

THE ATLANTIC DIVISION EXPRESS



FALL 1993

TRAIN COLLECTORS
ASSOCIATION

ATLANTIC DIVISION EXPRESS

Vol. XXIII - # 4 - Issue 92

Fall, 1993

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Atlantic Division - Train Collectors Association
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ATLANTIC DIVISION MEETS - 1993 - WESTOVER C.C. - NORRISTOWN, PA.

Sunday, November 21, 1993
Sunday, January 16, 1994
Sunday, March 20, 1994 (SPECIAL MEET - Details to follow)

ON THE COVER

On the cover is a side view of a most unusual Lionel shipping box. It dates from the 1930s and belongs to Bob Robinson. More about this rare find can be found on pp. 5 & 6.

I got lots of input for this issue of the *A. D. Express* and my sincere thanks goes out to all who helped. Surely do wish I would hear from more of you. Nick Ladd provides a look at a strange "streamliner" and some really unusual switches on pp. 3 & 4. Al Merris has done some fine articles for the *NOR-WEST LOGGER* about the real thing. You saw one of these in the Summer issue and another follows here on pp. 7-9. This time it is about the GG-I. Andy Weiss has contributed again (pp. 10 & 11), a small folder advertising Ives boats, and the *Moondog Express* sent us a photo of their mascot that I couldn't resist publishing.

Lastly, our "uncataloged sets" series continues on pp. 13-15 with a copy of a promo sheet for the set compliments of Dave McEntarfer (p. 16).

Is This A Bug Or A Pig?

By Nick Ladd

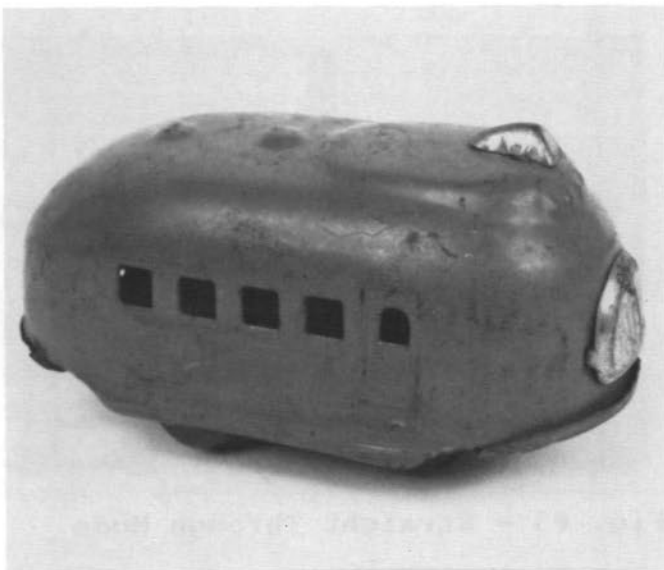
Whatever it is, it sure is cute!!!

I found this little gem at a flea market at a tractor show last year on the eastern shore of Maryland. That proves the point that you never can tell where trains will pop up.

It measures about 2 3/4 inches long and is made of orange painted tin with bright metal trim. Marked "Japan", it probably dates from the late 1930s. The front wheels are fixed in a turn mode so it can only operate on curve track. The gauge is approximately 'S' and of course the motor is clockwork.

Placed next to my Union Pacific Lionel streamliner, the little guy really stands out as a toy and marvel of consolidation.

If anyone has any information on this little train I would certainly appreciate hearing from you.



The "blurb" below appeared in an issue of the *NOR-WEST LOGGER*, the publication of TCA's Pacific Northwest Division, last year and I thought it might be of interest to some of you. Of course, it goes without saying that the Atlantic Division's Modular (Travelling) Layout and the Gift Layout Programs are always in need of donations also.

* TRAINS*FOR KIDS ***

Those boys and girls who experience the thrill of operating a toy train are fortunate indeed. However, millions of American children never get to run a train. How Sad!

One man in North Seattle is sensitive to the needs of children and deals with the absence of trains in kids lives in an interesting way. Although he has limited funds he has managed to gather enough "runners" to create two basic sets with an oval of track. He keeps these in separate boxes and lends them to a family for one week. Thus, the two sets move from home to home bringing joy to kids. He also puts up a layout (larger than an oval) in his church basement in December so children may operate a train under adult supervision. The loaner sets circulate twelve months a year.

Who is this kind man who brings the sparkle to children's eyes? He is Dr. Paul McCutcheon who ministers to the congregation of the Haller Lake United Methodist Church. Because he is a pastor he has limited funds to expand this good project, so it has occurred to me that some TCA members might want to help him.

There is beyond doubt a large supply of non-collectable cars, locos, track & transformers which would sell for little. How about donating such items to Paul? He would create more sets to permit circulation to more kids throughout the year. And, you will receive a receipt for a tax deduction because you have given to a Church project.

As you cull your collection or purchases think of how you can help the "Trains for Kids" program. You may contact Dr. McCutcheon or the writer of this article for additional information or to donate. Thank you

Bill Hollingsworth 206/392-1104

Dr. Paul McCutcheon
Haller Lake United Methodist Church
13055 1st Avenue N.E.
Seattle, WA 98125

Office: 206/362-5383
Home: 206/363-2678

Some Neat Switches

By Nick Ladd

Collecting trains is more than just trains. Sometimes the track they run on is just as interesting to collect.

Take, for instance, the two pieces of Bing track that appeared at a recent Atlantic Division meet: The first is a marvel of German craftsmanship. Entirely made by hand, this switch converts a figure eight layout into two circles with one pull of the handle. The moving parts are too numerous to count. Figure #1 shows the switch in the 45° crossing mode and figure #2 shows it in the double circle mode. The only drawback is the close spacing of the circles when closed. If you ran two clockwork Bing trains at the same time you would have to be careful not to have a collision at the crossing. Imagine what fun you could have routing one train to a circle and the other over the crossover etc. Lots of play value in this marvelous piece of German engineering.

The other fabulous Bing track device enables the clockwork operators to switch tracks with ease. This too represents interesting opportunities for "near miss" railroading or for complicated switching operations in the yard. Photo #3 shows the switch in the straight through mode and photo #4 shows the switch in the crossover configuration. Both switches date from the early part of this century and are a tribute to the innovative nature of the human mind.

