

THE ATLANTIC DIVISION EXPRESS

NEW NO. 902

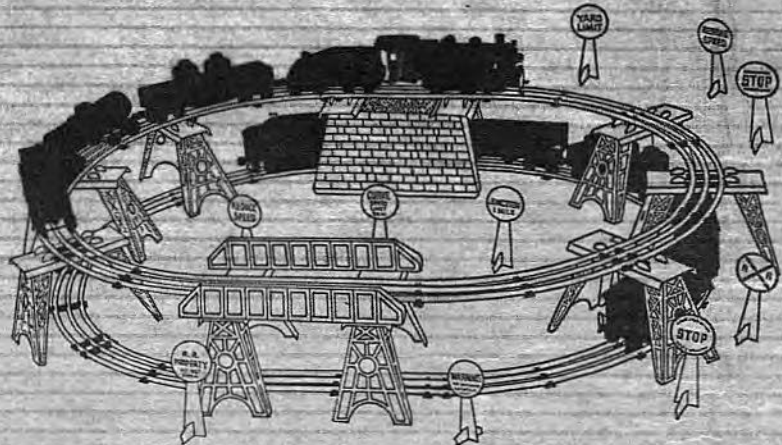
LIONEL ELEVATED TRESTLE SET WITH RAILROAD SIGNS.... GIRDER BRIDGE.... TUNNEL

LOOK WHAT YOU GET!

10 ELEVATED TRESTLES
10 RAILROAD SIGNS
PLUS A GIRDER BRIDGE
AND TUNNEL SET-UP!
EXTRA: 20 DIFFERENT RAILROAD
INSIGNIA DECORATIONS



©1979 THE LIONEL CORPORATION, N.Y.

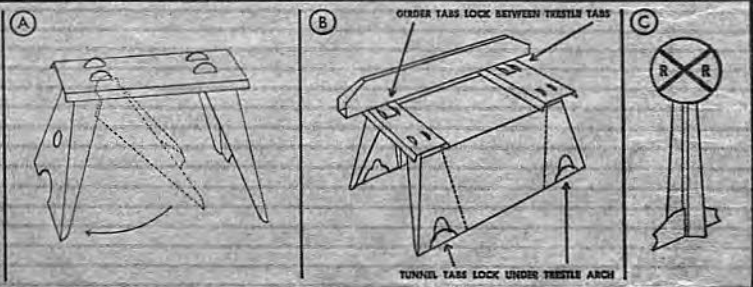


NOTE: TRACKS MAY RUN ON TOP OF TRESTLES OR BELOW...OR BOTH

TO SET UP YOUR TRESTLES: Fold all pieces as shown in diagram (A). Lock upright sections into top pieces by inserting tabs into corresponding slots. Start tabs into slots at angle shown by dotted lines and swing into position.

TO SET UP YOUR TUNNEL AND GIRDER BRIDGE: Note diagram (B) which shows detail for folding and attaching to trestles.

TO SET UP YOUR RAILROAD SIGNS: Sign posts lock into base pieces as shown in diagram (C). Signs may then be pasted or taped in position on each post.



SUMMER 1990

**TRAIN COLLECTORS
ASSOCIATION**

ATLANTIC DIVISION EXPRESS

Vol. XX - # 3 - Issue 79

Summer, 1990

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Atlantic Division - Train Collectors Association
2933 N. Wales Rd., Norristown, PA 19401

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EDITOR

Charlie Weber

ATLANTIC DIVISION MEETS - 1990 - WESTOVER C.C. - NORRISTOWN, PA.

Sunday, November 18, 1990
Sunday, January 20, 1991
Sunday, May 15, 1991
Sunday, July 21, 1991

ON THE COVER

The #902 Lionel Trestle Set is a very unusual cardboard accessory. It came in a bag instead of the normal box. The cover of this bag is shown on the cover of this issue of the "Express" so that you can see it in more detail than shown in the article which appears on pages #8 and #9.

Also to be found inside is the return of a Phil Ritter Atlantic Division Meet report, and another installment in our continuing series about Uncataloged Sets. Other contributions from you, the members, include a "wierd" boxcar from Fred Wasserman, a signal from Alan Stewart, some paper from Warren Schuch, some cartoons from Hal Ashley, and a patent dug out by Ron Morris. My sincere thanks to all who help us publish .

In as much as the information has already been published in the major toy train magazines I suspect that you already know that we have lost another one of our more well known members, Bob Gale of Horsham, PA. Bob died on May 15, 1990. Bob is most well known for the conversions that he did using whatever Lionel he could scrounge from the junk boxes. He made credible models of articulateds and other large locomotives.

ANOTHER WHATIZZIT ??

