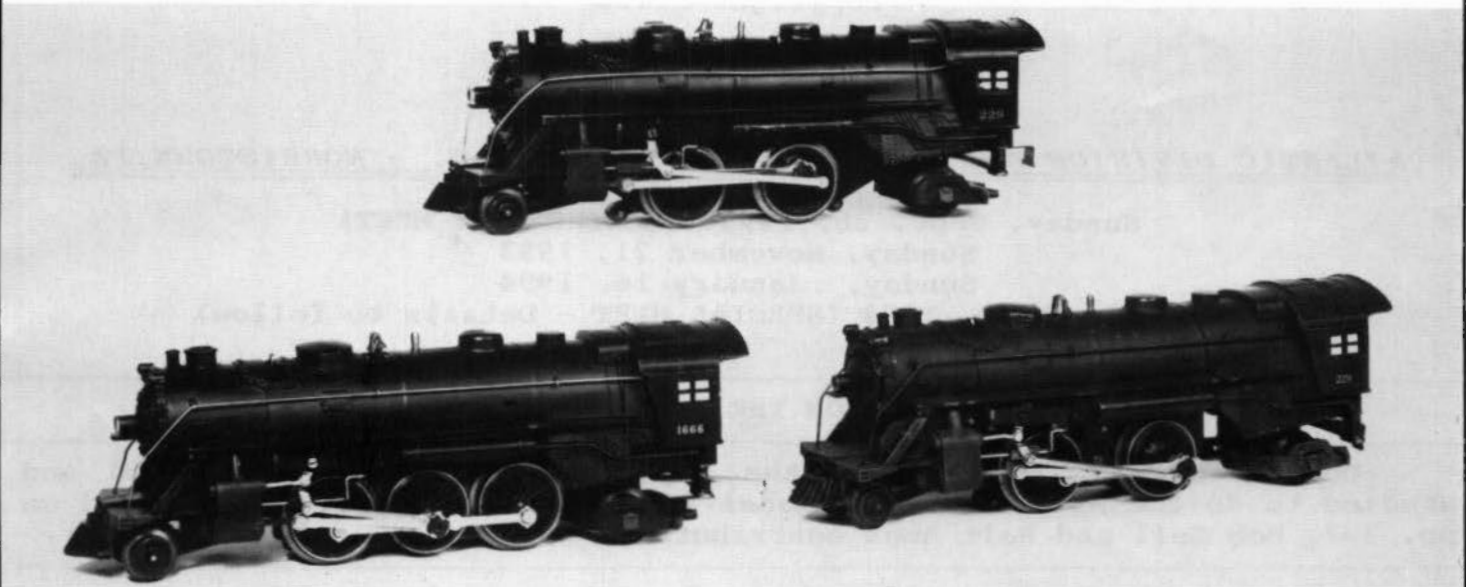


# THE ATLANTIC DIVISION EXPRESS



SUMMER 1993  
TRAIN COLLECTORS  
ASSOCIATION

# ATLANTIC DIVISION EXPRESS

Vol. XXIII - # 3 - Issue 91

SUMMER, 1992

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## 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

On the cover are three of the engines that were disassembled and studied to do the article about Lionel #229 and #1664 locomotives found on pp. 3-7. Bob Sell and Walt Ames contributed a lot to this discussion.

On pp. 6-10 our "uncataloged sets" series continues, thanks to Jack Turner, while several articles from the *Desert Division Dispatch* are reproduced on pp. 11-13. I am grateful that they continue to allow me to "swipe" some of their material. Another of TCA's Divisions has contributed to this issue. On pp. 14 & 15 is a blurb with lots of information about A. C. Gilbert and the A. C. Gilbert Childrens' Museum that Warren Heid, the editor of the *NOR-CAL EXPRESS* allowed me to steal from their 11/90 issue.

Two ads are found in this issue. The one on p. 13 for "Min-I-Scale" appeared in *Popular Science Monthly* in 11/38, while the A.F. ad on p. 15 (compliments of Bill McKay) appeared in the *National Geographic* (11/50).

Back in 1990 Hal Ashley sent us cartoons from *Railway Progress Magazine* which we have put in the *Express* from time to time. This issue contains one from 11/54 and is found on p. 15.

Andy Weiss loaned me two sheets from his paper collection that advertise the "Uncle Don" radio show. The two sides of one of these are found on the back cover reproduced approximately half size. Can any of you tell us whether this sheet was included with the Lionel 1930 catalog? If not, where did it come from? Do any of you have the button and/or the certificate in your collections?

A look at the Lionel 229

A number of years ago I submitted an uncataloged set article (that follows this one) that had forced me to look at some pilot castings that are quite similar. Ed Pinsky (the preceding editor of the *Express*) did not like my sketches of these pilots so the article was put on the back burner to await disassembly of some locos so that we could take pictures of these three pilots. In the ensuing years Bruce Greenberg's requests for information about Lionel's 224, 229, 1664 and 1666 locomotives got me to look more carefully at the parts used on these items. Much of what I and several others told Bruce is incorporated in the Greenberg Co.'s last pre-war volume.\*<sup>1</sup> In addition, Walt Ames, Bob Sell and I compared notes on these locomotives several times.

Because of the article that follows, our attention has been focused on the 229 although some data about the 1664 is also included as the two locos are basically the same. A total of 19 locomotives from the collections of Walt Ames, Bob Sell, Dick Weber and myself were inspected for this article. Most of the dating was done by Walt Ames based on consists that came with his locomotives. The "official" changeover date for some of the variation differences occurred in 1940, although, as you will see,

there are some exceptions. This major change date is obtained from a Lionel Service Station Manual loaned by Glenn Stinson. Service Station parts sheets were issued Nov., 1939 and revised in May of 1941 and they specifically indicate the change to the "new motor" (and other changes required by the new motor) in 1940.

