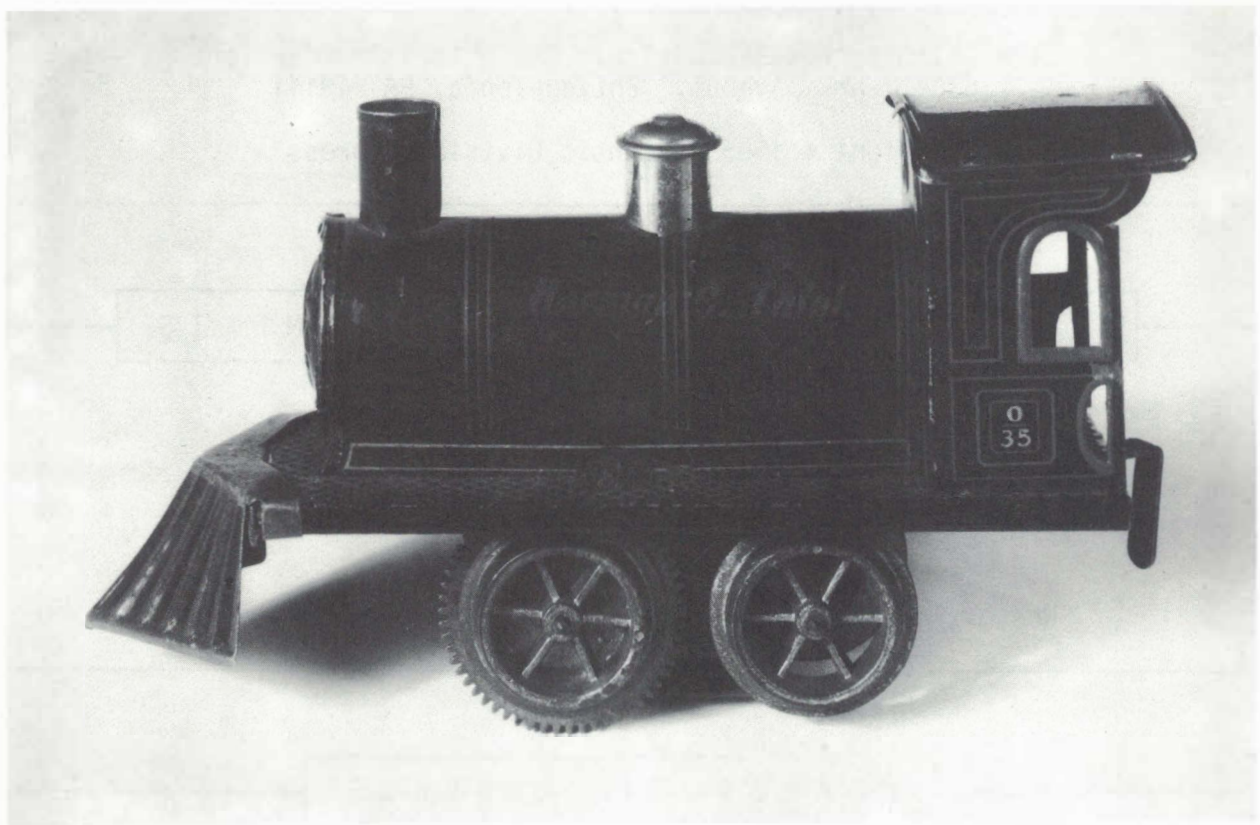


THE ATLANTIC DIVISION EXPRESS



SPRING 1985

TRAIN COLLECTORS
ASSOCIATION

DIVISION BOARD OF DIRECTORS

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

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A T L A N T I C D I V I S I O N 1 9 8 5 M E E T S

Sunday, May 26, 1985
Sunday, July 21, 1985
Sunday, November 17, 1985

Westover Country Club - Norristown, Pennsylvania

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

Members are reminded to promptly notify 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.

F R O N T C O V E R P H O T O G R A P H

See page 14 for Bill McKay's article
on the HERMAN C. TAFEL locomotive.

PRESIDENT'S POINT OF VIEW

It would seem that no matter how hard I try there is almost no avoiding National politics in our organization. There always seems to be some issue or another which demands that I, as your elected representative, pick a side. This underlying in-fighting consumes those who take it too seriously and for them I can feel nothing but sympathy. Factions arise and fall. Feelings get hurt. Suspicion rules the day and the entire purpose of our organization is lost on the "influential" members of the TCA.

As President of one of TCA's largest Divisions, it is expected that I will take sides and lend the weight of my constituency to the battle of the day. To this I scoff! I am not about to involve your officers and directors in National politics if I can avoid it.