CWW and
Alan Stewart

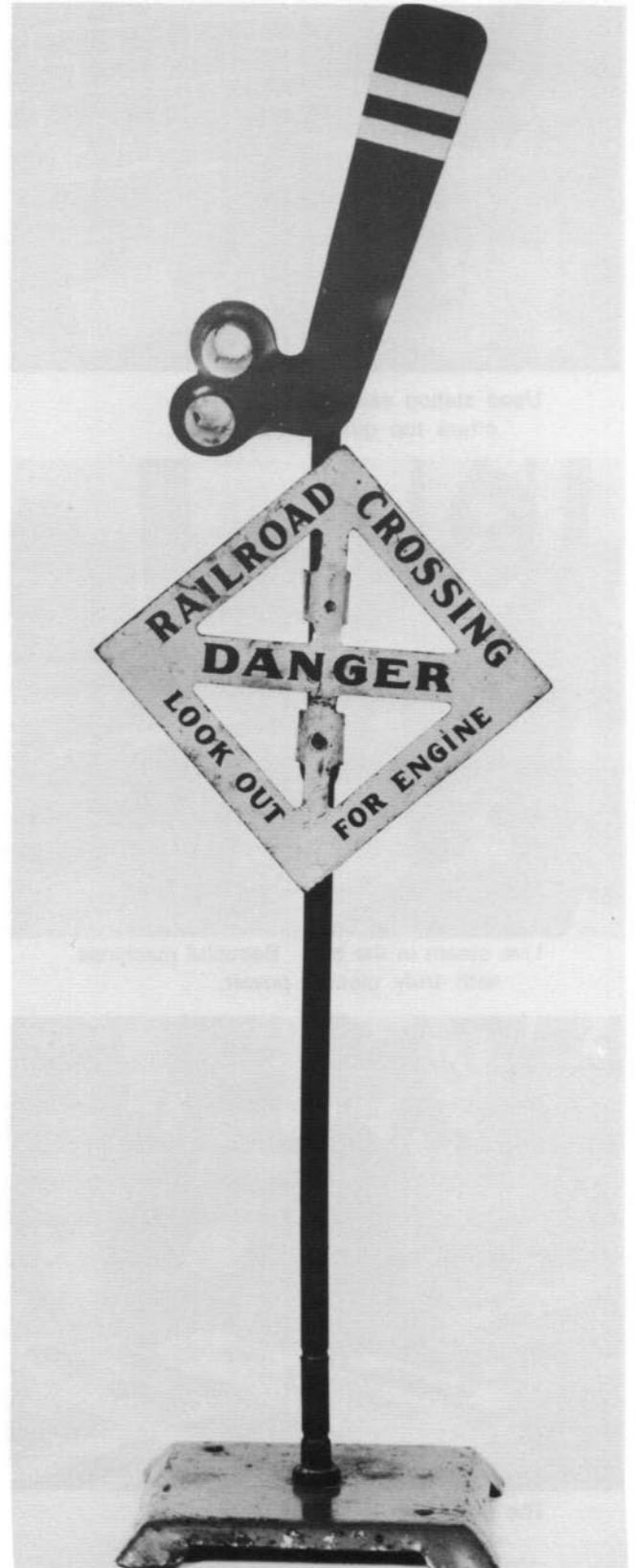
Several years ago Alan Stewart sent along the signal pictured at the right for identification, dating, etc. If you recognize this and know anything about it, please contact me (CWW, the Ed.).

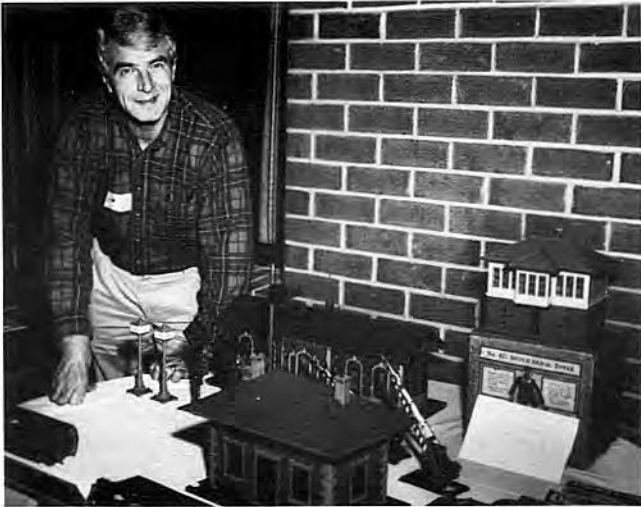
The base is painted in the bright red that is common to the Lionel "nickle trim" cars and accessories of the 1935 - 40 period, and seems to be the same stamping as found on the bases of #68, 69, 069, 76, 076, etc. Total height is 8 1/4".

The post is unpainted, about 3/16" diameter, and appears to be made of some kind of iron alloy. The semaphore blade and crossing diamond are lithographed tinplate, the blade being colored in red with white trim while the diamond is white with black lettering.

The piece looks like late Ives (Irvington) to me, but I can't find it in the few catalogs that I have, nor in the Greenberg Ives Book. I have a suspicion that it may have been made by combining two normal Ives accessories. The 1930 Ives catalog shows a #107-S semaphore as well as a #100 accessory set with a semaphore and a crossing diamond. But, the crossing diamond has no semaphore blade, the semaphores shown have a wire to operate the blade, and the blades are pictured

as being different than the blade on this piece. Well, WHATIZZIT ??

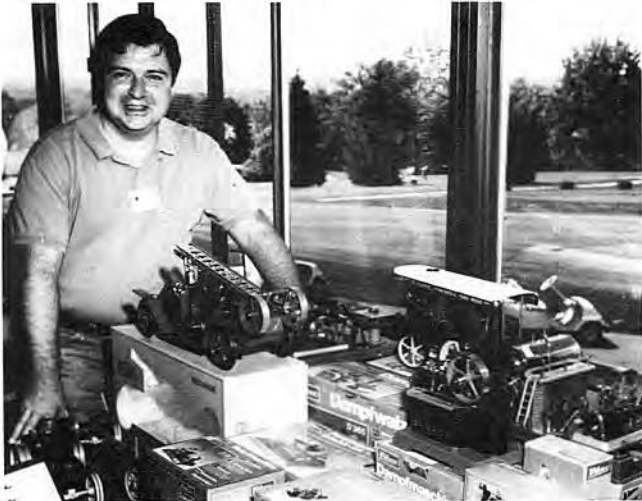




Used station salesman, Bob Isett, offers top quality real estate.



Picking the proper parts from piles of plastic packs, can be fun.



Live steam in the box. Beautiful machines with truly classic power.



The rarely seen Buddy-L travelling bridge crane, live at our meet.



The new stuff is looking better, even to those from the Classic era.



S Gauge also lives and keeps on running, with several new items every year.

