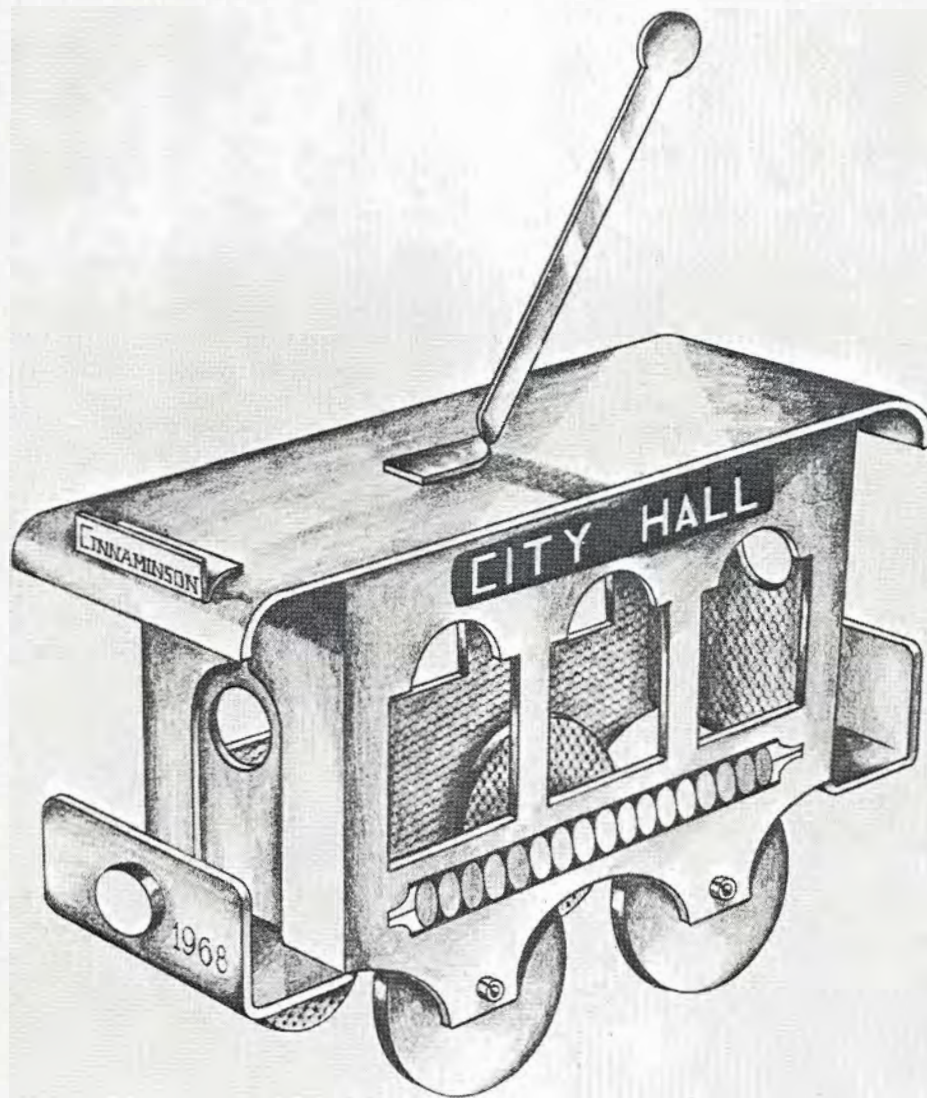


THE DELAWARE VALLEY EXPRESS



TRAIN COLLECTORS
ASSOCIATION

Winter, 1976

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RECRUITING FOR MUSEUM

Applications and resumes are now being accepted for the position of Curator-Director of the TCA National Museum. All responses will be acknowledged. Do not send to Editor, National, etc. Send only to Post Office Box 2927, Phila., Pa., 19126.

WANTED: Individual with necessary education and experience to be responsible for day-to-day operation of a Toy Train Museum in Lancaster County, Pennsylvania. 3,200 sq.ft. display area and auxiliary rooms and offices. Will be responsible for supervision of small staff. Salary commensurate with ability and background. Permanent, full time position for right person. Send resume and salary required to P.O. Box 2927, Philadelphia, Pa., 19126.

FRONT COVER

Drawing of proposed trolley for the PINEY R.R. See complete story on page 8.

RESTORATION TIPSPART III

By Bob Robinson

Preserving Original Paint Which Is "Flaking"

Paint that is flaking has aged and dried out to the point where the surface has contracted, cracked and is curling up and loosening from the base metal. Nothing can be applied to this old paint to return it to a state of life - it has died! However, you can stop the peeling and embalm it to an acceptable degree of respectfulness. Carefully brush all loose dirt and dust off with a camel hair brush, saving any chips that fall off in the process. A side step can be done to clean the original paint if you wish by carefully dipping a camel hair brush in straight lacquer thinner and washing the train. Clean the brush on a piece of towel after each application. Go over rubber stampings very carefully! After dusting and cleaning, spray paint with several coats of clear lacquer X.I.M. or marine varnish greatly reduced to about 30/70 ratio. Use low air pressure so as not to blow off any chips. When the train is wet with the clear coating, take a needle on a stick and break each chip loose pushing into the clear coating which has gotten behind the chip (between it and base metal). You may now carefully replace any flakes which fell off in the same manner by placing them on the wet clear coating. Allow the train to sit for about 1-2 hours and respray with a single coating reduced 60/40 (60% coating, 40% thinner).

