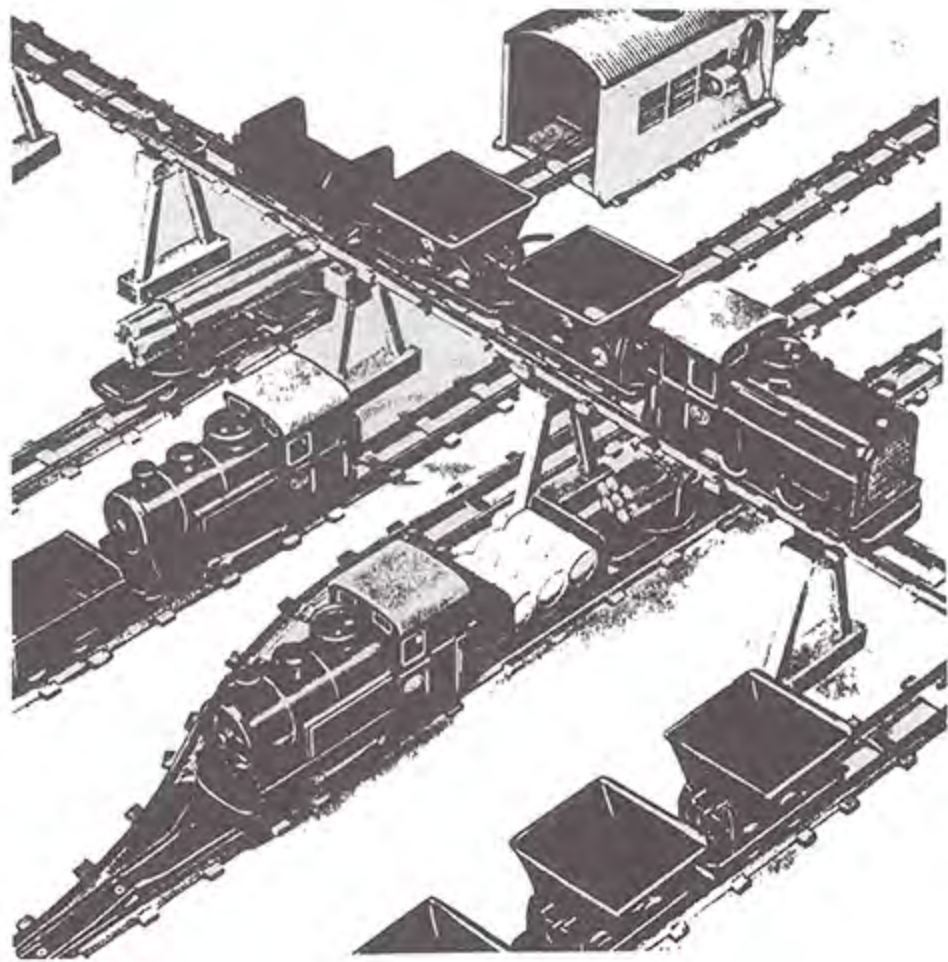


THE ATLANTIC DIVISION EXPRESS



SUMMER 1985

TRAIN COLLECTORS
ASSOCIATION

DIVISION BOARD OF DIRECTORS

OFFICERS

DIRECTORS

President	- Nicholas B. Ladd	Stewart E. Bearn	Richard A. Trickel
Vice President	- Edward B. Pinsky	Raymond M. Connolly	Andrew Weiss
Secretary	- Richard D. Heineman	George M. Donze	Sid Weiss
Treasurer	- William E. Miles, Jr.	William W. McKay	William J. Wilson
Past President	- Richard H. Knowles		

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

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

Copyright © 1985 "Atlantic Division Express"

NEXT ATLANTIC DIVISION MEET

Sunday, November 17, 1985

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 COVER PHOTOGRAPH

Nick Ladd continues his interesting trip along the BILLER-BAHN. Part III starts on page 12.