We will concentrate on efforts to make

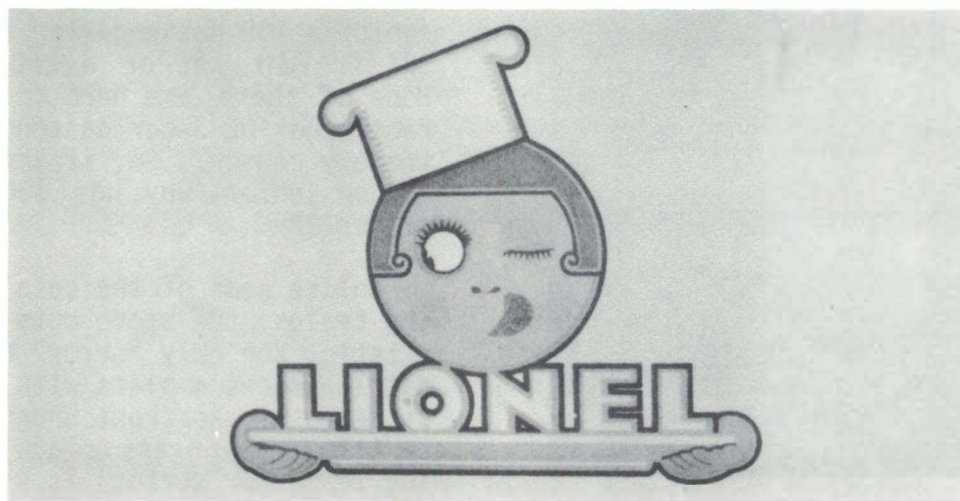
this a better Division for the members. We know that most of you could care less about politics and want only good fellowship, great meets and information on our hobby and the history of Toy Train manufacture. We intend to provide all these things and not get side-tracked on other issues.

Of course, I'll keep a watchful eye on National activities and many of your officers, from time-to-time, will work on National Committees to further the hobby and the Association. BUT, for now, that is all I want us to do! I want us to have a great Division - stressing local activities and I can't do that playing the National game too.

I hope you agree with my stance. Let me know your feelings - pro or con.

NICHOLAS B. LADD

DO YOU RECOGNIZE THIS LIONEL LOGO?



SEE NEXT PAGE FOR ARTICLE AND MORE PHOTOGRAPHS

HOT STUFF?

By Charles W. Weber

Although I have had Lionel trains all my life, I became an honest-to-goodness collector about 20 years ago. Shortly after becoming a fanatic, I met my toy train mentor, Paul Haidvogel who, around 1967, showed me the #455 LIONEL STOVE in his collection. Since I felt this was a rather unique and interesting piece, I went looking for one. As things have turned out, this item is of sufficient rarity that I had seen only one of these for sale (absurdly overpriced, at York a few years ago) and only one other in a collection over this entire time interval. Well, you can imagine my surprise when I found one for sale this past year at an antique show, so, I bought it. The acquisition of this piece has piqued my interest, so I have written this blurb for the EXPRESS in the hope that someone out there can answer my questions.



FIGURE 1 - BRASS NAME PLATE

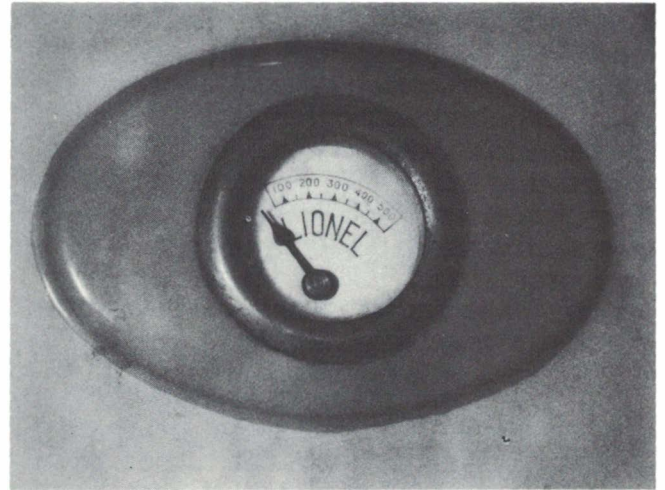


FIGURE 2 - TEMPERATURE GAUGE

As anyone can see who bothers to look, the stove was cataloged in 1930, 1932 and 1933 for \$29.50. (It was not listed in the 1931 consumer catalog.) Although I am told this was a lot of money in the early 1930's, it surprises me that this stove is so darn hard to find. For about the same amount of money, one could buy junior a 10E passenger or freight set, a 384 freight set or a 260E work train. None of these are hard to find, and, in fact, the 10E 3-car passenger set is extremely common. So, if one could spend \$30 on junior, why not \$30 on junior's sister ??

Unlike some of the catalog cuts showing trains, the stove cuts are quite realistic, the only "error" being that the catalog shows a plate with Lionel on it attached to the front under the oven. In reality, this brass plate (with lettering in block script) is similar to that found on other accessories, as shown in Figure 1.

A. D. BOARD OF DIRECTORS

HIGHLIGHTS OF JANUARY AND MARCH 1985 MEETINGS

By Secretary Richard D. Heineman

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

DIVISION BUDGET: Treasurer Bill Miles presented a comprehensive budget for FY 1985. After lengthy discussion, it was approved as presented.

MEET COMMITTEE: Chairman Sid Weiss reported that the January 1985 and May 1985 West-over Meets were well-attended and highly successful, as always.

MODULAR LAYOUT: Chairman Phil Ritter reported that the Division's highly popular layout has made 78 visits to various sites since 1979. A new Guidance Committee was formed to aid and support Phil and his hard-working crew.

