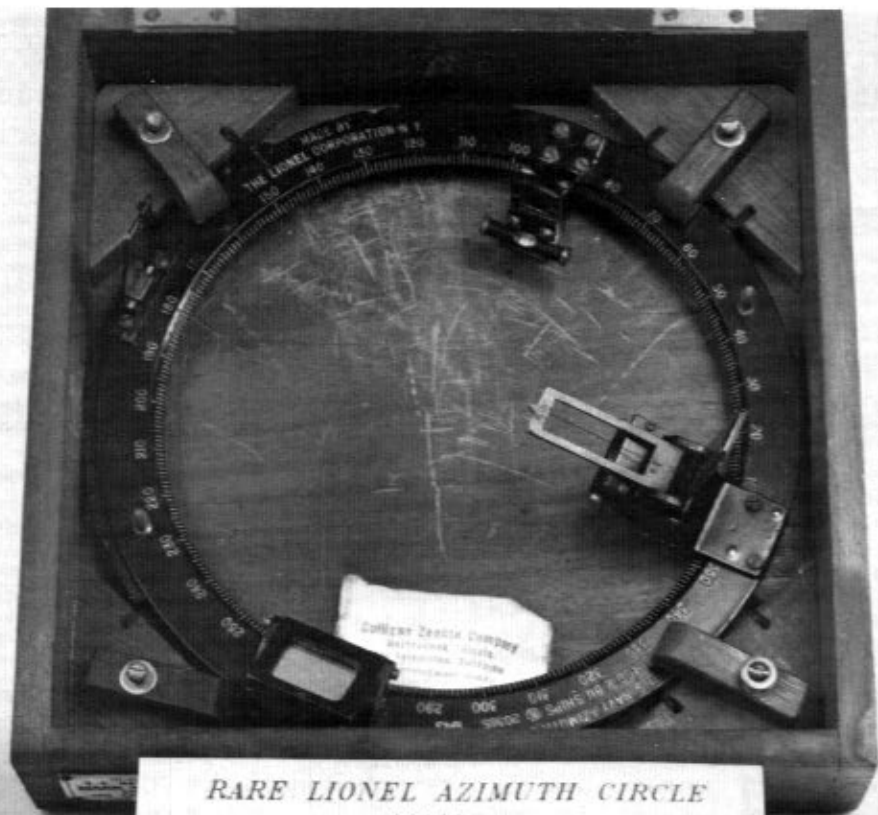


THE ATLANTIC DIVISION EXPRESS



RARE LIONEL AZIMUTH CIRCLE

*In its original wooden box
Dated 1943, engraved, "THE LIONEL CORPORATION"
From the Destroyer Escort, E. H. ALLEN, #531
For the LIONEL collector who has everything!*



SUMMER 1992

**TRAIN COLLECTORS
ASSOCIATION**

ATLANTIC DIVISION EXPRESS

Vol. XXII - # 3 - Issue 87

SUMMER, 1992

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EDITOR
Charlie Weber

ATLANTIC DIVISION MEETS - 1992 - WESTOVER C.C. - NORRISTOWN, PA.

Sunday, July 19, 1992
Sunday, November 15, 1992
Sunday, September 20, 1992
(Members only Meet)

ON THE COVER

On both front and rear covers are photographs of a Lionel "Azimuth" produced for the U. S. Navy in WW-II. This was for sale at one of our recent meets. Unfortunately I forgot to note who brought it so that I could thank this person here. Thanks, whoever you are.

On pages 3 and 4 is a guest editorial by Gordon Wilson who had written it for last November's issue of the *Desert Division Newsletter* (TCA). We thank him for his permission to reproduce it here. Kudos and thanks to Hal Ashley for a few more cartoons (pp. 8-10), Ed Pinsky (p. 11), and Cy Silling (p. 11) for various "blurbs" and to Ken Post for contributing to our "Uncataloged Sets" series (pp. 12-15).

I also appreciate getting permission from the current copyright holders to *Mechanix Illustrated* for permission to reprint the articles on pp. 8-10. Thanks to "Jr." Ames and Howard Klumpp for bringing these to my attention.

As I See It.

By Gordon Wilson

Have you read "Who's Picking Your Pocket Now?" in the latest TCA Quarterly? You will notice many similarities between it and this "As I See It" editorial. I wrote mine at 35,000 feet on October 20, 1991, while on a TWA L-1011 somewhere between New York and Phoenix, a day before I read the quarterly article.

While York and other meets are generally a fun time for buying, selling, and yes, socializing, there is a down side. I, as a member of the Standards Committee, see this more than most. The "quick buck" guys are there and, as I see it, they're ruining the hobby for all of us.

Half the fun of collecting and operating is the search for the desired item. With modern technology, virtually anything can be reproduced to look and feel exactly as an original. Trains are not alone in this. Chemists recently have dissected a Stradivarius violin and have broken down the components of the varnish used 250 years ago, so we'll now have authentic repro Strad violins. How will a person owning an original 1½ million dollar fiddle be able to prove it's "real and not Memorex"? Same thing in toy trains.

