

THE ATLANTIC DIVISION EXPRESS



T.C.A.

SUMMER 1981

TRAIN COLLECTORS
ASSOCIATION

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6304 Park Avenue, Philadelphia, Pennsylvania, 19141

N E X T A T L A N T I C D I V I S I O N M E E T

Sunday, November 15, 1981

Westover Country Club - Norristown, Pennsylvania

C H A N G E O F A D D R E S S

Members are reminded to promptly notify Secretary Richard Heineman of address changes so as to insure timely receipt of all National and Division mailings.

C R E D I T S

Front Cover - Lionel #124 Station in new Factory Error Contest on page 5.
From the George Donze collection.

Page 4 - American Flyer ad from Popular Mechanics, December, 1924.
From the Dick Rex paper collection.

Page 11 - Ives advertisement from St. Nicholas Magazine, August, 1925.
From the Nick Ladd paper collection.

Page 12 - Structo ad from John Martin Child's Magazine, December, 1924.
From the Mal Kates paper collection.

Back Cover - Lionel 00 Gauge ad from Model Craftsman, December, 1939.
From the Ed Pinsky paper collection.

DON'T DO AS I DO

Amtrak proponents in Congress have come up with a new ploy to bolster their arguments against President Reagan's proposed budget cuts affecting the federally subsidized train service. Several members of Congress are circulating a 1959 railroad advertisement showing a tall,

handsome man with his feet up, relaxing on a passenger train. The fellow is describing rail travel as "One of the happiest habits I've ever acquired." The man in the ad is Ronald Reagan.

Courtesy New Mexico Prime Times 8/05/81.

RETURN TO WESTOVER

Our flirtation with Highpoint Racquet Club had the excitement of a new affair but lacked the substance of a long-established relationship. Suffice it to say, the disadvantages and problems at HRC far outweighed the advantages and we

are pleased to announce that Atlantic Division is returning to the familiarity and friendliness of Westover Country Club! Our next meet at Westover will be held on Sunday, November 15, 1981.

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TCA STANDARDS COMMITTEE

National has formed a Standards Committee which is charged with the dual responsibilities of ensuring proper marking of newly-made reproduced toy train items & parts, and also enforcing proper identification of older reproduced items and restorations. New Identags have been

designed and will be available shortly. Bob Robinson (AD) is chairing this Committee along with Larry House (W B & A). Each Division and Chapter will appoint two members to assist the Committee at TCA functions.

☺ ☺ ☺

SWAPPERS' COLUMN

FOR SALE 318 green w/ 309-10-12 cars. Loco re-wheeled, runs fine, finish TCA fair.

WANTED Ives 3236 loco in red or cadet blue.
Bob Robinson, 1112 Shaw Drive, Ft. Washington, PA 19034.

WANTED Atlantic Division 1980 10th Anniversary piggy back car. Send price.
Daniel Raczkowski, 197 Sweet Avenue, Buffalo, NY 14212.

WANTED Loads for Marx military cars: airplane, truck, ordnance shells.
Ed Pinsky, 6304 Park Avenue, Philadelphia, PA 19141.

POPULAR MECHANICS ADVERTISING SECTION

"American Flyer" Railroads

and "Structo" Hoisting Toys and Autos



"American Flyer" Railroad Equipment
shown in large illustration above

- A. Train and Track—No. 1307—Electric 12 wheel engine—an exact copy of the New York Central Electric Locomotive with headlight, automatic reverse, mail car, 2 Pullmans—all electric lighted, 20 pieces of track, length of train 48 inches—track 202 inches—Price \$26.00
- B. Electric Lighted Station No. 99—\$6.25
- C. Automatic Block Signal No. 2018—\$3.75
- D. Automatic Semaphore—lighted No. 2015—\$3.75
- E. Telegraph Pole—No. 210—\$0.50
- F. Crossing Gate—No. 2021—\$1.25
- G. Tunnel—No. 86—\$1.50
- H. Improved Transformer—No. 1250—\$3.75
- J. Bridge—No. 213—\$1.25
- K. Baggage Room—No. 109—\$3.00
- L. Danger—Bell and Light—No. 2016—\$3.75
- M. Crossing Signal—No. 206—\$0.35
- N. Platform Station—No. 91—\$1.25
- P. Billboard—No. 92—\$0.35
- R. Fence—No. 216—\$0.60
- S. Trees—No. 214—Set \$1.25
Gardens—No. 215—Set \$1.25
- T. Double Arc Light—No. 2010—\$3.25

Show this advertisement to your Toy dealer, if he hasn't got the "American Flyer" or Structo Toys and Autos that you want, and doesn't want to order them, we will ship you any Train, Hoisting Toy, Auto or Equipment illustrated, postpaid, on receipt of cash

“WHAT are you going to do this aft?” pipes up Pinkey as the three boys burst out of school on a cold winter day.