ATLANTIC DIVISION TRAIN MEET - MAY 27, 1990

Philip O. Ritter TCA 73-5228

This Memorial Day meet was the first test of our new, more relaxed opening hours at the Westover Country Club. The door opening for general admission and trading was held until the Sunday Sleepers' hour of 9AM. The preregistered dealers are now permitted to enter at 7:30 and the table holders at 8:15, to give them a bit more time and elbow room to get set up before the bargain hunters descend. Of course, to be fair to all, no cruising of the hall or advance trading is permitted during our set up period. The search and trading opportunities are to be the same for everyone. This new schedule gives us more time to meet and greet our friends and build up our anticipation of the hours ahead. It is fun to watch the boxes being carried and wheeled into the hall and to try to imagine, and maybe peek, at what may be inside.

There was lots of action at this meet, from the opening charge to the last packing-up sale. With a full house of over 300 tables of trains, there was something for almost every preference and every budget. Classic O gauge and standard gauge rolling stock and accessories were in their usual abundance and range of prices, from the reasonable to the ridiculous. There actually were bargains to be had, some newly produced gems to splurge on and a few rare opportunities to dream about. Our roving photographer, Bill Grubb caught a few of us in action around the halls. The accompanying photos illustrate the variety of gauges, styles, ages we and our toys come in and the activities we pursue.

In addition to the goodies from the Classic era of the late '20s to early '40s, there were a number of really fine offerings from the new classic era of the '80s to '90s. Several of our dealer-members have treated us to nice displays of and good bargains on the new Lionel, Williams, K-Line, and Weaver O gauge trains at our meets. Of course, the rapid growth of interest in the large scale branch of the hobby was well met by the number of different manufacturers' products represented and the choices offered in 1 gauge equipment.

The great American Flyer S and smaller gauges were also in good supply with some really nice table displays. Phillip and Kitty Solomon had new-in-the box Lionel S gauge and some of A.C. Gilbert's gems to entice the 3/8" semi scale enthusiasts. As usual, there were plenty of operating accessories, buildings and scenic plots to fill in your layout or add to the shelf collection. Ron Morris and John Mutch separately offer very nice reproductions of the Lionel building and park plots at our meets. I wonder if anyone will get around to reproducing the impressive Ives or Lionel cardboard backdrops from the 1920s or the later Lionel, American Flyer or Built-Rite scenic backgrounds. Some of the train room decorations offered, both the old and the new, could give a collection an interesting and different environment. The large, lighted steam loco fronts displayed on the porch could give a new image to a train room door or the end of a darkened hallway. There seemed to be more good train books, catalogs and historical reference material available at this meet than most. I noticed several of Louis Hertz books from the 1940s and 50s. Although they are now nearly half a century old, these are fun to read and a challenge to collect.

Besides the trains, accessories, decorations and reference materials, our Atlantic Division meets provide an excellent opportunity for obtaining a wide range of replacement parts, repair guidance and restoration services for prewar and post war trains. Many of our dealers set up in the East room at Westover and do a brisk business supplying our needs for the many metal, plastic and cast parts to keep our trains running or upgrade a shelf item with a problem. George and Agnes Tebolt seem to have a continuous line of parts requesters by their tables at every meet. Dick Trichel seems to have a replacement for almost every piece that can come loose from a cast iron toy. But not everything was for sale or trade; there was plenty of time for the stories, deals, show-and-tells and informal how-to advice sessions that make our meets memorable.



Bob Hoffner & Ellie Keepol showed super ceramic buildings for Victorian Std. & 1 ga. layouts.



Wouldn't you like to have a layout big enough for a roundhouse of these?



How about a transfer table for your layout? Would you use it, or just display it?



Don Hagar shows how S ga. steamers get their power from the tender, just like real locos.



A part here and a part there, and soon you will have a running Hudson.



Dick Stevenson sells our Atlantic Division's souvenir meet plaques. Did you get yours?

Establishing a new tradition for our Atlantic Division meets, we had lucky ticket drawings for a grand raffle prize, 3 major door prizes, & several smaller toy train prizes. The new Williams O gauge Fairbanks-Morse loco was raffled off about noon to an eager crowd of ticket buyers. We were pleased to see it go to our Modular Layout Co-Chairman, Al Brodhag who was so busy registering our many guests in the lobby that he almost didn't get a raffle ticket. The main door prize this time was a 1989 O gauge Amtrak Passenger set with GG1 and six streamlined cars by Lionel. This had been displayed at the previous meet to whet our appetite. Watch at future meets for the display of the next meet's big prize.

Dick Stevenson reported that back issues of our Atlantic Division's souvenir plaques were selling rapidly to members who want to make sure that their collections are complete. At two bucks each, these are a real bargain and are truly collectable, dated tokens of the best train meets in TCA. Each plaque is professionally printed in a limited issue from original art work inspired by a toy train item and is coordinated with the display theme for our meet. You may order yours with your meet registration or get one at the meet. Our Meet Committee would be interested to know what you would like to see on the plaque and in the stage displays for future meets. It would be also be fun to see photos and gather descriptions of how our members use or display their meet plaques. There must be many creative ways to show off the 69 different plaques produced since the first for the Nov.16, 1975 meet.

The display on the stage this time was of Plasticville buildings and accessories by the Bachman Co. of Philadelphia. There were a number of these colorful gems in OBs from member's home collections. Some were arrayed on the shelves on the stage for all to enjoy; lots more were seen around the meet on member's tables for sale or trade. As the line of plastic expands with the newer K-Line and other's versions and extensions of the Plasticville style, the originals are becoming harder to find in collectable condition and the auction prices are showing the growing interest. Fortunately, one of our regular dealer-members offers replacement parts for both the earlier Littletown buildings and the Plasticville line.

The theme at our next meet on July 15th will be Pullman cars. Be sure to order or purchase your souvenir plaque and take time to enjoy the display on the stage. This is a broad and popular style of car. It will be interesting to see how many and what varieties of Pullmans members bring for the display. Any size, shape, age or style of full passenger car with an enclosed or limited vestibule may be considered a "Pullman" for the day. If you have a favorite, a special selection, or whole series of variations you would be willing to show for the day, please tag them and bring them along for us all to enjoy.



Clean Plasticville, new in the box, can be display worthy too!

