

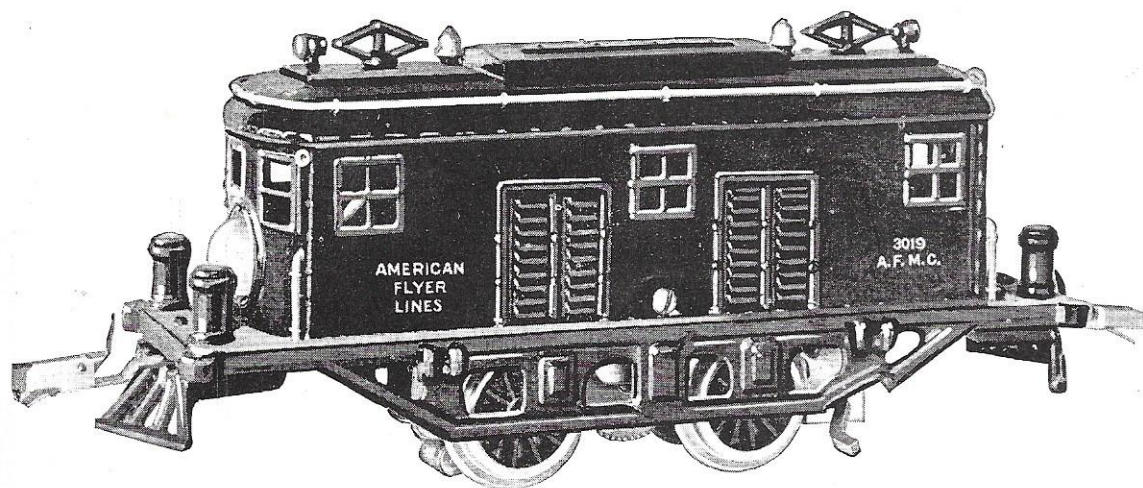
AUGUST 1967

T T O

NEWS BULLETIN



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No. 3019—Electric Locomotive, length $10\frac{1}{4}$ inches; width $2\frac{1}{2}$ inches; height 4 inches. Equipped with patented automatic reversing controller, headlight, nicked hand rails.

Toy Train Operating Society

BULLETIN

Published the 2nd week of each month.

William C. Harris, President

Bill Grove, Vice President

John D. Bentley, Secretary

Bill Harris, Editor

Roy Lowden, Director

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TABLE OF CONTENTS

ARTICLES

Trolley Cars Revive Pleasant Memories

The Loretto Story

How Loretto Was Moved to Magee Museum

Author Concerned with Fate of Loretto

Private Elegance on Wheels

Brief History of Trolley Industry

FEATURES

It Could Happen to You

Two Pages of an Early Ives Catalog

DEPARTMENTS

President's Message

Test Your Knowledge - Questions

Views and News

Test Your Knowledge - Answers

Classified Ads

Minutes of Meetings

* * * * *

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PRESIDENT'S MESSAGE

Fellows, we are having our first T. T. O. S. Cash Award Contest. Through this medium we hope that our members will become better acquainted with each other and learn about some of the different ways of operating and collecting toy trains. No two of us operate and collect in the same way. This has been brought out in past issues of the Bulletin.

Here are the rules of the contest:

1. Submit good glossy black and white photos of your collection and/or operating layout
2. Submit a good glossy black and white photo of yourself.
3. Write a brief article describing your phase of the hobby, and a description of yourself.
4. Include descriptive titles on all photos.
5. All photos and articles become the property of T. T. O. S.

There will be four awards: First Prize - \$5.00; Second Prize - \$3.00; Third Prize - \$2.00; also one "Honorable Mention" Prize.

MINUTES OF T. T. O. S. MEETING

July 21, 1967

The meeting was called to order at 8 P. M. at Bill Harris'. Minutes of the June meeting were corrected to show that all business meetings will be held on the third Friday of the month, as this meeting is being held. President Bill Harris announced that voting on major issues will be done by mail so that all full members will have a voice and to avoid confusion.

Introduction of guests: Greg Payton introduced Joe Steiner; Ron Wade introduced Chuck Brasher, and Milt Gregg introduced E. G. Norris.

Under correspondence, a letter from Louis Hertz was read, both praising our efforts and advocating formation of an Eastern Chapter of T. T. O. S.

President Harris announced that the categories for the race and hill climb contests have been enlarged for this year's Convention.

All those present were able to preview the Lionel O gauge Convention Car in its unprinted form. Lettering will be hot-stamped in lemon yellow with a special Lionel catalog number.

Honorary guest invitations to the Convention were passed out to Club members. These are to be used by special friends or visitors who would enjoy just a brief visit to the Convention.

The Special Sunday Auction meeting at the home of Virgil Chritton was re-announced. A large attendance is expected.

Meeting adjourned at 9:35 P. M. The regular auction followed refreshments.

REPORT ON THE SPECIAL SUNDAY AUCTION MEETING

July 23, 1967

Approximately fifty persons showed up in Claremont, California for this auction. The first lot of merchandise came under the gavel at 2 P. M. Over \$200.00 was raised for the benefit of the widow of the deceased train collector, who suffered from leukemia. No part of the proceeds was retained by the T. T. O. S.