A. D. BOARD OF DIRECTORS

HIGHLIGHTS OF MAY, JUNE AND JULY 1985 MEETINGS

By Secretary Richard D. Heineman

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

MEET COMMITTEE: Chairman Sid Weiss reported that the July Meet at Westover was well-attended and highly successful. The September Mini-Meet at the Holiday Inn, King of Prussia, is expected to be enjoyable as always.

MODULAR LAYOUT: Chairman Phil Ritter reported that renovations to the Modular Layout are needed and any help will be appreciated. The Division will be undertaking a new public-service project by assisting Inglis House in building its own train layout.

PUBLICATIONS COMMITTEE: Chairman Bill Wilson reported that labels for all Division mailings are being converted to a computerized system. Initial allocation for the project is \$1,000. The EXPRESS is still somewhat behind schedule but is expected to catch up soon. The second INDEX has been mailed to the membership.

DIVISION CAR: Chairman Charles Weber reported that status of the 1985 car is still on hold because of Lionel's uncertain delivery position.

NOMINATING COMMITTEE: Chairman Ray Connolly reported that nominations for 1986/1987 offices were firmed up and ballots will be mailed shortly. This is your Division -- VOTE! VOTE! VOTE!

1985 NATIONAL CONVENTION: President Nick Ladd discussed the agenda for the Seattle National BOD Meeting. The Division BOD indicated how it would like President Ladd to vote on the issues. [See complete Convention Report elsewhere in this issue.]

1989 NATIONAL CONVENTION: The Division will be hosting the 1989 Convention which will be called the VALLEY FORGE CONVENTION. A contract from the Sheraton Valley Forge Convention Center has been forwarded to National for review and approval. Once approved, planning will move forward rapidly. Volunteers are invited to work on the Convention Committee. Contact President Ladd for details.

DIVISION MEMBERSHIP: There were 884 members as of July.