An Uncataloged Set (sort of!) and
an Unusual Cardboard Accessory
CWW

A number of years ago I was able to purchase (from Bob Garber) a pair of unusual and little known Lionel Accessories: a #902 Elevated Trestle Set, and a #908 Railroad Terminal. (An article about the #908 will appear in the future.) I have been searching since their purchase for more information but, alas, none was to be found. In particular, I have been wondering what set or sets the #902 came with, if any. Or, if it was sold individually, where was it sold? I was buying Lionel trains in 1959 and never saw any for sale in the stores that I frequented.

Below in fig.#1 is a photo of the front of the paper bag that contains the trestle set. (This is the same as that found on the cover of this issue of this *AD EXPRESS*.) This cover is quite descriptive of



Fig. #1 The Bag.

the contents. As you can see it contains 6 plain trestles, 2 trestles connected by a bridge, and a larger trestle that doubles as a tunnel. Also one can make up 10 signs to distribute around the layout. Notice that the trains shown on this cover are just silhouettes and, thus, are not specified, although if you know your postwar Lionel it is obvious that these are bottom of the line items. The copyright date of 1959 is right next to the lion. Figure #2 shows some of the punched out pieces from the set.

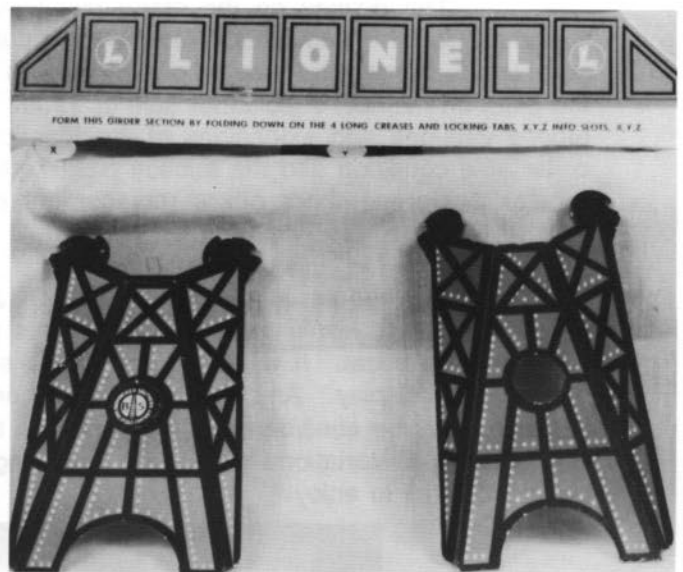


Fig. #2 Pieces found in the set box.

Last fall Thad Groves of Norfolk, Virginia showed up at the Westover meet with the box shown in figure #3. He picked up this almost empty box at a York meet about three years ago. The only thing it contained was some of the pieces to the #902 trestle set! Unfortunately most of the set number is missing.

One can make out the last two digits plainly ('09') and it appears that an 'N' precedes them although this cannot be positively deciphered. The box manufacturer's stamp has a '9' that denotes 1959 production .



Fig. #3 The "??N09" Set Box

I have perused all of the references in my library and can find no 1959 sets ending in 'N09'. The 'N' designation is often used in Sears Roebuck sets but I cannot check this possibility as I have no 1959 Sears catalogs. If any of you have such an item please check out

this possibility for us and let me know if any such sets are listed.

Since I needed to contact Max Knoecklein regarding the #908, I enquired what he could tell us about the #902 Trestle Set. Here is his reply. "The No. 902 (paper) Elevated Trestle Set was included with an undetermined number of special outfits. I don't believe they were intended for separate sale. Sometime in 1961 the company that manufactured the item went out of business and Lionel had to make other arrangements with customers that had ordered outfits which contained the No.902. Too bad the number on the outfit box has been partly obliterated."

So, there is what we know. Any insight in respect to additional information will be greatly appreciated. Please do write or call the editor. (see P.2) if you can help out.