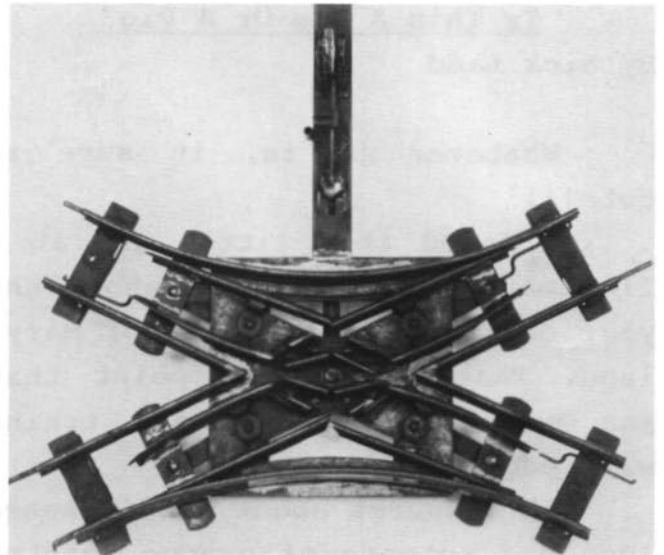


Fig. #1 - 45° Crossing Mode

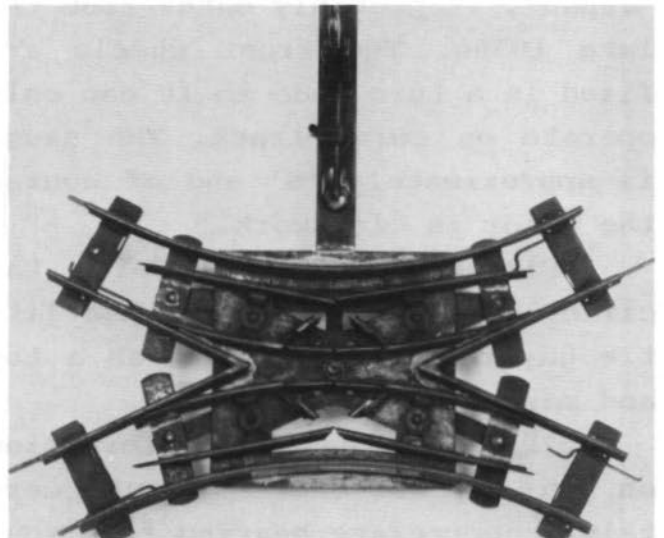


Fig. #2 - Double Circle Mode

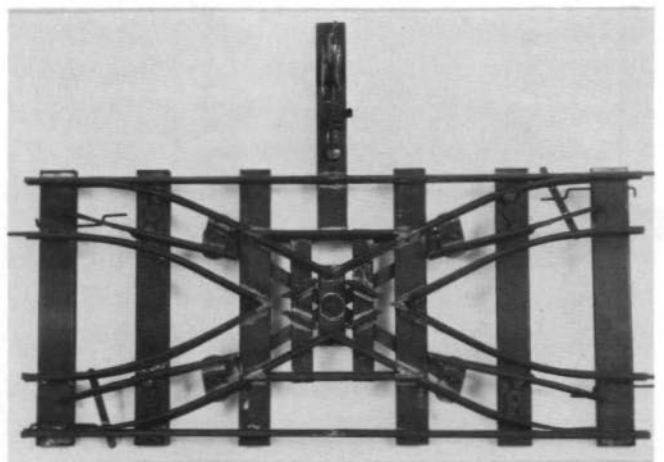


Fig. #3 - Straight Through Mode

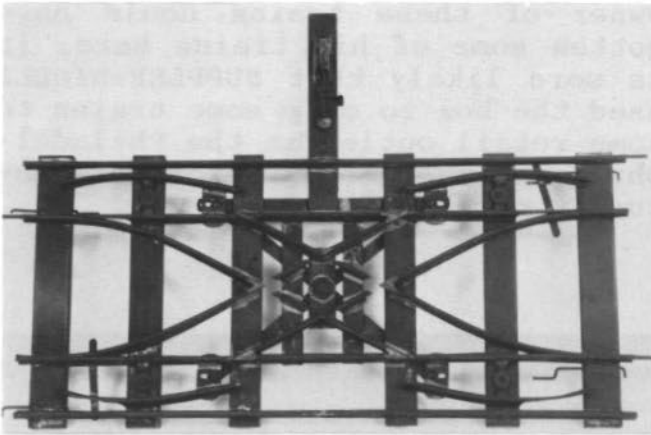


Fig. #4 - Crossover Mode



A "Mother of All Boxes"

During the last few years collectors have shown an amazing increase in interest toward boxes. Up until about 1985 or so boxes were considered more of a pain than an attribute to many of us "old timers". I know of some collectors who burned boxes or tossed them out when the volume they occupied became too large. Now, of course, things have changed and there is more than one person actively seeking boxes.

Bob Robinson recently acquired the shipping box shown here. For many years Bob had been pursuing a large quantity of Lionel standard gauge trains and accessories that belonged to a long time acquaintance of his. Last year this person called Bob to stop by and purchase most of the stuff. Low and behold

some of the trains were stored in this box that had been used to carry home some of the trains from the point of purchase.

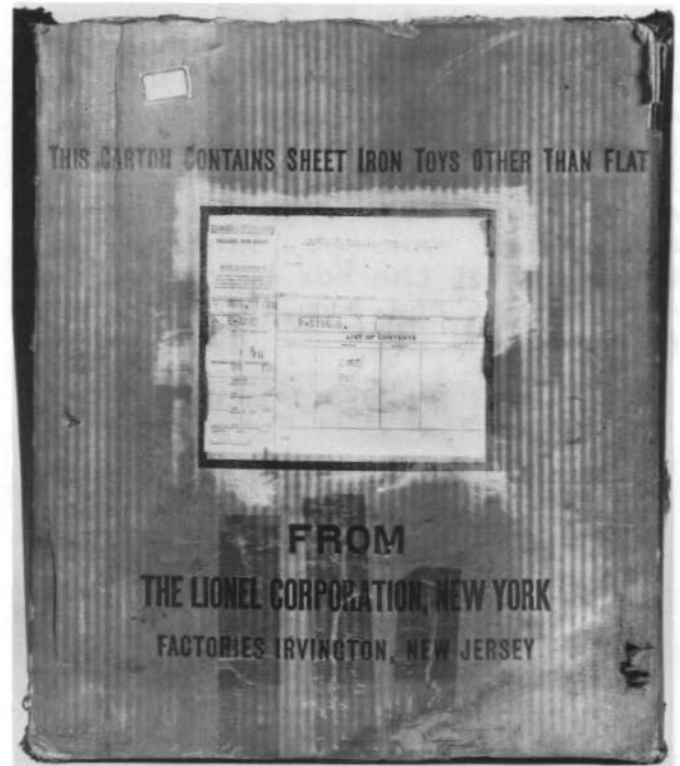


Fig. #1 - A Side of the Box.