You may add a flattener to the clear to reduce the gloss but be extremely careful as flatteners if used too liberally will reduce the gloss to "0" %. Gloss in paint is measured as wet = 100%, dead flat = 0% (dead flat has no light reflection). Original trains had a gloss of about 90% or less when they were new. This clear coating process, if properly done, will protect and preserve the original finish for many more years to come.

Next article will cover potmetal trains, what to do about them and how to repair breaks and bends.

-Watch for Part IV-

TRAINS

by Ms. Mildred H. Raker, Hummelstown, Pa.

Trains, trains, trains

Very nice, even when it rains.

Just crawl into your shack

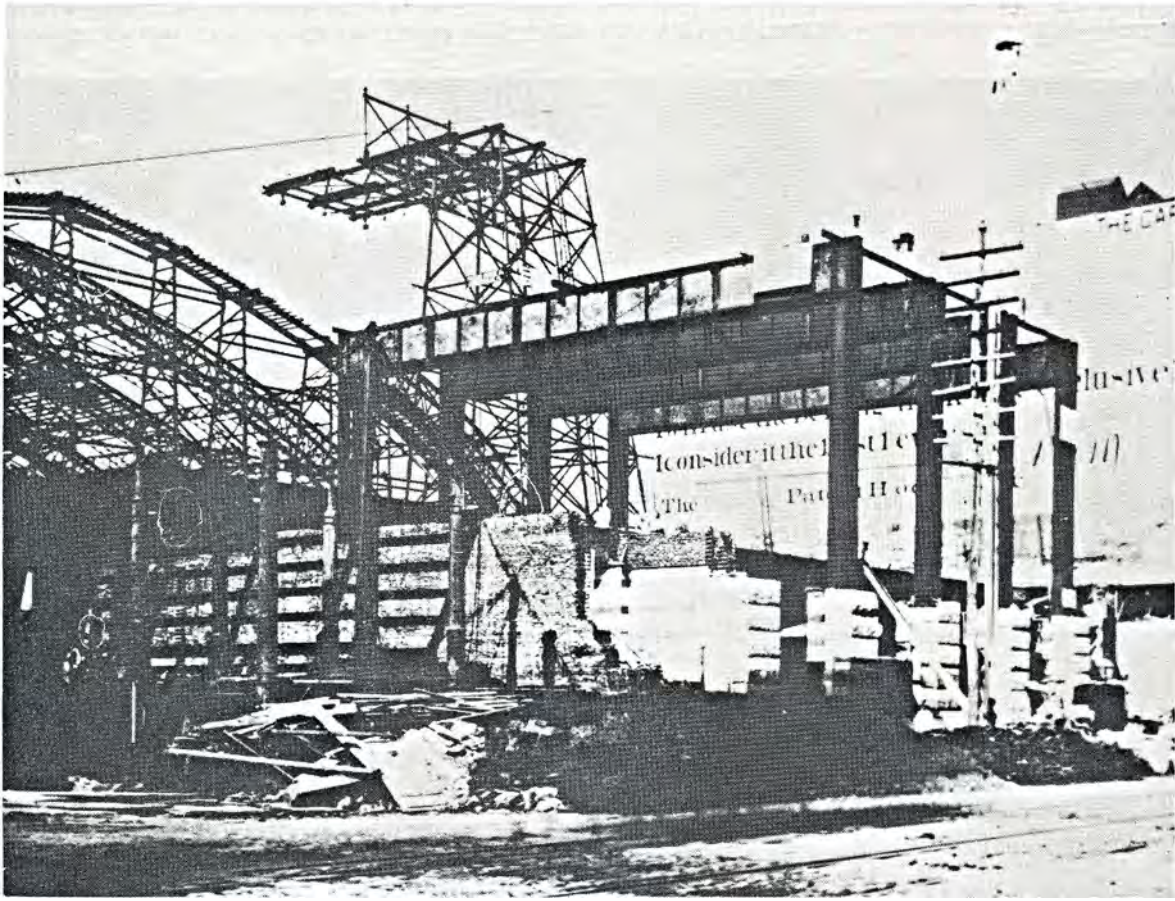
Tell your wife you'll soon be back.