The most major variation is, of course, color. Both engines are known in grey or black. Walter (and the Greenberg correspondents) and I feel that the grey locomotives were made in 1938 with the black occurring from 1939 until the end of production. Walter has a 1664 (variation #7 in the table) that he attributes to 1939 production and is black, as is the 229 described in the following uncataloged set article.

Bell, whistle, handrails, handrail stanchions and the drawbar are nickel plated until sometime in 1942 when all but the bell became blackened. The black drawbar may have even started earlier. The whistle apparently is the last of these parts to be blackened as only my newest 229 has this minor variation.

The left sides of the two different motors are shown in figures #1 and #2. The motor shown in fig. #1 was used previous to and into 1940 and is also found in 1688 locomotives. Construction is similar to what Lionel had been successful

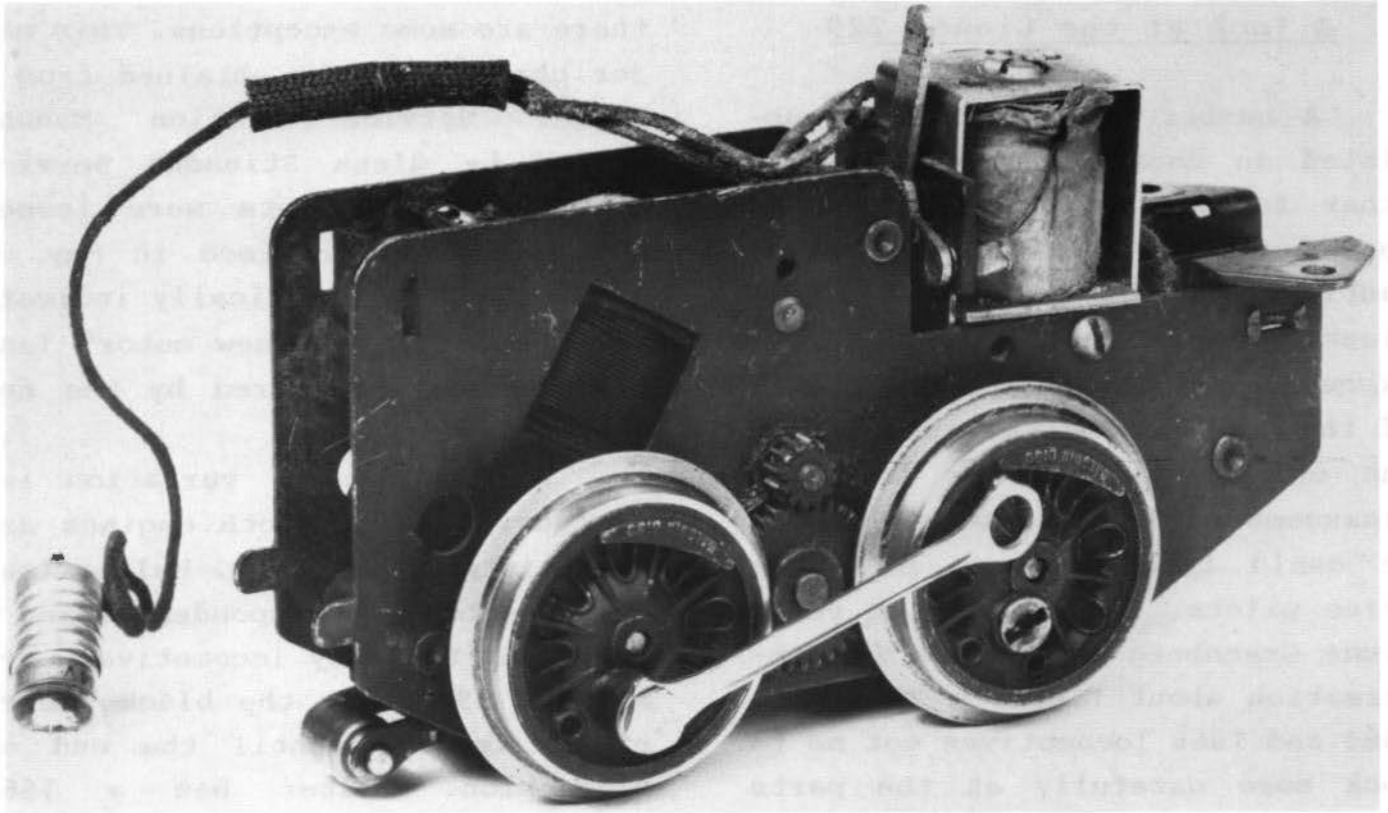


Fig. #1 - Early, short wheelbase motor.

