

THE ATLANTIC DIVISION EXPRESS



SPRING 1993
TRAIN COLLECTORS
ASSOCIATION

ATLANTIC DIVISION EXPRESS

Vol. XXIII - # 2 - Issue 90

SPRING, 1992

OFFICERS

President.....William J. Wilson Treasurer.....W. Spencer Stoughton
Vice President..D. Garrett Spear Past A. D. Pres...Edward B. Pinsky
Secretary.....Richard D. Heineman Past Nat'l. Pres..Nicholas B. Ladd

DIRECTORS

Walter F. Ames, Jr. Neal Bradley Al Brodhag George Kane
Marvin Laster Wm. McKay, Jr. Bob Sell Richard L. Stevenson

Atlantic Division - Train Collectors Association
2933 N. Wales Rd., Norristown, PA 19403

Copyright 1993

EDITOR

Charlie Weber

ATLANTIC DIVISION MEETS - 1993 - WESTOVER C.C. - NORRISTOWN, PA.

Sunday, Sept. 26, 1993 (MEMBERS ONLY MEET)
 Sunday, November 21, 1993
 Sunday, January 16, 1994
Sunday, March 20, 1994 (SPECIAL MEET - Details to follow)

ON THE COVER

Glenn Stinson ran into the photo on the cover some years ago and we both thought you might like to see it. All Glenn knows is that it is a Christmas layout located in Oreland in the late 1930's and that the trains disappeared many moons ago. Do any of you recognize it?

I am sure that we have a number of Pennsy fans in our club and that some of you purchased a turbine last year. Just thought you might like to read about the real thing, so I borrowed the article on pp. 4 & 5 from the last August edition of the *Nor-West Logger*, the "magazine" of the TCA North West Division. Rocky Mountain Division also printed it last October.

On p. 6 is another editorial from Gordon Wilson which he published in the Sept. 1992 issue of the Desert Division's publication. In this article Gordon reflects my sentiments exactly. Rumors I have heard indicate that the next "Value-Added" agreement is even more stifling than the current one. I guess time will tell. Thanks, Gordon.

Our uncataloged sets series continues on pp. 7-9, thanks to Merv Afflerbach, and Alan Stewart instigated me to take a close look at Lionel's #154 flashing signals. This article occupies pp. 10-15.

BUY! HELP THE "A.D. EXPRESS" WIN!! (?)

Along with the last issue of the "A.D. Express" you should have received a separate sheet to enable you to participate in a special raffle to try to win a new Lionel Shay. What the form did not tell you is that this raffle is being held to try to raise funds to put a color page into the "Atlantic Division Express"!! Each issue of the "A.D. Express" costs about \$1250-1500 to print. Other expenses (photographer, postage, etc.) raises the cost to just about \$2 each. Thus, your yearly dues covers the quarterly. All of the rest of the division projects must come out of "profits" from the meets. The addition of a color "centerfold" (or any other 2 pages) depends on the exact number of photographs used. The maximum would be for me to put 8 color photographs onto the two pages. This would add \$2000 onto the printing cost of that particular issue. So, in order to do this, at least once, we are trying this raffle to raise the extra funds for this special issue. (If the funds are raised the first color issue would include an article by myself and Bob Sell regarding the variations of Lionel #603-604 and 607-608 passenger car variations. The color photos have already been taken.) So, If you would like to see a couple color pages now and then, spring for the twenty bucks and try your luck!

This is a raffle with a high value, desirable prize and very low odds (maximum odds are 199:1). If you want to participate by mail, simply fill out the bottom of the form that you received and send your \$20 check to Marvin Laster, made out to the Atlantic Division, TCA of course. Marvin will return your stub in your enclosed SSAE.

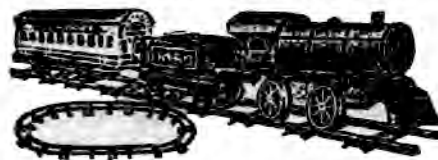
Tickets will be sold at the Sept. "Members-Only-Meet" and the Nov. and Jan. regular Westover meets. However, if we sell all 200 of the tickets before January, the drawing will be held at this point in time. If all 200 tickets are not sold by January, the drawing will still be held at the Jan. meet. Obviously you do not have to be there to win.

While doing some work for the TCA library Ron Morris noticed the little ad at the right in a ca. 1925 catalog from a firm from Dayton Ohio. It gave me a chuckle, as I hope it does you, as this is the first ad I have ever seen for an unguaranteed train!

Sometime over his many years of collecting trains Glenn Stinson found the ticket shown on the right. We know no other information about this event and hope one of you will fill us in on some details.

THE HUMMER

UNGUARANTEED MECHANICAL TRAIN



Key wind clockwork spring pulls the Hummer around at a lively speed. Cars are made all in one piece and beautifully decorated in red and yellow. Outfit consists of Engine, Tender, Passenger Coach and a 60-inch Oval Track. Ship. wt.: 2 1/2 lbs.
12A-1697 Hummer Mechanical Train—Price complete \$9⁰⁰
For Engines with Guaranteed Mechanisms see American Flyer

LIONEL LINES
SPECIAL FATHER-SON EXCURSION, NOV. 30, 1940
GOOD FOR ONE CONTINUOUS PASSAGE TO **NEW YORK** MINIATURE TRAIN SHOW
The holder of this ticket is entitled to admission to the 1941 Miniature Train Show, Saturday, Nov. 30, at 10:00 A.M. in C. Inquirer, Weekdays, 9 to 4 P.M. No trains on SUNDAYS.
LIONEL LINES
NEW YORK, N.Y.

4349785

The following is an article by Roderick M. Grant which appeared in the January, 1945 issue of POPULAR MECHANICS Magazine. We have been fairly well swamped of late with articles about the various Lionel models of the Pennsy's steam turbine...I thought it was interesting to read what was said about the prototype some 47 years ago.