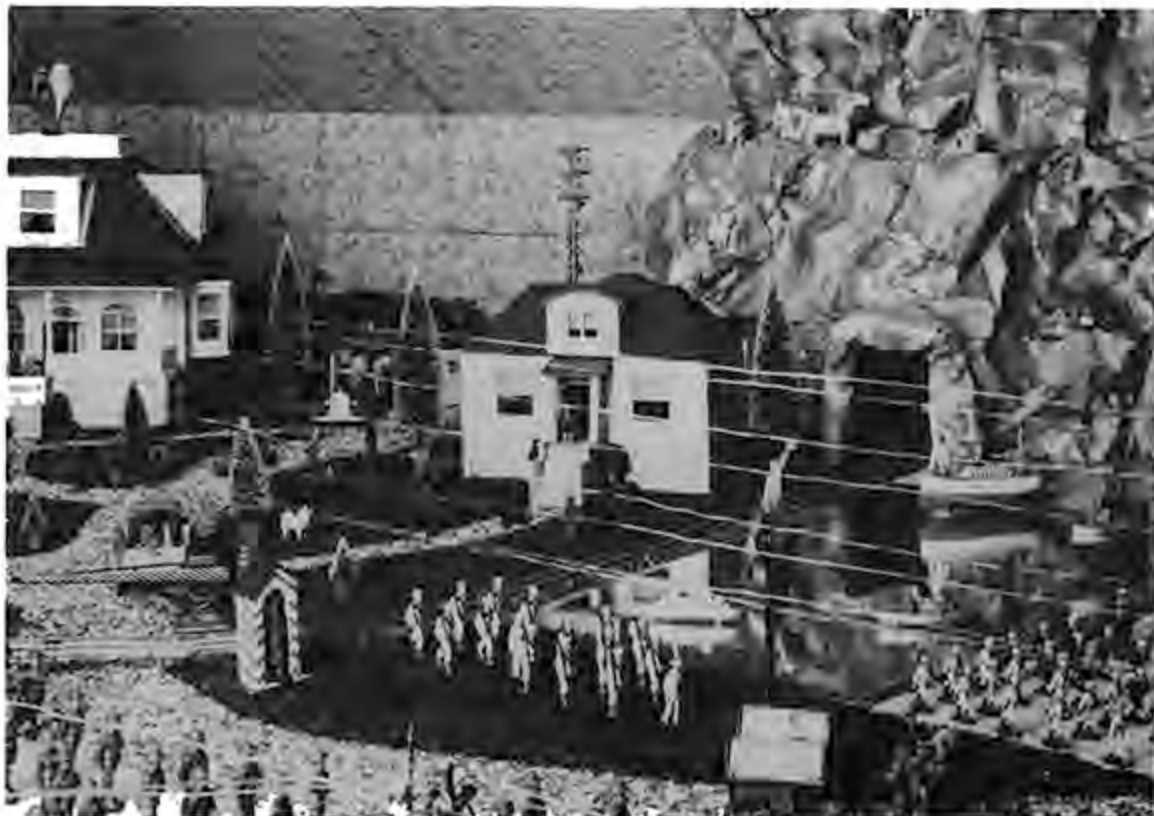
#####

ACTION IN THE ATTIC

By Art Bink

One day while at a local South Jersey flea market, I noticed a large trunk being unloaded from a van. I asked what was inside and the response was, "just some old photographs." Since I'm always looking through photographs hoping to find some shots of blimps or zeppelins to add to my collection of airship memorabilia, I waded in! After finding five shots of dirigibles, I hit upon what appeared to be shots of an old toy train layout. I scooped up fourteen negatives of the layout, paid a nominal sum, and finished the flea market. The negs were generally about 2½" x 2½" and were large enough for me to spot a Lionel 400E, a 385E, Flyer standard gauge passenger and freight cars, and lots and lots of accessories, soldiers and scenery. I was anxious to have the negs converted into photos so I could see exactly what some lucky kid back in the 1930's had here.

What a nice, new, clean, well-ballasted and manicured layout this was! I cannot include all the photos here, but I will try to fill you in on some of the missing shots. Photo #1 shows what appears to be two well-built, home-made houses (anybody recognize them as kits??). We see Santa on the roof of the larger one, and a garden out front. There are stone driveways and walks, and the real estate is liberally sprinkled with evergreen trees. A mountain at the right is alive with dogs, lambs and bears. To the right is 'Mirror Lake' containing a flotilla of boats and even a waving signalman on one. In front of the lake are regiments of sailors and soldiers, along with some covered wagons, marching off toward the right side of the picture (wonder what the big attraction is??). Note the nifty guard shack! Best of all, notice the Lionel 400E sneaking up almost unnoticed

PHOTO
#1

ACTION IN THE ATTIC

[continued]

along the right in the background. Even though the photos are black-and-white, the engine is two-tone and you know what that means! Notice the truck with SHELL oil drums coming out of a garage between the two houses, a service truck just beyond the lowered gate, and a dump truck unloading coal in the rear side yard of the large house (you have to look carefully for this!).

In Photo #2 you can see the observation car of the Blue Comet and also three of the passenger cars of an American Flyer train, as well as the rear end of an AF freight which has all but disappeared off the lower right corner of the photo. Also, notice the neat Coca-Cola truck, the pack of horses, the church wedding and the herd of cows. The whole scene is spanned by many high tension wires, too stiff to hang in a natural fashion.

It is easy to see by the room's mansard

roof that we have here an attic layout of the first magnitude. There appears to be some staining at the wallpaper seams, but who cares? We are looking at the treasures below! The place is big, and embellished with zillions of soldiers as seen in Photo #3. Check out the Lionel 385E with a load of 500 series freights tagging along. The pristine condition of everything indicates the 'newness' of the toys and trains here. In the lower right corner of the photo, one can just about see the top of a Lionel 392 steam loco (this kid's folks had megabucks!). See the airplanes behind the war zone? Just to the left of them is a large military covered wagon. There is not a lot of attention to relative scale here, but I'm sure the kid's imagination filled in where the scale left off.

