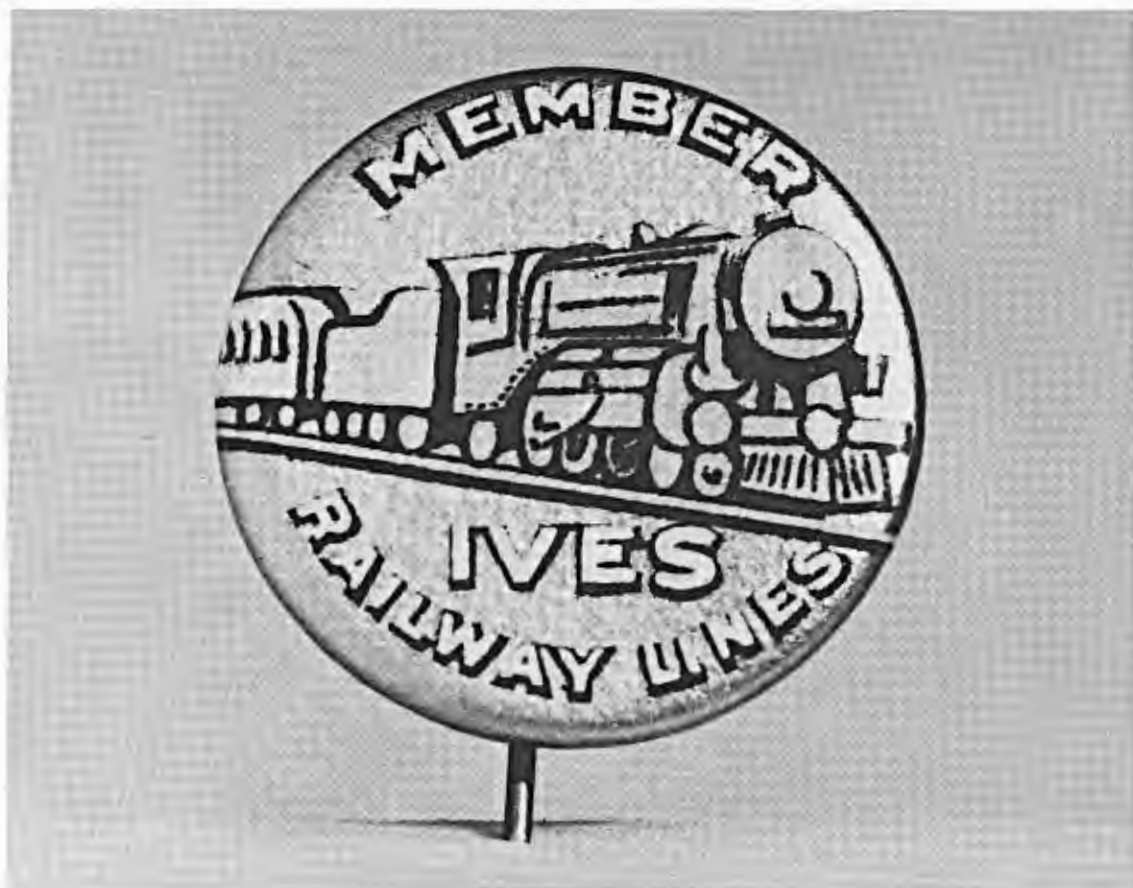


# THE ATLANTIC DIVISION EXPRESS



**AUTUMN 1983**

**TRAIN COLLECTORS  
ASSOCIATION**

DIVISION BOARD OF DIRECTORS

OFFICERS

DIRECTORS

President	- Richard H. Knowles	Stewart E. Bearn	Raymond M. Connolly
Vice President	- Nicholas B. Ladd	Edward De Vincentis	Edward B. Pinsky
Secretary	- Richard D. Heineman	Philip O. Ritter	Richard G. Robinson
Treasurer	- William E. Miles, Jr.	Sid Weiss	William J. Wilson
Past President	- Robert C. Robinson, Jr.		

"Express" Editor - Edward B. Pinsky  
Assistant Editor - Philip O. Ritter

The Atlantic Division - Train Collectors Association  
6304 Park Avenue, Philadelphia, PA 19141

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NEXT ATLANTIC DIVISION MEET

Sunday, November 20, 1983

Westover Country Club - Norristown, Pennsylvania

CHANGE OF ADDRESS

Members are reminded to promptly notify both the Atlantic Division Secretary & the National Business Office of any address changes so as to insure timely receipt of all Division and National mailings.

FRONT AND BACK COVERS

Front Cover - Here is a teaser for an upcoming article about "clubs" sponsored by Lionel, Ives, Gilbert and other toy train manufacturers.

Back Cover - Advertisement for FISCHBACH TRACK GUARD RAIL appearing in Playthings magazine for October, 1924. Has anyone ever seen, or owned, this interesting accessory?