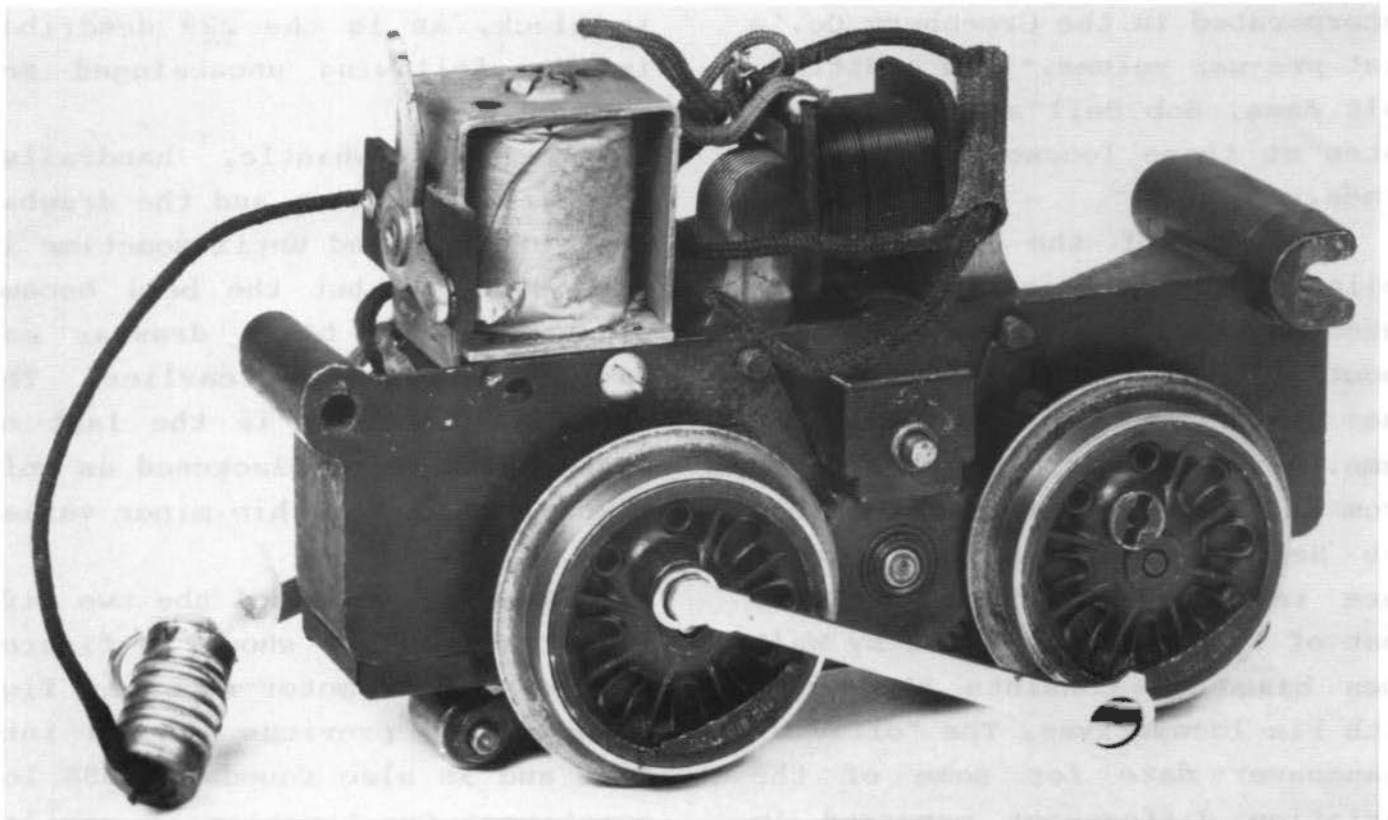


Fig. #2 - Later, long wheelbase motor.

with for decades: steel sideframes held together with peened crosspins, brass axle bearings, and fiber pickup plate held in place with tabs inserted into holes in the side frames. This is the motor referred to in the table as "short wheelbase". As you can see, the E unit is toward the rear. The motor is mounted using a pair of screws through the cross plate at the very rear of the motor and into the inside of the boiler casting. The front of the motor is held in position by the two tabs on the front which go into an extension cast onto the back of the pilot casting. The wiring schematic is somewhat different from "normal" as a brush is electrically grounded. Usually the field is grounded. The Service Manual tells us that this motor is called 1664E-19 and that the motor for the 229 and 1664 was changed to a 1684M-1 in 1940 (next paragraph).

Figure #2 shows this 1684M-1 and is called "long wheelbase" in the table. The motor is diecast with brass axle bearings. The pickup plate is made of plastic (not bakelite) and fastens to the bottom of the diecast portion with a tab on one end and a screw on the other. A brush is electrically grounded, but not the field coil, and the E unit is now mounted toward the front of the motor. The motor is mounted into the boiler using two long shoulder screws (called "transverse screws" in the

table) that go entirely across the boiler casting just under the running boards, the one being located just forward of the cab and other just behind the steamchest. As you can see in fig. #2, the rear of the motor casting has a groove that slides over the rear transverse screw while the front has a long hole through which the front transverse screw passes. This motor should have required less labor to manufacture than the earlier motor.

The cab and boiler casting also changed. To accept the new motor with it's changed E unit location, the slot through which the E unit cut-out lever passes had to be moved from between the whistle and the second dome to between the front dome and the smokestack. The front dome also changed in that the earlier casting had two raised areas on it (that we are calling "hatches" in the table) while these were removed on the later casting (called "smooth" in the table). That this changed on the 229 in 1940 is pointed out in the Service Manual which states that the boiler and cab casting is called "229A-1 before 1940" but became "1664E-22 in 1940". These changes are reflected in our table. On the other hand, the Service Manual indicates only one part number for the 1664 cab and boiler casting: 1664E-25 (as of May, 1941). But we know both from our data in the table and from the Service Manual that the slot on

