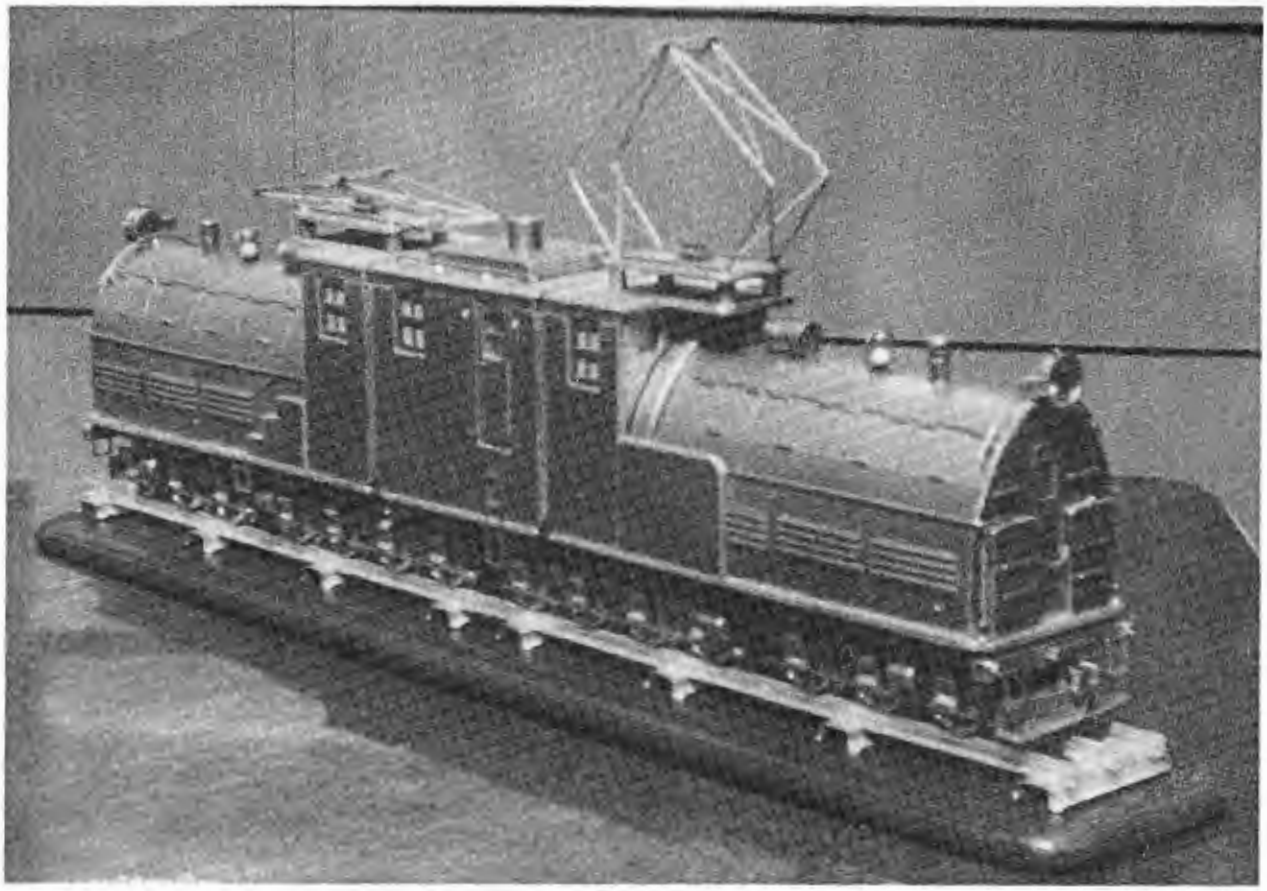
THE ATLANTIC DIVISION EXPRESS



ATLANTIC DIVISION

FOUNDED 1970

T.C.A.

SUMMER 1984

TRAIN COLLECTORS ASSOCIATION

"ATLANTIC DIVISION EXPRESS" Vol. XIV - # 3 - Issue 55 Summer, 1984

DIVISION BOARD OF DIRECTORS

OFFICERS

President - Nicholas B. Ladd
Vice President - Edward B. Pinsky
Secretary - Richard D. Heineman
Treasurer - William E. Miles, Jr.
Past President - Richard H. Knowles

DIRECTORS

Stewart E. Bearn
Raymond M. Connolly
Edward DeVincentis
George M. Donze
William W. McKay
Richard G. Robinson
Sid Weiss
William J. Wilson

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

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

Copyright 1984 "Atlantic Division Express"

ATLANTIC DIVISION 1984 MEETS

Sunday, September 23, 1984
Mini-Meet
The Holiday Inn
King of Prussia, PA

Sunday, November 18, 1984
Regular Meet
Westover Country Club
Norristown, PA

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 COVER PHOTOGRAPH

See Hal Ashley's STANDARD GAUGE FOR PENNIES article on page 8.

PRESIDENT'S COLUMN

The slogan was correct. We did indeed have, "a friend in Pittsburgh." As National Conventions go, this was the very best in my memory. The committee had done a marvelous job preparing for this happening, and the outcome was smooth, exciting and full of surprises.

Can you imagine over 1,000 tables at a National? Or 900 people at the banquet? And prizes at every function? Layer in terrific tours for ladies (or spouses), movies, the ultimate train room, which was really ultimate, an automated layout that actually worked, and a hundred other little touches, and you have an idea how great it really was. Oh yes, I won the banquet car at my table, so even if the meat was a little well done- the convention was a joy.

And now, the point of all this. Our Atlantic Division is hosting the 1 9 8 9 National Convention at the Valley Forge Sheraton, in their new 100,000 sq. ft. Convention Center, scheduled for completion in 1985. Our bid for this convention was accepted by National, and a Convention Committee has been formed to begin planning. Of course, 1989 is a long way off, but as conventions go, it's not far at all. We will need volunteers for the various committees, and you should begin thinking about how you can help in this massive undertaking.

The 1976 Philadelphia National was, in my opinion, the best run and the most exciting TCA Convention up to this year. Pittsburgh was spectacular and now holds the laurel. We've got until 1989 to top our neighbors to the West! I know we can do it, and I'm sure many of you will aid the various committees when you are requested to volunteer either your time or your talent, or both.