NEWS & VIEWS

"Suggestions for your TTOS Bulletin... Give us stories about your members' collections with pictures of their displays - i. e., the shelving and/or running displays. If they have unusual pieces -- uncatalogued coloring but considered authentic -- show us these, and unusual stories of how items came to the men. I don't mean 'wheel-deal' stuff - but homey genuine sincere accounts of old folks letting a childhood train go if it would be taken care of and not bartered around for a fast buck. You know the stuff people like - honest accounts of human interest.

For example, years ago I got my Ives 3240 and cars from a man in Reading, Pa. He called me - heard I collected trains (Reading is 120 miles from Williamsport) and said if I would give him \$35.00 for the set, I could have it. Then he added the 'punch line' ... 'I need the thirty-five bucks to pay for my divorce from my wife!' I bought the train - AND FAST - and I wonder today if he got a new and other as cheaply as I got that beautiful #3240. That is what I mean by human interest stories."

----- Pennsylvania -----

"Thank you very much for your letter. I'm glad to hear that I have been accepted into the T.T.O.S. It is a fine organization and I know it will grow. I was also very pleased with the Bulletin you sent me. You've done a very good job on it."

----- California -----

"I was reading in the Bulletin about the Lionel O gauge hopper car with T.T.O.S. markings. Now I must say that's a good idea and I would like to get one. Due to the fact that I live so far away, would it be possible to send \$8.50 and receive one by mail? I will be unable to attend the convention, although I will register - that is, if I ever get any 'poop' on it. Here it is July 14, 1967 and I still haven't heard anything about it - like how much? Or how early to send the registration fee in? It's less than a month away now. If you have the info available please see what you can do about getting it out to me. I will be waiting to hear from you."

----- Massachusetts -----

"This is an additional complaint or criticism that I forgot to mention. How come an Athearn hopper? The 'Toy Train' is not HO. I am confused about this. Why not a Lionel or American Flyer or even Marx or Standard gauge? Would not this be more suitable for a 'Toy Train Operating Society'? How about some sort of a vote on this by way of the Bulletin? If other companies (tinplate) won't make a car with T.T.O.S. lettering, how about using a rubber stamp made to order to be destroyed after a certain number of cars are stamped? How many members have HO layouts anyway? I assume the hopper you mention is HO and not O gauge."

----- Massachusetts -----

"I have attended many conventions, of both professional and hobby calibre; but - for quality of facilities and completeness of preparations - I have never seen one to even match the T.T.O.S. Convention of '67. You went "First Cabin" all the way. Congratulations and thanks."

----- California -----

IT COULD HAPPEN TO YOU

by
Wes Frye

I am writing this for the benefit of those fellows who might be a little discouraged and feel that the only way to build up their collections of toy trains is to buy from other collectors.

Now, there is nothing wrong with this practice - but it is more fun to ferret out those old gems yourself and it is usually less costly.

There are still many prize pieces hidden in attics, store rooms, and basements. Jim Kurten, a good friend and fellow collector, has told me this repeatedly: "Wes, if you could acquire all of the old trains within a 5 mile radius of your home, you wouldn't know where to put them." And I believe he is right!

The first week in August, I called an antique dealer friend of mine to find out if he had found any old trains lately. His answer was: "I came across a set the other day that was way over-priced, so I didn't buy it." When I asked him what it was he said, "It was only a 9U and two freight cars, and they wanted \$65 for it. You told me that 8's and 10's were not worth too much so I figured that a 9U was in the same category."

Naturally, I lost no time in setting him straight and asked him to see if it was still available. The next day he called and said he had my 9U. Now I have in my collection a beautiful orange 9U in excellent condition, plus two nice 500 series freights, for which I only paid \$85 -- and most of you men know that the going price on this loco alone is from \$125 to \$150.

A few days later a lady called to say she had seen my ad in the paper six months ago, and wondered if I was still interested in buying old trains. The result of this call was an AF4000 and 3 passenger cars, a Lionel 384E and 2 passenger cars, and a Dorfan Chicago Pullman. The price for the lot was \$75.

Two days later, an old friend of long standing phoned to tell me that a friend of his who had been interested in building scale O gauge trolleys had passed away and his widow wanted to sell his things. She did not have anything of particular interest to a tinsplater, but tucked away in a corner was a nice Lionel #2 Trolley Trailer, several powered standard gauge trucks, and two as yet unidentified old O gauge street cars. When I told her these things were valuable she said she had planned to give them away, thinking them to be worthless. I offered her \$100 but she would only accept \$75.

As a result of all of these deals, I have added a number of nice pieces to my collection at a moderate cost. All of this happened during the first ten days of August 1967. The trains are still around, fellows, but you have to make a little effort to find them.