Flat cars are worthless without their loads. So are the 3619 Helicopter Reconnaissance Cars. On Wednesday I saw an empty 3619 for \$50.00. The next day it had a little red helicopter in it and the price was \$275.00. Maybe the guy found the helicopter, but since he wasn't local, the chances of that are pretty slim. What probably happened was that he bought an "Exact Reproduction" for \$25.00 and put it in the car that was missing it. The makers of this product are so brazen as to place on a display board, an original, the copy made by an English firm in Hong Kong, and their Exact Reproduction. You cannot tell the difference. Want to make some rare, grey bumpers for the premium cars on the auto loader? They're now available, as is nearly every Lionel load.

These people are generally making one run of the item, refusing to mark them as a Repro part and selling them to anyone willing to pay the price. The theory behind the repro parts originally was that they'd be nice for the person who essentially wanted to fix up an old train, damaged through years of use.

The problem has grown to herculean proportions. How does one know what's real and what isn't? There are a few parts manufacturers who abide by the standards set up by the TCA. Most, unfortunately, do not. The TCA Standards Committee is comprised of a maximum of two representatives from each Division, plus another 30 who are on the National Committee. (In the Desert Division, Tom Stange is the Local Rep and I (Gordon Wilson) am the National Member.) That works out to a maximum of 70 persons to police 25,000 members at who-knows-how-many meets. The odds are staggering, but a start has to be made.

As I see it, there are four major steps that must be taken.

1. Lionel, with their battery of lawyers and financial resources, has to actively pursue the perpetrators. They have gone after Hudson Products, T-Reproductions, Bennett Dry Transfers and the like with a vengeance. Now it's time to go after the makers of all the phoney flat car loads. Weren't these items viable Lionel products too?

2. All parts manufacturers should be identified. If they wish to market their wares at TCA meets, then EVERY part, no matter how small, must be marked with an "R" and it must be visible to the naked eye.

3. All parts dealers shall be allowed to sell at TCA meets, approved, marked parts only.

4. Anyone who persists in manufacturing, selling, and distributing bogus parts shall have his or her TCA membership terminated.

This latter will lead to lawsuits and threatened lawsuits. We must be prepared for this. The TCA is a private organization whose goals and aims are clearly stated in their Constitution and By-Laws. We are not governed by Federal Labor Regulations. So long as there is no racial, sexual, or age discrimination, we are in violation of no law. I say, remove the counterfeiters from the TCA. It's the only real protection we have. Return the hobby to the true lover of tinsplate trains. As they say in Education, "Let's get back to the basics."

Ed Comments:

Right on, Gordon! In the above editorial Gordon Wilson is expanding on some of the points made in Richard Cowan's article in the November, 1991 TCA National Quarterly. Both gentlemen make some very good points and, in general, I agree that something should be done.

We all must get involved. (1) If you are selling something with repro part(s) write the information on the sales ticket or in your ad if you are selling through the mail. Be honest, not lazy. (2) If you are buying, know your stuff - investigate how to tell the repros from the authentic. (3) Toward this end, the Standards Committee needs to publish a list of all known unlabeled repro parts along with pictures and or descriptions of how to distinguish between the reproduction and the authentic. Even a compilation of all of the parts which have been given the Standards Committee "blessing" would be helpful. (4) Once this is done, a regular series of articles should appear in the National TCA Quarterly indicating the same information about new parts as they appear on the market. (5) List names and to heck with the lawsuits!! If it is discovered that "Joe Blow" is making blue anchovies for a 3838 fish car and

this part is unmarked and indistinguishable from the original, advise the membership not to buy them and throw the shysters out!! (6) Then, advise the part dealers - A.S.A.P. - that "Blow's blue anchovies" will not be permitted at TCA meets. But, these people must be advised officially by the Standards Committee so they don't bother bringing them to the meets. (7) If you buy a piece as original and later find that it is not, go after the seller. Use the complaint channels now in place and pursue satisfaction. If enough people return "junk" and get their money back it will soon not be worth the seller's time to continue to misrepresent pieces. (8) "Lean on" your officers and Standard Committee representatives to clean up the hobby. Let them know how you feel. Volunteer to help. Admittedly, you can't do much "leaning" when dealing with these volunteers. But, you can write to them and nag the dickens out of them. After all, they wouldn't have volunteered to run for office if they only wanted to sit around and look pretty.

Now that I have written all of the above, I must comment on the only part of Gordon's editorial that I disagree with. Item #2: ...EVERY part, no matter how small, must be marked... This is impossible (or impractical) in some cases and unnecessary in others.