## T C A 2 9 T H N A T I O N A L C O N V E N T I O N

L O U I S V I L L E , K E N T U C K Y - J U N E 1 6 - 1 9 , 1 9 8 3

Organization and management by the Great Lakes Division resulted in such a smooth running convention that there was no outward or other evidence of the organization and management. The facilities of beautiful, comfortable hotels and big, big convention hall were close and connected by a steady schedule of "World's Fair" type shuttles. The weather, reputed to be beastly hot and humid in Louisville at this time of year, was delightfully cool and comfortable. The banquet consisted of good food in a sit-down-and-be-served style at round tables, and was not paralyzed by long speeches. We were treated to real Blue Grass music and an opportunity to learn square dancing. The last attendance count I heard was 917 TCA members with a grand total of 2,042.

The Board of Directors Meeting was first highlighted by a report on the new building addition at Strasburg, completed in 160 days at a cost of \$101,000, well within budget, as a finished, usable structure. This was followed by a report on the wonderful growth of patronage at the Toy Train Museum and the outstanding success of the counter and mail-order business.

Major changes in policy and procedure as a result of the BOD Meeting are:

1. Directory ads for TRAINS WANTED are now limited to one (1) page for all advertisers with listing of no more than: "The following members are interested in purchasing train collections - see alphabetical section of the Directory for full addresses." Then a list of member names and TCA numbers.
2. Members can receive the National Newsletter, ordinarily sent by Third Class Mail, by First Class Mail at an additional charge of \$7.00 per year.
3. The BOD approved a change in the By-Laws to delete the requirement for a second candidate for President-Elect if none is nominated. This change must yet be voted upon by the membership.
4. The following re-statement if the BOD's ruling on toys at train meets was approved: "Be it resolved that no item which is not a tinsplate train, or accessory, or train-related item, or tinsplate train-related toy shall be permitted at, and is hereby barred from, any meeting of this organization, be it National Convention, or any Division or Chapter meeting or any meeting sponsored under the name of the Train Collectors Association."
5. Items in the Interchange Point of the Newsletter may now be priced and must be graded to TCA standards.
6. TCA National, Division or Chapter Officers or Directors may not concurrently hold office in any other tinsplate train collecting or operating organization.

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Report by Richard H. Knowles, President, Atlantic Division

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TRAINS AT THE FAIR - PART VI

OR, MORE ACCURATELY, AFTER THE FAIR

By Ed Pinsky

What ever happened to the trains from the model railroad exhibit at the 1939-1940 New York World's Fair? There are many theories, myths and rumors - but the explanation in the following article from PLAYTHINGS magazine for March, 1941 seems plausible enough. Did any reader attend the 1941 Macy's sale or, better yet, purchase any of the exhibit items? If so, let us hear from you.

"RAILROADS AT WORK" WORKS FOR MACY'S

The model industry as a whole, and model railroaders in particular, owe Macy's a vote of thanks for their work in promoting interest in hobbycrafts. The Macy Hobby Show, which opened on February 8th and will close on [March 15th, 1941], has attracted upwards of 9,000 visitors a day. The main attraction is RAILROADS AT WORK, the scale model railroad which was one of the features of Railroads on Parade at the New York World's Fair.

RAILROADS AT WORK as presented by Macy's occupies 8,000 square feet of space. The attraction, on the fifth floor, adjoins both the hobbycraft section and the toy department - an arrangement that has produced good sales. The miniature railroad appears just as it did at the Fair, with the exception of the fact that the background scenery is more realistic and the visitors can have a close-up view of the entire system. Four trains are kept running all the time, and their backing up, switching, stopping, etc., is a constant source of interest to both young and old alike.

It takes two men to keep the system in operation. One man sits at a control

panel and directs the movements of the trains; another, the trouble shooter, works behind the scenes oiling the engines and making necessary adjustments.

To the left of the feature is a 3-sided counter in which are displayed rolling stock, track, switches, lineside scenery, etc. At this counter orders are taken for any part, or parts, of RAILROADS AT WORK. Macy's is selling the entire attraction, piece by piece, and customers can purchase one car or several hundred feet of track. So far the majority of sales have been in the hundreds of dollars, and usually every three sales come to over a thousand dollars. The purchases are being made by clubs, by men with railroad systems of their own, and by men convinced that model railroading would make an interesting hobby.

The show is also creating a good deal of interest in model-building of all types. To the right of RAILROADS AT WORK is the hobbycraft section, with trains, boats & airplanes. This section has recently been redecorated, and the boats in glass

continued on next page

A WORD FROM OUR NATIONAL PRESIDENT

The smooth functioning of our Train Collectors Association is attributable in large measure to the dedication of our hard-working National Committees. Many Atlantic Division members have served

with distinction on various committees throughout the years. Now I am pleased to appoint (and in some cases reappoint) the following members of the Atlantic Division to the committees indicated.

Dick Knowles : Chairman, Personnel Policy Committee  
Member, Finance Committee

Bill Miles : Co-Chairman, Finance Committee

Charles Weber: Chairman, Fraud Identification Committee

Ed Pinsky : Member, Personnel Policy Committee

George Donze : Member, Standards Committee  
Member, Museum Committee

Phil Ritter : Member, Library Committee

On behalf of myself and the Association, we thank these gentlemen for accepting the appointments and look forward to a

productive working alliance with each of them.