* * * * *

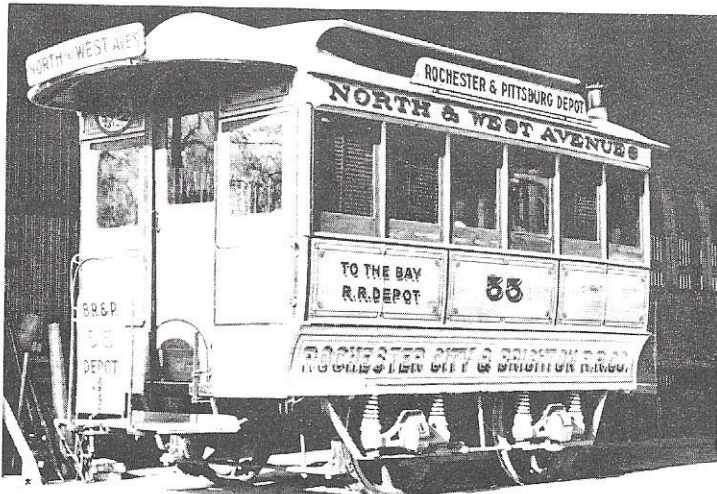
TEST YOUR KNOWLEDGE

(Answers on Page 12)

1. What locomotive came in the A. F. Potomac set?
2. What type of reverse did the 9U have?
3. The 1927 A. F. Commander set had what loco and cars?
4. Give the two principal colors of the A. F. Golden State set.
5. Name the color combination of the Lionel "2" Trolley.

* * * * *

Trolley Cars Revive Pleasant Memories Of Yesteryear



HORSE CAR No. 55, of the pre-trolley days, sponsored by the Rochester Museum of Arts and Sciences. It is in an excellent state of preservation and nearly a century old. It is now complete in every detail—except the horse power!

VARIED TROLLEY STYLES

Included among the exhibitions of traction transportation at The Magee Transportation Museum are a horse car, an automotive trolley, and an electric interurban street car.

Our ideal example of horse car transportation, Car No. 55 of the Rochester City & Brighton R. R.

Co., was built in 1873 by the John Stephenson Company of New York, America's original builder of horse cars. These, of course, were not called trolleys... this word appearing much later on in the late 1880's as a derivation of the word "troller", the current-collecting device used with the electric car system.

From the Mohawk Valley Line of the New York State Railways Co. Car No. 60 came to the museum as a representative of electric inter-urban. This specialized in transporting people at high speed between population centers, rather than within towns and cities. No. 60 and her several sisters made the last runs of New York's interurban lines at Rochester in 1955.

The very earliest stages of trolley transportation are depicted in No. 243 from the Rochester Railway Co. This car survived into the space age because it had been converted into a sand car and was used as such until all trolley service ended in that city in 1939. All three of the preceding New York State cars are under the sponsorship of the Rochester Museum of Arts and Sciences, together with the National Railway Historical Society's Rochester Chapter, and as such are gratefully acknowledged by The Magee Museum Trust.

Car No. 505, from Scranton, Pa., represents the trolley in the automotive era, with such features as comparative light weight, rudimentary stream-styling, and all-steel body. It dates to 1929.

T. T. O. S. SPECIAL PUBLICATIONS

1950 Hornby Catalog Reprint	\$2.00
1922 Boucher Catalog Reprint	\$2.00
1925 American Flyer Pocket Catalog Reprint	\$2.00
1930 American Flyer Technical Manual Reprint.	\$.50
1930 Lionel Technical Manual Reprint	\$1.25

**WILL BUY OLD
TOY TRAINS**
in any condition
William C. Harris
310 SO. PASADENA AVE.
PASADENA, CALIFORNIA
MORN. OR EVE. SY 3-0498

BRIEF HISTORY OF TROLLEY INDUSTRY

In this day of the motor car and super highway, it is almost like delving into ancient history to imagine the America of 50 to 70 years ago. Steam trains and horse-drawn rigs comprised all transportation then...in addition to "shanks mare." Trains were adequate for long distance travel, but seldom ran frequently, and local service was something less than highly efficient. The advent of the Trolley Car represented an immense improvement in the system, and most popular were the rides of from 5 to 50 miles.

Our forebearers once rode trolleys as a pleasant pastime. Many in the area well remember the lines which operated to places such as Columbia Park, Edgewood Park, Rolling Green, Dorney, Nippono, and others. Many a "special car" was kept running to church, school and other events on the day of the "trolley party."

The trolley's "Golden Era" occurred roughly between 1905 and 1915. Trolleys came to the Susquehanna Valley in 1901, when service began between Bloomsburg and Espy with extensions soon afterward to Berwick, Nescopeck, Catawissa and Danville. From Sunbury routes extended to Selinsgrove and Northumberland, the latter remaining in operation until 1939. Through the West Branch trolleys connected Lewisburg and Watsonstown via Milton, and served Jersey Shore, Lock Haven and Williamsport.

Some favorite Pennsylvania routes were: from Allentown to Philadelphia on the old "Liberty Bell Route"; the Laurel Line from Wilkes-Barre to Scranton; and the Water Gap route including Doylestown and Easton. Perhaps the nation's most unusual and enjoyable ride was through Fairmount Park in Philadelphia.

The first electric trolley car route was in Scranton. The last small city operation was Johnstown's. Pittsburgh and Philadelphia are two of the last four cities in the United States to have some trolleys in daily commercial operation...the others being New Orleans and San Francisco.