Blow the whistle, ring the bell

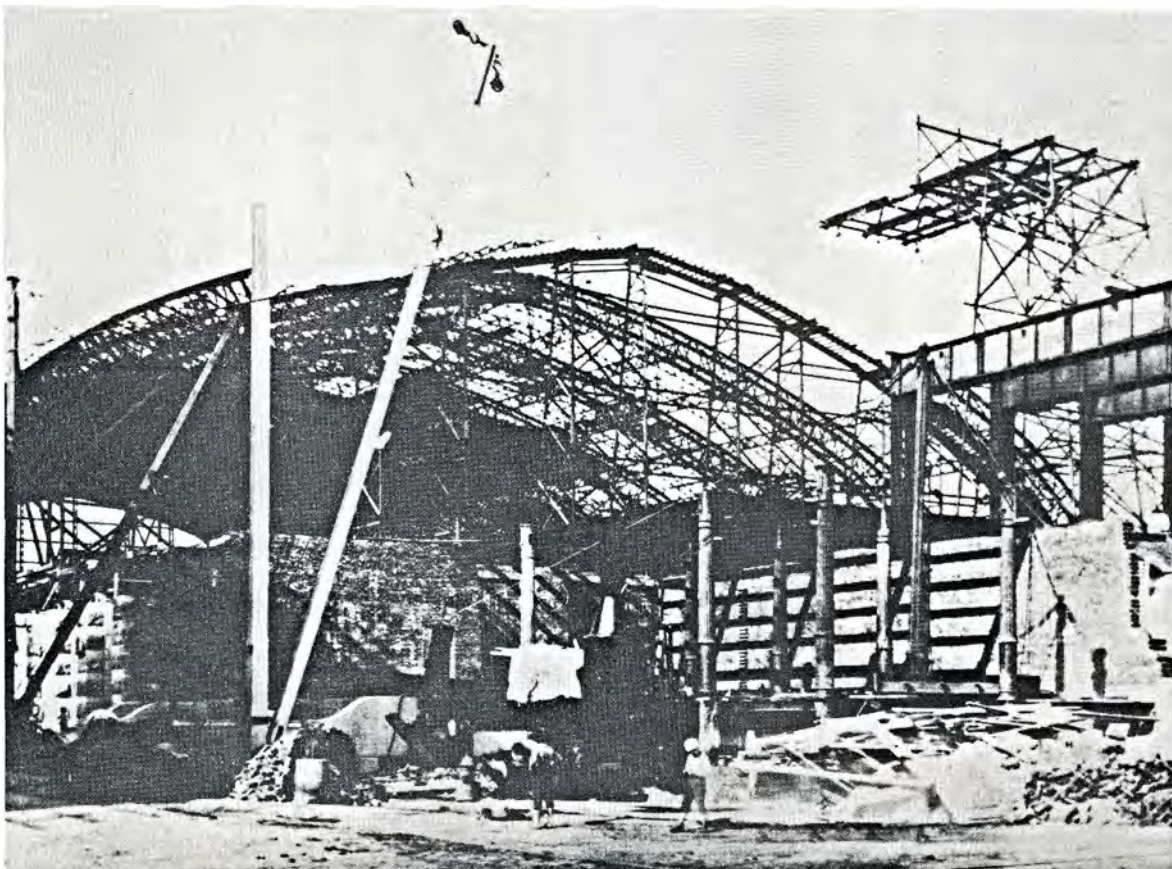
A wonderful time, while under your spell.

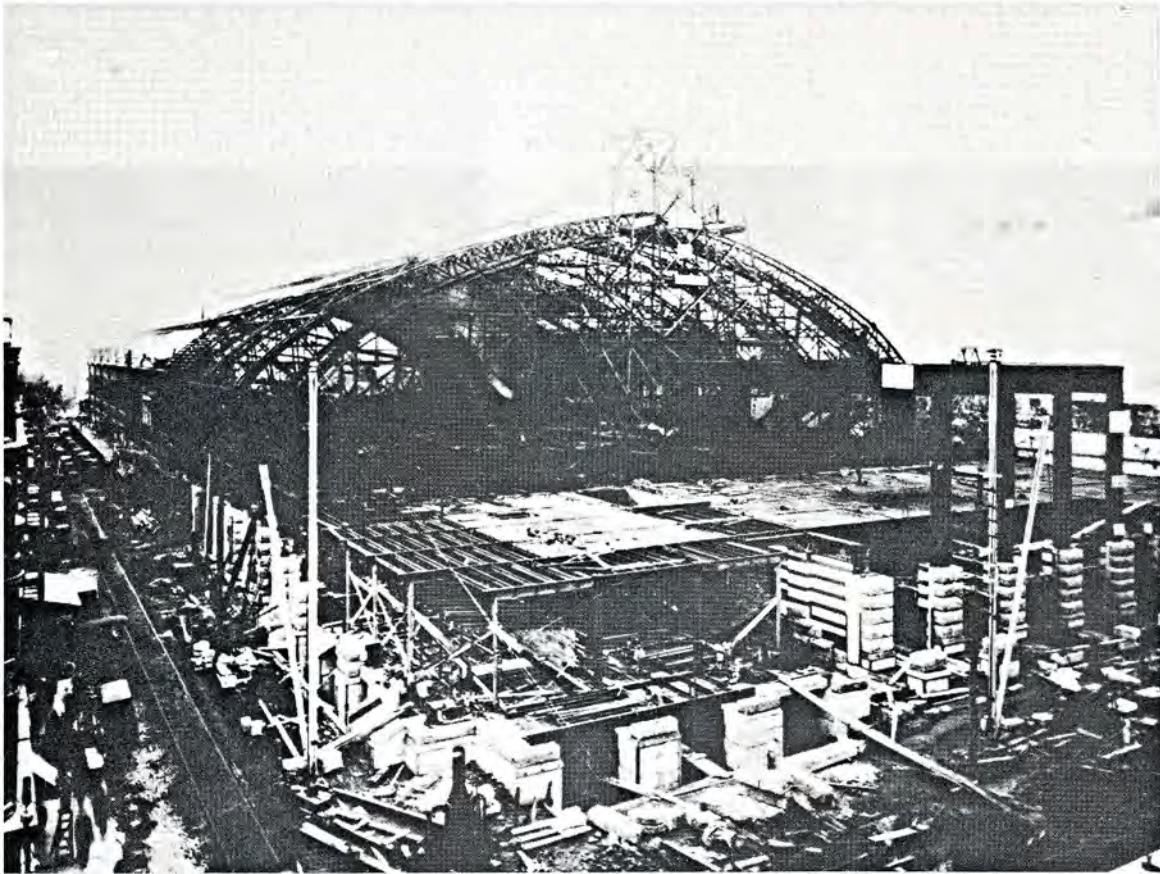
Better than medicine, Oh Boy!