BOB ROBINSON

"RAILROADS AT WORK" WORKS FOR MACY'S

(concluded)

cases appear to be sailing through waves, while the planes give the appearance of flying through clouds. Sales in this section have been large and steady since the opening of the show. Model railroad equipment is getting considerable attention from the visitors, and RAILROADS AT WORK has started many on a new hobby.

ion that can draw around 60,000 visitors to a store weekly must be considered to be good. While the show has meant increased sales and increased traffic for Macy's, it has also stimulated much interest in model railroading and started innumerable people on a new hobby.

This year's Hobby Show at Macy's is acknowledged to be the best ever conducted by this toy department; in fact, it compares favorably with some of the store's most successful promotions. Any attract-

Macy's is an excellent example of what can be done with hobbycraft materials in a toy department, and departments that are not as yet stocking model merchandise owe it to themselves to investigate the possibilities.

\*\*\*\*\*  
\* Republished with permission from PLAYTHINGS, copyright \*  
\* 1941, by Geyer-McAllister Publications, Inc., New York. \*  
\* \*\*\*\*\*

" I N K B L O T S "

By Secretary Richard D. Heineman \*

At the end of this year, Dick Knowles, our Division President, will be retiring from office. I have had the pleasure of knowing Dick for ten years, both as a good friend and as a colleague on the Board and I can honestly say that no one has worked harder for our Division than

he. I personally would like to use this space to thank him for all his efforts on the Division's behalf and I hope you will do the same when you see him at our Meets. Dick will now assume the role of Division "Elder Statesman" with the title of Past President, and we wish him well.

\* \* \* \* \*

Some upcoming Atlantic Division mailings to look for:

1984 BALLOT - we will elect both a full slate of Officers and four (4) Directors this year. Please vote.

1984 DUES NOTICE - we ask you to mail this back promptly with your check.

\* \* \*

A. D. BOARD OF DIRECTORS

MINUTES OF JULY 13, 1983 MEETING

By Secretary Richard D. Heineman

SECRETARY'S AND TREASURER'S REPORTS:  
Both were approved as submitted.

MEET COMMITTEE: Sid Weiss reported that returns for the July meet were slow in coming in, with several tables unsold. [Late returns & at-the-door admissions made the meet a typically successful one. Ed.] Chuck Weber reported that the Division's cost for souvenir meet plaques will increase with the November meet from 85¢ to 95¢ each.

DIVISION CAR: Chuck Weber reported that he is looking into several choices for the next car, possibly a pickle car or a New Hope & Ivyland boxcar.

NEW BUSINESS: Phil Ritter recommended that no proposal, other than budgeted items, shall be adopted by the Board unless it contains an estimated cost impact statement. Motion passed.

PUBLICATIONS COMMITTEE: Bill Wilson reported that the Summer EXPRESS is in the mail. Ed Pinsky is checking out the possibility of color pages for the next issue. Sid Weiss proposed that the committee obtain prices on binders to hold the EXPRESS. Motion passed. Articles are needed for upcoming issues.

MODULAR LAYOUT: Phil Ritter reported on the layout's travels and future plans. He indicated that the layout will be in operation at the TCA Museum from August 20th to 27th. Also, a fourth module is under construction.

Phil Ritter proposed a change in the By Laws (Article 7, Section 1) to have our fiscal year coincide with National's, namely, November 1st to October 31st. Motion passed.

\* \* \*

THE PHILADELPHIA INQUIRER MAGAZINE  
Sunday, April 17, 1983

# OUR TOWN

EDITED BY ART CAREY

## THE FREIGHT THESE TRAINS CARRY IS JOY

ONE DAY RECENTLY, at Shriners Hospital for Crippled Children, a group of young people hurried into the auditorium on wheelchairs and stretchers to help set up a miniature train layout. On three tables, to which wires and tracks had already been attached, they positioned buildings and trees, small people and small cars.

"Have Trains, Will Travel," a modular display designed and built by local train buffs, had come to the hospital, and within minutes, the first three patients to wheel their way to the layout were making train-whistle noises in anticipation. The sounds soon brought many more young patients full of eager questions: "Will it explode?" "When can we make the trains go?" "Can I work that switch — can I, can I, hmmm?"

Phil Ritter, a Wayne resident who was chief coordinator of Trainville U.S.A. for the day, moved among the children surrounding the layout, disappearing now and then under the tables to make connections in the maze of wires, then emerging to give directions: "Here's the Illinois Central bridge. Would you put it over there near the general store?"

Meanwhile, his assistants, all members of the Atlantic Division of the Train Collectors Association, were helping patients activate train whistles, railroad-crossing signals and rotating beacons. Soon, the practice session was over, and someone dimmed

the lights in the large auditorium.

"OK, Mr. Power Man," Ritter said. "How about turning on the power?"

With great enthusiasm, a youngster lying on a stretcher reached out and carefully moved the switch. A whistle blew. Faces lit up as the miniature community came to life.