“I’m for going into the house and doing something,” is little Bill’s immediate response.

“Say, you birds I’ve got it!” suggests Frank, “C’m on over to my house. I’ve got my “American Flyer” train and a lot of new equipment; a new station, a new semaphore and a bear of a crossing gate. Whadda you say?”

“You’re on,” said Bill—and the young American Flyer trio started to Frank’s house on the run.



No. 1221—Electric Engine with headlight, 8 inches; 3 double-truck cars, 6½ inches, 14 pieces of track, semaphore, station, tunnel, rhesostat and track connection. Length of train, 31 inches. Price, delivered, \$12.00



American Flyer Transformer
Price delivered, train, 24½ inches. \$3.75
No. 2—Mechanical Engine, with brake and piston rods 6½ inches, tender 4 inches, cars 5½ inches; baggage car has sliding doors; 10 pieces of track; 103 inches; length of train, 24½ inches. Price, delivered, \$2.65



No. 13—Mechanical Engine, with brake and piston rods 7 inches, tender 4 inches, cars 5½ inches, baggage car has sliding doors; 12 pieces of track, 2 switches, length of track, 160 inches, length of train, 25 inches. Price, delivered, \$4.25

Send ten cents and we will mail you Horace Wade's famous story about "The Backyard Railroad," and the beautiful catalogue illustrated in color showing the full line of American Flyer trains and Structo Hoisting Toys and Autos.

STRUCTO Hoisting Toys & Autos

Loads and Dumps
Automatically
Height 12½ inches
Length 21½ inches
Width 6 inches
Price Delivered \$3.75



STRUCTO Giant Steam Shovel
No. 110

Model of Real "Caterpillar" Type Tractor
Trailer Included—
Length Over all 15 in.
Price Delivered \$3.25



STRUCTO "Ready-Built" Caterpillar Tractor
No. 44

Loads and Dumps
Automatically
Height 12 inches
Length 13 inches
Width 4½ inches
Price Delivered \$2.25



STRUCTO Grab Bucket No. 52

Powerful Spring Motor
Special Body Raising Attachment
Length Over-all 12 inches
Price Delivered \$2.75



STRUCTO "Ready-Built" Contractor's Truck
No. 42

American Flyer Mfg. Co. 2233 So. Halsted St., Chicago

FACTORY ERROR CONTEST

Our last contest featured four different Lionel cars with a total of seven errors as follows:

Car A - #512 Gondola (St Ga):

No name plates; no slots stamped out to accept plates.

Car B - #814 Box Car (O Ga):

Both name plates read "Lionel Lines" - the right hand plate should properly read "Automobile/Furniture"; the door handle is wrong - too large; the upper door guide is the same color as the roof (orange) and the lower door guide is the same color as the car side (cream) - both should be orange to match the roof.

Car C - #1693 Observation Car (O Ga):

Incorrectly numbered #1692, which is the number for the Pullman Car. (No journals correct for this series.)

Car D - #312 Observation Car (Std Ga):

Incorrectly rubber-stamped #309 Pullman, which is the designation, obviously, for the Pullman Car.

Car colors, couplers, trucks, etc. were all correct - the errors were as noted above. No one spotted all 7 errors, although John Boyle came closest with 6. The other winners each spotted 5 errors.

Pass Winners

Al Beck
John Boyle
John Kelly
Jay Meyer
Walt Stinger
Greg Urban

Almost Right

Fred Eierman
Jack Ross

In each of our previous contests we presented a piece of rolling stock on which the manufacturer made some subtle revision or mistake. In this issue we have a change of pace for you. In fact we have come to a stationary position in front of the Lionel City terminal. Wheels have been seen to go in and out of, but not on, this edifice. As the proper destination of most suburban standard tinplate lines, this must have been the head ticket office where all the high brass boarded. To accommodate such elevated importance of the pass-holding riders, the Lionel Bridges & Structures Division has given this one building a special treatment. Was it on purpose or due to careless reading of the blueprints?

This nicely restored c. 1925 Lionel #124 Station is from George Donze's collection of Ives and near-Ives transition pieces. The colors are a good match to the original gray base, terra-cotta stone walls, cream trim, green windows and green and cream roof. All of its parts are there: the two nickel corner lights, the door knobs, the interior lamp, etc., but are they correct? Did something happen during the restoration, or was this truly a one-of-a-kind from the factory? Look closely, the error is there, and here, and over there. Clues, both true and false, are scattered throughout these comments to open up your thinking and to change your view of transition architecture.