In the first category are the many tiny parts that we need. For example, it is ridiculous, or from a practical viewpoint, nearly impossible, to expect that handrail stanchions and rivets be marked. Or, consider handrails from many pre-war items. These are simply bent pieces of wire. How are you going to mark a 1/16" diameter piece of wire? George Tebolt recently released the little 'U' shaped handrail holders for Lionel 150 series electrics as well as some standard gauge electrics. They are not perfect, but are certainly "close enough for government work" and will save me the many, many hours of cutting and filing required to make them myself. (Thanks, George!!) Suppose these had a tiny little 'R' on them, and assume that I didn't like these 'R's being present. It would only take me a few minutes to grind the 'R' off if it was raised on the part or fill the 'R' in with solder if it was embossed. So, why bother marking them?

I suspect that the main problem Gordon is addressing involves the larger parts and, in particular, the flatcar loads for postwar items. If really reproduced correctly they definitely need to be marked. I have heard that someone has released automobiles in rare colors as well as common ones that are absolutely perfect and indistinguishable from the originals and are not marked. The rumor

also says that the same folks are making pieces that are marked to satisfy the TCA and the other collectors organizations. If these rumors are true, we have to find a way to stop it. How, I don't know.

On the other hand, if the repro is made just a little bit different from the original then that should suffice and there is no need for the 'R'. Anyone who gets rooked should only blame themselves. For a number of years I have had a rubber stamped version of the Lionel #2660 crane with a broken boom in my "future project box". The search for a good boom or a junker crane with a good boom has proven fruitless. Recently a reproduction boom was released. The color is very close to my original and appears to be nearly perfect. Would the presence of a little 'R' on it bother me? Nah! But, it is not necessary, so I am just as glad that there is none. On the side of the original boom in very large letters (1/8" high by 1 7/8" long) is "LIONEL CRANE". On the side of the new reproduction is just "CRANE". There are also a few other very minor discrepancies that would allow the identification of the part as a "repro" even if the lettering difference wasn't there. I will now be able to get this crane out of the "project box" and onto my shelf. Should it ever be sold, only a dummy (or someone who didn't do their homework) could think the boom was original. Why put an additional 'R' on this fine part? The 'R' is totally redundant and unnecessary in this case.

Any comments that you have regarding Gordon's editorial or my additional thoughts are most welcome.

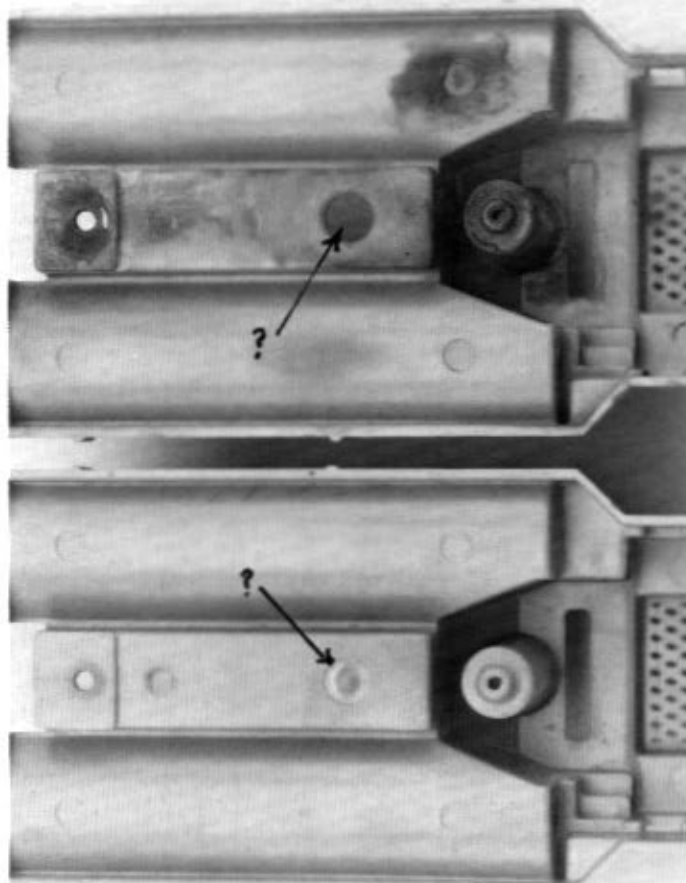
To the right is one of several cartoons submitted by Hal Ashley. This one is from the Sept. 1955 issue of *Railway Progress* magazine.



How About Some Input (Ideas)?

At the right is a photograph of the back portion of a Lionel #3927 track cleaning car. Note that we have a minor variation shown. The top piece has an extra hole when compared to the bottom one. To be more accurate, it looks like the bottom one had the die altered so that the piece now has a plugged hole. Why did Lionel make the piece both ways, and is this a dating tool? The one without the hole came with an instruction sheet dated 8-56 thus implying that it was a first year of production item. Do any of you have one with the hole that you can date?

