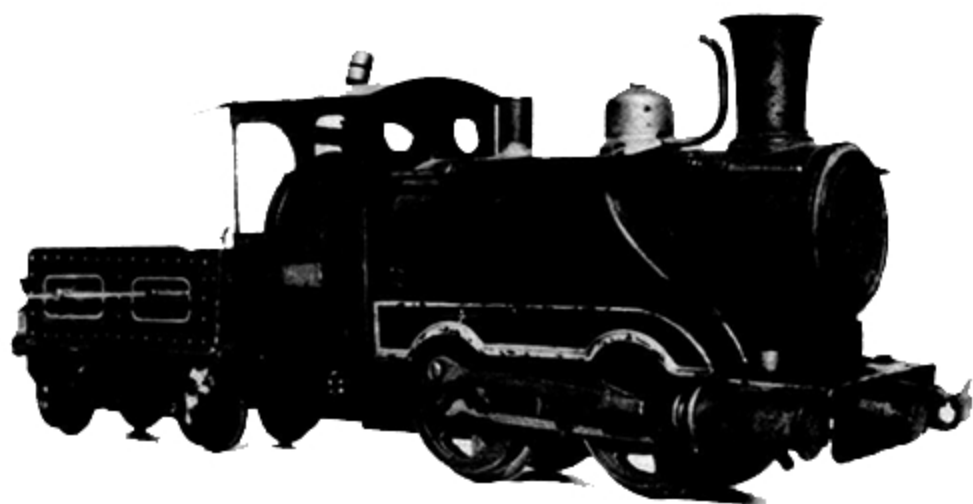


THE ATLANTIC DIVISION EXPRESS



AUTUMN 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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ATLANTIC DIVISION 1986 MEETS

Sunday, January 19, 1986
Sunday, May 25, 1986
Sunday, July 20, 1986
Sunday, November 16, 1986

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

Pictured is Frank Knight's Marklin Gauge 1 Live Steam Locomotive and Tender. For more of his great Marklin find, see article on page 10.

PRESIDENT'S POINT OF VIEW

By Nicholas B. Ladd

WANTED - Locomotive Cyclopedia [sic], 1950-52, Model Railroader's Digest, Lionel Magazine Vol 1, No. 1-3-5. Trade or sell O and standard gauge locos, cars, track, switches. Stamp for list. L. J. Redman, 225 Harrison, Pittsburg 2, Penna.

Thumbing through some old TOY TRAINS magazines, I came across the above ad from the Christmas 1954 (the year T C A was founded) issue. Reading old train advertisements is a lot of fun because of the prices and because of the innocence that marked most of the ads.

Our hobby, in the first year of T C A, reflected the peaceful era in which it originated. No one realized the commercial turn our love of trains would take. Lionel, American Flyer and other manufacturers were still selling trains thru department stores and the childlike wonder was still evident in all of us ... especially at Christmas. Yes, it cert-

ainly is fun to look back and remember the "good old days" when we were young and so was our hobby. But, in thirty or so more years, some of us will look at 1985 ads and reflect how wonderful times were in the 80's. So let's appreciate our hobby now and let's resolve to make NOW as great as we are going to remember it. These are the good old days ...

Oh, Lou! I just happen to have Vol 1, No. 3 of the Lionel Magazine. I'll take a Mojave 408E in trade if you are still interested???

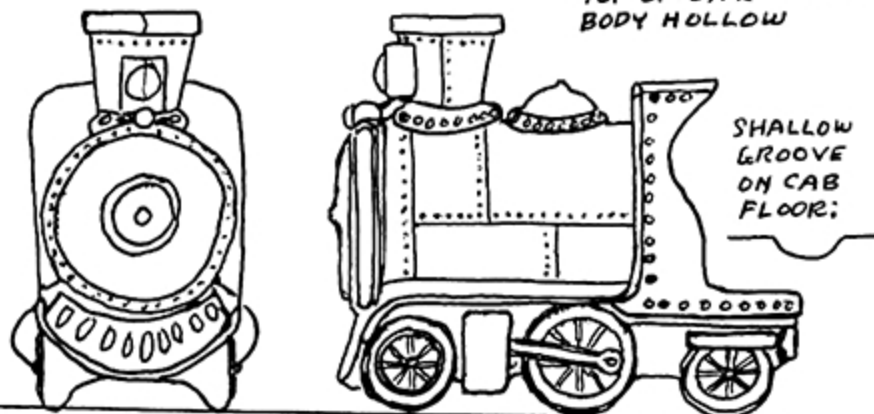
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WHAT'S IT

By Richard L. Stafford

DRAWING FULL SIZE

CAB BACK AND TOP OF STACK OPEN-BODY HOLLOW



"ANTIQUE BRONZE" - SLUSHMOLDED - "JAPAN" ON BOTTOM RIGHT FRONT - NO MOVING PARTS

Here is a sketch of a little locomotive I recently found in an antique shop. Is it familiar to anyone?

A LOT ABOUT A SMALL OBJECT

THE FLAG STANCHION

By Charles W. Weber

In the Autumn 1984 EXPRESS, Bill McKay brought up a subject that I had observed but never seriously looked at: the FLAG STANCHIONS on Lionel "0" gauge electric-outline engines. So, I got out my handy dandy vernier calipers and set about investigating these pieces of trim.

First, I found that they are difficult to accurately measure while attached to the loco, so a lot of "eyeballing" was done. In the table that follows, I have reported my measurements to the nearest 0.001" as well as \pm quantities. The \pm numbers may represent actual variability within the given set of sampled stanchions or, to some extent, measurement error due to eyeballing. (Also, the fact that "Tobruk" was on the boob tube did not help!) The numbers reported in the table are averages of the recorded data for the three "types" I have designated.

