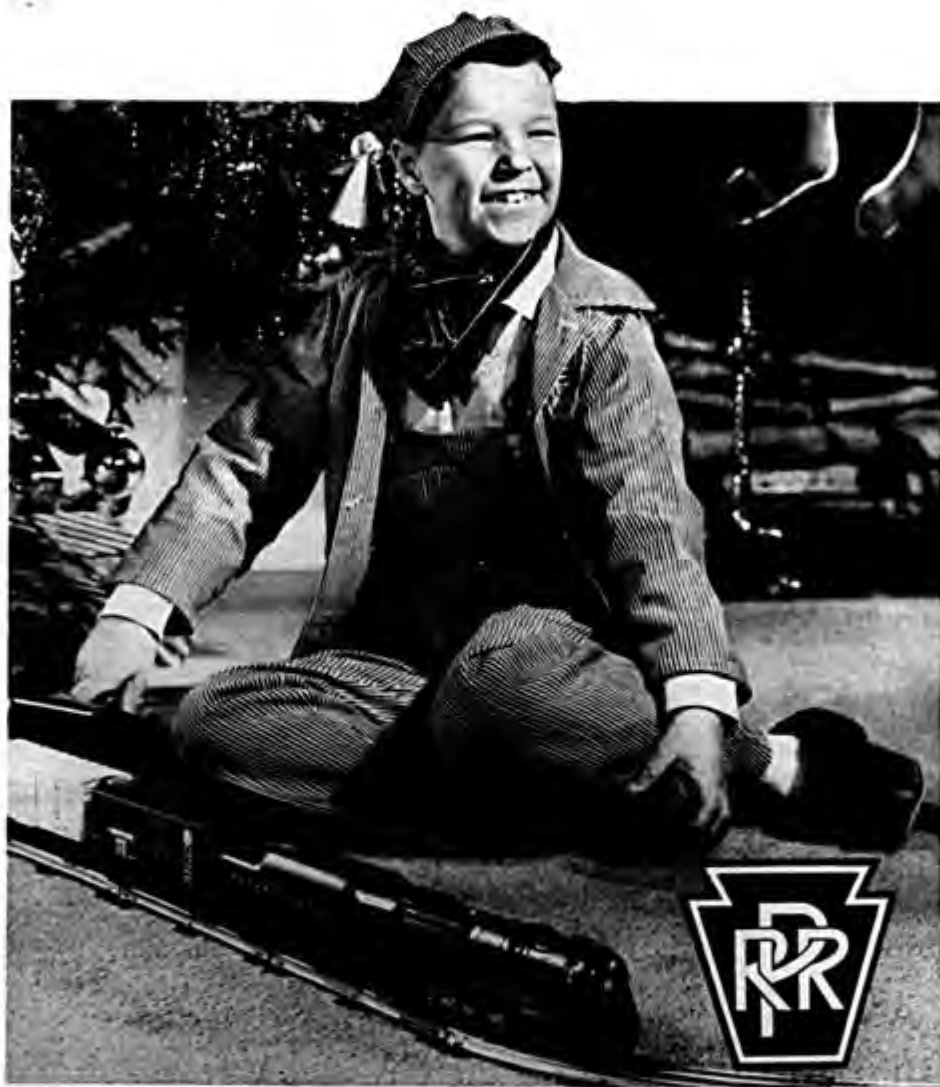


THE ATLANTIC DIVISION EXPRESS



T.C.A.

AUTUMN 1987

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ASSOCIATION**

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Atlantic Division - Train Collectors Association
6304 Park Avenue, Philadelphia, PA 19141
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NEXT ATLANTIC DIVISION MEET

Sunday, January 17, 1988
Westover Country Club - Norristown, Pennsylvania

FRONT COVER PHOTOGRAPH

Read Bob Robinson's interesting story on page 5.

PRESIDENT'S POINT OF VIEW

By Nicholas B. Ladd

IT WAS GREAT!

It is very hard to say farewell after all these years as your President. They have all been very satisfying and, in my opinion, very productive. The Division has remained on a steady course and is as sound today as the day I became your President. Our varied activities and publications are the best in the TCA and so are our members who support the Division so well.

