

THE ATLANTIC DIVISION EXPRESS



SUMMER 1989

**TRAIN COLLECTORS
ASSOCIATION**



ATLANTIC DIVISION EXPRESS

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Summer, 1989

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ON THE COVER

By the time you receive this issue of the Atlantic Division Express I imagine that you will have already have heard that one of our directors, Stewart Bearn, passed away at the beginning of May. Stew was one of the oldest members of TCA and a founder of the Division. We are dedicating this issue to him.

IN MEMORY OF STEWART BEARN

By Malcolm Kates:

I have enjoyed telling the following story many times over the years. It may be a bit long and lack the proper grammar, but please forgive these faults for it is written not by the hand but by the heart.

How often is it that we can recall the exact date that we first met a favored friend and fellow train collector ? Perhaps not often, but my first meeting with Stewart Bearn is so vivid in detail and deeply etched in mind that it's recollection is easy. The date was December 31, 1960, just two months after I began my quest for toy trains. A first year Medical Resident, I had finished several days on call and looked forward to the New Year's weekend. After being introduced to Stewart, I flippantly explained my desire to expand my virtually non-existent train collection. Stewart invited me to his home that evening. I suggested that perhaps another time might be better because that night was New Year's eve. Stewart brushed aside the suggestion explaining that train collectors were always welcome. I had hoped to arrive early, but icy roads and an errant sense of direction delayed my arrival until 9 P.M. Stewart had already

dressed for the occasion, but quickly removed his jacket and tie and began bringing out carton after carton of standard gauge trains. A Medical Resident's salary of \$100 per month requires careful selection; add to this my woeful lack of knowledge of trains and you will understand why the selection was so deliberate. But Stewart waited with infinite patience while his wife, Sally, reminded him (and me) of their social obligations that evening. Finally, a 511 flat, 512 gondola, 513 stockcar and 517 carboose were added to my railroad empire for the princely sum of \$6. Stewart added a 59 lamp and 77 crossing gate to cement the deal and in so doing cemented a friendship of nearly 30 years. Elated by my purchases, the way home seemed more direct, and the roads somehow less icy. An hour later I was busy polishing my new acquisitions to the strain of Guy Lombardo's "Old Lang Syne".

I later learned that Stewart, a volunteer fireman, was called away from his party that evening to fight a local fire.

Stewart always gave more of himself than he asked of others. Stewart, baby, we're all gonna miss you.

IN MEMORY OF STEWART BEARN

By Nicholas Ladd:

It was an innocent sounding offer, "Come on, I'll drive you back to your motel." My pal, George Donze, was no where to be found and I was marooned at the York meet. Stu was coming to my aid and I accepted. Why, I'll never know!

That ride in his van aged me ten years. Stu, your quiet and gentle man, turned into a maniac. Looking everywhere except at the road, Stu drove with a passion formerly reserved for members of the Light Brigade. Over, under, around and through the traffic we sped. Stu, using no hands to drive, explained how he had just missed a great Marx set. He kept looking me in the eye and repeated and repeated, "Believe me . . . Believe me." At that moment I believed I was a goner. Four pedestrians, three red lights and two stop signs later we arrived. Stu, fresh as a daisy, watched me ooze out of the cab. I apologized for the wet spots and he sped off with a cheerful, "See ya around."

Up to this point Stu was, in my mind, a wonderful human being. Kind and generous to a fault. Willing to relate any tall train tale at the drop of a coupler. His sense of humor was legendary - he probably told the worst jokes I've

heard. No, they really were not that bad - it was just the way Stu told them. Regardless, we laughed because it was Stu and only Stu was Stu.

Prior to the drive he and I had completed many a deal for Britains soldiers. He sold me all his headless figures and I pretended I believed they came that way. I have an entire regiment of very short soldiers who have lost their lives in dramatic fashion. Why I kept buying them is a mystery to me - I guess Stu had something to do with it. Anyway the price was always right.