PUBLICATIONS COMMITTEE: Chairman Bill Wilson reported that the use of computerized mailing lists is being explored.

DIVISION CAR: Chairman Charles Weber reported that the 1985 car will honor Cape May County. The type of car has not yet been firmed up because of Lionel's uncertain delivery status.

HONORARY BOARD MEMBERS: A motion was passed to provide that any Atlantic Division member who is a past National President will become an Honorary Life Member of the A.D. Board of Directors. Those affected are Bill Krames and Bob Robinson. Welcome!

JOINT TCA/TTOS MEETS: The Division is studying the possibility of holding AD/TTOS jointly sponsored meets in our area, similar to those held in California.

NATIONAL MEMBERSHIP DROPOUTS: Atlantic Division completed its assigned project of polling and reporting on members who have dropped out of TCA. Appreciation is extended to Ed DeVincentis and Nick Ladd for their efforts. A.D. was one of the very few divisions to complete its share of the project!

1989 NATIONAL CONVENTION: Chairman Nick Ladd reported that a rental application and deposit have been accepted by the Valley Forge Sheraton & Convention Center to hold the 1989 dates for us. The committee has made several trips to the convention site. Further details will be published as developments unfold.

DIVISION MEMBERSHIP: There were 884 A.D. members as of May 1985.

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A BILLER THRILLER

PART II

By Nicholas B. Ladd

In Part I of our trip along the BILLER Bahn, we got a taste of what the BILLER system was all about. Now I will attempt to organize, in an orderly fashion, what was produced, to the best of my knowledge. Any additions or corrections from other BILLER enthusiasts will be most welcome.

LOCOMOTIVES

The first locomotive produced was #13, a Diesel with the previously described BILLER clockwork mechanism. This loco is lithographed tin with a die cast frame. The color is grey-green with a red chassis. Later, this loco appeared in yellow & blue, orange & blue, all red and, what appears to be, all orange. The battery-powered version is #1013 and omits the winding hole. All Diesels were of tin construction.

Following the Diesel loco was the #500 clockwork Steam locomotive (referred to as a "Tender Engine" by the BILLER factory). This tinplate loco was mounted on the Diesel frame giving it a cute stubby appearance. Available only in grey-green it too had a red chassis.

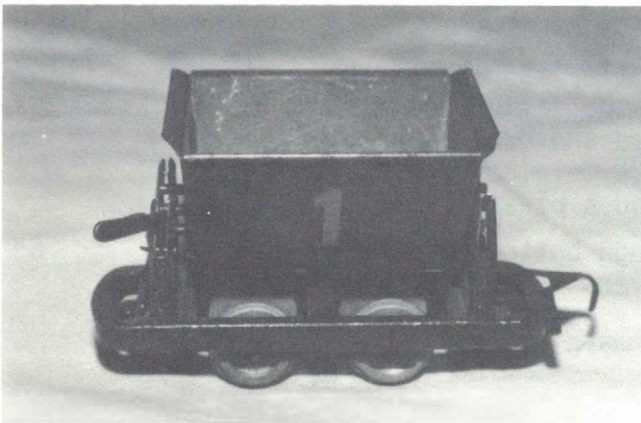
Later, the tin Steam locomotive was electrified by adding a trailing battery

car fitted with jumper wires. I have seen the #513 SHELL oil tank car fitted in this manner, as well as the #502 open gondola car. In addition, I have heard of a #520 passenger coach being so fitted, but I have not seen one in person.

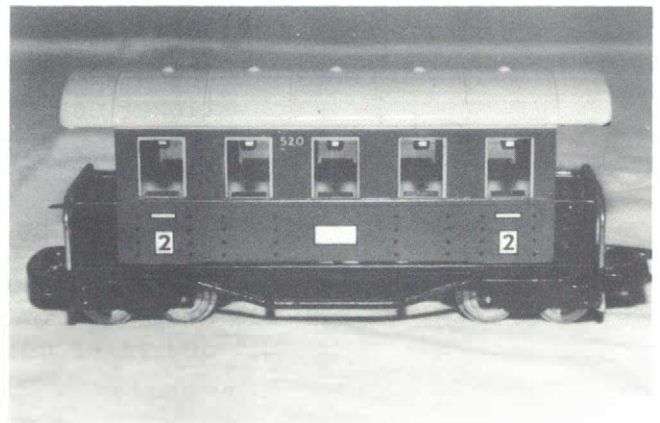
Eventually, the tin lithographed Steam locos were replaced by plastic. The new Steam outline was not as attractive as the cab was enlarged to house batteries. Access to the battery compartment (which held three batteries) was accomplished by sliding the roof off the cab. The clockwork version shared the same body, but a key hole was added on the right tank. The clockwork version was #1500 and the battery version was #1500E. Both versions came only in black plastic with red die cast frames and red wheels. A later version had a minor change in the design of the control knob, but, to my knowledge, that was the only variation in manufacture.

ROLLING STOCK

Quite a variety of cars were produced during the BILLER years. The earliest were 4-wheel models in keeping with the prototype railways used to clear rubble and to work in the mines. A listing and description of the cars follows.