NICK LADD

SECRETARY'S COLUMN

MEET COMMITTEE: Chairman Sid Weiss reported that registration for the July meet looks good. [And the meet was a great success, as usual!]

MEMBERSHIP: Secretary Heineman reported that Division membership stands at 874 compared to 752 a year ago.

PUBLICATIONS COMMITTEE: Chairman Bill Wilson reported that articles and contributions are urgently needed if the EXPRESS is to continue on schedule. A new INDEX is being prepared by Charles Weber.

DIVISION ELECTION: This year we will be electing four (4) Directors. If you or someone you know in the Division is interested, please contact Nick Ladd, Nominating Committee Chairman.

ANNUAL DIVISION CAR: Charles Weber reported that cars not sold to members by mail subscription will be sold at the July meet. However, Ray Connolly reported that all cars except one have already been sold!

MEET PLAQUES: A new policy was adopted whereby plaques will cost $1.00 with advance meet registration, and $2.00 thereafter, if available. Remaining plaques from past meets will be sold for $2.00 each at upcoming meets.

IN MEMORIAM: We regret to announce the death of Division member BOB SPANGLER. He was a true gentleman in every sense of the word. We offer our condolences to the Spangler family.

DICK HEINEMAN

TRAIN PLAY FIGURES — A RESPONSE

By Hilly Lazarus

In the Winter, 1984 "EXPRESS" (ADE), four DONAHUE pressed-board figures were displayed along with a 1922 "PLAYTHINGS" advertisement for the DONAHUE MANUFACTURING CORPORATION. I envy the owner in having some examples of these interesting figures. I would like to own a set myself.

In the advertisement, we see mention of C. Coles Phillips and "real little Playworld people." Do you suppose there was a comic or cartoon series in newspapers or magazines which featured these people? I am not aware of one but the ad sure suggests something along those lines. DONAHUE is no longer listed in the New Rochelle, NY telephone directory, but perhaps someone might like to look up PLAYCRAFT TOYS or PLAYWORLD PEOPLE.

I have an advertisement here to share with you concerning these 18 figures and the accompanying Grand Central Terminal. What I would like to do is to identify all the 18 figures mentioned but can describe only 15 of them using the 1922 "PLAYTHINGS" ad, the previously published photographs and an advertisement from my 1923 "SEARS" catalog.

First, let us examine the ADE photographs and we see:

(1) a waiter carrying a tray, and (2) a boy with a bulldog

(3) a seated gentleman, head in hand, and (4) a conductor with a watch, signalling

In the 1922 "PLAYTHINGS" advertisement we see:

(4) the conductor with a watch again, and (5) a conductor or brakeman with lantern

Now, let us take a look at the 1923 "SEARS" advertisement.
Going down the left column in pairs of characters, we see:

(6) a lady holding a baby, and (7) a porter holding a trunk

(8) a lady with purse and shopping bag, and (9) a man tipping his top hat

(3) the ADE seated man again, and (10) a child with a balloon

Going down the right column of six illustrations, we see:

(11) a man with packages, and (12) a porter with derby and whisk broom

(13) a fireman or engineer with oil can, and (14) a porter with luggage and golf bag

(1) the ADE waiter again, and (15) a boy or short man

Well, what about the other three figures that we cannot identify at the moment — do you have any ideas as to what they may have been? The lithographed station certainly appears to be a reasonable copy of the Grand Central Terminal in New York City which was dedicated 71 years ago, as can be seen from the public relations blurb on the next page, from the February, 1913 issue of "TRAVEL" magazine.

* * *

TRAIN PLAY FIGURES (continued)

July, 1922 PLAYTHINGS 123

TRAIN PLAY A NEW 50c. ITEM

Miniature Men, Women and Children for play with toy trains, construction sets and other games.

Containing character designs by C. Coles Phillips of real little Playworld people—the Passengers who went on a railway journey, the Train Crew and the Grand Central Terminal.

Eighteen characters printed in bright colors, both sides, on ten-ply board, standing on little blocks of varnished wood—actual size reproduced here—and the Grand Central Terminal, size 7" x 12".

PRODUCED BY

DONAHUE MANUFACTURING CORPORATION

Manufacturers of the well-known PLAYCRAFT TOYS

Display Room: 200 Fifth Avenue, New York City **Factory: New Rochelle, N. Y.**

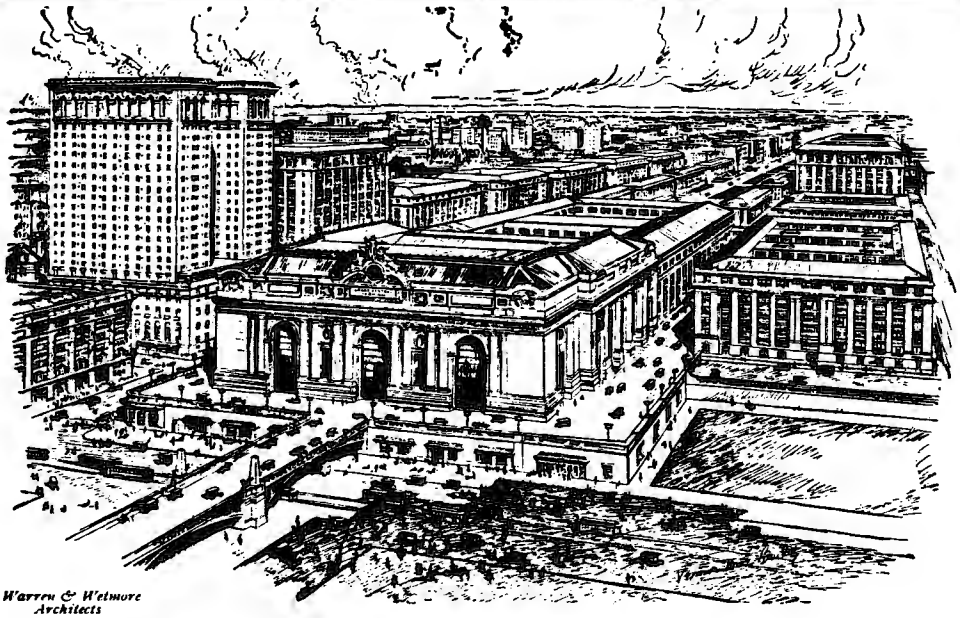
Do Not Pass This By.

