



ATLANTIC DIVISION EXPRESS



FALL 2005

PRESIDENT'S MESSAGE

We have just returned from the National Convention in Seattle, WA. I must say that the weather was most cooperative and the program put on by the Pacific Northwest Division was excellent (As were the fantastic Mt. Rainier cherries).

In spite of the good weather and the excellent programs a certain aura of sadness permeated the meeting as a result of the sudden death of Gary Lavinus a few weeks before. His wife Sarah must be congratulated for in spite of this personal tragedy she was able to orchestrate a good meeting.

The Board of Directors' meetings were quite long as we had many agenda items to cover. Many of these were general housekeeping chores; but several are of special interest to our membership. First of all, it was decided to change our mission statement to include models and scale trains. Secondly, new grading standards developed by the Standards Committee (Chaired by our own Bob Robinson) were approved for trains and for paper instructions and boxes. These will be published at the National Level. Finally, the BOD approved increasing our annual dues to \$30. This represents a by-laws change and is subject to the approval of the entire membership.

The exhibits were interesting and informative. However one exhibit of a 1905 Carlisle and Finch layout was outstanding. It is the subject of a separate article elsewhere in this newsletter.

At our Division's Board of Directors' meeting an important issue concerning the Holiday display was discussed. As you know this has been a tradition in our Division for a number of years, however, it was cancelled last year because of airport security and other issues. Thus far we have not been able to locate a suitable location. Since it usually takes nine to ten months to make arrangements for the display, it looks as though we will not be able to put this on this year. If anyone has any ideas concerning a suitable location for a display next year, please let us know through the editorial office.

Finally, don't forget that at the September meet we have special events for the kids. So make sure to bring your children, grandchildren and great grandchildren. In addition, we will be having our annual business meeting. So if you have any questions, suggestions or other matters please come and voice your opinion.

This issue of the Express contains a number of articles by Charlie Weber. One of these is a series of articles on paper trains and buildings. I never realized that there were so many paper trains in addition to the famous Lionel wartime train. This series will be continued in the next issue.

Chester Zmijewski

Lionel Set X-200

by Charlie Weber

Some of the more scarce items for collectors of postwar Lionel to find are the cardboard accessories that the company put with some special sets. One of these accessories is the #902 elevated trestle set. We first introduced this trestle set in the "Summer, 1990" issue of *The Atlantic Division Express* where you can find more photos of the accessory set than we show here. Here we were looking for information regarding what sets the #902 was used with. Later, in the "Fall, 1992" issue we showed you the pictures and write-up from the Ambrose/Algozzini book *Greenberg's Guide to Lionel Trains, 1945-1969, Volume IV, Uncatalogued Sets, (1992)* where two of the 902 sets were included with set # X-568NA in 1960. Here we show another set that uses this cardboard accessory set.

In the 1959 Advance Lionel catalog you can find a listing for a set # 1105. This was an un-priced, bottom of the line, introductory set that was available to dealers to use as a special "come on in" advertising tool. I imagine the dealers could even use it as a "loss leader" to get the customer into the store. In any event, the set contains a 1055 Texas Special Alco diesel, a light blue Airex boxcar, 6042 Black gondola with two unmarked white canisters, 6045 Lionel Lines tank car in grey with blue lettering, and an all red 6047 Lionel Lines Caboose. All couplers are of the dummy variety and the rolling stock trucks are "arch bar". Eight pieces of curved 027 and two straights are included with a #1026 25 watt transformer.

In the pictures is a second set that was found with the 902 trestle set. It is a #1105 but is now labeled as set # X-200. The pictures





show the end of the set box with the "X-200" designation, the bag for the 902 set, and the set in its box. Also found with this X-200, and assumed to also be with a "regular" set 1105, were a warranty card and a little manila envelope called "Assembly No. 1103-40 that contains 4 no. 81-32 connecting wires, 1 No. 0190-25 controller, and 1 CTC Lockon. There are also 3 of the 5 billboards from 1958. I'll just bet that somewhere in some library in the country is a copy of a 1959 newspaper with an ad from some store reading something like "45 Piece Lionel Train Set.....Only \$14.95!".

An Unusual Pulltoy
by Charlie Weber

Recently there was a get-together of Atlantic Division folks at my house to view the collection and in general pile it higher and deeper regarding toy trains. Tom and Judy Katrinek from Kulpsville came complete with a present: the unusual cardboard pull train shown here. Not only did they have the complete set, but the shipping carton too!