Indeed, the trolley car transportation industry represents the outstanding American "boom and bust", in that between 1840 and 1940 an immense capital investment was put forth and subsequently abandoned. Now apparently the interest has been revived, not as a mode of transportation, but certainly in the realization that these important relics of the past are worthy of restoration and preservation.

* * * * *

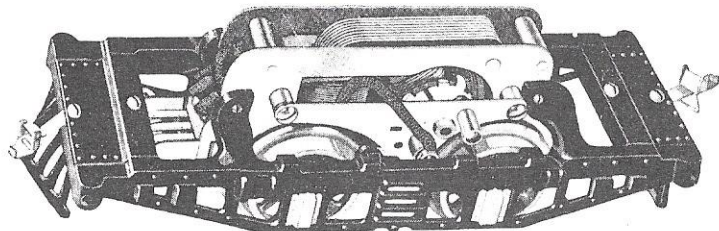
T. T. O. S. CONVENTION CARS

1966 Convention H. O. Box Car \$5.00
50' Plug Door Reefer
1967 Convention H. O. Hopper Car \$5.00

* * * * *

T. T. O. S. is now starting to incorporate, so send in your design for the Corporation Seal. All members sending in a registration fee of \$5.00 by November 15, 1967 can become full Charter Members, and a Charter Membership will be issued to you. 7

The 0-Gauge Motor—

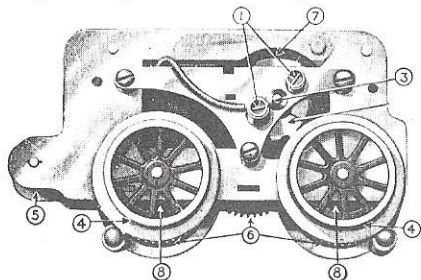


HERE—

we have a picture of the hustling powerful motors that handle the steam type and electric type engine for 0-Gauge track.

Just look it over and see if it isn't all that could be expected in a first-class piece of machinery. Note the solid compact construction, heavy frames and parts. Perfectly fitted machined parts go to make it up into its complete form.

Every locomotive that it goes into has a headlight and is a perfect engine capable of pulling lots of cars, and giving long and lasting service if properly cared for.



This Ives Motor is the Finest Ever Made for 0-Gauge Trains

Note points of superiority—

1. Cylinder type, long wearing brushes—one gauze wire—one self lubricating carbon. This construction not found in any other 0-gauge motor.
3. Heavy bronze armature bearings.
4. Nickel plated tires on wheels.
5. Reverse protected by heavy side plates of motor.
6. Heavy cut gears, not stamped.
7. Field and armature have nine laminated plates—other motors have but seven.
8. Axles revolve in extra heavy bronze bearings.

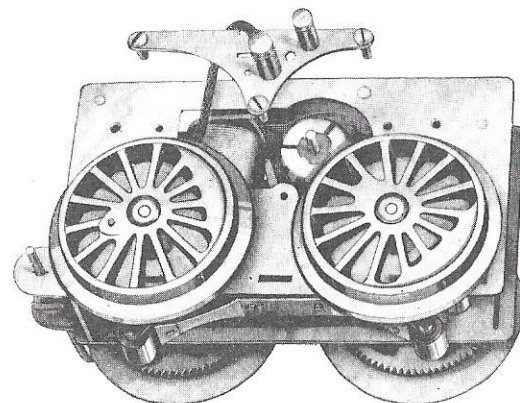
As you will note this motor is mounted in a heavy cast metal body frame (as shown in above illustration), which thoroughly protects it on all sides.

It makes the heavy part of the engine low down, insuring greater speed without running off the track on curves. The heavier the engine, the more cars it will pull.

Our engines are heavy and strong but use very little current in operation.

This motor is furnished either with hand reverse or the "Push Button Control" reverse (see pages 19 and 20).

The 2¼-Gauge Motor—



Now—

here is our big 2¼-Gauge motor. It is the most powerful toy train motor we know of. Look at its sturdy construction. See how beautifully it is made.

This motor is furnished either with hand reverse or the electric reversing unit which is one of the wonders of the miniature railroading world.

The reversing is so easily done. The control switch does it all. It is fully described on page 7.