Secondly, there were minor dimensional differences found within a given "type" and even on a given locomotive. This I was expecting - based on what little I know about lathes. Unexpectedly, only because I never looked that closely, I found that the Type I stanchions have a

bulge in the middle of the shaft (shown as 'E' in the drawings), and the Type II stanchions have a slight taper in the shaft (usually). Dimension 'E' was hard to measure on Type III stanchions due to a small "fillet" in existence where the shaft joins the base. Anyhow, the data collected is indicated in the accompanying chart, with all dimensions shown in units of inches.

Type I stanchions were found on three locomotives all of which have motors and trim that are dated in the literature (Sherer, et al.) as not being produced after 1925: Mojave, Dk. Green and Maroon 253's. (By the way, Bob Sell told me that there are Maroon 253's in existence with large standard gauge size flag stanchions, but you can't prove it by me as I have only seen three or four originals of these. Also, Art Bink reminded me that standard gauge stanchions have a "hex" shaped base for holding the stanchion while a screw is inserted from underneath.) The Type II stanchions were found on three 248's, a 250, five 252's and two 253's, all of which date from 1926-1929. The Type III stanchions were found on two 248's, including a terra

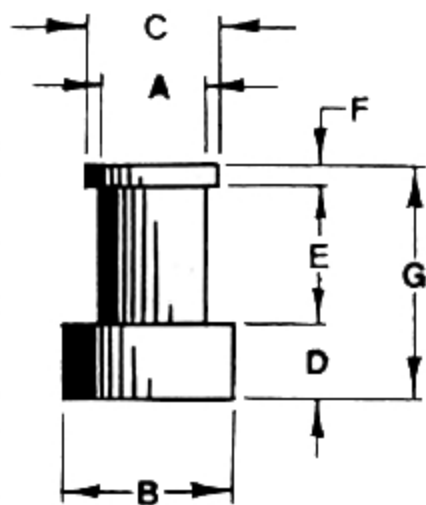
THE FLAG STANCHION

(continued)

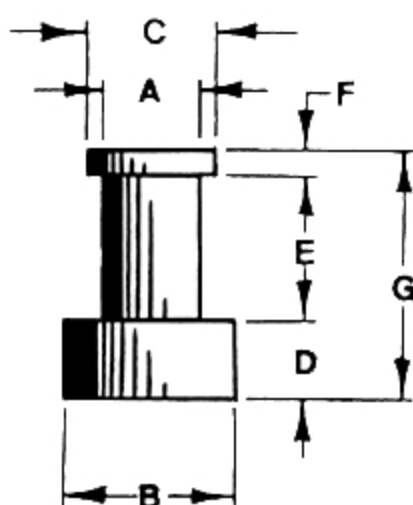
Dimension Location	Type I 1924-1925	Type II 1926-1929	Type III 1930 - End
A	0.135 ± 0.001	0.127 ± 0.008	0.142 ± 0.002
B	0.219 ± 0.000	0.221 ± 0.002	0.252 ± 0.003
C	0.158 ± 0.002	0.158 ± 0.006	0.172 ± 0.002
D	0.097 ± 0.002	0.099 ± 0.003	0.050 ± 0.000 (a)
E	0.168 ± 0.002	0.185 ± 0.003	0.177 ± 0.007 (b)
F	0.032 ± 0.005	0.031 ± 0.004	0.026 ± 0.005
G	0.297 ± 0.003	0.315 ± 0.005	0.255 ± 0.005

(a) Not included in this average is the data for a 252E in orange with a terra cotta frame which measured 0.060".

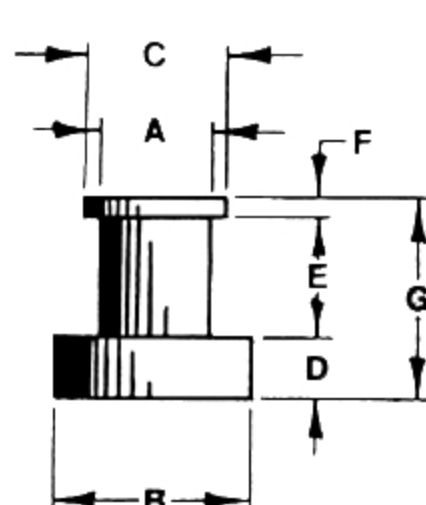
(b) Three of the items measured were from the early 1930's for which this measurement was $0.172" \pm 0.003"$, and four were from about 1933-1935 for which this measurement was $0.180" \pm 0.002"$. (This could imply a 4th variation, but since this cannot be easily seen with the naked eye, I have chosen to forget it.)



TYPE I
1924-25



TYPE II
1926-29



TYPE III
1930-END

continued on next page

THE FLAG STANCHION

(concluded)

cotta one as described in Bill McKay's EXPRESS article, a 252 with 250 plates, two 252's and two 253's.

Besides the dating based on literature data (especially motors), the changeover from the longer Type I and II stanchions to the Type III stanchions occurred between 1929 and 1930 production, as can be seen by comparing set boxes for dated 1929 sets with dated 1930 sets.

Also, the following was observed. The Type I stanchions in my collection are all nickel plated while all the rest are brass. All of the Type II and Type III stanchions are affixed to the frame by peening a shank using a clinching tool shaped like an 'X' and resulting in the underside looking as shown in Figure #2, whereas the Type I stanchions were hit in the center with a dull, pointed tool, resulting in the underside appearing as shown in Figure #1. This latter process,

of course, required the use of considerable pressure. Comparing this info with the dimensions in the table, I concluded that the Type I and Type II stanchions were machined to be all about the same, but the Type I variety are about 0.010" shorter and have the bulge in the middle due to this additional pressure.

Two last comments to conclude this for those who haven't given up by now. One, the reproduction stanchions I've bought are of the Type II variety in looks, but I haven't measured them to see how close they are. Two, the Dark Green 253 from my Gimbel Brothers Special Set, which I have dated as about 1928, has the Type I stanchions but in brass and clinched in Type I fashion - implying left-over flag stanchions (as well as cars) being used in this set.

