

TRAIN COLLECTORS QUARTERLY

JANUARY 1955

Pittsburgh, Pa.

Vol. 1 No. 1

A Message from our President to all the Members

You have heard the expression "speechless from surprise." Those of you who attended the October 16th meeting at Ed Alexander's saw an example of it, whether you recognized it as such or not. Dick Little and I had just arrived as the meeting was called to order, and though he had mentioned to me that I might be elected President, I thought it his little joke. My part in the preliminary organizing work had been very small. Upon actually being elected, and assuming charge of the meeting, I could no more have made a suitable acceptance speech than I could have flown. This is my opportunity to thank all concerned for the honor conferred on me at the meeting.

As some of you may know, I tried to start a similar organization about ten years ago. Louis Hertz and I had discussed the desirability of an organization of collectors, and drew up tentative plans for one. He was writing the articles ALONG THE TINPLATE TRACK in the MODEL CRAFTSMAN, and in a couple issues mentioned the proposed "National Tinplate Historical Society." Preliminary response was quite favorable. We proceeded to list all known collectors, and laid plans to prepare bulletins with news, want ads, and a "Trading Post." A poll of prospective members indicated they were willing to pay annual dues of three dollars. When the call went out for payment, the ice began forming swiftly. About 25% of those voting for the three dollar amount sent in checks. The remainder went into a deep silence, and so far as I know, have remained there ever since. Checks received did not warrant even trying to prepare the first bulletin, so all checks were returned and the "NTHS" passed out of the picture before it got started. Several prospective members did try to help, but it wasn't enough. A greeting card, sent me this past Christmas by a friend, had enclosed with it one of the colored application blanks for membership Earl Gardner had had printed, and enclosed with all orders for Gargraves track at that time. His efforts brought considerable response for further information, but not enough money was received to save the society.

The Train Collectors Association is off to a much better start. All of us are necessary to its success -- teamwork will pay off. There are today many more collectors than there were ten years ago and many have not heard of the association and if informed would certainly be interested in joining. Increased values of old trains make it much more important to have a medium of exchanging information than formerly. The Directory, and Quarterly, should be a great help to this end. I am confident there has been a need for an organization for many years. Now we have one started that should be a good one. Let's all get to work and put it over in a big way.

Burton Logan
President

2nd printing January 1956

3rd printing August 1964

THIS 3RD PRINTING MADE BY OFFSET FROM A MIMEOGRAPHED-ON-GREEN-PAPER ORIGINAL, SHOWING THE ISSUE EXACTLY AS MADE, OTHER THAN THE COLOR

TRAIN COLLECTORS QUARTERLY

January 1955

Vol. 1 No. 1

Published four times yearly
by the TRAIN COLLECTORS ASSOCIATION

Editor

L. J. Redman

OFFICIAL

NATIONAL MEETING

The national meeting will be held Saturday and Sunday, June 4-5, 1955, at Ed Alexander's Train Museum in Yardley, Pa. The earlier date than last year is to enable West Coast members to attend. Further details will be reported in the April Quarterly.

- * - * - * - * -

STANDARDS COMMITTEE

President Logan announces the appointment of the following members to this committee:

- Ed Alexander Frank Cox
- Doug Bourner W. C. Johnson
- Dick Little

The first project is descriptive terms for sale and trade lists. Second project is refinishing, and the third, valuations.

- * - * - * - * -

CONSTITUTION RATIFIED

The Secretary hereby certifies that the Constitution is in effect as of January 19, 1955. Tally of votes to that date is: 34 for ratification, none opposed.

- * - * - * - * -

DUES FOR 1955

Dues paid to date are for the fiscal (and calendar) year of 1955.

- * - * - * - * -

MEMBERSHIP APPLICATION BLANKS

Membership application, and information to give to prospective members is available from the National Secretary.

From the Editor's Box

Since accepting the position of Secretary, and with it the editorship of this magazine, I feel as though there are many editors watching over my shoulder. Quite a procession of tinsplate magazines have gone before, and their bones are scattered about, I hope marking the pitfalls we hope to avoid. One magazine was just laid to rest, and its ghost has scarcely had time to join the haunting parade. Wherein lay the trouble with all these magazines? We have reached no firm conclusion, and we simply shall go slowly, and try to build well.

