

THE ATLANTIC DIVISION EXPRESS



SUMMER 1988

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ASSOCIATION**

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

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ATLANTIC DIVISION MEETS FOR 1988

All on Sundays at Westover Country Club, Norristown, Pennsylvania

July 17, 1988

November 20, 1988

FRONT COVER PHOTOGRAPH

Why is this trackside BILLBOARD shown on the cover?
 What is different about it? See answer on page 16.

TOY FAIR REPORT 1988

By Nicholas B. Ladd

63-913

[Editor's Note: Nick wrote this fine Report for publication early in the year. Due to no fault of his, it was not published until now, for which we apologize. However, current publication of the Report will, hopefully, have some advantages now that it would not have had earlier, in that owners of the items discussed will have had time to measure Nick's evaluations against their actual experience with the items.]

I will start off with Lionel. In spite of all the bad press Lionel has received lately, the company has weathered the storm. This year's line is one of the best in a long time, with a number of innovative items which will add new dimensions to this hobby of ours.

The big catalog contains another letter from the Lionel Chairman and owner, Mr. Richard Kughn, and he restates his goals for the company: "High quality products, at the lowest possible prices, delivered on time." I won't comment on the prices but he certainly has delivered a line that caters to all markets - and is it exciting!

Lionel offers six Traditional sets this year. The only new entrant is an AMTRAK "Silver Spike" passenger train featuring two ALCO A units and three small series passenger cars, including the new combine car. The set is designed to run on either AC or DC current.

In ALCO items for separate sale, Lionel scores well. We are offered a double A ALCO PRR loco in tuscan, with one gold stripe and a red keystone emblem. For the first time, Lionel is offering an RS-3 in two road names - Santa Fe and SOO. The mold work is beautiful and this much loved Diesel should be a big hit. In addition to the original handcar with two men operating it, Lionel has created

a Santa and Mrs. Santa handcar. This was one of the SMASH hits at the Fair. Made to retail around \$50.00, this Santa and Mrs. Santa handcar will be a sell-out.

The combine I mentioned earlier is also available in PRR tuscan to go with the cars issued in 1987. There is a new flat car with trailer load - this time a single scale trailer with BN markings that looks super. There are many new pieces of rolling stock with new logos, but nothing new in design. All the plastic buildings ever offered by Lionel in the past are issued this year, including the sharp single stall engine house.

The accessory line this year is enlarged again with the addition of a smoking roadside diner (cute but available in strange colors), the signal bridge, new whistling and Diesel horn sheds and huge street lights.

The Collector line features the return of the "Little Joe" NP electric locomotive pulling "Fallen Flags #3" which is an attractive six car freight set. There is a Chessie System unit train of center flow hoppers - very yellow. The old Burro Crane is back, as is the trolley - this time in green, and lettered for San Francisco. The trolley is still marred by the heavy plastic bumper which is too

-continued on next page-

TOY FAIR REPORT 1988

(continued)

massive for such a little guy.

Those of you who bought the Rock Island 4-8-4 last year can buy a matching high cupola caboose this year. And, if only one 4-8-4 was not enough for you, Lionel offers this massive loco in Lackawanna markings this year, along with a matching woodside caboose.

You can also acquire a green and white Southern FM with a red woodside caboose. Somehow the marriage between these two does not appeal to me. The caboose looks out of date behind this big, modern hunk of iron. I am sure it is correct, but I don't like the combo.

There is a new operating refreshment stand which, from the catalog art work, looks a little boring, but the sample I saw was very cute. I'm sure it will be popular.

Collector rolling stock has new road names too, but the hot item will be the PRR extended vision caboose.

In S Gauge, Lionel is offering a SHARP Wabash "Historic Railroad" set, which should be a real crowd pleaser among the S Gauge Group. This year there are three NON-POWERED Diesels which when used with existing GEEP-type engines will make an impressive train. All feature die-cast trucks, operating couplers, horns and headlights with number boards which are illuminated. This is innovative marketing and should be very popular.

Along with the main catalog, Lionel also published four folders, which describe other portions of the line not covered to any degree in the main publication.