Photo #4 shows a slick castle occupied

[continued on next page]

PHOTO
#2



ACTION IN THE ATTIC

[continued]

PHOTO
#3



PHOTO
#4



ACTION IN THE ATTIC

[concluded]

by a regiment of Revolutionary soldiers on top. This shot also shows off the beautiful job done on the ballast, and the many signals and towers. Note that the soldiers down below could use some reinforcements though! I hope the homeowner eventually fixed the leaky windows in the background, where water-stains mark the wallpaper... we certainly would not want any of these goodies to rust! Why, the die cast bases of the signals haven't even begun to 'blow-out' yet!

Photo #5 shows once again all the wires dramatically traversing the layout, and the scene possesses an almost night-view appearance. The foreground is a bit out of focus, but you can still see a dog between the tracks... glad that caboose is on the 'far' track! As you look thru the other shots, there are quite a few dogs in them (that's my kind of kid!).

Other photographs not appearing in this

article show oodles of military tents, early 'Fort Apache' style buildings and stockades (which may be made of Lincoln Logs), different types of fences, cars, trucks and so on.

If anyone should recognize the layout, I would like to hear about it. Neither the previous owner of the negatives nor I know the location of this 'attic of trains' or anything at all about them. At least someone was proud enough of the layout to preserve it in photographs and luck was with us in stashing away the negatives until I recently found them. While this great layout in itself seems so permanent, surely the photos are the real means by which this mini-segment of toy train history is forever preserved. Just think, one of you collectors probably owns some of these trains and does not even know it!

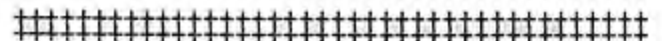


PHOTO
#5



PRESIDENT'S POINT OF VIEW

NATIONAL CONVENTION REPORT 1985

By Nicholas B. Ladd

Our 31st TCA National Convention was held in the spectacular country around Seattle. Surrounded by mountains and forests, the 600 or so TCA members and their families were treated to a delightful convention - well run and operated by the Pacific Northwest Division and Ev Murray, the Convention Chairman.

Highlights of the Convention included visits to the McCoy "factory" and to the never-ending collection of Al & John Cox. Their collection, one of the largest and finest in the nation, is contained in a concrete bunker built into a hillside under their home. The bunker is everything proof and is the ultimate in collection protection.

Spouses toured the largest antique mall in the country and viewed the Snoqualmie Railroad Museum, beautiful waterfalls, harbor towns and then wine-tasted for an entire afternoon before dining in the Space Needle. Fabulous...Fabulous...

The meet itself was loaded with trains of all descriptions and, despite advance warning of higher Western prices, provided many a bargain for us Easterners. Prices were very reasonable and everyone had a good time buying and selling. The meet boasted a beautiful operating layout constructed by the Pacific Northwest Division and a large Standard Gauge race track. Almost everyone stopped at Ward Kimball's table to watch him sketch a layout on his tablecloth, as only Ward can do - later it was auctioned at the banquet for \$900.00 for the benefit of the TCA.

The National Car never made it to the Convention but the Pride Lines figure of Mickey Mouse did. If you have not yet ordered yours, I recommend you contact the National Business Office while there are a few left. This figure, along with the 1984 figure of Donald Duck, will be really sought after in future years.

The banquet was outstanding. A special car, a McCoy REA boxcar, was provided to every table and won after completing a complicated countdown. Everyone received a second Baggage Handler to go on the layout - the beginning of another series of Convention Collectibles.