WHIRLWIND on RAILS



All along the line from Philadelphia to Pittsburgh and Chicago folks glanced from their kitchen windows curiously as the big engine lumbered past.

What was this, anyway? Was the Pennsylvania putting a million pound rocket on rails? The brand new giant rolled by with a steady "whooooosh" strangely devoid of resemblance to the pulsating "chuff-chuff" of the conventional iron horses whose faces had been familiar along this road for a hundred years.

Those who looked sharply noticed another peculiarity about this newcomer. There was no plume of steam escaping from the cylinders as the pistons pounded in and out at mile-a-minute tempo. In fact there were no pistons, nor cylinders. And the bright steel driving rods, unlike those of the traditional steam locomotive, remained on a true horizontal line as they revolved with the wheels; while above them was a huge horizontal tube, akin to nothing in the experience of veteran railroaders. What kind of engine was this anyway?

No. 6200, just starting out on her career, is America's first direct drive steam turbine locomotive. Instead of harnessing the power of steam to the reciprocating pistons in the cylinders, the turbine shaft feeds power in steady flow to heat treated alloy steel reducing gears on two center driving axles.

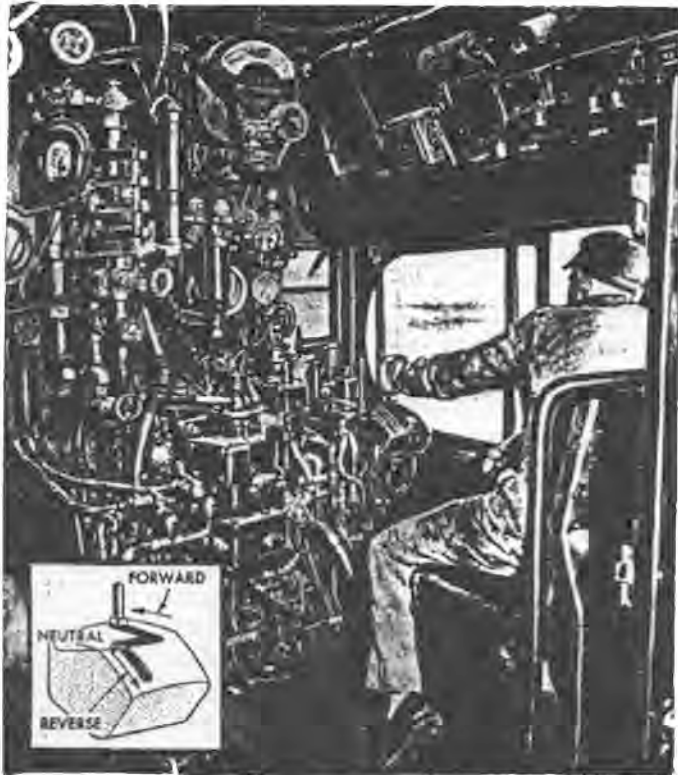
These gears operate continuously in an oil bath and mesh with so little friction that 97 percent of the turbines power reaches the driving wheels. Since the conventional locomotive is notoriously inefficient in its utilization of the energy in coal, despite tremendous engineering improvements in the last generation, the potentialities of this fundamentally new type of coal-burning steam engine are vast but unknown. Exactly what No. 6200, designated S-2 by the Pennsylvania, will do is an unknown quantity to be solved in road tests just beginning.

Designed to develop 6,900 shaft horsepower, the S-2 has capacity to pull a full length passenger train at 100 miles an hour and high class heavy freight trains at high speeds. Completed recently at Philadelphia, the engine was sent into service on the Chicago-Crestline, O., division to determine its adaptability to high speed passenger and freight hauls. That division is the scene where world records in train speed have been set.

One of the first things you notice about the turbine locomotive is its quietness. There is no snorting as it gets under way with the smoothness of an electric drive, no chugging as it speeds down the track in a vibrationless glide. At rest, it is virtually silent; moving, its steady hiss of steam is that of a giant breathing.

The engine was designed and built by the Baldwin Locomotive Works and the Westinghouse Electric and Manufacturing Company, in collaboration with the Pennsylvania Railroad. The purpose was to eliminate the reciprocating parts of the conventional steam locomotive, obtain a uniform flow of power to the driving wheels and secure the economies inherent in a turbine for railroad motive power.

The turbine shaft is rotated by the pressure of jets of steam against the vanes of the turbine wheel, and its power is transmitted continuously to the driving wheels through speed reducing gears. In operation the turbine engine is the simplest ever constructed. Forward and reverse movements are controlled by a single lever actuating special pneumatic control apparatus. Automatic devices make it impossible to handle the mechanism incorrectly.



At rest, the engineer's control lever stands in neutral. To go forward, he moves it slightly to the right and then forward, rather like the automobile gearshift. To reverse, he moves it left and back.

There are separate turbines for forward and reverse travel. The main, or forward drive turbine is mounted at the right side of the locomotive and accounts for less than one percent of the engine's total weight of nearly a million pounds. It is only about 3 feet 9 inches in diameter. The smaller turbine, on the left side, is designed for reverse speeds up to 22 miles an hour and is brought into operation by engaging a clutch.

The forward turbine contains more than 1,000 chromium steel blades, some of them less than one inch long. From the conventional boiler, carrying 310 pounds of steam pressure and fired by mechanical stoker, steam travels through the entire battery of turbine blades, expending all its energy but about 15 pounds, which produces a non-pulsating draft through the firebox and boiler.