Looking at my old Monday night and meet photos of Stu which go back twenty plus years I noticed that he never changed. I used to look young and had hair and now I'm a lot heavier and well, we won't get into the rest. Stu, for some reason, never changed. That craggy face with the boyish look never aged. The imp was ageless and the magical person that was Stu Bearn never altered - not once in all those years since we became friends.

After the drive I realized why Stu was the way he was. His passion for speed, his love for his cute and unusual toys and trains, his devotion to his lovely wife and

IN MEMORY OF STEWART BEARN

family, his generosity to his friends and his sparkling outlook on life all marked him as a unique individual spirit that could not be contained.

Not even death will see the end of that spirit. Because he was my friend, I will carry it with me and so will many others he touched during his time with us. In life, we all model ourselves after people we respect. In my case, I just got my first speeding ticket . . .

How am I doin' Stu?

.....

IN MEMORIAM
STEWART EDWIN BEARN
CM - 10
1910 - 1989

We are deeply saddened by the death of STEWART E. BEARN. In departing this world on May 9, 1989, Stewart has left a legacy which will long endure, for he was a man who invokes vivid images and memories.

What sort of a man was he? A Charter Member of TCA, certainly. He held many offices at both National and Divisional levels, and he was a worker in all of them, not a seeker of praise and glory. Up to 1988, he had attended 33 of the 34 National Conventions held. His eclectic collection of trains and toys spanned all makers, gauges and

scales, yet he never engaged in cut-throat competitive actions in building the collection. Yes, Stewart was a TCA'er in the finest sense of the word.

Stewart was a sharer, always pleased to share his immense knowledge with others and he did so freely and gladly. He had a myriad of collecting anecdotes, especially about the early days of the hobby. He shared these, too, along with droll jokes that would have been "corny" from anyone but him. Yes, Stewart was a sharer.

Stewart was a devoted family man, experiencing his greatest joys with Sally, his beloved wife for 53 years, his devoted children, Linayre and Robert, and with his grandchildren. Yes, Stewart was a family man in the classic sense of the phrase.

Yes, Stewart was all these things and more, but above everything else he was a gentleman, a true gentleman for all seasons. He never raised his voice in anger, he stood apart with a quiet dignity, he personified the meaning of a gentleman. That is how he shall be remembered by all who were fortunate to know him. Rest in peace, dear Stewart.

Edward B. Pinsky

IN MEMORY OF STEWART BEARN

To Our Beloved "Stu"

As a founding member of the T.C.A., an avid train and toy collector, all of us are saddened by the death of Stewart E. Bearn, but most members of our train fraternity are unaware of another of "Stu's" commitments, and that is as a member of a volunteer Fire Company in the area where he lived.

Stewart spent countless hours in the service of his community, and as a retired professional Fire Fighter I can empathize with what Stewart encountered in those many lonely and tiring hours on the "Fire Ground".

"Stu" has answered his "Last Alarm" and his passing leaves us more aware in the loss of this kind, gentle, man. - "Sevens" - Stewart.

Ray Connolly

P.S. "Sevens" is a Fire Service lingo on the passing of a Fire Fighter.



SOME COMMENTS FROM THE EDITOR

On the rear cover of the last issue of the Atlantic Division Express is shown an ad for a Lionel bell set. No one has contacted me yet indicating that they owned one. However, Ron Morris has sent us some additional information:

" In response to your question on Lionel's bell the catalog number for the complete bell outfit (as illustrated) was 188. The bell only catalog number was 289 (retail price \$0.80). They both appear in the January 15, 1923 Lionel Trade price sheet. Neither were listed in the February 1924 Trade price list."

Thank you very much, Ron ! As most research is expected to do, this raises another question besides "Where in the dickens have all of the examples of this product gone ?" Why were they not catalogued to the consumer, and why would the company wait 8 years to try to unload them at all ? I suspect that by 1931 the company was starting to hurt financially and when someone noticed a "pile" of these in stock it was now worth their while to try to sell them.



Many thanks are also sent to Robert S. Gellerstedt of Fayetteville GA, one of the many Atlantic Division members who do not reside within our geographical area. Bob has a Macintosh computer with which he has produced the little trains now used to separate articles in this publication.

