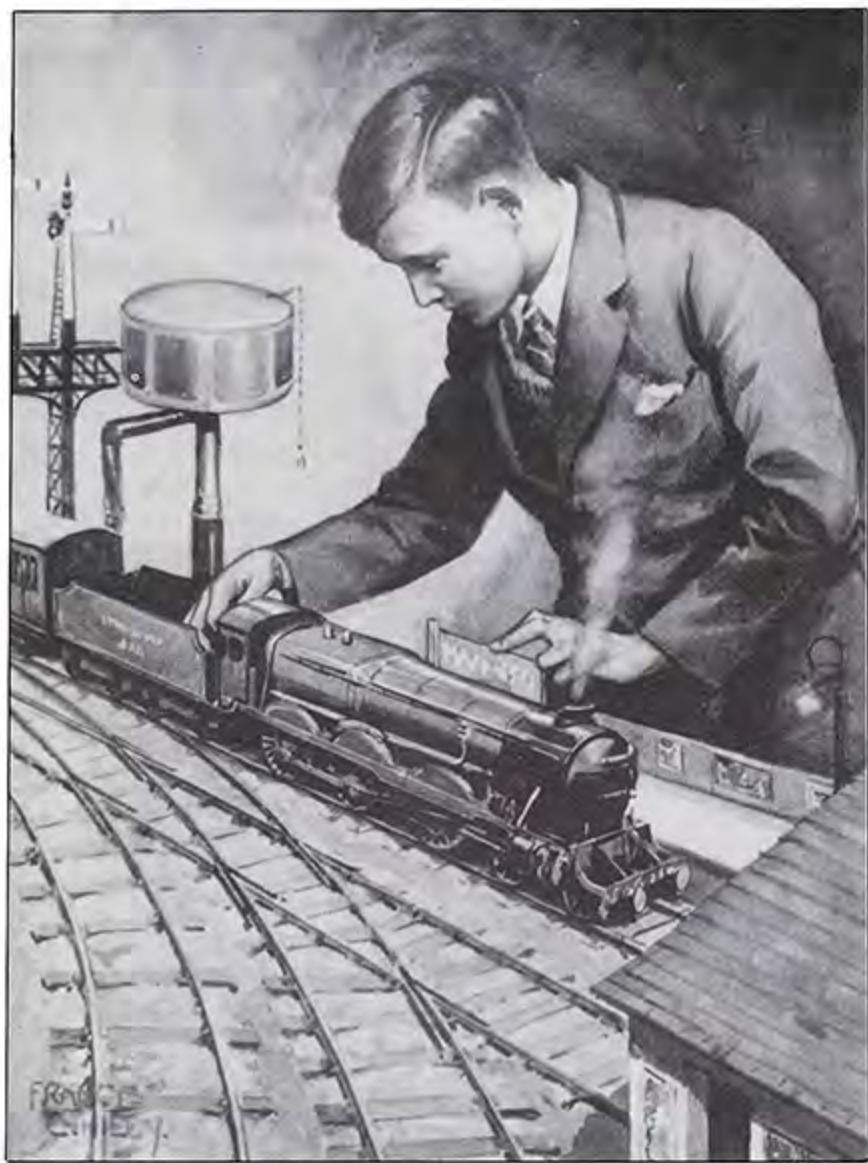


THE ATLANTIC DIVISION EXPRESS



AUTUMN 1988

**TRAIN COLLECTORS
ASSOCIATION**

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Stewart E. Bearn	George Kane	William W. McKay	Andrew Weiss

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

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ACCESSORIES..... Ron Morris	JUNQUE YARD..... Charles W. Weber
PAPER ITEMS..... Philip O. Ritter	PHOTOGRAPHER..... Robert B. Grubb

ATLANTIC DIVISION MEETS FOR 1989

All on Sundays at Westover Country Club, Norristown, Pennsylvania
 January 15, 1989 - May 28, 1989 - July 16, 1989 - November 19, 1989

FRONT COVER PHOTOGRAPH

Shown on the front cover is a reproduction of THE YOUNG ENGINEER, a painting by Francis C. Hiley from an unidentified English magazine.