001 TIPPER CAR



520 PASSENGER COACH (EARLY)

A B I L L E R T H R I L L E R

(continued)

<u>CAR #</u>	<u>TYPE</u>	<u>DESCRIPTION</u>	<u>NO. OF WHEELS</u>	<u>APPROX. SIZE</u>
001	Tipper Car	Came in green litho tin and was numbered from "1" to "9" in large yellow numerals.	4	3"
501	Flat Car	With ends.	4	3"
502	Gondola	With open top.	4	3"
502A (?)	Gondola	Fitted for batteries.	4	3"
503	Oil Car	The flat car with three yellow & red tin barrels.	4	3"
504	Work Crew Car	The flat car fitted with a bench for three people (supplied).	4	3"
505	Bogie Car	Two short 4-wheel cars with flat round turning tops. The two cars held long timber pieces. Thus, these two cars when coupled formed a longer car for carrying long loads.	8	6"
506	Bogie Car	Same as #505 but instead of lumber the load was 3 pieces of #002 straight track.	8	6"
507	Bogie Car	Same as #506 but instead of #002 track it carried 3 pieces of #009 curved track.	8	6"
508	Unknown			
509	Variation Car	Later production item which allowed the construction of a variety of cars from brightly colored plastic parts. Using a basic flat car frame with ends (plastic) you could build zoo cage cars, personnel cars and various container cars. This Variation Car formed the basis of BILLER set #1638 which was a travelling zoo.	4	3"
510	Tipping Pipe Car	Had metal side posts which lowered to permit manual dumping of plastic pipes. Earliest production was blue & yellow with later colors changing to black & yellow.	8	6"
511	Tipping Gondola	Operated in a similar fashion to the Lionel car, only the action was manual. Came in orange-red and green & black. Early models had a metal operating lever and later ones had a plastic wheel.	8	6"
512	Hopper Car	Dumped coal through bottom hatches by operating two levers located in the frame of the car. Early colors were red & green and later colors were red & black.	8	6"

A B I L L E R T H R I L L E R

(continued)

<u>CAR #</u>	<u>TYPE</u>	<u>DESCRIPTION</u>	<u>NO. OF WHEELS</u>	<u>APPROX. SIZE</u>
513	Tank Car	Very long car for the BILLER line as it was originally designed to house batteries. Featured two domes and two ladders. Wiring was accommodated on one end of the car with the other end removable for battery access. Later models were constructed without the battery availability. All were yellow with red trim. Large SHELL letters were on both sides of the tank.	8	7"
514	Crane Car	This is a very difficult car to find. I have seen only one and that was for a few minutes at a WB&A meet. The car featured a large boom crane and cab attached to a 6" frame. By means of cranks on the cab, you could raise and lower the boom and hook. The crane was turned from side to side by turning a wheel on the other end of the car. It was also equipped with car braces which folded down on either side to steady the car when lifting heavy loads. Early cars were green and later models were red.	8	6"
515	Auto Transporter	A double-deck car fitted to haul four plastic autos (supplied).	8	6"
516	Unknown			
517	Unknown			
518	Unknown			
519	Unknown			
520	Passenger Coach	Available in red or green. All were marked for 2nd Class passengers. Early models had metal platforms and steps. Later production substituted plastic.	8	6"
521 (?)	Brake Van	Rumored to be a Brake Van but this cannot be confirmed.	?	?
522	Box Car	Came in brown & grey with sliding doors.	8	6"
523	Reefer	Available in white and grey with sliding doors.	8	6"
524	Banana Car	Came in yellow & grey with a picture of a South American in native dress on each side.	8	6"

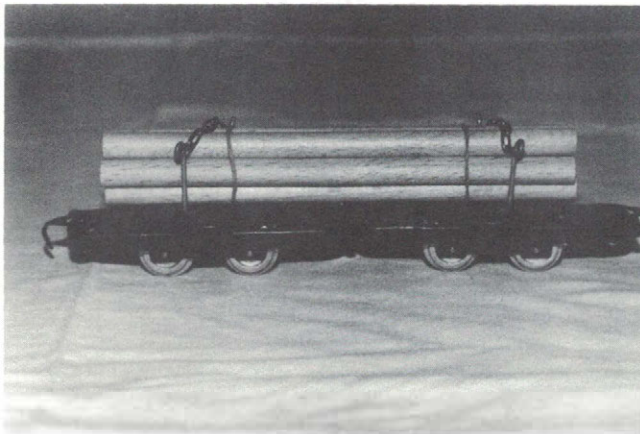
A BILLER THRILLER

To the best of my knowledge, this completes the list of cars manufactured by BILLER. The only exception is a plastic four-wheel Tipper Car which came in a special set. This car was not part of the general line. There may have been other plastic cars (outside of the Variation Cars) but I have not seen any to date. They did not track too well due

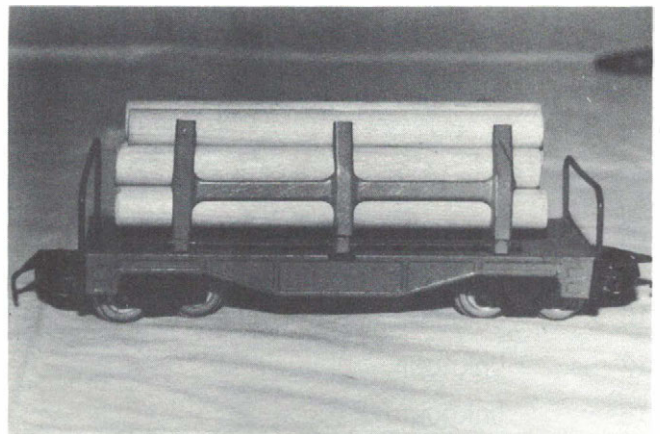
to their light weight.