Additional fun and play not possible with train alone. You have your train crew, the different passengers, station porters, etc., 18 comical cardboard figures about 2¼ inches high, beautifully lithographed station, 12x 6½ inches. Shpg. wt., 8 oz. 39c

49N5228.....

TRAIN PLAY FIGURES (concluded)

TRAVEL FEBRUARY 1913



Warren & Wetmore Architects

THE TERMINAL CITY

THE GREATEST CIVIC DEVELOPMENT EVER UNDERTAKEN—INCIDENT TO THE NEW GRAND CENTRAL TERMINAL IN NEW YORK CITY, WHICH WILL BE

OPENED FEBRUARY, 1913

This vast undertaking comprehends the erection of a great Terminal City, complete in itself, a city within a city, occupying an area of thirty city blocks, in New York City.

It will embrace hotels and modern apartment houses, convention and exhibition halls, clubs and restaurants, and department stores and specialty shops. In short, practically every sort of structure or enterprise incident to the modern city.

These features are all in addition to post office, express buildings and other natural adjuncts of the up-to-date terminal—to expeditiously handle diverse traffic.

THE NEWLY COMPLETED GRAND CENTRAL TERMINAL

Will provide every detail essential to the comfort and convenience of its patrons. The Terminal itself is the physical embodiment of the latest and the highest ideal of service. Its adequate description is impossible here. It must be seen to be fully appreciated—or indeed to be completely comprehended.

The Main Terminal alone is 722 feet long and 301 feet wide on the surface, and half again as wide below the street level. It will accommodate comfortably 80,000 people at one time.

NEW YORK CENTRAL LINES

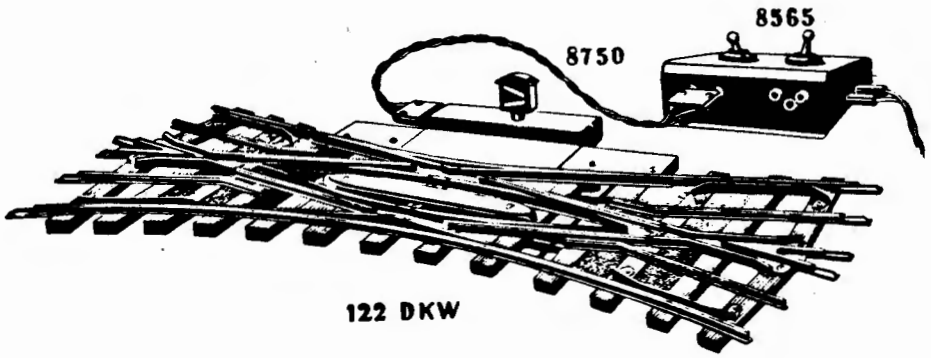
Through and suburban service occupy different levels approached by inclines, avoiding stairways, so that each level may be reached without confusion. Incoming and outgoing traffic is segregated and the two currents of travel separated. Every facility is progressively arranged so that no step need be retraced, no time need be lost. There are 33 miles of track within the Terminal, which will hold over 1000 cars at one time.

Dedicated to the Public Service, February, 1913.

BUCO DOUBLE CROSSOVER POINT

Doppelkreuzweiche
S 122 DKW (Stahl)
M 122 DKW (Messing)

Aiguillage anglais
S 122 DKW (acier)
M 122 DKW (laiton)



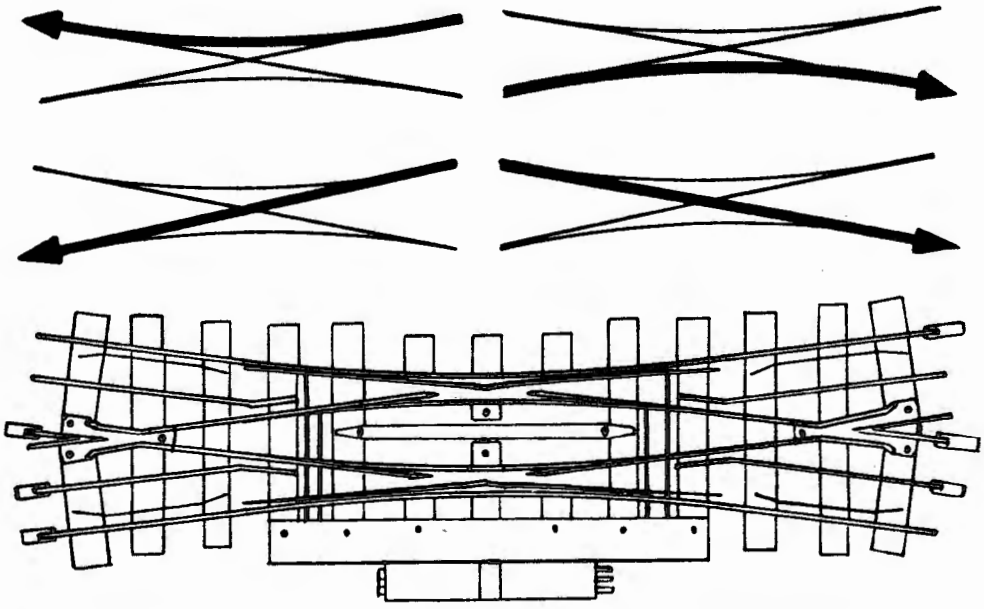
English double crossover point
S 122 DKW (steel) M 122 DKW (brass)

Shown here is an interesting O ga double crossover point (switch) from the collection of member Wilfrid Graham. It is approximately 12½" long and was made by BUCO (Switzerland) c. 1952 as part of an extensive line of 3-rail O ga trackage.

Lionel never produced double crossover switches, but other major tinplate manufacturers did. Can you identify them? A suitable prize will be awarded for the most complete answer.

* * *

English double crossover point, electro-magnetically operated and with illuminated point signal.