As always, free AD Meet Passes will go to 5 members picked at random from among those who submit correct answers. Send your response to the Editor and please include your TCA number.

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We are always looking for interesting Factory Errors.
If you have any, contact Ed Pinsky or Phil Ritter.
We will photograph it and even write the text.

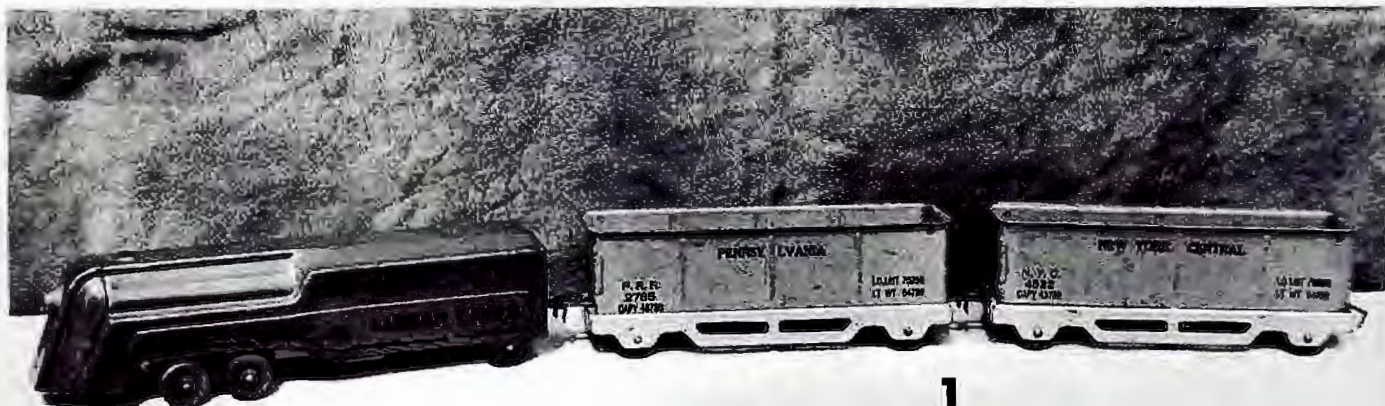
M A R X R E M A R K S - P A R T V I

By Art Bink

This one's really gonna floor ya! We've talked about TRACK trains for a while so let's diversify and say a few words about Marx FLOOR trains. LUMAR LINES we know is an abbreviated form of LOUIS MARX, and commonly appears on the tenders of the one-piece loco/tender combination shown in photo #1. LUMAR LINES is high-up on some tenders, low-down on others and absent altogether on others. Some tenders had the popular Marx circle trademark stamped on top, and others didn't (see photo #2). These are among the most common of Marx floor trains and usually appeared as a set consisting of the loco/tender combo with two high-side gondolas as shown in photo #1. Colors were most often red (for the whole set). There was also a blue set (2nd most common color). Then there were red loco/blue cars and blue loco/red cars combinations. The ALL-AMERICAN FRIENDSHIP train had a red loco, white gondola & blue gondola (very patriotic!). A khaki army train consisted of a searchlight car, cannon car and high-side gondola. I've seen the high-side gondolas also in green, yellow and silver. The cars usually have silver bottoms. Wheels are generally black wood and couplers are sort of an elongated Joy Line type (photo #3). Locomotives come with or without a bell which is activated by an offset cam formed out of the tender axle. A spring-loaded clapper strikes

the bell at each revolution of the axle (photo #3). Gondolas were marked #2785 PENNSYLVANIA and #4522 NEW YORK CENTRAL. These are seen in photo #1. Some gondolas had no markings. A complete freight set would include a #2785 box car (same number as the PRR gondola!) with sliding door (photo #6), a gondola and a caboose marked PENNSYLVANIA (photo #5). A passenger train would use a coach marked PENNSYLVANIA (photo #4) and the #2785 box car would "double" as a baggage car. Perhaps a longer train would include several coaches. The box car is probably the rarest car; I've never seen it mentioned in print. Incidentally, some of the axle spacers which hold the wooden wheels apart are made out of balloon tires from the milk wagon (re: my last article on recycling). The "BA" of BALLOON is clearly seen in photo #7.