Many persons have asked about our printing the Quarterly, and including pictures. This is very desirable, but the cost would be too great to be borne by our present membership. Printing will remain under consideration, but we feel that five times our present membership of 66 is necessary to support a printed Quarterly.

We will need a constant supply of articles, on all phases of our hobby, to keep the Quarterly interesting and informative. Don't feel bashful about the size or quality of your collection, or your experiences in collecting. If your writing comes with difficulty, just set the facts down, and we'll base a story on them. But keep the articles coming. Wiring diagrams, layouts, sketches, and simple line drawings can be reproduced, so include these, too.

As the format of the magazine has not completely jelled, suggestions along that line are welcome. Each issue will contain Official Notices, the trading post, and Letters to the Editor (if any bouquets or brickbats are thrown) as regular features. An article on some phase of tinsplate history will be a feature, also. We promise to try to make the Quarterly the finest tinsplate magazine ever published.

ME & MINE

by
Ed Demack

On Christmas of 1950 my good wife presented me with a new Lionel O27 set simply because she knew I liked trains and to vary the monotony of shirts, socks and ties. The set immediately went back to the store in exchange for a Santa Fe diesel freight set, and an O gage layout was started. However, from prior knowledge I knew that Lionel had before the war made such beautiful trains as the "Hiawatha," "City of Portland," and "Flying Yankee." so in January of 1951 I started hunting thru hobby shops, second hand stores, etc. in Los Angeles. 'Til then I had never heard of a train collection, but in being routed from one man to another to another and on and on I eventually ran into Evan Middleton. He furnished me with the Flying Yankee, and a bit more - after viewing his collection the bug bit!

In the intervening years I have gathered 327 locos, 1100 cars, and unnumbered accessories, representing 7 gages and 13 makes. Of the total, 68 are standard gage, the balance mainly O gage. The trains were bought during my travels in 12 states and in Canada. Out of all the items only one was bought by mail, 3 years ago, simply because I prefer to deal in person and see what I'm buying.

Old trains in the West are very scarce compared with the Midwest and East, evidenced by the fact that in 9 months in Chicago in 1952 I acquired 98 locos and 200 cars and passed up many more because of lack of finances. The West until the war was predominantly agricultural and relatively new. We have only 3 prototypes--S.P., U.P., and S.F.--as compared to small boys raised in such industrial centers as Chicago, Pittsburgh, New York, etc., where every boy grows up seeing, smelling, and hearing trains. The train hobby didn't take hold out here 25-30-40 years ago, consequently there are few old ones.

The hobby of train collecting, I have found, is one of the biggest things in my life. There is always the thrill of hunting, searching, and prowling to uncover something, never
(turn to page 4 please)

WHO HAS ONE OF THOSE RARE OLD PAPIER-
MACHE LOCOMOTIVES?

asks
Burton Logan

Shortly after the turn of the century, and while I was still a very small boy, we lived in a small town in northern Illinois. Before Christmas, toy departments of several large stores placed on sale a very unique toy locomotive. Made of papier-mache, these dull-gray colored (not painted) models presented a surprising amount of detail. Although sold as a toy, the wheels were dummy, and the loco would now be classed as a shelf piece. All that I recall seeing were European prototype, and were rather good copies, with various wheel arrangements.

Santa Claus (or his assistants) brought me one of these odd little locos. As the good Saint had also brought me a small German wind-up set, the paper engine didn't get much attention. I don't remember when it bowed out of the picture, but it was probably about that day of sorrow when the mechanical loco suffered a severe fraction of a driving wheel, and had to be discarded.

Never once have I seen one of these locomotives since that time. Many collectors have been asked, and the answer has always been "no." Possibly some of our members may recall having seen one somewhere, sometime. If so, I would be more than happy to hear from him. I would consider one of these as being well up on the ladder of very rare models.

