black.

The metal trim varied little, but as a general rule, the cab color determined whether it was brass or nickle plated. The whistle, air tanks, and non-operating pantographs were nickle plated on most of the maroon colored

locos, while on the others they were usually brass. The hand rails were always brass held on by nickled 'sniv-vies'. Of course, they came with both the nickled 'strap' type and die cast headlights. The nickle plated zinc journal box combination trim (Eagles) were the same as those used on the Lionel 380, 402, and 408!

The number plates came in two variations. The hand reverse models had brass colored plates with black lettering. The 'E' or automatic reverse plates were lettered in red.

The most striking version was the bright red loco which had cream colored window frames and louver back up plates, and a cream stripe on the base of the cab.

The mechanical differences were basically a hand reverse No 8 and the automatic reverse 8 E versions. The earlier loc's with the big geared drive wheels had the motor centered in the frame. The later versions, with the double idler gears, had the motor offset in the frame to allow the wheels to be equidistant from the frame sides. This was done because of the thicker construction of the boss of the geared wheels.

Another minor variation, which was typical of Lionel locos, that carried thru from the twenties to the thirties, was in couplers. In the twenties when Lionel changed from the hook type to the familiar and typically Lionel 'latch' type, an ingenious combination coupler was developed. This, obviously, allowed the earlier cars to be coupled to the engine as well as the contemporary cars of that year. After a time the coupler evolved to just the 'latch' type.

This locomotive in most cases was probably bought in a set. The engine came with the early #35 coach and the #36 observation which matched the engine in color. The #337 coach and #338 observation also were matched with the Eight. The late version of the #337 and #338 cars had the white window shades trim on the celluloid windows. As a three car set, sometimes the #332 full baggage was included, however a second #337 coach might have been the third car. It is interesting to note that the #339 coach and #341 observation did not come with the Eight as a cataloged item. Only the single lite window version was used.

This great seller was also designed as a freight set to please the younger generation. It had a #511 lumber car, a #512 gondola, and of course the #517 caboose.

Some interesting sidenotes bring to light that Ives used the same cab in the production of their #3236's. Also the fact has been reported that a dark green version has been seen which was not a repaint and was the same color as the #9, #381, and #408(Note- See, even mentioned in the same sentence as some of the more sought after locos is this noble Eight). The existance of two nickle plated versions was reported in the Quarterly, if our memory serves us correctly.

So you think your collection is to the point where you have to spend a lot of money to improve it! Well, here is an interesting project. Just try to collect all five colors of the Eight, in good condition of course. Represented should be the variations. Then pick up the passenger cars to match in comparable condition, and no substituting the double lite windowed cars.

Thus, we salute the least sought after, but yet a most representative piece of Lionel's standard gauge history.

Harrison Bemis

June Social Gathering

Russ Hafdahl closed his Miniature Train Shop to the public Friday, June 1st so we train collectors could gather there for a meeting. It is always a welcome treat to have a meeting surrounded by an atmosphere of Railroadiana and toys from by gone days. We had thirty-five members and guests present which made a real nice gathering. The auction brought forth such goodies as a blue 390, a 385 with five freights, and a 42 with three coaches. Russ and Bill Harris were the lively auctioneers and had to be on their toes to get all the stuff on the block before midnight. Just to give you an idea how much stuff was traded, over \$200 changed hands in the auction alone.

Russ and his swell wife fed us well on coffee, milk, and 'millions' of donuts. Russ, it sure is nice of you to treat us like celebrities when we come to the Farm.

The August issue promises to be an interesting one. Some new contributors have been lined up for the Bulletin. Remember, this is your paper, so help us to make it a real good one.

This little story should warm the hearts of each of you male type train collectors.

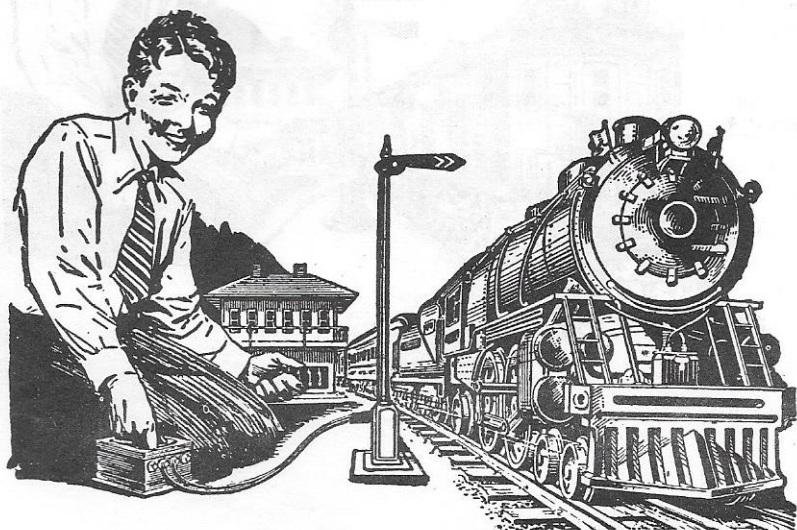
One of our charter members, Bill Jeffery, who we don't see enough of, viewed a beautiful #2500 Boucher at Mel Roberts' home but just couldn't quite get up enough courage at the moment to purchase it. A few weeks later, when he made up his mind that he should have this beautiful engine, he got in touch with Mel and guess what? Mel gave him the sad news, it had been sold. He who hesitates is lost.

Then, last Christmas the Jeffery family gathered around the tree to see what Santa had left for them. The children were having a ball as were mama and papa, when a medium sized, but very heavy gift was handed pop from mom. You guessed it, the grand and glorious Boucher 2500 had been purchased by Dode, his wife, for him.

This is an exaggerated case of 'going along with the toy train collecting bit'. However, it is the real honest and sincere thought that was behind this incident that counts. The all out attempt to please one's pardner in marriage by being open minded and realizing what would make the other happy is all important.

In this incident, of course, the magnitude of the present is almost overwhelming. Even if no material gift was involved, the very thought of a wife wanting her husband to have something special to him, is more than enough for most of us.

So even if you don't get a #2500 Boucher for Christmas, if the thought is there, you are rich.



— Trading Post —

Art Varney has an Ives #3255 and two pass cars for sale, also a brand new 'Westphal' for sale or trade.

A friend of Wes Frye who is not yet a member of TCA would like to buy a good #1835 loco and tender.

Gordon Nesbitt is looking for some of the larger standard gauge passenger cars, 400 series if you please.