A RARE ACCESSORY FROM STU BEARN

By George Kane

In the world of the train collector the years of World War II seem to not exist. The edges of this void in train manufacturing provide the end of the line for the pre-war collector and the dawn for the post-war collector. During these war years, metal was a material that could not be spared to such a frivolity as toy making.

Not only were store shelves without trains, but they were also without molded metal figures and die cast autos and trucks. Innovative toy manufacturers, both large and small, looked toward materials that were available such as paper, wood, and fiber.

Stu Bearn was familiar with these materials. Although he was not in the toy manufacturing business, he saw this as an opportunity to come up with a wooden toy that could be produced in mass.

Stu decided to produce a series of small cars and trucks. He contracted to have tooling made by a local millwork company that would take a 4" board and plane it into the profile of a forties era sedan which could also double as a panel truck. These "sedan profile" boards were then cut into 1" wide slices, much the same as one would slice a loaf of bread. Wheels were die cut

from 1/8" thick black fiber by a washer manufacturer. They were 5/8" in diameter with a 1/16" hole. This 1/16" axle hole was a constant source of trouble. The die was delicate and often broke causing a delay in the availability of wheels.

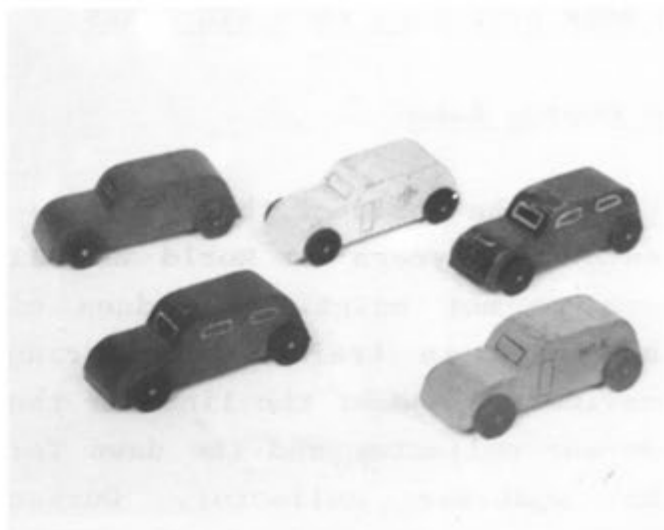
Since Stu was working a 40 hr. week in his job, this was a side line. He would get up several hours early and/or burn the midnight oil in order to cut and sand the bodies. The prepared bodies were then lined up by the hundreds and spray painted. Several women were hired to rubber stamp the details such as windows on the sedans and doors and other markings on the trucks. Wheels were attached with small nails. Many thousands of these miniature vehicles were made but few have survived. They sold for less than 10 cents and wholesaled for about a nickle with Stu netting about a penny profit, more or less, depending on the quantity.

I had wanted to obtain more information from Stu about the quantities produced and the colors these cars were painted, but this dear friend passed on. I sadly miss my friend Stu, but better yet, I fondly remember him.

Ed Note:

Between Phil Ritter and myself we have 6 vehicles of which 5 are shown in the accompanying photograph. Four of them are cars painted blue, green, grey, and red,

the ambulance is white, and the milk truck is orange. The stampings vary but are white, black or red. If you find some of these vehicles stuffed in the miscellaneous box with the burned out light bulbs, rotted hook up wire, tube of Lionel lubricant, etc. next week when the little old lady up the street finally sells you that 700E, you will now know their origin.



A WORD FROM THE PRESIDENT

In the winter issue of the EXPRESS, you learned the good news that CHARLES W. WEBER picked up the gauntlet and became our new Editor! Charlie needs no introduction for he is known as one of the knowledgeable collectors, in the hobby, both for pre-war and post-war items. His special area of expertise is the Lionel 6464 series of boxcars and you may recall that his authoritative articles on the 6464's were initially carried in the early issues of the EXPRESS before Charlie attained national prominence. In reference to the EXPRESS generally, Charlie over the years was frequently credited with "carrying" the publication on his own, for hardly an issue appeared that did not have a Weber article. His research and writing talents speak for themselves and we are indeed lucky to have Charlie as our new Editor. Let him hear from you, support his efforts, and send him articles !

