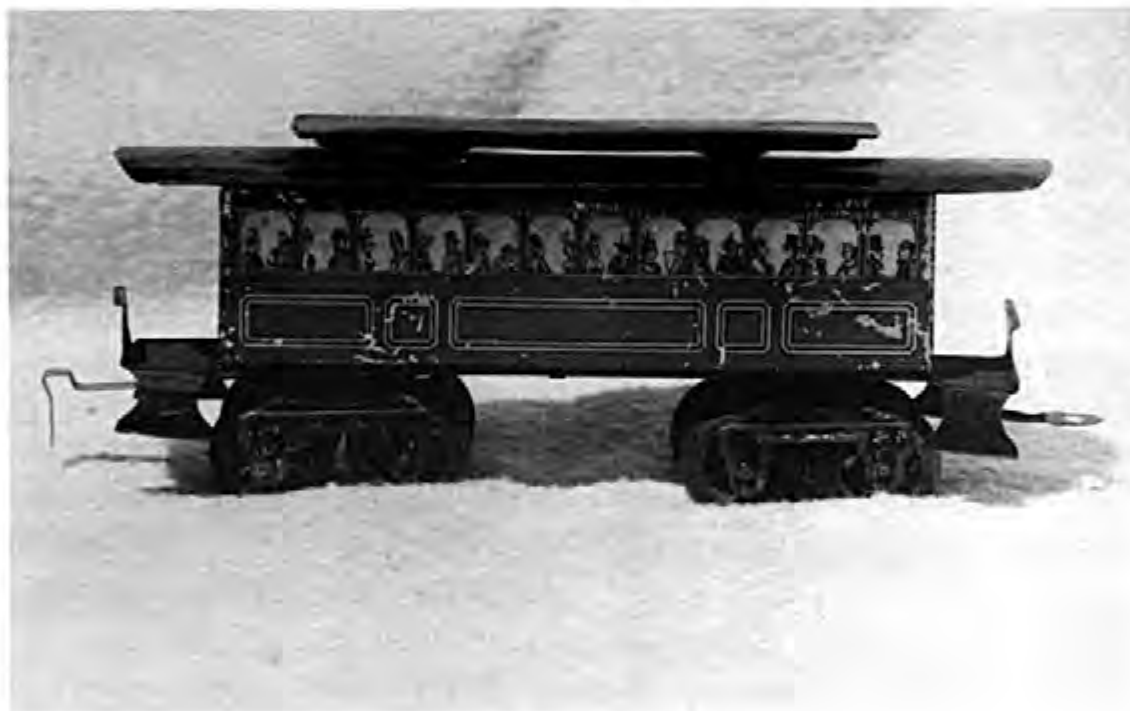


THE ATLANTIC DIVISION EXPRESS



SPRING 1988

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ATLANTIC DIVISION MEETS FOR 1988

All on Sundays at Westover Country Club, Norristown, Pennsylvania
 May 22, 1988 July 17, 1988 November 20, 1988

FRONT COVER PHOTOGRAPH

See page 7 for Bob Watson's interesting article about this CONVERTIBLE PASSENGER CAR.

HONORING SID WEISS

By Nicholas B. Ladd

63-913

When I learned that the original John Wanamaker Office and Museum were being donated to the Pennsylvania Historical Society, I knew I had to act fast. For in that Museum was a mint STANDARD GAUGE IVES WANAMAKER SPECIAL in the original box. No sir, that set was not going to any historical society! No sir!

After all, I had purchased that set for the Wanamaker Store Museum a few years earlier after a protracted bidding "war" with a prominent collector/dealer from this area. It was a friendly war, but an expensive one.

I approached the Board Vice Chairman of John Wanamaker with my proposal that the train be donated to the TCA Museum. He had been a strong advocate of the original acquisition and now I was asking for it back for free! Some nerve.

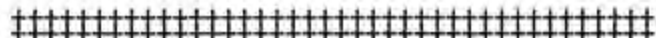
Well, he felt it was a grand idea, and after a few nervous months had passed, the store agreed to donate the set to the TCA Museum. Joy!

At this time, the Atlantic Division was

saddened by the untimely passing of our dear friend, SID WEISS. Famous for his fine collection of early standard gauge, including shelf after shelf filled with Wanamaker Trains, the Division felt it would be a fitting tribute to Sid if we, in turn, donated the Wanamaker Set to the Museum in Sid's memory. And so it was done.