None of these locos had tenders, most being tank types. A few were models of regular tender locos, but no tender was included. All were about Gage 1 in size. Quite likely none have survived to this late date, having a fatal weakness. To busy mothers it must have been a tremendous temptation to toss it in the stove when sonny insisted on leaving it in the middle of the floor. (Always the very best place to leave a locomotive between runs.) It was just an odd little locomotive that made its bid for popularity, and I'd like very much to renew my acquaintance with one.

knowing what might turn up next. Then the hurrying home to work on it, tear it down, clean it, repair it, etc. Then up on the shelf to be proudly displayed the next time a fellow collector drops by with--very casually--"Oh yes, here's a little something I picked up the other day." The hobby has provided more hours of enjoyment in tinkering, fussing, polishing than anything else I know I could do.

Among my prized possessions are:

Lionel #7 - brass & nickel - Canada
 Voltamp 2130 - 0-4-0 tunnel loco - Can.
 810 Ives Trolley - Long Beach
 Bing 1 gage live steamer - Glendale
 Lionel 408E light green, 418-419-431-
 490, mint - Pasadena
 Cast iron Camelback loco, tender,
 baggage, 2 pullmans, obs. - Chicago
 AF 0 gage cadmium plated cars - Chicago
 Lionel Crane car in early "teen" series
 Chicago
 Ives 3243 - dark green - Portland
 Lionel 256 - early, complete train - NY
 Lionel 381E - perfect - San Diego

TINPLATE TRAINS IN VARIOUS PUBLICATIONS

With surprising frequency toy trains are featured in news stories and articles, or are incidental to such stories. With this in mind we would like to compile a list of all the publications in which such stories appear. Better yet, a copy of the article itself could be kept. To start this section off, the following stories have come to the editor's attention in 1954:

Coronet, October, article entitled
 THE CHIEF DISPATCHERS OF LIONEL
 TRAINS, history of Lionel

The Golden Book of Trains, Simon &
 Schuster, 50¢
 Children's book about real trains,
 but most of the pictures are of
 Lionel cars, locos, and track layouts.

Pittsburgh Press, Dec. 12, 1954,
 Roto Section article - TOY
 TRAIN PIONEER, short history of
 Lionel.

(turn to Page 10 please)

RECOLLECTIONS

by
 by Evan Middleton

My first train was a little wind-up given me in 1908, at Christmas. By 1915 it had disappeared and I received a 1911 Lionel. Can't remember what happened to that one, or how long I had it. The next time I got interested was in the early thirties; traded for a lot of standard gage, including a 402 and 51. We had a goodtime with it, set up on the second floor of a four car garage. The 4th of July 1936 some kids playing with fireworks did considerable damage to the building, but most of the trains were salvageable by repainting and cleaning.

Lee Ridgman of the Centinela Model Railroad read about the fire and came over to see the burned trains. He invited me to the CV to see the collection he had, and then I started in earnest. Along with Noil Shomaker I joined the CV club, and we dug up old trains in every second hand chop and salvage place around Los Angeles. There were sure a lot of trains on shelving all around the sides of the train layout room. When the members started to kick about the collection, Lee, more interested in the layout sold me his trains. A few years later I bought Neil Shomaker's collection. His collection included standard gage trains from a train club in New York, which had occupied half a basement on Riverside Drive, and had a membership of 500 kids. These trains had been brought out West for a picture by Mr. Newsome, the co-patentee with Ives on the snake pull coupler.

As the years went by I bought a layout here and there, hunting continually. The last collection I got a big kick out of was that of Christiani, who was returning to England to retire. I got to his place in time to get most of the collection, which included steam locos in 0, 1, 3", and 6" gage, also wind-ups, electrics, railroad lanterns 100 years old, old railroad books, English train magazines, pictures, and many other things.

Eighteen years ago I helped Leo Ridgman get the dope together for the Digest. I hope this Train Collectors Quarterly will carry on for many years.

ANTIQUÉ TOY TRAINS
in the
EDAVILLE RAILROAD MUSEUM

by Burton Logan

Part 1

Quite a few members of the Association have visited the Edaville Museum at South Carver, Mass. to see the old toy trains on display there. This collection of old timers has been one of the feature attractions of the Museum since it was opened to the public July 2, 1950.