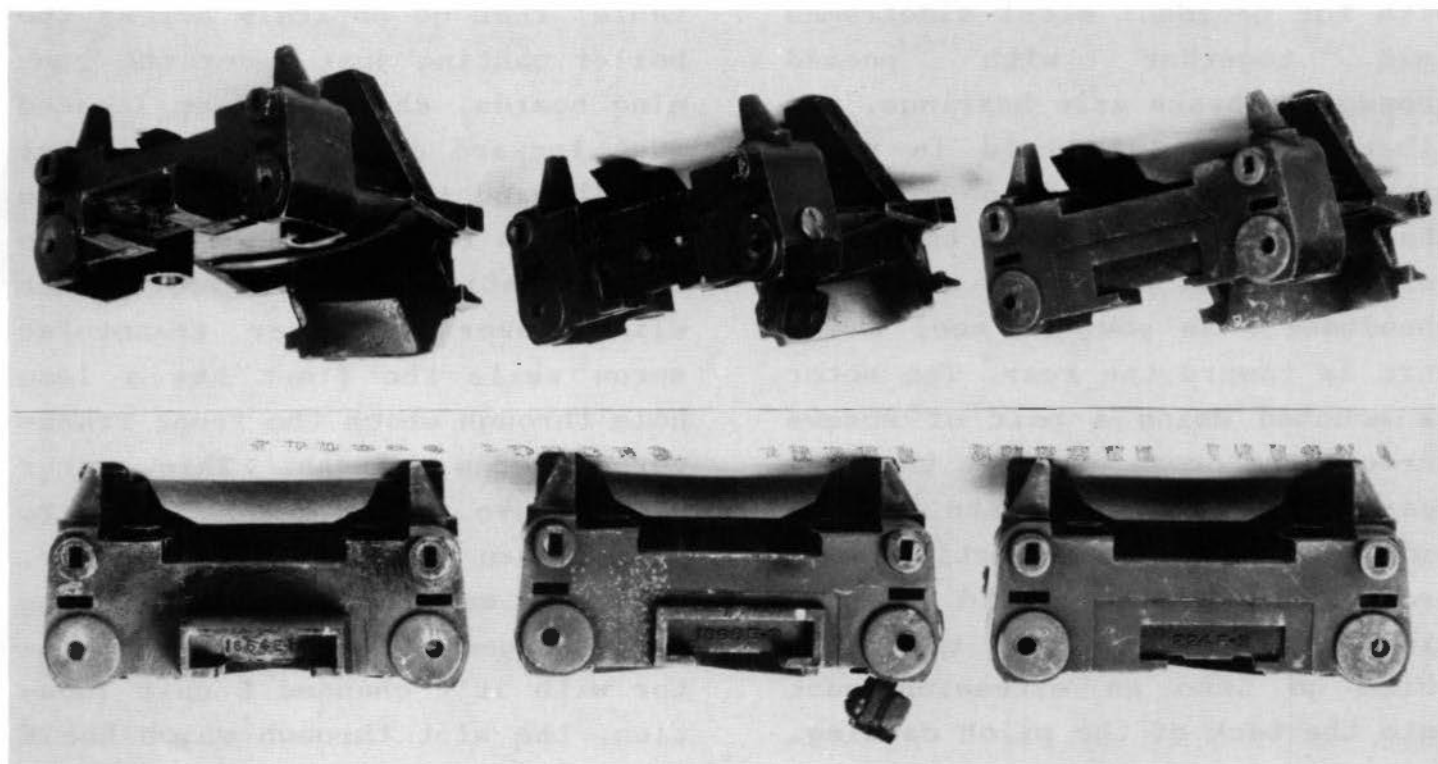


Fig. #3 - Oblique view and backs of pilots.

the top had to move from it's rear location to the front one in order to accommodate the new motor. Notice in the data table that the hatches on the dome still remain into 1941, but that they disappeared later than May in 1941 on the 1664.

Figure #3 shows the three pilots taken from the three locomotives on the cover. On the left is pilot casting #1664E-13 which is what I call a "long extension" pilot. This pilot was needed to mount the pre-1940 motor (fig. #1) into both the 229 and the 1664. Of course, once the change to the new motor was made this pilot extension was no longer useful. So, Lionel started using the pilot on the

right in fig. #3 (#224E-3) which they had already been making for the 224E. In the table this pilot is called "flat". As you can see in the photo it is not really flat, it just has no motor mounting extension what-so-ever. In the middle of the picture is what I call the "intermediate extension" pilot which, as far as I know, is only used with 1666E locomotives. If you need a pilot casting for your late 1664 or 229 I believe this #1666E-3 will fit even though it is not "proper".

You may have noticed above or in the table at the end that I referred to the early motor as "short wheelbase" and the later motor as "long wheelbase". This difference

loco	color	number	pilot	E unit	mounting	whlbse.	frt.dome	year	Var.#
229	grey	plates	long	rear	bracket & pilot	short	hatches	1939	1
229	black	plates	long	rear	bracket & pilot	short	hatches	1939	2
229	black	plates	flat	front	transv. screws	long	hatches	1940	3
229	black	R.S. w. slots	flat	front	transv. screws	long	smooth	1941	4
229	black	R.S. no slots	flat	front	transv. screws	long	smooth	1942	5
1664 E	grey	plates	long	rear	bracket & pilot	short	hatches	1938	6
1664	black	plates	long	rear	bracket & pilot	short	hatches	1939	7
1664	black	plates	flat	front	transv. screws	long	hatches	1940	8
1664	black	plates	flat	front	transv. screws	long	hatches	1941	9
1664	black	plates	flat	front	transv. screws	long	smooth	1941	10
1664	black	R.S. no slot	flat	front	transv. screws	long	smooth	1942	

is indicated in the Service Manual when one looks at the side rods. "Prior to 1940" this rod is called "1664E-6" and "in 1940" it is called "1664E-34". Although at first glance they look identical, the earlier one is about one sixteenth inch shorter than the later one and they are not interchangeable. Actual dimensions, center of hole to center of hole, using a ruler with sixteenth inch divisions, are two and just under a sixteenth inch and two and just under an eighth inch. The rod screws also changed, at least for the 229, in 1940. The differences are visi-

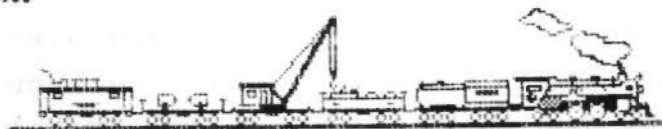
ble in the motor pictures.