"Lionel Classics" features the first Standard Gauge items to be issued by the

Lionel organization since the 1930's. You'll find a 1-390E loco and tender in black, three passenger cars in red and cream, and a 1115 passenger station in red and ivory.

The samples were excellent and looked ever so good with the Lionel name plate. However, the cars matched up with the new 1-390E are too small. These are the cars we are used to seeing behind a 10E. Why Lionel did not use a larger car is a mystery. Expected retail for the engine is at least \$550.00 and about the same for the cars. One major dealer has already priced the set at \$1,150.00. The station should retail around \$300.00. Hold on to your checkbook - there's more.

You can have the O Gauge Hiawatha set, too, in all its glory. Made in the Far East, this beautiful three car set will sell for big bucks, too.

In Large Scale (LGB size), Lionel has greatly expanded the selection. We are offered a dockside loco in two different paint schemes, and an Atlantic loco and tender lettered for either Santa Fe or NYC. These are very attractive models and are the first real modern American outline steam locomotives available in this country. (However, KALAMAZOO has a new switcher this year that should be investigated.) Modern rolling stock has been added and the quality is there. Lionel also offers large scale building kits in wood - very nice!

Up to now, the line is very exciting BUT WAIT - the best is yet to come. Have you heard of RAIL SCOPE? Lionel is offering three locos with TV cameras mounted in each engine's headlight. These cameras are so small they can fit in an HO loco-

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TOY FAIR REPORT 1988

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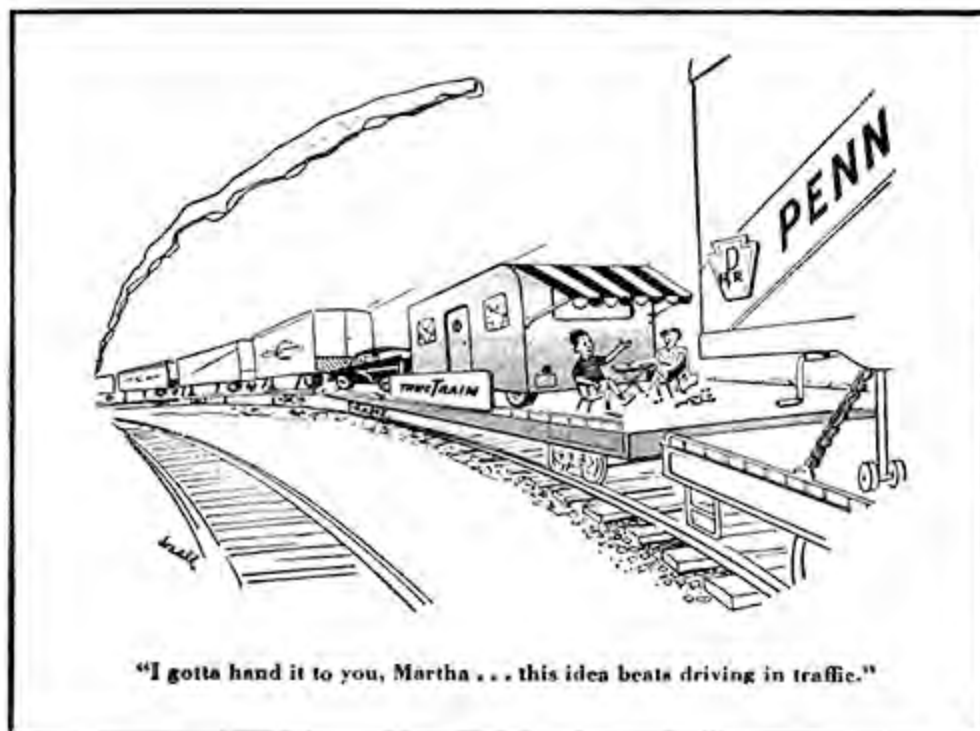
motive as well as in an O Gauge or Large Gauge loco.

Lennie Dean and I had a ball running the Rail Scope around the showroom layout. Small Lionel TV monitors let us see the track ahead just as if we were in the cab. This system is easy to wire and to operate. The B & W picture quality is excellent, and best of all it is not too expensive. The HO and O Gauge locomotives will retail under \$300.00 and the Large Gauge will hit just over that figure. The monitor should sell for around \$100.00. Sold together, the Rail Scope engine and monitor will be discounted a

little. The monitor is a cute little red LIONEL TV which, when placed on your layout, will be a sensation with your guests. This is a real breakthrough for Lionel and will greatly expand its market share. We hope to have the system in operation at the York meet.