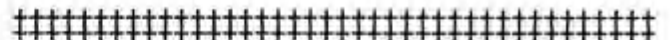
We continue to take the Modular Layout to hospitals and shut-in groups. Our donations to the TCA Museum are of great significance in display material and in labor. Two of our members are National Officers and many other members serve on National Committees. We will be hosting the 1989 National Convention in Valley Forge. We have mounted major educational displays at the Campbell Museum and will continue to do so in the years to come. Our quarterly EXPRESS is undoubtedly the best divisional magazine going.

We have a lot to be proud of and we have been proud of it now for 17 years. Throughout all that time, the Division has been blessed with excellent leadership and unity. Our Committees function with little supervision required. Our Board of Directors spends long hours in guiding the Division, and the members have responded with their support. It is great and it was great.

I know you will support the incoming leadership taking over in 1988 as well as you have supported my team. I am going to miss my role in the Division, but I will continue to be active in Atlantic Division as have all previous Presidents before me.

Thank you so much for making my stay in office so pleasant.

GOODBYE!

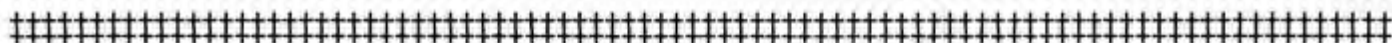


BOX CAB LOCOMOTIVE DISPLAY

By George Kane

The theme for the 1987 Memorial Day Weekend Atlantic Division train meet at West-over was BOX CAB LOCOMOTIVES. As you probably know, the theme of the display follows the item depicted on the commemorative plaque issued for the meet. Forty-four locomotives were brought to the meet for display by Atlantic Division members. Included were 0, 1 and Standard Gauge locos by Lionel, American Flyer, Ives, Dorfan, Winner and Carlisle & Finch.

The Meet Committee wishes to sincerely thank each person who took the effort and time to bring locomotives for the display. We enlist your assistance for our future displays. The theme for each display is announced on the meet notice that you receive about three weeks prior to each meet. Please contact me if you wish to participate or if you have any questions.



COVER STORY

By Robert C. Robinson, Jr.

Our cover story is taken from the December 1952 issue of THE PENNSY, the magazine of the former Pennsylvania Rail Road. The caption states, "Jerry Yeager, ten-year-old son of PRR Passenger Trainman Homer J. Yeager, Middle Division, Eastern Region, is one of many Altoona boys who hope some day to become PRR railroaders like their dads. Jerry, in engineman's outfit, posed for the photograph with a Lionel model of the PRR S-2 type steam turbine locomotive."

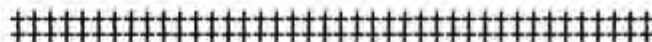
I found several years of THE PENNSY magazine, including this issue. They are interesting to read and contain a lot of good PRR photos and information. We do not know if Jerry grew up to become a railroad man or perhaps a toy train collector. Today he would be in the median age group of TCA'ers and but a few years younger than I.

My own interest in old toy trains started just about the time this cover was posed and shot. The 671 did not really interest me then but a 254 mojave passenger set and a 162 freight set sure did.

Maybe Jerry still lives in Altoona and still dreams of trains at Christmas. Perhaps he has a photo of the cover shot and shows it to his kids who are now playing with his 671. Maybe it is still stored in an attic in Altoona along with the railroad costume and Christmas tree ornaments. It sure is true that every old train has a story to tell and made dreams and memories for boys and girls then and still does now.

I still have the 254, the 162 and the memories. My young grandson now runs the trains and is making memories for himself, although he doesn't yet know it. There is nothing I'd rather do than collect trains and enjoy all the good times and great friends that go with them.

Merry Christmas!



LIONEL'S OTHER DINERS

By Ron Morris

Lionel had the 431 Diner Car for its Standard Gauge passenger trains and, in 1938, introduced its new 442 Illuminated Landscaped Diner. But were you aware that other roadside diners were also made by Lionel? These were never shown in the consumer catalogs and to date I have not been able to find any reference to them in dealer and/or executive catalogs that I have had available for reference purposes.