122 DKW * M 122 DKW *

STANDARD GAUGE FOR PENNIES

By Hal Ashley

The accompanying photographs of standard gauge models of the CMStP&P 28-wheel bi-polar and NYCRR 16-wheel T-type electric locomotives show what can be constructed in a matter of days using household odds and ends. Such scrap pieces can be wood, metal, plastic, cardboard, and so on. Their color differences are eliminated when the final model is sprayed in grey primer, brass, or other finish.

The bi-polar is 28" long, 4" wide, 6½" from top of rail to center cab roof (not including roof details), and another 4½" from cab roof to top of raised pantograph. The articulation is simulated. Fiberboard from an old hockey game board was used for the underframe, cab sides, roof, and ends. The two curved sections of the body are merely strips of tin-sheet nailed to studs. The pantographs, handrails, and some of the underbody and truck details are made from very thin wire coathangers. The hangers used had the thinnest wire of four types on hand.

Wheels with tinplate flanges were made by cementing checkers onto poker chips. Only the plain sides of the checkers show, and they are of the style having smooth edges, not grooved. The journal boxes are the tops or grasping sections of spring type clothespins. The smallest size toggle bolt wings available made ideal wing springs, often referred to as wing journals by tinplaters. These wings are hidden in the shadow of the underframe in the photograph shown. Tinkertoy dowels were cut to various lengths for truck airbrakes and underbody tanks and piping. Other truck detailing consists of cardboard sections and teeth brace bands.

For side body vents, I cut sections from plastic stairway treads. The hatches are double layers of mailing labels. Headlights are sliding door finger cups. The roof tanks are small thread spools. The vertical roof cylinders are spray-can nozzles of the larger horizontal split variety. The bells are small Christmas decorations.

I did spend a few cents for craft shop hardwood strips for the pilot areas. Popsicle sticks might have sufficed but I had none. Commercial train parts consist of one pair of Lionel knuckle couplers, handrail stanchions, and metal ladders. Small necklace chains in front of each door give the bi-polar a little Ives 3245 touch.

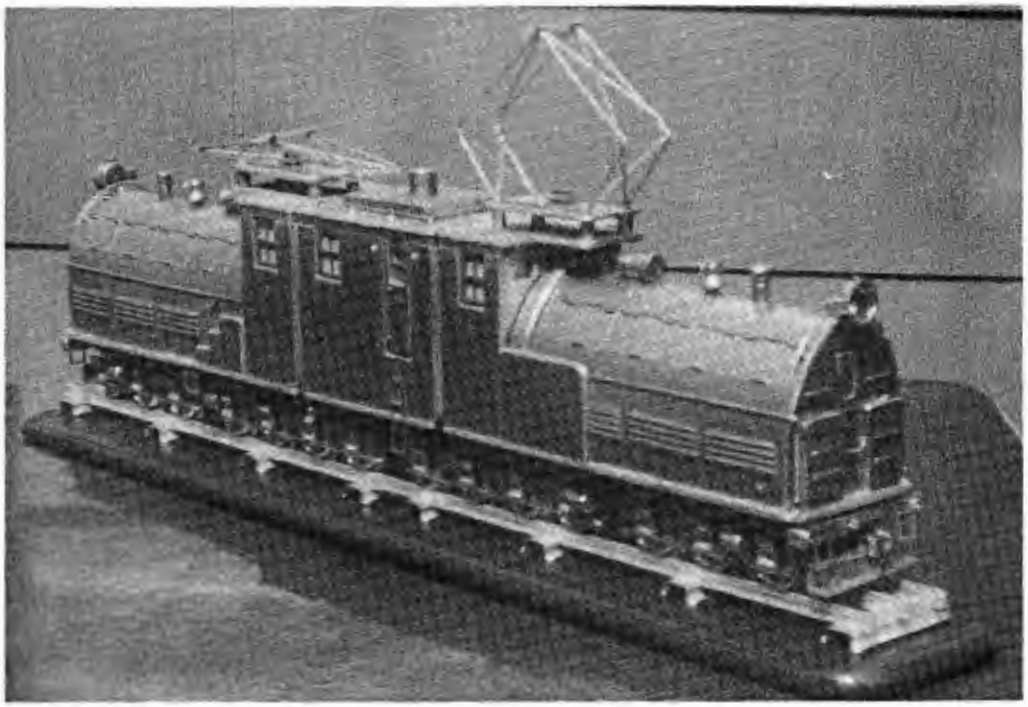
Parts used for the NYCRR T-type locomotive, which is a little less than 20" in length, were similar. The body is a wooden cheese box, the small tunnel pantographs are flat twin-bar hairpins, the headlights are drapery rod holders, and the platform posts are cut-down C-size flashlight batteries. Souvenir pilot wings and plastic flag lapel pins will give the loco a President's Special appearance.

I should mention that the quick-drying tube cement I used is known as Liquid Nails, and, thus far, it has lived up to its name. Surfaces being joined should not have paint on them as this hinders adhesion.