Ed Pinsky

FINAL NOTICE.....FINAL NOTICE.....FINAL NOTICE

We have 8 members of the Atlantic Division who Ordered, Paid For, and said they would Pick Up the "ERTL" 35th TCA Convention truck and did not!! They were available to you at the May meet at Westover, the convention itself, and the July meet at Westover. If you will identify yourself (by cancelled check and number of units ordered) within 10 days upon receipt of this notice and wish it sent by U.P.S., please send me \$2.50 for each unit ordered. Otherwise I will return your \$12.50 and resell them at the next (Nov. 19) Westover meet. The choice is yours.

Ray Connolly, 11 Dunstable Rd., Vincentown, NJ 08088

1/15/89 ATLANTIC DIVISION MEET DISPLAY OF
LIONEL POST WAR LOCOS

by Philip O. Ritter

Usually our Polar Bear Meets at Westover are on bitterly cold days with blowing snow. This year, the January meet was warmed up by a display of steam locomotives representing the LIONEL Corporation's great post war production. The twenty-eight O and O27 gauge locos displayed, were only a small sampling of the many styles and variations known. There were Berkshires and Prairies, steam turbines and switchers, cast body Scout locos and a fleet of different Hudsons. George Kane kindly brought most of these from his own collection, but there were also a few very special ones that I am sure he wishes were his as well. We arranged the display to show the progression of styles from 1946 to about 1960 using as our guide, the excellent chart published in a 1970s TCA Quarterly. The model numbers, special features and production years of the black, cast body locos as displayed on the five lower shelves at the meet are summarized in the table below.

LIONEL STEAM LOCO DISPLAY ARRANGEMENT

1110 Scout 1110-50 motor 1949	224 Prairie Long draw bar early '46 (rare)	2025 Prairie 027 version '47-49	2020 Turbine 027 version '46-49	726 Berkshire 4 pane window '46-49
1110 Scout 1120-100 mtr '51 & 52	224 Prairie Short draw bar '46	675 Prairie 0 ga., 2-6-2 '47-49	671 Turbine o ga., 6-8-6 '46-49	736 Berkshire 3 pane window '50 only
1665 Switcher w. ringing bell '47	2055 Hudson 027, like 685 '53&54	2046 Hudson 027, 4-6-4 '50-53	671RR Turbine no Magnetrac. '51 & '52	736 Berkshire O ga., 2-8-4 '53-58
1656 Switcher w. ringing bell '48-49	2065 Hudson 027, like 665 '54-56	646 Hudson same as 2046 '54-55	681 Turbine 671 w. Magne. '50 & 53	2056 Hudson 2046, no Magne. '52
1615 Switcher plastic tender '55-57	2016, 2-6-4 2037, no smoke '55 only	2037, 2-6-4 2026 w. Mag. '53-58	682 Turbine 671 w. linkage '54-55	5484 Hudson TCA Special '83

A few more colorful and unusual locos of this 15 year period found their proper place on the top shelf of our display. Two different versions of the 1957-58 pink #2037, Girls' loco and tender, which was featured on our souvenir plaque for the Meet, were present and well displayed. It was a treat to see both variations of the cab lettering side by side. How many of us have collected even one these poor selling marketing goofs, or would recognize the lettering variation if we got a chance to acquire another? They do look best if displayed in the context of their full train of pastel colored freight cars. Do you remember when dealers tried to sell off their leftover stock of these sets for the grand sum of \$35.00? That was only 30 years ago; what an investment opportunity that was.

Even more special, and truly rare by anyone's definition, was the blue #2018, Boys' loco and tender displayed by one of our members. It is generally believed that there are only five original copies of these Salesman's sample locos in existence. Each is reported to have been outfitted with five freight cars like the Girls' train, but in a mixture of different colors. Each of the sample trains probably had the same mix of car styles, but did not necessarily have the same color on the car of each style. Evidently the experience with the Girls' train gave LIONEL a clear message and they did not put the Boys' train in production. It would certainly be interesting to discover that some of our common, black 2-6-4 locos (#2018 or #2037) were factory pre-issue repaints over the blue or pink color.