I first noticed one of these 'other' diners approximately 15 years ago at a train meet in New Jersey. It intrigued me. It had a Lionel style diner base, but without grass or shrubs. Mounted on this, on a sub-base, was a 617 body. A small block of wood with a die embossed paper sign stating "DINER" was fastened to the top of the car body. A hole, approximately 1½" in diameter, had been drilled through the bases and car body, evidently to allow the diner to be placed over a miniature ceramic light socket, thus providing interior illumination. The crudity of the piece made me think that it was a piece of 'Americana' and this being a very early phase in my pursuit of collecting trains, I didn't buy

it. Ten years later I was able to correct this original mistake.

At this later date I rectified my earlier gaffe by acquiring a diner plot with a 637 body on it. It was far from complete, but the seller's friend had a similar one in better condition. From that one I was able to determine exactly what was missing. With that information I was able to re-create and install the missing parts.

Some years later in discussing some accessories with another collector, he mentioned that he had collected three unusual Lionel diners. The further we got into this discussion, the more it became apparent that Lionel had produced a quantity and variety of these 'other' diners. One of his 'other' diners has a blue 1693 observation body, the second has an Ives maroon 1691 observation body and the third has a chrome 617 body.

Now, regarding my diner with the 637 body, it is apparent that Lionel produced a minimum of four variations of

- continued on next page -

NICK LADD REVIEWS A CHRISTMAS BOOK

"THE POLAR EXPRESS" by Chris Van Allsburg

As the Christmas season draws near, the stores of America come alive with wondrous displays of exciting merchandise designed to put us in the Christmas spirit. It's all glitz and ritz and in many cases misses the true spirit of the holiday. But not everything misses the mark ...

Recently I have come into possession of a book first published in 1985 by the Houghton Mifflin Company entitled, "THE POLAR EXPRESS." It is about a magical train ride on Christmas Eve which takes a boy to the North Pole to receive a special gift from Santa Claus. Like the story of "SCROOGE" and "THE MIRACLE ON 34TH STREET" this story will take its place with the Christmas classics.

The illustrations by the author are nothing short of fabulous and the touch-

ing story and surprise ending will warm even the hardest of hearts. After reading the book yourself, you will want to read it aloud to your children or grandchildren - the story is that powerful. The train plays a major role in this story, but Santa Claus is the real focus point. Do you believe or have you forgotten your most treasured childhood memory? You will know after the first reading of this Christmas fantasy.

It won the Caldecott Medal when it was published and received rave reviews from the New York Times and Publishers Weekly. I recommend the book to children of all ages. As for me, I'm going to read it to my four-year-old son in front of the fire on Christmas Eve.

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LIONEL'S OTHER DINERS

(concluded)

this 'other' diner. And from the bodies that they used, it appears that they were trying to reduce their inventory of bottom-of-the-line double truck observation cars and surplus "Flying Yankee" and "City of Denver" bodies. Maybe some

member can furnish information on these 'other' diners or can add to the list of variations. Please contact me (address in TCA Directory) if you can help.

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THE INVENTIONS OF PAUL H. EGOLF, REVISITED

By Hilly Lazarus

You may recall some writings I did in 1983 or 1984 for the EXPRESS about Paul H. Egolf of Narberth, Pennsylvania. Apparently he was well known in the Philadelphia area, both as a hobbyist and in his profession as well. I recently acquired a copy of the December 1932 edition of FORTUNE magazine, for a nice Lionel article in it, and discovered to my pleasant surprise that Egolf was biographed with information useful to us today. The Egolf section is reprinted below.

By the way, if you want to order the Egolf patents mentioned in my previous article, the price has gone up to \$1.00 each from the U.S. Patent Office.

Now, your assignment is to go out there and find the Egolf family and discover what historical materials (and trains) might still exist. The reward for this endeavor will be a place in history on the printed pages of the ATLANTIC DIVISION EXPRESS.