Drawings by Art Bink

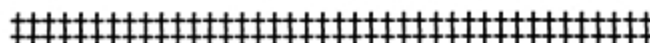


Figure #1



TYPE I

Figure #2



TYPES II & III

A. D. B O A R D O F D I R E C T O R S

HIGHLIGHTS OF SEPTEMBER 1985 MEETING

By Secretary Richard D. Heineman

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

MEET COMMITTEE: Chairman Sid Weiss reported on registration and plans for September's Mini-Meet at the Holiday Inn in King of Prussia. [It proved to be another highly successful and enjoyable Mini-Meet!]

PUBLICATIONS COMMITTEE: Chairman Bill Wilson reported that the computer mailing list is almost complete and should be in operation by year's end. Editor Ed Pinsky reported that the EXPRESS is just about back on schedule.

NOMINATING COMMITTEE: Chairman Ray Connolly read the slate of candidates nominated to run for 1986/1987 offices. [Election results should be known by the time you read this issue.]

DIVISION CAR: Chairman Charlie Weber displayed several sample Lionel cars. Various possibilities of lettering and decorations were discussed. Charlie was authorized by the BOD to obtain what cars he could and to have them decorated as quickly as possible.

1989 NATIONAL CONVENTION: President Nick Ladd's convention report was presented. The Division is still waiting for National's approval of the convention contracts.

DIVISION BOARD POLICY BOOK: Treasurer Bill Miles reported that the first draft of the new Division Board Policy Book has been completed.

CAMPBELL MUSEUM EXHIBIT: Vice President Ed Pinsky reported that we have been invited back to the Campbell Museum to put on another exhibit for the 1985 Holiday Season. The BOD approved the Division's participation.

DIVISION MEMBERSHIP: There were 884 members as of September.

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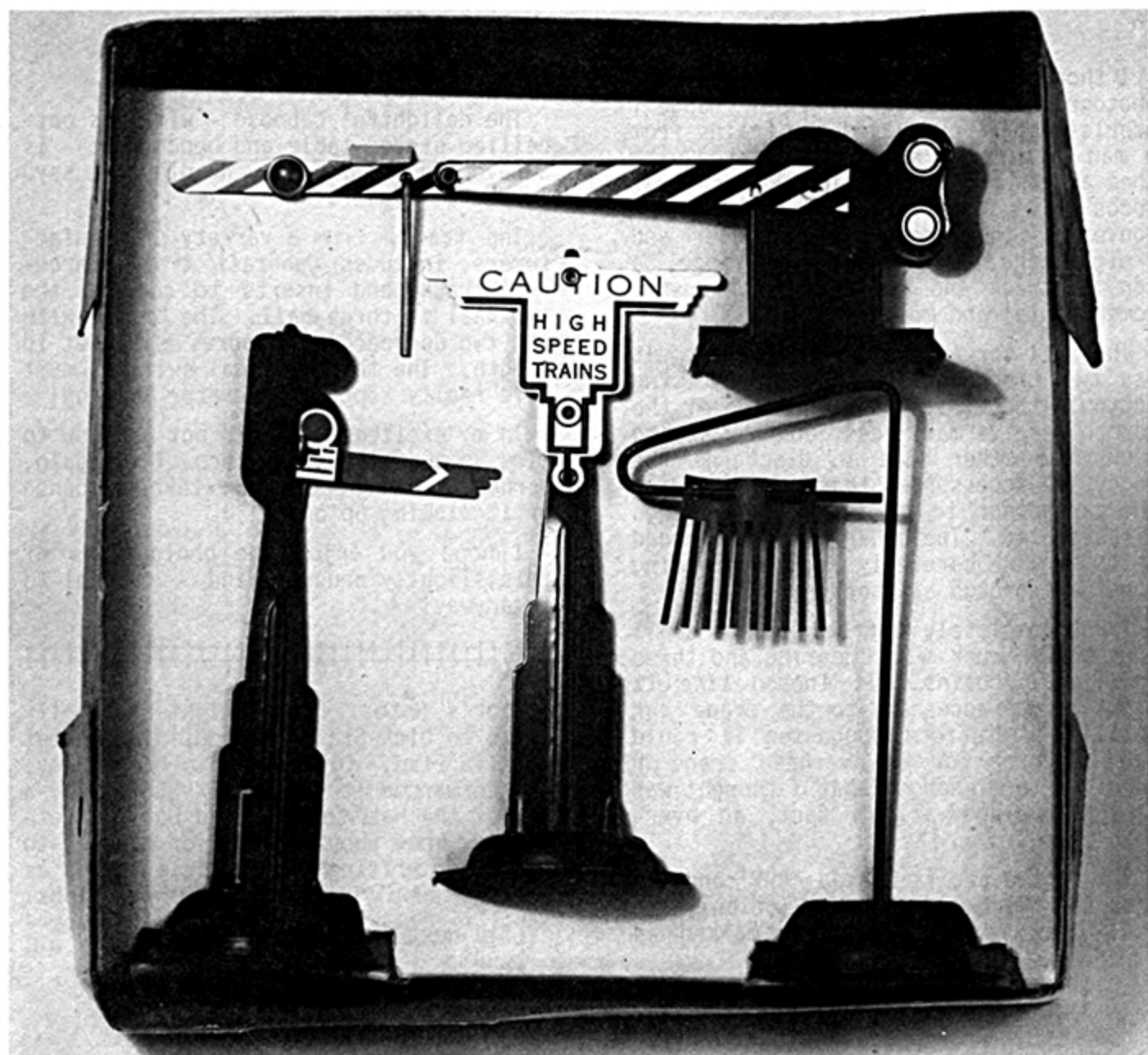
MARX BOXED ACCESSORY SET

FOUR PIECES - ALL METAL

- (1) TELLTALE 7 " high
 (2) SEMAPHORE 7½" high

- (3) WARNING SIGN 7½" high
 (4) CROSSING GATE 9 " long

MARX BOXED ACCESSORY SET



BOX DIMENSIONS: 10½" wide x 11½" high x 3" deep

CATALOG NUMBER ??