This box is a "shipping box" and, although I have occasionally seen shipping boxes from the 1950s and later, this is the oldest one I have ever seen. It must be incredibly rare. On the cover is a view of one side of the box while a second side is shown in fig. #1. It measures 23" high while the base measures 20" x 21 $\frac{1}{4}$ ". Lettering is done in dark green except for the tape down the edge that holds the box together. It is yellow with red lettering.

Fig. #2 shows the bottom. It is interesting to note that the in-

structions "DO NOT CRUSH" & "UNPACK WITH CARE" would not normally be seen by the box handlers! It almost seems silly to put these instructions on there. Notice that next to the manufacturer's circular logo are the numbers "7 8 0". My guess is that this is the date that the box was manufactured: 1930. However, the mailing labels imply that the box was used in the middle 1930s. Possibly it was also used earlier and the earlier labels are under the current labels, were taken off of the box before re-use, or were on the box top (which is now gone).

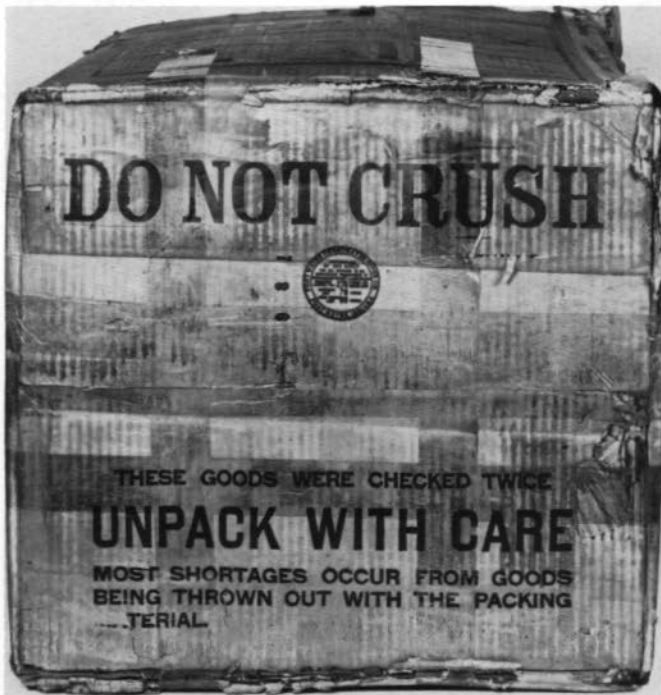


Fig. #2 - The Bottom of the Box.

lot went to SUPPLEE-BIDDLE in Philadelphia. Although the original owner of these trains could have gotten some of his trains here, it is more likely that SUPPLEE-BIDDLE used the box to ship some trains to some retail outlet in the Philadelphia area where the trains were actually purchased.

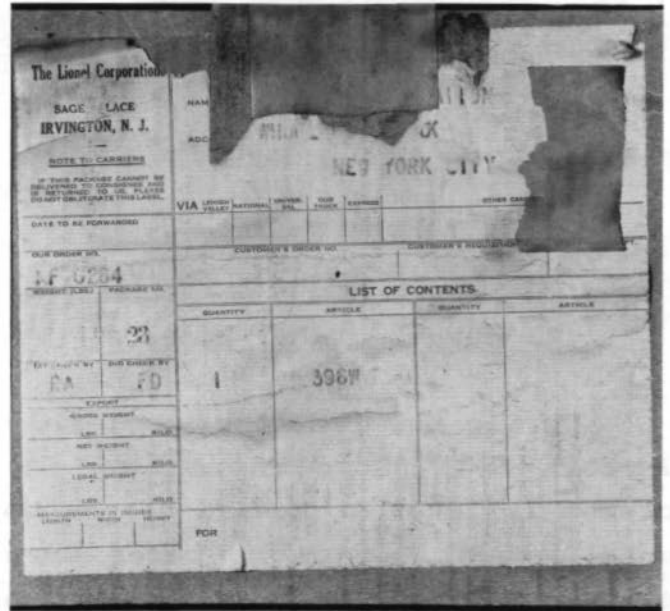


Fig. #3 - A Shipping Label.

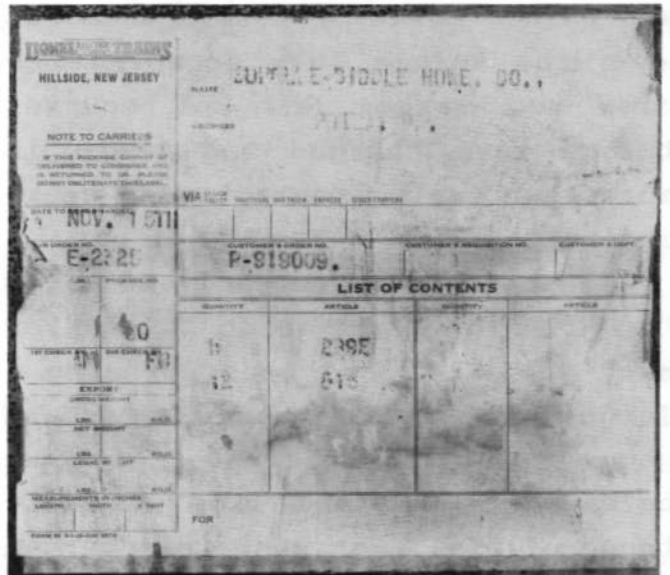


Fig. #4 - Another Shipping Label.