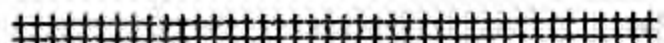
A WORD FROM THE PRESIDENT

By now you have received the NATIONAL HEADQUARTERS NEWS for September 1988 and November 1988, in both of which issues National President Bill Kotek discussed the dispute concerning the most recent National Election Ballot. His messages, in my opinion, accurately describe the controversy which started prior to the Oakland Convention, dominated the Convention itself, and which continues to the present.

You should also have received a "NEWS-LETTER" dated December 1988 from Past President Bob Robinson, in which he presented an up-date of the entire matter and listed the prominent T C A members and other Divisions which have joined

Atlantic Division in our "Petition to Intervene."

As Bob indicated, a hearing was held on November 28, 1988 before the Honorable Louise G. Herr of the Lancaster County Orphans' Court. The Judge expects her opinion to be presented early in 1989, probably in February. Hopefully, all issues will be amicably resolved to the satisfaction of everyone, so that we may return to the pursuit of what the T C A is all about: collecting toy trains and promoting good fellowship.



ATLANTIC DIVISION ELECTION RESULTS FOR 1989/90 TERM

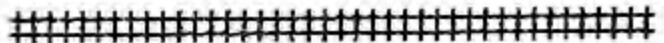
The following Directors were re-elected for the two year 1989/90 term:

- Walter F. Ames, Jr.
- Raymond M. Connolly
- George Kane
- Joseph A. Lehman

all the Officers are unexpired through 1989.

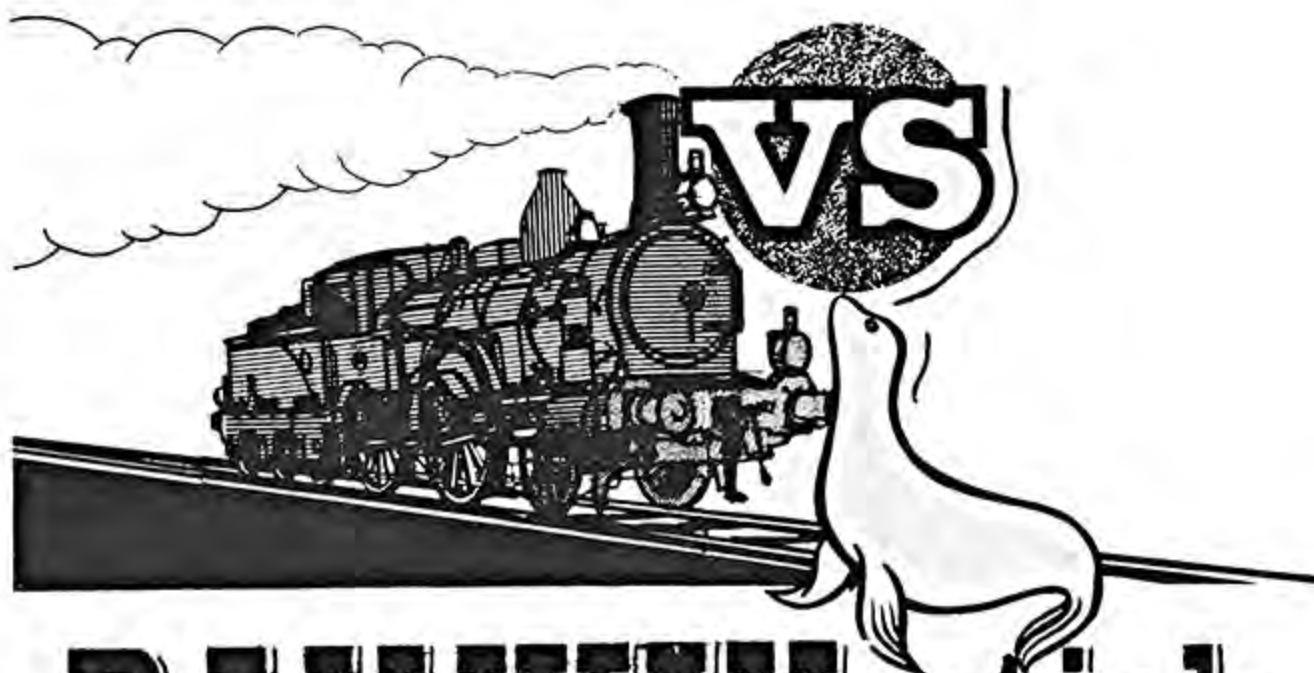
Many thanks to Chairman Garry Spear and his hard working Nominating Committee, consisting of George Donze, Bill McKay, Spence Stoughton and Andy Weiss.