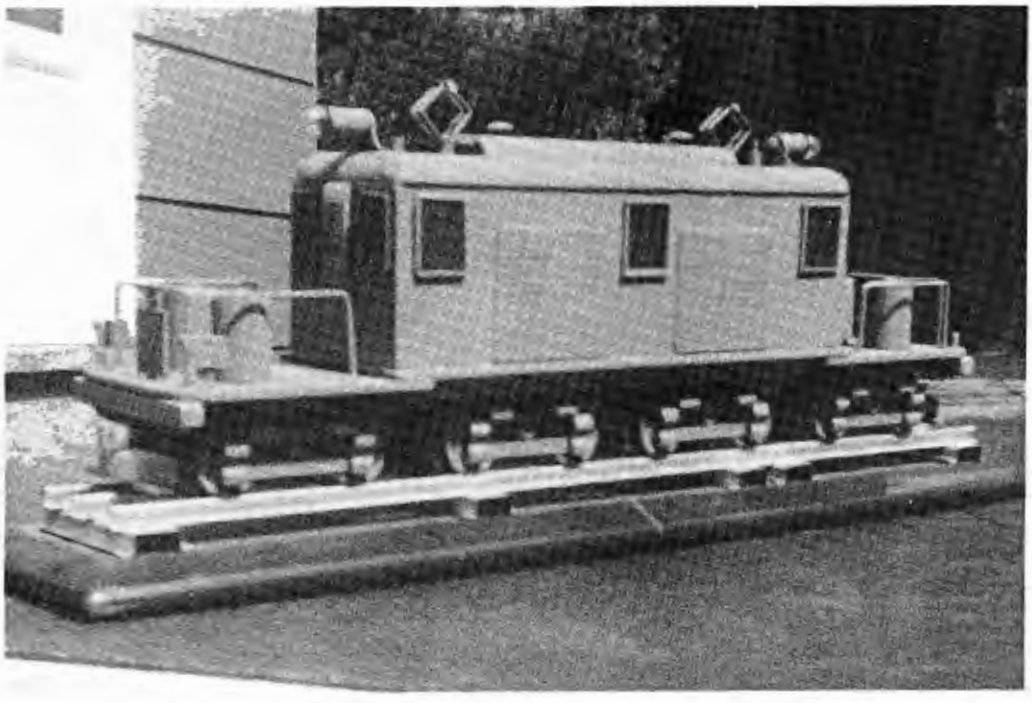
The bi-polar, as evidenced by my earlier writings on same (TCAQ 4/65, 7/65 and TTOSB 5/70), has always been one of my favorite prototypes and I feel I have captured the essence of its general appearance. Although not full scale, this model can be considered modified or semi-scale with a tinplatish quality. Perhaps we have a Strombecker revival here.

STANDARD GAUGE FOR PENNIES (Concluded)

While these two locos were built as display models - the fate of most standard gauge items today - with the alternate and proper application of real working wheels and motors they can be made into operating pieces.



CMStP&P BI-POLAR



NYCRR T-TYPE

WHAT IS IT?

The mystery LOCOMOTIVE & TENDER featured in the Winter, 1984 issue has been correctly identified by members Ed Schmid and Sam Stahl. Both will receive appropriate prizes.

It is a CIGARETTE LIGHTER manufactured by Piezo of Japan. The one-piece loco/tender is all metal and beautifully finished in silver with black trim. Tender is black with gold trim. Loco bell and "1864" number plate are brass. Rails of the display track are metal; the bed and ties are plastic.

Described variously as "Electric Smoking Locomotive Set" (on box) or "Gas Smoking Locomotive Set" (in instruction sheet),

the item is approximately O ga in size. Actual dimensions are 10 1/2" long, 3" wide, 4" high to top of smokestack, with 1 3/4" between wheels.

The lighter is butane fueled. When the plunger in the forward dome is pressed, flame comes out of the smokestack. The tender holds cigarettes and has two batteries concealed under the floor. Marketed c. 1977-82, it retailed in the $60 to $75 price range. Most of the wrong answers identified the item as a radio.

Now, how about some responses regarding the mystery TROLLEY which was featured in the Spring, 1984 issue?

* * *

THE CHRISTIE TROLLEY

By Ralph L. Carver

SPRINGFIELD (CONNECTICUT) STANDARD SATURDAY, MAY 18, 1895

One of the most unique and practical results of the class in electricity at the Young Men's Christian Association is in the form of a miniature trolley car, it having been constructed by 18 year old Lewis D. Christie, a member. The car is made of tin and is about 16 inches in length with a 1/16 horse-power motor which was made in the class last winter. The track is eliptical in form with poles and wire, finely constructed. A motorman and conductor perform their duties at regular intervals, the former using the brake in a most vigorous manner and the latter ringing the bell to stop and go forward in the same manner as the Bridgeport trolley cars. The current is produced by three batteries. Mr. Christie has done a splendid piece of work and shows an ability, which if followed out, must put him in the first rank of electricians. So well pleased is the Association that the car will be exhibited at the international convention of the Y.M.C.A. at Springfield next month.

It's not often that we acquire an old item and also its complete history. The newspaper article above pretty well explains the origins of this old trolley car, one-of-a-kind, dating back about 90 years. It probably pre-dates most all electric trains as we know them. Can't you just visualize an 18 year old hand-crafting a working electric trolley out of everyday, on-hand materials at a time when few people had, or even understood, electricity? Crude by today's standards, but even now one must admire his unique creativeness. The hand-painted detail reflects his talent to this day.

As so often happens, we may look far and wide only to find a treasure practically under our noses. So it was in this case with our neighbors, Mr. and Mrs. Lewis Christie, Jr., whom we had known for a number of years. Great friends - Fourth of July picnics, an occasional cocktail-the kind of neighbor relationship we all hope for. But it wasn't until they were preparing to move to California that one evening, while down in their basement, I noticed this old, dark wooden box marked "TROLLEY" on its side, in chalk. It did not take long to reveal its contents - an old trolley made by his father years ago. I was fortunate to acquire the trolley, the display stand and several original newspaper articles.

Historically, Lewis David Christie won a first place "Barnum" medal for his presentation of "Ten Years of Electricity" and the model, exceptional for its day, played no small part in his earning the award.

It's somewhat larger than Standard Gauge with track measuring 3½" from rail center to rail center. The trolley is 16½" long (excluding fender), 5 7/8" wide and 10" high.

continued on next page

THE CHRISTIE TROLLEY (continued)

The body sides, ends and roof are sheet metal as are the platform sides. The floor is wood. The truck side frames are brass bars with recesses for axle points. The truck ends are made of scrap brass and screwed to the side frames. Truck frame is rigid mounted to the wood base with simulated coil springs and brass leaf springs. Wheels are fabricated of brass with brass rod used to make the outer edge of the wheel flanges. The axle ends move in elongated slots in the truck side frames, acting as equalizers to reduce chance of derailment. The under floor bell is missing but the bell ringer is still mounted to one end of the motor truck.

The trolley is designed to take an overhead power supply. The original motor has been replaced with a later, large American Flyer motor mounted to the wood base. One wire goes to the trolley pole, the other to a brass leaf spring pick-up under the trolley floor which contacts a hub soldered to one axle. The trolley pole has 3 adjustable springs to keep it in contact with the overhead wire. The motor drive consists of a cord drive from the motor shaft to a large pulley on one end of a reduction gear shaft. A round, bead-type pull chain is used to connect the reduction gear shaft to one of the wheels. The wood floor acts as an insulator.