Fig. #3 shows a shipping label. We see here that a single standard gauge Blue Comet set was sent to somewhere in New York City. The set #396W dates this set to 1935-1939. The second label, fig. #4, indicates that a second shipment contained a #239E set and a dozen #818 sets. The 239E is a 260E freight set cataloged from 1930 to 1934 and the 818 is a set of four of the larger 800 series freight cars cataloged from 1927-1937. This

**** Editors Notebook - The GG1 ****



I referred to many sources for the following, but much of the information came from "The Remarkable GG1" by Karl R. Zimmermann (Quadrant Press Review) and is hereby acknowledged.

The story of the GG1 is, in many ways, the story of the Pennsylvania Railroad during its glory years. The Pennsy started its first electrification program in 1895 with an experimental third-rail DC operation. By 1910 the program included the New York terminal area making possible Manhattan's Penn Station, where all operations were underground. (The New York Legislature had outlawed steam operations South of the Harlem River after July 1, 1908)

By the early 1930's the Pennsylvania was deeply committed to electrification and, in spite of the depression, well along on a project which would prove to be the most extensive in railroad history. The wires would eventually stretch from Philadelphia to New York City and cover a total of 2677 miles of track

It's interesting to note that during this period the Pennsylvania referred to itself as the "Standard Railroad of the World". The earliest Lionel catalog I own is a 1925 edition, and therein Lionel refers to itself as "Standard of the World"...I wonder who copied who?

The project involved more than just stringing wires, countless tunnels had to be enlarged and bridges raised to accommodate the catenary. Being a native of this area I find it hard to imagine Pennsy's great "Broad Way" in New Jersey with six parallel main lines, all electrified.

As the electrification project progressed, so did the need for new motive power. By 1933 the flagship of the locomotive fleet was known as the P-5a, a 2-C-2 brute of 3750 horsepower. The Pennsy ordered ninety.



The original design was a box-cab type which looked somewhat like Lionel's standard gauge "9" series, but after a grade crossing accident with crew fatalities the design was changed to a streamlined center cab design not unlike the finalized GG1.

The P5a's were good, but to fully capitalize on the electrification projects potential, the Pennsylvania needed something better. A locomotive test facility had been established at Claymont, Delaware and among the engines tested was a 2-C+C-2 borrowed from the New York, New Haven and Hartford. A prototype was ordered with this wheel arrangement and delivered in August of 1934. Subsequent tests proved very satisfactory and 57 were ordered. These were produced by General Electric, Westinghouse and Baldwin with some built in the Pennsy's own shops.

The GG1 boasts 12 traction motors (two per axle) with 4620 continuous horsepower (over 8000 short-term), weighs 460,000 pounds and has 57 inch drivers. Total length is 79.5 feet and it operates on 11,000 volt, 25 cycle AC current.

A young industrial designer by the name of Raymond Loewy was hired and assigned to the project (he would later gain fame by designing the Coke bottle, Lucky Strike cigarette package and the Studebaker Avanti). One of Loewy's major ideas was to replace the riveted body shell with a one-piece welded unit, eliminating the rivets and seams. The result was regarded as very futuristic for the day.... Remember, this locomotive appeared about the same time as the Union Pacific M10000, the Burlington Zephyr and the Hiawatha.

Another Loewy contribution to the project was the "cat's whiskers" striping that sprang from the nose and ran down the sides.

Originally geared for ninety mph, all new G's delivered after 1937 were geared for 100 mph running. When the last arrived in 1943 the fleet totaled 139 locomotives.

As the GG1's came on line they quickly proved they could do everything and do it well. Schedules were revised and travel time reduced throughout the system. The "Congressional's" time was cut from 4:15 to 3:35. The design proved timeless....when the Pennsy upgraded to the new stainless steel Budd coaches in 1952, advertised as the "Fleet of Modernism", the GG1 looked right at home pulling 18 car "Congressional's" at 100 mph. One report says it walked off with these consists like a "sack of feathers".

The history of the GG1 is filled with remarkable feats of power and reliability. On January 28, 1935 a test run was made between Washington D.C. and Philadelphia with a load of government officials and the 134 mile trip, including one intermediate stop, was completed in 110 minutes. During a portion of the run the "G" ran continuously at 102 mph "without seriously pressing the locomotive's potentialities."



In another test, in the early forties, the GG1 was placed in competitive service with the Pennsy's latest in steam power, the T1 duplex class 4-4-4-4 (also styled by Raymond Loewy). After six months the GG1 had logged almost 70,000 miles running compared with the trouble plagued T1's less than 3000.

Each year the Pennsylvania ran specials for the Army/Navy football game in Philadelphia. On November 27, 1954, 29 trains totaling over 400 coaches and 20,470 passengers arrived at Greenwich Yard adjacent to the stadium...all pulled by "G's" and all on time. An article from the January 1988 TRAINS magazine gives the status of all 105 trains in the Amtrak system as of 8pm May 1, 1987 and not 29 trains in the whole system are on time!

A gem is not without her flaws. In January of 1953 a "G" inbound to Washington's Union Station lost her brakes, "Blitzed" the stationmasters office, wandered out onto the concourse and sank through the floor.

The GG1 has been produced in very limited quantities for both "S" and standard gauge in the early eighties and just recently in "1" gauge (kinda spendy), but it's the Lionel O gauge version that we are most familiar with. Lionel introduced the GG1 to its fleet in 1947 and has, over the years, produced a replica of virtually every paint scheme that the real locomotive has seen, and a couple it hasn't.

The Lionel engineers and designers are to be commended for their ability to "selectively compress" the dimensions of the prototype into a model that retained the flavor of the original but didn't look ridiculous on O gauge curves. The real GG1 is only about 5 feet shorter than Union Pacific's "Big Boy" (minus the tender).

The following chronology will show that Lionel made a continuing effort to keep their GG1 in step with the evolving paint scheme of the prototype.

The 1947 thru 1949 models were made in Brunswick Green (more properly called PRR Dark Green) with 5 stripe "cat whiskers" and had one motor. By some accounts a portion of the first days production was mistakenly painted Black. It would be an easy mistake, the formula for "PRR Dark Green" was seven parts black and one part green.