TOP SHELF LOCOMOTIVES

#2037 pink 2-6-4, Girl's loco with numeral style A - '57-58

#2037 pink 2-6-4, Girl's loco with numeral style B - '57-58

#2018 blue 2-6-4, Boy's loco (one of five now known) - c."58

#2600 O gauge Erie 2-8-8-2 - home built from Lionel parts

Another of our top-shelf specials was an impressive 2-8-8-2 articulated steam loco built from LIONEL O gauge loco parts and bodies. This giant with its powered tender was lettered "ERIE 2600" as a model of the heavy duty triplex locomotives built by The Baldwin Locomotive Works for the Erie and other railroads in 1914. The Erie's first 6 cylinder triplex, #2600, was named the "Matt H. Shay" after their oldest living engineer at the time. It could haul 250 freight cars in a 1.6 mile long train weighing almost 18,000 tons, and negotiate a 0.09% grade with 5 degrees of curvature. The railroad beds and bridges of modern times probably would not take the pounding of these 850,000 lb locos, even with the weight spread over their twenty-four 63" drivers.

The new generation of toy steamers was represented by a #5484 TCA Special Hudson, a LIONEL-MPC product of 1983. It does look nice in its gold striped, dark green livery with a silver smoke box and white wheel rims. Did you get one to pull your TCA Convention passenger set? If so, how many times around the layout has it been? Remember, these "collectors items" were built as toys to use and enjoy.

As usual with even a moderate display of toy trains or layout accessories, a lot of questions and discussion were stimulated among the viewers. The main concerns are what is original, which came with what cars, and just when was it available for the retail sales. Many ideas were shared, some were refuted and some were agreed to be firm facts. All of that hot exhaust thawed out some of our cooler ideas and produced the fellowship that our meets are known for. Be sure to get to our next Atlantic Division meet and participate in the display. The theme will be announced in the meet notice.

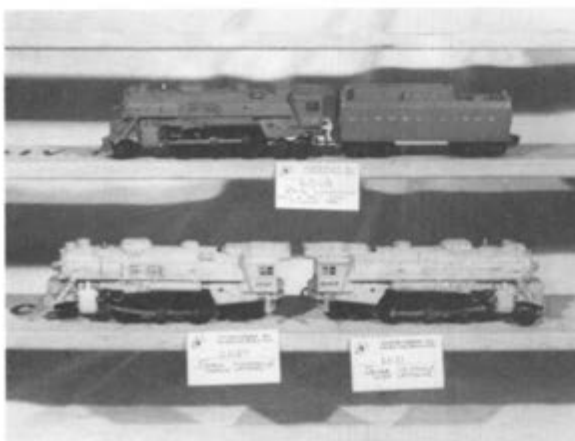
SOME PICTURES FROM THE JANUARY MEET



Prize chairman with a happy winner !



Would you buy a used car from this man ?



Boys' and girls' locos in display.



'G' gauge test track donated to the Division by Right of Way Industries.

A "Happi - Time" Accessory

CWW from Bob Plisiewicz

Recently, Bob Plisiewicz, one of our members from Bridgeport, Pa., dug up an interesting cardboard farm set and although there is no indication that it was marketed as a train accessory, I suspect that youngsters used it as such. Since it is just cardboard, and not especially sturdy cardboard at that, I suspect that the ones that were actually played with did not survive long. The size is such that it would have looked really spiffy on a standard gauge layout.

Figure # 1 shows the whole set. The box opens up and flattens out to expose the printed insides and then acts as a base upon which to place the actual buildings. The dark areas in these photos are a medium shade of green while the lighter areas are simply unprinted cardboard. The flat section that the buildings are sitting on measures 25 3/4" wide by 60 1/2" long and the backdrop is 14" high.