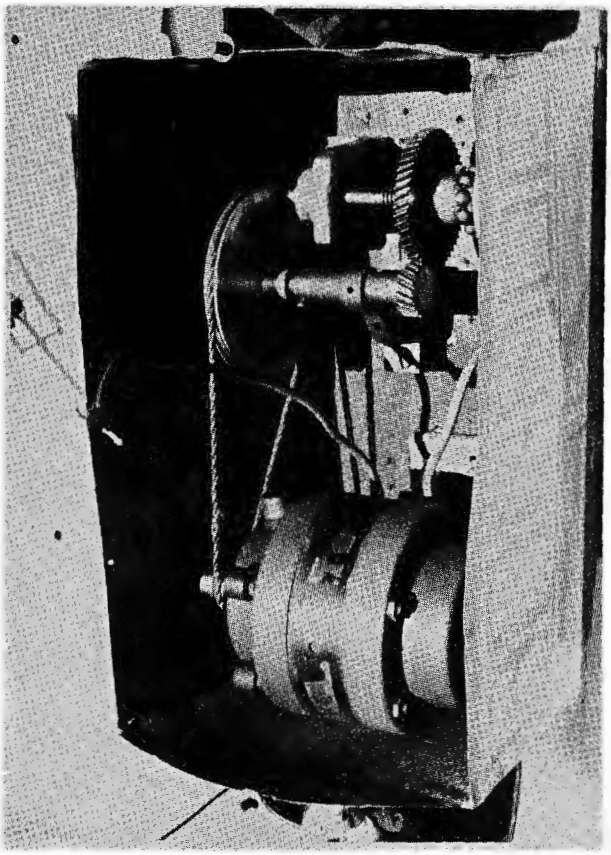
There are two figures, one on each platform, representing conductor and motorman. Both are made of wood and cloth and what appears to be paper mache. The arm of the motorman is fastened to the speed control arm that connects to an offset wheel under one end platform which apparently contacted a cam or lever on the original layout, causing the motorman to move from side to side.

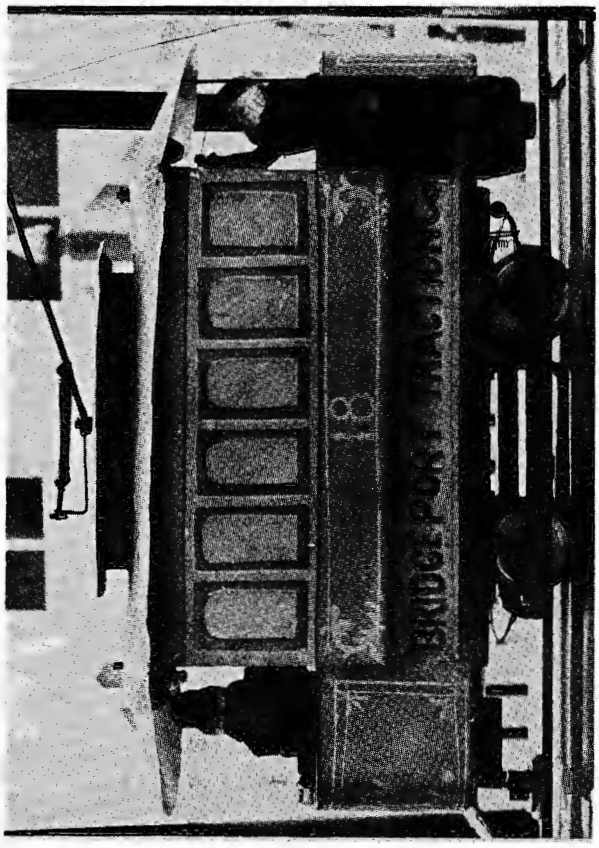
Finally, the trolley is painted and lettered as the "Bridgeport Traction Co." The basic color is orange with yellow & white trim and black & white striping. Roof is white, window frames are brown, and the windows are painted to simulate glass.

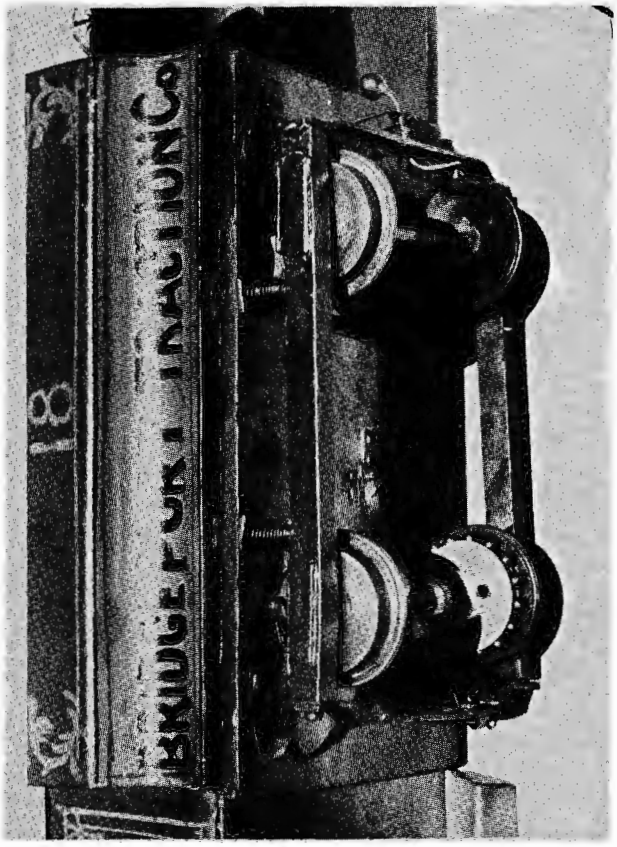
Knowing its past history and acquiring it directly from the maker's son adds still another dimension of pleasure to having this trolley in my collection.