My gut feeling was that the prototype was constructed differently from the production item and on it the hole had a purpose. The production mold was then made with the hole even though it was not needed. Later in production the useless hole was then plugged. Jim Sattler has a different idea. He feels the earliest version did not have the hole. Later the hole was put in to allow air to escape as the scrubber rotated. A last possibility is that the one without the hole is just a factory error. What do you think?



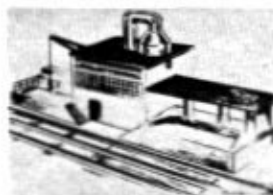
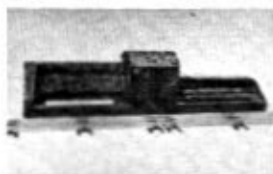
Similar in nature is the question of when the "seriph" and "sans-seriph" Lionel 384E plates were made. If we could "tie down" when these two kinds of plates were made we could possibly have a dating tool that could be extrapolated to the 'O' gauge line. The 384E was only cataloged 1930-32 but has several variations: (1) the plates as shown here, (2) copper domes as well as brass domes, (3) brass and green cab windows, and (4) all black frames as well as green striped frames. If you have a datable 384 or 384E, how about dropping me a note detailing yours? Maybe we can put together a useful little table of variations and discover when the changes occurred.



Below is reproduced an article from *Mechanix Illustrated* magazine which appeared in the December, 1956 issue, pp. 103-105. It was submitted by "Jr." Ames. Hope you enjoy it, as I did.

Got Any Ideas for Model Railroads?

Smart suggestions for new gadgets will find a ready market and can bring you rich royalties from model train makers.



Saga of Operating Lumber Mill: Inventor Gaymond Milligan, top, his rough model, center, and Lionel's drawing, bottom. Production unit at right goes on the market this month.

By Robert G. Beason

TWO years ago Gaymond Milligan of Houston was laying out specifications on a huge woodworking machine for a door manufacturer when the order was suddenly canceled. An industrial designer, he was left with a bunch of useless drawings and a hole in his pocket. Milligan, looking for a way to salvage

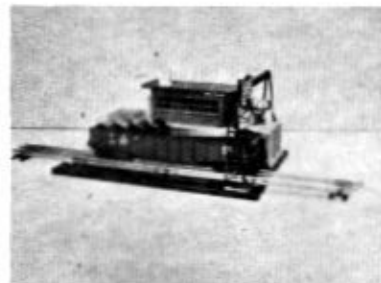
something from his work, hit on the idea of a miniature of the machine depicted in his blueprints—a toy. He picked a model train maker, the Lionel Corporation, as a likely market and started building a track-side accessory out of some sheet metal, wire, wheels and paint.

"At first I had in mind something to produce finished pieces," the 37-year-old Milligan says. "You put in lumber and



Generator Car is a brand-new Lionel unit.

Free-lance inventor made Culvert Loader.

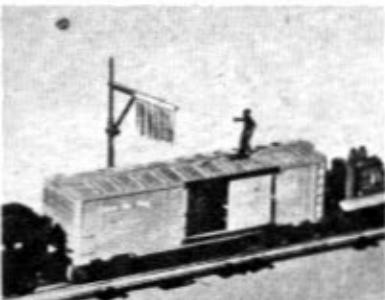


out came chairs. Then I thought of Lionel's log-carrying car and decided to make a unit that would take logs and give you lumber."

That was the model he finally shipped off to Lionel. It wasn't much to look at—a little metal box painted an off-red with black splotches. But it worked. You put logs at one end and lumber into a slot in the roof. Each log was carried inside and a moment later a piece of lumber slid out the other end. It appeared that the log went right through and really was sawed. From the building came the sound of a buzz saw.

Many inventors had come up with lumber mills but Milligan's had two real innovations. One was the sound, the other his method of moving logs and lumber. Milligan used a thin metal belt with a double catch on it. One caught

"Reprinted from Home Mechanix magazine. Copyright 1956 by Times Mirror Magazines." Thanks to their Editor-in-Chief, Michael Chotiner, for permission to do this article as well as the one on p.10.



New tell-tales make man duck for tunnels.

This dispatching station has a PA system.



carried the logs in and rolled them aside, the other shoved out the lumber.

Lionel accepted the model, filed for a patent in the inventor's name and agreed to pay him royalties on net sales. The Operating Lumber Mill is being introduced on the market this Christmas. Suffice it to say that Milligan's rainbow ended with a good-sized pot of gold.

This little episode is not unique in the annals of Lionel. For more than five decades the firm has been open to suggestions from free-lancers. Hundreds of models, drawings and ideas come in every year. Most get a polite thank-you because they suggest things already patented or in production or fail to give the how-to-do. But the firm is eager to receive good, new ideas. And when they accept one they pay handsomely. Says Lionel President Larry Cowen:

"We're always eager to get suggestions for things to add to our line, whether from inventors or youngsters who have fertile imaginations. When we accept an idea we offer either a cash payment or royalties. Most people take royalties."