Oh yes, Lionel has created a new board game called "Double Crossing." It is cute and fun. If you have any money left over after buying all of the new train items described, I'm sure the game is a good investment in family fun.

|||||



From THE PENNSY Magazine - Courtesy of Bob Robinson

SPECIAL OUTFITS #7003-4-5

LIONEL UNCATALOGUED SETS - PART IV

By Charles W. Weber

68-2126

In Part III of this series, I described the uncatalogued set #7003. As a first follow-up, I thought it appropriate to deviate a little from the format and show you this copy of a 1941 Dealer's Promotional Sheet. Bruce Greenberg sent me this within the last year and I find it to be very elucidating. First, it lists 15 uncatalogued sets. Second, it shows that some of these sets included accessories !! This was unknown to me. Note the 'B' and the 'F' listings. And, thirdly, note the 'C' listings. Here we find sets with a mixture of electric and manual box couplers. If I had found such a set, I would have assumed that the set was bastardized and that a dealer or repairman would have added the automatic

couplers.

Lastly, please note the #316 Trestle Bridge. This was not catalogued until after WWII. Well, you may ask, was this bridge actually made before the war was over ?? Shortly before receiving this Promotional Sheet from Bruce, Bob Sell had picked up a scuzzy #316 Bridge in the original box at a Westover Meet, for me to steal parts from for a repair. Anyhow, the box has a mailing label on it indicating that the Marshall Field Store had sent it to someone in 1941 !!

-see promo sheet on next page-

LOST AT WESTOVER

A box was lost at Westover containing the following MPC locomotives: #8562, #8650, #8654, #8669, #8754 and #8763. If you found the locos or have any information, please contact the following TCA member:
DOM CHIAPPETTA, 17 High Street, Stamford, CT 06902, (203) 324-0288.

UNCATALOGUED SETS - PART IV - SPECIAL OUTFITS #7003-4-5

(concluded)

LIONEL SPECIAL PROMOTIONAL NUMBERS

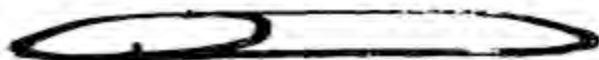
NOT LISTED IN REGULAR CATALOG



No. 7003 "027" SPECIAL OUTFIT

Contents: No. 1688 Pennsylvania Locomotive, No. 1697 Tender, No. 1679 Box Car, No. 1680 Oil Car, No. 1682 Caboose, 8 sections of No. 1013 Curved Track, 2 sections of No. 1018 Straight Track, UTC Lockon, No. 1038 Transformer.
 No. 7003B—Same as No. 7003, but with No. 316 Bridge, and 4 additional sections of No. 1018 Straight Track.
 No. 7003C—Same as No. 7003, but with electric couplers between Tender and Oil Tank Car.
 No. 7003F—Same as No. 7003, but with No. 1045 Flagman.
 No. 7003W—Same as No. 7003, but with No. 1689W Whistle Tender and No. 1041 Transformer with built-in circuit breaker.

Dealers Net Price \$4.00
 Dealers Net Price \$5.10
 Dealers Net Price \$5.00
 Dealers Net Price \$4.00
 Dealers Net Price \$4.25



No. 7004 "027" SPECIAL OUTFIT

This outfit is the same as No. 7003, but with 10 sections of No. 1013 Curved Track, 8 sections of No. 1018 Straight Track, and one pair of No. 1024 Manually Controlled Switches.
 No. 7004B—Same as No. 7004, but with No. 316 Bridge.
 No. 7004C—Same as No. 7004, but with electric couplers between Tender and Oil Tank Car.
 No. 7004F—Same as No. 7004, but with No. 1045 Flagman.
 No. 7004W—Same as No. 7004, but with No. 1689W Whistle Tender and No. 1041 Transformer with built-in circuit breaker.