At the Fall 1987 pre-York activities at the Museum, the Atlantic Division and John Wanamaker presented the prize set to the TCA Museum collection. Shown in the accompanying photo accepting the set in Sid's memory are (L to R) Al Ruocchio, Nick Ladd, Bill Kotek and Gary Lavinus. It was a tearful and cheerful time for everyone. We could sense that Sid was there, too, with his wife and sons and his friends.

The set is in the Museum today, waiting for those lucky visitors who will see a very special train dedicated to a very special guy.



A R A R E F I N D

By George Kane

78-12419

Not too long ago, I had the good fortune to be able to purchase some pre-war Lionel trains & accessories from an elderly gentleman. I found the items all neatly packed in one large carton and almost all were in their original boxes. Although the boxes had a few end tabs missing or partly torn off (indicating that the trains had been in and out of the boxes many times) they were exceptionally clean and looked almost new. This gives one the indication that they had always been packed back into a larger outer carton and not stacked away one upon another on some shelf to suffer exposure to light, moisture, dust, scuffing and other sad ravages of time.

None of the trains and accessories could be, in the least bit, considered rare or hard to find. "Soooo," you say, "I have read a couple of paragraphs about clean boxes and common trains and accessories. What's so great about that?"

With our deep interest in toy trains, most of us collectors have read and re-read the Lionel catalogs from end to end many times. As I went over the list of items I had obtained (all were from the mid-1920's to the early-1930's) a mental picture began to appear. I started fingering back through the catalogs, starting with 1933 then 1932, but there was nothing. Then 1931, and there it was on the bottom half of page 50, exactly what I had, no more, no less!

"No. 174 - A complete model railroad to operate on '0' Gauge track. It includes a large variety of accessories, every piece is of steel construction and enameled by Lionel's own lustrous, durable

process. Outfit No. 174 comprises one No. 253 Reversible Locomotive with two electric headlights, etc., etc., just as indicated in the list of components in the accompanying illustration." But wait a minute! The equipment I purchased has no extensions for the telegraph poles or no No. 89 Flag Staff, but does have two No. 62 Semaphores. I found the same illustration and similar descriptions in the 1930 and 1929 catalogs. Again in 1928, the illustration is the same but the description lists the loco as a 252, and lists 2 No. 62 Semaphores, although a 253 locomotive is shown, along with 1 Semaphore and 1 Flag Staff.

It is interesting to note that Outfit No. 174 is cataloged from 1922 thru 1931 with the same number (174) even though the locos and cars change throughout the years. The only difference in the accessories seems to be the change from 2 Semaphores to 1 Semaphore and 1 Flag and the addition of the Telegraph Pole Extensions. Also of note is that the catalog illustrations show a No. 81 Control Rheostat in the lower right corner, but do not list it in the set components, nor does my set have one.

Several interesting side notes: The 253 loco included in my purchase has red insulation on the brushplate. I have been informed that the insulation color was changed to black in 1928, so that dates this loco as probably manufactured circa 1927, possibly 1928. From these facts, this was probably a 1928 set. A second interesting item was found. One section of the 0 Ga straight track measures out

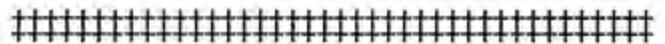
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A RARE FIND

(concluded)

at 10½ inches long instead of 10 inches. It fits the center span of the No. 106 3-section Bridge. Evidently, Lionel design engineers had properly taken into consideration the foreshortening of the two track sections on the ramp portions of the bridge, and, therefore, had correctly lengthened the center section of track so that the total length would be geometrically correct.

Usually, toy train owners add additional trains and, maybe, accessories to their layouts. Just as frequently, items are broken or lost. It is extremely unusual to find an outfit like this, totally intact without any additions or losses and such a find helps to historically verify catalog information.



ALL READY FOR YOU - COMPLETE "O" GAUGE RAILROADS



No. 174E—Introduced to fill the demand for a complete 100% "Disane-Control" "O" Gauge Railroad at a moderate price. The train can be started, stopped, reversed and operated at any speed at any distance from the track. The electric switches can also be controlled at any distance from the track. The No. 117 Switch Tower contains levers by which the Railroad can be operated, and lamp posts illuminated. This is an ideal Lionel Railroad to fit into a small space.

