

The  
**Headlight**



**APRIL '71**

# Train Collectors Association --

The Headlight  
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April 1971

## OFFICERS

President: Nick Grippe  
Vice President: Dr. Joe DiMassa  
Secretary: Clyde Easterly  
Treasurer: Lee Harris

Directors: Charles Brasher  
Jerry Brown  
Ralph Pauly  
George Smith

Sergeant-at-Arms: Dirk Brown

Editor: Wesley Frye

### PRESIDENT'S MESSAGE . . .

That Gala extravaganza, The Train Collectors Association Annual National Convention, is rapidly drawing closer and closer, and I am sure that all of our Western Division members are eagerly awaiting that thrilling event.

What makes a TCA National Convention the lively, full of action, and fun thing that it is? Well, first of all, it is a National Convention in the true sense. It brings the collector from Ohio, New York, Georgia, Texas, Minnesota, from practically every state in the Union. It brings trains which are 'fresh', trains from here, there, and everywhere, trains of every variety and variation.

And not only do the newer members of the divisions have a great opportunity to acquire wanted items to build up their collections, but also to meet and exchange ideas with other members from across the country.

For the established members whose collections are more or less complete, it provides an opportunity to upgrade or add a variation, and best of all, to meet old friends and reminisce about last year's great convention, and about the sad demise of the once great toy train industry.

This fabulous affair and the equally fabulous banquet which is a part of every convention brings together people of all walks of life, all with one mutual interest -- the toy train.

As hosts to this wonderful event, our Western Division can give a true Western Welcome to all by our 100% attendance throughout the four days of the convention.

Nick Grippe

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Applicants for Membership

The following ten applicants for membership in the Train Collectors Association will be voted on at our April Business Meeting at Hollenbeck Park Recreation Center, Friday, April 2.

<u>Name</u>	<u>Interest</u>
Don Ball	Standard Gauge in Lionel & Ives
John Daniel	Post-War Lionel '0' Gauge, Hornby, Marklin.
Harold Greaves	Post-War Lionel '0' Gauge
Francis Killinger	Mostly 'H0' Gauge
Merwin Lew	Pre-War Lionel
Warren Lewis	Pre- and Post-War Lionel
Alan Margrey	Cast iron trains and toys
Robert McCreary	Lionel & American Flyer
Harry Overtoom	Standard and Post-War '0' Gauge
Dr. E. Williamson	Pre- and Post-War '0' Gauge

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CORRECTION . . .

It was reported in the February Headlight that no Western Division meetings were scheduled for June or July because of proximity to the National Convention; however, it has been decided that the regular June business meeting will be held in order that applicants for membership may be voted on. And, as reported, there will be no July meeting.

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FOR SALE & WANT ADS

FOR SALE - LARGE 'N' GAUGE LAYOUT mounted on L shaped 6' x 10' table, with control panel. 26 Engines, 115 cars. Beautifully landscaped. Cost \$1200. Sell for \$325. Warren Lewis. Phone (213) 325-9339.

WANTED - LIONEL-IVES No. 1525 Mechanical Passenger Outfit - #1506L locomotive, No. 1502 Tender, and 3 No. 1811 Pullman cars. Bob Liebman - P. O. Box 1187, Alhambra, Cal. 91802.

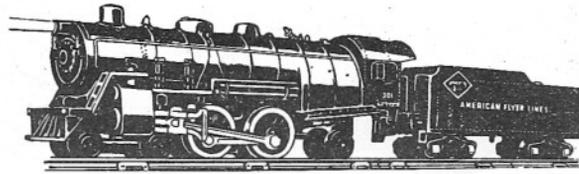
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Meeting Notice

The April Meeting of the Western Division will be held at the Hollenbeck Park Recreation Center on Friday evening, April 2, time -- 7:00 P.M. Bring your auction items and your friends.

DIRECTIONS - Golden State Freeway to 4th St. offramp, then two blocks east to St. Louis Ave. and south to Clubhouse.

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## AMERICAN FLYER S GAUGE ATLANTICS

by Wes Frye

About a quarter of a century ago, 1946 to be more exact, the A. C. Gilbert Company of New Haven, Connecticut turned from the production of wartime equipment for the United States government to the manufacture of peacetime electric trains. This was not a new venture with Gilbert, for prior to World War 2 this company had produced the American Flyer line of toy trains.

Back in 1938, A. C. Gilbert introduced the first of the 3/16 in. scale 0 gauge locomotives and cars but it was not until 1941 that the Atlantics were offered for sale. These engines had a 4-4-2-wheel arrangement, a diecast body, an 0 gauge motor, and pulled an eight wheel tender with link couplers. Its number was 565.