Terms of the other four Directors and of



V S TRAINS

At first glance, the "smokestack" and letters "V S" make the illustration below appear to be an advertisement for a mis-spelled IVES train. It is actually a candy box from Holland for V S Licorice Stick. [Contributed by Richard L. Stafford, sans licorice.]



RAILWAY stick

LICORICE WITH STRAWBERRY FLAVOR

VAN SLOOTEN B.V. LEEUWARDEN-HOLLAND

40sticks LICORICE/STRAWBERRY LAKRITZ/ERDBEERE
DROPI/AARDBEI REGLISSE/FRAISE

OLD PAINT

By Charles W. Weber

68-2126

Naw, this little blurb is not about some antiquated horse, but, rather, a little discovery that I ran across that may be of some interest to you. As a member of the Standards Committee, I am sometimes called upon to render an opinion as to whether or not some piece is original. Sometimes it appears that an item is not original or, more commonly, that it has some scratches or paint chips that have apparently been painted in yet the color match is perfect (or nearly so) and the paint is obviously quite old. I have often wondered where the people who have filled these chips found this seemingly perfect paint. (My experience indicates that most so-called matching paints are not close enough to the original colors—especially after fifty years of aging-to fill chips.) Maybe this article will provide the answers.

Several years ago, I picked up a catalog published in 1941 by THE MODEL RAILROAD SHOP of Dunellen, N.J. Although it contains mostly scale equipment & supplies, one page (#30) is devoted to Lionel tinplate parts (see Fig. #1). In the lower left hand corner, you will see the following entry: "Paint, Lionel enamel (33 colors) 1 oz. jars, each.. 30¢." When I first spotted this, I said to myself,

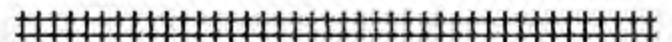
"Well, how about that?!? Here is a firm that was having matching paints made 45 years ago." I promptly forgot about the entry.

Recently, I obtained a copy of Greenberg Publishing Company's A COMPLETE LIST OF LIONEL REPLACEMENT PARTS. This book includes copies of the parts lists which were sent to Service Stations during the 1939-1941 period. On page 83, one finds that the Lionel company itself offered paints (all 33 colors) for sale through its Service Stations (see Fig. #2). Boy was I surprised!

Anyhow, the conclusion is obvious. Just before WWII, at least, Lionel was providing paints which were carried by some Service Stations. Therefore, although we may never know who actually filled in chips, or who may have repainted an item many years ago, it is possible that Lionel original paints may have been used.

Do any of you have an old paint bottle with a Lionel label on it? I sure would like to see one.

[Figure #1 and Figure #2 follow]



HELP !

Could anyone bring a HILLCLIMBER TROLLEY to one of the Westover Meets? I would like to trace the people outlines and make notes about them. If you can, please contact me, Charlie Weber, at (215) 272-5588.

OLD PAINT

(continued)