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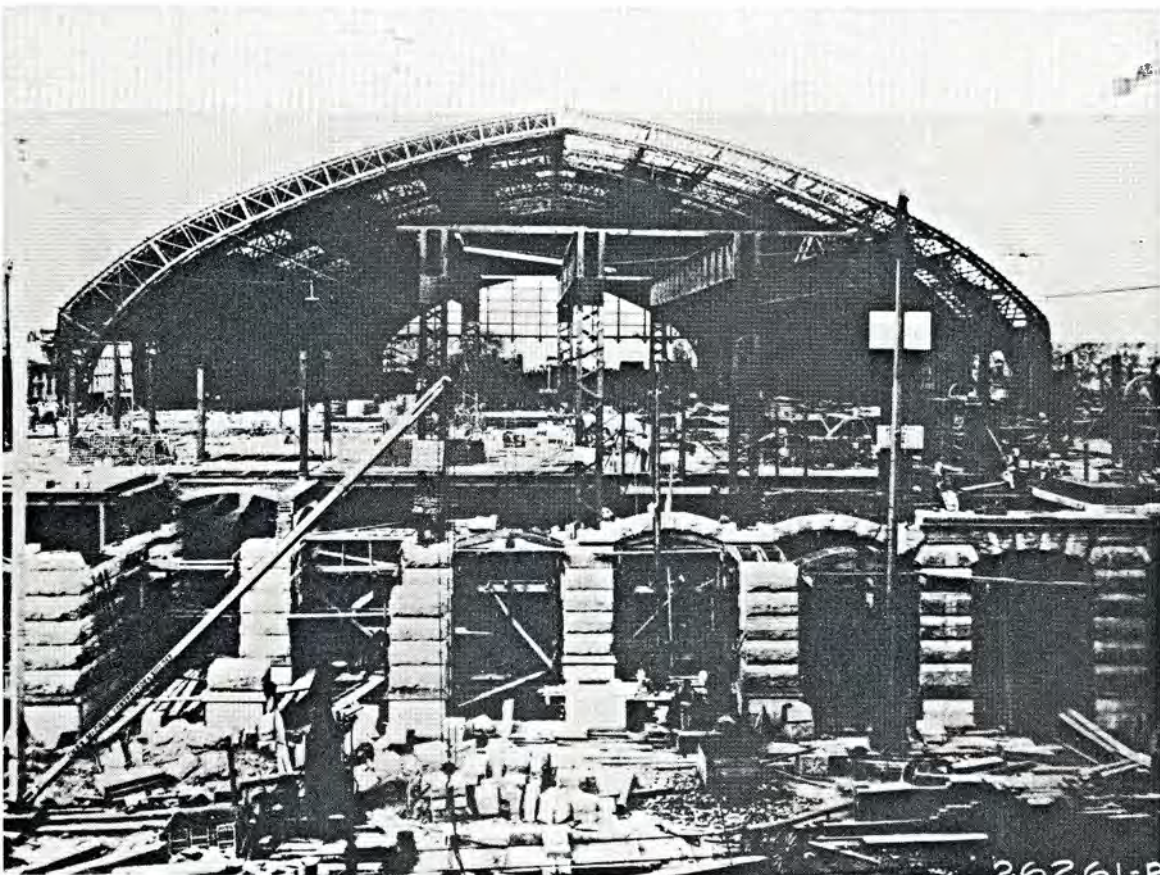


Reading Terminal, Philadelphia, under construction in 1891. Completed 1893.





Original construction photos obtained from John Hollingshead.
Now in paper collection of Joe Kearney.



800 SERIES FREIGHTS

By Glenn K. Stinson

Back in 1972, I wrote an article on Lionel 800 series box cars. During these past few years, my personal knowledge and collection of 800 series cars have both grown considerably and while talking with other collectors it has become apparent that much interest exists for these cars.

Therefore, the following is an attempt to categorize these cars by series; what cars are available with similar variations, etc. This is not an attempt to describe individual cars or to list all possible variations. Also, not all factors which could create a variation are considered; only major components are included. (For example, I have not included minor variations such as twisted or riveted tabs securing bottom hatch on 816's, plated or unplated coupler shafts on 2800's, etc. Perhaps, in a future article, if there is any interest, I will discuss minor variations.)

The listing is broken down by series (1st, 2nd, etc.) denoting major variations and by sub-series (A,B,C, etc.) denoting minor variations. Car numbers following each category indicate which cars are known to exist in that particular category. If I missed any categories or examples, please let me know.

1st Series - 1926-1932

- A. Open trucks, no brace, screw mounting, inset, nickel journals, brass trim, block lettering, flat topped brake wheels, latch couplers, short coupler slot in frame, 10 series oil sticker, brass door runners, standard gauge door handles. Can have passenger trucks (with slots for pickup roller). These are the earliest cars.
.....813, 814.
- B. Same as A but trucks mounted in normal position.
.....813, 814.
- C. Same as B but trucks mounted by stud and cotter pin.
.....810, 811, 812, 813, 814, 815, 816, 817.
- D. Same as C but steel door guides, '0' gauge handles for doors and 200 series oil sticker.
.....Same as C.
- E. Same as D but copper journals and no oil sticker.
.....Same as C plus 814R, 820.