Most of us are familiar with the Marx standard gauge floor train consisting of a loco (shown), tender, passenger car and gondola (shown). See photo #8. I own 10 locos but no tenders or coaches! Interestingly, the gondola fits on standard gauge track, but the loco wheels straddle it! While all the wheels are flanged "O" gauge loco wheels, the set is truly a floor train. It appears on page 529 of the 1934 Sears & Roebuck catalog priced at 69¢ including two 10¢ batter-



MARX REMARKS - PART VI

(Continued)



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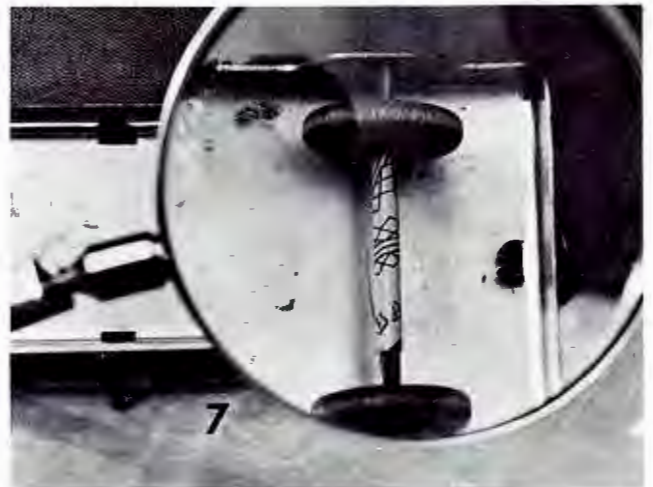
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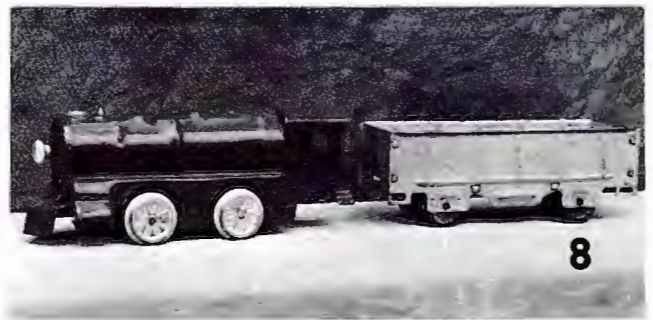
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7



4



8

MARX REMARKS - PART VI

(Continued)

ies, with no track, and designated as a pull toy (a small hole for a string appears just above the center of the cow catcher). The ad shows a bell and headlight (true). A horizontal slide-switch protrudes through the steam chest near the boiler front (photo #14, center loco). The bell is activated by an offset in the rear axle which trips a leaf-type clapper. The battery chamber runs through the boiler (photo #9, smaller loco).

Larger than the standard gauge train is the "Colossal Train" (photo #13). The size is compared to the standard gauge loco and an "0" gauge Joy Line loco of similar architecture in photos #10 & 14. It is really a prototype, and I know of only one other. Like the standard gauge, there were gondolas and passenger cars, but they left the Marx auctions in lots separate from the locos. The cars were about double the size of the st ga cars. The coupler of this monster loco is similar to the punched-out one on the st ga loco (photo #9), only bigger. The tender

uses a Joy Line coupler. Being in mechanical engineering, I recognize the signs of a prototype (which this is); cross-hair lines (for center punching) abound and there are a great deal of sheet metal hand-forming tool marks (see photos #11 & 12). A center line can be seen in photo #12 running directly thru the smokestack, under the bell, and over the dome (which has a center punched "pin-prick" mark right on its top). Also note the peening marks all over. Many scribe lines appear for hole centers, notch placement, etc. The loco and tender are red. Loco wheels are black; one has an internal tab radiating out of the center which trips a straight pin-spring (which rides in a slot in the frame) and ultimately raps a bell (photo #9, larger loco). Tender wheels are once again "0" gauge loco wheels.

I'll cut this text short here to leave room for the many photos!

☺ ☺ ☺

DO YOU KNOW?

By Phil Ritter

Tinplate toy train production has a rich and varied history with many intriguing results. The Express would like to spark your curiosity, pass on a little information and possibly elicit some response from you with a continuing series of DO YOU KNOW? columns. Whether you are

an Expert Historian or an Eclectic Collector, give it a try, see how many questions you can answer on your own or through research. We will give you some answers in the next issue based on our own research and the responses we receive from members. Have fun!

1. Toy trains have often been used to advertise various products of other industries.

* Whether regulated, pasteurized or bulk shipped, what American tinplate train cars or accessories have advertised dairy products or specific dairy companies?