In 1950 the model was re-engineered for two motors and magnetraction but still Green and 5 striped. It disappeared from the catalogs from 1951 until 1955.

In early 1952 the Pennsylvania started painting some of it's GG1's Tuscan Red for service with the new "Fleet of Modernism" equipment. In our TCA "Lioneleze" this means they updated from the 2600 series heavyweight pullmans to the 2500 series extruded aluminum cars introduced by Lionel in 1952.

When the GG1 returned to the Lionel catalog in 1955 it was numbered 2340 and available in either Green or "Wine" (Tuscan) versions, as per the prototype

In March of 1955 the Pennsy started replacing the five gold stripes with one 8 inch wide yellow band and the "keystone" on the side was substantially enlarged. In 1956 Lionel changed the number to 2360 and the five stripes were changed to one large stripe.

In 1957 Lionel enlarged the PRR "Keystone" on the side as per the then current prototype. It returned in '58 identical to the '57 model, in an apparent attempt to use up old stock.

The engine was dropped for '59 and '60 but returned for '61 with some detail changes in the body shell and in the Tuscan color only. It was cataloged in '62 & '63 in Tuscan only with no other changes except the striping & lettering was now decals instead of paint.

On February 1, 1968 the Pennsylvania Railroad ceased operations and the Penn Central was born. Less than a year later the same could be said of Lionel and MPC...ironic these "Standards of the World" should fall so closely together.

MPC brought back the GG1 in Tuscan (Maroon) in 1977, Black with the Penn Central logo in '78 & '79 and Green in 1981. They also made a limited edition Bronze and Green (ugh) version in 1987.

On April 1, 1976 the Penn Central became "Conrail". The only change in the prototype "G's" paint scheme was a blanking out of the stylized "PC" (mating worms) herald with a small "CR" in its place. MPC never produced a Conrail version of the GG1.

Most of the GG1 fleet was acquired by Amtrak. Lionel Inc. produced an accurate rendition of the Amtrak scheme in 1989.

The retirement of the prototype GG1 has been almost comical. Each new locomotive the engineers and designers brought out either broke down or fell off the track and the G's had to be brought out of mothballs to save the day. As late as 1975 the General Electric E60 had been restricted to 85 mph for "stability problems" while the 40 year old GG1 it was designed to replace was routinely going 100!

In 1977, 43 years after its introduction, 106 of the original fleet of 139 were still in regular service. The last GG1 was finally retired on October 29, 1983. On the brighter side, at least a dozen of these magnificent machines have been preserved for future generations to admire.

I've only had the pleasure of owning one Lionel GG1, a 1950 #2330. I ran the socks off it and I'll always feel it had the heart of the real one.

*** Some Unfinished Business ***

Two issues back I did an article on the GG1. Did you ever wonder why the Pennsylvania would choose to electrify....string wires over more than 2500 miles of track and modify countless bridges and tunnels?

With the exception of New York City itself, pollution and the environment couldn't have been a factor. The steam locomotive was well established, becoming more refined, but some years away from its prime, and the "Pennsy" had a fine stable of them.

The most probable answer is found in a book I picked up at a Portland Chapter auction titled "Complete Practical Railroading" copyrighted 1911, under the heading "Steam or Electric Traction". From here on I quote:

"The result of the electrical equipment will be several great economies:

1. In order to haul a train a steam locomotive must be made ready at an expense for labor and coal.

The new (electric) locomotive is made ready by closing one switch.

2. Burning coal in many small inefficient fireboxes means a large coal bill per ton mile of traffic moved.

Using cheaper coal in a power-house with more efficient furnaces, a gentler draft and mechanical stokers results in a great savings in coal bills.

3. A steam locomotive standing in a station or in the yard at a terminal after a run, is burning coal with no return.

The instant an electric locomotive stops, the flow of current ceases, and the moment a run is over the expense for coal drops to almost nothing. There is coal burning at the power station, but this coal is for the average load and very little of it is chargeable against an electric locomotive.

4. When a delayed locomotive attempts to make up time, coal is burned at a more rapid rate and steam is used with a longer cut-off; both of which are expensive operations.

The normal operation of an electric locomotive does not utilize the full power of the motors, and when behind schedule the full power is used without any appreciable change in the efficiency.

5. The total expense for two power houses, eight substations, thirty locomotives and the third rail is greater than for thirty steam locomotives, but the saving in the operating expenses and maintenance of way goes each month to pay the fixed charges of the plant and there is something left over to pay off the debt incurred when installing the electrification

It is a mistake to think that the horse power of these two powerhouses must be the sum of the horsepower of the thirty steam locomotives they are designed to replace, for all these locomotives are not running at once. The power house only has to take care of the power required for the maximum number of trains running at the same time. This information taken from a train diagram usually results in about 25 percent of the horsepower being installed for service, with some extra for reserve.

6. For the same traffic fewer electric locomotives will be needed.

The average month of a locomotive's life is made up of pulling trains 30% of the time, loafing around under steam waiting for transportation department 50%, under care of motive power department 20%, and a little "soldiering" out on the road.

An electric locomotive is built with the idea of giving almost continuous service. They will tax the ingenuity of the transportation department to find enough work for them to do.

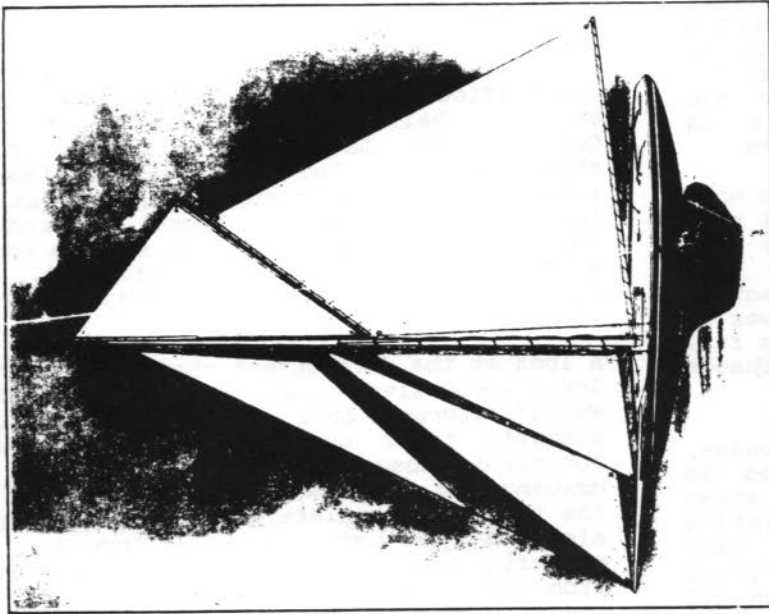
7. A moderate percentage of the expansive force of the steam cannot be used, for the connecting rod would tear the crank pins out. The exhaust is closed ahead of time to avoid this, and the power of the engine reduced. A very annoying feature of the steam locomotive is its persistent effort to drive the rails down to China and the seat of the engineer's overalls upwards, due to the flinging effect of any imbalance in the parallel rods and crank pins.