Shelves forty feet long, protected by glass, and a large glass case, display about 125 old trains. The oldest at present is a small tin pull loco, which would probably be classed as an O-4-0. Louis Hertz has dated this loco as about 1850. Next in line is a Brown O-2-1, the first clockwork made in numbers in the United States, about 1859, according to available records. There are other various locos from that date to about 1940, although few are newer than 1930. Some of the old lines represented are -- Knapp, Howard, Carlisle & Finch, Voltamp, Weeden, Beggs, Ives, Lionel, American Flyer, Boucher, Issamayer, Maerklin, Bing, Platke, Stevens Dockyard, Wilkins, and quite a few early tin floor trains of unknown make.

My policy has been to have at least one of the very old sets in operation at all times. First year a C&F 1897 mining set operated on its circular track in a glass case, controlled by push button. This lasted three years before it began to get the rheumatiz and it is now retired to an honored position on the shelves after running an unknown number of actual miles. It is still in operating condition, although it doesn't always start without a small boost. The first year we also had a loop of C&F track as large as possible in 4 x 9 foot case, with a smaller loop inside. C&F #4 loco and cars operated all of one year on the outside track while the inside track carried a C&F #20 switch engine and a cut of cars. Both engines are still in good running condition. Next season a Voltamp Interurban and an electric type were used, but shorts caused these to be replaced with another C&F pair, which finished the season. When the C&F mining set became rather unre-

liable as to starts, a C&F #42 trolley (small 4 wheel brass street car with gear drive) replaced it. This has operated very faithfully for the past two years and is still going strong. I am inclined to believe these old timers rather enjoy another fling now and then, and I don't believe it hurts them nearly so much as I used to think it did.

The mining set referred to above was made two years only, 1897 and 1898. A regular C&F 3-pole motor was used, belt drive thru countershaft to 1" drive wheels. The "belts" are rubber bands, and for all that, the motor develops surprising power. It pulls five of the large 8 wheel freights on straight track. With this mining set I have the original box, track, and instruction sheet. Originally designed to be operated by wet or chemical batteries, the sheet gives information on obtaining the chemicals, and how to use them. Steel rails that came with this set are similar to later strip steel rails but heavy copper wire is soldered to each end of the rails. Wires are to be twisted together when track is set up to complete the electrical circuit. Ties are very wide and stained a light red in contrast to the later square green ties. These ties are shown in many early C&F catalog illustrations.

In 1899 C&F abandoned the belt drive for their loco, and went to gear drive. The line was also expanded with their first steam type loco #4. Catalogs show these with windows indicated by litho paper glued to the cab. I have never seen one made this way. I have a very early #4 with link and pin couplers (also shown in 1899 and a few later catalogs). I believe this dates to about 1900. Also there is one of their early #45 locos, the large nickel plated Atlantic, Gramme ring type motor. As this tender also has link and pin couplers, I know it dates to very early in the line, for almost all their years of manufacturing they used the loop and staple couplers.

The public response to this train display has been most encouraging. It is surprising how many men of all ages have found duplicates of their early trains and have stopped at the desk to tell me about it. More surprising, many women have told us of seeing a train
(turn to page 8 please)

THE TINPLATE COLLECTOR

by Don LaSpaluto

"But the boys don't need any more old trains. Why spend money on old ones like these when you can buy new ones?"

This was Mrs. LaSpaluto speaking, some years ago when I first started to collect old toy trains. I happened to purchase a quantity of such trains for my oldest son, Frank. Mostly the trains were Ives, which went out of business in 1932. They seemed so much like the real thing and yet so much like toys. That was the appeal that "got" me!

From that time on, although the trains were purchased for my son, I could not stop playing with them. This developed into real enjoyment and lo and behold, although I did not realize it then, I became a collector, especially of Ives trains. I've enjoyed every minute of it, too.

Electric trains had always fascinated me. They represented a happy period in my childhood, sharing a Lionel set with my brothers. This well-remembered set was a orange 248 with assorted 4 wheel freight cars. The coal hopper especially appealed to me and every time I had an extra seventy-five cents in my pocket I'd run down to the toy store and buy another of those green cars. The brass wheel on its side actually opened the hopper doors! I must surely have had seven of the cars, yet I wanted more. During all those years that little set was the best ever. My friends who owned Ives trains boasted theirs were better. I recall saying they couldn't even compare with my wonderful Lionel set.