Fig. #1 shows the shipping label so we know that it came from the Modern Toy Company of Chicago. Not shown is the postage stickers which show that it was shipped Nov. 14, 1958. Fig. 2 and 3 show the set box bottom where we can see the company name and address again as well as the box contents. Note that it is a 5 piece train but that a black coal car is crossed out. This suggests that perhaps there is a 6 piece set out there also. Fig. 4 shows the set box. As received the box is rectangular but as shown the top flaps open up and the end flaps come up to produce a station as shown. The pictures show the train set. There is a loco, caboose, yellow gondola, and blue and white boxcars. All go together in a most unusual fashion. There is a plain box as shown in fig. #6 which one folds together trapping one end of the metal wire (the coupler!) in it and then the printed box is assembled around it. This is then continued until the whole train is put together. Tie a string to the front of the loco and junior can drag this train all over the place. (Wouldn't expect it to last more than one Christmas though.) Figure 5 shows the caboose on the left top and a gondola on the bottom. The insert for the cars is shown on the left

The loco is black of course....no "girl's Set" here! It is labeled "Big Train 225" and if folded together will measure about 12" x 6" x 4". The road name on the gondola is Canadian & Northern, C & N 205837 and it measures about 12" x 4" x 5.75" wide as do the other cars. The bright red caboose is labeled for the company (complete with address) on the middle of the car. The left side is labeled U.N., 304715 while the right side says C & N, 205837. The boxcars are both labeled Union National and are number 304715 while the other side says "Route of The Streamliners". This is a very unusual and scarce set.



Figure 1



Figure 2



Figure 3



Figure 4

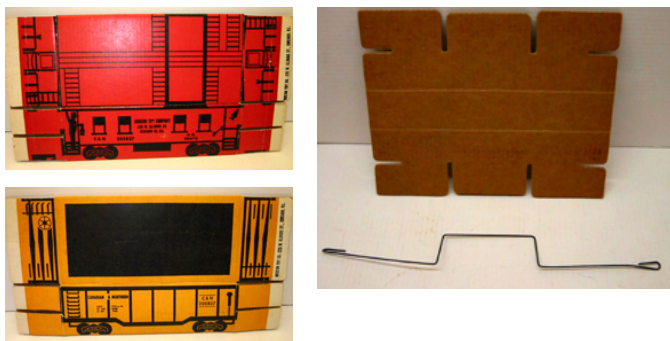


Figure 5

PACHTER TRAINS
by Charlie Weber

It is well known, at least by us chronologically older collectors and/or historians, that during World War II there was a shortage of many products on the home front as the war effort needed incredible quantities of materials. Rubber, metals, petroleum and chemicals derived from these materials were simply not available for toys. In addition, the toy manufacturers were using their expertise and machinery to produce war related products. However, the toy companies apparently could get enough paper, cardboard and wood to give the kiddies of

the era something to play with.

The Lionel cardboard set #50 that Lionel marketed in 1943 is well known to Lionel collectors and shows up from time to time. Although advertised as a toy to be played with, it really is too flimsy to do so. In my opinion it was a nice toy from the viewpoint of it being a construction kit. It could take "Jr." many hours of constructive activity to put the train and accessories together. When completed it should have been used as a static display similar to the solid wooden airplanes and boats that many of us built in the 1940s and 1950s. It has been suggested that perhaps Lionel had it made for more of an advertising gimmick to keep the Lionel name in front of the public than an actual toy.

During the war years a number of manufacturers produced cardboard/paper toys although mostly they made soldier and military equipment type toys. (By the way, if you are interested in WW-II toys in general, I strongly recommend that you try to get a book "Toys Go To War, Jack Matthews, Pictorial Histories Publishing Co., 713 South Third Street West, Missoula, Montana, 59801, 1994.") Some names include Colorgraphic, Wyandotte, Wallis Rigby, Saalfield, Al-Nu, Built-Rite, Lowe and many others. One of these "others" is D. A. Pachter & Co. who marketed an extensive line of cardboard toys under the "Bild-A-Set" label.