"Here we go. Ohhh boy!"

"Switch it. Quick, quick. Switch it."

"Make it come over here. This way, where I am."

Suddenly, an engine pulling green Cities Service cars derailed. Happiness all around.

"Let's get it going again. Let's see how long it can keep going."

The youngsters, who ranged in age from 5 to 18, were catching on quickly to the hands-on layout. Two were at the transformer, taking turns at the throttle. Another took charge of the log-roller and water tower, and still another, the cattle ramp. Watching all this activity, a small girl danced in her wheelchair, and an absorbed switchman stuck his tongue out and wiggled it each time the train sped by.

Four years ago, Ritter and Dick Trickel, a Berwyn resident who also belongs to the Train Collectors Association, were commuting together on the Paoli Local when the idea of a portable display was born. Their plan was to build a layout that could be packed up in a station wagon and taken, as a

project of the association, to hospitals and public institutions. They decided to construct the layout of heavy plywood and to create "turf" by covering it with indoor-outdoor carpeting.

They designed the layout so that two express trains could operate simultaneously, along with the freight trains that serve the town's industry, and they decided to use colorful O-gauge trains from the 1930s to the present. Ritter's son John and Andy Weiss, a young neighbor, spent countless hours helping to build the display.

Since 1979, the trains have been taken monthly to dozens of hospitals, schools for the mentally retarded, retirement homes and libraries in the tri-state area.

These visits have brought happiness to many people, but some moments are remembered more vividly than others. Ritter likes to tell the story of an old priest in a retirement home, hands gnarled with age, who had often ridden the Union Pacific as a young man. But now, in the home, he'd become silent.

When "Have Trains, Will Travel" came, the sight of the busy toy trains brightened the priest's eyes and brought back memories of his days riding the rails in Chicago — memories that he now shared with Ritter.

— Shirley Laird

\* \* \* \* \*  
\*  
\* Reprinted by permission of \*  
\* THE PHILADELPHIA INQUIRER, \*  
\* April 17, 1983 \*  
\* \* \* \* \*

And a special thank you to Ms. Shirley Laird for permission to reprint her fine article.

1982 WANAMAKER TRAIN FAIR - AN ADDENDUM

Photography by Earl C. Zimmerman, Jr.





A N D M O R E W A N A M A K E R

THE WHITE HOUSE

WASHINGTON

February 28, 1983

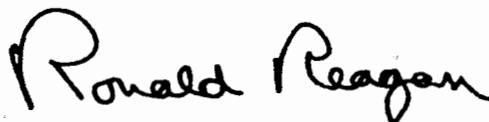
PERSONAL

Dear Mr. Ladd:

Thank you for your thoughtfulness in remembering me at Christmas with the John Wanamaker Special Box Car. What a wonderful holiday surprise! Since trains have been a part of Christmas for so long, I truly enjoyed receiving this gift. You were very considerate to remember me in such a special way.

My best wishes to you and your associates for a happy and healthy 1983.

Sincerely,



Mr. Nicholas B. Ladd  
Vice President and General Manager  
John Wanamaker  
Post Office Box 245  
Springfield Mall, Pennsylvania 19064

RAREST LIONEL CATALOGED ITEMS AND SETS

PART III

By Philip O. Ritter

In PART II of this article, we listed some rare Lionel ACCESSORIES in various gauges and some rare INDIVIDUAL CARS in 0 gauge. In this installment, we will indicate some PRE-WAR 0 GAUGE SETS which have been suggested for our list of rarities.

- Set 75 Dark green #703 loco with very early #611/610/612 passenger cars on the almost unknown Type III trucks. (1915, p.15)
- Set 142 Orange #4 electric with orange #605/605/606 passenger cars. This is the reversible "BILD-A-LOCO" version of a #254, a junior #256. (1931, p.18)
- Set 173E "0 Gauge Complete Railroad" on a folding-leg table with a #259E/603/604 train, a #435 power station, (2) #184 houses, a #1560 station, (4) #060 telegraph poles and a custom tunnel. Wow! (1933, p.17)

The boxed freight car sets (with no locomotive). These and the boxed metal house sets make very fine displays, if you can find them:

- Set 808 Containing (1) each #803/804/805/806/807/831. Lionel was stuck with this non-sequential flat car number (#831) since #801 was still assigned to the early 4-wheel caboose with the #800 boxcar and #802 cattle car. (1931, p.28)
- Set 818 Containing (1) each #812/814/816/817. (1933, p.28)
- Set 819 Containing (1) each #653/654/655/657. (1936, p.29)
- Set 802 "Freight Car Set" with a #2814 tuscan RS boxcar and a #2815 orange SHELL tank car, with an RCS track. (Or the equally fine Set 802x without the RCS.) (1940, p.46)

Speaking of boxed sets, has anyone ever seen the following in their original boxes? The components are common, but complete boxed sets are certainly rare:

- Set 189W "Coal Train Outfit" with a #225E/3659/3659/3659/2657 train, a #97 coal elevator, (3) #160 bins, a #167W controller, track, (1) RCS and a bag of coal. (1938, p.19)
- Set 151W "Coal Train Outfit" same as above but with a #225 loco. (1939, p.17)
- Set 273W "Log Train Outfit" with a #226W/3811/3811/3811/2817 train, a #164 lumber shed, (3) #160 bins, a #167W controller, track, (1) RCS and lots of logs. (1940, p.27)

Now we will let you try one out. A rare pre-war 0 gauge cataloged set consisted of a #156 NYC electric loco with #610 and #612 maroon passenger cars. Which #156 was it? What color was it? What was the set number? When was the set cataloged? You tell us.