Outfit comprises 1 No. 260E "Disane-Control" steam type locomotive with electric headlights, 2 No. 710 illuminated Pullman Cars, 1 No. "12 illuminated observation car, 1 No. 080

semaphore, 1 No. 069 warning signal, 1 No. 90 flag staff, 1 No. 106 bridge, 1 pair No. 012 electrically-controlled switches, 1 No. 437 signal tower, 1 No. 1104 illuminated tunnel, 2 No. 36 lamp posts, 8 No. 060 telegraph posts with extension arm, 1 No. 81 controlling rheostat, 1 OTC "Lockon" connection, 10 sections OC curved track, 16 sections OS straight track. Complete with special track for automatic accessories and necessary wire. Track layout is 100 inches by 10 inches. Train is 57 inches long.

Code Word "JANE"

Price: \$75.00

No. 174—A complete model railroad to operate on "O" Gauge Track. It includes a large variety of accessories. Every piece is of steel construction and mounted by Lionel's own patented, durable process.

Outfit No. 174 comprises 1 No. 233 reversible locomotive with two electric headlights, 2 No. 607 illuminated Pullman cars, 1 No. 608 illuminated observation car, 10 sections OC curved track, 6 sections OS straight track, 1 OTC "Lockon" connection, 1 pair No. 021 illuminated switches (one right, one left), 1 No. 106 bridge, 1 No. 122 illuminated station, 6 No. 060 telegraph posts with extension arm, 1 No. 62 semaphore, 1 No. 89 flag staff, 1 No. 068 warning signal, 1 No. 119 tunnel. Size of track layout 45 by 60 inches. Train is 55½ inches long.

Code Word "DELA" Price: \$48.00



[Page Fifty]

MOPAR TRAIN SET - AN ADDENDUM

By Charles W. Weber

68-2126

In a previous issue of the EXPRESS, we published information, by courtesy of Walt (Junior) Ames, regarding the availability in the Fall of 1987 of a Special Mopar Train Set. Although not quite in the same category as finding a 381E loco at a garage sale for \$10, you MPC collectors should be aware of an accompanying ENGINEER'S HAT. See the picture!

Mopar Sets as a promo, they were to purchase these spiffy engineer's hats for their salesmen to wear. I don't think any did!

As you can see, these hats bear the 1987 date, Mopar Express and the Lionel logo. So, if you should come upon such a hat, you will now know where it came from.

When the Chrysler dealerships used the

|||||



GERMAN CONVERTIBLE CARS

By Robert B. Watson

75-7852

Among my father's trains, in addition to his pride of the era Ives equipment, were some early pull toys and odd lot O Gauge trains of turn-of-the-century vintage. This article deals with one such set of trains about which I know little, except that it was one of his earliest.

The top of the remains of the box cover, measuring 10" x 12½" (Photo 1) depicts an idyllic scene of children playing along a stream with animals, toy soldiers and boats. In the background are mountains, a burning house with attending fire apparatus, a railroad terminal and a train passing over a bridge. The last two cars of the train appear to be quite similar to the remaining cars of my father's set. On the box lid, the cars are lettered "Pacific Express Line" but this lettering does not appear on my cars. Similar

wording appears on the baggage car along with the symbols "J.A.J. N920." Neither the locomotive, the tender nor the baggage car depicted in the cover picture have survived, although I do have faint memories of such pieces in the period of my early youth.

Also in the upper left hand corner of the cover picture is an oval symbol with a central spoked wheel, bearing wings to each side above which is the notation "Schutz-" (over one wing), and "Marke" (over the other). As was frequently the case, instructions are printed on the reverse (inside) of the box cover, along with an apparently typical track layout for the train set together with switches ("exchanges of tracks") and instructions

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PHOTO #1

GERMAN CONVERTIBLE CARS

(continued)

for set-up procedure in English, German and French. The English portion reads as follows: "New game at railway with exchanges of tracks. This carton contains besides the two exchanges of tracks, six pieces of tracks No. 8, ten pieces of tracks No. 10 and two pieces of tracks No. 12.

"From the two exchanges of tracks commences the laying of tracks and that so, that if the two exchanges of tracks are put close together the tracks No. 10 on the changing tracks No. 8 are outside the changing tracks No. 10 adjoined and make it between the two semi-circles are two straight tracks inside an oval.

"In building the project of tracks is to observe that the tracks fit close together and of the wire who makes the connection is nothing more to be seen. Then take care that the well of the tracks lay on the table with the whole length.

"If the laying of the tracks is finished

you put the train on them so that the same stands from left to right, you wind the work of the engine up and the train puts itself in motion. It is advised to give now and then a drop of oil to the axle of the engine."