The eccentric rod assemblies and the drive rods also changed in 1940, apparently in length. However, there is enough "slop" in the assembly tolerances of these pieces that they can be interchanged if you need to. The Service Manual also indicates that the crossheads on the 229 changed in 1940, but it beats me as to what the difference is. The rear truck on the 229 and a variety of parts associated with the rear truck also changed in 1940. Basically these changes simply shortened the drawbar. No such changes are indicated in the Manual

for the 1664; it apparently always had the longer drawbar.

The last variable considered in the table is the way that the locomotives were numbered on the cab. First, as far as I know, the 229 was always numbered "229", never "229E". Through 1940 and possibly into 1941 this was done with separate plates attached to the casting with plate tabs inserted into slots on the cab. Sometime in 1941 they apparently ran out of plates and simply rubber stamped (silver) "229" onto the usual location. In 1942 the casting was changed slightly so that the slots were now closed and the rubber stamp continued to be used. The 1664 appeared in 1938 with "1664E" plates. In 1939 the plates became "1664" and continued until near the end of production. The 1664 also is known to have "1664" rubber stamped on the cab. As I could not locate one of these to study, I have guessed as to it's details and entered this information into the last row of the table. If these data are incorrect please drop me a line.

1. Greenberg's Guide to Lionel Trains 1901-1942: Vol. II, C.P. Rohlfing, Ed., Greenberg Publishing Co., Inc., Sykesville, MD, 1988



Special Outfit #7123

Uncataloged Sets, Part XVII

The special set that we look at in this issue of the *Express* was brought to our "Mini-Meet" as we called our "Members Only Meet" in 1986. Jack Turner displayed this set and was willing to dig it out and bring it later to a Westover meet for the pictures. Thanks again, Jack.



Fig. #1 - The Set's boxes.

The set box is labelled as "Outfit No. 7123 for 'O' Gauge Track" and it was not listed in *Lionel Trains, Standard of the World* nor anywhere else that I know of until Jack brought it to our attention. It is now listed in the new edition on page 164.<sup>1</sup> As indicated in one of our previous articles,





Fig. #2 - The loco and tender.

this number implies that it was a special set available to the trade rather than just one store. The box is marked "1939" and the coupler on the tender implies that this was, indeed, the year of production.

The internal boxes are of the typical late pre-war orange and blue variety. I think you will be able to read the labels in the pictures.

The locomotive is black with 229 plates and is rather normal as 229's go. It contains what I call a "long extension" pilot and a "short wheelbase" motor. It fits the description of locomotive #2 in the table at the end of the previous article. The tender is rubber-stamped in silver on the sides "Lionel Lines" and on the bottom "2224T". The tender trucks are of the variety commonly found on the small '027' "2679 series" freight cars. The rear coupler has the early box with the ribs on the top and is operated with a plastic

pickup shoe mounted to a brass tab. The TCA book<sup>1</sup> shows the side frames of this truck as Type IV on page 27 and the pickup shoe assembly on page 26 as the second photo from the bottom, although the photograph shows the metal pickup rather than the one found on this tender, and the solenoid is like that in the third photo from the bottom. The Greenberg book<sup>2</sup> calls this truck Type IV-F on page 154.

The cars are 610, 610, 612 in bright red with silver roofs and inserts. The 612 observation platform is painted silver to match these other pieces. Lettering above the windows is done in silver with "The Lionel Lines" in a "seriph style" font while "Pullman" and "Observation" are in simple black block lettering. They have latch couplers. (See page 31 of *Lionel Trains, Standard of the World*.) The trucks are identified as Type VII in the TCA book and Type VII-B in the Greenberg book.

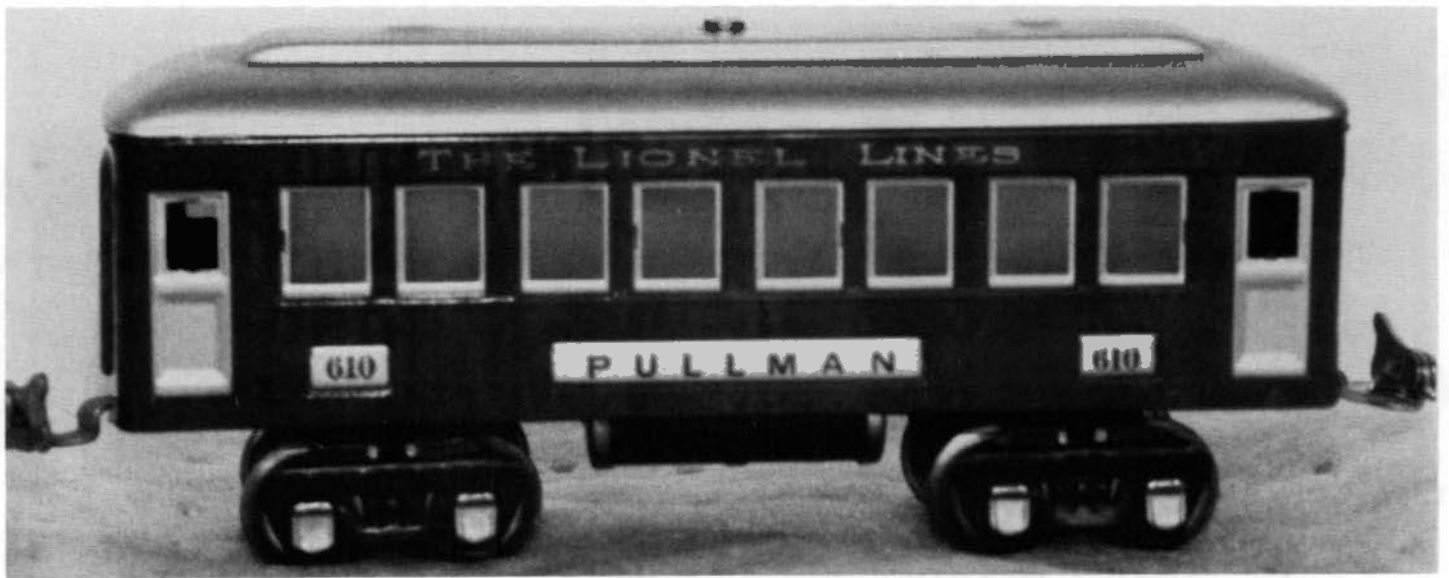


Fig. #3 - One of the pullmans.