2. The ubiquitous Lionel #50 Gang Car used a small size AC motor.

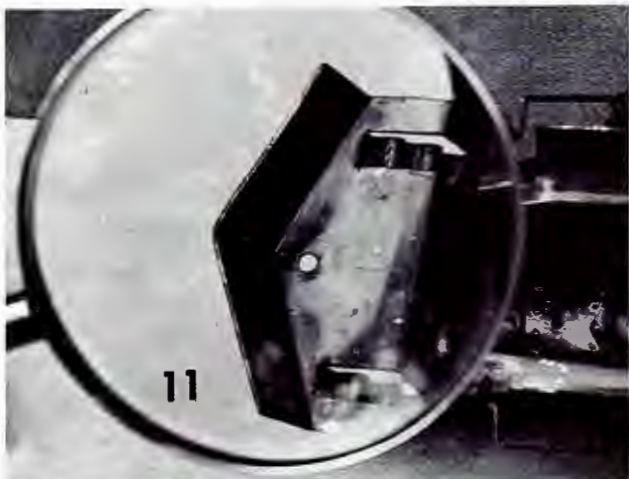
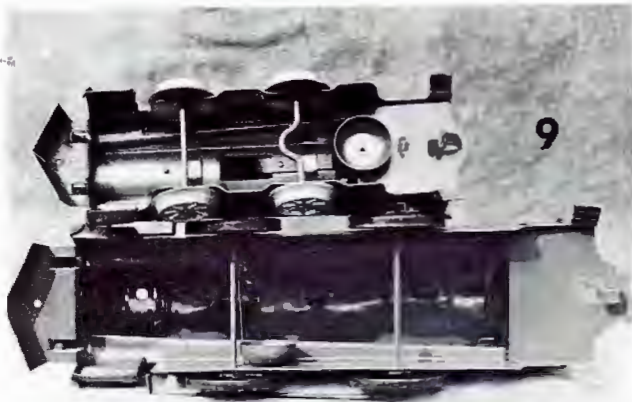
* What other vehicles used this same motor?

* Were there any significant variations of the motor?

☺ ☺ ☺

MARX REMARKS - PART VI

(Continued)



END OF PART VI

WATCH FOR THE NEXT INSTALLMENT

I N M E M O R I A M

It is with deep sorrow that we report the death of DON FERNANDEZ, CM-16, on August 23, 1981. Don was a pioneer in toy train collecting, an acknowledged expert and a true giant in the hobby. Our sincere sympathy is extended to the Fernandez family.

Don Fernandez, an honored founder of TCA, a friend and gentleman, is gone. Don was a long time, old time collector with an unquenchable appetite for all that the hobby offered. He had a broad and eclectic collection of amazing proportions, rich in very early, very rare and unique examples of toy train manufacturing, as well as depth in the golden classics and the plain old common. For those fortunate enough to have seen Don's train display, it was a totally overwhelming and physically engulfing experience, a rare treat to even the most advanced collector. It demanded hours of even simple skimming without considering the fascinating research opportunities that it afforded. It was truly a reference collection of museum importance.

Don started collecting trains in 1926. He admitted to hardly ever selling anything from his collection and often boasted that he had over 1,000 locos. Looking at his high-rise display, it was easy to believe. Ives was his main interest but his huge collection included all makes from all countries from all eras. Whether turn of the century clock work, European live steam, cast iron or MPC electric, they were all special and all collectable to Don. His knowledge of trains was also special and he eagerly shared this knowledge and his vast experience with other collectors regardless of whether they were experts or tyros. Promoting good fellowship among collectors was certainly his creed.

He had a highly detailed, orderly mind and maintained meticulous records on each

item: its acquisition, its authenticity, every use and each servicing. Boxes and boxes of trains that could not be displayed for lack of shelf space were all marked and coded and Don could instantly put his hand on any train he desired. Don's memory was phenomenal enough, but his card file could even tell how many times around the layout each loco had run. And run they did, for Don took great pride in his collection and was known for operating any trains upon request. (Frequently resulting in burning transformers from overloaded circuits!)

And Don the man was as special as his collection: of high morals, quiet, soft spoken, reserved, but with a good sense of humor. He knew how to laugh at himself and often joked about his "owl eyes" which could spot a bargain on a table full of trains 90 paces away. He was never heard to say an angry word or speak unkindly of another collector. Yet he was a tough competitor when bidding for a train. He could be equally tough when refusing a tempting offer. Don's files contained old correspondence offering him a 381 for \$10. He turned it down because he already had one and didn't need another!

Don's image as an "elder" in the hobby, with an knowledge of toy trains that was unsurpassed, belied the fact that he was basically a kid at heart who enjoyed real trains as much as toy ones. And we enjoyed our friendship with Don and are richer for having known him.

* * *

IVES Push Button Control - stops and reverses the engine by a touch of the finger



Of course you want an electric train for Christmas!

But be sure you get a real one with all the 1925 improvements

THERE are many new, exclusive features in the 1925 Ives Electric Trains that will bring you hours and days and weeks of wonderful fun. Probably the biggest one of all is the electric reversing locomotive that made such a big hit last year.