The National Board of Directors met for two and one half days, and despite the usual wrangling over political issues, produced a lot of good work. In brief summary, you should be aware that:

1. The organization is still in sound financial health.
2. The TCA Loco, despite initial slow sales, is approaching a sell-out.
3. The Museum is planning an expansion into the unused wing and will feature enlarged and better displays. The sales trend has turned around at the counter and Museum attendance is up.
4. Advertising will be printed in the Newsletter in 1985-1986 and this should permit a larger and more useful publication. It will be issued six times a year.

[continued on next page]

PRESIDENT'S POINT OF VIEW

[concluded]

5. The position of Managing Director is eliminated from the budget. The duties of the Office Manager and of the Museum Director are being revised and realigned to streamline the Strasburg operation.

6. The size of the Nominating Committee was enlarged to give all segments of the TCA greater representation.

7. The proposal to share TCA National revenues with the various Divisions was defeated.

8. The 1986 Convention, to be held in New Orleans, promises to be a miniature Mardi Gras and I encourage everyone to go. It should be a winner. The Souvenir Car will be an extended vision caboose and in 1987 we will produce another TCA engine to allow Souvenir Car collectors to have two freight trains instead of a single really long one.

9. The organization honored out-going President Dom Schwab and long-time Board Member and Past-President Frank Hare for their contributions to the TCA.

10. No political activity at all will be permitted at meets in the future, and no political matter may be published in any Division or Chapter newsletters - except for "favorite son" candidates.

11. Your Officers for 1985-1986 are:

Al Levin, President
Al Ruocchio, President-Elect
Bill Kotek, Vice-President
George Yohe, Secretary
Larry Battley, Treasurer

The membership meeting was brief with no controversy and the auction was brief since Al Cox bought everything.

In conclusion, I can only say that a National Convention is really different in spirit and until you have gone to one you have missed the real TCA. Plan to go in the future if your time will permit - you will see your hobby in a new light if you do. It was my honor to represent the Atlantic Division.

#####

POLITICS IN TCA NATIONAL - RESPONSES

In his last Point of View column, President Ladd expressed his views on "politics" in TCA National. Here are some responses:

RICHARD BIMMER, ATLANTIC DIVISION MEMBER: I fully agree with your point of view. It was good to see you put it in writing.

AL LEVIN, TCA NATIONAL PRESIDENT: I am a member of the Atlantic Division...bonafide, dues paying, not honorary...and therefore accept your invitation to comment "pro or con" on your non-National politics stance. As Hamlet said, "'tis a consummation that is devoutly to be desired" and I thank you for the sympathy and I agree with you that National politics are a bit smelly. BUT, the moment you accepted the Presidency of the Atlantic Division and became a B.O.D. member, you automatically became a part of National politics...and so are other poor souls who seek only to bind a great organization together without FIGHTS or WARFARE. It CAN be done. I've started doing it...and we can return sanity to TCA.

COMMENT BY LADD: The above personal letter was received from President Levin and is printed here in the interests of the TCA. Our National President is really trying to return the TCA to a level course and we in the Atlantic Division promise him our best wishes and support.

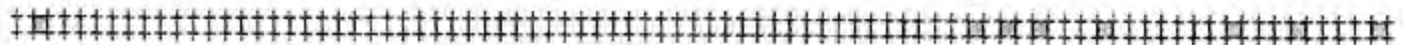
#####

FROM THE ARCHIVES - 1896

This December 30, 1896 document was recently discovered in some old archives and is an interesting piece of railroad and prison memorabilia. It is an invoice from the Pennsylvania Railroad Company to the Inspectors of (Philadelphia) County Prisons for transporting prisoners from Moyamensing Prison (in South Phila.) to the just-opened Holmesburg Prison (in Northeast Phila.), a distance of approximately 14 miles by rail.

The invoice reads, "For transportation of 275 prisoners with attendents and police officers from Broad and Washington Ave. to New prison, Holmesburg, Pa. 3 Engines and 10 Cars. As per agreement, \$175.00."

The old Moyamensing Prison is long gone, but "new" Holmesburg Prison is still very much in operation, as is the railroad siding along its walls.