How much can you make on a model railroad invention? The amount varies from a few hundred dollars cash for a minor innovation to a hefty pile for a major unit. One recent idea brought the inventor annual royalties of \$15,000 to \$22,000 for the first half-dozen years. The pay dropped after that. But so long as the item is made and the patent stands, the man will be paid.

The majority of Lionel units come from the firm's own engineering department, of course. But the quantity bought from outsiders also is large. Take the case of Richard G. Smith, a full-time inventor who lives in upstate New York. He sold his first model to Lionel in 1938 and since then has produced more than a dozen ideas for them, plus a whole hatful for other toy manufacturers, including the A. C. Gilbert Co., Lionel's chief competitor.

The inventor's most fabulous brainchild is the Operating Milk Car from which a little man unloads milk cans. It came out in 1947, has sold a million units and still is going strong. Later came Smith's icing station and now this fall Lionel is introducing his culvert loader.

Smith usually submits a working model but that is not necessary. Drawings or word descriptions are given the same consideration. Both must show in detail exactly what you have in mind—not only what is to be done but how to do it. For instance, a description of the culvert loader would have to explain how the culverts are loaded. The principal value lies in the concept of how to accomplish this task, not in the mere suggestion, "Why don't you have a culvert loader?"

Protecting an unpatented idea is easy. Make duplicate descriptions of the item and have both notarized. Always keep one copy. The mailing address of the Lionel Corporation is Irvington, N. J. When the firm accepts an idea, it files for

a patent in the inventor's name, with manufacturing rights assigned to the company.

Best fields to concentrate on are accessories (off-track items like the ice depot and lumber mill) and mechanizing the jobs done by men in real life. Cowen explains it this way: "We sell model railroads but we can't supply miniature men with them. So the jobs are done by mechanical men or machinery." Examples of mechanical men are the little guy on the milk car and the crossing watchman who pops out of his shack.

A field you should not consider is rolling stock copied after what you see on the railroads. Every foundry in the U. S. furnishes advance copies of blueprints for new cars to Lionel (miniatures of their units are good advertising for them).

Each idea received by Lionel is given a preliminary scanning to determine if it is new and whether the company could use it. Those that pass this check go to the Committee of Six—a group of top men from the plant and sales departments. They determine (1) whether the item is attractive, appealing, salable and safe; (2) whether practical to produce; (3) production costs; (4) mechanical principles to be used, and (5) whether it can be mass produced.

Although model trains may be small items, there is nothing small about the industry. The country's half-million permanent layouts make a huge market.

Lionel Founder J. L. Cowen, right, and son Larry testing a model train installation.



"Reprinted from *Home Mechanix* magazine. Copyright 1952 by Times Mirror Magazines." This article was submitted (within two months of each other) by "Jr." Ames and Howard Klumpp. It is from Oct. 1952.



HALL OF FAME

Cowen gazes fondly at the 1905 B & O electric locomotive that launched him in the train business. His model collection in N. Y. dates back to 1900.

Joshua Lionel Cowen: TOY TRAIN TYCOON

YOUNG Joshua Lionel Cowen was an incurable gadgeteer but he never was satisfied with the way any of his gadgets worked. He was always rebuilding, improving and finding new uses for them. Miniature engines were his main interest, however, and he built dozens of them. Some of them he equipped with wheels so they would run along the floor. Then he got the idea of making them run on tracks like trains. One day he took a home-made electric engine which he had used

to run a fan and connected it to one of his models. Thus in 1900 was born the first Lionel electric train which since has blossomed into a million-dollar industry.

This first crude car sold for \$4.00. In 1905 he built an electric replica of a unit used by the B & O Railroad between Baltimore and Washington. That year the public paid him \$8,000 for his trains. Now, at 71, Cowen is still active and likes nothing better than to play with the latest mechanical contraptions of his toy empire. •

Latest Lionel items are the Astro-dome car (1), tower with switchmen who run down steps to signal at crossing when trains approach (2), station house with two baggage men who run electric cars in and out (3), signal bridge with red and green lights which operate automatically (4), loader with moving chute which deposits barrels in waiting train (5).



OIL CREEK & TITUSVILLE RAILROAD

Submitted by Ed Pinsky

A news note was received that will be of interest to philatelic/train buffs. A local excursion line, the OIL CREEK & TITUSVILLE RAILROAD, has restored a 1927 Chesapeake & Ohio Railway Post Office Car and is now cancelling and sorting mail on it. A COVER with railroad stamps cancelled on the RPO is \$3.00 postpaid. A three-color first day CACHET is \$5.00 postpaid. Proceeds go to continue the restoration and the O C & T is looking for RPO memorabilia to display on the car. Write to Mr. Louis D. Adelson at 106 Linart Street, RD #2, Box 301, Seneca, PA 16346.