Excerpt from FORTUNE magazine for December 1932

Mr. Paul Hewlett Egolf of Philadelphia is a master craftsman of electrical systems and is now at work on a model of the Pennsylvania's Broadway Limited for the Chicago World's Fair. Years ago in Brooklyn, Mr. Egolf incorporated himself and eight other boys as the Backyard Central Lines and rode around one another's premises in models of Brooklyn Rapid Transit (now B.M.T.) trains which they constructed themselves. Ten years ago, while Mr. Egolf was a reporter on the now defunct Philadelphia NORTH AMERICAN, he resumed his hobby and built a model of the Luxo Express, crack flier of the Central RR of Brazil, which was exhibited by the Baldwin Locomotive Works at the Brazilian Centennial in Rio de Janeiro. Now, aged thirty-eight, he and several assistants devote all their time to models, specializing in one/48th size jobs (a regulation pullman is twenty inches long) which, although they have electric drive, can be equipped with a smoke-puffing device if you wish. The minimum price for an Egolf locomotive & tender is about \$110. You can pay thousands. Mr. Egolf has been instrumental in standardizing track sizes with England and Germany, where model railroading approaches fanaticism. One of his Pacific-type locos had a continuous run of ten hours, another O-Gauge engine hauled a 175 pound man, another Pacific-type climbed a 33% grade (a big locomotive has all it can do to climb one of 4%). An Egolf O-Gauge train with six or seven cars, the whole being fifteen feet long and weighing twenty-five pounds, can be bought for the price of a Ford roadster. Mr. Egolf's O-Gauge track costs 50¢ a foot and is rock ballasted with solid aluminum rails. (He is, he says, probably Andrew Mellon's smallest customer.)

THE 1940 CATALOG BY VARNEY

By W. Spencer Stoughton

The latest gem from Charlie Weber's archives is a 1940 catalog of the VARNEY RAILWAY MODELS (cover shown in Fig. #1). On page 7 are the plans for a Model Kit of the refrigerated car that has a copyright date on it of 1938 (Figs. #2 & #3) ... rather hard to believe that at least fifty years ago we had started into HO Model Railroading.

Flipping through the 65 pages of the catalog, we find on pages 20 & 21 a description of a monstrous engine, the Varney Articulated 2-8-8-4. The cab number is 5000, and the tender marking is "Varney Lines." The kit price, believe it or not, is \$57.50, and the finished loco is a healthy \$125.00, in 1940! It was also sold in sections, however, you were required to send for the section list. Varney was proud, and justifiably so, of the Yellowstone 2-8-8-4. The third paragraph reiterates, "It is the zenith of model railroading to see the eight pairs of drive wheels with the valve gears and rods working, as it comes out of a curve with a long drag." I have never had the favor of seeing the Yellowstone 2-8-8-4

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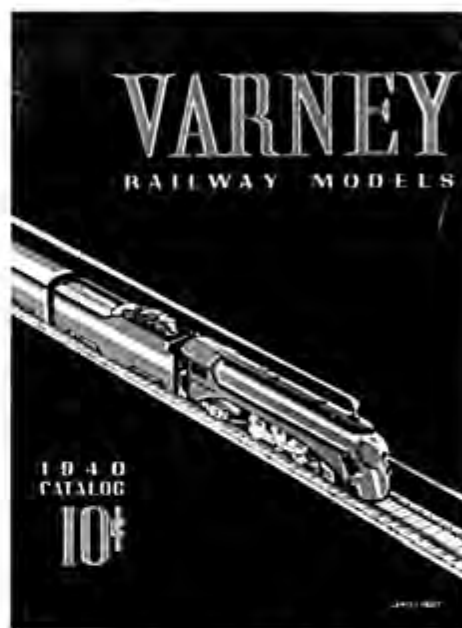


FIGURE #1

END SILL and COUPLER
BE SURE CC

© 1938 G. VARNEY

First smooth all e
Mark off roof top
Measurements ma
on the roof ribs.

FIGURE #2

THE 1940 CATALOG BY VARNEY

(continued)