DATE ??

PRICE ??

A MARKLIN GAUGE 1 FIND

By Francis M. Knight

I thought you might enjoy seeing some photographs of a recent Marklin Gauge 1 acquisition. I purchased the trains from a man in his 90's who had played with them as a boy. The lot included several locos (live steam, clockwork, clockwork-converted-to-electric), passenger and freight cars, a turntable, a bridge, a ton of track and switches (some rusty, some usable) and more!

The mail car is quite interesting. It has two track-activated levers on the bottom: the first opens one side of the car to receive mail bags, and the second opens the other side to discharge the bags. The accessories that go along with the car appear to be complete although disassembled. The owner was quite proud that he had carefully kept everything together through all the years.

I was completely baffled by the small four-wheel truck with gearing and three individual chains. It looked like it might be an accessory to the crane car until Dick Stafford suggested it could be a carrier for an overhead crane or derrick. Sure enough, what I thought was a signal bridge was, in fact, an overhead crane.

The cattle car is marked 'PRR' on both ends and 'Made in Germany' on only one end. This is the only item marked as

being made in Germany.

The delightful caboose - with its pot-bellied stove, table and bench seat - is a favorite of my wife. Needless to say, I like it myself.

The track, from a variety of manufacturers, includes two-rail track, three-rail track, and inserts to convert the two-rail to three-rail. The bridge with its two approaches measures six feet in length. The thirty manual switches must have really kept the operator hopping!

In my excitement, I did not ask how to fire up the live steam loco. Then again, perhaps I had better not take a chance of it blowing up on me!

I hope you enjoy the photographs of this slightly unusual find - unusual to me anyway.

|||||

Editor's Note: Frank Knight originally wrote to Dick Stafford about this great Marklin find. Dick wrote to Hal Ashley, who forwarded it to the EXPRESS. So, a tip of the hat to Dick and Hal for letting us know about it and, of course, to Frank for writing the article for us as well as supplying all the photographs.

[See next three pages for photos.]

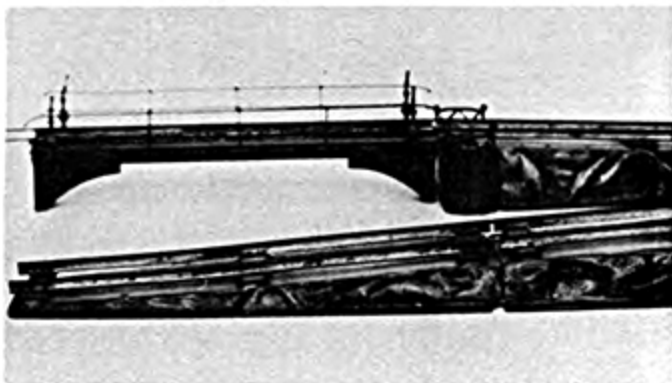


FIG. 1: BRIDGE AND APPROACHES

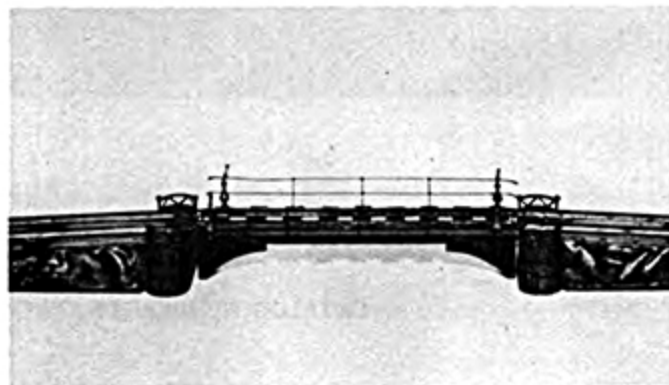


FIG. 2: BRIDGE CENTER SPAN

A MARKLIN GAUGE 1 FIND

(continued)