There are at least 3, and I believe 4, cardboard train set construction sets made under the Bild-A Set label. One of these became available this spring when Phil Ritter decided to start thinning his collection but not only was it a mint in the box version but it came with the counter display! Figure 1 shows a side of the shipping carton



Figure 1



Figure 2

while Figures 2, 3, & 4 show the counter display itself. If the display was put together the dimensions would be about 26.5" x 8" deep x 17" high. The retailer was then expected to put together some of the set and line them up on the display, printed on it, separately, example, the loco is about 11.5" x 4" (high) x 26.5" x 8" deep x 17" high.

Figures 5 and 6 show the front and back of the set box for the #31 Fast Freight.



Figure 5



Figure 7

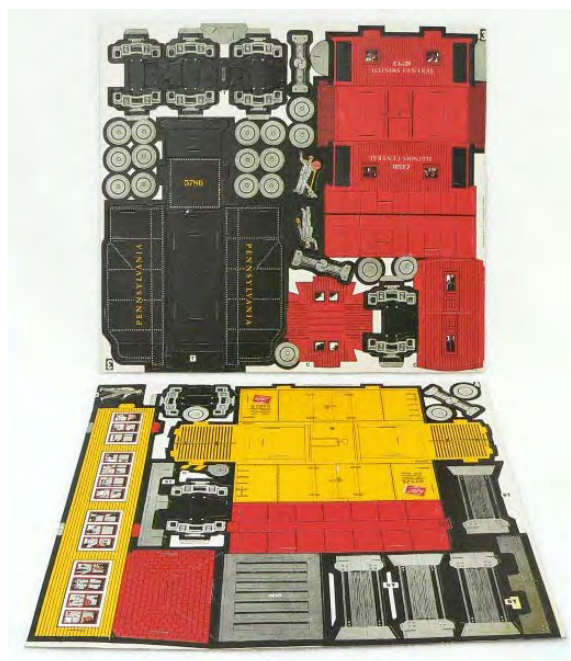


Figure 8



Figure 6

The rear of the cover has the directions for assembly printed on it. Figures 7 and 8 show two of the un assembled construction sheets. There are 6 such sheets altogether, the cardboard is about 0.055" thick and the axles are what look like Popsicle sticks. Trucks are assembled separately, two Popsicle sticks are pushed through and the wheels are then snapped out of the sheets and pressed on the Popsicle sticks.

The train itself would be about O gauge size if it ran on track. For example, the loco is about 11.5" x 4" (high) x 2". In addition to the train one got a handcar, crossing signal, small station, signal tower, semaphore, crossing gate and water tower in addition to 15 figures. Figure 9 shows The complete train and one of the accessories.



Figure 9

Some TCA Paper
by Charlie Weber

Recently Joe Jombe brought to one of The A.D. meets and old file folder with "stuff" in it for me to peruse and use for the Quarterly. Most we can't use. However, in the folder were two publications that were given to all TCA members in the late 1960's. It dawned on me that TCA only had about 2500 members and now we have 30,000. So, it is probable that you have not seen these publications before or have forgotten them. The one is a study of the Lionel Factories and we are printing the sheet here just for general interest.

LIONEL FACTORIES 1901-1968

by John E. Felber
M.E.T.C.A. #374
T.C.A. #67-1949
Sept., 1968, First Ed.

Here's a history of Lionel in pictures showing the manufacturing plants that turned out millions of trains. Also shown are service and sales offices. In some instances production overlapped as more than one factory was used. Because we had space limitations it was not possible to get all the dates under the right pictures thus in some instances they are continued. In the case of the huge Hillside plant we show several views of the more important additions, but the listings could pertain to any section of the factory. The dates indicate when the train was first put into production. Only the important ones are listed (subject to correction in later lists). For dates when trains were produced to, consult your TCA list.



1901-04 24-26 MURRAY STREET, N.Y.C., N.Y.
1901 First Gage was 2 7/8". Dry Cells Popular
1901 #200 Motorized Gondola, #400 Trailer
1902 #100 Loco. First Catalog issued in 1903
1903 #300 Trolley, #500 Derrick, #600 Trailer
1904 #309 Trailer, #800 Box Car, #900 Trailer



1905-09 4-6 WHITE STREET, N.Y.C., N.Y.
1905 #1000 Trolley, #1050 Trolley Trailer
1906 #5, #6 Steam Engines. Standard Gage Begins
1907 #11 to 17 Freight Cars Introduced
1908 #18, 19, 29 Passenger Cars
1909 #5 & 6 Specials, #1, 2, 3, 4, 8, 9, 40 Trolleys