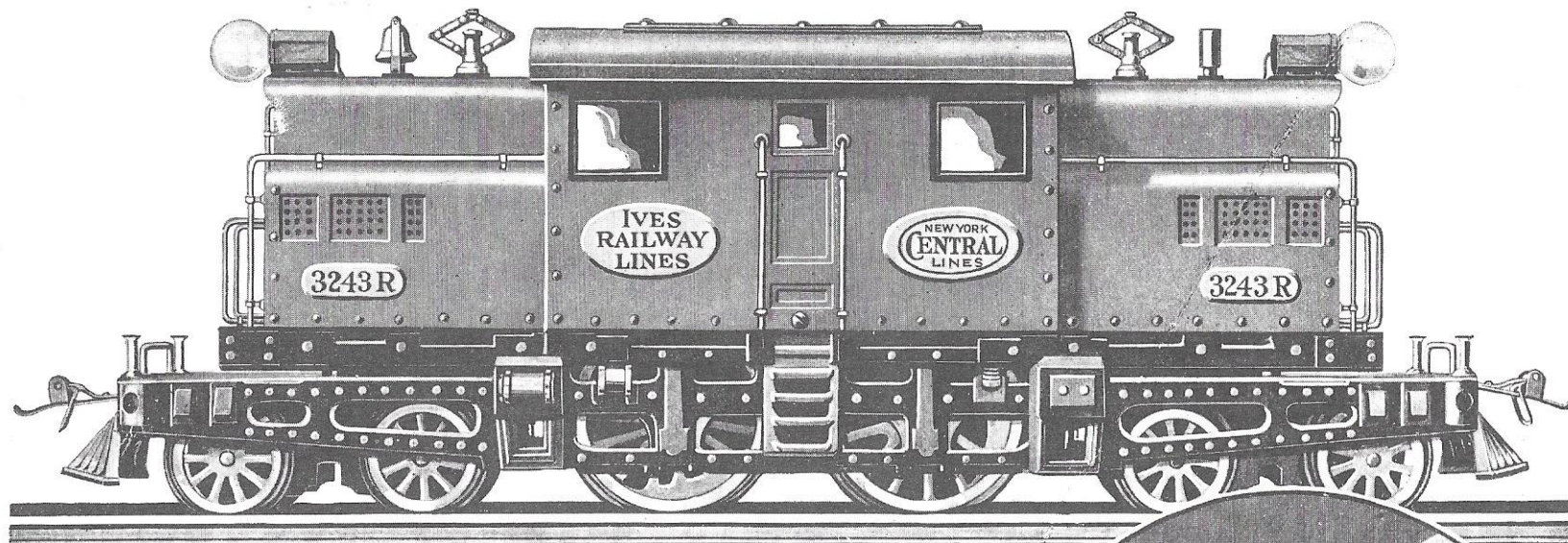
Note that axle bearings are bushed just like the big motors.

Armature bearings are also similarly bushed. Note the extra heavy brass drive and intermediate gears and long-wearing contact rolls (current collectors).

Each motor has two brushes. One brush is made of fine copper gauze, especially rolled and prepared. The other brush is a self-lubricating carbon and graphite composition. With these two brushes excellent commutator action is assured. Although these brushes last almost indefinitely, when necessary they are quickly replaced as the brush holder plate is easily accessible. This is a patented Ives feature. The plate is screwed to the outside.

Drive wheels are heavy castings with special steel treads. They give perfect action and eliminate friction.

Each Ives motor must pass a careful test before leaving the factory and is thoroughly guaranteed against mechanical and electrical defects.



The Sensation of the Toy World!

Amazing device that Electrically Reverses Locomotive at Any Position on Track



Of course, you know the old-fashioned way of making an electric locomotive reverse was to have a switch on the locomotive.

Then they improved on that a little by putting a trip on the rail that caught when the train went by and jerked a reverse switch into action.

But, fellows, you haven't had the real thrill of miniature railroading until you've "pushed the button" on the New Ives Push Button Control Switch which operates this electric reversing locomotive.

Wherever that locomotive is—any place on the track—and no matter how fast she is roaring and thundering around a curve—you put your finger on that tiny button, push it twice, and she snorts, slides on her wheels and—*reverses!*

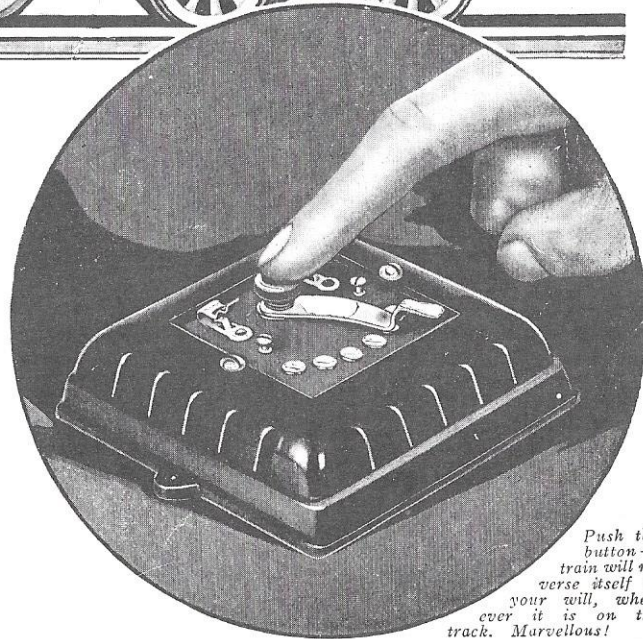
It's a thrill, I tell you—a *thrill!*

It's all in the locomotive—and it is so simple it's a wonder somebody didn't think of it before! Although we have been trying for years to do this stunt, we *just got it. It's new!* It was made possible by an idea from Westinghouse engineers. They worked with us until the scheme was complete. Now you cash in on the thrill of it.

You can hook it up yourself. Everything is in the outfit, complete. No extra equipment needed.