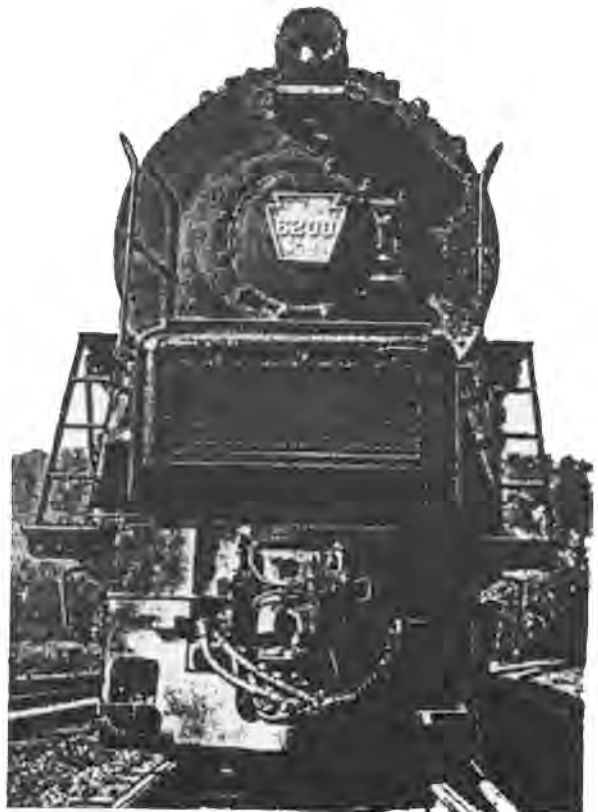
The whirling turbine shaft imparts its power directly to two center pairs of driving wheels. Connecting rods from these wheels transmit the power to two additional pairs of drive wheels. Thus the S-2 has a 6-8-6 wheel arrangement: six leading wheels, eight drivers and six trailing wheels. It has roller bearings throughout.

Together with its tender, the S-2 is 123 feet long -- only 17 feet shorter than the Pennsylvania's No.6100, rated the world's longest passenger engine, familiar to many as an exhibit at the New York World's Fair in 1939-1940.

The S-2's colossal tender carries 18,000 gallons of water and 37 1/2 tons of coal--44% more fuel than even No.6100 holds.

Product of years of research, the Pennsylvania's new "baby" is frankly an experiment but one of the most significant in a long line. Several other new types of steam engines have been introduced in the last five years, notably the "6100," the new four cylinder "Q-2" freight haulers and the "T-1" streamlined steam passenger engines introduced two years ago.

Several turbo-electric locomotives have been developed in Europe, and one was tried experimentally in this country several years ago. Pennsylvania's No. 6200 is the first in America to omit the electric generator and harness the turbine directly to the wheels. Railroad men throughout the world are watching this new 100-mile-an-hour whirlwind on rails with keen interest.



The "radiator" on No. 6200's nose cools compressed air pumps

AS I SEE IT

You may have heard about Lionel's new sales-to-dealer policy. It is allegedly aimed at the large, discount dealers East of the Mississippi. Supposedly two of these mega-dealers owe Lionel millions of dollars and reportedly have also declared Chapter 11 bankruptcy. From all appearances Lionel made some bad business decisions and are now implementing a policy which they say will correct these ills. But the question is, will it?

All sales of 1993 Lionel trains can only be done from a store, which must also have an operating Lionel layout. This store must be open during normally accepted business hours and must have an advertisement in the Yellow Pages of the local telephone directory. Any LTI products sold at a train meet must be more than a year old and not in the current catalog. In my opinion, or "As I See It," this reeks of restraint of trade and sounds remarkably like an attempt to regulate the free economy upon which capitalism is built. This is the equivalent of a theory advocated by the late, not-so-great, Soviet Union and The Warsaw Pact.

Supposedly this new sales marketing policy will limit the cut-throat policies of the aforementioned mega-dealers, who also just happen to be wholesalers. In reality, As I See It, all it will do is put the small guy out of business. Train Collectors are essentially dollar conscious. Who will receive the bulk of the orders? The small guy? Not likely! No one can stay in business using a 5% or less profit margin. People will return to shopping by mail and order merchandise at the lowest advertised price, bypassing the local dealer.

A bigger downside, As I See It, is the potential for "Big Brotherism." How can LTI police the policy of not selling new material at meets? At York, Nor-Cal, and Cal-Stewart, it will be easy, because they (LTI) will be in attendance. How about at a Desert Division meet? It is highly unlikely that LTI will invest in airline tickets from Detroit to Phoenix for their "enforcers." What they'll be counting on are local "snoops" or dealers who will tattle on one another. It is bad enough that the Deer Valley School System uses surveillance devices, but now we're faced with similar situations at a Desert Division Toy Train Meet. What ever happened to this hobby? the fun? helping one another?

If LTI pursues this avenue or approach, they're inviting more resentment than currently exists, not to mention law suits that will polarize the hobby. "Big Brother" at Train Meets - this is 1992, not George Orwell's 1984. LTI may have made some mistakes in continuing to provide many of these mega-dealers with merchandise. As I See It, they should cease servicing these dealers and absorb the apparent losses as a tax write-off. Then go forward with a fair trade policy which is equitable to all who remain positively involved and encouraging for all who wish to become committed in the future.

* Opposing or contrary viewpoints on this, or any other *
Toy Train topic, are invited.



Fig. #1. The end of the set box.

Uncataloged Sets - Part XVI

Set # 7038 (or S 5581-2)

A Firestone Special

Serendipity has struck again! Several months ago I got a call from Merv Afflerbach regarding an uncataloged set that he had just acquired. Two key points of interest about this set were that it contained two tank cars and that the name of the firm for whom the set was made, Firestone Tire and

Rubber Co., was actually printed on the box label; not added to the label after the box was made up. Within one week of the call I received a communication from Dave McEntarfer who is writing a "Prewar-Sets" book for the Greenberg Co. He had found a set #7038 with two tank cars and no cabooses and wondered what I thought. I was able to tell him about Merv's set so that Dave now knew that the presence of two tank cars was correct and that just the caboose was

missing. Dave has discovered a third example of this set in the interim.

Figure #1 shows the end of the set box. "SPECIAL" has been rubber stamped on the box. We have seen this before in this series. What is quite different, however, is that the label was printed with "Firestone Tire and Rubber Co." and "No S 5581-2". This number is probably Firestone's stock number similar to the special Sear's stock numbers that were often assigned to Lionel equipment sold by them. \$10.95 is written on the lid using crayon.