Then in 1946, after the war was over, the Atlantic was again offered for sale. But this time Gilbert had decided to make their trains truer to 3/16 in. scale and more realistic in appearance, so they installed S gauge motors and used two rail track. All of the AF Atlantics with the exception of the #21161 had operating headlights.

The first S gauge Atlantic, #301, had the same boiler as the #565 0 gauge version but of course was equipped with the new worm gear driven S gauge motor built for two rail operation. The wheel arrangement was the same as its 0 gauge predecessor as were the connecting and drive rods. The Reading tender body had the same sheet metal construction as its 0 gauge counterpart but its wheels now had to pick up the current from the opposite rail. Two flexible wires conveyed the current from the tender to the locomotive. An added feature of this initial S gauge Atlantic was a choo choo sound producing motor driven mechanism in the tender. Regular American Flyer link couplers were used on all of the tenders and cars of the A.F. line.

In 1947 the choo choo sound was eliminated from the tender of the #301 but in 1948 a newly designed motor was installed in the loco. The reversing unit was taken off of the motor and placed in the tender and a new piston driven smoke and choo choo unit was bolted to the top of the motor and driven directly by the motor through a gear to the armature shaft. The smoke and choo choo sounds produced by this arrangement were much more realistic and a vast improvement over the earlier models. Otherwise the construction of the locomotive and tender was the same but the number of the Atlantic was changed to 302.

The smoke and choo choo feature was eliminated in 1949 and the number on the Atlantic was changed to #300. In 1950 the trailing truck and draw bar were combined and the number of the 300 was changed to 300AC.

1951 saw the beginning of a cheapening trend for American Flyer. The boiler of the #300 was changed to a one piece diecast metal casting. In other words, the steam chest, pilot, boiler front, boiler and hand rails were all combined in one casting, thereby cutting down on labor and material cost. The drive rods were also modified and the result of these changes was a loss of realism. For 1951 the #302AC with smoke

and choo choo remained the same as the 1950 #302. The catalog for 1951 also listed a #305 Atlantic with air chime whistle but as far as we know this locomotive was never put on the market.

One piece boilers were used on the #300AC and #302AC in 1952 but they were still diecast metal in construction; however, 1953 saw a change to plastics. That year both the #301 and #302 had plastic boilers patterned after the diecast metal versions. The #301 had choo choo but no smoke and the #302 had both. Plastic was also used in construction of the new Reading tenders. To be absolutely fair, I must state that Flyer did use an excellent grade of plastic and very rarely is there any breakage except the pilot steps and the mounting screw holes.

Knuckle couplers and Pull-mor were introduced in 1954 so the #300 was changed to #307 and the #302 to #303. The #303 and #307 Atlantics were continued through 1955 and in 1956 the #301 was changed to #308 because of the knuckle couplers. The #303 was sold in both 1956 and 1957.

In 1958 the A. C. Gilbert Company changed to the five digit system in numbering their equipment. The number on the Atlantics for that year was changed to #21105 and they had smoke, choo choo, and Pull-mor. This loc was discontinued in 1959 but brought back again in 1960.

The #21107 was listed in the 1964 catalog with smoke and choo choo and had the Road Name Pennsylvania on the tender. The three five digit Atlantics not listed in the catalogs are the #21100, the #21160, and the #21161. The #21160 had smoke and choo choo, and Pull-mor and the plastic sided reversing unit was on the brushplate of the motor. The #21160 had no smoke or choo choo, had a very cheaply constructed motor with plastic drive wheels, and a manual reversing switch at the rear of the cab. The #21161 was similar to the #21160 but ran forward only and did not even have an operating headlight. In these last cheaper models there was no imitation whistle on top of the boiler and the bell was a part of the plastic shell.

For easy reference

<u>Atlantics</u>	<u>Year</u>	<u>Boiler</u>	<u>Tender</u>	<u>Coupler</u>	<u>Drive wheels</u>	<u>Choo Choo</u>	<u>Smoke</u>
#300	1949	4 pc diecast	sheet metal	link	metal rimmed	no	no
#300AC	1950	" " "	" "	"	" "	"	"
#300AC	1952	1 " "	" "	"	" "	"	"
#301	1946	4 " "	" "	"	" "	yes	"
#301	1947	4 " "	" "	"	" "	no	"
#301	1953	1 " Plastic	plastic	"	" "	"	"
#302	1948	4 " diecast	sheet metal	"	" "	yes	yes
#302	1953	1 " plastic	plastic	"	" "	"	"
#302AC	1951	4 " diecast	sheet metal	"	" "	"	"
#303	1954-56	1 " plastic	plastic	knuckle	Pull-mor	"	"
#307	1954-55	1 " "	"	"	"	no	no
#308	1955-56	1 " "	"	"	"	"	"
#21100		1 " "	"	"	"	yes	yes
#21105	1958-60	1 " "	"	"	"	"	"
#21107	1964	1 " "	"	"	"	"	"
#21160		1 " "	"	"	"	no	no
#21161		1 " "	"	"	"	"	"

March Meeting

The regular meeting of TCA-Western for the month of March was held on Friday evening, the 5th, at the Roger Young Auditorium in Los Angeles, California. There were about 100 in attendance. The early part of the evening was spent, as usual, in buying, selling, and swapping old trains.