And you thought only modern translations into English were bad!

Little more information can be derived from the box top except that the trains were made in Germany.

The two surviving cars are pictured in Photo 2. It will be noted that one is without its clerestory. Both are made of finely lithographed tin; the one with the clerestory is red, the other is blue, both with figures of passengers in the windows. The ends are also lithographed to show a center door.

The 0 Gauge cars are 7 1/8" long over end sills, 8 1/2" over couplers. They are 1 7/8" wide at the eaves and stand



PHOTO #2

GERMAN CONVERTIBLE CARS

(concluded)

2 7/8" high from top of rail to top of clerestory. The truck centers are about 3 5/8" and the truck wheelbase is about 1 1/8". The open vestibules are also tin, of one piece with the underframe, and are somewhat flimsy. Photo 3 shows the truck frames which are made of press formed tin with couplers attached to the center plates. The center pins have been soldered to the truck bolsters as well as the coupler shanks. The spoked wheels are of particular interest. They are of cast lead and are cast directly onto the steel axles with no apparent additional securement. The axles extend through the hubs of the wheels and engage the tin-plate side frames of the trucks.

PHOTO #3

Perhaps the most interesting feature of this passenger equipment is its ability to be converted to a freight gondola by merely removing its superstructure which slides over the gondola body, as can be seen in Photo 4. The vestibules remain in place, leaving a gondola about 5 1/2" long by 1 1/2" wide and 7/8" deep. The gondolas are lithographed with green and black wood paneling on both the ends and the sides.

PHOTO #4

This is all that has survived of this interesting early tin-plate set. It is thought to date from around the turn-of-the-century (my father was born in 1898) and is of obvious German origin. If anyone has more information on this equipment and whether or not additional similar equipment is known to exist, I would be most interested in hearing from you.

[Editor's Note: The cars appear to be ISSMAYER, an early German manufacturer of lithographed trains for track use. The "Pacific Express Line" set shown on the box cover was made for the American market circa the 1890's.]



ATLANTIC DIVISION 1988 POLAR BEAR MEET

By Philip O. Ritter
73-5228

Atlantic Division train meets continue to confirm our claim as being "THE BEST TRAIN MEETS IN TCA." Four times a year we gather together about 1,400 of the most active and enthusiastic collectors in the country and sort through over 300 tables of toy trains, accessories and all the associated literature of the hobby. The 17th annual Polar Bear Meet, held at the Westover Country Club on January 17, 1988, was no exception to our long string of highly successful events. This time we filled 310 tables and registered 1,700 members, their families and guests. Those who attend our meets regularly know our routine and special services, and wouldn't miss one of our meets for anything. For those who have not had the pleasure or were not ready to play Polar Bear this past January, we asked Bob Grubb, our photographer, to take some pictures around the halls to share with you some of the activity and fellowship of the day.

As usual, there was plenty of parking on three sides of the Westover Country Club building, with convenient access through the large front lobby, where we greet out-of-town friends, swap tall tales and peek in each others' loads of boxes while waiting for the doors to open at 8:30 am. Registration and information are handled by Walt "Junior" Ames and his friendly crew at the front table (Photo 1). Most of the regulars pre-register in November or December for the whole year and have their meet tags sent by the Committee before each meet, but there are some who like to do it at the door, or sign in a one-time guest for a walk through wonderland. Some of our regular parts and supply dealers, such as Dick Trickel, Charlie Phillips, Lou Bargeron, Wynn Becker, Charlie Wood and George Tebolt, the perennial parts purveyor (Photo 2) set up together in the Side Hall to meet all our repair and replacement needs. Uniformed security officers, supervised by Willie Boyd, keep a quiet bound on our enthusiasm and any potential gate crashers, as demonstrated by our own Wild Irishman, Tom Strunk (Photo 3).

-continued on next page-

ATLANTIC DIVISION 1988 POLAR BEAR MEET

(continued)



PHOTO #1



PHOTO #2



PHOTO #3



PHOTO #4



PHOTO #5



PHOTO #6

ATLANTIC DIVISION 1988 POLAR BEAR MEET

(continued)



PHOTO #7



PHOTO #8



PHOTO #9



PHOTO #10



PHOTO #11



PHOTO #12

ATLANTIC DIVISION 1988 POLAR BEAR MEET

(continued)

In the halls, members of the TCA Standards Committee are available to give us guidance on grading and reviews of restorations.