Figure #2 shows the loco, tender, and their boxes. The loco is the usual dull black 258 with silver rubber stamped numbers. It's box was originally for a #1688 but that information is hidden under the black boxes on the ends and sides. It has 12 spoke drivers and both trucks also contain spoked wheels. The matching tender is rubber stamped "LIONEL LINES" in white while the bottom is rubber stamped "2689TX" in silver. The 'X' designation, as we have seen in other parts of this series, is because the tender coupler has no coupling hook.

The cars, transformer box, and instruction book are shown in figure #3. All cars have black journals and the last variation of pre-war '027' trucks. The #1679 boxcar has a maroon roof, orange doors and door guides, and latch couplers. Latch couplers are also found on the caboose which is the quite common, all red with creme windows, sans cupola stripe variation. The presence of two identical tank cars

is what makes the set so different. Excluding the fabled 318 coal train and a 225 coal train, this is the only pre-war freight set that I can think of that has two identical cars in it. The tank cars are all silver with black lettering and the "SUNOCO" diamond offset rather than centered. Except for the journal boxes, all trim is nickel. Couplers are of the late box (no lift pin) variety.

Besides the train itself, Merv's set contained a #1036 transformer, 1941 instruction book, a small tube of lubricant and a UTC universal lockon. There are also 8 "027" curved track sections and 12 straight. There is no way of determining if the set was really sold with 12 sections of straight track although it seems unlikely. Other sets that contain the 'X' tender with the hookless operating coupler have also contained an uncoupling track and my guess is that this item was probably also originally included with this set. (Dave's communications regarding the other two sets are not detailed enough to confirm the track contents.)

None of the boxes are dated, nor is the lubricating direction sheet present. The only written dating tool that we have is the instruction booklet. However, the car lithography, truck variation, and the coupler types are all consistent with the 1941 date assigned with the booklet as is the 7000 series set number.

My thanks go out to Merv and Dave for bringing this set to my attention. I really appreciate it when you A.D. members bring me things for the *Express*.

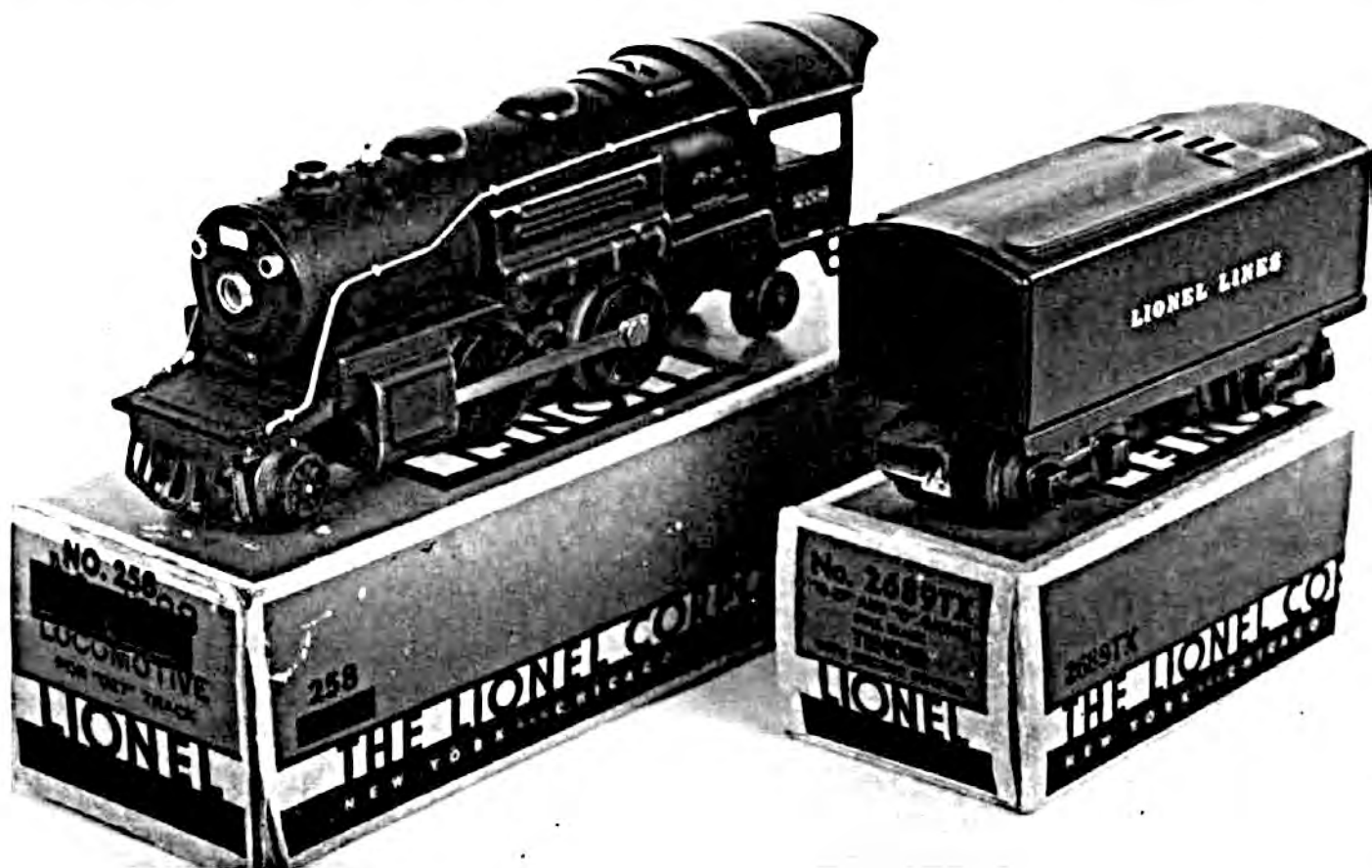


Fig. #2 - The loco and tender and boxes.