Dealers Net Price \$4.85
 Dealers Net Price \$4.75
 Dealers Net Price \$4.80
 Dealers Net Price \$4.90
 Dealers Net Price \$4.15



No. 7005 "027" SPECIAL OUTFIT

This outfit is the same as No. 7003, but with 10 sections of No. 1013 Curved Track, 8 sections of No. 1018 Straight Track, and one pair of No. 1121 Electric Switches.
 No. 7005B—Same as No. 7005, but with No. 316 Bridge.
 No. 7005C—Same as No. 7005, but with electric couplers between Tender and Oil Tank Car.
 No. 7005F—Same as No. 7005, but with No. 1045 Flagman.
 No. 7005W—Same as No. 7005, but with No. 1689W Whistle Tender and No. 1041 Transformer with built-in circuit breaker.

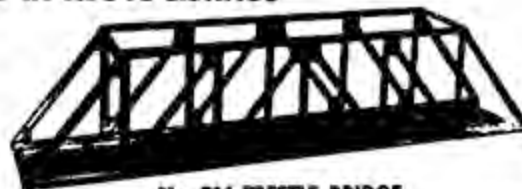
Dealers Net Price \$4.15
 Dealers Net Price \$4.85
 Dealers Net Price \$4.85
 Dealers Net Price \$4.85
 Dealers Net Price \$4.15

ACCESSORIES REFERRED TO IN ABOVE LISTINGS



No. 1045 OPERATING WATCHMAN

An ingenious, electrically operated accessory that gives action and interest to the model railroad. When train approaches, watchman waves flag. Overall height 7 inches. Outfits marked with letter "F" include this accessory.



No. 316 TRETTLE BRIDGE

An accessory designed to add realism to the model railroad. Bridge is made of steel, completely detailed with rivet heads. 24 1/2 inches long. Outfits marked with letter "B" include bridge.



ELECTRIC UNCOUPLING

Included in outfits marked with letter "C" are a Tender and Oil Tank Car equipped for electric uncoupling and a No. 1019 Track set. Photograph at left illustrates the action of remote control uncoupling.



No. 1041 TRANSFORMER AND No. 1689W WHISTLE TENDER

A combination transformer, whistle control, and circuit breaker with controls for speed in reversing in one compact unit. 60-watt capacity. For use on 110 Volts, 60 Cycles, AC only. No. 1689W Tender has built-in whistle. Both items are included in outfits marked with letter "W".

SPECIAL OUTFIT #8063

LIONEL UNCATALOGUED SETS - PART V

By Charles W. Weber
68-2126

In this installment, we'll take a quick look at the last of my boxed uncatalogued sets. My apologies for the lack of details, but when I picked up this set, the owner had lost everything except the set box and the trains with their inside boxes. Most of the end flaps are missing also. However, here is what I know.

The set box is printed with 7003 on the side indicating that it was supposed to contain the promo set listed in Part III of this series. The end label (shown in photo) identifies it as set #8063 and it is dated as 1942 based on the presence of the brown NYC Caboose. The interior boxes are absolutely normal, run-of-the-mill, late pre-war boxes.

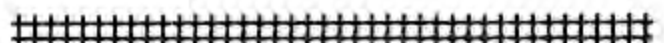
The locomotive is a flat black 1688 with number plates on both sides. It has the very same motor as the one found in the late 258 in set #7003, including the 'E' unit. This 1688 motor is mounted in the rear by a long screw that passes through the sides. On my other 3 (catalogued) 1688's the rear of the motor is attached

to a bracket which is, in turn, fastened to the boiler casting by two screws that pass vertically through the "catwalk" in front of the cab. Of minor importance, but unusual, is that the headlight bulb bracket inside the loco is also painted (black).

The 1689T Tender and 1679 Boxcar are exactly as described in the #7003 set. The 1682 Caboose is lithographed in brown with simulated wooden sides and has NYC lettering. The cupola roof is painted brown (over red). The 1680 Tank Car has black lettering, silver supports, nickel domes and ends painted gray (over orange) as described in the #7003 set. However, the tank itself is lithographed in gray (not silver) and has no handrails nor dimples or holes for same.

I know no other information about this uncatalogued set.