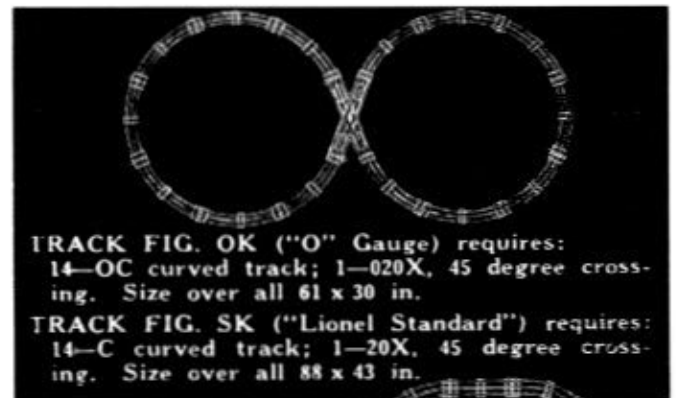
Lionel #20X Crossing

By C. E. Silling, Jr.

Armed with my trusty little protractor, I recently discovered a new angle on the Lionel Standard Gauge #20X 45° Crossovers. The BLACK base crossovers, to be sure, are fine, with exactly 45° between the intersecting legs of the tracks. But the GREEN base crossovers measure out at 42-43° between the intersecting legs! Have you checked out all of your #20X crossovers lately?

Cy Silling sent us the above blurb a couple years ago. Others mentioned that the situation is the same with the similar 'O' pieces of the same vintage. I was looking at the Lionel blueprint on the rear cover of the last issue of the *Express* where I noticed the track plan on the right. I betcha' that this plan is the reason why Lionel made both kinds of 45° crossings. Any other ideas?

The cartoon at the right was submitted by Hal Ashley and originally was published in the March, 1954 issue of *Railway Progress* magazine.



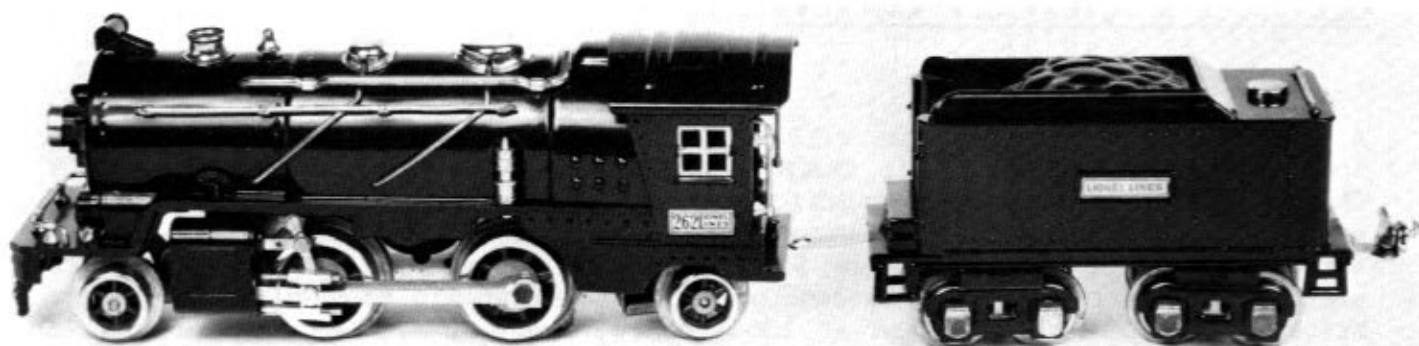


Fig. #1 - The loco and tender.



Fig. #2 - The cars and 2 boxes.

Uncataloged Sets
Parts XIV and XV
Lionel Set # 6309EX

The two uncataloged sets shown here were brought to the January, 1990 and January, 1991 Westover meets by Ken Post, one of our regular table holders.

In the photographs above are the components of set #6309EX. The loco is a run-of-the-mill 262 with a 262T, all trimmed out in copper and brass in the usual fashion. As expected, the tender has the earlier type VI trucks which, the TCA book¹ indicates, were used from 1926 to 1934. The 613, 614, and 615 cars are painted in the terra cotta, and maroon

with creme inserts color scheme and run on type VII trucks (1933-1941)¹. As on the tender, the journal boxes are copper while the other trim is brass. Notice in fig. #2 that the car boxes shown are of the circa 1935 or later variety normally reserved for the two tone blue versions of these cars.

At this point in our inspection of the set we would conclude that this find was nothing to get excited about, except for the "lateness" of the car boxes for this particular color scheme. The 262 is



Fig. #3 - The set box & label.

cataloged with the terra cotta and maroon 613, 613, 614 in 1931 and 1932, although the cars in these sets normally run on the type VI trucks as found on the tender. In 1933 and 1934 the 613, 614, 615 cars are seen in the catalogs with a 262E, not a 262. Generally the trucks in these sets are as found here including the tender trucks. We could conclude that this is a 1933 or '34' special to clean out some old 262 locos or it could be a "normal" set in which someone replaced the 262E with a 262.