The only other contents that Jack still has with the set is a type 'N' transformer but it is assumed that it also came with a circle of 'O' gauge track. I don't think that this transformer actually came with the set as it was not cataloged until 1942 and I really don't believe that this set sat from 1939 to 1942 until it was sold.

A number of years ago while Ed Pinsky was still editor of the *Atlantic Division Express* it was perceived that part of the problem in getting articles was obtaining good photographs to accompany the article. Items had to be borrowed by Ed and taken to his photographer friend, Bob Grubb. This was inconvenient to say the least.

At roughly the same time your Board of Directors felt that candid photographs of the Atlantic Division Meets and the displays at each should be recorded and retained for posterity. Bob Robinson volunteered to accept any such pictures and retain them in albums.

The Board of Directors allocated funds and Ed made an arrangement with Mr. Grubb to come to all of the meets. He takes pro-

fessional candid photos for the album (and for the *Express* when I decide to use them) and also sets up in the lobby to take good pictures of anything that might be needed for articles in the *Express*. The system has worked out quite well and this is what allows us to have good pictures with our articles.

All of this is leading up to an apology to you for the lesser quality than usual in the photos in the above uncataloged set article. Mr. Grubb was not at the meet in 1986 when Jack Turner brought this set to be photographed. Fortunately George Donze was there with his trusty 35mm camera and took these three pictures. No offense is directed toward George, but he is not a professional photographer and I was glad he was there to "bail me out". Thanks, George.

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

The story below has been lifted from the April, 1993 issue of the *Desert Division Dispatch*, the monthly publication of the Desert Division of TCA. Besides being interesting, it includes several "tips" for you postwar Lionel collectors. In order to continue this theme you will find several similar "tips" from the May issue that their president, Paul Wasserman, included in his column. Finally, these will be followed by a neat little article by Gordon Wilson, also from their April issue.

1957 - An Anthropological Find  
By Gordon Wilson

For such a small Division (We are the smallest TCA Division in membership.) the Desert Division has an enormous variety of professional people and business men and women: doctors, lawyers, teachers, professional musicians, military officers, corporate CEO's and on and on. Included in this group is at least one anthropologist. Mel Firestone is a professor of anthropology at Arizona State University. Recently Mel and a group of graduate students went on an anthropological expedition in North Central New Mexico. Some unidentified pottery, tools, and grave sites had been unearthed near the village of Dia de Los Inocentes. Mel and the

students spent nearly five weeks at this remote location. Mel related that Dia de Los Inocentes' only motel, which served as home, had but one television, a 14" black and white one which was able to pick up a scant three channels. The evenings were rather monotonous, which allowed for lots of time to catch up on their reading and sleeping. About the second week there, as Mel recounts, came a local newspaper of the *Pennysaver* ilk.

About a week or so later, Mel glanced through the journal and found an intriguing ad for a nearby antique store. Mel said he had seen the store on his way into Dia de Los Inocentes, but dismissed it because of its ramshackle appearance, which as things turned out was a violation of one of Mel's (and others') credo of "never judge a book by it's cover." The daily work at the anthropology site slowed to a crawl, so Mel and a couple of the students decided to visit the antique store, more for amusement than anything else. "What a place," says Mel. "Besides having items indigenous to Northern New Mexico, like bultos and carved wooden Penitente skeletons in carts, the place was a veritable 1950's Museum: RCA Victor 45 RPM record changers; magnifying glasses for the old 10" TV

sets; Hopalong Cassidy outfits: even an old Mobil Oil Pegasus gas pump!" BUT the best was yet to come. The place had loads of toys, and tucked away in a dusty corner Mel spied some orange and blue boxes. Lionel Trains were alive and well in a forsaken part of New Mexico. Sitting on top of the open set boxes was a 1957 Lionel Catalog with large check marks and the names Maria and Anthony next to two sets. The names must have been penned in by a parent anticipating Christmas presents for the children, or so it would seem. Much to Mel's surprise, when he looked into the cartons, they contained the two sets highlighted in the catalog. Check your 1957 catalog and you will notice that the two sets which today are the most desired from that catalog are the Girl's Set and the N & W Freight Set. These were the checked sets. Both sets were complete and boxed. Mel, however, is an avid Pre-War collector and openly admits his lack of knowledge of Post-War Lionel, which, much to his chagrin, was what was staring him in the face. The shopkeeper made it worth Mel's while to purchase the trains, so they now reside in Tempe, Arizona.

Upon returning to Arizona, Mel contacted me (Gordon Wilson) to review his two treasures. Much to my surprise the Girl's Set contained two un-

usual aspects. One was the 6464-510. For years it has been speculated that there are two color varieties of this car. The common one has a hint of green in it, while the other matches the 6427-500 caboose exactly. Mel's is the latter and is the only one this author has ever seen. Even stranger was the CTC lockon in it's original envelope. Instead of being made from the usual black fiber board, this one is in keeping with the style of the Girl's Set - it is a very light pastel green. It contrasts nicely with the usual dark green wires which came with the 027 sets of that era.