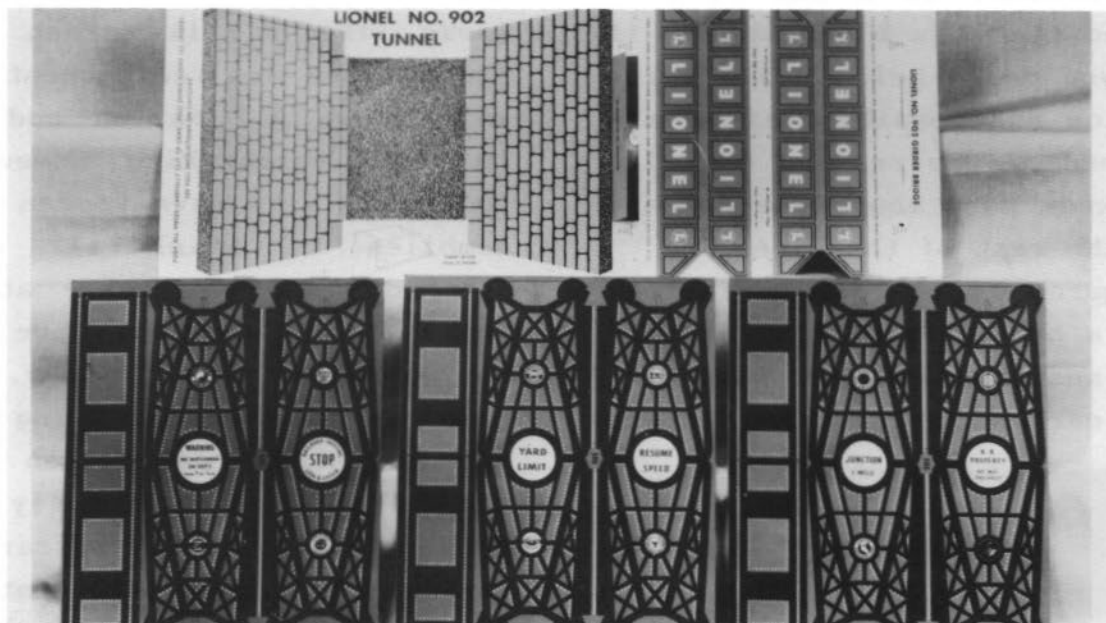


Fig.#4 A mint sheet from the #902

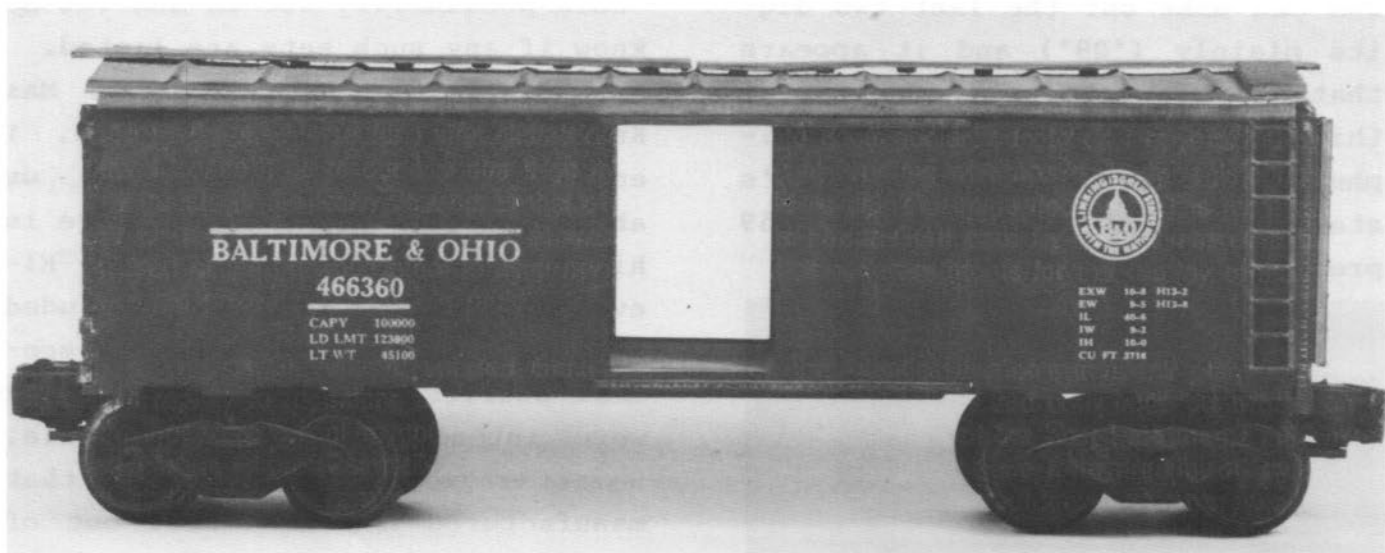


Fig. #1. Side View of the Car

AN UNUSUAL BOXCAR

CWW

Fred Wasserman, one of our members from Manayunk, was at a house auction a year or two ago and picked up the remnants of an 027 boxcar. He approached me regarding it's heritage. I had never seen such a product so I had it photographed for this blurb to see if any of you could help in its identification and possibly, if we are lucky, one of you readers can also let us know more about the company and/or the rest of the line.

Figures #1-4 show, respectively, a broadside of the car, the bottom, and the two ends. This particular car was never completed and

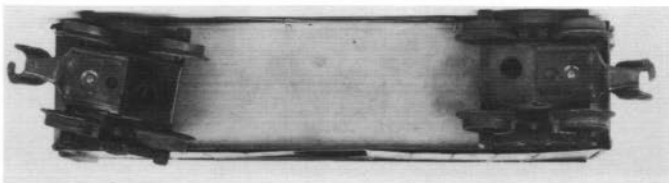


Fig.#2 The Sheet Metal Bottom.

appears to have been sold in kit form possibly without the trucks. These trucks are, of course, from Lionel. The doors are missing, one end is gone and the other end is missing the two hand grabs. the composition is all stamped metal except for the cast roof walks with the sides pre-painted in tuscan red and lettered in white with what looks like a silk screen method. These sides are reminiscent of the well known All Nation and Athern 'O' scale boxcar kits. However, the 'O' scale kits have wooden sub-assemblies to which all of the stamped metal parts are attached. The 027 kit pictured here has no wooden parts, but, rather, everything is put together using the old tab and slot construction method. The dimensions virtually match those of Lionel's 027 boxcars (6454 series) of roughly 1950 vintage.

I was perusing some Whistle Stop magazines when, in the "What's

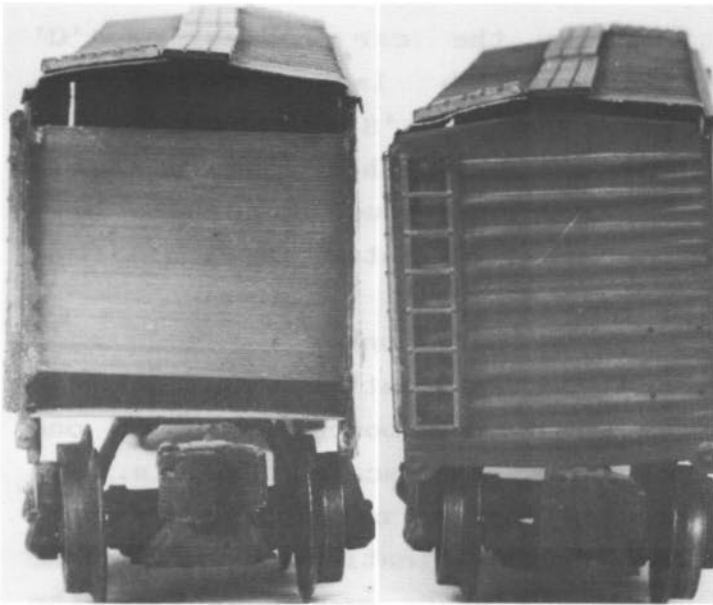
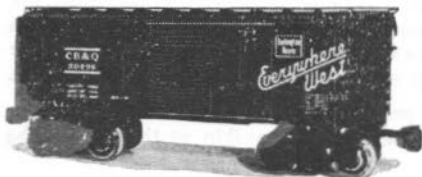


Fig. #3,4 The Ends of the Car.