The electric locomotive with its purely rotative motion is very easy on the track, and saves many dollars of expense."

So there you have it, the argument for electrification in 1911. The Pennsylvania obviously believed in it, and I think Josh Cowen did too. Look at the evidence....During those years that the Pennsy was most heavily involved in its electrification project, the late 20's and early 30's, Lionel was producing their giant #840 power station and the smaller #435 and #436 (possibly substations?), to be followed by the #94 high tension towers in 1932.

A look at the development charts for Standard Gauge locomotives in our TCA "Standard of the World" reference book shows a proliferation of electric types during this period but a noticeable absence of steam engines. Many drawings in the catalogs of the period show the train set complete with power station and electric type locomotive. It was only good marketing to offer a complete railroad system from power station to cabooses.

We all know Josh was no dummy. It was probably more than coincidence that Lionel and the Pennsylvania Railroad both proclaimed themselves "Standard of the World".



Sloop Yacht No. 83

The above cut shows one of our New Model Sailing Yachts. We have wanted for some time to offer a sailing model but have waited until we had something exceptionally good. The sloop yacht shown above is 30 inches long, 7½ inches wide and 8 inches deep. From the end of bowsprit to end of boom, 42 inches, mast 37 inches above deck, and carries 640 square inches of sail. Nothing is left undone to make this the best yacht ever offered for its inches, and it is as speedy as it is good looking. Any boy or model yacht enthusiast will be proud of this boat. We furnish a construction set, which is the best yet, and when finished makes the jib and mainsail yacht.

This yacht is not the ordinary "toy store boat." It is a real boat, properly designed, properly made, properly rigged, proper sailer, holding her own with any yacht in her class.

We have a book of 24 pages and cover on "Yachting, Ships and Shipping," How to build, How to sail, How to race. It tells you all you want to know about boating. Model yachtsmen and boys will be interested in this publication. It also gives descriptions of our various power boats (clockwork). This splendid book will be sent to you for 10c., postage paid. Mention this folder when writing for Catalogue.

We make, as you may know, the Ives Railway System—Electric and Mechanical Trains. The new big No. 2 large trains are wonders. We have a new fine book telling all about them, which we will send postpaid for 10c. Mention this folder when writing for catalogue.

Railway Department, The Ives Manufacturing Corporation, Bridgeport, Conn.



Yachting Ships and Shipping

THIS little folder tells briefly of our Power Boats and Sailing Yachts. A larger book with descriptions and telling all about yachting, from the making to sailing, will be sent you for 10c. This is a wonderful book, so don't miss it. 26 pages of interesting material for boys and model yachtsmen. The model yachts are built by special methods and by skilled operators; there are no better yachts made.

Miniature Ship Department

The Ives Manufacturing Corporation

Bridgeport, Conn., U. S. A.

The Ives Diving Submarine

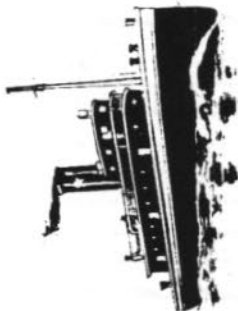
This Ives Submarine is a wonder. When wound up with its key it shoots along the surface and dives again and again, just like a real submarine. You can have no end of fun with it.



No. 1009, Diving Submarine, 10 1/2-inch Model

The Ives Tug Boat

This powerful little tug boat is operated by Ives Clockwork and is just as useful as its big brother of real commerce. It can be used to tow other ships, barges, etc. Boys can have lots of fun with it. Made of steel and beautifully painted.



No. 2010, Tug Boat, 10 1/2-inch Model

The Ives Motor Boat

See this trim motor boat, equipped with ventilator, windshield, seats and flag. It is long, low and speedy. Built of steel, beautifully painted and equipped with the Ives Clockwork. Made in two sizes.



No. 4009 Motor Boat, 9-inch Model
No. 4012 Motor Boat, 12-inch Model

The Ives Destroyer

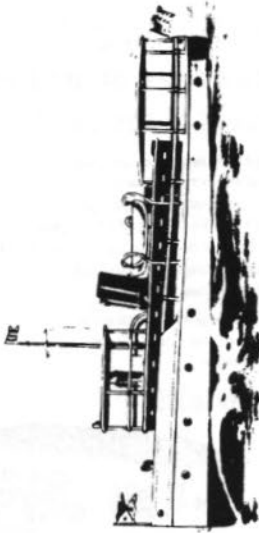
What boy has not read about the destroyers—long, low and rakish—the protectors of the transports and Merchant Marine? The swift watchdogs of the sea.



No. 3009, 9-inch Model
No. 3012, 12-inch Model

The Ives Motor Cruiser

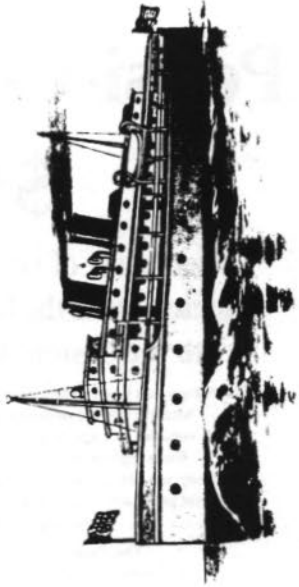
This is a graceful boat built on speed lines and complete with mast, funnel, awnings, flag, ventilator, etc. It is a ship any boy would be proud to command; finely painted and equipped with Ives Clockwork machinery. Made in two sizes.