1910-14 128 WINCHESTER AVE, NEW HAVEN, CT.
1910 #7 Steam, #1910 Trolleys #10, 100, 101, 202, etc.
1911 #1911, 1912 & Specials. #180-5, 190 Pass. Cars
1912 #34, 42 Locos, #112-117 Freight, #35-6 Pass.
1913 #33, #38, #53, #54 Locos, #51 Steam (#5 & Tender)
1914 Auto Racing Sets. #710 "0" Steam Design Dropped



1911-13 SALES OFFICE, 381-2 BROADWAY, NYC
1914 Production of new "O" Gage underway
1915 #600, 1, 2, 10, 12 "O" Passenger Cars
1915 #700, 701, 702, 703 Locos in "O"
1915 #800, 801, 802, 821, 822 "O" Freight
1916 #150 Electric Loco "O" Gage



1914-17 369 OGDEN STEEET, NEWARK, N.J.
1914 World War 1 War Work Expands Plant
1915 "O" Officially Introduced, See Above
1916 See Previous Listings
1917 See Succeeding Listings
1918 See Succeeding Listings



1914-25 SALES OFFICE, 48-52 EAST 21st ST, NYC
1915 250,000 sets now in use
1916 "O" Gage Selling Very Well
1917 New Plant in Irvington Started
1918 War Work also see Succeeding Listing
1919 See Succeeding Listing



1917-34 609 SOUTH 21th ST., IRVINGTON, NJ
1917 #152, 154, 156 Electric Loco
1918 #203 Armored Car, #702 Baggage, #900 Box
1918 War Work Continues at Plant
1919 #158 Electric "O" Loco
1919 Printers Strike Curtails 1920 Catalog



1920-42 605-621 SOUTH 21th ST, IRVINGTON, NJ
1920 #603 and 604 Passenger Cars
1921 #151 Steam Loco Anticipated but Never Made
1921 #31 and 32 Pass. Cars, #69 Signal (#77-1923)
1922 #156 "O" Loco. Standard Gage Super Motors
1923 #380, 380E, 402, 402E, #418, 19, 20 & 803, 4



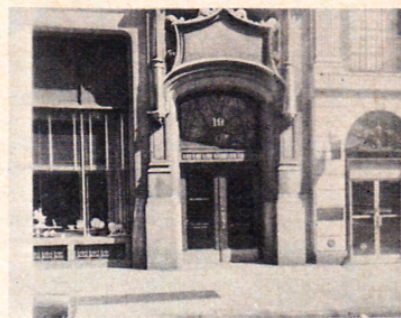
1923 600-619 SOUTH 21th ST, IRVINGTON, NJ
1924 #50, 153, 253, 253E, 254, 254E, 256, 318, 318E
1924 #319, 20, 22 Cars, #629, 630, 710, 712 "O" Cars
1925 #8, 8E, 10, 10E, 251, 251E, 337, 8, 9, 41, 605, 6 C
1926 #211-219 Cars, #250, 252 Loco, 309, 10, 12 Cars
1926 #529, 30, 607, 8, 10, 12, #811-14, #428, 9, 30 Cars



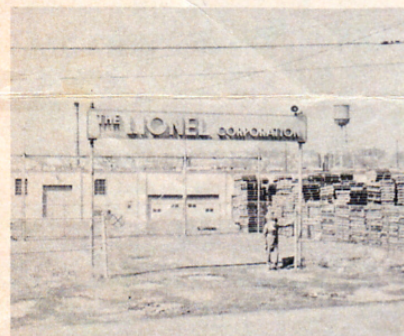
1927-68 28 SAGER PLACE, IRVINGTON, NJ
 1927 #9,9E,9U,#248,408E,#431,511-17,800 "O"'s
 1928 #4,4U,381,381 E,381U
 1929 #390,390E,"State" Cars, #412,3,4,6
 1930 #257,258,260,#384,384E,#420-7 Cars,#332
 1931 #260,261,262, #400 E, #603,4,13,14,809,10



1926-29 WAREHOUSE,24 NESBITT ST.,NEWARK NJ
 1927 Three Factories now Operating
 1928 Ives Goes Bankrupt, Lionel Takes Some Part
 1929 Uncle Don, First Lionel Radio Program
 1930 May-June First Issue "Lionel" Magazine
 1931 #220,520,820 Floodlight Cars Introduced