-see photo on next page-



UNCATALOGUED SETS - PART V - SPECIAL OUTFIT #8063

(concluded)



From
THE PENNSY
Magazine



Courtesy
of
Bob Robinson

"I think conductors are the friendliest men. Everytime they leave the station, they wave at the engineer."

TRACKSIDE SIGNALS

THEME DISPLAY AT THE ATLANTIC DIVISION'S 1988 POLAR BEAR MEET

By Philip O. Ritter

73-5228

It is a wonder that toy train engineers can ever decide what direction their owner-collectors are sending them around a layout. The great diversity of style, color and operation of toy train signals rivals, and may even exceed, that of the real world. This was certainly demonstrated by the display of trackside signals at our January meet at the Westover Country Club.

A dozen or so Division members brought 173 different, interesting and unusual toy signals to fill our display shelves on the stage (Photo 1). These ranged from a late JAPANESE crossing flasher to a rare, turn-of-the-century MARKLIN signal bridge; from die-cast N gauge semaphores by LONE STAR to cardboard O gauge crossbucks by BUILD-A-SET; and included the unusual LIONEL-FLYER-IVES transition crossing ramp and gate (Photo 2). Most of us have fun collecting or using these non-rolling treasures of the toy train world and often we slip into thinking that we have seen them all. But whenever several collectors get together to share their knowledge, they quickly determine that there is a lot more to know and many new horizons to reach for in each collecting field.

Seen among the forest of signals on our 96 feet of display shelving were several very nice boxed sets and groupings of traditional signals, such as the LIONEL #097 telegraph and signal set (Photo 3) and a thicket of MARX signals & warning signs, both manual, red bell base and electric, black square base. Among these was a MARX prototype mechanical flasher

and variations of the manual semaphore (Photo 4). It was interesting to see how the simpler signals of LIONEL, FLYER and MARX were similar in the period of 1920-1930. Some of the LIONEL styles were made in special colors for sale by competing toy train companies. The Lionel style #62 semaphore with yellow post and red base and the #68 sign post exhibited by Phil Ritter are generally believed to be DORFAN accessories. Ron Morris found at the meet and added to the display, an excellent LIONEL #62 semaphore in OB. The LIONEL #69 ringing bell was there in five of its original six primary variations. Notably missing was the early olive #69 with a single large bell.

Other of the less common LIONEL signals displayed were the #76 ORANGE roof ringing bell shack, the #154 ORANGE base highway flasher, a #68 ORANGE crossing sign, and four variations of the little #068 crossing sign: the common green post with engraved brass sign type which came with most early O gauge sets, the silver post style from the #045 gateman, the gray post version from war-time gatemen, and a rare green post type with a printed ORANGE sign. Why are the LIONEL orange versions often the rarer ones? The die-cast LIONEL #87 RR crossing light and #83 roadway traffic blinker, the #092 baseless signal "tower" and a selection of #68 and #69 block signals were represented, but no one brought a #440 signal bridge or any of the #438 signal towers.

The center piece of our display was the

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TRACKSIDE SIGNALS DISPLAY

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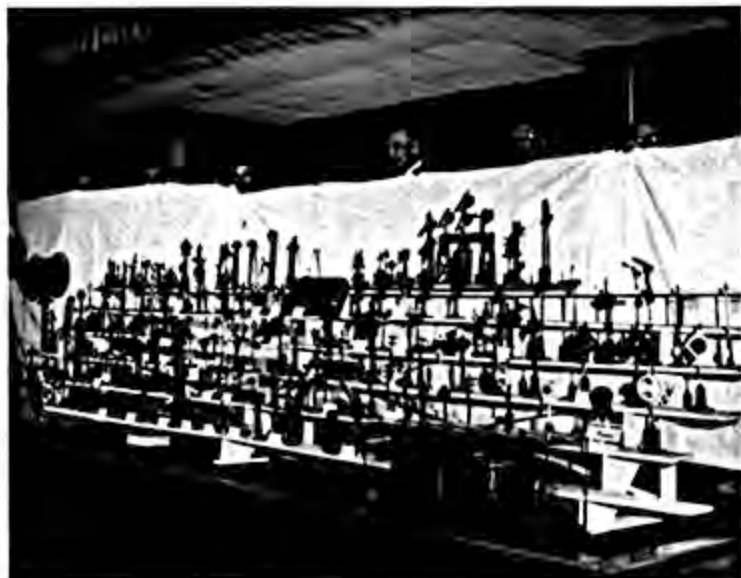