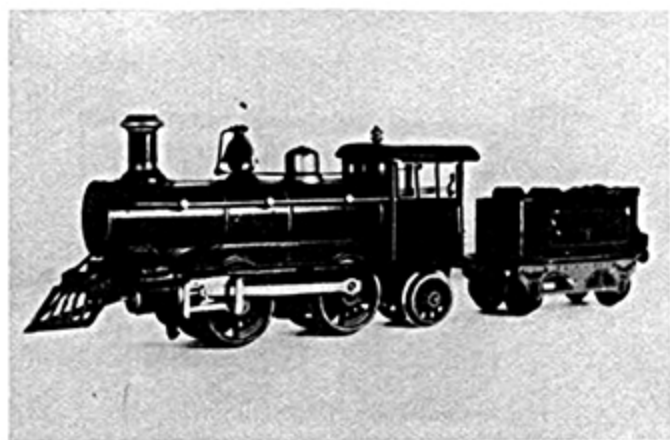


FIG. 3: CLOCKWORK LOCO & TENDER

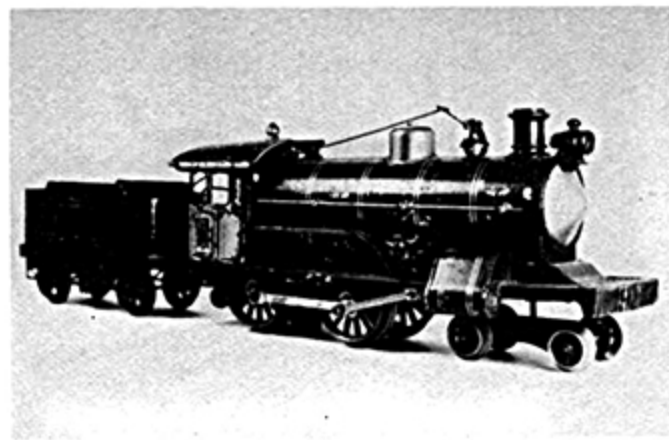


FIG. 4: CLOCKWORK-CONVERTED-TO-ELECTRIC

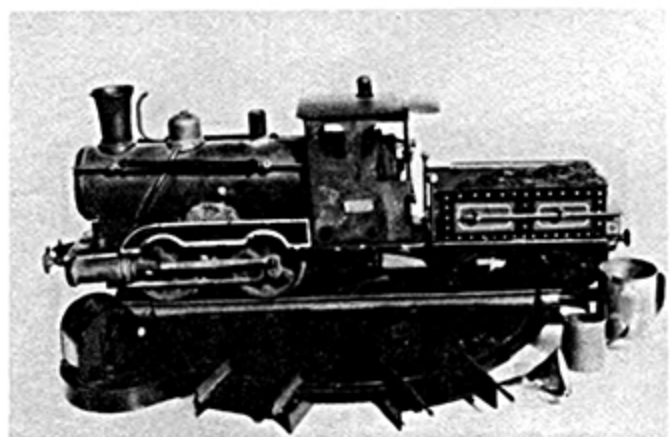


FIG. 5: LIVE STEAM LOCO & TENDER

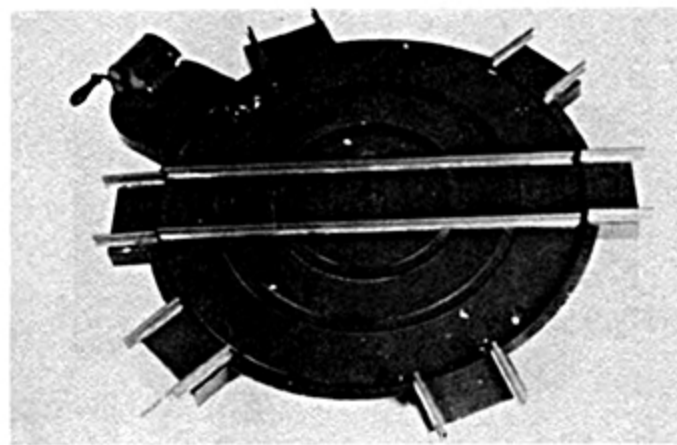


FIG. 6: TURNTABLE

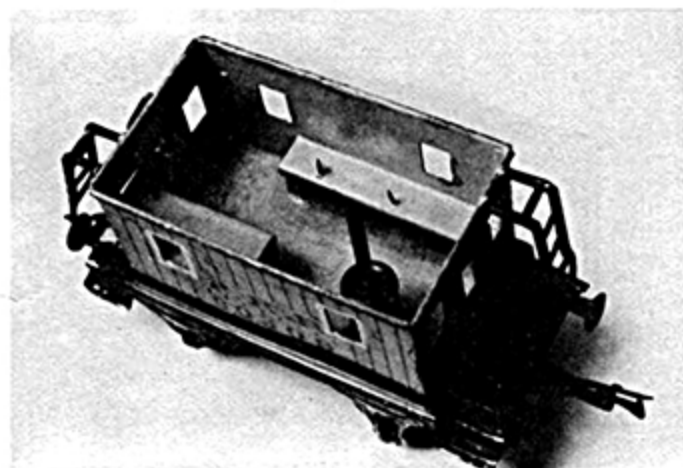


FIG. 7: CABOOSE INTERIOR



FIG. 8: CABOOSE

A MARKLIN GAUGE 1 FIND

(continued)