After almost ten years of collecting, my house looks like a museum of old trains. Every time a neighbor or relative comes for a visit, the inevitable question is "What are you going to do with all that junk?" "Well," I say, "Perhaps it looks like junk to you, but to me it is a very pretty sight." These Ives trains are very colorful. When you see a dozen Ives standard gage sets on shelves you can really see and appreciate their realism, their "Tinplatey" flavor, the fine work that Ives craftsman put into them. There are bright oranges, yellows, glossy blacks, greys, blues,

deep reds. I have several snapshots taken by Genoe, the well-known model train photographer, and they are wonderful to see when projected against a wall, more than twenty times actual size.

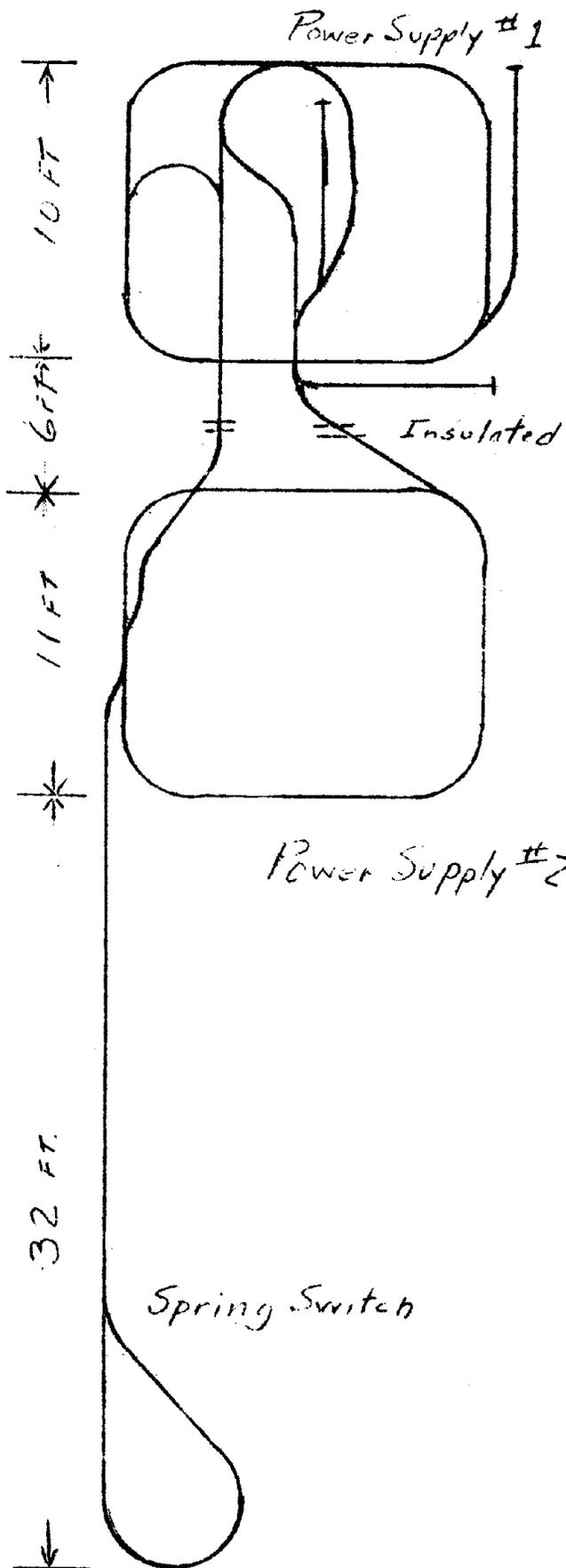
"Why does anyone buy old rare stamps or antiquated automobiles, or antique furniture?" I ask them. "It's the pleasure of owning a rarity. There's fun in tracking down an antique and acquiring it for yourself." Then again, as I told my wife, "Would you rather I spend the money on horses, or at the corner bar?" That stopped her cold. Now she even shows a bit of interest when a package arrives containing an old train for my collection.