In the next installment I will discuss BILLER accessories, special sets and, if space allows, take a little look at the BILLER toys which were designed, in many instances, to work with the railroads.

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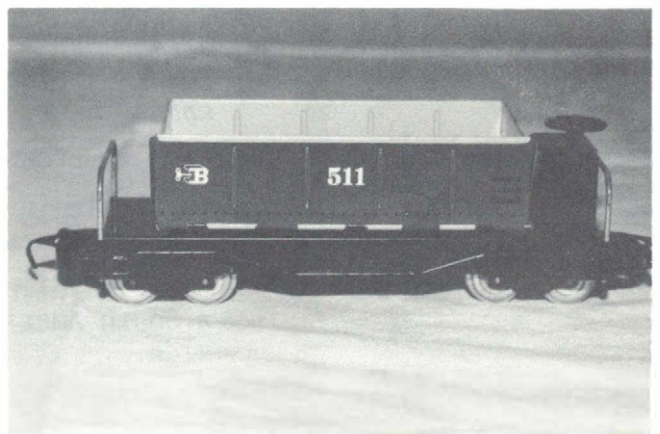
505 BOGIE CAR



510 TIPPING PIPE CAR

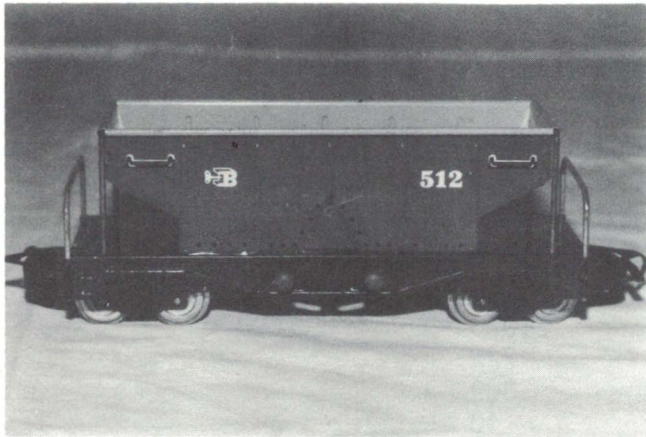


511 TIPPING GONDOLA (EARLY)

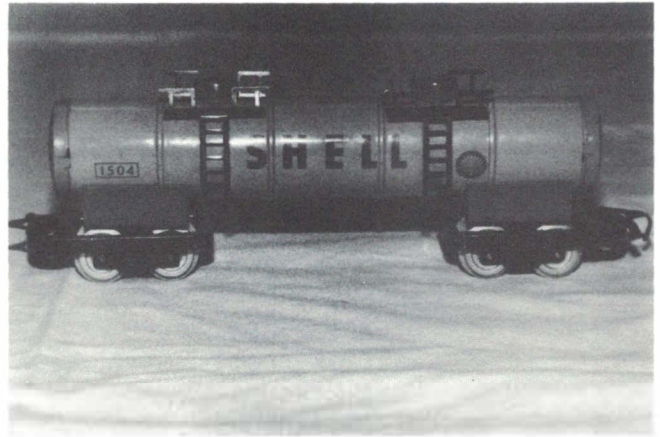


511 TIPPING GONDOLA (LATER)

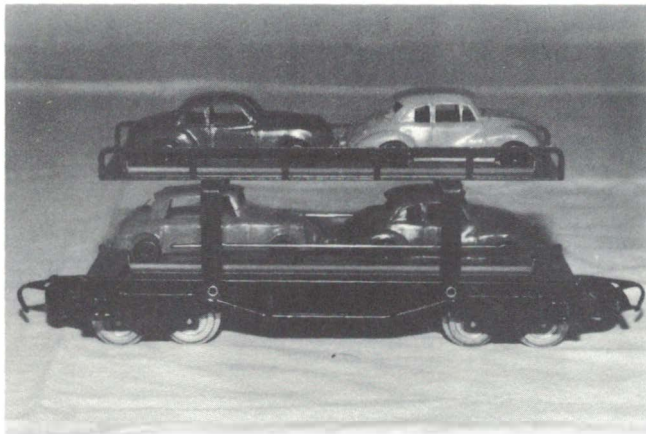
A BILLER THRILLER



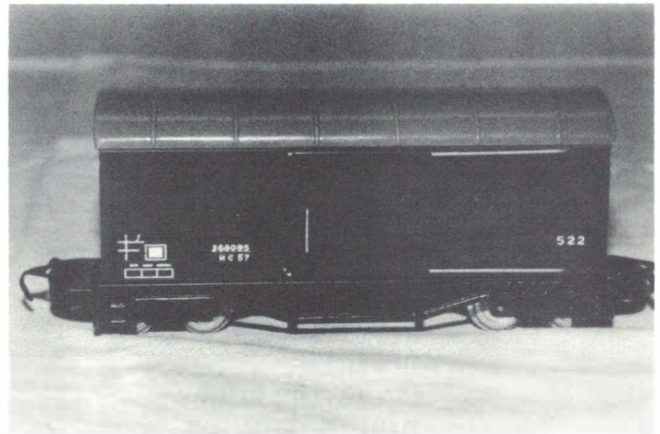
512 HOPPER CAR



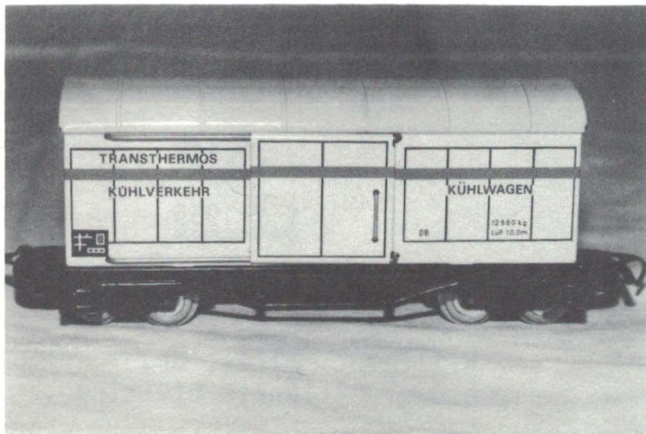
513 TANK CAR



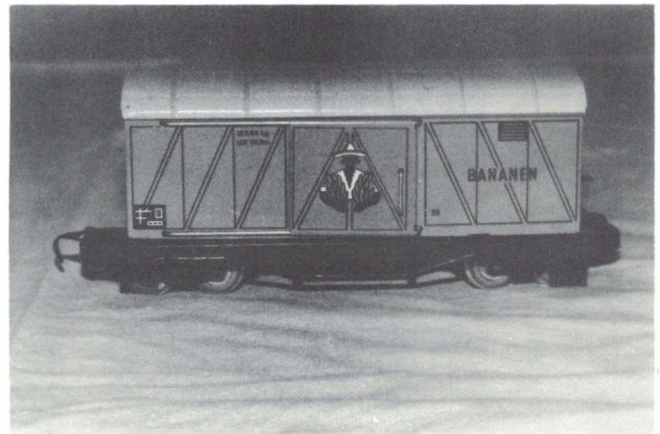
515 AUTO TRANSPORTER



522 BOX CAR



523 REEFER



524 BANANA CAR



THE ATLANTIC DIVISION, T.C.A.

FINANCIAL REPORT FOR FISCAL YEAR - NOVEMBER 1, 1983 to OCTOBER 31, 1984

Balance 11/01/83 \$ 13,994

Receipts

Membership Dues		\$ 2,619
Interest		1,827
Division Car		3,053
Raffles (net)		222
Meet Plaques		309
Miscellaneous		40
Meets		
Fall	11/20/83	5,484