2nd Series - 1932-1935

- A. Intermediate trucks ("sprung"), copper journals, clip mounting, latch couplers, long slot, brass trim, script lettering, pointed brake wheels.
.....All known.

800 SERIES FREIGHTS

(Concluded)

3rd Series - 1935 (Transitional cars)

- A. Cars in nickel trim colors with nickel trim except for brass name plates. Regular frames with latch couplers. Intermediate trucks with nickel journals.
.....810, 811, 812, 813, 814.
- B. Nickel trim cars but with brass plates. Non-automatic couplers.
.....813, 814, 814R, 815, 816, 817.

4th Series - 1936-1939

- A. Full nickel trim cars with aluminum plates. Non-automatic box couplers with rib top. Intermediate trucks, nickel journals, bar brace in trucks. One brake wheel holder (all previous cars have two).
.....All known.
- B. Same as A but with 'U' brace in trucks.
.....All known.
- C. Same as B but with automatic couplers. Truck side frame different than non-automatic trucks. Rivet row not continuous.
.....All known.
- D. Same as C but on late '027' trucks with simulated knuckle coupler tops. Coupler supports on ends cut off. Original boxes stamped 'X' .
.....All known.
- E. Special category: 3814 only Nickel trim. Decals.

5th Series - 1939-1940

- A. Cars of the rubber-stamped series (6th Series) but with aluminum name and number plates. Made from left-over bodies from 4th Series.
....812, 814R, 816, 817.

6th Series - 1940-1942 (Rubber-stamped cars)

- A. Late flat colors, flat - no gloss. Late '027' trucks, black oxidized journals and trim. Simulated knuckle, non-automatic couplers.
.....813, 814R.
- B. Same as A but with automatic couplers.
....2812, 2814, 2814R, 2816, 2817, 3814.
- C. Same as B but coupler height lower than normal. Used in sets with smaller cars.
.....2812.
- D. Special category: 2810. Bolstered frame, '027' trucks, small hook.
Special category: 2820. Gray cast lites, special sub-floor, silver lettering, '027' trucks.

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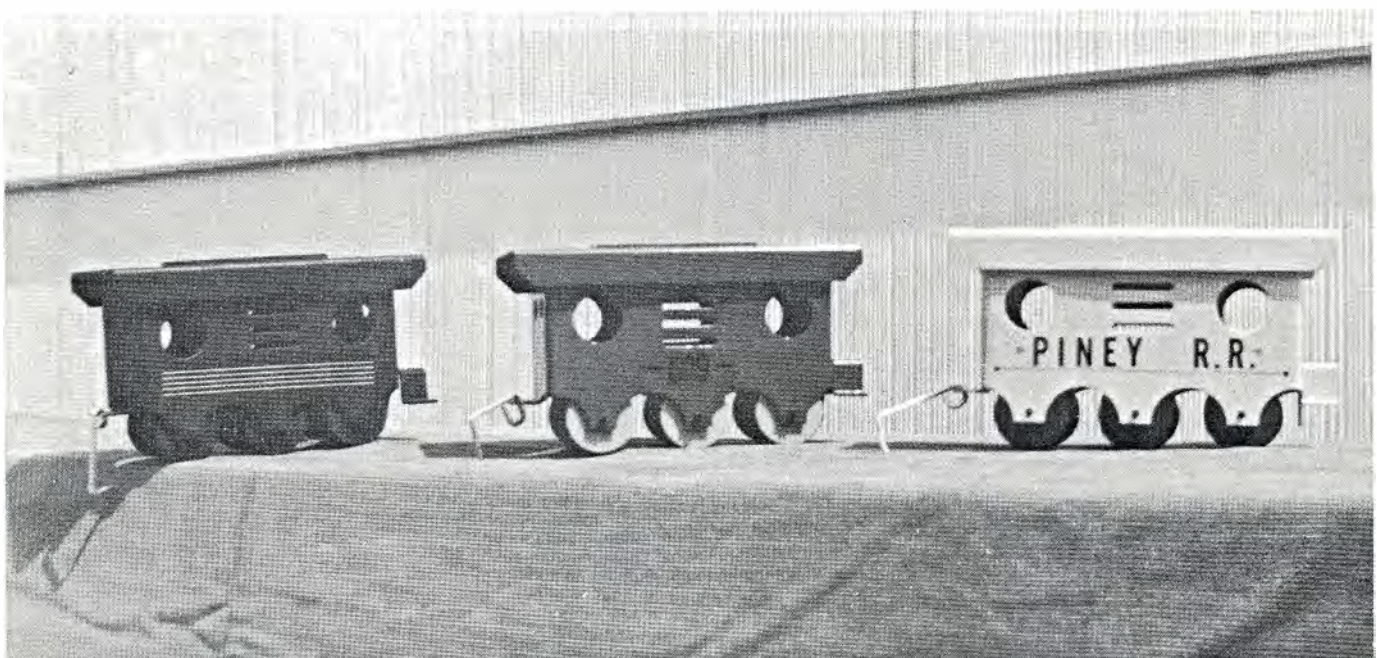
A SHORT, SHORT, SHORT, SHORT LINE

By Art Bink

BINK LINES? I knew that name would never go over! How about PINEY R.R.? Somehow I knew it was never meant to be; and it wasn't. It began in 1968 and ended in 1969, the date impressed into the insides of some of the wheels. The reason for it all? Well, I felt sorry for the kids in the 2 to 7 age group, having to be satisfied with the quality-less plastics so overwhelmingly being used for toy production today. Now, don't get me wrong...I'm not entirely against plastics. For scale models it's great; you could never get the rivet detail in stamped steel that you can get in injection-molded plastics. Still, very young children aren't as critical of detail as are their older brothers and sisters, and the imaginations of the younger folks fill in where detail is left off. I didn't want the kids of today to go thru their childhood never owning a "neat" metal toy like the many available in the late '30's when I was a boy. I'm not sure whether it's partiality or nostalgia.