Philadelphia, December 30th 1896

The City of Philadelphia
Inspectors of County Prisons

Draw Check to order of
PENNSYLVANIA RAILROAD COMPANY
 And send to
WILLIAM J. LATTA, General Agent,
Broad Street Station.

To *Pennsylvania Railroad Company, D.P.*

For transportation of 275
prisoners with attendants and
police officers from Broad and
Washington Ave to New
Prison, Holmesburg Pa
3 Engines & 10 Cars
as per agreement

Recd Payment
William J. Latta General Agent

\$175.00

Received by Philadelphia County Prison

WHAT IS IT?

A few members came close to properly identifying the mystery train featured in the Autumn 1984 "WHAT IS IT?" contest but no one got it exactly correct. In fact, we were not too sure ourselves until Dr. Hilly Lazarus sent us a copy of his BUTLER BROTHERS (San Francisco) catalog for December 1936. In that catalog the train is advertised as a MARX #185 UNION PACIFIC TRAIN, each in its own illustrated box, with a wholesale price of \$1.90 per dozen.

The train is made of heavy gauge steel in bright aluminum finish except for the painted red nose. There are no markings of any kind. Each unit has four wooden wheels on 1" axles. A free-action tongue

for a pull string is integrally attached to the front set of wheels.

The pullman and observation cars each have a T-shaped male "coupler" on the roof which fits into a roof slot on the preceding car to provide swivel action coupling. Each car is made of one piece of metal, formed to shape, and held together by the axles. The head car also has an additional piece tabbed to the car body to form the streamliner nose. All windows are punched out. The overall length of the three-car train is approximately 19 1/4". The set pictured is from the Phil Ritter Collection.

#####



COMING ATTRACTIONS

In preparation for forthcoming issues are articles on a variety of toy train subjects by Hal Ashley, Frank Knight, Hilly Lazarus, Bill McKay, Dick Stafford, Chuck Weber and others - all worth waiting for. We would also enjoy reading an article by Y O U. How about trying your hand at it? We will help you, will take the photographs, etc.

#####

A BILLER THRILLER

PART III

By Nicholas B. Ladd

Since Part II of this BILLER-BAHN article was published, Bob Marshall, a TCA veteran from Kensington, Maryland, has supplied me with a BILLER diesel locomotive and battery trailer which was unknown to the author. It is numbered #1013 as are all battery-powered diesels, but this one has a matching lithographed battery container #1015 mounted on a standard four-wheel frame (Figure 3). There are two connecting wires which attach to the locomotive and the car is designed to house three "AA" batteries. The locomotive is blue & orange while the battery car has a blue frame, red plastic battery box and a litho tin cover which is yellow & orange with a large red lightning bolt. A handsome and rare BILLER piece, indeed!

TRACKWORK

BILLER trackwork is one of the most charming features of this line. Lithographed tin rails are fitted with wood ties to create a realistic track system that is very easy to assemble and which provides countless layout combinations thanks to the many varied pieces available.

In addition to straight and curved sections, there are left and right hand switches operated by hand or by pressure of the locomotive wheels (there are few wrecks on the BILLER SYSTEM !) and a 90° crossover which doubles as a turntable. Special straight rail sections are hinged in the middle to allow elevations when used with the wood trestle sections available in a variety of sizes.

Following is a breakdown of track items gleaned from BILLER catalogs:

- #002 Straight Track (Figure 1). #002½ Half-section Straight Track.
- #003 Turning Frame - this is an ingenious piece of track designed to connect main line track to branch line track without a switch. The unit mounts on any existing straight section. A car is pushed on to the frame until the wheels sink into the "wheel catcher." Then one simply turns the car on the frame in the direction of the branch track. Once the turning frame is in position, the car is rolled off the frame on to the branch line and the frame is then returned to normal position to allow passage of trains on the main line. This device allows for right angle (or any angle) movement of rolling stock without a switch. The whole process is similar to a car wash where you drive in over a riser and from that point your car is in the hands of a machine. FABULOUS!
- #004 Wood Bumper - clips on to the end of a track section (Figure 2).
- #007 Hinged Straight Track - allows for elevation of trains to a trestle (Figure 4).
- #009 Curved Track (Figure 1).
- #010 Right Hand Switch (Figure 5).
- #011 Left Hand Switch.