The business part of the meeting was called to order at 8:10 P.M. by President Nick Grippe. The minutes of the February meeting were read and approved by the membership. The guests were then introduced and given a hearty welcome.

At this point Nick stated that he had several announcements to make. First, there would be a June meeting after all, but no meeting in July because of the Convention. Next, he said that he had word from Eric Buckley, National Secretary, to the effect that all applicants voted into membership before the Convention would be able to attend this event. He also stated that he would consult with a lawyer about the liability of the Division and of each member in connection with all meetings.

Following this, President Grippe gave the floor to Dirk Brown, who proposed that all members donate their old junk train items to the club to be auctioned for the benefit of the Western Division's treasury. This move was approved by the membership.

John Bentley then made the following announcements: The City of Long Beach was thinking of building a small railroad for tourists to visit the Queen Mary and that a bill was introduced into the Nevada legislature to buy some old U.P. and V.T. equipment and construct a three-mile length of track at Carson City. John also told us of the 20th Century Fox auction where old street cars were being sold - he said he wanted to buy a couple but he was a little short of cash.

Nick showed the raffle prizes for the evening - a 1969 McCoy TCA convention gondola, a Lionel floodlight car, a Lionel LV hopper, and some U.P. calendars - and urged the members to buy tickets.

Before adjourning he announced that the April meeting of TCA-Western would be at the Hollenbeck Recreation center clubhouse.

Meeting was adjourned at 8:35 P.M. and a nice auction amounting to \$330 followed with John King presiding as auctioneer.

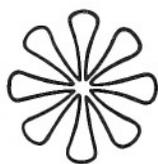
An interesting sidelight of the meeting was the return of Gordon Bragg's pipe to its owner. It seems that a member found it at the last meeting and took it home with him for safe keeping but the smell of that old pipe was so bad that he almost lost his happy home over it.

This report was taken from the minutes submitted by our very able secretary, Clyde Easterly.

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Send all material for The Headlight to Wes Frye - 2317 Glen Canyon Road - Altadena, California 91001. Phone: (213) 794-2149.

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Putting on a convention turns out to be a lot of work...but it is going nicely with most details falling into place. The fun part was seeing the Lionel Box Car go together as a really great collector's piece with Ward Kimball's design of Mickey Mouse, Goofy and Donald Duck on the car side.

Credit for the original thought of trying to make the annual convention car something special with the "mouse" on it probably should go to Jerry Rokos.

Ralph Pauly then approached Ward Kimball and he graciously accepted the task, and then proceeded with enthusiasm to sketch out several authentic designs using Disney characters. For Ralph and myself, it was a fascinating adventure watching Ward's artistic talent at work for TCA. He is really great!

Ward additionally pushed the contract and copywrite situation with Disney Productions to our benefit. Lionel was interested, at first, and later the new management at MPC became extremely enthusiastic over the design. In fact, it is rumored some people in Disney Productions and Disneyland are enthused with Mickey back on a "train". Be that as it may, this is an exclusive piece, copy-writed and made in very limited quantities for the 1971 TCA Convention at Anaheim.

Ward Kimball then followed through on solving with Lionel all the production details for making a three color car with tight registration problems on the hot press application.

The cars are now finished, with metal trucks and tab couplers, yet. They have now been shipped to the West Coast for our convention..be sure to get yours on registration at the convention.

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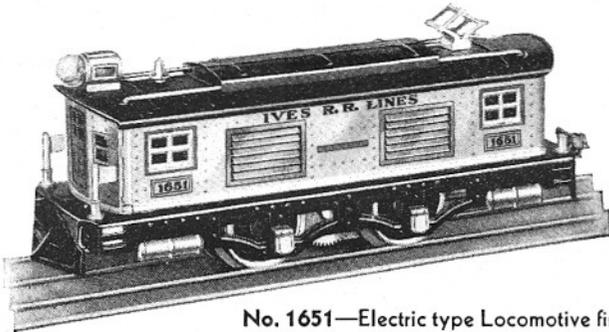
WHEN ? JUNE 24 - 25 - 26 - 27

WHERE ? THE ANAHEIM CONVENTION CENTER

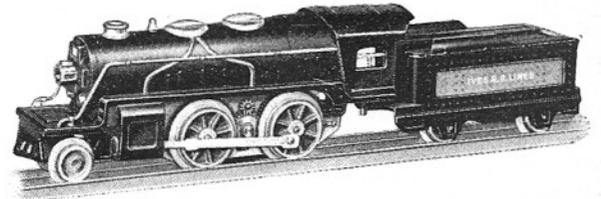
WHAT ? WHY, THE TRAIN COLLECTORS 17TH  
NATIONAL CONVENTION, OF COURSE!