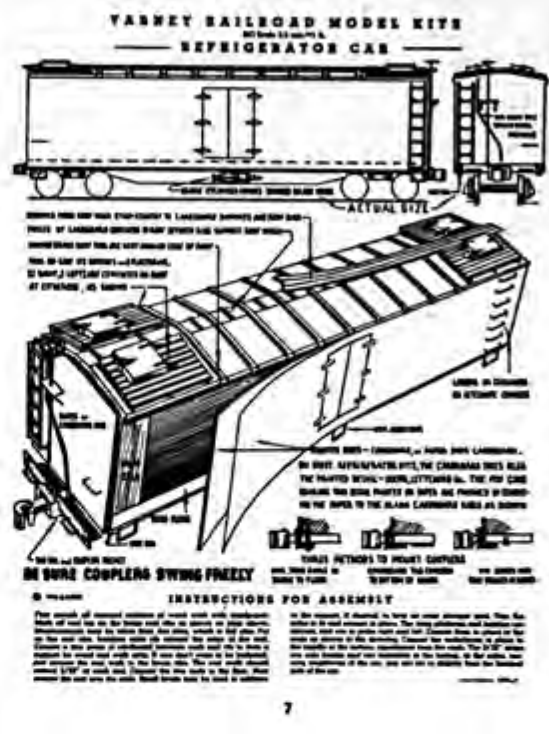
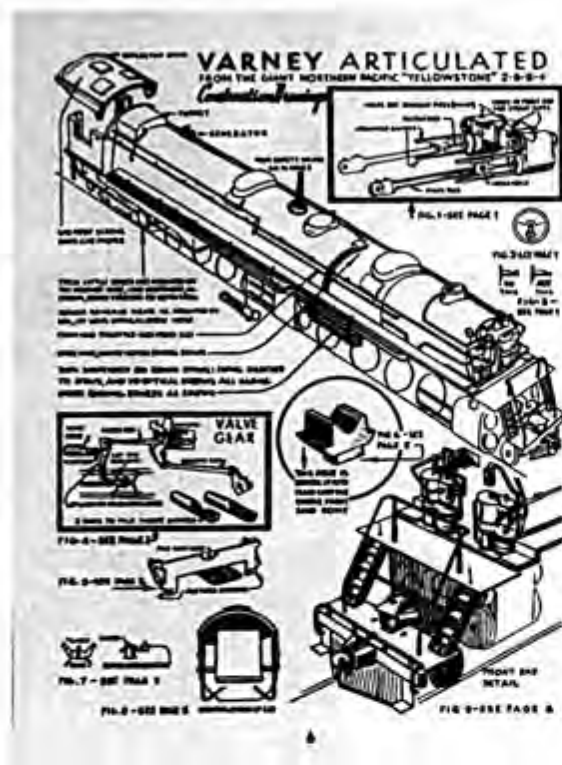


FIGURE #3



VARNEY ARTICULATED 2-8-8-4

This Yellowstone Articulated 2-8-8-4 is a model of which we are proud. We believe justifiably so.

An articulated is really two separate engines, run from one cab and boiler. The model is powered by one motor geared 35-1 and with the enormous weight which may be put in the boiler, a tremendous reserve power is available. In spite of its vast size, it will negotiate a curve of 24" radius. A 30" radius is recommended as a minimum for most efficient operation.

It is the zenith of model railroading to see the 6 pairs of drive wheels with the valve gear and rods working, as it comes out of a curve with a long drag. This assembly kit while straightforward and simple, involves a greater amount of handwork than our others. It also requires some soldering. However, a unique and interesting locomotive is the reward of anyone constructing this model . . . and don't forget, it is practical, too. Completely detailed instruction sheets cover every step of its assembly. A simple cardboard-and-wood square coal type tender kit is included with the locomotive. Six wheel Commonwealth tender trucks are furnished.

KIT PRICE, insulated for two rail. \$57.50
Finished Locomotive 125.00
Sold in sections, also. Send for section list.



DIMENSIONS:
Locomotive 11 1/2" long
Locomotive and tender 18 1/2" over couplers
Extreme width 1 1/2"
Height above rail 2 1/2"
Weight (less ballast) 2 1/2 lbs.
Overhang on 3-ft. radius curve: 1" beyond outside rail.

FIGURE #4

THE 1940 CATALOG BY VARNEY

(concluded)



VARNEY POWER PAK

An inexpensive, rugged power unit. It will handle two Varney locomotives very nicely. It will also serve as a battery charger, for larger layouts, if the battery is permitted to float on the line. Plugs directly into light socket for 6-9 volts D.C. power, 4-2 amps. Circuit Breaker in top protects against overloads, shorts.