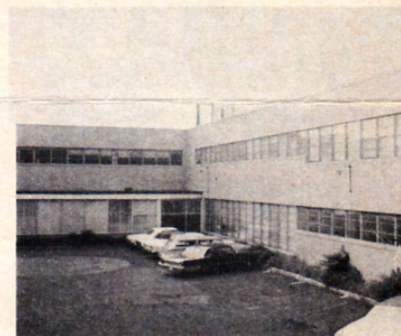
1926-63 SALES OFFICE,15-19 EAST 26th ST.,NYC
 1927 Remote Switches are Introduced
 1928 See Previous Listings and Comment
 1929 #514 becomes #514R (never sold in sets)
 1930 #390 E Two-Tone was first "Blue Comet"
 1931 #400 E Hudson, Largest Steam Ever Made



1929-38,67 RAMSEY GATE, HILLSIDE,NJ
 1930-31 See Previous Listings
 1932 #259,259E,392E, (Ives 1770)
 1933 #385E,#600,1,2,#1615,1661E,#1811-13
 1934 #751 (Art.),#1681,#252E,1677-82 & 1690-91
 1935 #250E,255,265,616E,Articulated 616E,636,752E



1932-41,68 NORTHERN ADDITIONS,IRVINGTON
 1932 "Winner" Line,O-72 Track, Whistles Offered
 1935 See Previous and-#651-9 Cars, #1835E Loco
 1935 Mickey Mouse,Santa Handcars, Saves Lionel
 1936 #238,249E,263E,#1688,89 Loco,Donald Duck
 1937 #700 E Scale Hudson, 763 Loco,#792 #1668



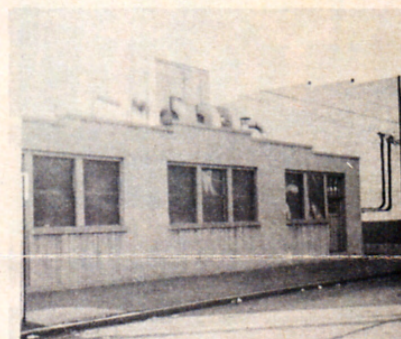
1934-53,68 MAIN OFFICE ADDITIONS,HILLSIDE NJ
 1934-37 See Previous Listings
 1938 OO Gage Introduced, Windups Discontinued
 1939 #229, #258, #708,900,901,902 "O" Gage
 1940 #201,203,204,227,228,289,906B,907B,1662-3
 1941 #714,715,716,717 (1940-1)



1935-52,68 EXECUTIVE ADDITIONS,HILLSIDE,NJ
 1935-40 See Previous Listings
 1941 Chemistry Lab Set Introduced
 1942 #714K-717K, #903,905B, #1684
 1942-3 First of Electrically Operated Cars Appear
 1942-3 War Curtailment, Cardboard Trains, etc.



1936-68 HOFFMAN GATE,HILLSIDE, NJ
 1936-42 See Previous Listings
 1943 War Production, No Catalog Issued
 1944 Lionel Offers Stock Issue to Public
 1945 War Production Soon To End
 1946 New Items Appear, Smoke in Locos



1946-49 SERVICE DEPT.,60 WOOLSEY ST.,IRV.,NJ
 1946 Peacetime Production, First of Operating Cars
 1947-53 Many News Items, Sales Doing Well
 1954 Sales Hit Peak of 33 Million Annually
 1956 HO Gage Started, Super "O" Started
 1959 Lionel Cowen Resigns,1960's Sales Dip