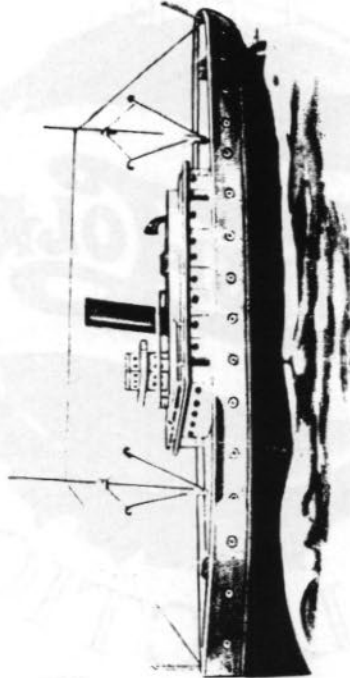
No. 4011, Scout Patrol, 10 1/2-inch Model
No. 4014, Scout Patrol, 13 1/2-inch Model

The Ives Ocean Liner

It is made like the big fellows with funnels, masts, flags, propeller and rudder. It is operated by Ives Clockwork and will go through the water at a fine rate of speed, and it is painted and finished in the very best manner. You'll like this ship, which is made in two sizes, as follows:



No. 5011, Ocean Liner, 10 1/2-inch Model
No. 5014, Ocean Liner, 13 1/2-inch Model



No. 6011, Merchant Marine, 10 1/2-inch Model
No. 6014, Merchant Marine, 13 1/2-inch Model

The Ives Merchant Ship

This is the ship that goes the world over, gathering cargoes here and there, and helping the world trade. All summer, all winter they are on the go, faithful to the end.



Pepsi-Cola Six Pack

\$49.95

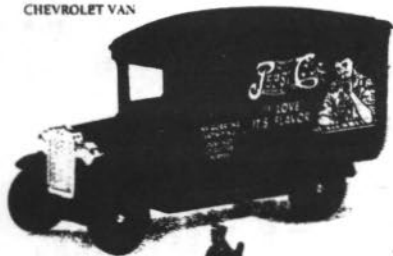
Collect a set of six Pepsi-Cola Vintage Delivery Vehicles, from the horse drawn van of the 1900's to the custom-built trucks of the 1930's

Each logo has been exhaustively researched and authentically recreated from historic period photographs or actual manufacturers renderings. All vehicles are approximately 3 1/2" in length and 1 1/2" high and are made from high quality die-cast metal - EVEN THE WHEELS TURN! They are electrostatically painted with two or more coats of high-gloss enamel paint and then heat baked to produce a superior long-lasting finish - including the distinctive Pepsi-Cola signage.

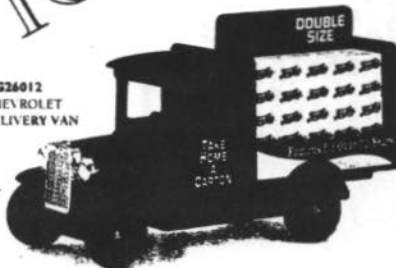
The Pepsi-Cola Delivery Vehicles are manufactured in England by Lledo PLC and are part of the 'Days Gone' series of 125 cars and trucks.

Collect them all!

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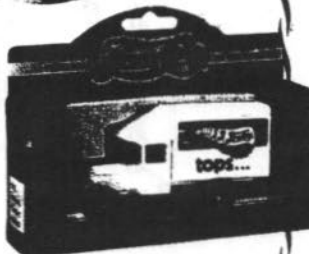


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Please send me _____ sets of the Lledo Pepsi-Cola Vintage Delivery Vehicle collection for \$49.95 plus \$5 shipping and handling. (The models are also available individually at \$9 each plus \$5 shipping and handling plus sales tax). Georgia residents add 6% sales tax.

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About the Previous Pages

On pages #10-11 is reproduced a folder from the Andy Weiss collection. The original is printed on heavy, slightly textured paper and measures 8½" x 11". It is folded down the middle so that the actual brochure appears to be a 4 page 5½" x 8½" flyer. The front and back pages appear on p. 10, while the middle two pages are seen on p. 11.

The brochure is undated. However, Doc Robby's book (*Made in the Ives Shops*, Robinson, G.A., Turner Pub. Co., Paducah, KY, 1991) tells us that the boats were made from 1917-27 and that Ives got into 2 1/8" gauge in 1921. Notice the small lettering at the bottom of the rear page where we find: "The new big No. 2 large trains are wonders". Based on this I will tentatively date the brochure as 1921 or 1922 until one of you Ives collectors tells me otherwise.

This item got me thinking about Ives boats. I haven't seen very many over the years and have concluded that they must be much more scarce than the trains. Am I correct? Do any of you Ives collectors know of one of your lot who has amassed a collection of Ives boats? If a bunch could be located, would you like an article in the *EXPRESS* about them, or are they not "train related" enough? I anxiously await your replies.

On page #12 is an advertisement copied from the July 23-25, 1993 issue of the *USA WEEKEND* that accompanies my local newspaper on Saturdays. Since it is not the policy of the *EXPRESS* to print advertisements from present day firms, I feel a short explanation is in order. The ad is for a group of Lledo vehicles from Great Britain. This line of vehicles appears to be manufactured in a variety of scales which allow some vehicles to be used quite successfully on 'O' and 'S' layouts. I felt some of you might have missed this ad and might want to get some for your layouts. I know nothing about the firm that is making the offer and the set I ordered has not arrived yet so I can provide no other information.



Uncataloged Sets - Part XVIII

Lionel #6401

Photo #1 shows the consist of this inexpensive little set. All components are quite common and without the boxes the set would be quite mundane.

The 1688E locomotive and tender are painted a common shade of light gunmetal. The loco body casting is of the later (heavier) variety: No indentation atop the boiler front for a winged emblem, no forward facing cab windows and the presence of a smokebox rear in the cab. Pilot wheels are of the smooth



Fig. #1 - The Consist of the Set.

variety while the rear truck contains spoked wheels. The motor is quite similar to the early 229-1664 motor discussed in the last issue of the *A.D. Express*. The rear motor mounting is accomplished with a transverse bracket which is attached to the boiler casting with a pair of screws going down through the running boards just in front of the cab. Although the tender has "LIONEL LINES" plates attached, it's number is not stamped on the bottom. The box tells us it is a #1689T.