* * *

THE CHRISTIE TROLLEY (concluded)







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

THE INVENTIONS OF WALTER M. FISCHBACH OF MILWAUKEE, WISCONSIN

By Hilly Lazarus*

In the last installment we discussed the Fischbach "Guard Rail Structure for Toy Railway Tracks" under patent #1,583,968. We know it was actually made, thanks to Norman Schmidt's existing example of the item.

Let us now proceed to an earlier patent of Mr. Fischbach, #1,564,337, which was filed on August 19, 1924 and granted on December 8, 1925. This invention is far more complicated and, therefore, would have been more expensive to make, and I doubt that it ever made it to production.

The four pages of patent diagrams will be reduced here to conserve space. Note that the track shown closely resembles AMERICAN FLYER track of the period with two track pins at one end of each section and with banked cross-ties. The inventor also mentions that some brands of toy trains have "track trip reverse" and he made the guard rail sections adjustable horizontally to avoid accidentally tripping of the reverse levers on such AMERICAN FLYER locomotives. He also contemplated a more complicated roadbed that simulated a ballasted roadbed and was banked to further counteract the centrifugal forces that tend to derail toy trains around curves. This roadbed was also designed to be rigidly attached to the next section and to act as a container for the track to help hold it together without screwing it down.

Let us use Fischbach's patent descriptions of his Figures to understand what he had invented:

Figure 1 is a plan view of the structure embodying the invention, sections of a toy train railway track being associated therewith.

Figure 2 is a perspective view of one of the guard sections and a track section supported thereon.

Figure 3 is a bottom plan view of one of the guard sections.

Figure 4 is a vertical transverse sectional view through the connected ends of two of the guard sections.

Figure 5 is a side elevation of a section of the guard rail illustrating the manner in which the ends of two rail sections are connected.

Figure 6 is a horizontal sectional view on the line 6-6 of Figure 5, looking in the direction indicated by the arrows.

Figure 7 is a plan view of a modified form of the invention.

Figure 8 is an end elevation of one of the modified sections shown in Figure 7.

Figure 9 is a vertical sectional view taken substantially on the line 9-9 of Figure 7, looking in the direction indicated by the arrows.

Figure 10 is a perspective view similar to Figure 2, illustrating a modified form of the invention.

Figure 11 is a vertical transverse sectional view taken substantially on the line 11-11 of Figure 10.

Figure 12 is a vertical sectional view taken substantially on the line 12-12 of Figure 10.

Did this invention ever make it to production? Let us hear from you.

* * *

*COPYRIGHT 1984 BY HILLEL DON LAZARUS, D.D.S. ALL RIGHTS RESERVED.

THE INVENTIONS OF WALTER M. FISCHBACH OF MILWAUKEE, WISCONSIN (concluded)

Dec. 8, 1925 1,564,337
W. M. FISCHBACH
GUARD RAIL STRUCTURE FOR TOY RAILWAY TRACKS
Filed Aug. 19, 1924 4 Sheets-Sheet 1

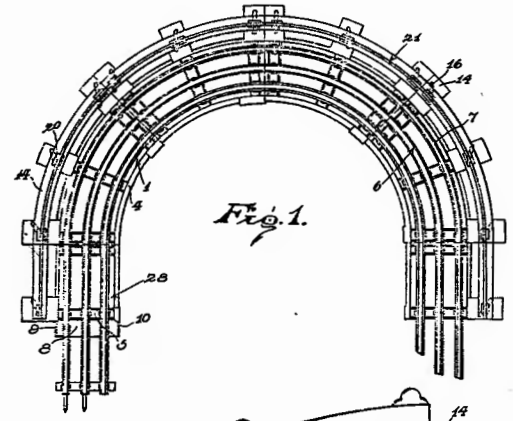


Fig. 1.

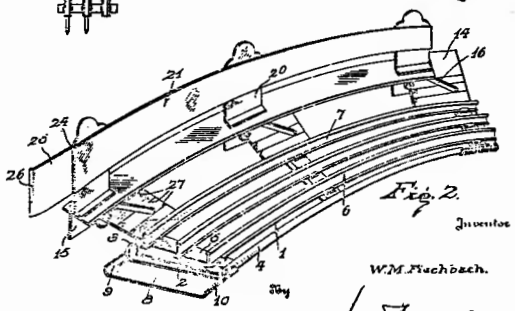
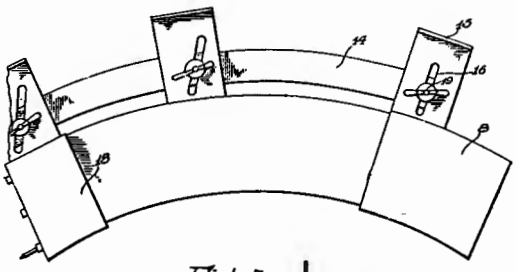


Fig. 2.

Inventor
W.M. Fischbach.
By Lacey & Lacey, Attorneys

Dec. 8, 1925 1,564,337
W. M. FISCHBACH
GUARD RAIL STRUCTURE FOR TOY RAILWAY TRACKS
Filed Aug. 19, 1924 4 Sheets-Sheet 2

Fig. 3.



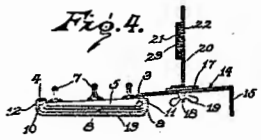


Fig. 4.

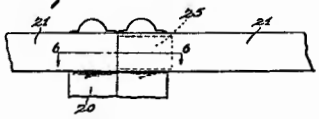


Fig. 5.

Inventor
W.M. Fischbach.
By Lacey & Lacey, Attorneys

Dec. 8, 1925 1,564,337
W. M. FISCHBACH
GUARD RAIL STRUCTURE FOR TOY RAILWAY TRACKS
Filed Aug. 19, 1924 4 Sheets-Sheet 3

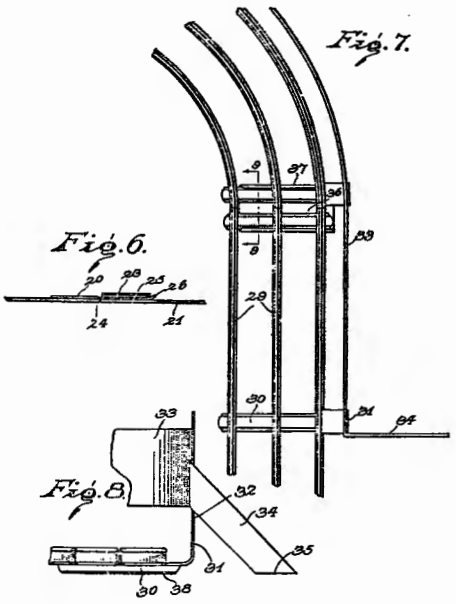


Fig. 7.