"O" Gauge

Asks, for all cars	.05
Armature with pinion	1.10
Bell and bracket for loco (scale model)	.35
Bell, turned brass	.10
Brushes, state locomotive number, pair	.50
Brushes, for very old models, pair	.60
Brush holder, without brushes	.50
Brush Springs, pair	.10
Boiler Head, castings, painted	.75
Barrels, small wooden, per dozen	.36
Barrels, large wooden, 6 for	.35
Crates, for loading freight cars, per dozen	.36
Cowcatcher, cast, for No. 763E Hudson	.75
Cowcatcher for Hudson, with auto coupler	1.50
Coupler No. CP-7, regular, for cars, each	.20
Coupler, No. CP-9, light weight, for cars, each	.20
Coupler No. CP-8, regular, for locomotives, each	.20
Coupler No. CP-50 with new cast head, each	.25
Contact Shoe, double contact	.75
Contact Shoe, for streamliners	.75
Control for automatic switches, (old type)	.50
Connecting Rod, each	.10
Connecting Rod Screw, each	.05
Drive Rod and lower platon, R. or L. hand, each	.20
Drive Rod Screw, each	.05
"G" Units, see reverse units	
Eccentric Rod assembly, either Right or Left hand, ea.	.25
Freight Car Ladders, each	.10
Fibre Track Pins, each	.05
Gear, pinion, each	.10
Gear, medium reduction, each	.25
Gear, compound medium, each	.35
Gear Plate, fibre	.15
Geared Wheel with gear and axle	.40
Hand Reverse controller, each	.75
Hook, Pulley and Weight (derrick)	.50
Headlight, die cast, for electric type locomotives	.40
Journal Box, for all cars	.03
Lockon, regular type, No. UTC	.50
Lockon, special, for accessories	.50
Lamp Post Bracket for Station (wall type)	.30
Motor Units are complete with wheels. They can be placed on the track and run as received from us.	
Motor Unit, 4 wheel, no reverse	3.50
Motor Unit, 4 wheel, hand reverse	4.00
Motor Unit, 4 wheel, remote control reverse	4.50
Motor Unit, 6 wheel, remote control reverse	5.00
Motor Unit, streamline, small, R. C. reverse	5.00
Motor Unit, streamline, large, R. C. reverse	6.50
Motor Units for 027 locos at lower prices, write for price.	
Pantograph, rigid model, each	.15
Pump, turned brass, for locomotives, each	.10
Pilot truck, front, 2 wheel type	.25
Pilot truck, front, 4 wheel type	.35
Paint, Lionel enamel (33 colors) 1 oz. jars, each	.30

Order by Mail from
30

LIONEL TRAINS & PARTS

LIONEL TRAINS

Send us 10 cents for the latest Lionel Train Catalog in full color, listing both toy and scale model train outfits as well as lots of Locomotives, cars, track, etc. Let us quote on your needs. Prompt delivery on Lionel during the Xmas rush too!

We carry in stock a large assortment of Lionel "O" Gauge Replacement Parts, the parts that we find to be in constant demand. Lionel parts not carried in stock will be obtained for you as quickly as possible. Where parts are not in stock we ordinarily require from one to two weeks to make deliveries. All replacement parts are priced postpaid. When ordering parts for actual replacement always mention the number of the article the part is needed for and the year of manufacture if known. Or better still, send us the old part you want replaced to avoid any error. Where items may be made in more than one finish, please specify finish such as brass, nickel plated, etc. Please note that prices shown on this page are in some cases approximate, as some listed parts are made in several sizes; prices shown here are for "O" parts. To insure Xmas delivery on PARTS, order before Dec. 10.

WRITE US for a quotation on any parts not priced here.

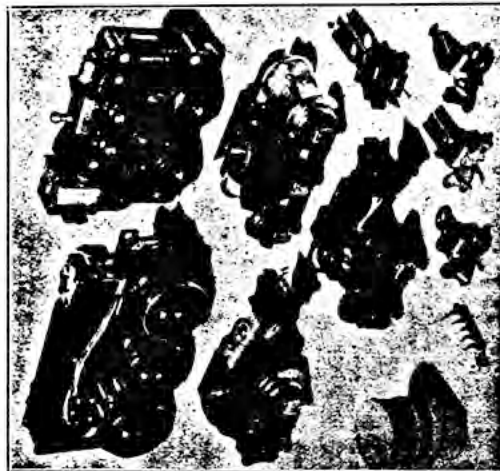


Illustration above shows: top left, 6 wheel \$5.00 motor unit; top right is shown a small streamline motor car motor unit; top left truck is regular weight with new electric coupler-uncoupler; right hand truck is a 6 wheel passenger car truck; center truck is a light weight or "027" truck with electric coupler-uncoupler; at lower left is wooden barrel; high tension insulator and couplers are, from left to right, No. CP-8, No. CP-7, No. CP-9 and above No. CP-50.