New 1" column (p.23) of the October, 1950 issue, I found the announcement shown below. Could this be the manufacturer of Fred's car? The car shown in the review looks similar to the one in question ex-

SUPER SCALE MODELS CORP., P. O. Box 25, Glenview, Ill. has entered the O Gauge tinplate field and is now making all metal box and reefer cars which match Lionel cars in body size. The cars, in kit form only, are painted and lettered properly for 12 different railroad lines. They will be available in your hobby shop this month in packages of one, two, and three car units at \$3.50, \$6.75, and \$9.95 respectively. Each kit comes with well detailed tinplate trucks and couplers. The coupler-truck unit may also be obtained separately for \$1.25.



It is to be noted that these cars are strictly "tinplate" and not the usual 1/4" scale kind which are generally oversized and not in correct proportion to tinplate. 1/4" cars for O Gauge may be made at a later time, at which time a more detailed announcement will be made.

Fig.#5 A Piece of the "What's New" Column - October, 1950.

cept for the trucks and dummy couplers. Almost a year after this, in the August, 1951 issue of "Whistle Stop" there appears a paragraph by Al McDuffie about this same "Super Scale Models" line of cars. At his time Al was doing a regular column entitled "Tinplate Topics" where he provided all sorts of interesting facts and opinions about items of interest to the 'O' gauge tinplater. This paragraph is reproduced below but I did not bother to copy the car photo which accompanies the article as it is identical to that in the 1950 column. Of interest is the fact that the October, 1950 review implies that the line of cars was available at the time, while the August, 1951 comment indicates that the "Super Scale" people were still contemplating the line. The rear cover of the 1951 magazine as well the rear cover of several subsequent issues did have "Leonard M. Blum's Hobby House" advertisements where we find a line under "car kits": Super Scale Box or Reefer...4.40.

I HAVE been requested by a potential manufacturer to ask you readers of THE WHISTLE • STOP through this column what your reaction to the idea of undersized freight car body kits is? This not-yet-producing firm in question would like to know if there is sufficient demand to warrant manufacturing undersized freight car bodies to match Lionel—but which would be totally unsuitable for use with quarter inch scale cars. This question of body sizes seems to be a sore point with everybody. The scale men think the whole idea of undersized cars ridiculous and the tinplater seems to warm towards the idea in general as it would give him a greater range of cars than is now available from the tinplate firms.

Fig. #6 Some of "Tinplate Topics" from the August, 1951 issue Of WS.

This summer I wrote to Mr. McDuffie regarding the Super Scale line and other things. Here is Al's reply to my request for any of his remembrances.

"Re: Super Scale Models. They were makers of a line of 'S' gauge items. Their freight cars were mainly metal similar to Athern 'O' cars of that period. I tried one of their boxcar kits but never finished it - too much work! I was heavily into S-gauge Hi-rail at the time as I was design consulting for Gilbert-AF and they paid off in equipment and not cash! The "SSM" people tried to get more biz by

putting the car bodies on 'O' trucks with large dummy couplers....other 'S' firms also tried this. I don't think they met with any success though - results were too small to match up with Lionel cars!"

So, based on Al's remembrances and the information from "Whistle Stop", Fred's boxcar could be one of the Super scale products. Can anyone confirm or deny this tentative identification? Does anyone have any other specimens from the line and any other information, especially a list of the twelve road names?

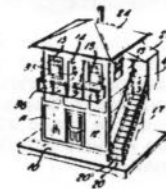


Larry's Patent
by
Ron Morris 70-3178

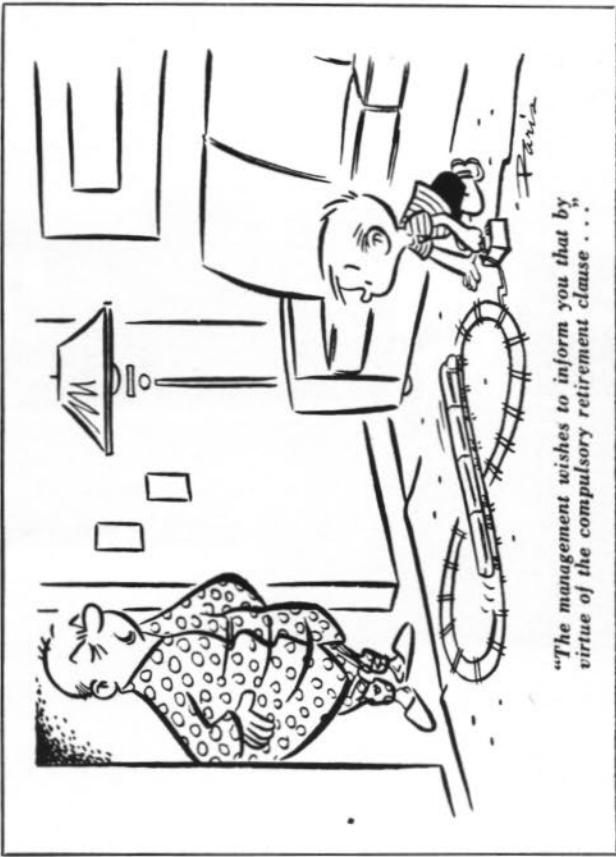
During my ongoing research project on patents relating to toy trains I came across a tidbit of information. It seems that Lawrence Cowen, Joshua L.'s son, was the inventor of the Lionel #445 Switch Tower. The application for the patent was submitted on February 3, 1954. The odd part is that the Switch Tower had been on the market for almost two years before an application for a patent was made. The patent number is 2774181. A portion of the page from the December 18, 1956 issue of the Patent Gazette relating to this patent is shown in the adjacent figure.