Price\$5.75

60

ELECTRICAL LOCO CONTROLLER

Works like this:



With graduated speeds.

PERFECT CONTROL: AHEAD OR REVERSE, OFF, SLOW TO FULL SPEED. Price\$1.50

V1 SWITCH MACHINE (Relays) 9/10 Amps, 6 Volts. Price\$.75

Spring loaded for main line; won't heat on continuous holdover for the turnout.

V2-ATC (Automatic Train Control) Relay \$1.75

This is an inexpensive sensitive relay having single pole double throw contacts. It is used in conjunction with a simple wire wound resistor placed on each car to be used in indicating occupied blocks. Resistor is 15 ohms, and sells at most electrical supply houses for about ten cents. Relay wiring diagrams are furnished with each ATC unit.

V3-CIRCUIT BREAKER Magnetic Type, with re-set handle. Throws out at 4-8 amperes. Takes piece of safety fuse. Price each\$.50

ELECTRICAL SPECIALTIES

There are literally scores of special electrical items which are coming more and more into use as the model railroad hobby gets under way. We list a few special items in the development of which we have been instrumental. For the various toggle and tap switches, resistors, terminal strips, meter panels, and so on almost without end, we urge you to visit one of the big amateur Radio Supply houses. Few railroaders realize that these firms are a gold mine for hard-to-get electrical gadgets and tools.

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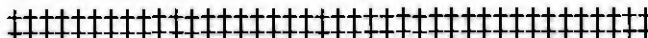
FIGURE #5

by Varney, nor had I heard of its existence. If it exists, who has one, or who knows the whereabouts of one? Certainly, we would like to hear and know more about it. Please send the information to the EXPRESS for the benefit of readers. The prototype model pictured (Fig. #4) indicates that, at one time, there was a model.

Another interesting item in the catalog, page 60, is the Varney Power Pak, described as, "An inexpensive, rugged power unit. It will handle two Varney Locomotives very nicely. It will also serve as a battery charger, for larger layouts, if the battery is permitted to float on the line (Fig. #5). NOTE: Will

someone please explain what "to float on the line" means? "It plugs directly into light socket for 6 to 9 volts DC power, 4 to 2 amps. Circuit breaker in top protects against overloads and shorts." The price ... a humongous sum of \$5.75. The cords that are attached certainly appear to be able to handle 110 or 220 volts, and some 25 to 30 amps output. A very interesting item in a very interesting catalog.

Please, if anyone out there has any of these items, or has any knowledge of them, we would be interested in knowing what you know.



THE BEST TRAIN MEETS IN TCA

By Robert C. Robinson, Jr.

Atlantic Division Meets are the best meets anywhere! We know that you enjoy a train show that has everything - good parking, easy entrance, plenty of table and aisle space, security, good refreshments, train displays and a Meet Committee that cares. We are "meeting" these requirements and are, at the same time, continuing to improve so that we truly have "The Best Train Meets in TCA."

New for 1988 will be courtesy VIP passes for TCA National Officers, Directors and Special TCA People. These passes will be issued by approval of our Board to the people who make TCA run on a day-to-day basis and throughout the years gone by. We appreciate all that they have done and recognize them by inviting them as our guests at our shows. If you see someone with a 1988 Pass/Name Tag, be sure to say hello and welcome.

Every successful organization has rules to protect and benefit its members. We have few rules and rarely is there a violation of them. They are:

(1) Name tags issued by the Registration Chairman must be worn at all times and are non-transferable.

- (2) No table displays may be over 36" high except at wall tables (where there is no height restriction.)
- (3) No boxes are permitted in aisles or obstructing aisles.
- (4) Observance of one way aisles is required when signs are posted.
- (5) Only toy trains & toy train related material may appear at our shows.
- (6) All items must be priced or marked "For Display Only."
- (7) TCA "Standards Rules" apply and will be enforced.
- (8) Members are personally responsible for their guests. Guests may attend one time only.
- (9) Members shall conduct themselves in a manner which promotes fellowship among collectors and which furthers the goals of TCA.