This year the noted Westinghouse engineers and skilled Ives workmen have so perfected the control switch that now you need not even move the lever. You set this control switch for the speed you want. Then just a pressure of your finger on the button — *the engine stops!* Another touch — *it backs!*

It's a great sensation to see your locomotive reverse itself electrically at any position on the track without touching it by hand. Remember, boys, no other trains but Ives have electric reversing locomotives with the automatic push button control. And this year you can have an Ives Electric Reversing Locomotive (Series R) on either O-gauge or 2 1/4-gauge track.

Ives Trains are exactly like the modern equipment of famous railroads. Cars are

electrically lighted and attractively finished in every detail. Every locomotive has worlds of power. The small motors in the lower-priced locomotives are as carefully made as the big ones and are as powerful in proportion to their size.

There is an almost endless variety of passenger and freight cars, electric target signals and semaphore signals with electrically-operated arms, bridges, tunnels, stations, and the efficient Ives Transformers. Prices range from the \$1.50 mechanical train to the big complete \$50 electric outfit.

32-page Book in colors tells all about the new features

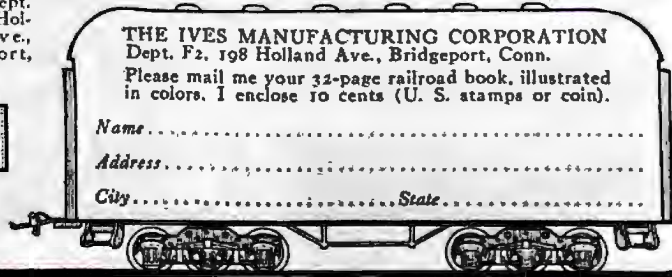
Send for the 32-page book of Ives Trains and Accessories. It contains illustrations in colors of the full line and tells all about the new 1925 features exclusive with Ives. Mail the coupon today with 10 cents. Toy department, electrical, hardware and sporting goods stores sell Ives Trains. THE IVES MANUFACTURING CORPORATION, Dept. F2, 198 Holland Ave., Bridgeport, Conn.

Speed me on my way to Bridgeport - I'll bring you the IVES Book

THE IVES MANUFACTURING CORPORATION
Dept. F2, 198 Holland Ave., Bridgeport, Conn.
Please mail me your 32-page railroad book, illustrated in colors. I enclose 10 cents (U. S. stamps or coin).

Name
Address
City State

IVES ELECTRIC AND MECHANICAL TRAINS



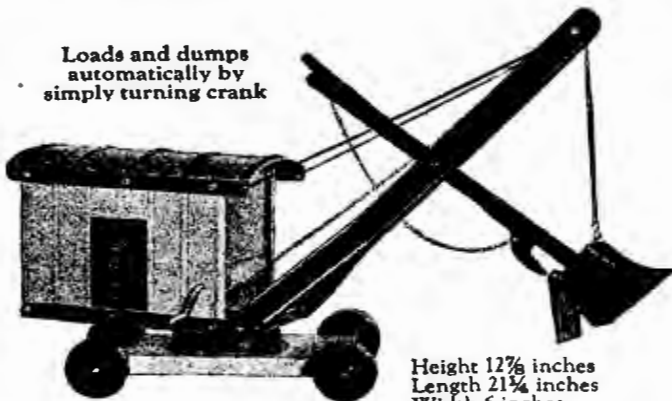
STRUCTO TOYS

FOR GIRLS AND BOYS

Say! Wouldn't you like to own ?

One of the New STRUCTO HOISTING TOYS

Loads and dumps automatically by simply turning crank



Height 12 $\frac{3}{8}$ inches
Length 21 $\frac{1}{4}$ inches
Width 6 inches

Giant Steam Shovel No. 110 Price Delivered \$3.75

"All the kids are crazy about these toys"

Wouldn't you like to have a *Steam Shovel* that creaks and strains and tears through the dirt, hoists and dumps it just like the real one you saw in the street yesterday? Or a *Grab Bucket* that will pick up a load of sand or gravel and dump it automatically?

