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Southern California Chapter

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Officers

President - R. Hafdahl
Vice Pres - G. Nesbitt

Secty - R. Wheeler
Publicity - W. Frye

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Harrison Bemis

- PRESIDENT'S REPORT -

One wonders whether we are getting down to the bottom of the barrel, so to speak, in finding standard gauge trains. I note that as each year goes by, less and less of this gauge is showing up.

I remember back in '52 or '53 Ed Demack coming out of Chicago with about 70 engines, 18 of these in standard gauge, plus 1 C & F, all found in one salvage place, and all on the same trip. Also I remember Evan telling how he sold an Ives #3245 for \$25 and figuring this was top price. I recall picking up the rare 4-4-0 Ives #1132 in a second hand place in Seattle, even after several other fellows had seen it and passed it up because it was standard gauge and they were looking for O gauge. This was about 1954, so you see it was really not so long ago. Antique dealers considered standard gauge just so much junk at that time, but now they respect it the same as other antique items.

Not long ago, Frank Cox said that he didn't think we had even started to dig out these old standard gauge trains. Knowing from experience that Frank is a very wise young fellow, I was inclined to believe him, but now I have my doubts.

A few of you will remember that at one time, before the TCA in Seattle was organized. I was a member of the Southern California Chapter. Little did I realize that some day I would be the president of this group and living in California. It was a wonderful move and I am pleased to be your president for the coming year.

May I take this means of wishing all of you a very Merry Christmas and a Happy New Year.

Russ Hafdahl

- November Business Meeting -

George Dexter was the host for our November business meeting. As many of us had not viewed his collection, we were in for a special treat. George has a train room on the second floor of his home where he and his son have constructed a beautiful O gauge operating layout. It is all Lionel tinplate featuring such beauties as a Lackawanna, Norfolk and Western, #8976 switcher, and many others. All can be switched onto the main line and two can be operated simultaneously. Much of his operation incorporates the Lionel Electronic Control features. In the den on a shelf about six feet off the floor on all four walls are O gauge locomotives, one right after the other. Displayed are a #5344, #763, another #8976, and all the locomotives which were the pride of the Lionel O gauge Lines.

The meeting itself attained its importance by the annual election of officers. An exceptionally lively and lengthy auction lasted until all hours and was ably cried by Bill Harris and Russ Hafdahl. Ray Marshall, collector of South American tinplate had one of his beautiful trains on display.

We wish to extend our thanks to George, his wife, and son for a wonderful evening.

- Our New Officers -

Russ Hafdahl has been elected our new President for the coming year. Russ, an able and enthusiastic individual, is a fine leader for our local chapter. He is the proprietor of the Minature Train Shop at Knott's Berry Farm. This Museum was formally operated by Evan Middleton.

Gordon Nesbitt is our new Vice-President. He is a comparative newcomer to toy train collecting. Gordon is one of the most enthusiastic and interested collectors in our group. He is a licensed pilot and owns his own plane. He is a tool engineer at Convair.

Our Ol'e friend Dick "Wheels" Wheeler has been re-elected for a second term as Secretary - Treasurer. Dick is the owner of the Model Engineering Works, manufacturers of HO trains and accessories and Standard Gauge replacement parts.

HORNBY TRUE TO TYPE LOCOMOTIVES

This is the feature article for the December issue. It has been compiled by Bill Lowndes of the Northern California Division thru correspondence with Lawrence Tandy of England. Bill has expressed interest in our local Publication and has generously offered this article for our paper. Phil Parks helped in the editing by adding some facts and explanations about this particular Hornby era. Phil was at the San Francisco convention in 1960 as a guest and has attended one of our own local meetings. He is interested in Hornby and other European tinplate and hails from London. At present he is a squadron leader in the Royal Air Force.

Definitions -

Four coupled	- 4 driving wheels
Pony truck	- 2 wheel lead or trailing truck
Bogie	- 4 wheel lead or trailing truck
Nord	- French for "North" and was the railway of Northern France
L M S	- London, Midland, and Scottish Railway
L N E R	- London and Northeastern Railway
G W R	- Great Western Railway
S R	- Southern Railway

Note - In approximately 1925, railways of Great Britain were combined in the above four groups. Prior to this, some of the companies were MR - Midland Railway, NBR - North British Railway, GNR - Great Northern Railway, GCR - Great Central Railway, LNWR - London and Northwestern Railway, GER - Great Eastern Railway, LSWR - London and Southwestern Railway, SE&C - Southeastern and Chatham, LBSC - London, Brighton, & Southcoast. SDJR - Somerset, Dorset Joint Railways, TVR - Taff - Vale Railway, CR - Caledonian Railway, LT&SR - London, Tilbury, and Southend Railway.

In 1930 the Meccano Company, makers of the Hornby trains, endeavored to produce a line of model locomotives which resembled the proto type.