The MODEL RAILROAD SHOP

"OO" Gauge

Roller for locomotive shoes, each	.15
Roller for carlighting shoes, each	.15
Reverse Unit, hand, each	.75
Reverse ("G") Unit, remote, light weight	2.00
Reverse ("G") Unit, remote, regular weight	2.00
Running Lights, for boiler head, each	.15
Roller and Bracket for carlighting	.25
Resistance Coil, for No. 81 or No. 95 rheostat	.50
Relay, for whistle unit	1.00
Rectifier for whistle control box	.50
Stanton for locomotive handrail, pressed metal	.03
Stanton, turned and drilled, each	.05
Switch Control Unit, new electric type	2.75
Switch Control Unit, 027 electric, double	2.00
Snap Washer for all trucks, each	.02
Sliding Contact with switch for No. 81 rheostat	.30
Sliding Contact with switch for No. 95 rheostat	.30
Steel track pins, per pkg. of 12	.10
Searchlight, complete	1.00
Switch lantern cap, pressed metal, each	.20
Switch lantern cap, new cast type, each	.15
Smokestack	.15
Sandoms	.15
Steamchest assembly, small	.40
Steamchest assembly, (No. 225 or No. 226 type)	.75
Spacer for drive rod screw, each	.05
Truck, 4 wheel, light weight, each	.35
Truck, 4 wheel, light weight (carlighting)	.60
Truck, 4 wheel, light weight with electric coupler	.75
Truck, 4 wheel, regular weight	.40
Truck, 4 wheel, regular weight (carlighting)	.60
Truck, 4 wheel, regular weight with electric coupler	1.00
Truck, 6 wheel, regular weight	.60
Truck, 6 wheel, regular weight (carlighting)	.80
Truck Clips, to join sections of track, doz.	.20
Trailer Truck, rear, 2 wheel type	.25
Trailer Truck, rear, 4 wheel (No. 225 type)	.50
Trailer Truck, rear, 4 wheel (No. 226 type)	.75
Wheel, all cars, each	.05
White Flags, per pair	.10
Wheel, locomotive, spoked, 1 5/16" diameter	.25
Wheel, locomotive, spoked, 1 3/4" diameter	.50
Wheel, geared, spoked, 1 5/16" diameter	.40
Whistle, locomotive, turned brass	.10
Whistle Unit, electric, complete with a control box and directions for installation	4.50
Whistle motor brushes, pair	.35
Whistle Unit, complete, electric (for installation in a wayside structure or building)	2.00
Miscellaneous parts for Lionel Equipment	
Contractor, for all accessories	1.00
Unit for #91 Circuit Breaker	1.75
Nuts for binding posts (send sample) each	.05
Porcelain Insulator for telephone posts, each	.03
Insulator for high tension tower, each	.10
Fibre Spacing Washer, Dozen	.10
Bulbs or lamps, see listing under electric bulbs	

Dunellen, New Jersey

OLD PAINT

(concluded)

ROUND NOVEMBER, 1988

PAGE 83

DISPLAY TREES

PRICE	PART No.	DESCRIPTION	LOCATION
\$.15	011-6	Catalpa	
.30	011-4	Cypress Tree and Base #1	
.30	010-03	Cypress Tree and Base #2	
.30	010-04	Cypress Tree and Base #3	
.15	011-4	Dwarf Spruce	
.10	011-7	Hedge	
.30	010-00	Oak Tree and Base #1	
.30	010-00	Oak Tree and Base #2	
.30	010-01	Oak Tree and Base #3	
.10	010-11	Shrub #1	
.10	010-0	Shrub #2	

