

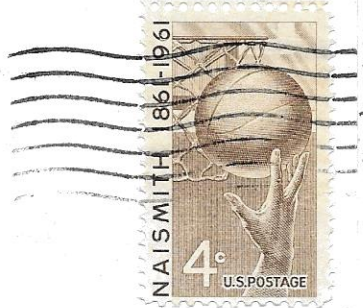
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Southern California Chapter

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Officers

President - H. Bemis
Vice Pres - J. Kurten

Secty - R. Wheeler
Publicity & Editor - W. Frye

- President's Report -

Our next business meeting is, in my humble opinion, of paramount importance to our local chapter. During this meeting we will choose the men who will guide our club for the coming year. A great deal of thought is being given to the selection of nominees by our nominating committee, Wes Frye, Art Varney, and Stan Anderson. The individual selected for president will not only have the responsibility of directing the local organization, but as a member of the National Board of Directors, he will assist in establishing and interpreting the policies by which the whole Train Collectors Association is governed. The vice president and secretary likewise bear the responsibilities of building a stronger club by their action in establishing and fulfilling our policy. Because this meeting is of such significance, please make every effort possible to attend.

As this is the last "Bulletin" before election, I should like to express my sincere appreciation for the cooperation and help given me by you members during the year I have held the office of president. We have had a successful year - our West Coast Convention was noteworthy as it was successful in all fields, including attendance, trading, facilities, location, which precludes the fact it was a financial success. Our own Herb Morley was elected as president of the National. This is a credit to Herb as well as to those of us who backed and advertised his nomination.

In the past three years we have set two important milestones in West Coast and Western Division train collecting history and we have furthered another. We were successful in obtaining the bid for the National Convention in 1959 which was held at Knott's Berry Farm. A West Coast Convention was established and held for the first time in the San Francisco Bay Area. The milestone which was passed for

the second time, was the nomination and successful election of one of our own people to president of the National - Frank Cox was National president in 1958. We have followed these firsts with the recent West Coast convention in the Southland and with the Northern California Chapter being selected as host for the 1962 National Convention

All this has come about, not by accident, but because of the combined efforts of an organized, energetic group of individuals. So lets keep our organization strong by the election of worthy officers to lead us.

Again, it is with pride that I will turn over the gavel to my successor as I have been honored that I was chosen to serve you.

Your President,
Harrison Bemis

- September Business Meeting -

The September Business Meeting at Mel Roberts home was an interesting evening indeed. First, there was the problem of finding his beautiful new abode, which is tucked in the suburban area of Rolling Hills. After a perilous trip past a snarling wolf hound, we gained the elegance of Mel's family or hobby room. Here he beautifully displays his treasures of yester-years midst maple type furnishings and a brick and stone-work hearth.

Our business meeting was followed by a lively auction with not one but two auctioneers. Frank Cox. who came all the way up from San Diego along with Russ Haf-dahl did the honors.

After doughnuts, cake, and coffee, and oh yes, Bemis wormed a coke out of Mel, we all headed homeward filled with thoughts of what treasures we had seen.

--- The Ives #3245 ---

The intent of this article is to give a brief description of the Ives #3245 from information found among those existing on the West Coast. Some catalog information will also be used.

These engines were cataloged in 1928 through 1930. Two distinct types were made. Both were 4-4-4's and used the 'wide' motor with die cast wheels. Both were obtainable with either manual or automatic reverse. The automatic was identified with the letter "R" on the number plate. Both versions were approximately 17½" long over the pilots.

The first model cataloged in 1928 is known among collectors as the "short cab". This version used the late #3243 pressed steel frame, 13" long with the #3243 cast iron frame lead trucks. The cab used was the late #3237 with its brass trim and was 11¼" long. Two examples have been seen, one all black as cataloged and the other with a blue green cab and black frame. These engines were sold separately, with freights, or as a passenger set. The passenger cars were the AF Presidential cars, but carried the Ives plates and were numbered 241, 242, and 243. These were cataloged as green in color and were 4 wheel trucked. For the parlor car, Ives used the AF diner with the wide windows.

The second distinct model is known as the "long cab", and was cataloged in 1929 and 1930. This engine is classic in appearance and closely resembles the Milwaukee Road "Olympian" prototype.

For this engine, Ives designed an entirely new frame, which was 17" long and made of cast aluminum. Also they designed new cast aluminum lead truck frames. The main cab section of the #3237 was retained but the hoods on each end were made longer by use of an additional set of louvers. This produced a cab 14½" long. Even though both models were the same length, this new frame and cab make the engine appear much longer than it is.

All engines on the West Coast have the black cab and the orange main frame and lead trucks. Both the nickel trimmed version as indicated by the 1929 catalog and brass trimmed models were made. Lionel working pantographs were

used on these engines.

The passenger cars used with the 1929 sets were the American Flyer cars with the Ives plates and had six wheel trucks of Ives design. The numbers used on these cars were 241, 242, and 243. They were brass trimmed orange bodies with flat black roofs.