2,774,181
TOY RAILWAY SIGNAL TOWERS
Lawrence Cowen, New York, N. Y., assignor to The Lionel Corporation, New York, N. Y., a corporation of New York
Application February 3, 1954, Serial No. 407,942
9 Claims. (Cl. 46-12)

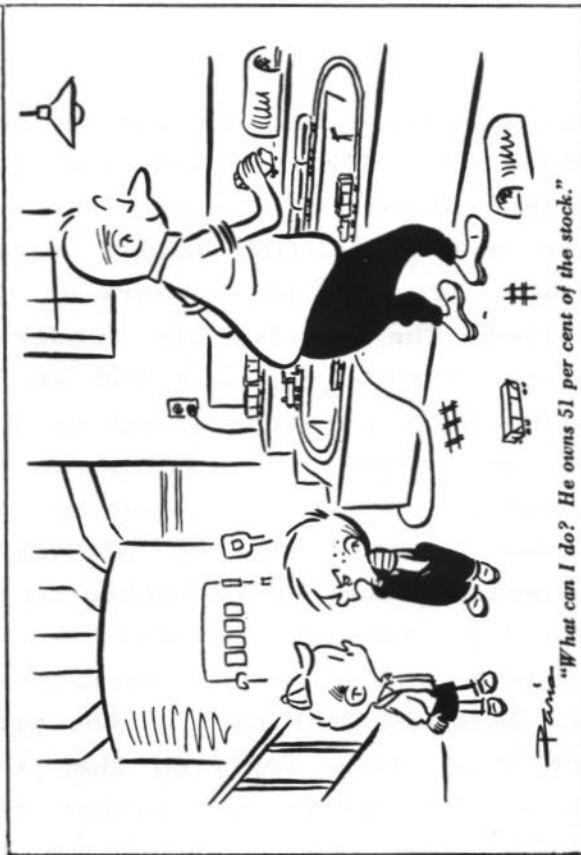
1. A toy railway signal tower having a toy tower body simulating a two-story building and provided with an upwardly and rearwardly extending, external stairway and with a front doorway at the second story level, two manikins, means for supporting one manikin from the tower body for oscillatory movement back and forth through the doorway, means for supporting the other manikin for sliding movement up and down the stairway, spring means for protracting the first manikin and concurrently holding the second manikin at the top of the



stairway, and electromagnetic means for retracting the first manikin and releasing the second manikin so that it may slide down along the stairway.

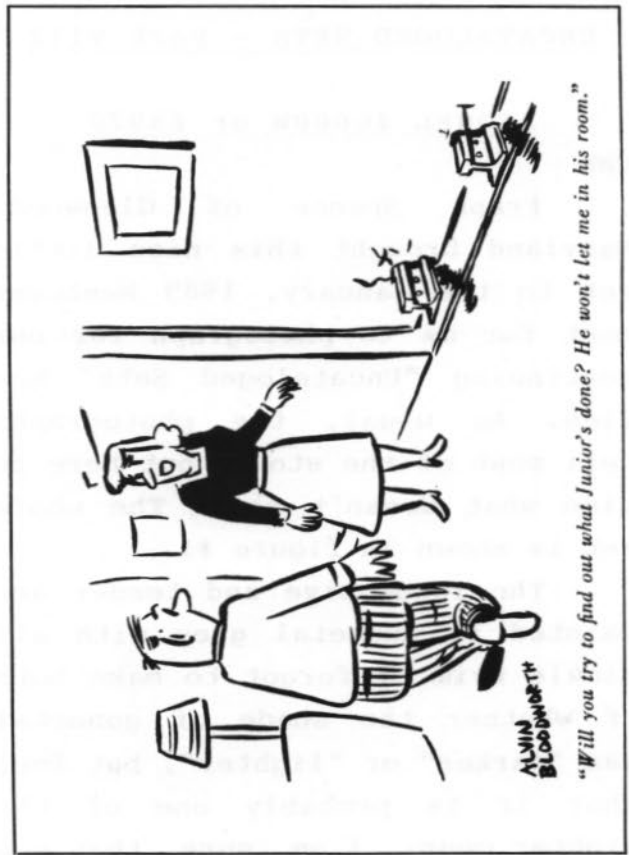


"The management wishes to inform you that by virtue of the compulsory retirement clause . . ."

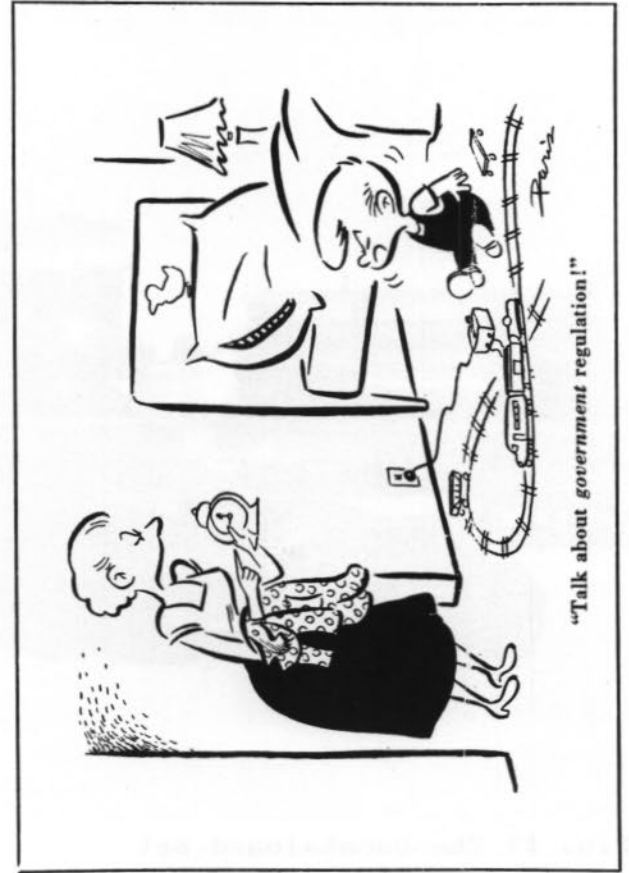


"What can I do? He owns 51 per cent of the stock."