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In PART IV, we will consider some rare Lionel cataloged post-war sets

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INVENTIONS THAT MIGHT HAVE BEEN BUT NEVER WERE -- OR WERE THEY?

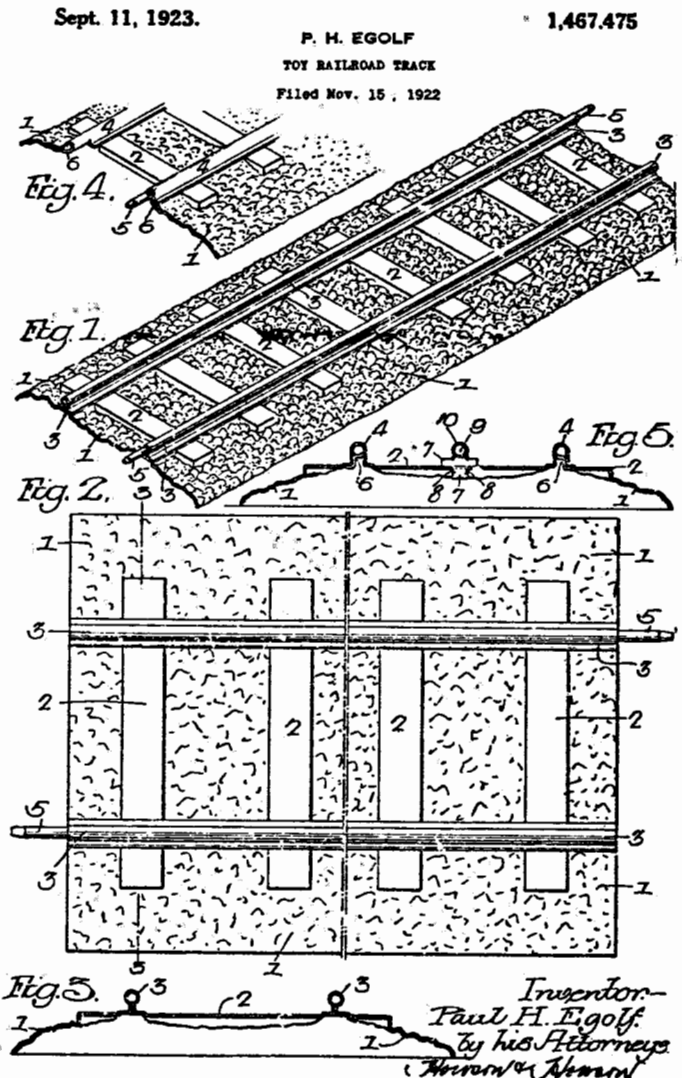
THE INVENTIONS OF PAUL H. EGOLF OF NARBERTH, PENNSYLVANIA

BY HILLY LAZARUS\*

In this second article of the series devoted to toy train inventors from the area which has become the Atlantic Division, we will explore the ideas of Paul Egolf. I have never seen any Egolf items, but Louis Hertz, in his many writings, has mentioned that Egolf was a well known quality model maker and parts maker of the 1920's. Perhaps an Atlantic Division member has knowledge of the Egolf inventions and could unearth photographs of them to share in these pages.

If you will refer to my last article on the inventions of Francis W. Kramer of Philadelphia, you will see his patents on a track design. I call this to your attention because the first Egolf patent shown here is for "Toy Railroad Track." This patent is remarkably similar to the Kramer invention in outward appearance, comprising a sheet-metal roadbed with rails upon it. The main differences seem to be that Kramer punched out the clamps from the roadbed to allow for anchorage for the rails, whereas in the Egolf patent we see that the outer rails, themselves, are part of the roadbed. This is best seen in the Egolf Figure 5 which is a cross sectional view. Both men, in their drawings, show the simulation of gravel or "ballast" road beds but Egolf went the step further and specified this idea as part of his invention. To further compare the two inventions, the Kramer track could easily be insulated for 2-rail electric operation, but the Egolf track could not. Egolf did envision the use of his roadbed/track combination for 3-rail electric train operation and specified the addition of an insulated center 3rd rail for this purpose, which is also demonstrated in Figure 5 of the drawings.