A perusal of pages #121 and 167 of the TCA book¹ shows a whole variety of 262E uncataloged sets dated from the 1934-1937 period, but only one 262 uncataloged set (from Macy's) dated 1932, but this is a freight set. As an aside, the uncataloged 262E sets from this period that I am acquainted with have locos which are trimmed in nickle.

What makes this set special other than it's uncataloged number? The answer is that the set was apparently put together much later in the decade of the '30s' than the component's details suggest and it is the first uncataloged 262 passenger

set to be found. The end of the box is shown in figure #3. We see here that it was an '027' set, not 'O' as expected with 262 and 262E sets. Although I do not know for sure when Lionel started using this type of box and label, I usually attribute them to 1935 or later. I believe the style of tape used to seal the box was not introduced until 1936. Although we didn't photograph it, the box manufacturer's stamp indicates that the box was made in 1938, and one of the box flaps is stamped on the inside "1075E". This number, of course, corresponds to a 1668E set cataloged in 1937 and 1938. In figure #4 we see the mailing label which tells us that this set was sold by a Philadelphia Sears Roebuck and Co. store. On one of the cancelled stamps is what appears to be a date of "DEC 38", although the black line partially obscures this date so we can't tell for sure if it says '38' or '39'.

So, here we have a very unusual set. One that was sold by Sears at least four years after the components were last produced - A real "leftover Set"! Unfortunately I can't fill you in respect to any other details

as what you see here is all that Mr. Post found.



Fig. #4 - The shipping label.

Lionel Set # X-617

The postwar set that Mr. Post brought is more interesting in respect to the packaging than in respect to the actual trains. And, in fact, I suspect that at least some of the trains are not what Lionel intended to be in the box. (By the way, the set has since been passed on to one of our old buddies, Joe Algozzini in Michigan.)

The box and the set contents are found in figure #3. Notice that the box is not the usual corrugated cardboard variety but is made of thin solid fiber covered with slick paper. Also, the insert is "speckled" to make it more attractive. Besides the trains you will see the transformer, enough '027' track to make a figure eight design and a 90° crossover. The purchaser could also make a figure eight using the enclosed #110 graduated pier set. You will see 2 envelopes; one is labelled "110-25" and contains the paraphernalia required to use the graduated piers, while the other envelope contains a lockon, wires, a tube of lubricant and a #1569-11 Instruction sheet.



Fig. #1 - Stamp on box bottom.

Figure #1 shows the stamping on the bottom of the box which tells us the set number, the year of 1958, and that the set is a special promotion. Please, if you have any dealer literature describing a "Gifts Galore Promotion" from 1958 give me a holler. We would really like to know more about this promotion. In figure #2 you will see the other detail that makes the box most interesting. This is a side view showing the flaps that fold out and lock so that the box can be placed on a counter with the contents in the perfect position to catch the potential customer's eyes. I never saw this kind of box before.

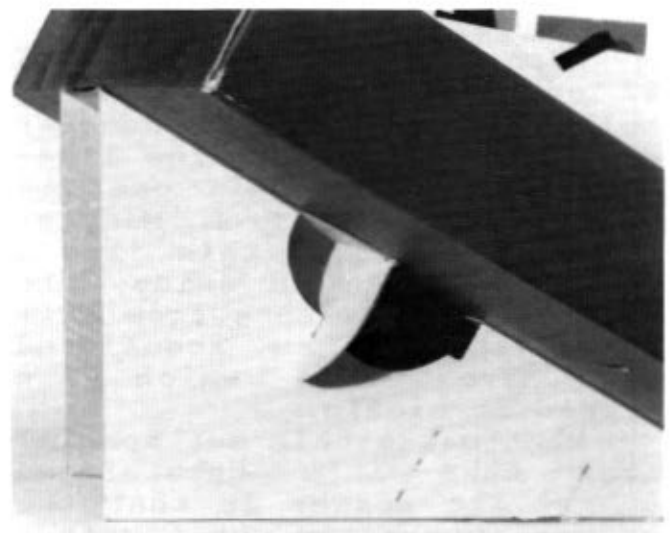


Fig. #2 - View of box supports.

Let's look at the train items themselves as pho-

tographed. We see a Texas Special #211 A-A pair of Alco diesels, a #6014 red Bosco boxcar, and orange and black #6465 tank car, a #6032 black gondola with four red (??) cannisters, and a #6037 caboose with scout couplers. The set box is clearly from 1958. Not only does the box say it is part of a 1958 promotion, but it also has the box manufacturer's stamp showing that the box was made in 1958. But the #211 diesels were not first made until 1962. The #6014 boxcar could be "proper" but Mr Algozzini feels that the details on this particular one indicate that it is not from 1958. Possibly one of the white #6014 "Frisco" variations is correct. A #6465 tank car could also be "correct" if black or grey, but the orange and black version was not introduced until a year later. Also, Joe tells me that the trucks on this particular car imply early '60's production, not 1958. The #6032 gondola was out of production after 1954 as was the #6037 caboose. Therefore, Mr. Algozzini

and myself have concluded that the trains shown just are not what Lionel intended.