Hal Ashley of Scarsdale, N.Y. has sent us some cartoons from "RAILWAY PROGRESS MAGAZINE". Proceeding clockwise from the upper left corner, they are from the 1/54, 2/54, 11/55, and 5/57 issues.



"Will you try to find out what Junior's done? He won't let me in his room."



"Talk about government regulation!"



Fig. #1 The Uncataloged Set

UNCATALOGED SETS - Part VIII

LIONEL #6600W or #5970

CWW

Frank Spence of Glenwood, Maryland brought this nice little set to the January, 1989 Westover meet for us to photograph for our continuing "Uncataloged Sets" series. As usual, the photographs tell most of the story, but here is also what doesn't show. The whole set is shown in figure #1.

The locomotive and tender are painted in gunmetal grey with all nickle trim. I forgot to make note of whether the shade of gunmetal was "darker" or "lighter", but feel that it is probably one of the lighter ones. I am sure that you

can recognize the locomotive as a 259E with drivers with the thin nickel plated steel rims. The tender has a "LIONEL LINES" nickel plate but is not otherwise labelled. The box for the tender is marked "1689W" but has had an "O" added with a rubber stamp to give us an official designation of "O1689W". When I inspected the items I could see no particular reason why they would bother to add the 'O'. Yes, the locomotive contains a motor normally marketed in the 249E and 265E part of the product line, thus implying that this is an 'O' gauge set rather than '027'. But, the tender looks the



Fig. #2 The Set Box Labels

same as that found with the 027 cheaper part of the line, the 1688's and 1668's. Why would the company keep two inventories of otherwise identical tenders? The only guess I can make is that maybe there are some differences in the whistles, possibly the operating voltage.

The cars are quite normal. Couplers are latch, trucks are the typical type IV¹ or IV-B² stamped metal variety, and all trim is nickel. The 651 flat is painted in accessory green and carries a load of approximately 1/4" square lumber pieces rather than the round logs or the single piece wooden load. The 654 tank is painted silver and comes with the SUNOCO decal, while the 657 caboose is bright red with yellow windows and painted silver end railings. Note that the caboose has two couplers.

Although the track and any miscellaneous paper that may have



Fig. #3 The Box Manufacturer's Mark

been included in the set are now gone, the box still contains a type 'W' transformer and a #66 whistle controller.

Figures #2 and #3 show the set box. As you can see from the box manufacturer's stamp, the box was produced in 1937, however, not shown is the transformer box which is dated 1938. Thus it seems probable that the set was marketed in 1938. Of interest is the extra little sticker on the upper right corner of the labelled end of the set box. It says "Customer's Special Catalog Number 5970". I looked for these two numbers in "Lionel Trains Standard of the World".¹ On page #167 under the 259E listings we find the set listed as #6600W along with the comment that it was bought in Philadelphia at SEARS ROEBUCK circa 1937. Unless a transformer swap occurred over the years, we now know this date to be 1938. It is also interesting to note that

also listed is what sounds like the same set except that the locomotive and tender are black and the tender is numbered 1689TW. The box for this set is numbered 79K5970 and is also labelled as being from SEARS ROEBUCK circa 1937-1938.

Now there is food for a little speculation. Is this uncataloged set #6600W or #5970?? My guess is that Lionel cleaned out back stock in the form of #6600W to any firms who wanted to buy them. Then a different (additional) number was assigned to the set either by or for the specific firm. So,



for example, maybe 5970 is the set number for Sears, another number, say, 5250 is the number for Snel-lenbergs, etc., etc. Unfortunately there is no indication left with the set regarding the actual store that merchandised this particular set. Any comments regarding this speculation of mine will be published.

1. D.S. Fraley, Ed., Lionel Trains Standard of the World, 1900-1943, 2nd. Ed., Strasburg, Pa., Train Collectors Association, 1989
2. C.F. Rohlfing, Ed., Greenberg's Guide to Lionel Trains: 1901-1942, Vol. II, Sykesville, Md., Greenberg Publishing Co., Inc., 1988



Lionel Trains and Accessories are so well made that they require only a minimum amount of care. Giving them that little care often is the difference between perfect operation and just ordinary performance. A few moments spent in

CLEANING the track-shoe rollers-wheel flanges commutator and **LUBRICATING** the armature shaft-axle bearings - all gears **WILL BRING SURPRISING RESULTS.**

Read the Instruction Booklet—If you do not have one, write for it. It is free.

THE LIONEL CORPORATION
SAGER PLACE,
IRVINGTON, N. J.

(OVER)

INSPECTION CARD

THIS IS TO CERTIFY THAT THIS ARTICLE HAS BEEN SUBJECTED TO THE COMPANY'S SERIES OF INSPECTIONS AND FOUND TO BE PERFECT.

J. M. Fraley
CHIEF OF INSPECTION DIVISION

FINAL TEST MADE BY INSPECTOR 503

Our products should reach you in perfect condition. Every care is taken in manufacturing, in packaging, and in transporting them.

However, if in spite of every precaution on our part, you find that this article has been damaged in transit and the damage is more than you yourself can correct, please attach this card to it and return it to us in the same carton in which you received it. If necessary, use an extra shipping carton to avoid further damage on the way to us.

THE LIONEL CORPORATION
SAGER PLACE,
IRVINGTON, N. J.

(OVER)

In the Winter, 1988 issue of the AD Express some unusual Lionel paper was shown. Warren Schuch of Colts Neck, N.J. has sent us some other paper from his collection. The item shown here is an inspection ticket that was packed in standard gauge sets, presumably in the '20's. Bet you haven't seen many of these! Actual dimensions are 5.25" by 2.625".