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THE INVENTIONS OF PAUL H. EGOLF OF NARBERTH, PENNSYLVANIA

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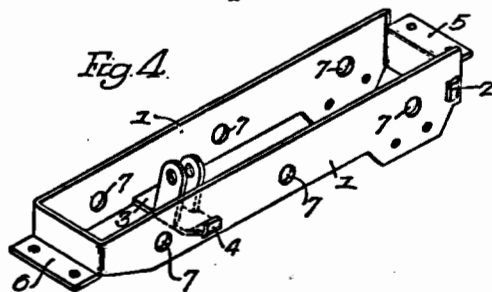
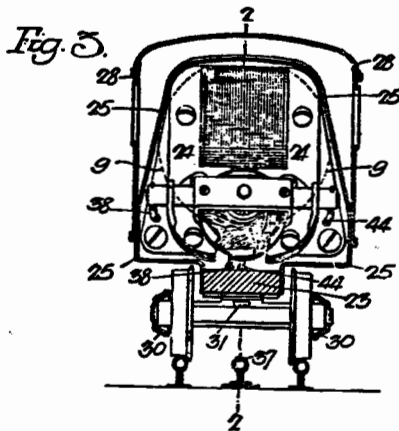
Egolf also saw that his design could easily accomodate track pins for connecting ad-joining sections of track. The closest thing to his idea that I have seen in produc-tion would be the Hafner crossovers and switch tracks made for clockwork trains. The Hafner track was quite simple and did not include simulated ballast nor ties as part of the design. Did Egolf ever produce his track for sale? The manufacturing method he developed consisted of a single stamping procedure to make the rails and simulated roadbed and other details, and a second step to crimp in the sides of the rails to hold the pins.

The next Egolf invention that lead to a patent in 1926 was for his "Toy Or Model Locomotive." Just to look at his diagrams is witness to his early genius for invention. The 4-6-2 locomotive is quite handsome and somewhat simple in construction design. It is not my pur-pose here to go into the small details of this design and I would suggest that those interested may order the complete patent copy from the Patent Office in Washington, D. C. It will cost 50¢ and you should specify the title, date and patent number.

May 4, 1926.

1,583,345

P. H. EGOLF  
TOY OR MODEL LOCOMOTIVE  
Filed Dec. 7, 1922 2 Sheets-Sheet 2



Egolf made his frame from one piece of stamped steel, properly drilled and tabbed to make a solid unit. Embodied in it, as shown in Figure 4, are axle holes, screw holes for mounting to a "wooden" boiler, and even a shaft support for the drive shaft from the motor.

What Egolf intended was to provide a locomotive design that would be inexpen-sive to manufacture and, at the same time, would be easy to assemble or dis-assemble to gain access to the motor for repairs, etc. It looks like he achieved his purpose. The trucks were mounted simply with a wood screw and the trucks were kept hard against the track with a coil spring. The center drive wheel was geared to be driven by the "flexible drive shaft" connecting to the motor. From the view in Figure 2, this looks like a ring gear and pin-ion arrangement. In the same figure, note part #36 which is the third rail pick up shoe. This provided electricity

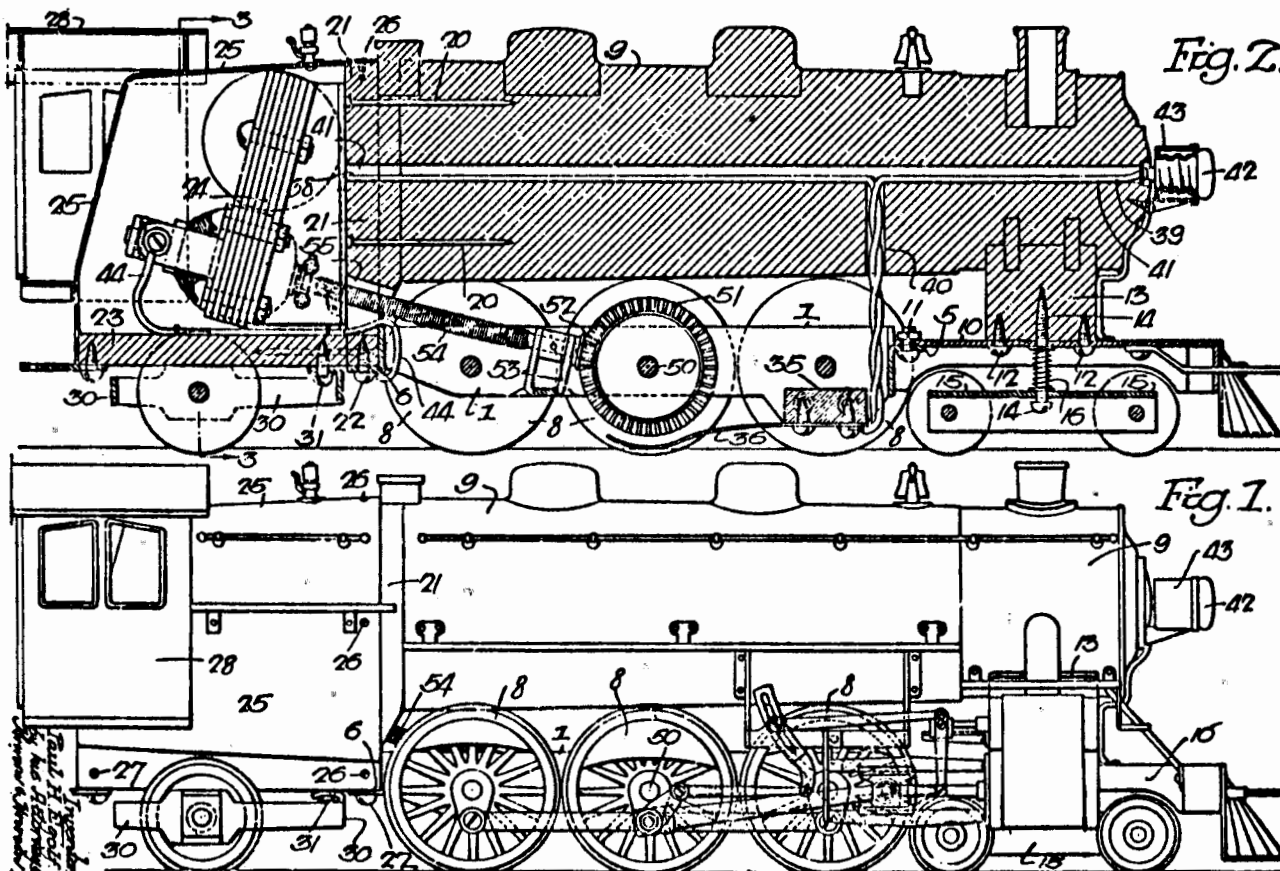
*Inventor-*  
*Paul H. Egolf.*  
*By his Attorneys-*  
*Abwood & Abwood.*