Although not visible in the photos, all of the pieces have an open side so that they can be played with and not just

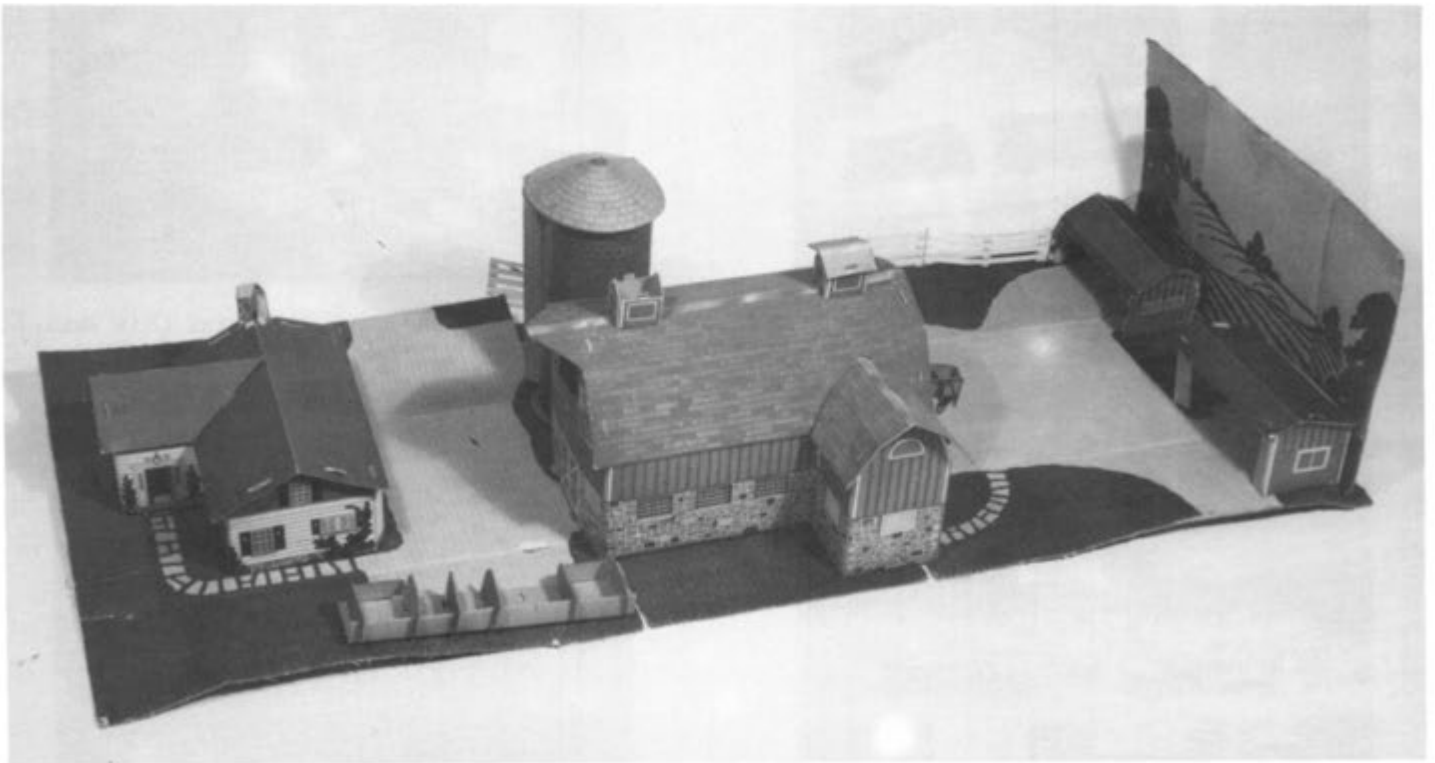


Figure #1 - The Whole Set

viewed. The largest is shown in figure # 2 and is the barn. The basic barn measures 16" x 9" x 10 3/4" high not including the cupolas which add another two inches. The wing on the barn is 5" x 4" and 8 3/4" high, while the silo is about 6" in diameter and 14" high. The bricks, the silo siding and the board and battens on the upper portions are printed two shades of orange red. The stones are grey as is the roof. Not showing is the second floor of the barn which is also grey

and has boards imprinted thereon. The animal pens, shown in fig. # 1 near the barn, is also grey and is 12 3/4" x 3" x 1 3/4".