A BILLER THRILLER

[continued]



FIG. 1: #009 CURVED: #002 STRAIGHT



FIG. 2: #004 WOOD BUMPER



FIG. 3: #1013 LOCO & #1015 BATTERY TRAILER



FIG. 4: #007 HINGED STRAIGHT TRACK

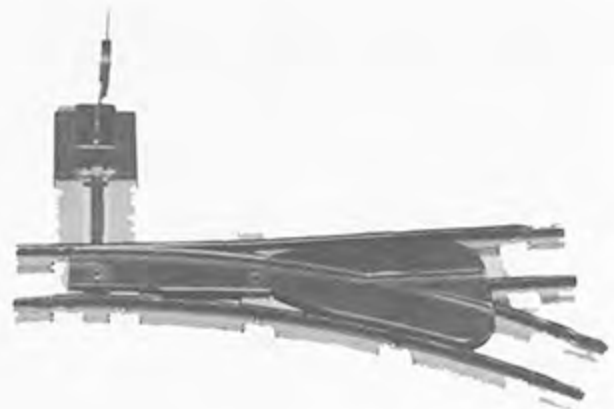


FIG. 5: #010 RIGHT HAND SWITCH

A BILLER THRILLER

[continued]

- #012 Turntable - the locomotive or car is placed on the tin turntable and can be rotated by the turning handle 45° at a time to other tracks or to reverse the direction of the locomotive (Figure 8).
- #014 Elevation Wood Block (short).
- #015 Elevation Wood Block (medium).
- #016 Wood Trestle Section (medium).
- #018 Wood Trestle Section (tall). [#018 is correct here; #017 is next.]
- #017 Locomotive Engine House - this too is a well-designed item. Open at both ends with a track section built into the base, the tin house has an adjustable locomotive stop in the track. A large key is mounted on a swinging hinge on the side of the house to allow for rewinding while the locomotive is stopped in the house. Also, the roof is cut out to allow for operation of the plunger stop-start control on the top of the locomotive (Figures 6 & 7).
- #024 Rerailer - mounted to the end of a siding, the operator has only to drop a car into the elevated rerailer and it will roll down on to the track ready to go.

ACCESSORIES

BILLER produced few accessories for the trains but they did manufacture an extensive line of mechanical tin lithographed toys which could be used in conjunction with the trains. (We will discuss some of these in Part IV of this article.) Accessories made specifically for trackside use include:

- #005 Toy Shovel - to be used to fill the Tipping Cars with sand.
- #006 Road Barrier - with stop sign (typical sawhorse design).
- #021 Double Crossing Gate - plastic base, operated by weight of the train.
- #022 Single Arm Signal - operated by a lever on the side of the signal.
- #023 Siding Crane - this crane is the same as #514 but is mounted on a hollow lithographed base. The entire unit is placed on the end of a siding to aid in unloading cars. (See Part II for description of #514 Crane Car.)
- #1830 Gantry Crane - this is an impressive piece, over 10½" tall and 12" wide. The entire crane is mounted on a landscaped molded styrene base with rails for the gantry sitting on "stone" walls (Figures 9 & 10). The six movements of the gantry are well-detailed on the six-button illustrated controller housing two "D" batteries. The movements are: gear box on top of unit traverses left and right, hook raises and lowers, entire unit moves forward and reverse on its wheels. Also, the crane can be removed from the base and moved anywhere on the layout on its wheels. Designed for use with BILLER trains, this beauty is so large it would also look good with 0 or S gauges.