THE INVENTIONS OF PAUL H. EGOLF OF NARBERTH, PENNSYLVANIA

(concluded)

to both the motor and to the headlight. Also note that a ground wire to both the motor and headlight are provided since the wooden mountings would not carry current. He enclosed the motor within a "hood" made of sheet-metal and secured to the boiler back by wood screws. Similarly, the locomotive cab was a sheet-metal attachment over the "hood" of the motor compartment.

This patent for the construction details of a toy locomotive did not limit the artistic design of a model maker but provided for infinite placement of attached details such as steam and sand domes, bell and smokestack, railings, etc. The patent was for structure, not design.



May 4, 1926.

P. H. EGOLF

TOY OR MODEL LOCOMOTIVE

Filed Dec. 7, 1922

2 Sheets-Sheet 1

1,583,345

So, who has some information on our inventive Mr. Egolf? If you wish to comment on this article, please write to Hilly Lazarus, 14547 Titus Street, Suite 207, Panorama City, CA 91402.

## PRESIDENT'S COLUMN

Since imitation is the sincerest form of flattery, let me do here as Joe Bak, former National TCA President, did in a recent issue of the TCA Quarterly and list, in this instance, the committees that work for your Atlantic Division.

PUBLICATIONS COMMITTEE: Bill Wilson is committee chairman and Ed Pinsky is editor-in-chief of the Express. Both are joined by Dick Heineman, Phil Ritter and Bob Haber. While the absolute boss of the Express is the Editor, the committee solicits articles, devises and maintains the publishing schedules and arranges for mailing. This is tied in with distribution of dues notices, Mini-Meet notices and other mailings. This committee also designs our Regular Meet notices and arranges for printing and mailing. The committee is now working on a plan to accept toy train-related advertising for the Express.

FINANCE COMMITTEE: Now chaired by Bill Miles, who is joined by George Kane. The committee's responsibility is to develop and supervise the annual budget and financial plan. Bill, as Division Treasurer, determines and administers our investment plan.

MEET COMMITTEE: The chairman is Sid Weiss. Others on the committee are Charlie Weber, Dick Heineman and Bob Robinson. This committee's work seems endless as it selects and re-selects meet sites, negotiates costs, arranges displays, conducts registration, all with great diligence as is demonstrated by our enjoyable and smooth-running meets. In addition, Charlie Weber has sole responsibility for our popular meet souvenir plaque program.

HALL COMMITTEE: This is actually part of the Meet Committee and is charged with preparing the hall for each meet. This is the group which arranges tables, posts signs, establishes one-way aisles, directs traffic (inside and outside), sells raffle tickets, distributes door prizes and supervises security. Ed Pinsky has special responsibility for this latter function. Some of the other regular members are: George Donze, Stew Bearn, George Koff, Bill McKay, Mal Kates, Ed DeVincentis and Andy Weiss, aided by others who frequently volunteer.

DIVISION CAR: Charlie Weber handles the selection, design and purchase of the annual souvenir car. Ray Connolly is responsible for sales of the car.

NOMINATING COMMITTEE: At election time each year, this committee proposes candidates for your officers and directors. It is a very important and responsible group as the possibilities of who we will rely upon are determined here. Chairman and members are appointed each year by your President.

DIVISION LAYOUT: Phil Ritter is chairman, assisted by a regular cadre who provide maintenance, transportation and supervision of the display. Making the layout available for those less fortunate is the most important thing we do. This act demonstrates that we are not all flanges and dollars and can help those who need us as people. It also shows the universal appeal of toy trains.