Fig. #3 - The cars in the set.

LIONEL #154 CROSSING FLASHER

One of the most common Lionel accessories is the #154 crossing flasher...it seems that everyone has at least one of these. Certainly they add "life" to an operating layout and, in spite of being quite oversize, really do interest kids and adults alike. These are simple to manufacture and have no moving parts that require adjustment or wear out. Lionel must have "made a mint" with them. They were sold continuously from 1940 through 1969 (although not cataloged in 1968). An interesting statistic regarding the "commonness" of the 154 was passed to me by Joe Algozzini. He looked at some production records and found that in 1957, 14,500 of these signals were scheduled for March/April delivery. One year later 1100 were left in stock and 11,000 more were scheduled for production. Multiply 10,000/yr. by a 27 year production run and we see that there were, very conservatively, over a quarter million made.

What instigated this article was another Alan Stewart discovery shown in fig. #1. This may be the prototype for Lionel's #154. However it is also possible that someone copied a Lionel. I suspect that it is of the former and welcome input from anyone who would like to argue for the latter. The base is a casting extremely similar to Lionel's. The bottom is slightly higher than the production version, but the major difference is on the base top. The normal one is square while this "prototype" is round and has a round collar. The post is round and painted silver and, of course, has a round finial on top. The cast piece with the "stop" and the two lights is just like Lionel's, including the fact that the "STOP" letters are impressed into the metal, except that the production items had pipe elbows cast into the cross arms just above the

light sockets. The "STOP" panel is painted silver with black lettering rather than the production black with white lettering. The crossbuck 'X' is a single casting painted silver with black lettering done by hand with a pen. Quite an unusual find!!



Fig. #1 - Alan's Prototype signal.

Because of this item I decided to take a close look at the four #154 signals in my collection. *Standard of the World*¹ tells us that there are 3 major prewar variations: black base with silver post, Hiawatha orange base with silver post, and black base with grey painted post. The latter, of course, dates from 1942. A Greenberg "postwar" book² recognizes the change from a metal 'X' sign with screw base type bulbs and red, orange, or black bases, to the plastic 'X' sign with bayonet base bulbs and only black bases. Neither

myself nor any of my train correspondents have ever seen a legitimate red base 154, nor have we seen an orange base version that seems to have 1950 characteristics rather than pre-war characteristics. Therefore, by necessity these possible color variations have been left out of this article.

I took a look at the *Lionel Service Manual* sheets for 5/41, undated, 10/53, 9/54 and 10/59. Other than the major changes in the 'X' sign and bulb type that took place in 1950, the manual pages tell us very little about construction differences. Bulb numbers vary and two different numbers are used for the thumb screws that are used to attach the control wires. It appears that the "little" thumb screws, part #59-12, were meant to be on these signals from 1940 to about 1949 or 1950 when the change was made to "transformer" thumb screws, part #88-2. (See fig. #2.) The post is numbered 154-7 on the 1953 and 1959 sheets and 154-8 on the other three sheets, however I can find no differences in the posts that would reflect an actual part change.

The finial for the top of the post appears to have been painted to match the post until about 1950 or so. After this it was unpainted bright shiny nickel. It is interesting to note that all of the sheets tell us that the base casting is #154-2 but, in actuality, all of the castings are marked "154-3". Alan Stewart tells me that the part number for the raw casting was 154-3. However, Lionel sold the service stations a painted casting with attached terminals. This is part #154-2.

Photo #2 shows the four signs that I investigated with Alan's "prototype" on the left. In addition, Ron Morris fed me data about the pre-war one with the Hiawatha orange base that is pictured in *Standard of the World*¹, and Dick Heineman added information about his. I have also had phone input from Joe Algozzini and Jr. Ames. Samples were inspected in the collections of Dennis Boyles, Ed Kopuscinski and Al Brodhag. Alan Stewart is working on a "Postwar Lionel Accessories" book for Greenberg