Sometimes the question is "But when are you going to stop amassing these old trains?" "Is there no end?" There is no end. I don't know about other collectors, but when I have acquired one of each different numbered locomotive made in the Ives shops, I will consider then that I've gone far enough, at least in the case of Ives trains. Of course, I can start collecting other types of trains -- Lionel or American Flyer or Voltamp -- or of the many other makes. It's like a man caught in quicksand. The more you struggle to get out, the deeper you go. So I do not struggle. I try to make an easy-going affair out of the whole idea of collecting trains. In this manner I have found much pleasure in writing to other collectors and helping them acquire old trains for their collections.

My Ives collection is nearing completion. Once I have located about six more Ives locos, my quest will have been completed. I will then have one of each loco made from about 1900 on, when they first introduced track trains.

Then I contemplate writing more articles showing some of the famous Ives models, with data on each, pertinent facts about construction details, types, periods when made, etc. Also included will be some of the adventures and experiences that went into this hobby, and I can assure readers that there will be plenty of humor in it also. There are many who take it so seriously that they lose sight of the true enjoyment in this hobby; namely, meeting new people, writ-

(turn to Page 8 please)



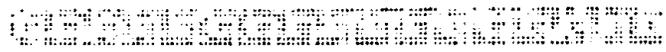
AN EVENING OF OPERATION--AND TALK--
at Jim Macfarlane's

On January 3, Mrs. Macfarlane and I entertained a little group of men interested in old toy trains. Present were: Bill Krames, with Lionel #5, 1912, and AF President's Special; Francis Clark; Harry Albrecht, with Lionel summer car 303 and #10 interurban; Don Fernandez, with AF President's Special, Lionel 381 with State cars; Albert M. Rich, with Lionel #6 and day coaches, Ives 25 and 129 Saratoga; Frank Moore, Jr.; Ed Alexander, with ancient #1 gage Maerklin loco and cars; E. E. Proffitt and Jim Macfarlane, with an aching back from setting up track for all this to run on.

All this equipment that would fit the rails, plus a number of my items, were run extensively. We had some remarkable trains running, such as the President's Special with two locos, #29 day coach train with double-headed 5's alternating with double-headed 1912's, Lionel 381 with its State cars, and 3 Lionel trolleys, filling in to give adequate service between train runs. Even a C&F #171 ran. This anachronism was possible because some miscreant in the past had equipped it with a 3rd rail shoe and widened the wheel gage.

The track put up for this meeting was much admired by the boys. The sketch shows that it was in the very best tinsplate tradition, being something of a geometric marvel rather than anything bearing kinship to railroad reality.

The best part of the evening, of course, was the talk. It went on during the unpacking of the trains, during operation, during the refreshments, during a dark interlude while a blown fuse was replaced, and during the final packing up and departure. We most of us lead our sombre lives with dull folk who do not even speak the TCA language. When a group of the initiated gets together the pent-up thoughts of weeks pour out.



REMEMBER
NATIONAL MEETING
JUNE 4-5

Standard Gage Railroad
2039 Frankford Avenue
Philadelphia, Pa.
January 3, 1955

they remember well enough to identify as one they played with as a girl. Usually the train was owned by a brother or brother's boy friend, but in quite a few cases, the old train was actually owned by the lady in question. Youngsters as a rule don't pay too much attention to the old timers--they just want to see something go. And I usually have something going for them, wired in such a way that they can operate it themselves. Needless to repeat, all operating sets are behind glass. The Public is a wonderful institution, so long as you can compel them to keep hands off. However, I have a scale model live steam loco, 1" scale of 1890 vintage, which has been on display for four years, unprotected but rather well out of reach, and the only thing anyone ever does is ring the bell. Once in a long while someone will raise the removable cab roof and operate the Johnson bar, but seldom even this.

The item that has caused the most comment is a small crank operated, gear driven electric generator made by C&F from about 1897 to 1912, possibly a little later. This is displayed in another large glass case, with the wires connected to a short section of track with switches, and a tank car with a C&F #34 Atlantic on a siding (small series Atlantic introduced by them in 1907). A typed description of the purpose of the generator completes the display.

Another item in the Old Train Display that attracts much attention is, unfortunately, not owned by me. A Converse all wood train on wood strip track with a large station, crossing sign & High Ball signal make up this display. The station is also the case to contain the train. Loco is a 4-4-0, with 4-wheel tender, coach and gondola, paper litho details. Patent date on station is 1872. Originally the property of her uncle the train is now owned by a lady living near Edaville. Because of its family history she won't part with it, but is glad to have it on display at the Museum.