Polar Bear	01/15/84	7,425
Spring	05/27/84	6,494
Summer	07/15/84	6,349
Fall	11/18/84	2,254
1985 Meets		-0-

Total Receipts 36,076
\$ 50,070

Disbursements

Administration		\$ 3,021
Quarterly		3,028
Division Car		2,093
Division Layout		1,183
Prize Inventory		200
Mini-Meet		1,889
Video Equipment		485
Meets		
Fall	11/20/83	3,469
Polar Bear	01/15/84	4,937
Spring	05/27/84	4,472
Summer	07/15/84	4,432
Fall	11/18/84	749
1985 Meets		157

Total Disbursements 30,115

Balance 10/31/84 \$ 19,955

Consisting of:

Checking Account	\$ 412
Savings Account	717
Money Market A/C	18,826
	<u>\$ 19,955</u>

William E. Miles, Jr.
Treasurer, Atlantic Division

Audited and Verified Correct

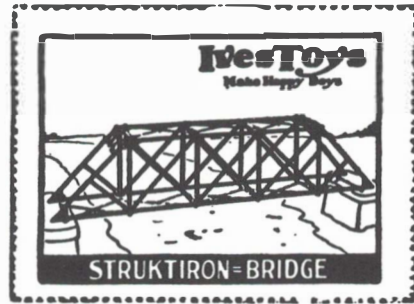
IVES STAMPS

By Warren Schuch

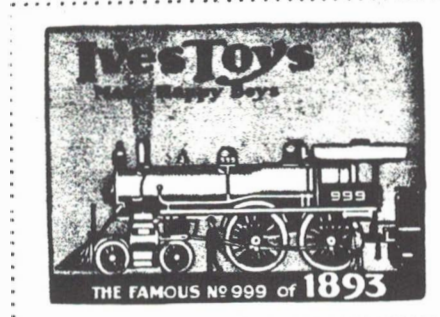
What can anyone tell us about these interesting IVES stamps? They are shown actual size.

The orange and black stamps are gummed and perforated. They possibly came in sets of twelve (or more) but these are the only ones I have. I believe they are from around 1917, but am not sure.