Show this ad to your dealer — if he hasn't the Structo Toy you want and doesn't want to get it for you we will ship any of the above post-paid on receipt of price — we will send FREE the *Structo Book* showing all the new Hoisting Toys and Autos

Structo Grab Bucket No. 52

Height 12 inches
Length 13 inches
Width 4 $\frac{1}{2}$ inches



Price Delivered \$2.25

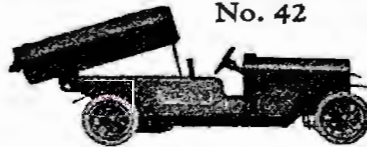
Structo Lift Crane No. 114

Height 12 inches
Length 13 inches
Width 4 $\frac{3}{8}$ inches



Price Delivered \$2.25

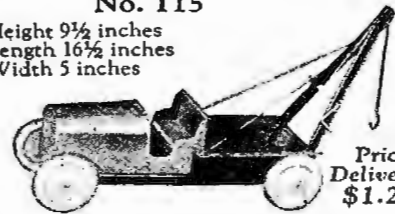
Structo Contractor's Truck No. 42



Length overall 12 inches
Special body raising attachment
Price Delivered \$2.75

Structo Wrecking Auto No. 115

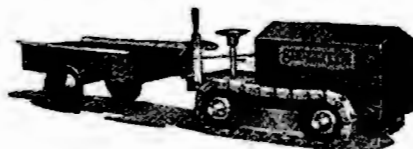
Height 9 $\frac{1}{2}$ inches
Length 16 $\frac{1}{2}$ inches
Width 5 inches



Price Delivered \$1.25

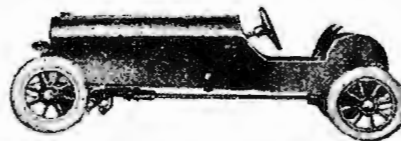
STRUCTO Automobiles

Structo Caterpillar Tractor No. 44
Real "Cletrac" Type with Trailer
Length overall 15 inches



Price Delivered \$3.25

Structo Racing Car No. 8
(Construction Outfit)
Length 12 $\frac{1}{2}$ inches Wheel Base 10 inches



Price Delivered \$5.00

Every boy wants a *Structo Auto*—you know the two kinds—the "Ready Built" that are all ready to run and the "Construction Sets" that come in separate parts all ready for you to have the fun of building your own auto

AMERICAN FLYER MFG. CO. 2213 South Halsted St., Chicago, Ill.

← ← ← ← DRAG RACES

HILL CLIMBS → → → →

DEMOLITION → ← DERBYS

Build a Loco ----- Grab a Loco ----- Come to the Races ----- Prizes & Surprises Galore

By Phil Ritter and Eric Trickel

HERE'S ALL YOU HAVE TO DO:

1. Select from your stock stuff, make a modified monster machine or design and build your own.
2. Oil it and test it, adjust it and trust it.
3. Come to the contests, register your racer and have fun!

In past contests we have seen Crazy Katz, Maniacal Marx, Intrepid Ives, Frantic Flyer, Hobbling Hafner and Limping Lionel. What will your challenger be?

Many firsts have been won by off-the-shelf originals, but several surprises have come from off-the-wall wild ones. If you like to innovate, we challenge you to:

- * make a demolition destroyer that can swallow up the opposition and our first prize,
- * assemble a cog wheel climber that has the guts to crawl up higher than the little Lionel, Jr. at one of our previous races,
- * add multiple magnetraction to a standard gauge twin motor and see if our track or your loco moves first, as you slam the power to it.

Guidelines for the contests and tips for successful competition follow on next page. The next contests will be held at our December 6, 1981 Mini-Meet at Westover.

BOB ROBINSON ELECTED

NATIONAL VICE - PRESIDENT

When the ballots were tabulated at the 27th National Convention in St. Louis, Robert C. Robinson, Jr., our Atlantic Division President, was elected as the new National Vice-President! Bob is the first AD member to be elected to National office. We wish him good luck and know that he will be as much an asset to National as he has been to Atlantic.

Since National officers cannot simultaneously hold Divisional office, Bob had to step down as AD President. At a special meeting the AD Board of Directors designated Stewart E. Bearn, AD Vice-President, to function as Acting President for the remainder of 1981 pending election of new AD officers for 1982. Good luck to Stewart, also. ☺ ☺ ☺

R U L E S F O R M I N I - M E E T C O N T E S T S

D R A G S T R I P

- * Entries must be basically and recognizably stock locos adjusted to their peak performance.
- * A 16 foot straight race track with a soft foam bumper will be provided for AC-powered operation in Standard, 0/027 and S Gauge categories.
- * Additional categories (CW, live steam, DC, etc.) may be specified or "no contests" declared at the discretion of the Race Directors.
- * We will use our on/off, set voltage, countdown controller with its false start alarm for most of the races. The operating voltage level will be set by the Race Directors for the best competition in each category.
- * False or timer-jumping starts may be re-run up to three times before being side tracked for the next competitor.
- * Each loco pair will be raced a second time on the opposite tracks to prove the win. We will race them a third time if a one-each-tie or two dead heats occur.
- * The winner is the operator whose loco beats all competition assigned to it across the finishline.