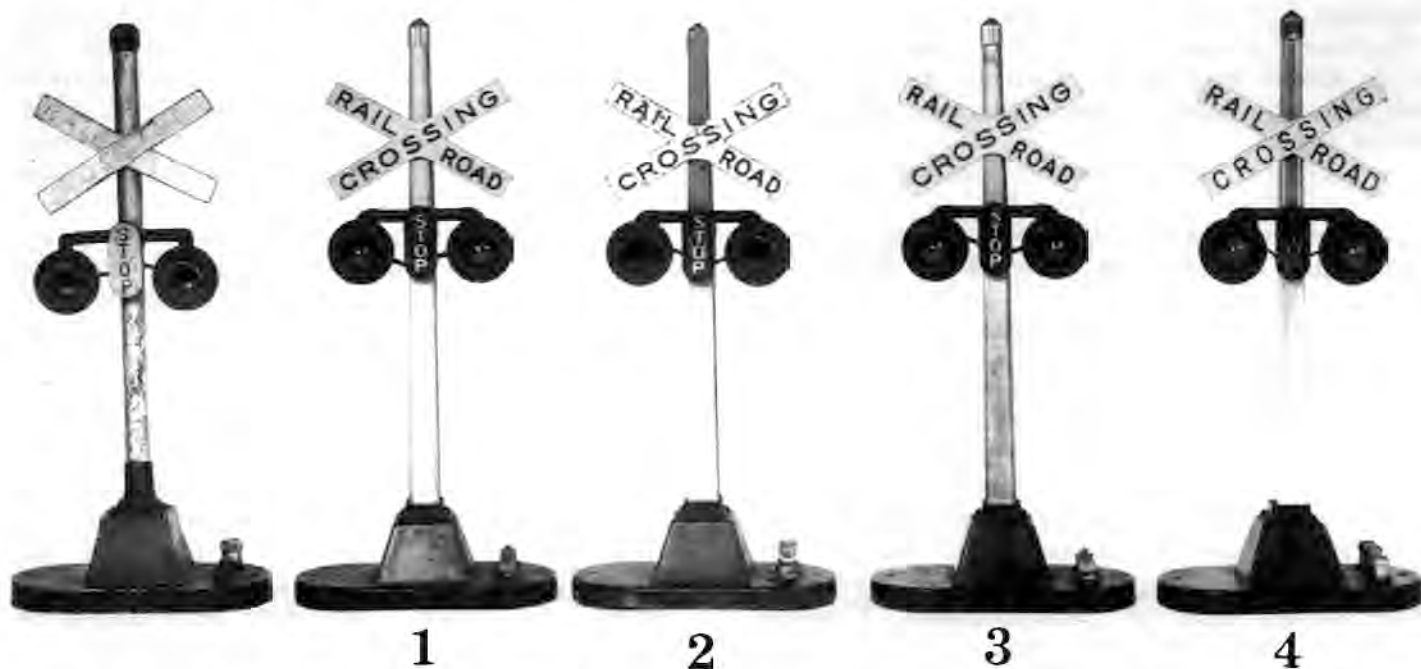


Fig. #2 - Five different signals.

Pub. Co. and Alan sent me copies of the 154 part of his manuscript along with a number of comments and additions. (As an aside, I have been fortunate enough to proofread some of the other parts of Alan's manuscript and can tell you that this will be one of the best, most informative books to come out of that Company yet - if their editors don't screw it up!) On signals #1 & 3 can be seen the "little" thumb screws. These are about 0.125" high and have vertical ridges around them. Signals #2 & 4 have the "transformer like" thumb screws which are about 0.25" high, have the vertical ridges, but also have smooth sides below the ridges.

When you peruse the chart at the end of this article you will see exceptions to the ca. 1949-50 change-over date mentioned in the above paragraph. Since this part is easily changed, it is not a very good dating tool. It is interesting to note that one of the exceptions, the variation (1941-42) with the grey painted post, has the large transformer-like nuts. Both of the signals that I inspected have these nuts. It is possible that this is indeed "correct" as this was "factory clean out time" and Lionel may have depleted their small nut supply by the time these signals were made.

There are three varieties of 'X' signs. Signals #1 & 2 have signs which are flat metal castings and the lettering has been stamped using some process that usually leaves varying amounts of slight depressions in the metal. Signal #3 also has a cast metal 'X' but the lettering is raised significantly. Black paint has been rolled or pad stamped onto these raised surfaces. Signal #4 is the very common variety with the plastic 'X'. This 'X' also has raised lettering and in addition has 5 simulated rivets above and below the 'SS' in "CROSSING". The change from the metal 'X' sign with the raised let-

tering to the plastic one occurred in 1950. However, the date of the change from the flat metal 'X' to the metal raised lettering 'X' is less sure. I think it occurred in 1947 or 1948. The exception to this postulate is the first entry on the chart. I dated this signal based on the fact that I got it from an original owner from whom I got the impression that all of his trains were bought from 1941 to 1942. It appears that either this signal was added to his railroad in 1947 or so. I just can't believe that Lionel would use the raised letter 'X' in 1940, switch to the flat one in 1941 and then bring back the raised one in about 1947. Makes no sense. If one of you has a silver post #154 from 1940 please contact me to confirm it's details. Thanks.

The casting that holds the bulbs and has the "STOP" sign appears to come in only two variations. When the bulbs have screw bases, the "STOP" is stamped so as to leave depressions in the metal similar to the flat 'X' sign, but usually much deeper. The rear of these lights have a simple hole in the middle. When Lionel made a new casting to accommodate the bayonet base bulb in 1950, the rear of the housings were given a rectangular slot and the "STOP" was put into the mold to give raised lettering.

I have found that Lionel changed the casting for the base at least once. Photo #3 shows the underside of the earlier casting while photo #4 shows the underside of the newest one. In photo #3 one can see that the dot on the 'i' in "MADE IN THE" lies below and between the '1' and the '5' in "154". Also notice that the dots over the 'i' of "LIONEL" and "CORPORATION" are offset left. In photo #4 the dot over the 'i' on "IN" is directly under the '1' in "154" so that at first glance it looks as though there is no dot on the 'i' and that the '1' is extra long! Also the dots on the 'i' of



Fig. #3 - Underside of earlier casting. (center i)

"LIONEL" and "CORPORATION" are now well lined up. Not shown in these two pictures is the part # on the casting. The casting in photo #3 has a dot in the number - 154.3 - whereas the casting shown in photo #4 is missing the dot - 154 3. Also in photos #3 & 4 it can be seen that the metal plate that goes across the bottom casting and holds the post is fastened onto the casting using two different tools. The sheet metal piece has two 'U' shaped holes which slip over projections on the bottom of the casting. A machine then pushed on the projections and peened them out to hold the sheet metal. In photo #3 it is seen that this was done with an 'X' tool while in photo #4 it is seen that two parallel bars stamped the tabs. In addition, on Dick Heineman's "plastic 'X' sign" variation, one of the projections was peened with an 'X' tool while the other one was peened with a pointed tool like a center punch. It fol -



Fig. #4 - Later casting. (i under 1)

lows that some of you must have one with both casting projections peened with the pointed tool. In Alan Stewart's manuscript, Alan suggests that the casting difference cannot be used as a dating tool. He believes that Lionel had a 2 cavity mold and that both base castings will be found throughout the entire (almost 30 yr.) production run. We need input from you here. Please do contact the editor if you have some datable signals that are exceptions to the chart data and we may be able to resolve this point. I examined 18 signals in putting together this article and, except for the signal labelled "ca. 1950", the postulate that there was a one cavity mold that was changed ca. 1947 is supported. The "ca. 1950 signal is far from mint, unboxed, and has been repaired. I have little faith in it's complete authenticity.