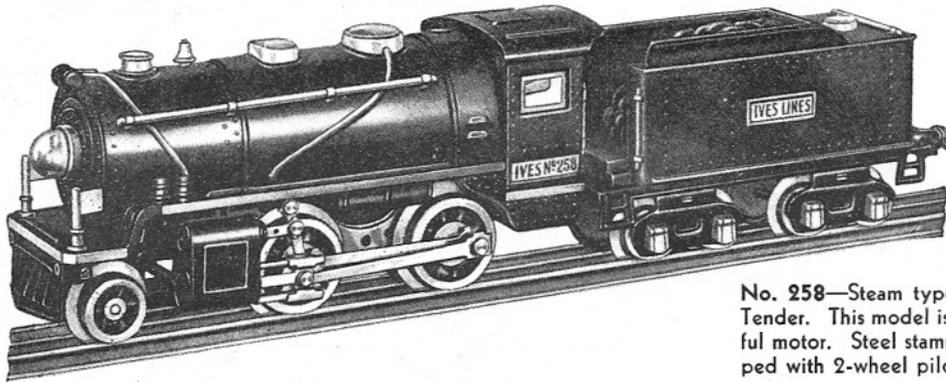
# DANDY "O" GAUGE LOCOMOTIVES



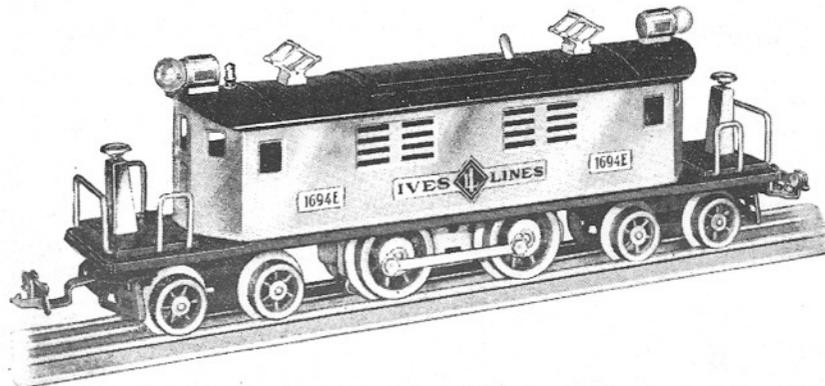
No. 1651—Electric type Locomotive finished in a rich, cardinal red with brass trimmings. A sturdily built and realistically detailed Locomotive. Has electric headlight, pantagraph, flagholders, copper journals and hand rails. Powered by the famous Ives motor. Die-cast wheels with nicked rims. 9 inches long. Price \$3.75



No. 1661—Steam type Locomotive and No. 1661T Tender. A new, realistic steel stamped Locomotive. Concealed headlight throws a powerful ray. Enameled in rich black and elaborately decorated with copper exhaust pipes and sand domes. Has a 2-wheel pilot truck and four driving wheels with realistic piston action. The Locomotive and Tender measure 12 inches overall. Price \$5.50



No. 258—Steam type Reversible Locomotive and No. 1663T Tender. This model is custom built with an exceptionally powerful motor. Steel stamped and beautifully proportioned. Equipped with 2-wheel pilot truck, 4 drive wheels and double piston action. The electric headlight, reversing mechanism and flags complete the realistic detail of this Locomotive. The Tender has 8 wheels with copper journals. The Locomotive and Tender measure 14 inches overall. Price \$8.50



No. 1694—Electric type Locomotive. A new and beautiful model, fashioned after the very latest electric type Locomotives. The body is handsomely enameled in beige with maroon roof. It is the first 12-wheel Locomotive that has ever been manufactured for "O" Gauge Railroads. Locomotive is equipped with hand reverse, front and rear headlights, 4 drive wheels connected by driving rods, and two 4-wheel pilot trucks. The Locomotive is 12 1/4 inches long. Price \$11.50

ALL IVES LOCOMOTIVES ARE STEEL STAMPED LIKE REAL ONES, AND NOT CAST