PHOTO #1

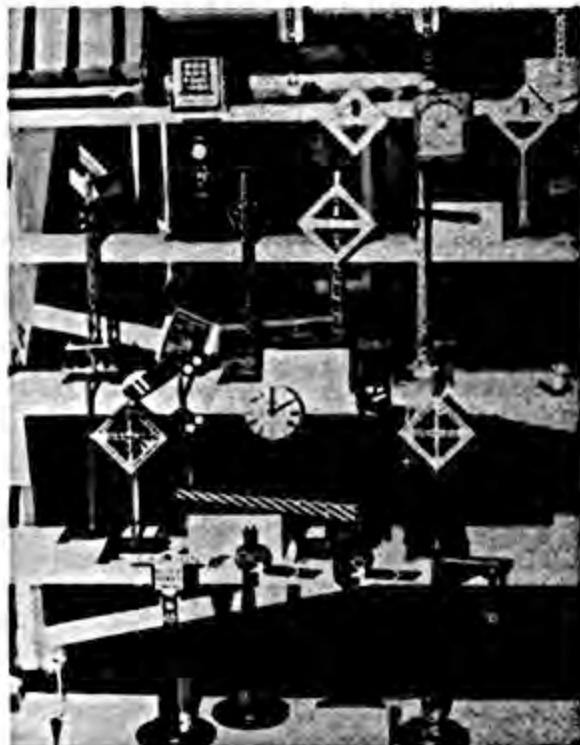
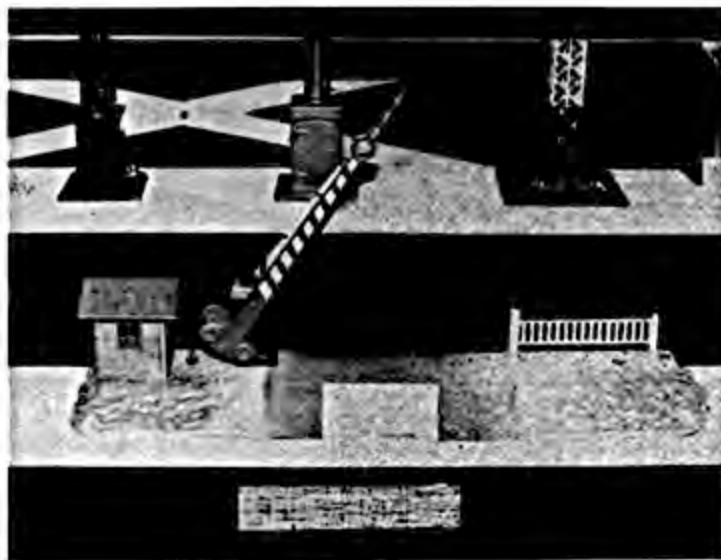


PHOTO #4

PHOTO #3



PHOTO #2



TRACKSIDE SIGNALS DISPLAY

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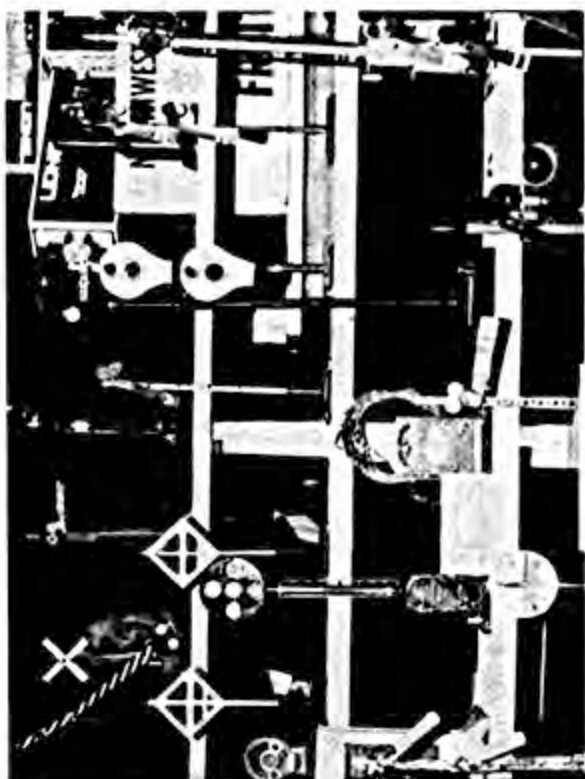