H I L L C L I M B

- * Entries may be stock or modified tinsplate, cast or plastic body self-propelled track vehicles.
- * A tiltable ramp track for O and Standard gauges is provided and elevated in notches by the Race Directors for successive runs.
- * Power voltage is controlled by the race contestant during the climb.
- * Each loco entry is given two tries to make it to the top of each new incline before being eliminated.
- * Locos are run one at a time in an order decided by the Race Directors.
- * The winner is the operator whose loco makes it from the bottom to the top of the steepest incline without falling off.

D E M O L I T I O N D E R B Y

- * Entries may be anything self-powered (electric, CW or other), based on some recognizable tinsplate parts and lots of imagination.
- * The "locos" are run into head-on collision at a power level decided between the contestants.
- * The loco staying fully on the track longest is the winner of each heat.
- * Ties of both locos staying on the track, or both off, will be run off by repeat collisions.
- * The winner is the owner whose loco stays on the track better than any other loco or that removes the most other locos by collision.

G e n e r a l P r a c t i c e s

- * Finish line judging is done by our junior members.
- * Loco race pairing is decided by the Race Directors.
- * Winners in each category are determined by successive elimination heats.
- * Everybody who enters gets a fair chance to compete. (Continued on next page).

T I P S F O R S U C C E S S F U L C O M P E T I T I O N

D R A G S T R I P T I P S

- your loco will need good traction to jump ahead, and speed to stay ahead.
- use reliable or lockable reverse units, or remove them.
- you may remove loose pilot trucks and couplers.
- some of the older lightweights with low voltage motors have done best.
- use electric, diesel or steam types, but don't drop your oil or ashes on our track.

H I L L C L I M B T I P S

- traction plus power is the winning combination.
- find a balance between low weight and a good grip on the tracks.
- you may control your loco to crawl or spin its way to the top as long as it gets there by track power alone.

D E M O L I T I O N D E R B Y T I P S

- make your entry heavy and well balanced.
- design a way to flip your opponent.
- avoid loose parts and shock test your loco.
- plan for a short, sure run - not a speedy one.
- decorate your entry and give it an interesting name.

Register early at the meet with the Race Directors, Phil Ritter and Eric Trickel, and try to size up your competition.



I N K B L O T S

By Secretary Dick Heineman

Three reminders - - -

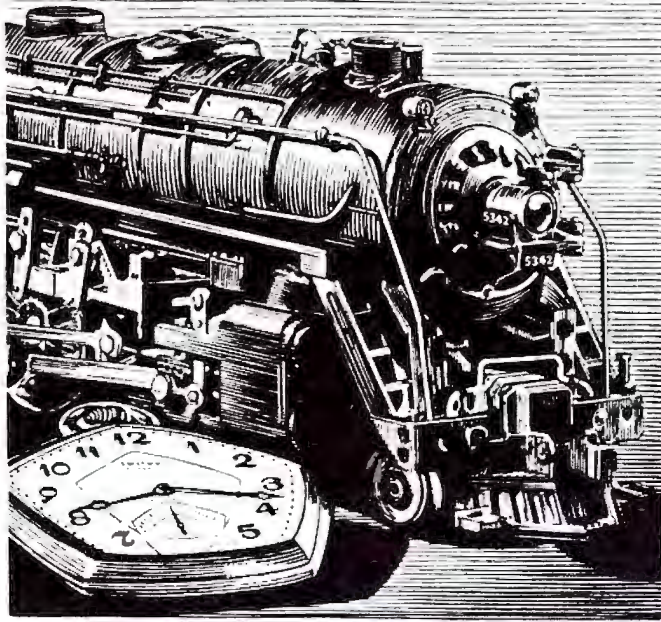
First, you will soon be receiving your ballots for Atlantic Division elections. Among other offices you will be electing a new President this year, so read the ballot carefully and please VOTE.

Second, we will also be sending you your 1982 Atlantic Division dues notices. Please return them to me as soon as pos-

sible. Don't forget that there will be a \$5.00 late charge for any dues payment received after January 31, 1982.

Third, our upcoming Christmas Mini-Meet will be held at Westover Country Club on Sunday, December 6, 1981. Meet notices for registration will be sent out later.





Watch "OO" Gauge

THE NEW LIONEL
SCALE MODEL MIDGET

IT'S MOVING UP FAST!

LIONEL

Lionel "OO" gauge trains are made for operation on two-rail as well as three-rail track. To understand Lionel "OO" gauge reproductions, forget every other model or make you have ever seen. Visualize the giant Hudson locomotive of the New York Central, the fastest engine of the most famous train fleet in the world. Picture that power-plant-on-wheels so reduced in size you could hold it in the flat of your hand—that's Lionel "OO" gauge. See these models at your dealers.