Now, these trains are made of 16 gauge, cold-rolled steel, all-welded bodies, and 12 gauge wheels. They're so durable that when the 5 year old owner grows up, he'll be able to use them as weapons in street fights, and still not dent them. They are strictly floor trains, the locomotive weighing in at about 1½ pounds and the cars at ¾ pounds each. Axles are roll-pins and the finish is either a smooth or textured vinyl, baked on at 350° for 20 minutes. Locos are 6-3/8" long (excluding couplers) by 3-7/8" high by 2½" wide. Cars are 5½" long (excluding couplers) by 3-5/8" high by 2" wide. One type of locomotive was made, and only one type of car, the "shorty" coach. Immediate intent was to include a baggage (never made) and long-range intent, naturally, was to go in-to freights, and who knows what else. No motor was planned.

-Continued on Next Page-



Three Locomotive Variations

A SHORT, SHORT, SHORT, SHORT LINE

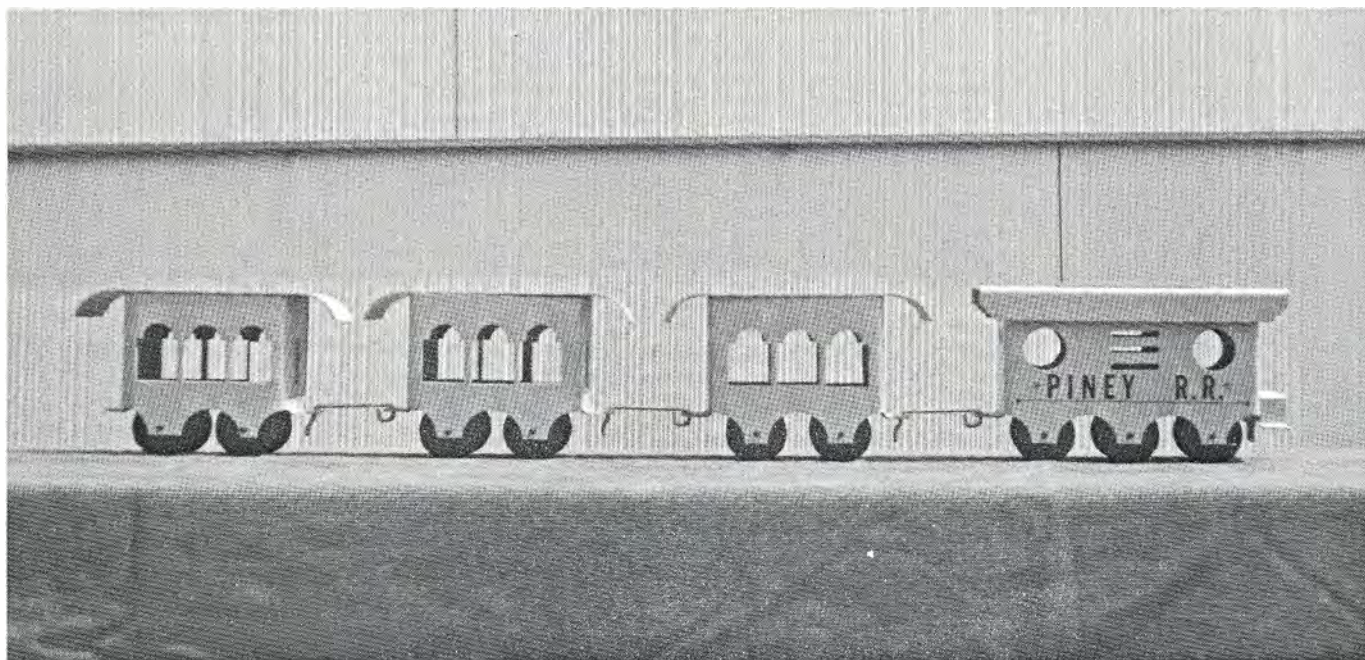
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Differences in equipment at this stage were limited due to the short life of the project. Couplers and colors were the only variations in the cars; couplers, colors and markings were the variations in the locomotives. Cars had no markings at all and came in solid colors of: Pale Green; Red; or Blue. The three loco marking variations were: Pale Green (#34 Piney R.R.); Red (#609); and Black (four horizontal pin stripes on each side). I might add here that 3 complete sets were manufactured, with another 25 locomotives made but not assembled. Quantities of additional loco and car parts were made.