The whys and wherefores of this set are now open for speculation and undoubtedly much debate. Mel plans to return to Dia de Los Inocentes in May for another month of anthropological field work. Perhaps he can dig up a few more 1950's trains in this rather unique antique store. Actually, he would prefer finding some Pre-War tinsplate. In either case, good luck Mel, and keep us posted when you return.

#### Some Tips From Paul Wasserman

Early production of the 3462 Milk Car included glossy paint and the pickup wire from the sliding shoe is turquoise blue.

2023 locos with gray noses are painted a more lemon yellow than the common orange-yellow units. I have a 2023 that is orange-yellow with a lemon yellow end (because the orange-yellow is painted over a lemon cab and they forgot to paint the end)!

The 3459 ore car in black is hard to find. (Gordon and I examined about 40 black dump cars at York looking for a 3459 for Bill Mack.) I'm beginning to think that the silver and green versions are more common than the black ones.

How NOT to Sell Trains

By Gordon Wilson

On March 6 I attended a local NMRA meet at the Technical High School in Phoenix. The \$5.00 admission fee gave me the opportunity to walk down a school corridor and peruse all 10 tables full of HO merchandise. It also allowed me to have an unlimited supply of coffee and doughnuts.

Every so often this meet has turned up a treasure or two, so there is always the hope that one will get lucky. It's the same psyche that keeps us playing the Arizona Lotto day after week after year. All of a sudden, there was a box full of HO Plasticville buildings being pulled out from under the table and placed on the table top. While I rummaged

through the box, the table holder was negotiating with another interested buyer on all of his HO engines and rolling stock. They agreed on a price of \$36. The buyer handed the seller a 50 dollar bill and was greeted with, "I can't change this now; it'll wipe me out of all my change." That ended the sale!

Next it was my turn. I asked the seller if he had a lot price, as I would take everything. We agreed on a price. (I had correct change.) He started taking the buildings out of the box. I asked him to leave them in, as I had no other way to transport them other than the box. He told me he couldn't let the box go because he needed it to store things in. End of sale!

In a matter of minutes this man would have sold everything on his table, but poor judgement left him with everything still in it's place. He can give us all a lesson in "How NOT To Sell Trains."

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# THE GILBERT HOUSE Children's Museum



## THE A.C. GILBERT HOUSE - SALEM, OREGON

The old Gilbert House at 116 Marion Street NE in Salem, Oregon has been restored beautifully and now provides the home for the Children's Museum, thanks to Alfred Carlton Gilbert, better known to us as A.C. Gilbert. How many of us collecting trains know that A.C. grew up in Salem after his father, traveling west via the Isthmus of Panama, arrived in Oregon in 1869. His great uncle had traveled overland on the Oregon Pioneer Trail several years before and encouraged the family to move West.

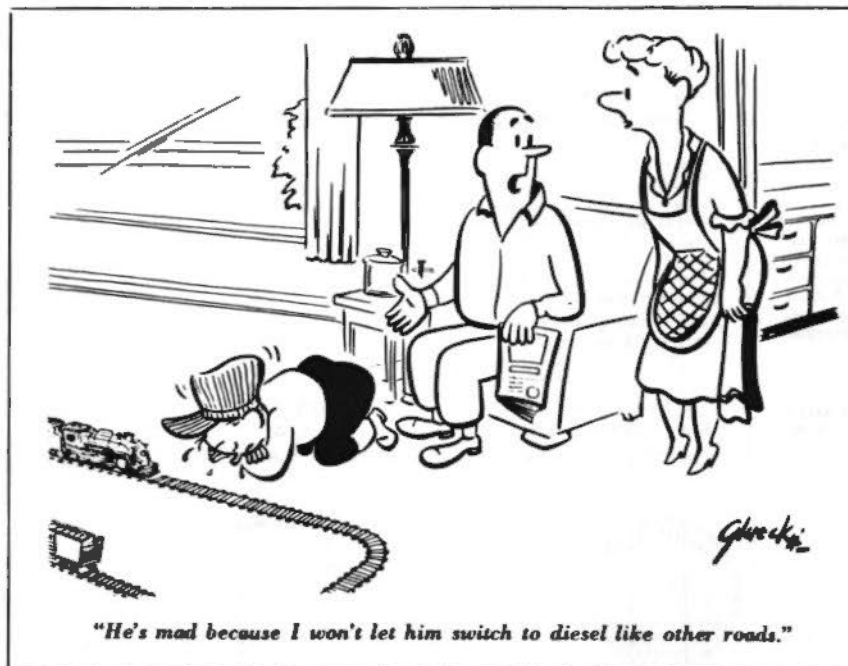
The following is a Chronology on A.C. Gilbert:

- 1884: Born on February 15 in Salem, Oregon.
- 1901: Set World's Record with 40 chin-ups at Tualatin Academy, Forest Grove, OR
- 1902: Captain of track team at Pacific University, Forest Grove, OR and set world's record for Running Long Jump, 15'-9"
- 1905: Won Intercollegiate Wrestling Championship at Pacific University.
- 1908: Set World's Record in Pole Vault, 12' 7 3/4" at the Olympic Tryouts and vaulted 12'-2" in Olympic Games.
- 1908: Married Mary Thompson on September 19
- 1909: Fascinated with magic after seeing Herrmann the Great in Salem, he began to creat magic tricks and practice magic as a young man, founding the Mysto Manufacturing Co. in Westville, CN
- 1911: While traveling from New Haven to New York saw steel girders for power poles being erected and decided that boys might like to erect things, therefore came up with Erector sets.
- 1913: Erector Sets introduced at Toy Fair in New York City. 30 million sets were sold in the next two decades.
- 1915: Invented Polar Cub fans, a small and low priced electric fan. Other inventions included enamelled wire, hand vacuum cleaners, food processor, and coffee maker.
- 1916: After creation of enamel wire he founded A.C. Gilbert Co. and Gilbert Institute of Science and Engineering
- 1917: First Chemistry set marketed
- 1918: Appealed to Congress to allow toy manufacturing during WWI.
- 1929: Gilbert became a member of Amateur Athletic Union, a special honor.
- 1934: Continuing to invent and produce educational toys he introduced microscope sets.
- 1938: Always fascinated with trains he purchased American Flyer from W. O. Coleman.