A perusal of one of the Greenberg books² shows a similar but larger set numbered X-619. The report of this set is attributed to Paul Ambrose. It contains all of the peripherals in the X-617 plus a #145 Gate-man, a #310 Billboard set and a Plasticville firehouse. The X-619 is said to contain "210P and 210T Alco AA units, 6801 Flatcar with boat, 6426 Flatcar with two autos, 6014 Orange Bosco short Boxcar, 6465 Tank Car, 6112 Lionel blue Gondola with cannisters, 6017 Caboose..." My guess is that the X-617 should contain these identical items except for the #6801 and #6424. Please let me know if you can lend any more insight into this interesting promotional set.

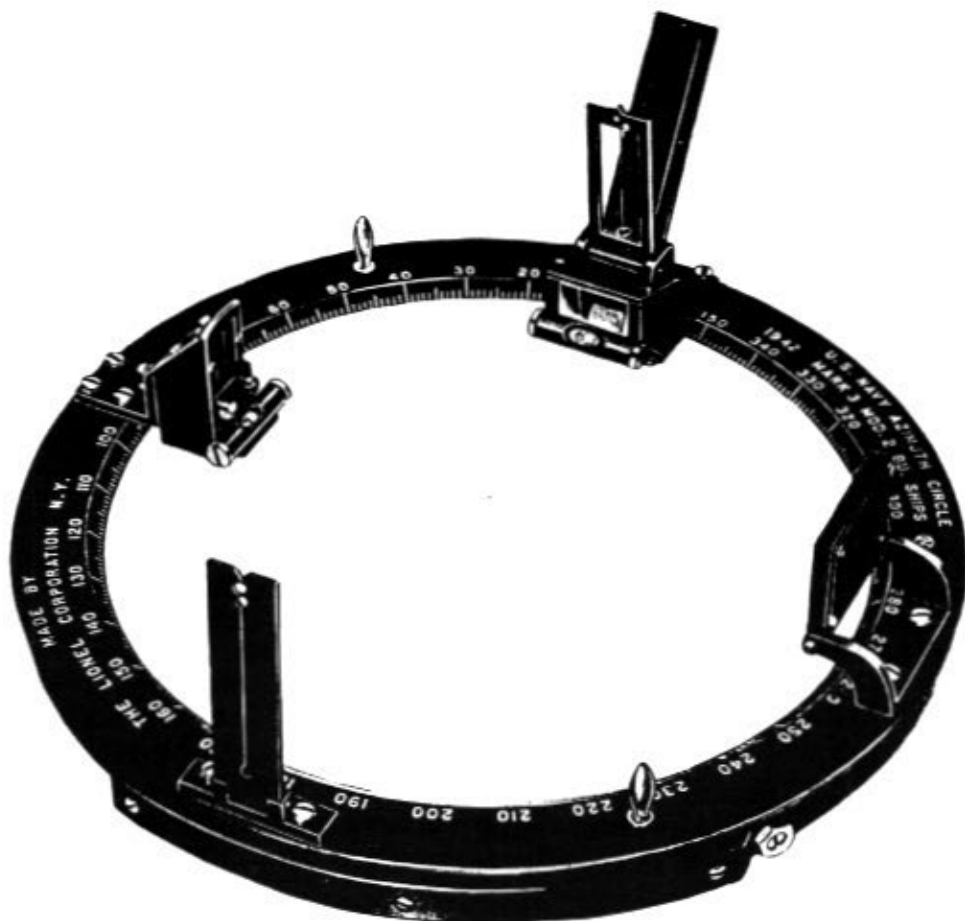
1. Lionel Trains, Standard of the World, 1900-1943, 2nd Ed., D. S. Praley, Ed., Train Collectors Association, Strasburg, PA, 1989
2. P. 16, Greenberg's Guide to Lionel Trains, 1945-1969, Vol. II, B. C. Greenberg, Greenberg Pub. Co., Sykesville, MD, 1988



Fig. #3 - The box & contents.

Several years ago, Bruce Greenberg sent me a Xerox copy of a Lionel catalog which shows the items made for the Navy by Lionel during WW-II. In here is shown an "Azimuth Circle". Low and behold, one of them showed up at one of our Westover meets. It is pushing things a little to call this item "train related", but I figured that it is of sufficient interest that it is worthwhile showing.

On our cover and to the right below are the photos of the item brought to the meet and to the left is copy from the catalog.



LIONEL No. 712A AZIMUTH CIRCLE