(to be concluded)

ing to others, making friends, comparing items in your collection, and trading. Trading has become the bugaboo of many, but I feel that trading is the backbone of collecting, and without this method many persons would still be looking for even the most common items. The only way I could acquire several of the more desirable items in my collection was only by trading other trains. The train offered in trade is often the lever by which you may pry a particular item you want out of another collector.

BETTER RAILROADING AND COLLECTING BY GROUP LETTERS

by Russ Hafdahl

For over a year the following men have corresponded together with what we like to call "Group Letters" --Sartwell of Portland, Stanley of Spokane, Middleton of Los Angeles, Demack of Long Beach, Smith of Hawthorne, Melzer of Morton Grove, Robinson of Pittsburgh, Cox of San Diego, O'Brien and Hafdahl of Seattle.

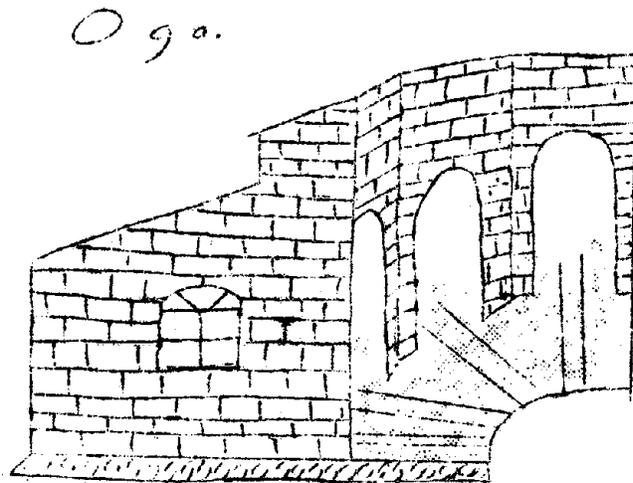
Each man has a number from 1 to 10, designating the mailing order. #1 man writes a letter, sending it to #2 man, who writes a letter, sending both #1 and #2 letters to #3 man, etc. When all ten have written letters, the sequence is repeated. #1 man removes his old letter and encloses a new letter. Letters are to be answered in three or four days, even if only a note saying "don't have time to write now." The letters are of general tinplate interest --collecting, operating, swapping. All the men have expressed receiving a great amount of enjoyment from the letters, and no one has broken the chain. Much as we would like to add more men, we feel that ten is the practical limit, and any more would make it get out of hand.

I would recommend, therefore, that anyone wishing to start another group limit it to ten. I would like to belong to another group. If anyone is interested, please contact me.

CAN YOU IDENTIFY ???

CALL BOARD

A roundhouse with turntable, for mechanical trains (see sketch below). The turntable itself is green, with orange walkway. A 1" diameter hand wheel on a 1 1/2" pedestal operates it. The table is separate from the roundhouse, and has tangles which slide into grooves under the roundhouse. 10" long turntable tracks run into 9 1/2" long stall tracks. Each stall is 6" deep, 8" high at center of door. Total height at front is about 10", and roof slopes to 4 1/2" high. Roof is tile embossed maroon; sides are sumulated block in apple green color. Segment is not quite 90°.



4 Stalls

This item is owned by Bill Kress

- * - * - * - * -

Year of manufacture of a Lionel 150 in brown, or mojave as Lionel called it. This loco was almost traded off as a poor repaint, but the urge to remove the black paint came, and underneath was this odd color.

This item is owned by Lou Redman.

- * - * - * - * -

Replies to CAN YOU IDENTIFY will be published in future issues. This column will be a regular feature of the magazine, as items are submitted.

ADDRESS CHANGES

Charles T. Gabriele
50 Watson Avenue
Elizabeth, New Jersey

DIRECTORY CORRECTION

The following collector was omitted from the Directory in error, and should be included therein, as he is a Charter Member:

Ralph F. Derby
P. O. Box 27
Raynham, Mass.

Ralph has a collection which he "just accumulated". His prize is a fine Bradley wood train from the 1880's, and also has an incomplete Howard trolley he bought as a boy, and a lot of other old pieces.