They must be distinguished from other Hornby locomotives which used a standard body to represent many different locos. A good example is the "Royal Scot". Hornby's model was on an Atlantic 4-4-2 while the actual loco was a 4-6-0. This same 4-4-2 was also used by Hornby as the "Flying Scotsman" (a Pacific in real life), a Great Western by altering the sand domes and the color of paint, and a Southern Railway locomotive which was a Nord and the only foreign type made by Hornby. This Nord locomotive formed part of a train called the "Riviera Blue" and used the same 4-4-2 body. It was chocolate brown in color and pulled two coaches that were blue "Wagons Lits"

This same chassis and many of the body parts with the addition of a rear bogie in place of the pony truck was also used to form the basis of a tank locomotive. This series of locomotives were designated No 2 locomotives to differentiate from the 0 and 1 series which were simple 0-4-0 tender and tank engines.

Note that Hornby locomotives were all copied from steam proto types with one exception. This exception was a copy of the Metropolitan Underground Railway double bogied electric locomotive. This last engine was a fairly authentic copy of the bodywork but was mounted on a 4 wheeled motor chassis. In fact the same motor and drivers from the 4-4-2 were used

When the True To Type locomotives were produced, there was no six-coupled mechanism available in the range so all these models had to be based on 4 coupled proto types.

For the Southern fan there were two models. One was the Schools class "Eton" (Marklin made a "Merchant Taylors" of the same class for Bassett-Lowke) whose prototype came out in 1930. This engine was said to be the most powerful 4-4-0 in Europe and it really excelled itself on the relatively heavy expresses through Southampton and Bournemouth. This class could handle the same duties as those allocated to the "King Arthur" class engines and competed on favorable terms with them. The other loco was the "L" class designed by Maunsell in 1926. This loco, unlike many British proto-types bore no name. Hornby's model was merely numbered "1759"

For G.W.R., Hornby selected the famous but late "County" class and produced the "County of Bedford". Strangely enough, the last surviving prototype had gone by the board by the early 1930's, just after the model came out.

The L.N.E.R. engine selected for representation was the D49. However, in the prototype, there were two classes of this locomotive made. The first was the D49/1 or "Shire" class, and the second was the D49/2 or "Hunt" series. The first models bore the name "Yorkshire" and after 1935 were renamed the "Bramham Moor".

The L.M.S. locomotive used for a model was a Midland Compound. This famous engine was designed at the turn of the century and bore no names so Hornby merely numbered their model "1185".

Apart from the "Eton", these four locos were the first so-called "True to type" models and were introduced at the end of the 1920's. "Eton", whose prototype came out in 1930, was of course, brought out later, in 1937. All of these engines, including the "Eton", had a common mechanism (either clockwork or 20 v AC). The early electric locos were reversed by hand from the cab but after 1934, an automatic reverse was included. This automatic reverse was similar to Lionel's except that Lionel employed a separate relay, whereas Hornby hinged a section of the motor field yoke and made that drive a drum type switch which made the necessary connections.

The "Princess Elizabeth", a 4-6-2 Pacific, was Hornby's best engine. It did not come out until 1937, after the death of old Frank Hornby. It is said that he would not have a six-coupled engine in their range. It was a truly beautiful model in the heavily laquered IMS red or maroon and came in an elaborate presentation box. While the Bassett-Lowke version, at about one-half again the price of the Hornby model, was a bit sturdier, the Hornby engine was much more attractive and a true classic in a class with Lionel's 700 EW.

Oddly enough the clockwork models are more accurate representations of the real thing than the electric. The reason for this is that Hornby installed headlights in the center of the boiler fronts of the electric versions of all of these locos except the "Princess Elizabeth" (which did not come in clockwork) and "Eton". The headlight was out of keeping with British practice. Most would be scale

enthusiasts tore out the smoke box door with head lamp fitting and substituted a clock work version smoke box door. The only real loco known to Mr. Tandy which carries a head light was the class 9, a 2-10-0 which is kept at Bromsgrove for backing trains up the 37 Lickey Incline.

END

There are three original White Ives Standard gauge sets in the hands of the collectors in the Southern California area. The proud owners are Herb Morley, Russ Hafdahl, and Ralph Schisler.

Who am I?

I was born February 22, 1915 in East Pittsburg, Pa. Some of my first memories are those related to toy trains. I recall a wooden track train and a boxy cast electric locomotive under a neighbor's Christmas tree and a standard gauge set that belonged to a cousin of mine. When I was five years old, my grandfather and I walked to Turtle Creek, a distance of four miles, and bought a \$10 Lionel set with a small locomotive(158?) and two 4 wheel freight cars. During the next eight years I received two more inexpensive electric trains and several mechanical sets.

After the birth of my son, Warren, I again became interested in toy trains. I picked up some odds and ends in the second hand stores but in the last ten years I have concentrated on Lionel equipment manufactured since 1939. I now have a large operating Lionel O gauge layout using their better locomotives and cars. Who am I? * See bottom page 8.

— *Trading Post* —

Wes Frye has a nice AF O gauge set for sale at \$12 #3110 loco, 4 wheel Great Northern baggage, 4 wheel Oriental Limited coach and observation in green.

If you have a good used Lionel #746 Norfolk and Western locomotive and tender or know where there is one for sale get in touch with Gordon Nesbitt.

Bill Harris is still in the market for Lionel solid rail track and switches.

Keep in touch with Jim Rogers for old trains. Quite often he takes them in on new merchandise at his store in Hollywood.

Harrison Bemis is looking for some of the not too common street lights, signals, stations, etc..