Construction of the prototypes was done at the electronic console factory where I was a designer. All parts were punched on a 30 ton punch-press using a color-coded template and a duplicator. The template contains nothing but $\frac{1}{4}$ " diameter holes. The colored ring around each one indicates what punch is to be used in the press. Rounds are superimposed over squares to get windows, etc. Bodies wound up a single piece wrap-around, welded shut. Roofs were held on by a tack weld at each end. Prices were obtained on dies that would punch out an entire car in a single hit. Purchasing people figured out prices: a loco and 2 cars would sell for about \$11 at a store like TWO GUYS, with a 3 car set selling for slightly higher. (This was in 1969.)

In April, 1969, I took three sets to a TCA Eastern Division meet at York, not to sell, but to see what reaction would be. This would not be indicative of consumer opinion, but it would let me know what hobbyists and collectors thought. One guy insisted that I sell him a set, but I explained that they were just for show at that time. I was flattered, however, and asked why he

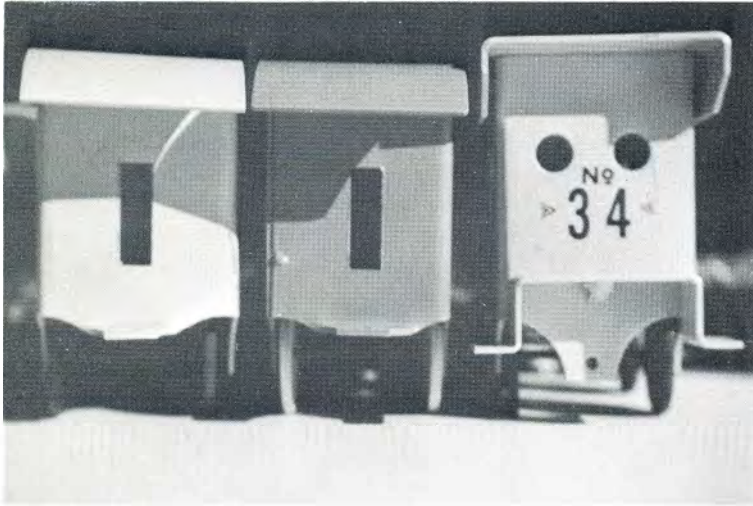
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#34 Locomotive with 3 Cars

A SHORT, SHORT, SHORT, SHORT LINE

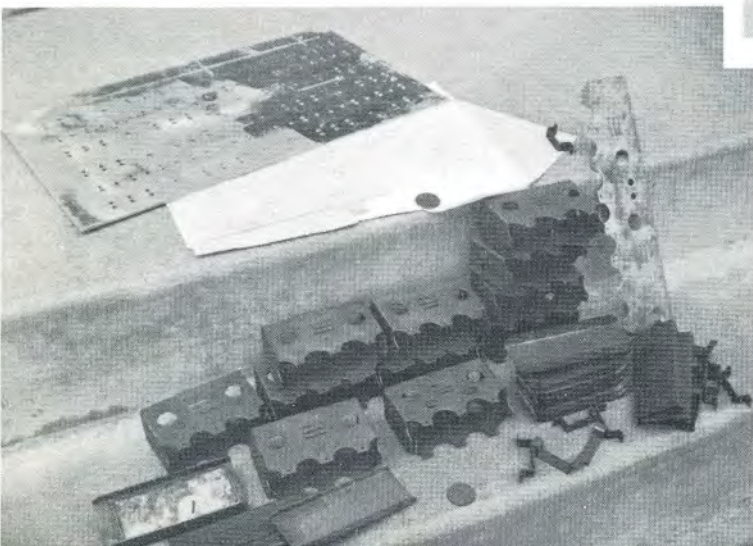
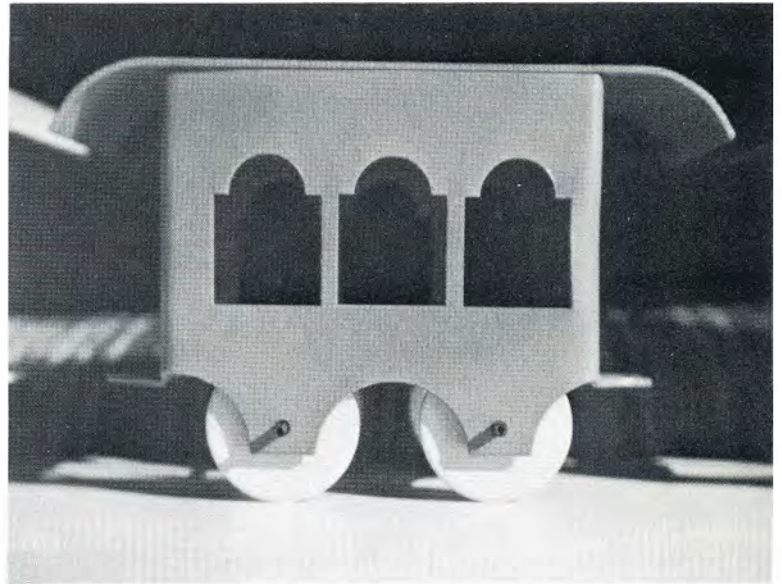
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End views with
loco on right.



Side view of
"shorty" coach.



Template and piles
of unassembled parts.



A SHORT, SHORT, SHORT, SHORT LINE

(Concluded)

wanted a set so much. He stated that he thought the thing was going to flop, and he wanted a copy of a low production item. He was right, although we never gave it an honest chance. How come? Well, there was this thing about the owner of the factory. He stated that he didn't care if he made cabinets or trains, as long as he made money. An honest business man's opinion, but I began to see the handwriting on the wall. Call it "bad vibes" or whatever, but indications were that once the design was done, my job was through, and around Christmas I would see the trains in the store windows and I would probably be unemployed! I WAS laid off in June, 1975. I did not go off and continue the project on my own because of the lack of required capital.