APPLICATIONS FOR MEMBERSHIP

Frank Ball
45 Fresh Pond Lane
Cambridge, Mass.

Dealer in old toys and mechanical banks
Recommended by Burton Logan

W. Graham Claytor, Jr.
2912 N St., N. W.
Washington 7, D. C.

Graham is a collector and operator of 2-rail #2 gage, and standard gage. His collection consists of Voltamp, C&F, and Lionel Standard, and has an operating layout.

Recommended by Lou Redman

Albert M. Rich
1116 Wheatsheaf Lane
Abington, Pa.

Al's main interest is Ives O gage, especially the 1900-1915 period. His collection consists of Lionel and Ives O gage, Lionel OO, and Lionel Standard. He also has an operating layout in HO.

Recommended by Harry Albrecht.

HAVE YOU SOLICITED A NEW MEMBER?

INTERCHANGE POINT

Harry Albrecht has for sale or trade: Lionel catalogs 1931-1941, AF 1932-1940, Ives 1911. Also Lionel Mag. Vol. 3-#5; Vol. 4-#4,8; Vol. 5, #3,5.

Robert Sterr wants AF #4006 Hopper.

Joe Kuster will pay cash for Maerklin 0 gage 1777 milk car, 1790 mdse. car, 1775 coal dust car, 1776 wine car, 1793 Kuhlwagen.

Jim McKecher wants 400E in crinkled black, dark blue, & black with nickel trim, State cars, President's Special cars. Also pilot wheels for #6.

LaRue Shempp welcomes letters from fellow collectors. Wants Ives copper and nickel Prosperity Special, to complete his collection of boyhood trains. Guarantees to give it a good home.

Ed Alexander has standard gage car wheels for sale; has a list of items for swap, including some OO. Also has perfect duplicates of Lionel 381 & 408 pantographs at \$3.75 each postpaid.

John Kelly wants 150 & 700 Lionel electrics, 238E, Hiawatha, various magazines and catalogs. Has Model Builder mag., catalogs, and Lionel & Ives std. gage for sale or trade.

Dick Wheeler makes standard gage wheels, has available steam & electric for Lionel, electric for AF. Electric--\$1.25, steam--\$1.50

Elwood Pieper wants Ives freight trucks.

Walt Popek also invites correspondence, is interested in 2 7/8" gage, trolleys, locos in brass, copper, nickel. Also AF chrome train, Voltamp, C&F, Howard, Knapp, and catalogs.

Harvey Roe manufactures and sells std. gage parts.

Art Pellissier wants European type frt. or passenger cars, any make, #1 gage. Will buy or trade certain items in this gage.

Carl Robinson wants Lionel #7, 54, 381, 400 locos, 29, 412-thru 490 pass. cars, Ives 1125, 1129, 1134, 3243, AF Pres. Special, trolleys, pre-1925 catalogs.

John Resch makes and has for sale std. gage parts.

Rey Galbraith wants Ives 131 orange bag-gage car. Has 8 wheel Dorfan hopper & PRR box (reddish-brown) for sale/trade.

Lou Redman has list of items for swap, or sale; Lionel, Ives, AF, misc. 0 & std., 1929-1940 catalogs. Wants Lionel Mag. Vol 1, #1-3-5, 700 Lionel electric.

PANTOGRAPHS STOLEN

One visitor to Ed Alexanders Train Museum knew exactly what he wanted. Ed reports that someone entered his barn, went thru his first floor room, up the steps to the second floor, thru that low doorway into the workshop, picked out the glass jar containing three pair of 408E pantographs, and quietly made off with them. And not another item was disturbed!

PUBLICATIONS (cont'd from p.4)

Pittsburgh Press, January 9, 1955
Picture in Roto section, showing Lionel trains in operation at Hanford Atomic Products Operation. Shows special tinplate trackwork.

What other items have you seen this past year? A complete list will be published of all items sent in--and the articles will be kept on file if sent, too.

HOW DID YOU GET STARTED COLLECTING?

The collecting bug hit all of us, but at different times, and under different circumstances. The way you started makes interesting reading to other collectors. Why not write it down just as it occurred? We'll use your story in future issues of the Quarterly.