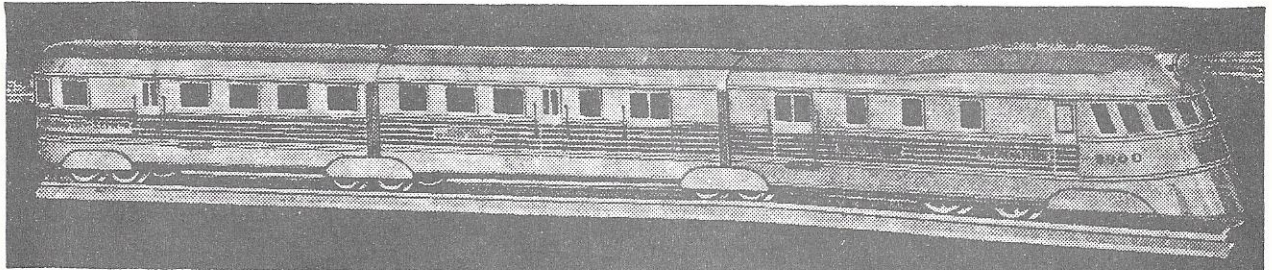
The locomotive shown above—No. 3243R—is only one of the Automatic Reversers. Look through this book now—and *find 'em!*

We recommend the Push Button Control be operated on Alternating Current (because, Direct Current when reduced, has not sufficient power in some localities to operate both train and automatic reverse device satisfactorily).



Push the button—train will reverse itself at your will, wherever it is on the track. Marvellous!

EASY WAY TO EARN SPENDING MONEY AT HOME



HOW would you like to own a snappy, streamlined electric train like this? Well, here's an easy way you can earn enough money—right at home—to buy yourself one!

Send us 30 cents for the Home Shine Kit and start shining shoes at home. Dad and Mother will be glad to pay you 10 cents a shine for keeping their shoes spick and span. Kit contains dauber, lamb's wool polisher and a tin of high-grade polish—all for only 30 cents! Worth much more.

Easy, isn't it? Mail the coupon today and start making your own spending money. You'll be surprised how fast the dimes roll in. And don't forget to give your own shoes a shine before leaving for school in the morning.

**Buy
Yourself
this Swell
Train**

**MAIL
COUPON
FOR
HOME
SHINE KIT
ONLY 30c**



2 IN 1 - SHINOLA - BIXBY CORP., DEPT. X26
88 Lexington Avenue, New York City

Enclosed is 30 cents (stamps or coins). Please send me the Home Shine Kit.

Name.....

Address.....

City..... State.....

2 IN 1 - SHINOLA - BIXBY'S SHOE POLISHES

THE LORETTO: Private Elegance on Wheels...

The Loretto is a well preserved reminder of some of the splendor of by-gone days, when steel magnates, such as the President of U. S. Steel Corporation Charles M. Schwab, owned private railroad cars built to

their personal specifications and furnished in the most lavish manner of the day. Schwab built the first LORETTO as a gift for his wife on their 19th wedding anniversary, naming it for the town of his boyhood, and in it they toured the Eastern part of the country, held high-level business meetings, and entertained socially. It contains a drawing room, dining room, master bedrooms for both Mrs. and Mr. Schwab, upper and lower berths to accommodate guests, a complete kitchen with coal range and icebox, and a private compartment with lavatory for the steward who traveled with them for many years.

This car was built in 1917 at a cost of \$135,000 by Pullman, and is one of the most ornate of all private railroad cars. The interior is largely composed of solid mahogany, and in many places is inlaid with gold and silver filigree and pearl. The master bedrooms are separated by a modern bathroom built entirely of Italian marble; and mother-of-pearl pushbuttons at one time summoned immediately a meal, a bucket of ice, or just a cigar.

In length the LORETTO is slightly over 85 feet, and it weighs in the vicinity of 90 tons. Its history is indeed a fascinating one and its acquisition by The Magee Museum Trust is an interesting story in itself.

According to Research compiled with the help of Mr. Lucius Beebe, author of "Mansions on Rails", "Mr. Pullman's Elegant Palace Car", and numerous other volumes; and Miss Jean Wesner, Head Librarian of the Bethlehem Steel Company library, Charles Schwab died nearly insolvent after amassing a fortune of some \$30,000,000. His private Pullman car, one of his few remaining assets, stood idle in the Bethlehem Steel plant at Wilmington, Delaware.



THIS PICTURE TAKEN from the archives depicts in splendid manner the drawing room elegance of the "Loretto," private Pullman car of the late Charles Schwab, steel magnate. The car is one of many top items at Magee Transportation Museum, Rt. 42, Bloomsburg-Millville highway.

Early in the 1940's the car was bought by Martin Malone, a wealthy horse-fancier who bought, traded and swapped whatever took his imagination.

(Continued - Page 14)

HOW 'LORETTO' WAS MOVED TO MAGEE MUSEUM

Transportation of the 90-ton LORETTO from its siding in the community of Forks to The Magee Transportation Museum, a distance of some 14 miles, was no easy task. Although it was possible to utilize existing tracks to the vicinity of Route 42, Millyville Road, from that point to the museum is a distance of some 2500 feet across farm land. The season for laying new rails and ties is, of necessity, a short one since the ground must be firm but not frozen.