The house is shown in figure # 3 and has white boards and grey stone areas. Roof, shutters, and vegetation are medium green. The main structure measures 11 1/4" x 6 1/2" x 7" to the top of the chimney, while the wing measures 5 1/4" x 4".

The last of the structures are shown in figure # 4 : the



Figure #2 - The Barn

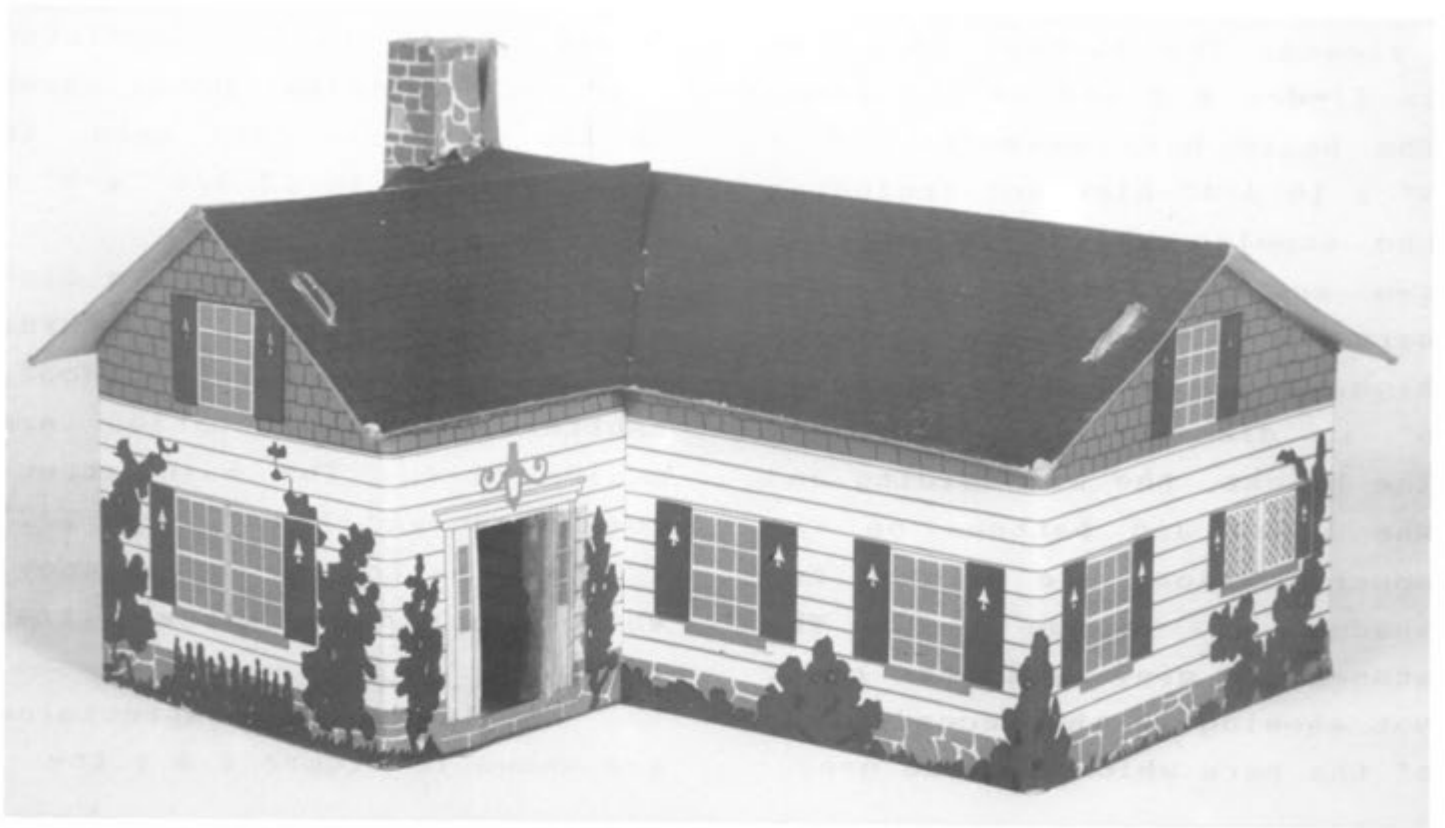


Figure #3 - The House



Figure #4 - Tool Shed & Brooder

"tool shed" and "brooder house". Both of these are printed in the orange red color with white highlights and green roofs. Both are about 4 inches high and wide. The tool shed is 10 1/4" long and the brooder is

only 8".

The name of this item, "SEARS HAPPI - TIME STOCK FARM" intrigued me so I decided to see what could be dug up. First I found that no manufacturer's name, as such, can be

found on the box or on any of the pieces. Perhaps it is on the instruction sheet, but that is missing, so who knows ? The box manufacturer's stamp is present (Acorn Corrugated Box Co., Chicago, Ill.) and is plainly marked as having been produced in 1942. Other hints of the set's background include a pair of mailing labels on the top of the box which indicate that the box was sent via R.E.A. from the Arvey Corporation of Chicago to the Sears Roebuck store in northeast Philadelphia. The box was then sent from this store to Parkesburg, Pa. (for \$0.17 !!) in December of 1942. This label also is handwritten to indicate that the catalog number is 6433.

A year or two ago, Bruce Greenberg kindly xeroxed for me various toy and train pages from the Sears catalog in his possession. An inspection of these pages gave me the information which follows. However, I am missing the pages from the World War II years, so I wrote to Bruce. He tells me that he could not find this set listed in the 1942, 1943, or 1944 catalogs that he owns. Too bad.

On p. 43 of the Sears Christmas 1940 and on p. 24 of the 1941 Christmas catalogs I found the "HAPPI-TIME" designa-