Starting with our 1988 January Polar Bear Meet, door opening times will be strictly observed. Recognized legitimate train and parts dealers will be admitted at 7:30 am. Members holding tables will be admitted for set-up only at 8:15 am. Doors will open for general admittance at 8:30 am. The only exception to these rules will be made by the Meet Chairman

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THE BEST TRAIN MEETS IN TCA

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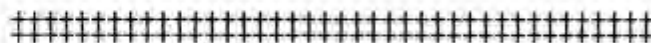
in the event of inclement weather, be it cold or rain. This procedure closely follows what other Divisions do and will alleviate the tension that has sometimes occurred at previous meets with the discretionary admittance policy that was formerly practiced.

Our Meet Committee Members all wear identifying ribbons so you know who they are. They are there to make each meet a success. They welcome your comments and suggestions about our meets and if you have a problem at one of our shows, they will try their best to help you.

selected by Dick Knowles. Bill Wilson follows through on the meet notice and, finally, George Kane puts on the actual display at the meet. You are invited to display your theme train or accessory at the meet. The display will be photographed and an accompanying article will be written for the EXPRESS. Credit will be given to the exhibitors. We ask that if you are going to display an item that you fill out the "display card" at the meet and give it to George Kane at the time the display is set up.

See you at the next meet ...

The theme for the souvenir plaque is



From THE PENNSY Magazine, courtesy of Bob Robinson

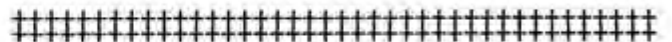
ATTENTION MPC COLLECTORS

By Charles W. Weber

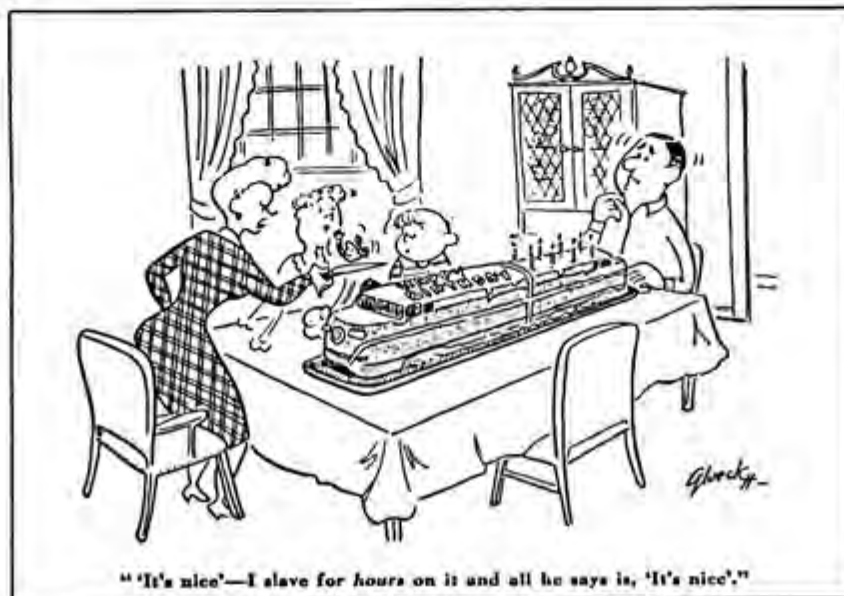
You may recall that just a couple of years ago Lionel produced a special set for NIBCO as well as a boxcar to go with it. The set seemed to "sneak into" the market place. That is, I, as well as many other collectors, was not aware of this set until long after the NIBCO dealers were sold out. I suspect that many of you had to pay inflated prices to get this set and/or the separate boxcar.

Anyhow, this is just to let you know that Lionel has done it again this year! Lionel is making a special set that is to be available only through Chrysler dealerships which sell MOPAR parts. As you can see on the illustration on the

opposite page, every piece is to be decorated with special MOPAR lettering. If we assume that none of the items will be added to the MPC line next year (ala the AUTOLITE boxcar of some 16 years ago) this is a set that you should try to pick up if you are interested in collecting everything that MPC makes. (As for me personally, I think it looks like overpriced garbage!) I suspect the set will be quite scarce and tough to get. If you are thinking of buying a new product from Chrysler, maybe you can get the salesman to throw in a set as an inducement to close the deal!



From
THE PENNSY
Magazine



"It's nice"—I slave for hours on it and all he says is, "It's nice."