How were they issued? Were they included within a catalog? Were they a promotional premium? Did they come with train items? How many different stamps were there? When were they issued? Any information will be appreciated.



(This stamp courtesy of TTOS BULLETIN)



HERMAN C. TAFEL, WHO ARE YOU ?

By Bill McKay

The little black steam locomotive shown in the photographs was purchased several years ago from the nephew of a childhood friend of my mother. It was part of a very mixed group of trains and none of the other items were related to it. The gauge is just under 1" and the drivers fit neatly on an outer rail and the center rail of Standard Gauge track. Pick-up is center third rail and the locomotive is so new that the trademark initials "D.R.G.M." are still crisp and visible on the rectangular, sprung pick-up. The locomotive is almost exactly 6" long. A large gear on the left front driver is 1/8" larger in diameter than the flange of the driver and resembles the geared "hill-climber" locomotives.

The glossy black cab and boiler are extensively trimmed in red and gold lithography. A gold "GBN Bavaria" BING logo is on the front of the cab and a large intertwined "GBN" is embossed on the boiler front. The red, pressed steel pilot has black lithography between the spokes and was obviously added for the American market. The numbers $\frac{0}{35}$ are on both cab sides, and a lithographed plate tabbed to the back of the firebox reads

"2-4 VOLT." The most unusual decoration is the name HERMAN C. TAFEL on each side of the boiler, centered under the nickel dome and printed just a bit above the horizontal center of the boiler sides. This lettering appears to be stamped, while all the other decoration is lithographed. The name also runs into the red and gold boiler band under the dome, but it is so nicely done and so well placed that it looks factory original.

Did young Herman Jr. borrow Mr. Tafel's rubber stamp? Did an importer or shop owner add this "ego" lettering? Did the factory include this locomotive name? Above all, HERMAN C. TAFEL, who are you?

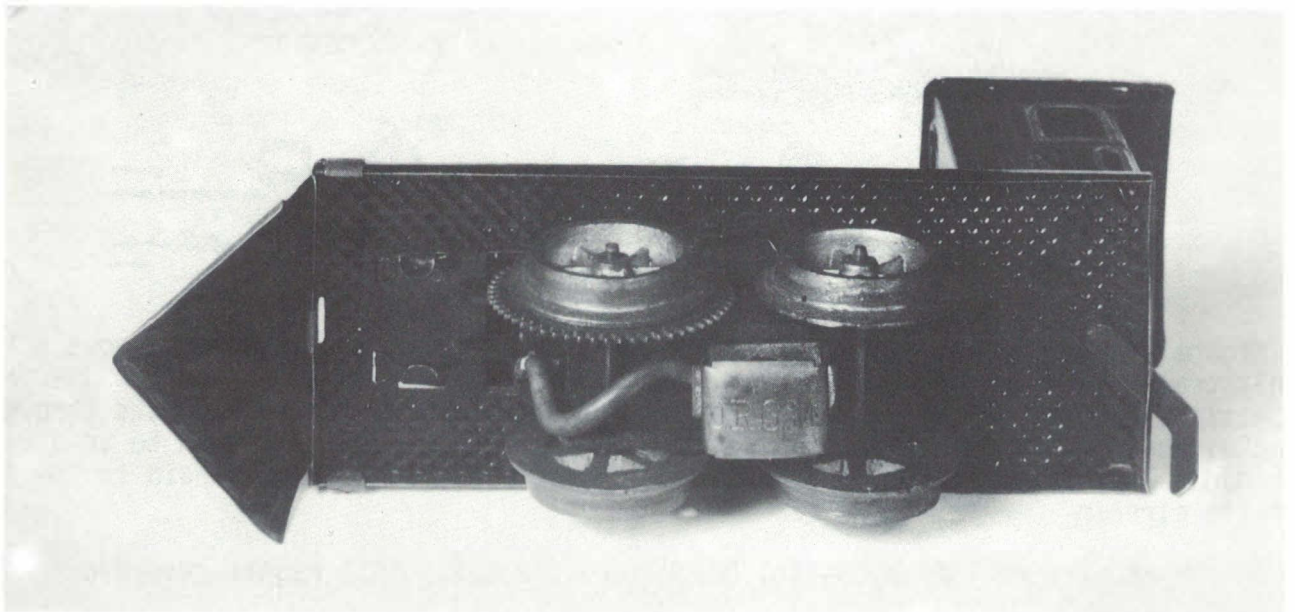
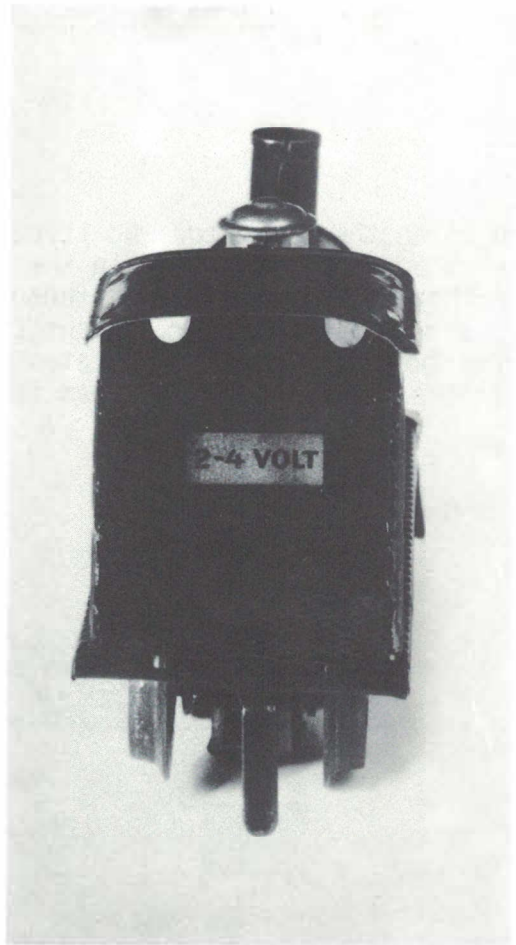
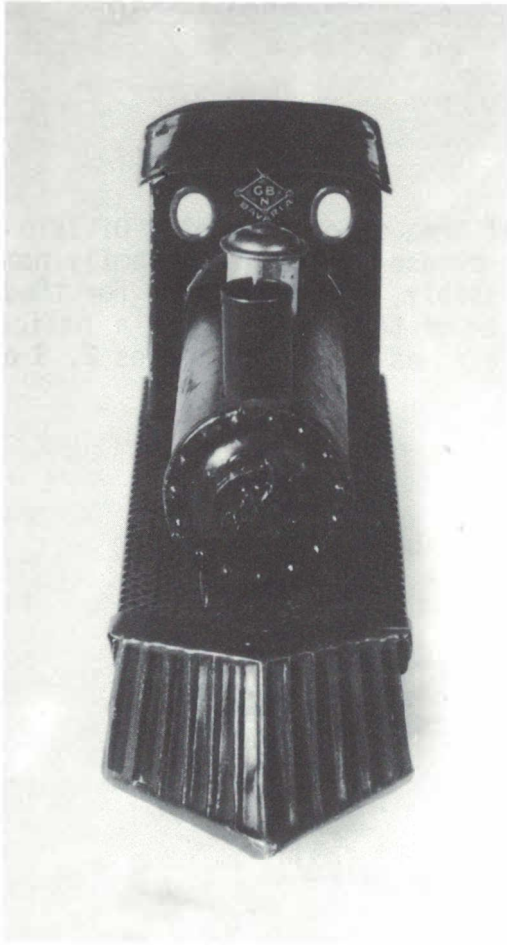
* * *