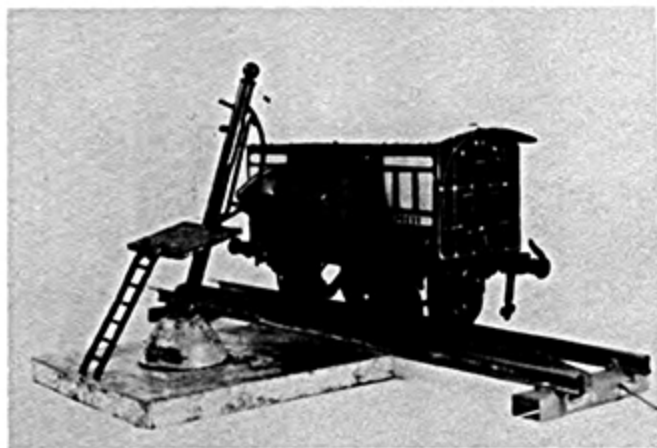


FIG. 9: MAIL CAR & UNLOADING ACCESSORY

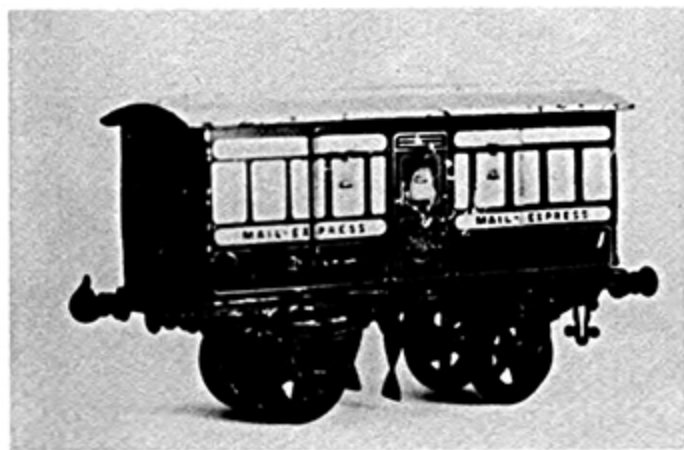


FIG. 10: MAIL CAR

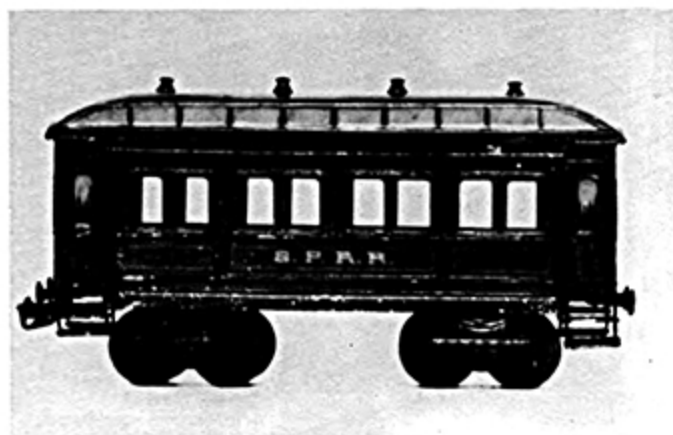


FIG. 11: PASSENGER CAR - S.P.R.R.

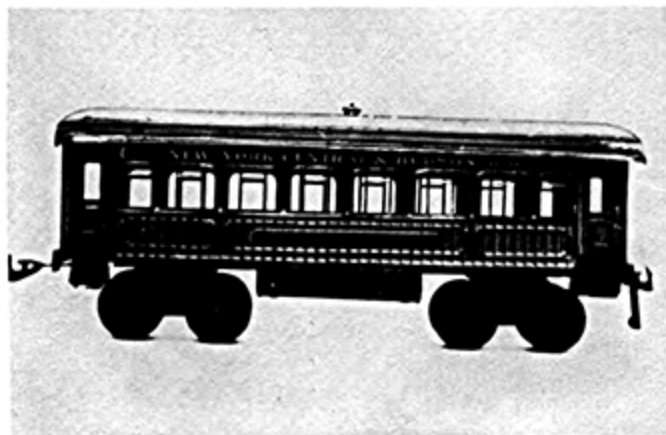


FIG. 12: SLEEPING CAR - NYC&H RR

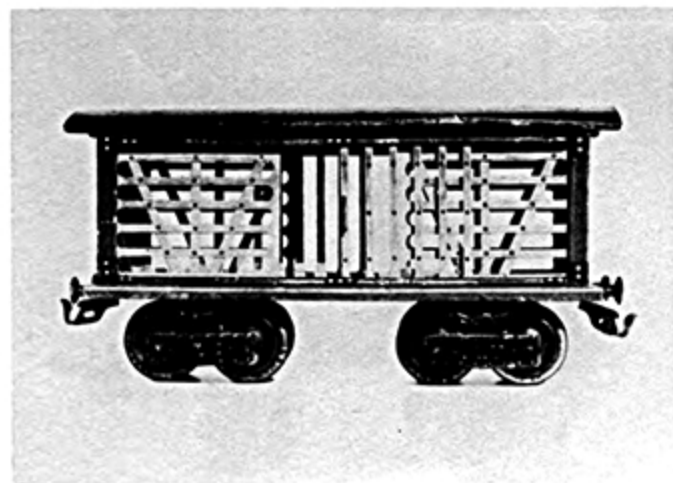


FIG. 13: CATTLE CAR

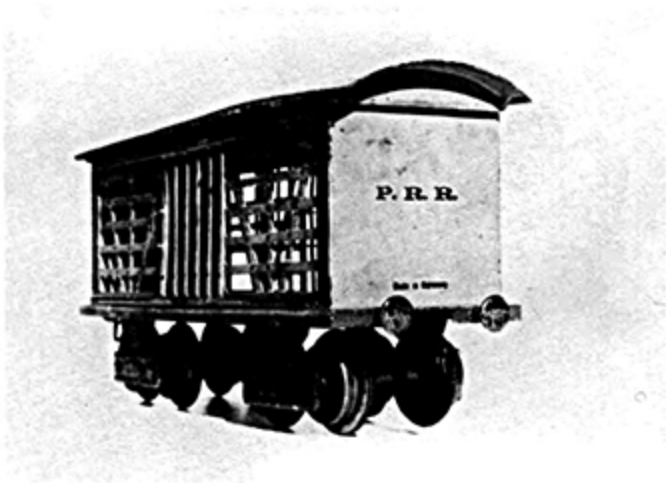


FIG. 14: CATTLE CAR - P.R.R.

A MARKLIN GAUGE 1 FIND

(concluded)