Photo #5 shows the undersides of all four of my production sig-

nals. They have been numbered to correspond to the signals in photo #2. On the left side of each base is connection #1 - the ground post. Notice that on signals #1 and #2 the rivet is simply peened over onto the base casting, but on #3 and #4 this rivet also has a lock-washer. The addition of the lock-washer is shown in the *Lionel Service Manual* sheets dated 1953 and 1959. However, I believe that the addition of the lock-washer occurred around 1947. You will also notice that this rivet is simply "rolled over" on signals #1, 2, and 3, but the rivets on #4 have been crimped with a multi point star tool. Please note that the wiring on #4 and the screws used on #2 are not original. What is puzzling to me is the presence of the lock-washer on the ground post rivet of #3. I think I did this repair some years back using Lionel parts, but am not sure. In compiling the table below I have assumed that this washer is not original.

Following is a table showing the variables as found on the signals checked to date. The dates assigned are tentative and I am hoping that many of you will send me details of any varieties not shown here especially if you can date them - even approximately. The numbers shown in the "date column" are the numbers assigned to the signals photographed for this article.

1. Lionel Trains, Standard of the World, 2nd. Ed., D.S. Fraley, Ed., Train Collectors Association, 1989, PP. 185-186
2. Greenberg's Guide to Lionel Trains, 1945-1969, Vol. I, P.V. Ambrose, Ed., Greenberg Publishing Co., Inc., 1991, P.253

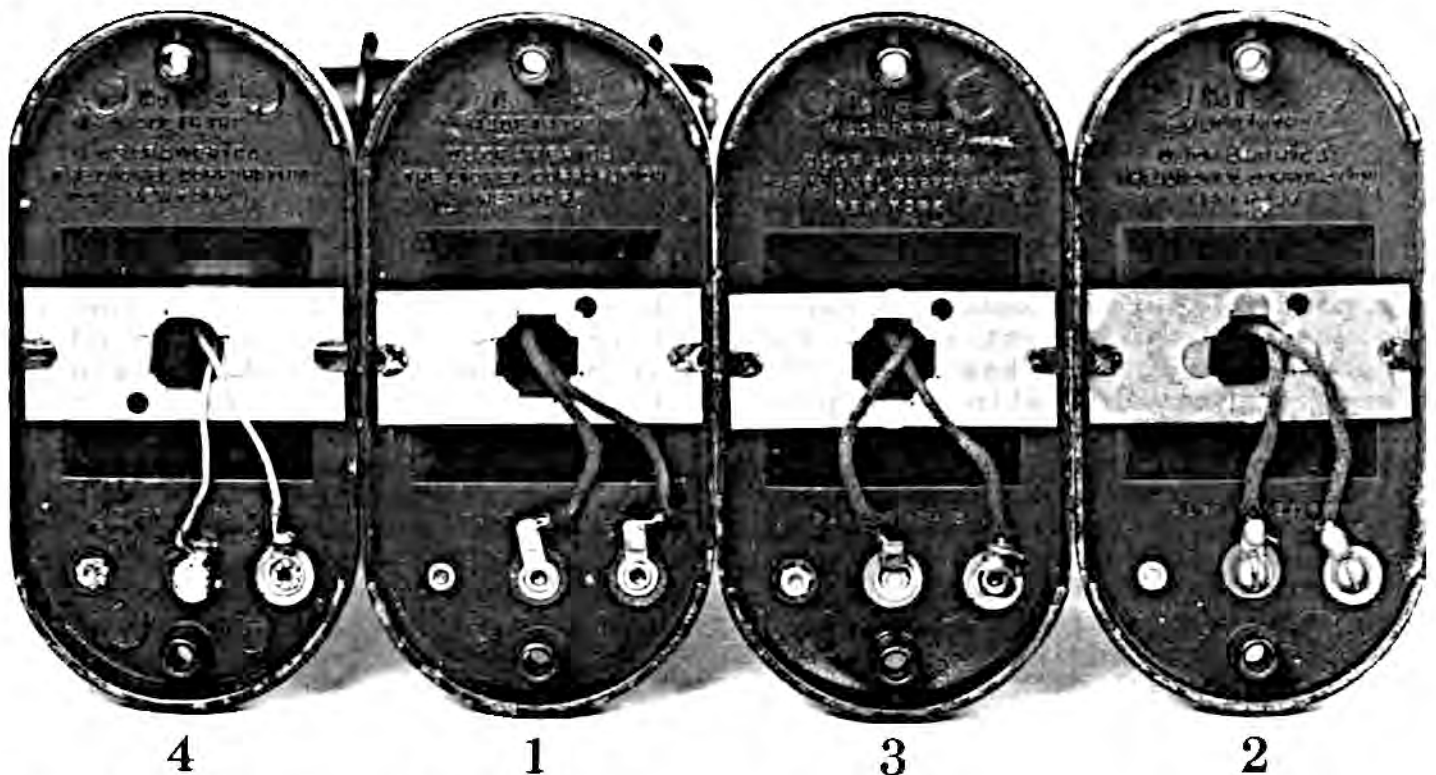


Fig. #5 - The bases of the signals.

DATE (# on photo)	BASE COLOR	POST COLOR	"STOP" CASTING	'X" SIGN	FINIAL	THUMB NUTS	BASE PEEN TOOL	DOT OVER "i"	GROUND POST METHOD	BULB BASE
1940 (#3)	black	silver paint	flat	metal, letters raised	painted silver	small	X	centered	rounded with lockwsh	screw
1941	Hiawt. orange	silver paint	flat	metal, flat	painted silver	small	X	centered	rounded	screw
1942 (#2)	black	grey paint	flat	metal, flat	painted grey	large	X	centered	rounded	screw
1947 (#1)	black	silver paint	flat	metal, flat	painted silver	small	X	under 1	rounded	screw
1947 to 1949	black	silver paint	flat	metal, letters raised	painted silver	small	X	under 1	rounded with lockwsh	screw
1950	black	silver paint	flat	metal, letters raised	painted silver	large	X	under 1	rounded with lockwsh	screw
about 1950	black	silver paint	raised	plastic letters raised	no paint, nickel	large	==	centered	star with lockwsh	bayo.
about 1951	black	silver paint	raised	plastic letters raised	no paint, nickel	large	X and .	under 1	rounded with lockwsh	bayo.
about 1955 (#4)	black	silver paint	raised	plastic letters raised	no paint, nickel	large	==	under 1	star with lockwsh	bayo.
1959	black	silver paint	raised	plastic letters raised	no paint, nickel	large	X	under 1	star with lockwsh	bayo.
1959	black	alumi- num, no paint	raised	plastic letters raised	no paint, nickel	large	X	under 1	star with lockwsh	bayo.