tion used. On these pages are a variety of rubber toys. The items with the "HAPPI-TIME" name are advertised as being "Sold only by Sears" and include a "HAPPI-TIME Rubber Train Set". This set contains a 37 inch train consisting of a locomotive, tender, five cars, a truck and three figures, and, according to the catalog, "the colorful box sets up into a train station". It would be interesting to find if any of you have this train set (especially, boxed !). Also I wonder if these rubber items were made by the famous Auburn Rubber Co., or some other firm.

On p. # 48 ,of the 1947 Sears catalog I find a "HAPPI - TIME 15 piece rubber farm set and barn" advertised. In 1950 the "HAPPI-TIME" label is applied to what appears to be a Marx train set. In 1951 and 1952 the name is attached to a farm set which is said to contain a tin lithographed barn and silo plus 77 pieces ,including animals, farm implements, fence, etc., all plastic. (The illustration makes me suspect that it might be a Marx playset.) Finally, the logo is applied to various Marx trainsets from 1952 through 1955 as well as to an "all metal service station" in 1955.

In 1956 the Marx trains are now called "Allstate".

So, what can we conclude from all this ? Conclusively, not one heckuva lot! (1) The "HAPPI-TIME" label was obviously applied for Sears to a variety of toys and are likely only for sets put together especially for Sears Roebuck. (2) The set described in this article is the war time equivalent of the 1947 rubber set. If this is correct, then it would appear that some parts may be missing. Can any one tell us if they have this set with some



Figure #5 - The Box Side

A REQUEST

Bruce Greenberg and his people are in the process of trying to whip up the second edition of IVES TRAINS. He needs manuscript readers and collections to photograph.

other parts? If so, what parts? I suspect that there should be some cardboard figures, animals and/or farm implements. On the other hand, it seems very strange that the original owner of this set managed to lose only two pieces in the last 45 years, but lost all of these other things. Please holler if you can lend any more light on this interesting and unusual accessory. By the way, please also let me know if you have any train sets marked with the "HAPPI-TIME" label.



Figure #6 - Box label showing 1942 date.

If you are interested, please write:

Bruce Greenberg
7566 Main St.
Sykesville, MD 21784