LIONEL ENAMEL*
All Colors

PRICE	PART No.	DESCRIPTION	LOCATION
\$.25	0-000	Black, Dull	
.25	0-000	Black, Semigloss	
.25	0-700	Blue, Dark	
.25	0-701	Blue, Light	
.25	0-700	Blue, Sky	
.25	0-000	Brown, Chestnut	
.25	0-000	Brown, Golden	
.25	0-001	Buff	
.25	0-000	Chocolate, Light	
.25	0-004	Cream, Rich	
.25	0-000	Gray, Light	
.25	0-001	Gray, Pearl	
.25	0-000	Green, Apple	
.25	0-000	Green, Dark	
.25	0-001	Green, Emerald	
.25	0-004	Green, Marine	
.25	0-000	Green, Olive	
.25	0-001	Gun Metal	
.25	0-000	Gun Metal Bronze	
.25	0-000	Ivory, Light	
.25	0-000	Ivory, Medium	
.25	0-001	Ivory, Rich	
.25	0-000	Orange, Bright	
.25	0-415	Red, Box Car Dull	
.25	0-000	Red, Medium Dull	
.25	0-000	Red, Medium	
.25	0-007	Scarlet	
.25	0-001	Terra Cotta	
.25	0-000	Vermilion	
.25	0-100	White	
.25	0-002	Wine	
.25	0-002	Yellow, Canary	
.25	0-010	Yellow, Shell	

* All paint in 1 oz. glass bottles.

Form No. 0040

Lionel Equipment Parts Catalogue

TOONERVILLE, PENNSYLVANIA

By Hillel D. Lazarus

79-13746

Fontaine Fox was from Louisville, KY and that city has long claimed it deserves the honor of being the real Toonerville site since Fox lambasted the old Brook Street trolley line in that city. So ingrained is that idea among Louisvillians that they recently started a new trolley (really a bus chassis not operating on rails) and named it Toonerville II.

Pelham, NY also claims that Toonerville began in their township. Fox, himself, told the story that he got his idea in that place because he was riding a very rickety trolley car there, looking up an

old friend, and the motorman stopped the trolley and personally escorted Fox to the sought-for address. Even the famous "Skipper" was patterned after that motorman. Well, the good-natured tug-of-war between the two cities continues to this day.

All this over a fictional comic strip trolley and its associated characters which were popular from about 1915 until Fox stopped drawing them around 1955. Along the way, the Fox idea was so popu-

-continued on next page-



The great Trolley robbery. Unknown movie title.

TOONERVILLE, PENNSYLVANIA

(continued)

lar that in the 1920's, several versions of toy Toonerville Trolleys, toy "Powerful Katrinkas" and Toonerville Trolley parlor games came into being and were produced for many years. However, except for collectors of the toys, Fox and his syndicated comic strip are all but forgotten. It wasn't always so.

Pennsylvania has its claim to spreading the Fox popularity, too. In the period 1920 to 1922, Fox wrote screenplays for at least seventeen Toonerville Trolley live action motion pictures of two reels each, amounting to about 25 minutes per film. These were produced by the Betzwood Film Company under the direction of Ira M. Lowry. Lowry had started producing films at Betzwood around 1918, just a couple of years after Siegmund Lubin,

his father-in-law, of Philadelphia and Betzwood, went belly-up there because of economic pressures and a tragic fire in Philadelphia which wiped out the Lubin film vaults there. Lowry and his Betzwood Film Company lasted only until 1922 when it, too, disappeared for good, not even to be found in film history books, up to now.

While researching the old Toonerville Trolley movies, I discovered, through Maxine Pinsky, one Joseph P. Eckhardt, who teaches history at Montgomery County Community College. He is from Lansdale, PA. He wrote the definitive history of the Lubin days, in a small book called PEDDLER OF DREAMS. That book is avail-

-continued on next page-



"Powerful Katrinka" subdues bandit after Trolley is held up. Unknown movie title.

TOONERVILLE, PENNSYLVANIA

(continued)

able from Philadelphia's National Museum of Jewish History. If you enjoy movie history, this book is a must for you, as it reveals the biggest movie mogul of the early part of the century, developer of film equipment innovations and lenses and the largest producer (8,000,000 feet of film per week) of that era and, perhaps, of any era. Interestingly, until Joseph Eckhardt wrote his history, Lubin was almost totally unknown and forgotten and his films were mostly all lost in the fire. Only 200 titles out of 5,000 still exist.