Track was laid in 300-foot lengths, the Pullman car towed for that distance, and the tracks then removed from behind and again laid in a forward direction. Due to the excessive length of the car, a sharp curve was impossible to negotiate, and much credit is due Edward Blossom (Director of The Transportation Museum) and his crew of co-workers for completing this gigantic feat of engineering.

The LORETTO now rests on her own siding between the entrance lane and Fishing Creek, where an attendant is on hand during the summer months to conduct visitors through this fabulous private railroad car which has been restored to a near-original condition, to be maintained thus through The Magee Museum Trust.

* * * * *

AUTHOR CONCERNED WITH FATE OF 'LORETTO'

A widely-read author of such books as "Hear the Train Blow", "Mansions on Rails", "Mr. Pullman's Elegant Palace Car", and many others, namely Lucius Beebe, is himself along with railroad fancier and author Charles Clegg, the owner of a private railway car. Although many of the great cars of the past have been remodeled into simple "business cars", owned by corporations for the use of traveling executives, many have fallen into disrepute and are used for such ignominious duties as temporary freight stations and work sheds. Mr. Beebe's THE GOLD COAST is one of the few exceptions. This 60-year-old car, restored to its one-time splendor, is used for easy going travel about the western U.S. by its two owners while studying and writing about their hobby.

In several of his books Mr. Beebe speaks glowingly of THE LORETTO as one of ". . . the most spectacular private Pullmans in the record." And speaking of the master stateroom, (it) ". . . reflected every refinement of comfort and elegance that money could afford and ingenuity could contrive within the confines of standard car construction."

Mr. Beebe's own private car was modeled after that of a famous car once owned by Leland Stanford. It has a green marble fireplace, three spacious staterooms and three separate lighting systems. The owners hook it on to regular passenger trains for jaunts about the country.

* * * * *

ANSWERS TO "TEST YOUR KNOWLEDGE" (Questions on Page 5)

1. - 3116 040 St. Paul type. 2. - A knob on the side to operate the mechanism manually. 3. - 4653, Bunker Hill Yorktown, Pullman and Yorktown Observation. 4. - Two tones of blue. 5. - Red and Yellow.

"Yes, I enjoy reading the T.T.O.S. Bulletin, but the 'O' for 'Operating' confuses me. I would bet that more than half the operating tinline outfits in this country use equipment manufactured in 1946 or later. But, about 90% or more of your magazine seems devoted to pre-war trains. I suggest that if you are really an 'operating' organization rather than one devoted to 'collecting', the split should be no worse than 50-50.

I joined the organization in time to get the March Bulletin, and was notified I would also shortly get those for January and February. I never did. Please send."

California

"A friend of mine just bought out a stock of books and got a small lot of A. C. Gilbert's autobiography. Possibly the club would be interested in buying these for its members to buy, as it is a scarce item now. If so, write to Mark Haber, Mark Haber & Co., Box 121, Wethersfield, Conn. 06109; they might make an interesting benefit for T.T.O.S. membership only available through the club, as I know it has been out of print for some years and none are available elsewhere except occasional used copies. (His copies are mint.) You are probably familiar with the book; it was published about fifteen years ago."

Louis Hertz - Scarsdale, N. Y.

"Thank you for your kind invitation that you have extended to me to become a member of your Society. The application blank filled out is enclosed. I much appreciate also the copies of the T.T.O.S. News Bulletin that you sent me, and the reprint material. This Bulletin seems an excellent publication. Check for \$8 is enclosed, to cover membership dues at \$3.50 and all the 1966 back issues of the Bulletin at \$4.50, which I look forward to receiving."

New Jersey

"I have been a member (associate?) of T.T.O.S. thru the kindness of John McDonald of Brighampton, for such a short time that I am hardly qualified to make suggestions or criticisms of the Bulletin. He gave me the entire lot of Bulletins to read, which I did with considerable interest. My first train about Christmas 1902 (!) was an Ives, with tiny cars and a tin C/W engine, so I guess I am among the old pioneers. Ives has been my favorite, followed by A. F. Chicago, Bing, Hornby & Marklin ('O'). I suppose I am a collector, but am still torn between operating, collecting, and prototype railroads. The Erie-Lackawanna mainline bisects our property - no steam alas, with my favorite 2900 Class Pacifics and very few passenger trains now."

New York

"It occurred to me that some of the members of T.T.O.S. might like to send photos of interesting trains or locomotives for possible use in my new toy collecting book which will be published next year (see enclosed letter) and I would be very glad to receive any. You might want to mention this at the convention and also in the magazine. Items may be common or rare, so long as interesting and there are no particular requirements other than the photos should be glossy black and white - not color - and of course preferably the items should be in original condition.

Best wishes to all for a successful convention."

Louis Hertz - Scarsdale, N. Y.

THE LORETTO: Private Elegance on Wheels... (Continued)

In 1941 he leased it to Cole Brothers Circus on the condition that it be used by the famous Jack Dempsey, who had agreed to tour with the circus for one season provided he could take his family along.

With the expiration of the lease, the Malone family decided they had a ready-made summer cottage in the completely furnished railroad car. Accordingly they rented a siding in the community of Forks (known principally as a summer resort) and had the car placed there, wired for electricity and, with the addition of a screened porch, they prepared to "get away from it all" but still have all the comforts of home.