PHOTO #6



PHOTO #8



PHOTO #5

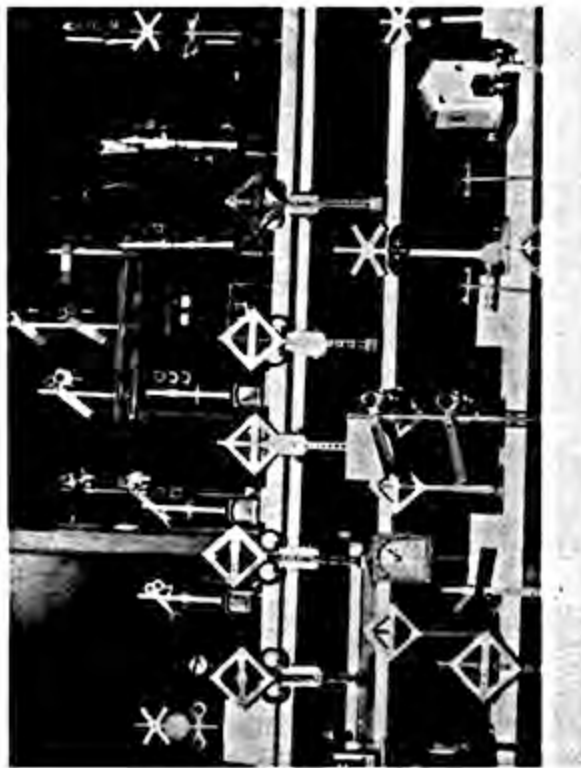


PHOTO #7

TRACKSIDE SIGNALS DISPLAY

(continued)

IVES red cast base, 2-light block signal with black background from 1931 (center of Photo 3). This is depicted on the collectors' plaque for this meet. To put this handsome signal in proper context, George Donze displayed his special collection of 14 different IVES cast base signals. We learned that from 1923-1931 the IVES 2-light block signal, ringing bell, Hall banjo signal, semaphore and tell-tale each came in green base with white poles. In 1928-1931 they each also came in a "transition" variation of red base with black poles. The red base versions had unchromed brass signs and face plates. The grouping also included the rare, rear-mounted bell variation of the red cast base signal (center of Photo 5) and two different tin base semaphores with IVES stamped vertically. The IVES #1905 double semaphore on a girder post from 1906-1910 was rivaled in age by few pieces in the display other than a most unusual double Hall style banjo signal on a tall, black post of UNKNOWN manufacture (Photo 6). Very similar to Doug Spear's IVES semaphore was the equally intricate MARKLIN double semaphore with operating oil lamps, displayed by Spence Stoughton. The primary difference between the two signals is the style of their landscaped bases. The IVES one has steps in the grassy pedestal. Spence also showed us the difference between a BING black illuminated street sign and the familiar LIONEL #57 lamp post with "Broadway" & "Main" markings. His #57, however, has "Main" printed upside down on the one-piece plastic insert.

Also in the early and very special category was Doug Spear's circa 1905 MARKLIN pneumatically operated, quadruple semaphore bridge and its remote controller (Photo 7). Few of us had ever known of pneumatic toy train accessories or most especially of this truly top shelf item. Doug also brought his JAPANESE garden of

1950-1960's tin block and crossing signals. We have all seen some of these, often in their OB, at train meets of the last decade. However, we may not have appreciated that each of these bright red, white and black signals with their distinctive beside-the-pole targets, all came in two heights: the shorter for 0 gauge and the taller for Standard and 1 gauge layouts. The few AMERICAN FLYER cast base signals present (Photo 6) were just a slim representation of the many fine, finial top accessories produced by AF. A broad collection of these is a treat to see, but they often had the casting crumbling problems that loused up LIONEL die-cast bases and devastated the DORFAN locomotives.