Well, Lowry had built a full-sized rickety Toonerville to the specifications of Fox, and this strange rail-vehicle was used in all the movies. Pennsylvanians by the hundreds found work as actors and

extras in those films, which were mostly made at the Betzwood estate located just across the Schuylkill River from Valley Forge. Some historians have said that part of the footage was filmed in the Valley Forge rock quarries. Others feel that Lowry used some rail line on the north side of the river. We are trying to find out. Can you help? In the movies, the track appears to be standard gauge. In some scenes, it seems like heavy rail such as used on regular railroads. In other scenes, it seems to be light rail such as would be used on spur lines and trolley lines. At the turn of the century, the Schuylkill River was bounded by the Pennsylvania System railroad on the north and the Reading Lines

-continued on next page-



"The Skipper" at the controls, "Terrible Tempered Mr. Bang" hanging on, and "Powerful Katrinka" bringing up the rear. Unknown movie title.

TOONERVILLE, PENNSYLVANIA

(continued)

railroad on the south. We speculate that any scenes at the Valley Forge quarries were probably shot on a quarry spur line from the Reading. Hopefully, some member of Atlantic Division will help us verify this and, perhaps, find us a detailed map of all rail lines in the Betzwood and Valley Forge areas in the 1920 era, and maybe also showing any lines going from there in the direction of Phoenixville. Joe and I have already explored everything available from the Montgomery County Historical Society. We have not yet examined what may lie at the Chester County Historical Society.

Research into the old Toonerville films led me to the U.C.L.A. Film Archives in Hollywood where I uncovered three of the original movies: TOONERVILLE'S BOOZEM FRIENDS, THE SKIPPER'S NARROW ESCAPE and

TOONERVILLE'S FIRE BRIGADE. The latter was found to be totally disintegrated in its old can with everything turned to nitrate jelly and powder. However, the first two are now preserved, hopefully forever.

With some remarkable negotiations and statewide politics, we were able to get U.C.L.A.'s permission to use the films. With initial funding from the Toy Train Operating Society and from the Toy Train Historical Foundation, we financed the preservation, rebuilding and subsequent reproduction of the two good films. We then had them professionally enhanced, stabilized and transferred to 1" master tapes. A professional musician/organist was then commissioned who wrote a musi-

-continued on next page-



"The Skipper" seems to have run over "Thaddeus Bumstead." Unidentified movie.

TOONERVILLE, PENNSYLVANIA

(continued)

cal score for the two movies and played it on a mighty Wurlitzer theatre organ, from which we produced a stereo soundtrack. This one-hour video is now available in VHS or Beta formats from various sources, including the business offices of both TTOS and TCA.

Anyway, these films show some remarkable landscapes and backgrounds, and Joe is particularly interested in finding those locations for his study of the film history of Betzwood. I am interested just for the trolley history. That old Toonerville Trolley they built was really something. In some scenes, the trolley is silhouetted so that one can see that the only thing attaching the body to the chassis seems to be a large coil spring. I've been trying to find out how it ran.

There is no apparent motor but the axles are under shrouds, like $\frac{1}{2}$ -barrels. Perhaps some small motors are under those shrouds. The power source is also an enigma. The Toonerville seems to run by itself, but it could have been pushed or pulled by hidden technicians. In some scenes, it does appear to run under its own power, without it making much difference if the trolley (pole) was touching the overhead wire OR NOT. The "Car" itself, as Fox would have called it, was a good replica of the one found in the comic strips, but appeared very worn-out looking and dull and drab. The later Fontaine Fox colored comic strips seemed to have vivid colors just like the toys did. Well, anyway, the Betzwood films

-continued on next page-



Probably from the first T. T. movie,
THE TOONERVILLE TROLLEY THAT MEETS ALL TRAINS.

TOONERVILLE, PENNSYLVANIA

(continued)

are classics and preserve Pennsylvania's spot in history as having at least one of the Toonerville's.

Some years ago, the ATLANTIC DIVISION EXPRESS published a couple of still pictures, presumably from some of the Betzwood Toonerville movies. Accompanying this article are several more for your edification, generously supplied to me by Joe Eckhardt and the Free Library of Philadelphia. If you have any similar still photos, I'd sure like to have some copies. For that matter, we are always looking for more historical tidbits regarding the Betzwood filming days, such as theatre posters, lobby cards, photos, advertisements and memorabilia, even the whereabouts of any of the actors who may still be alive. The little actress who

played the part of "Tomboy Taylor" would be about 75 years old today. We wonder if she is still alive and, if so, where she might live. We do not know her real name as none of the players were given credits in the Toonerville movies. However, we do know that "The Skipper" was played by Dan Mason and that "Powerful Katrinka" was portrayed by Wilma Hery. Many of the lesser actors lived either in the general area of Betzwood or between Norristown and Phoenixville. Some villages which supplied actors or extras exist no more, having been swallowed up by growing cities and expanding suburbs.