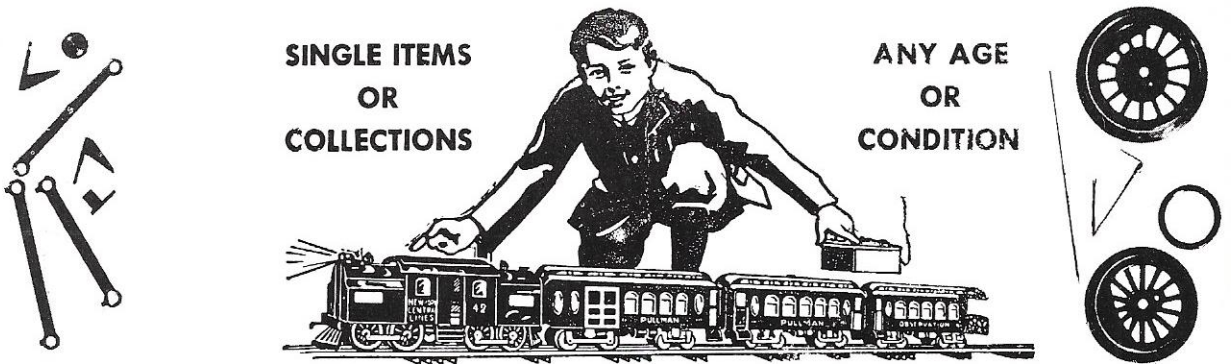
However, with the death of Martin Malone, the family abandoned the idea of a "cottage", and the LORETTO remained at Forks, ignored by the public, used briefly as a summer camp by the Salvation Army, but for the most part unseen and untouched for some 23 years.

Learning of Harry Magee's interest in antique locomotion, the Malone heirs, Daniel and Mary Malone Gray, offered the LORETTO, along with 65 horse-drawn units for sale; thus bringing this fabulous luxury car to The Magee Transportation Museum, where it will be preserved and offered to the view of the public...one of the remnants of a slowly vanishing species, the like of which is not apt to appear again on the American scene. (See other stories on the LORETTO herein.)

* * * * *

WE APOLOGIZE FOR THEM, BUT . . . From time to time typographical errors occur in the Bulletin - in spite of our efforts to prevent them. One example appeared recently in the story of the Minute Man. It should have read "securely shut up in Boston". Instead, it was typed, "severely shot up". Sometimes our typist has a hard time reading our hand-written articles, but then if we were perfect, we wouldn't feel at home here on earth.

--- . . . The Editor ---



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An interesting sidelight to the story of The Loretto and her history is the fact that the car now on display at The Magee Transportation Museum is, in actuality, Loretto No. 2, and was Charles Schwab's effort to replace and improve upon his original Pullman car.

The original Loretto No. 1, according to the Pullman-Standard Company records, was built in 1901. It was constructed of wood, over 90 feet in length, and one of the most ornate cars of the day. It is reported that Schwab imported an Italian artist to paint murals on walls and ceilings, portraits of Schwab and his wife hung in fitted niches in staterooms, and all interiors were of carved mahogany.

However, in 1912, Schwab ordered a new car. Due to the trend of modern circumstances, Loretto No. 2 was reduced in size so it could be taken through the tubes across the Hudson River into New York City. The new car was made entirely of steel, but in other respects closely duplicated the original Loretto, so that plush furniture he had grown fond of could be accommodated, and the sentimentality accorded his first love be transferred to the second.

As an example of this great attachment by a famous business tycoon to his car, the first page in the log of Loretto No. 1, now in the Charles Schwab Memorial Library at Bethlehem Steel, reads:

May 1st 1902

This car made its maiden trip on this date, our 19th wedding anniversary - we were as happy as on our trip 19 years ago - may "Loretto" take us on our fiftieth anniversary and may the boys who made our trip so pleasant be with us then.

C. M. and E. Eurana Schwab

Unfortunately, time and the elements (and its own wooden construction) have taken their toll of Loretto No. 1. She was purchased from Schwab by Col. Elliot White Springs, who owned a private 40-mile railroad, "The Lancaster & Chester", in South Carolina. Lack of steel underframe and excessive length barred Loretto from interchange, so it could be used only for short excursions and entertaining. At Col. Springs' death, the car became one of the assets of the Spring Mills Co., of which he had been President. But it was no longer used and to the best of anyone's knowledge, still stands rotting on an un-used spur of the Lancaster & Chester Railroad.

No doubt Mr. Schwab, who some in the area may recall one time visited Danville in his private car, would be most happy to know that Loretto No. 2 did not meet the same fate. Instead, she will be viewed and admired by thousands of appreciative visitors at The Magee Transportation Museum over the years... as he would have preferred.

* * * AN EXTRA CONVENTION SPECIAL! * * *

All those attending the 1967 T. T. O. S. National Convention had the privilege of purchasing a rare Lionel "O" gauge hopper car with T. T. O. S. markings. Only 250 of these cars were made... there will be no more!!! Price of this car is \$10.00 postpaid, while they last. Description of the car: Lionel "O" gauge hopper in army green, 24 carat gold hot stamped lettering in Herald Design by Louis H. Hertz.

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