All of the cars and the tender have nickel trim and straight shank latch couplers and run on trucks of the late '027' variety: 2 crossribs indented on the crosspiece. On p. #27 of *Lionel Trains Standard of the World*¹ this is called "wide bolster, type IV". The #1679 box car is the typical cream variety with the Baby Ruth candy bar, orange doors and runners, and light

blue roof. The #1680 tank car is orange with black lettering and a red SHELL logo. The #1682 caboose is all bright red with off white windows.

The boxes are shown in fig. #2 and are uninteresting except for the tender box. It specifies that the tender color is "BRONZE GUNMETAL" and that it is for use on 'O' or '027' track. The only other items found with the set are: (1) a circle of '027' track plus 2 straights, (2) some early cloth covered wire, (3) a UTC lockon and (4) a #1037 40 watt transformer.

Fig. #3 (p. 16) shows a dealer sheet believed to be from 1938 or 1939 advertising this set. A few differences between the flyer and this set can be seen: (1) the Locomotive drawing shows a "LIONEL LINES" rather than a "1688E LIONEL LINES 1688E" plate, (2) the 1680 is shown as a SUNOCO variation rather than a SHELL type, (3) the

transformer is specified as a #1029, (4) the drawing shows no journal boxes on the trucks, and (5) the 1682 is pictured with a clerestory stripe. We find the following information on p. 122 of *Lionel Trains Standard of the World*²:

1688 Black: 1689T - black; 1679 litho box, 1680 litho tank - alum Sunoco, 1682 litho caboose - light red/light red/cream/yellow clerestory stripe. Factory special promotion in 1939 executive catalog. 1939.

Note: Set boxes numbered 6401-6402-6403 depending on amount of track and manual or electric switches. All cars and tenders are pictured without journals and therefore boxes could be found marked "X".



Fig. #2 - The Set & internal boxes.

None of the boxes are dated and all subsidiary paper that would help us date this set are gone. Based on the promo sheet and the information quoted above I would like to date this set as 1939. But,

the transformer found with this set is from 1940-1942 and, of course, there are the major differences listed above. Thus I am suggesting that it is possible that this set was also offered in 1940 as a true "cleanout" of old stock. Any ideas?

1. *Lionel Trains Standard of the World, 1900-1943*, 2nd. Ed., Fraley, D.S., Ed., Train Collectors Association, Strasburg, PA, 1989

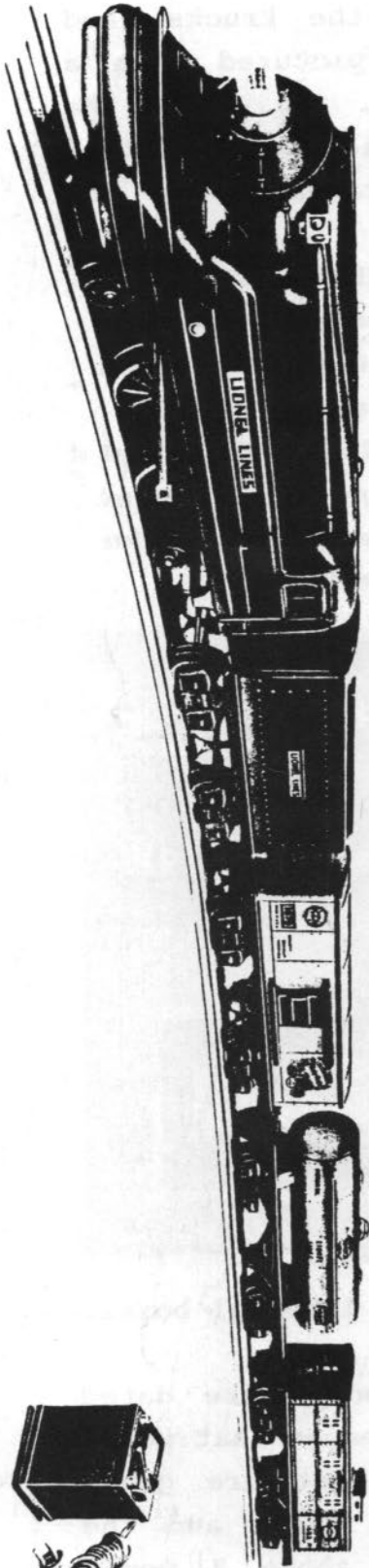


Not too awfully long ago I received a pair of issues of the *Moondog Express*, a catalog/magazine put out by a firm of the same name in California. I am sure that many of you also received these publications. In any event, they are quite humorous and enjoyable reading. I sent them a note and indicated that I didn't think much of their products but loved their magazine, and "Could I please reprint some of their material in the *A.D. Express* if inclined?" They replied in the affirmative and I probably will do so some day. Along with the letter they inclosed the photo and caption below. Enjoy.



ROGER, THE MOONDOG MASCOT

SPECIAL PROMOTION NUMBER



"027" FREIGHT TRAIN

- No. 6401**—Contents: No. 1688 Pennsylvania Locomotive, No. 1689T Tender, No. 1679 Box Car, No. 1682 Caboose, No. 1680 Oil Car, 8 sections of No. 1013 Curved Track, 2 sections of No. 1018 Straight Track, UTC Lockon, No. 1029 Transformer. **Net Price \$4.00**
- No. 6401C**—Similar to No. 6401 but with remote control couplers between Tender and Oil Car. **Net Price \$5.00**
- No. 6401F**—Similar to No. 6401 but with remote control couplers between Tender and Oil Car. **Net Price \$5.00**
- No. 6401W**—Similar to No. 6401 but equipped with whistle. **Net Price \$6.25**
- No. 6401WC**—Similar to No. 6401 but with remote control couplers between Tender and Oil Car and equipped with whistle. **Net Price \$7.20**
- No. 6401WF**—Similar to No. 6401 but with whistle equipment and No. 1045 Flagman. **Net Price \$7.20**
- No. 6401F**—Similar to No. 6401 but with No. 1045 Flagman. **Net Price \$5.00**