1949-52 SERVICE DEPT.,1460 CHESTNUT AVE,HILLSIDE



1964-68 SALES OFFICE,200 FIFTH AVE., NYC

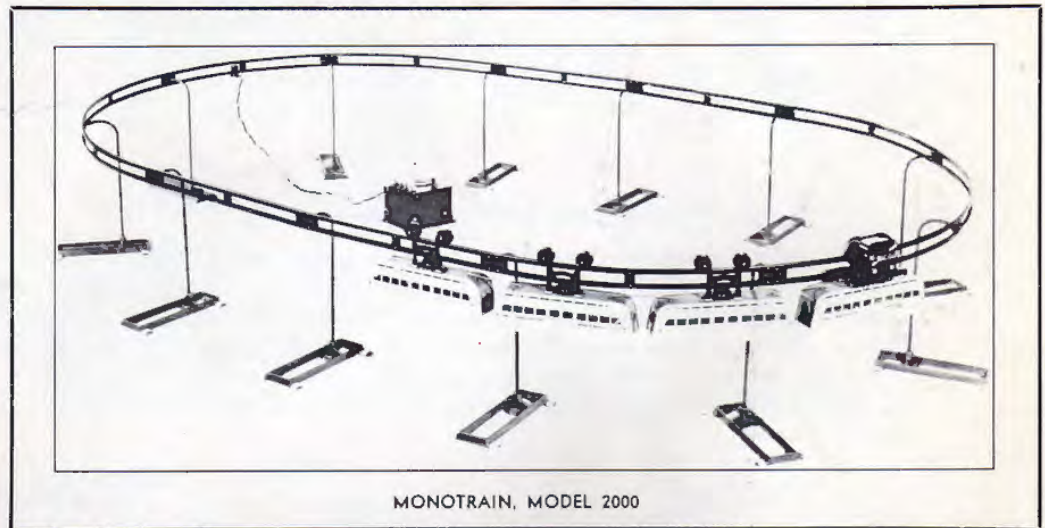


1967-8 AUCTION SALE AND PLANT REMOVAL

The second sheet deals with the Leland Monotrain. I thought that the publication of this advertising sheet would be quite timely as MTH is advertising the availability of a reproduction of the set. Of interest is the fact that Chris Gans (Nicholas Smith Trains) has what appear to be the factory mockups for the set in his personal collection! How's that for owning a rarity!

THE NEW MONOTRAIN

The World's Fastest
TOY ELECTRIC TRAIN



MONOTRAIN, MODEL 2000

THE MONORAIL ELEVATED SYSTEM

Because of its new, patented design the Monotrain develops the fastest speed of any toy electric train on the market and together with its trackage is capable of infinite variations, as illustrated in the pages following.

10 Points of Monotrain Superiority

The only absolutely new Toy Electric Train to reach the market in many years.

1. It cannot jump the track.
2. Highest speed, forward or reverse.
3. Safety and simplicity of operation.
4. Illuminated coaches — brilliant colors.
5. Blue gunmetal finish track and trolley.
6. All parts interchangeable.
7. Greatest play value. Easy to erect.
8. Switches, extra track, etc., may be added.
9. Strong, durable and precision built.
10. New and exclusive.

A
NEW
TRAIN

MANUFACTURED ONLY BY
LELAND DETROIT MANUFACTURING CO.
DETROIT, MICHIGAN

OLDEST LAYOUT IN AMERICA

By Chester Zmijewski

A real treat at the Seattle convention was the exhibit of a 1905 Carlisle and Finch dealer display replica. The replica was to be auctioned off in September. An interesting feature of the exhibit were large photographs of the original floor layout in an attic in California. This layout was powered by 120 volt current and the trains were controlled by adjusting light bulbs that were wired in parallel; thereby adjusting the voltage.



The original attic layout owned by 80 year old Elbrige Russell from Alameda, CA



Turnouts were controlled with Lionel switch machines



The "Transformer"



The Carlisle & Finch Mining Train with real coal in the cars

The layout is now owned by Fritz Von Tagen TCA# 77-10737 of West Linn, OR. It was to be sold at auction in September by New England Train Exchange



The display layout

ANNUAL RAFFLE

Our Annual Raffle prize this year is a beautiful Lionel Pennsylvania S-2 Steam Turbine Locomotive. The tickets will be \$5.00 each and will be on sale during our September and November meets. Be sure to get your ticket. Early purchasers can contact Garry Spear at 215-628-8652 The raffle will take place at the November meet. Good Luck to All!!



TREASURER'S REPORT

George Nelson

As of 13 July 2005 all bills have been paid within the approved budget.

The checking account balance is:	\$ 2810.51
The savings account balance is:	\$22770.37
Cash on hand	<u>300.00</u>
	\$25880.88

ATLANTIC DIVISION EXPRESS

The Atlantic Division Local is published four times a year. The editors are actively seeking new articles for publication. Anyone having material they would like published should submit it to the Editorial Office.

Charlie Weber & Chester Zmijewski, Co-editors
1119 Yardley Rd.
Cherry Hill, NJ 08034
e-mail: cmzmijewski@comcast.net

Wanted

2 roofs for Lionel #180 series passenger car. Either open or solid clerestory OK. Also one #605 "0" gauge car to restore red or grey. Bob Robinson 610-489-1462