In the next section of this trip along the BILLER-BAHN we will describe the sets and a few of the mechanical toys that this not-too-well-known German toymaker made between the late-1940's and the mid-1970's.

#####

A BILLER THRILLER

[concluded]

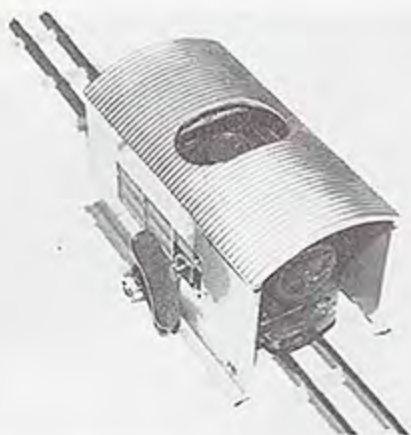


FIG. 6: #017 LOCOMOTIVE ENGINE HOUSE



FIG. 7: #017 HOUSE WITH KEY DISENGAGED

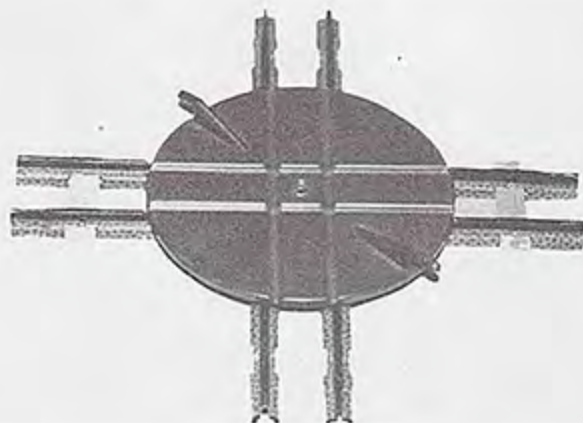


FIG. 8: #012 TURNTABLE

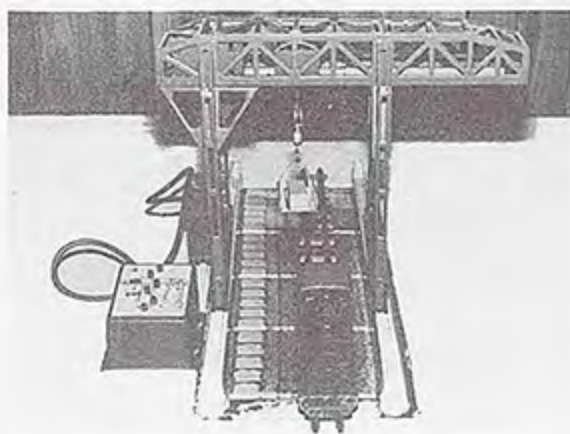


FIG. 9: #1830 GANTRY CRANE



FIG. 10: #1830 GANTRY - ANOTHER VIEW

January, 1931

PLAYTHINGS

105



**IVES
TRAINS**

Electrical
1868-1931

Mechanical
1868-1931

NOTHING *of the* **OLD!**

OLD DIES THROWN OUT
OLD DESIGNS DISCARDED

**A SENSATIONAL NEW TRAIN LINE
FOR 1931**

NEW

NEW TRAIN SETS THROUGHOUT

NOT AN OLD TRAIN IN THE LINE

NEW ELECTRICAL LOCOMOTIVES

NEW MECHANICAL LOCOMOTIVES

NEW CARS THROUGHOUT

NEW ELECTRICAL AND MECHANICAL FEATURES

NEW

**Designed and Priced to Meet
Present Day Conditions**

SEE THE MERCHANDISE GET THE PROFIT DISCOUNTS

THE IVES CORPORATION
200 FIFTH AVENUE, NEW YORK, N. Y.

The Oldest Train Manufacturer with the Newest Line

One good turn deserves another—please mention PLAYTHINGS.