Along with all these super signals and semaphores was an interesting assortment of various crossing gates from the tiny LONE STAR 000 gauge to the large DORFAN Standard gauge manual gate, which is a lot like MARX. There were electrically-operating gates by MARX, AMERICAN FLYER and LIONEL (but none of the scale #46 or #47 gates). The most unusual was Phil Ritter's solenoid-operated, cardboard & wood gate by STRAUB AND CRANE of Philadelphia. It looks like a war-time copy of the LIONEL #77 gate and is about the same size. Does anyone know more about this company or of other toy train accessories they may have made? The only markings are on a label on the base; the original box is blank. The two types of "tell-tales" shown were the MARX 0 gauge model with 10 fiber fingers on a single strip, and the IVES model with 5 dangling brass chains. Here is one instance where MARX offered twice as much as IVES. Did any other manufacturer make a toy train tell-tale? For comparison and possibly to help us back into the "real" world of 1:1 railroading, Hugh Jenkins put a full

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TRACKSIDE SIGNALS DISPLAY

(concluded)

size switch target signal at the end of our display shelves. Wouldn't you like to play with trains of this gauge - Hugh does, professionally!

Also displayed was a supreme collector's item, a large and beautiful MARKLIN 1 ga station from about 1900 (Photo 8). This station is a shining gem of GERMAN production. It is fairly plain compared to some of the same period BING buildings, but has many interesting features, such as working doors, isinglass in the windows, simulated water fountain, tower clock and, appropriate for the era, interior hanging candle holders for illumination. This unit was obviously made for the British or American markets, as it has service windows lettered in English for "Telegraph" "Luggage" "Tickets" and "Refreshments." This could be the premier item in any layout or display.

The bottom line is that the ATLANTIC

DIVISION OF TCA has great train meets, each with an interesting and different display. The theme item for each meet and its display is announced on the meet notice and depicted on the souvenir meet plaque. If you have some interestingly different, super-nice, or favorite toy train items which illustrate the theme of the meet, bring them along to display for the few hours we are all together. The Meet Committee has printed cards for you to use in describing your items, or in asking for information about them. There is no predicting what good or new information we can share or learn.

Finally, sincere appreciation is due to Stewart Bearn, who built and maintains the display shelving and, especially, to George Kane, who conceives, organizes and supervises each meet display.

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I N M E M O R I A M

DORIS M. SEDMAK

Our sincere condolences are extended to member Milan Sedmak, whose wife, Doris, passed away on September 4, 1988. The Sedmaks have long been a tradition of our Westover Meets at their corner window table in the West Room. Doris will always be remembered for her cheery presence at that location.

LIONEL'S SUPER BRUTE

By Philip O. Ritter
73-5228

The SUPER BRUTE is the largest engine ever made by LIONEL with thoughts of toy train production. It measures over 30 inches long and has a track gauge of 3 1/4 inches (the same as BUDDY L). Hand-made in Italy, the articulated loco has three motors and dummy pantographs. Joshua Lionel Cowen decided that it was too big and heavy to market for use by children. Wouldn't this have looked great pulling a string of BUDDY L freight cars or some flanged-wheel COR COR passenger cars on an electrified outdoor layout?

This model was displayed for years in

LIONEL's New York City showroom, along with a smaller Standard gauge super display model. It is reported that both were sold from the LIONEL archives in 1960 to Don LaSpaluto. The SUPER BRUTE was then sold to Bill Vagel who stripped and cadmium plated it to its original condition. We thank its current owners, Bob Morgan and Ed Prendeville, for their kindness in bringing this unique piece to a recent Westover Meet for all of us to see and enjoy.



MARX #0226 LIGHTED BILLBOARD

Yes, you probably guessed it - the cover billboard is different only because it is by MARX, not LIONEL.

It is molded in yellow plastic (instead of in LIONEL's green) and measures 6" long x 3 3/8" high x 7/8" deep. Illumination is provided by a single bulb in the base.

On the front of the buff-colored box in black outline is an accurate 1 to 1 representation of the actual accessory. Although not visible in the photographs, the MARX logo is embossed in the center of the base, as shown on the box. The instructions for use are printed on the back of the box.