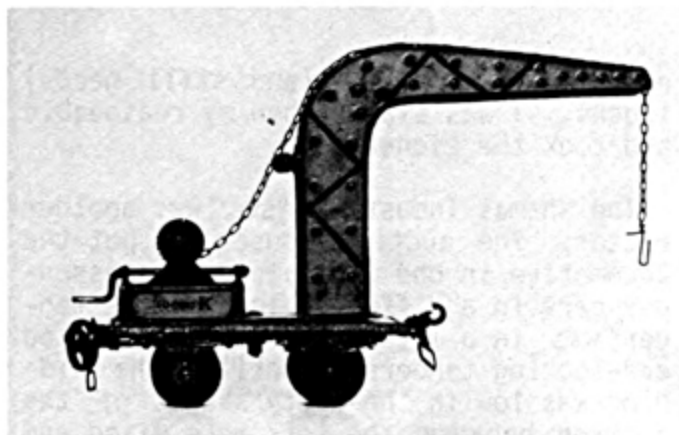


FIG. 15: CRANE CAR

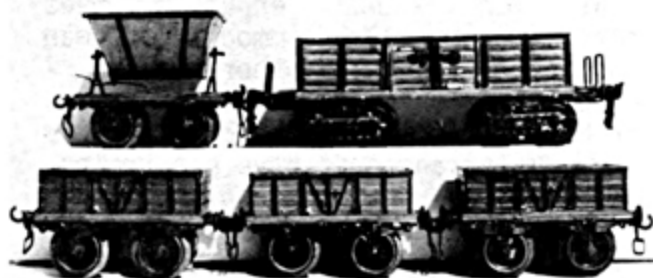


FIG. 16: DUMP CAR & GONDOLAS

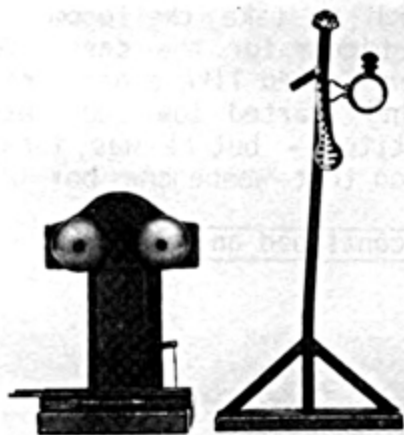


FIG. 17: WARNING BELL & SIGNAL

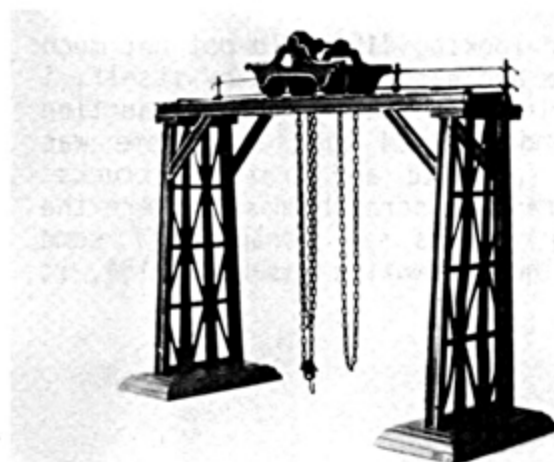


FIG. 18: OVERHEAD CRANE

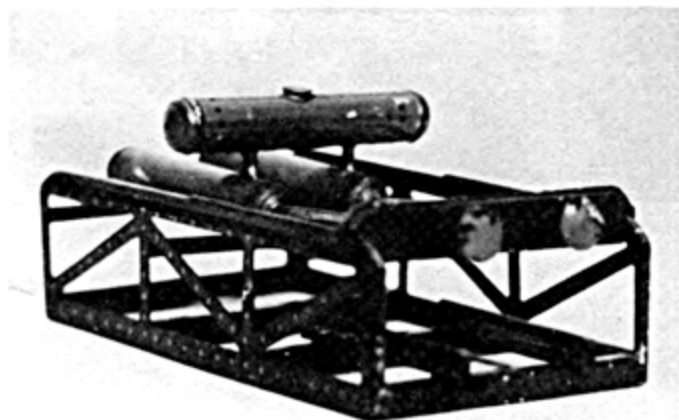


FIG. 19: TRACK BUMPER

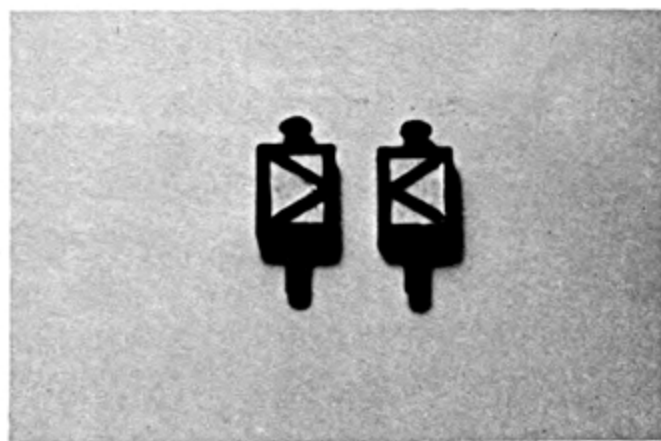


FIG. 20: SIGNAL, MARKER OR STREET LITES?

THANK YOU, WALTER C. LUCAS AND W. LUCAS

By William W. McKay

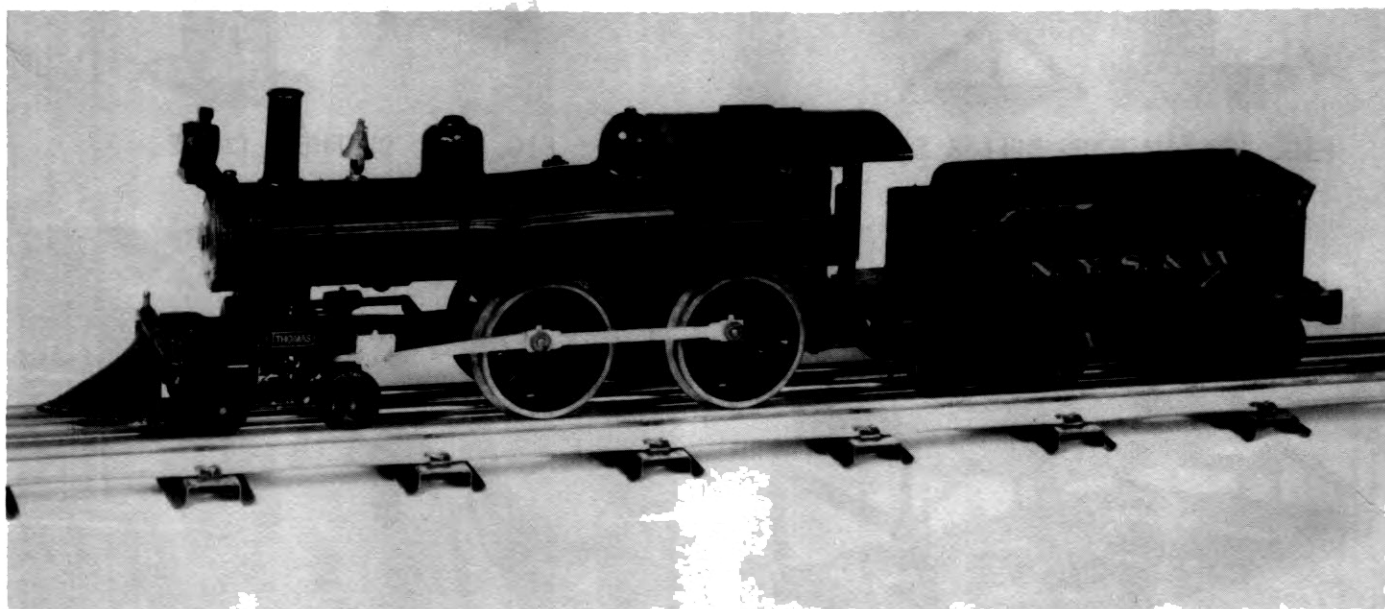
I was never fortunate enough to meet Walter C. Lucas, the Simmons-Boardman editor, but, like many other readers, I have enjoyed his vast published work. After Mr. Lucas died in the early 1970's his estate arranged to have his trains, memorabilia, and a mind-boggling amount of research material auctioned by Freeman's in Philadelphia. Among the things I planned to bid on were a bedraggled, housepainted locomotive that looked like a Lionel 154, a Thomas Industries 4-4-0 with passenger cars, and a small bookcase filled with old model railroad magazines and Louis Hertz books.