- 1941: Gilbert Hall of Science opened in New York City.
- 1942: Company manufactured flares and range indicators for anti-aircraft guns used in World War II.
- 1945: A. C. Gilbert Co. wins four Army-Navy "E Awards" for assistance for war effort.
- 1946: Gilbert developed talking railroad station and smoke/sound of trains.
- 1961: A. C. Gilbert died in January at age 77 at his home in New Haven after a colorful and creative life.

As this chronology indicated A. C. Gilbert was a man of vision for the education of children from his efforts in the sports world to his developing instructive toys. He was fascinated with development of children's knowledge through creativity. In the late 1800's American toys were traditional and often homemade, representative of the simple, pre-industrial society of the pioneers. With the advent of the Progressive Era at the turn of the century, children's playthings began to reflect the technological and scientific discoveries of the Industrial Revolution. Gilbert, fascinated by advances in science and engineering he observed as a child, devoted his adult life to creating a new generation of educational toys. After graduating from Yale with a degree in medicine, and achieving an Olympic Gold Medal in the pole vault, he realized that a child needed playthings which would encourage creative expression and, at the same time, satisfy a natural curiosity about the world.

This Children's Museum has been completed to also stimulate and satisfy a natural interest in various subjects. There is an exhibit of Gilbert's life including working layouts of trains. The museum has rooms in the house that provide areas of expression for all ages. The rooms change periodically but include workshop to tear down and build back equipment donated to the museum; puppet theater where children can create their own plays; the Body and its parts where children can do such experimenting as wearing false casts with crutches; drafting paper and equipment; and more. Membership is open to the public at \$35.00 per year and daily passes for \$4.00. Go and visit this fine museum if you are in the area.



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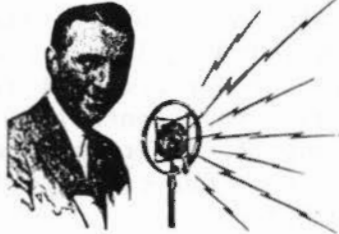
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Delighted to be back with you again this year! I'm glad to meet you all once more and I hope you are going to have more fun than ever with your Lionel railroad. Boys, I want to tell you there is no thrill in the world to compare with operating a fast Lionel train.

If you haven't a Lionel train, be sure to get one this Christmas because I know that every red-blooded boy in America who wants to enjoy himself thoroughly should have one.

I am going to tell you more about Lionel trains in my radio talks, and in my radio songs, and I hope you will listen to me every night I am on the air.

By the way, I have inaugurated a series of prizes for "Best" letters. Read the full details on the inside pages, and write me a letter as soon as possible so that I can make you a member of the Lionel Engineers' Club and award you a prize if you are one of the lucky boys to win one.

Here's hoping you have a wonderfully happy Christmas, with all sorts of best wishes, from your old friend

*Uncle Don*

Chief Engineer,  
Lionel Engineers' Club.

**"Uncle Don's" PRIZE LETTER CONTEST FOR BOYS**

**Contest No. 1**

*For Boys Who Do Not Have Lionel Trains*

**"WHY I PREFER A LIONEL TRAIN FOR CHRISTMAS"**  
Valuable prizes will be awarded to the boys submitting the best letters telling Uncle Don "Why They Prefer A Lionel Train For Christmas."

Write your letter of not more than 150 words on one side of the sheet only. This contest is open to every boy in the country. In the event of a tie the same prizes will be awarded to each tying contestant. **CONTEST CLOSES SATURDAY, DECEMBER 20, 1930.** Your letter must be in the mail by that date. If your letter is entered in this contest write "Contest No. 1" at the top of your letter. Address it to **UNCLE DON, CARE OF THE LIONEL CORPORATION, POST OFFICE BOX NO. 297, MADISON SQUARE STATION, NEW YORK CITY.**

**List of Prizes**

For Best Letter	-\$100.00
For Second Best Letter	-50.00
For Next Ten Letters (each)	-5.00

**Contest No. 2**

*For Boys Who Have Lionel Trains*

**"HOW I AM GOING TO MAKE MY LIONEL RAILROAD BIGGER AND MORE COMPLETE THIS CHRISTMAS"**

Valuable prizes will be awarded to the boys submitting the best letters telling Uncle Don "How They Are Going To Make Their Lionel Railroads Bigger and More Complete This Christmas." This letter must not exceed 150 words in length, and the same rules as in the first contest apply to this contest. Write, "Contest No. 2" at the top of your letter. Address it to **UNCLE DON, CARE OF THE LIONEL CORPORATION, POST OFFICE BOX NO. 297, MADISON SQUARE STATION, NEW YORK CITY.**

This contest is open to all Boys who owned Lionel trains prior to this announcement.

**List of Prizes**

For Best Letter	-\$100.00
For Second Best Letter	-50.00
For Next Ten Letters (each)	-5.00

EVERY BOY WHO WRITES A LETTER WILL BE ENROLLED AS A MEMBER OF THE LIONEL ENGINEERS' CLUB AND WILL RECEIVE A COPY OF THE ATTRACTIVE CERTIFICATE OF MEMBERSHIP AND THE BUTTON ILLUSTRATED HERE.