The passenger cars used with the 1930 sets, were the Lionel 418, 419, and 490 series cars but carried Ives decals and were numbered 247, 248, and 249. These also used six wheel trucks of Ives design and had the same color combination of orange bodies and black roofs.

Now that you are somewhat informed as to the existence of these Ives "goodies", run down to the nearest hobby store and place your order for one of each. It would be exciting, wouldn't it.

-Herb Morley-

-- October Social Meeting --

Herb Morley hosted our October social gathering, which boasted of a good turnout. The oh's and ah's were evident through out the evening as we found something we had not seen before that tickled our fancy. One looses track of how many visits are made to this fabulous collection, but every time something different is discovered, not necessarily a new piece Herb has added, but something which on this trip has gained meaning. And yes, that beautiful little 2100 Voltamp with its hand painted head-light and fine brass chain, stands majestically in its place on the shelf.

Herb is a sincere host, never hesitating to explain about this and that even though he went thru the explanation only a few minutes before. And say Herb, that set of wings on your President Special, carries what kind of bird?

After refreshments were served, we all took the treasures we had gained by "hook or crook" in the auction and headed into the nite.

While on a one day business trip this last month to Salt Lake City, I was a fortunate and pleased individual to have the opportunity to talk to Wen Winegar, and to see his fine collection of toy trains. Ray Nelson visited Wen the previous month and also received the same warm welcome which Wen awards fellow collectors.

The circumstances of my visit would shake most individuals but Winegar took them in his stride. Not arriving in Salt Lake until nine-thirty pm and calling him at the late hour of ten minutes to ten was inconvenient enough, but the old fellow thru was there, and because of my limited stay, he invited me out to his home. My arrival at eleven was received with sincere enthusiasm.

Wen has a beautiful new home with a rumpus room, one end of which is covered by a magnificent glassed in display case protecting his collection. This case holds Ives, AF, and Lionel in standard gauge and most every make of O gauge including an Af 9915 set with four passenger cars, scale Hudsons, and many others. But this is only half of it. Above this display is something out of this world - almost a fairyland. A real operating layout of both standard and O gauge. The scenery is fabulous in a blaze of tiny lights from the many, many accessories. The bulbs in the stations, bungalows, on the street light, gates, semaphores, crossing signals, and switches are a positive delight. Oil wells are pumping, bells ringing, crossing gates going up and down, chuggers chugging in an operation that is a real delight to not only collectors, but to any and everyone.

Wen is very active in trading with collectors all over the country so contact him or better yet if you are in or near Salt Lake City, give this fine person a call.

Harrison Bemis

In the latter part of September, National President, Herb Morley, made a quick trip to the San Francisco Bay Area to attend the regular meeting of the Northern Calif. Division. The next day(Saturday), he spent visiting the fellows in their homes. Herb reports that he had a wonderful time, and that the boys up north are a very enthusiastic bunch of collectors. They are already making plans for the National Meet next year and from the reports we hear, it should be a good one.

We want to wish Bill Jeffery a speedy recovery from injuries suffered in an accident during the National Go-kart Championship Races.

- Who am I? -

I was born June 16, 1918 in Chicago, Illinois. Both my father and grandfather were old railroad men, so my interest in trains came about as a natural consequence. Prior to my eleventh birthday, I had been given a couple of clockwork trains, but I don't remember the makes, however, Christmas 1929, I received my first electric train. This was an AF #1696 and two #1120 pass cars all in red. (Incidentally, a short time ago, I picked up a duplicate of this very set)

After dabbling in HO in recent years, I finally turned to tin plate again. About three years ago, I saw an Ives set advertised in the "Swappers Column" in Railroad Model Craftsman and sent for it. Also, I saw the TCA National Convention advertised as being at Knott's Berry Farm. I attended this convention and became acquainted with Herb Morley, who sponsored my membership in the Association. My main interest is in lithographed passenger and freight cars. Who am I ? *

* See bottom of page 8

— Trading Post —

Creel Husted has for trade a 9U in real good condition. With it are the assembling sheets and all the pieces for building the #2 stationary motor using the 9U motor assembly.

Tom Sefton is looking for a Buddy L industrial switcher loco only.

Harrison Bemis has 3 AF Hamiltonian name plate cars and 2 Lone Scout decaled cars for sale or trade. He also has a grey #212 gondola, a mojave and maroon #213 Cattle and a terracotta and dark green #214 Box in his surplus stock.

Art Varney's blue AF 0 gauge 3105 and 3 passenger cars are for sale.

Jim Kurten is looking for an AF Cattle and Caboose in Standard Gauge.

Gordon Nesbitt is looking for a windup motor and tender to an AF M15 circa 1914.

Wes Frye is wondering what happened to all those AF S gauge green standard Pullmans.

Dick Wheeler needs some more 200 series freights for his outdoor standard gauge railroad.

— Notice of next meeting —

Our next meeting will be at the home of George Dexter 7714 Kentwood Ave, Los Angeles. This is an important meeting so be present if at all possible.