The sad-looking "154" did not get much attention and was auctioned by itself. I had examined it during the pre-auction "show" and noticed that the frame was punched for lead and trailing trucks. There were also scratch marks where the (missing) trucks had scraped off some paint. The locomotive was not a 154, it

was a 156 that needed (and still needs) trucks. I was elated when my reasonable bid took the Lionel 156.

The Thomas Industries "set" was another matter. The auction house had put the locomotive in one mixed lot, the passenger cars in a different lot and the tender was in a lot with 10 or 15 assorted sad-looking tenders. Luckily, the bidding was low in the early stages of the auction because the lots were mixed and toy-like and because the collectors were eyeing the tinsplate trolleys, the Beggs steamers, the Milton Bradley trains and other wallet-busters. I was able to bid high enough to take the locomotive and was high bidder for the cars. Getting the tender looked like a piece of cake! The bidding started low and I had only one competitor - but he was tenacious. The bids on that woebegone box of ten-

continued on next page



THOMAS INDUSTRIES 4-4-0 LOCOMOTIVE AND TENDER

THANK YOU, WALTER C. LUCAS AND W. LUCAS

(concluded)

ders eventually climbed higher than any of my other lots! I finally dropped out and planned to build a tender or search for one at future train meets.

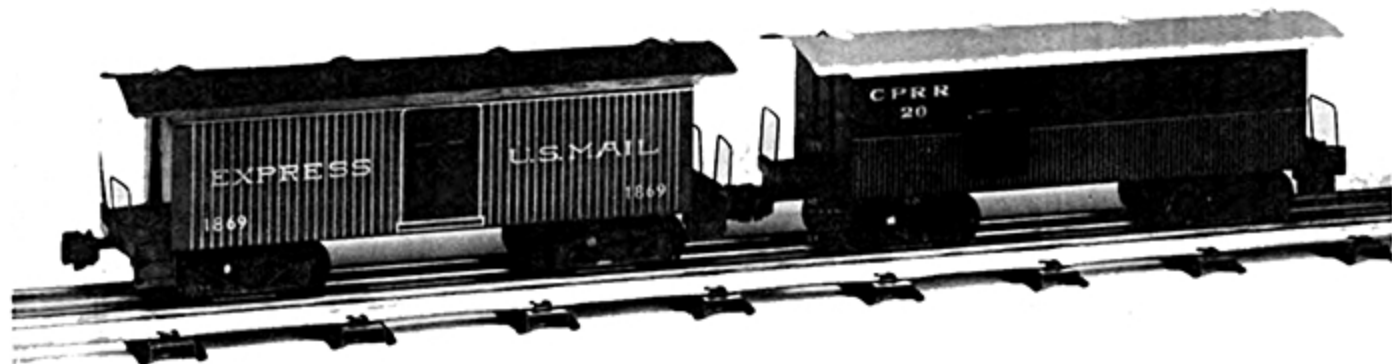
That box of tenders must have been an omen because a bookstore owner really steam-rolled me with a sky-high bid on the bookcase lot of magazines and Louis Hertz books. When I paid the bill for my lots, I asked about the tenders. After a brief check of the records, the cashier told me that they were purchased by a "Mr. W. Lucas." I made a wisecrack about him being responsible for the sale but he sure hadn't done any buying! The cashier apologized but gave me an address. Grumbling about inefficient help that did not know a deceased seller from a live buyer, I left to collect those prizes I had purchased.

A polite letter brought a surprising response. W. Lucas had purchased the tenders. Mr. William Lucas had gone to the auction to purchase some momento of

his uncle's interest in trains, but he had been constantly outbid. He bought the tenders in a burst of desperate bidding. He also mentioned how disappointed he was that a planned museum for his uncle's work and train collection had not materialized. As we talked, he asked about a wooden pattern for a locomotive drive wheel that had his uncle's name carved on it. I did not have the wheel and was not able to acquire it, but he agreed to trade the tender I needed for some wooden Strombecker models of early trains from one of my lots. We exchanged the items by mail but Mr. Lucas sent me the wrong tender. A trip to his North Jersey home straightened out the mix-up.

The early Strombecker trains had been built by his uncle, so Mr. Lucas had a meaningful momento and I had a complete Thomas Industries set, thanks to Walter C. Lucas and W. Lucas.

#####



THOMAS INDUSTRIES BAGGAGE AND COMBINE CARS

114

PLAYTHINGS

February, 1931

DORFAN**Offers***for***1931****A SENSATIONAL**

New Development in

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STEAM TYPE ENGINES

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HENRY HARLAN
 718 Mission Street
 San Francisco, Cal.

Canadian Office: H. de Lanauze, 1001 Bleury, Montreal