FINANCIAL STATEMENT 1991/1992
for the period November 1, 1991 to October 31, 1992

file:b:adfl1092

		REVENUE			EXPENSES			NET RESULT		
		BUDGET 91/92	ACTUAL TO DATE	OVER/ -UNDER BUD	BUDGET 91/92	ACTUAL TO DATE	OVER/ -UNDER BUD	BUDGET 91/92	ACTUAL TO DATE	OVER/ -UNDER BUD
BALANCE - November 1, 1991										
Checking Account								\$1,160.77		
Savings Account								\$1,005.63		
Money Market Account								<u>\$1,345.18</u>		
Total Opening Cash Balance 11/1/91								\$3,511.58		
RECEIPTS										
Membership dues		7200.00	7690.00	490.00	.00	.00	.00	7200.00	7690.00	490.00
Interest Income		900.00	43.83	-856.17	.00	.00	.00	900.00	43.83	-856.17
		<u>\$8,100.00</u>	<u>\$7,733.83</u>	<u>\$-366.17</u>	<u>\$.00</u>	<u>\$.00</u>	<u>\$.00</u>	<u>\$8,100.00</u>	<u>\$7,733.83</u>	<u>\$-366.17</u>
DISBURSEMENTS										
Administration		.00	65.00	65.00	4000.00	4371.48	371.48	-4000.00	-4306.48	306.48
Publications		.00	.00	.00	8600.00	8151.95	-448.05	-8600.00	-8151.95	-448.05
Member Meet \$9.00 ea		2250.00	2073.00	-177.00	5250.00	4800.88	-449.12	-3000.00	-2727.88	-272.12
Membership Committee		.00	.00	.00	100.00	51.84	-48.16	-100.00	-51.84	-48.16
Division Car		4400.00	3252.00	-1148.00	3200.00	165.61	-3034.39	1200.00	3086.39	-1886.39
Modular Layout		.00	700.00	700.00	2700.00	2654.17	-45.83	-2700.00	-1954.17	-745.83
Legal		.00	.00	.00	.00	23.10	23.10	.00	-23.10	23.10
		<u>\$6,650.00</u>	<u>\$6,090.00</u>	<u>\$-560.00</u>	<u>\$23,850.00</u>	<u>\$20,219.03</u>	<u>\$-3,630.97</u>	<u>\$-17,200.00</u>	<u>\$-14,129.03</u>	<u>\$-3,070.97</u>
NET OPERATING RESULT		<u>\$14,750.00</u>	<u>\$13,823.83</u>	<u>\$-926.17</u>	<u>\$-23,850.00</u>	<u>\$-20,219.03</u>	<u>\$-3,630.97</u>	<u>\$-9,100.00</u>	<u>\$-6,395.20</u>	<u>\$-2,704.80</u>
MEETS										
Fall 11/17/91		3700.00	6133.00	2433.00	895.00	3743.73	2848.73	2805.00	2389.27	-415.73
Polar Bear 1/19/92		12300.00	10920.03	-1379.97	6835.00	5245.72	-1589.28	5465.00	5674.31	209.31
Spring 5/24/92		10200.00	9402.00	-798.00	6835.00	5452.35	-1382.65	3365.00	3949.65	584.65
Summer 7/19/92		10100.00	8150.00	-1950.00	6835.00	5294.44	-1540.56	3265.00	2855.56	-409.44
Fall 11/15/92		5300.00	3970.32	-1329.68	5940.00	870.13	-5069.87	-640.00	3100.19	370.19
Prize Inventory		.00	.00	.00	4000.00	3046.00	-954.00	-4000.00	-3046.00	954.00
1993 Meets		.00	38.00	38.00	.00	.00	.00	.00	38.00	38.00
Raffles		1400.00	1299.00	-101.00	1200.00	834.00	-366.00	200.00	465.00	265.00
Meet Plaques		2000.00	1359.00	-641.00	1400.00	1289.26	-110.74	600.00	69.74	-530.26
Total Meets		<u>\$45,000.00</u>	<u>\$41,271.35</u>	<u>\$-3,728.65</u>	<u>\$33,940.00</u>	<u>\$25,775.63</u>	<u>\$-8,164.37</u>	<u>\$11,060.00</u>	<u>\$15,495.72</u>	<u>\$4,435.72</u>
SURPLUS (-DEFICIT)		<u>\$59,750.00</u>	<u>\$55,095.18</u>	<u>\$-4,654.82</u>	<u>\$57,790.00</u>	<u>\$45,994.66</u>	<u>\$-11,795.34</u>	<u>\$1,960.00</u>	<u>\$9,100.52</u>	<u>\$7,140.52</u>
ENDING CASH BALANCE								<u>\$5,471.58</u>	<u>\$12,612.10</u>	<u>\$7,140.52</u>
Consisting of:										
Checking Account								\$471.58	\$1,271.21	\$799.63
Savings Account								\$1,500.00	\$9,887.76	\$8,307.76
Money Market Account								\$3,500.00	\$1,453.13	\$-2,046.87
TOTAL FUNDS BALANCE								<u>\$5,471.58</u>	<u>\$12,612.10</u>	<u>\$7,140.52</u>

Respectfully; W.S.Stoughton, Treasurer, 11/12/92
Accepted by the Board of Directors on / /92
Note: Prepaid Annuals