PRESIDENT'S COLUMN

(concluded)

MEMBERSHIP COMMITTEE: The chairman is Nick Ladd and active members on the committee are part of a "flex" system depending on situation or geography. The committee is available if needed by the National TCA officers for special membership problems. Committee members interview each person in the Division area who files for membership in TCA, telling each candidate the history and aims of the Association and reminding each of what the responsibilities are to the Association and to other members. Thus, it is determined if the applicant has a true interest in collecting/operating toy trains.

All of the above people spend a great amount of time doing a great amount of work so that we may continue to be the best Division in TCA. Additional talent and ideas are always welcome. If you believe that you can serve and can devote the time, contact the chairman of the committee of your special interest.

DICK KNOWLES

\* \* \* \* \*  
 \*  
 \* IN MEMORIAM \*  
 \*  
 \* MARIO CARUSO \*  
 \*  
 \* 1887 - 1983 \*  
 \*  
 \*  
 \* ● \*  
 \* **Mario Caruso, 96, the Italian immigrant who developed the Lionel model train, died Thursday at his home in Arco Felice near Naples, Italy, his family announced.** \*  
 \* **Caruso, a man who enjoyed tinkering and inventing, took the primitive battery-powered box on tracks invented by Joshua Lionel Cowan and produced the most successful toy train ever sold. He also invented the first transformer for home use, and he developed the three-rail track used by Lionel.** \*  
 \* **For a time he worked for A. C. Gilbert, and he invented an electric motor to make its erector sets turn and whirl. He also developed the first electric-powered cigarette- and food-vending machines.** \*  
 \* ● \*  
 \* "Philadelphia Inquirer" \*  
 \* August 19, 1983 \*  
 \* \* \* \* \*

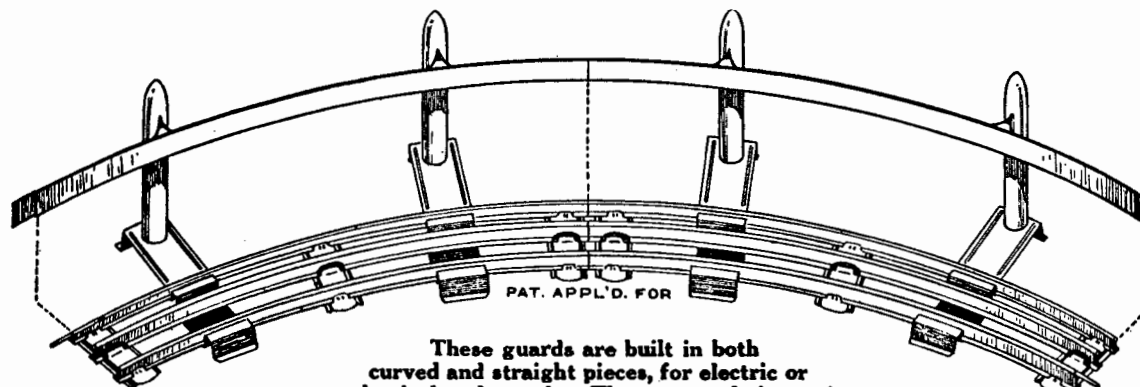
## PLAYTHINGS

October, 1924

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**THE NEW GUARD RAIL FOR MINIATURE RAILROADS**


These guards are built in both curved and straight pieces, for electric or mechanical style tracks. They are made in sections that can be put together just like track and will follow any style track layout. A BRAND NEW ACCESSORY THAT IS A NECESSITY!

# FULL SPEED AHEAD ON ALL CURVES

*Yet No Danger Of The Train Jumping The Track*

A sharp curve ahead—and the young engineer's train is going lickity-split at full speed. No need to reduce the current—just let her go, for with the Fischbach GUARD RAIL it can't jump the track and damage itself.

## *The Demand Will Be Enormous*

Hundreds of thousands of boys have toy railroad systems—thousands more will get them this Christmas. Think of the enormous demand for this ingenious GUARD RAIL that always keeps Toy Trains on the Track no matter how fast they go. It's easy to see how it enables every boy to get a degree of fun out of his Toy Railroad never before thought possible, and it's easy to see why it'll be one of the season's cracker-jack sellers.

## *Great for Your Window and Counter Displays*

You can now increase the effectiveness of your Window and Counter Train displays and eliminate all trouble and worry. Just attach the GUARD RAIL to the track, turn on full speed and forget about it. No one need watch it, for the train positively can't jump the track, no matter how fast it goes or how many curves there are!

## *Only a Limited Number of Holiday Orders Can Be Filled*

Act quick if you want to feature the GUARD RAIL during the Christmas Season. Wire at once for prices and full particulars.

# FISCHBACH SPECIALTY CO.

1335 THIRTIETH STREET

MILWAUKEE, WIS.

New York Sales Representatives, Strobel-Wilken Co., Inc., 33-35-37 East 17th Street, New York

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Kindly mention PLAYTHINGS when writing to advertisers.