EDITOR'S NOTE: Research has not been fruitful. The only Tafel who turned up was Immanuel, a librarian of Tübingen, Germany, who was noted for founding the "Union of the New Jerusalem Church of Germany and Switzerland" in 1848. Maybe Herman C. was a relative. Or perhaps he was a local official or dignitary whose fame never reached the United States.

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HERMAN C. TAFEL, WHO ARE YOU?

(concluded)



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

THE INVENTIONS OF JAMES HARMER KNIGHT OF WESTTOWN, PENNSYLVANIA

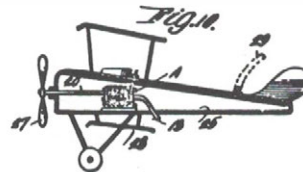
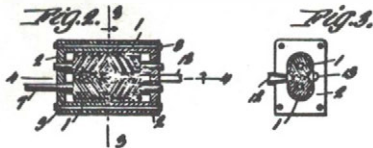
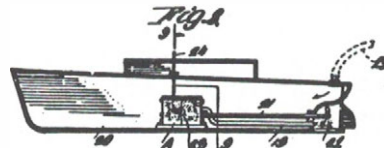
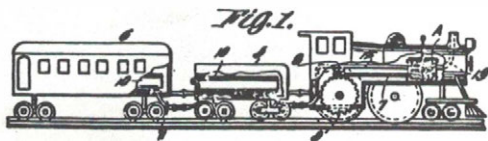
By Hilly Lazarus*

Here is another inventor who lived in the general area of our Atlantic Division some 60+ years ago. Will someone in the Westtown area please look up that family name and see if they are related to our inventor and if, possibly, working models for these inventions still exist? Mr. Knight invented a series of toys containing a helical or "herring bone" motor that operated on compressed air, as shown in Figures 2, 3 and 4. Is this the forerunner of a steam turbine?

J. H. KNIGHT.
TOY.
APPLICATION FILED DEC. 12, 1919.

1,893,544

Patented Oct 11, 1921.



WITNESSES
Benj M. Spring
R. B. Hillyard



J. H. KNIGHT



Richard B. Owen

WITNESSES
Benj M. Spring
R. B. Hillyard



J. H. KNIGHT



Richard B. Owen

Figure 5 shows a connection for two compressed air tubes. Figure 1 shows a three-unit train wherein the tender and coach contain compressed air tanks and the engine contains the motor geared to the drive wheels. The spent air exhausts through the smokestack. Mr. Knight also adapted the invention to a boat and then to an airplane. In this toy, he directed the exhaust pipe downward and backward to aid in the "lift" of the airship.

*Copyright 1985 by Hillel Don Lazarus, D.D.S. All rights reserved.