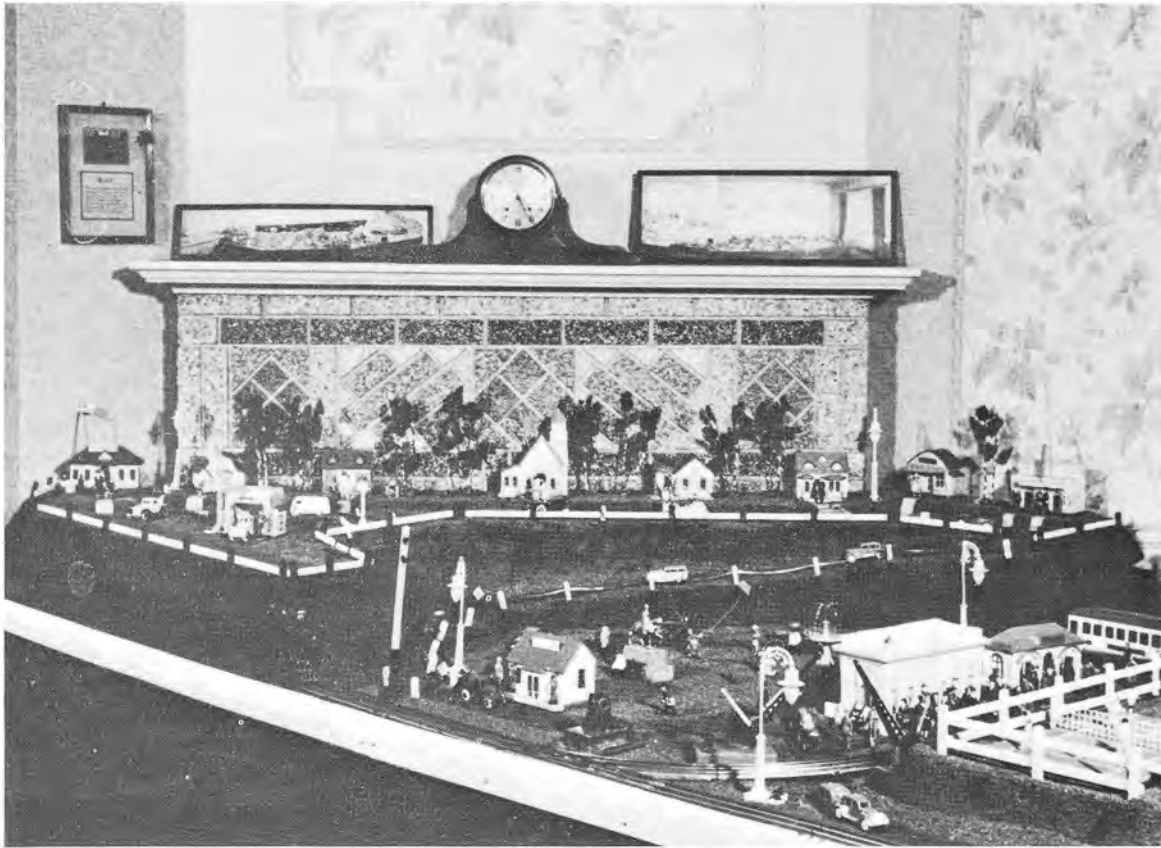
Construction-wise, the cars were just about the way I had wanted them to be. There was an earlier car-prototype with narrow slit windows, but it looked like a jail-house on wheels. It had solid axles rather than hollow roll-pins, and I still have it somewhere. The locomotive, however, was unfinished. A cow-catcher was planned which would go between the front steps and the "pull-string" hole below. A false headlight was planned as a strap-shaped affair at the front of the roof, and a diamond-shaped piece of strap-steel was to become a pantograph at the rear of the roof just behind the clerestory, which was simply a rectangular piece of steel spotwelded to the roof. The tabs on the sides of the cars, which contain the axle holes, become the coupler tabs when bent up on the car ends.

A patent attorney charged me \$70 an hour to tell me I could have the train patented for about \$800 since it did have a minor degree of architectural uniqueness, but someone else could bring out an identical piece with four windows instead of three, and I couldn't do anything about it. His advice was to flood the market within about two years and then quit, while competition was still tooling up. I guess this would have been good advice if money had been the prime object, but I think I would have enjoyed manufacturing trains quite a bit longer than two years.

A trolley was drawn up but never made (see picture on front cover). Based on a version of the car body, it had platform ends bent up, a false door containing a round window at each car end, a disk-like simulated headlight on each platform end, and a trolley pole. It was figured that a single item would be bought by especially the lower income families before a whole set was, and therefore we'd reach a larger percent of the population.

Final incidentals might include the fact that the loco was structurally similar to the 4-wheeled car, but with 6 wheels in an extended version. Couplers were aluminum but were to be changed to steel. Two wheels and an axle rolled as an entity. All fabrication was done in Pennsauken, New Jersey. I still retain the 20" x 36" x $\frac{1}{4}$ " thick aluminum template and all the design drawings. The somewhat ugly units were scheduled for eventual refinement, but the project, alas, faded into oblivion.

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John Biemiller O Gauge Christmas Layout, circa 1936.