Each meet has a special Collector's Plaque depicting the theme of the meet for those who register in advance and are collecting these limited issue souvenirs. A dwindling supply of excess plaques from prior meets is made available at a nominal price for those who missed a few in the 12 year old series. This meet's plaque, #58, showed the IVES transition, red cast base, block signal of 1931 to illustrate this meet's theme of Trackside Signals. On the stage, as usual, was one of our super displays of a toy train specialty. As suggested in the meet notice, several members brought a wide range of signals and semaphores (Photo 4) to display for the enjoyment of all, under the expert guidance of George Kane, our Display Master.

On the stage and around the meet, there were all sorts of trains, activities and collectors with surely something of interest for everybody. Next to the Signals Display, Bill Thomas was operating his Standard gauge loop with its usual variety of big locos and long trains (Photo 5). It is great to have some running at every meet. At the end of the stage, Bill provided a long, multiple gauge test track for check-out of new and potential acquisitions by anyone who couldn't wait to get it home (Photo 6). We took photos of several of the Atlantic Division's meet regulars manning their tables to offer us all sorts of new and special goodies. Bob Hafner (Photo 7) showed us a very interesting group of ceramic buildings suitable for 0 gauge layouts to complement his line of replacement parts for LIONEL stations, power houses and towers. Elliot Smith (Photo 8) and Train 99 (Photo 9) provide friendly competition and a wide choice of new rolling stock with their walls of mint-in-the-box trains. The big and beautiful stuff for the Standard gauge operators is usually found on Mike Wolf's tables, here tended by his staff (Photo 10). How many roundhouse sections would you like? To run among

-continued on next page-

ATLANTIC DIVISION 1988 POLAR BEAR MEET

(continued)



PHOTO #13



PHOTO #14



PHOTO #15



PHOTO #16



PHOTO #17



PHOTO #18

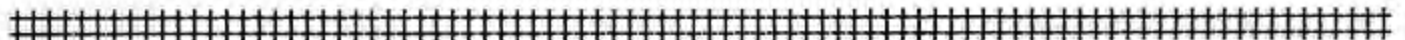
ATLANTIC DIVISION 1988 POLAR BEAR MEET

(concluded)

Mike's buildings, Ed Prendaville offered an impressive array of super Standard gauge rolling stock by FLYER, IVES and LIONEL (Photo 11).

Out on the Porch, the round table action was brisk with members' attentions divided between the toy trains and the snack lunch counter set up by the Westover staff. In the West Room, the Sedmaks were at their usual spot by the window (Photo 12) with a variety of small and special items that always catches interest. Back in the Main Room, Chris Gans had his wall of WILLIAMS trains and other specials under an old, familiar sign (Photo 13). Don't you wish that you could find some of the original, never-used stock from the early days of the Nicholas Smith era? To keep those old ghosts of lost and forgotten trains from disrupting your smooth layout operation, Paul Fenn offers his expert "Trainbusters" service and orphan accessories (Photo 14). To make sure that there was enough for all, another wall of new LIONEL was stacked to go (Photo 15). It looks like Chris' crew was waiting to see if they could get that box back into the middle before it all comes down.

During the meet, Stew Bearn was periodically posting the winning door prize numbers on the blackboard on the stage. Many fine items left in the hands of happy winners. After our Raffle Rouser, George Donze, at the microphone in Photo 16, had George Kane show us the prizes offered, the limited number of raffle tickets were quickly sold out to eager members. The lucky ones showed off their treasures (Photo 17) before taking off to run them. Young Bobby McGann has his hands full with that Trainmaster loco. Actually, the real lucky ones are all those who were able to attend this 1988 Polar Bear Meet. The hard-working and train-loving Meet Committee (Photo 18) invites all Atlantic Division members and TCA friends to attend our meets, assist in making them fun for everybody, and offer suggestions to assure that we can continue to provide "THE BEST TRAIN MEETS IN TCA."



NOSTALGIA TIME

By Herb Rost

57-246

While looking through some of my old photos, I came across this one which was taken on February 7, 1960 in the home of Bill Krames. We can identify all but two of the men. Can you help us out? Please contact me or the Editor if you can.



Standing Back Rows (L to R): Ed Alexander, Jim Macfarlane, Doc Robinson, Hal Carstens, Herb Rost, Ed Huber, Unknown, Stew Bearn, Unknown, Al Pittman.

Sitting Middle Row: John Marron.

On Floor Front Row: Al Roth, Bill Krames, Don LaSpaluto.