Courtesy
of
Bob Robinson

ATTENTION MPC COLLECTORS

(concluded)



Here's Your Chance To Get On Board The Most Exciting Promotion Of The Season.

Mopar and Lionel Team Up For A Winning Traffic Building Promotion

It's called the "On Track Sweepstakes!" This holiday promotion will be announced to your owners in your Season's Greetings ENCORE mailing. What better time than the holiday season for your dealership to be giving away a classic limited edition Lionel electric train set—the Mopar Express! The Mopar Express is an adaptation of Lionel's most traditional set—the Nickleplate Special. The six cars included will be specially crafted with Chrysler Mopar Mopar logos and the year 1987. This train set is being offered only to Chrysler Mopar dealerships and will not be available at any retail outlet. Read on to find out how you can be part of this unique and exciting promotion!

Here's How It Works:

As a part of your 1987 ENCORE Season's Greetings mailing, your dealership will be

receiving one Mopar Express Lionel train set. Your parts account will be billed \$129.95, plus shipping and handling. A limited production of the special edition Mopar Express Lionel trains are available to participating dealers who wish to purchase additional trains. The cost for additional trains is \$179.95, plus shipping and handling. This train regularly retails at \$229.00.

Your owners will be receiving a personalized

"On Track Sweepstakes" entry form in their Season's Greetings mailing, which will carry an offer of sweepstakes number! They will be instructed to bring in their entry form and submit it to your dealership for you to match up their number to the sweepstakes winning number, which you will be supplied at the start of the program. The winner automatically receives the Mopar Express! In the event a winning entry is not received by the deadline

date, collect all your customers' entries and hold a Second Chance drawing!

The Mopar Express Is One Of A Kind

The Mopar Express has a limited edition cars with Mopar logo treatment (shown), 12 pieces of track, 5 telephone poles and a transformer. The train is headed by a die-cast engine with a brilliant headlight, a pulling smokestack, metal drive rods and solid state forward, neutral, reverse remote control operation on either AC or DC.

It May Be A Good Idea To Order Additional Trains!

Because the Mopar Express is a one-of-a-kind set with all the quality and tradition of Lionel and Mopar working together, this promotion is guaranteed to capture the interest of your customers. You may want to order additional sets now and after several Second Chance drawings for your helpful customers. The train sets would also make nice holiday incentive builders for your service and parts personnel. Don't miss out on the season's best gift yet!

All Aboard... The Mopar Express



CHRYSLER AUTOMOTIVE
CORPORATION

THERE WILL BE NO MORE WANAMAKER TRAINS

By Nicholas B. Ladd

Recently the John Wanamaker Store was sold to a similar fine department store in Washington, D.C. That store, Woodward & Lothrop, does not carry toys on a full-time basis and, therefore, is not interested in carrying toys at John Wanamaker - despite Wanamaker's long-standing tradition of toy merchandising.

At this point, all of the train inventory has been sold to Nicholas Smith Trains - including a few remaining John Wanamaker Trolleys manufactured by Pride Lines. For those of you who invested in Wanamaker Trains, please pat yourselves on the back - there will be no more.

For the record, the following John Wanamaker items were produced:

1982 - 2,500 Lionel Boxcars in Wanamaker Brown. (Note: 300 of these were over-stamped in white and sold to the Atlantic Division.)

1983 - 100 Blue Trolleys by Pride Lines with Mickey Mouse holding a John Wanamaker sign.

1984 - 100 Red Trolleys by Pride Lines with Donald Duck and his nephews celebrating his 50th birthday.

1985 - 28 Purple Trolleys by Pride Lines with Mickey and Minnie Mouse reclining. Minnie holds a balloon marked John Wanamaker. There is a yellow street lamp in the background with a round sign in brass proclaiming "Walt Disney World at Wanamakers."

All of the Pride Lines Trolleys were mounted on wooden plaques with track and special John Wanamaker signing.

Thus, 1987 will be the final year for toys of any description at the John Wanamaker Store. This also will be the final year for kiddies to ride the Monorail on the eighth floor. At present, this favorite attraction is scheduled to run for the holiday season, but it is for sale. If a good offer comes along, it too will become just a memory.

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