Fig. 6.

Fig. 8.

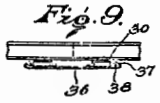


Fig. 9.

Inventor
W.M. Fischbach.
By Lacey & Lacey, Attorneys

Dec. 8, 1925 1,564,337
W. M. FISCHBACH
GUARD RAIL STRUCTURE FOR TOY RAILWAY TRACKS
Filed Aug. 19, 1924 4 Sheets-Sheet 4

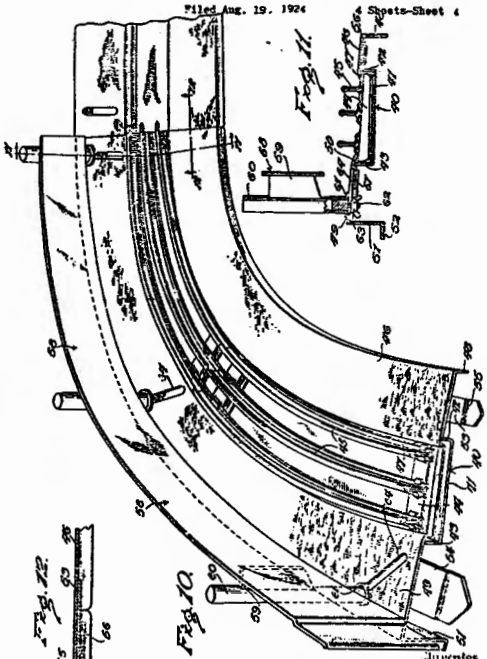
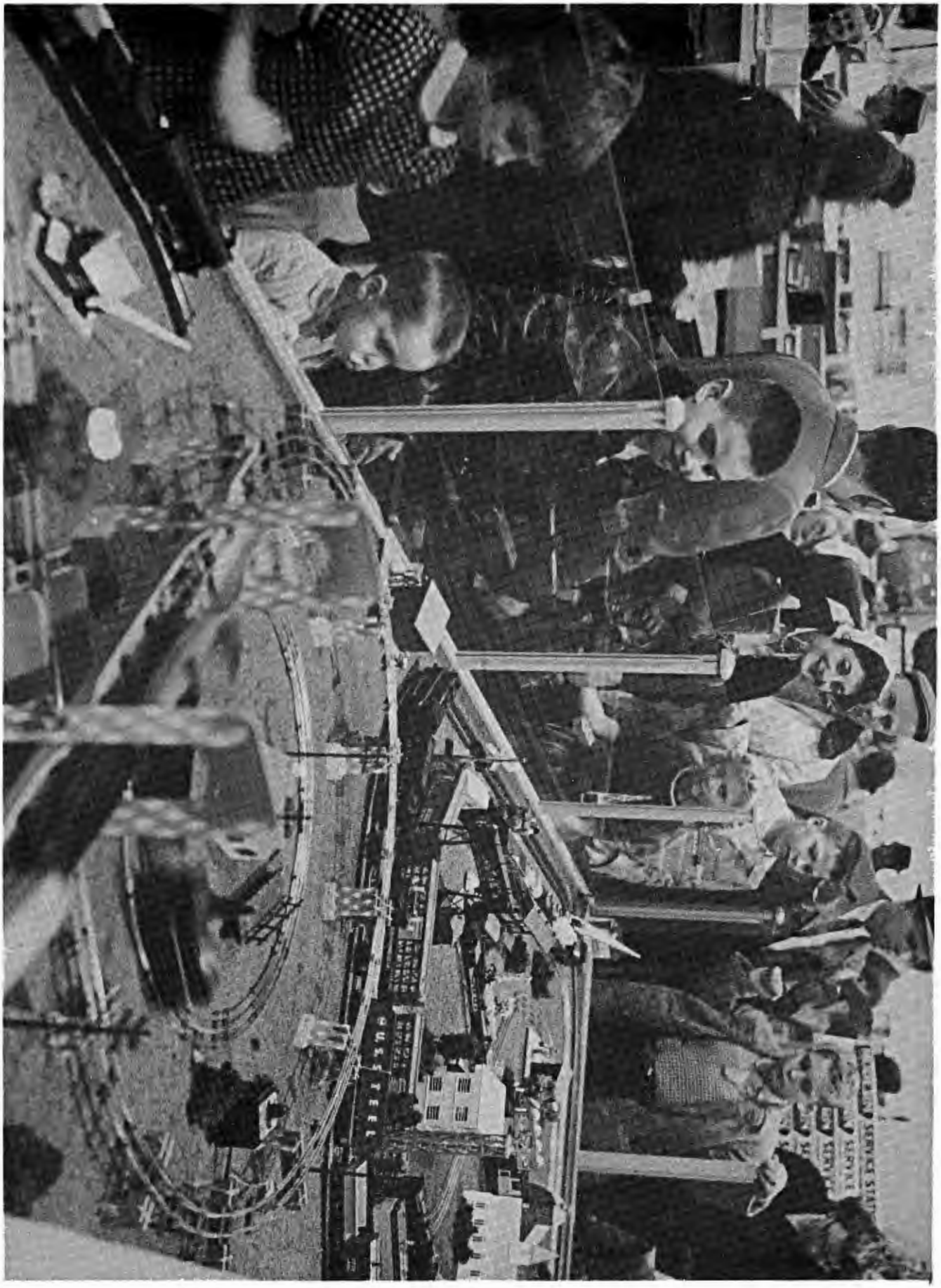


Fig. 11.

Fig. 12.

Fig. 10.

Inventor
W.M. Fischbach
By Lacey & Lacey, Attorneys



Christmas Display at John Wanamaker's Jenkintown Store, 1958 - From the Nick Ladd Paper Collection