Of the 17 known movies, (see next page), we know only where 3 of them are.

-continued on next page-



Probably from the first T. T. movie,
THE TOONERVILLE TROLLEY THAT MEETS ALL TRAINS.

TOONERVILLE, PENNSYLVANIA

(continued)



All Aboard!

for

“The Toonerville Trolley”

That Meets All Trains

Betzwood Film Company

presents a series of

Fontaine Fox Comedies

Not animated cartoons, but the famous cartoonist's characters in real life, portrayed by the best comedians of the country.

Fontaine Fox draws flesh and blood people. They are your neighbors. That's why you enjoy them. Now come the real persons on the screen and you'll enjoy them more than ever!

Screamingly funny stories in two reels, with love and romance, written by Fontaine Fox and directed by Ira Lowry.



A FIRST NATIONAL ATTRACTION

TOONERVILLE, PENNSYLVANIA

(concluded)

The Toonerville Trolley That
 Meets All Trains
 The Toonerville Follies
 Toonerville's Boozem Friends
 Toonerville's Fire Brigade
 Toonerville Tactics
 Toonerville Topics
 Toonerville Trials
 Toonerville Tangle
 Toonerville Blues
 The Skipper Has His Fling
 The Skipper's Treasure Garden
 The Skipper's Narrow Escape
 The Skipper's Last Resort
 The Skipper's Flirtation
 The Skipper's Scheme
 The Skipper's Sermon
 The Skipper's Policy

So ended the Pennsylvania portion of the Toonerville story for now. Three sound and color cartoons, from 1936, were made about the Toonerville Trolley, but they were not made in Pennsylvania. That is another story and those three movies are also available on video tape from the business offices of both TTOS and TCA.

We welcome your assistance in rounding out the film and Toonerville histories. Please contact me at 14547 Titus Street, Panorama City, CA 91402, (818) 762-3652, if you can help. Thanks.

© 1988 by Hillel Don Lazarus, D.D.S.
 All rights reserved.



"Aunt Eppie Hogg" (fattest woman in three counties) is shown in all her 600 pound glory. Unidentified movie.

AN UNUSUAL VARIATION

By Charles W. Weber

68-2126

In my train collecting infancy (ca.1968) I was a graduate student living in the city of Buffalo, N Y and happened to run into Paul Haidvogel (or "Captain Paul" as the area collectors referred to him) and he took me under his wing and became my mentor. One of the items that he had in his store at the time was an unusual Lionel #38 locomotive. Two summers ago, I visited him and, to my pleasant surprise, he still had the #38, so I took a photograph of it.

Anyhow, what is unusual is that it has "PENN R.R." lettering. This stamping is done in the usual gold. The body color is dark olive with red pilots, windows and bottom cab edge. Couplers are of the small crinkle hook style and, while the headlight is missing, it should have been pedestal style. All six ventilators including the ones in the end doors have only holes - that is, no lettering.

Another peculiarity, in addition to the

lettering, is the hand reverse unit. All of the 38's that I have ever seen have a reverse unit which contains four little spring loaded cups. On this locomotive, the reverse is composed of two red fibre (not uncommon) discs, both of which have plain metal contacts affixed. In fact, the construction of the mechanism makes it look quite like the assembly in a TV channel tuner. I suspect that it might be the reverse type sketched on page 91 of LIONEL TRAINS, STANDARD OF THE WORLD and called "Ring and Disc." However, this reverse in the book is listed as being found on trolleys.

It would be interesting to find out if any of you own a similar #38 locomotive and, especially, more about it. First, when was it made? I suspect maybe 1913-1915 or so. Second, was it a department store special? If so, who sold it, and what cars came with it?

#####

