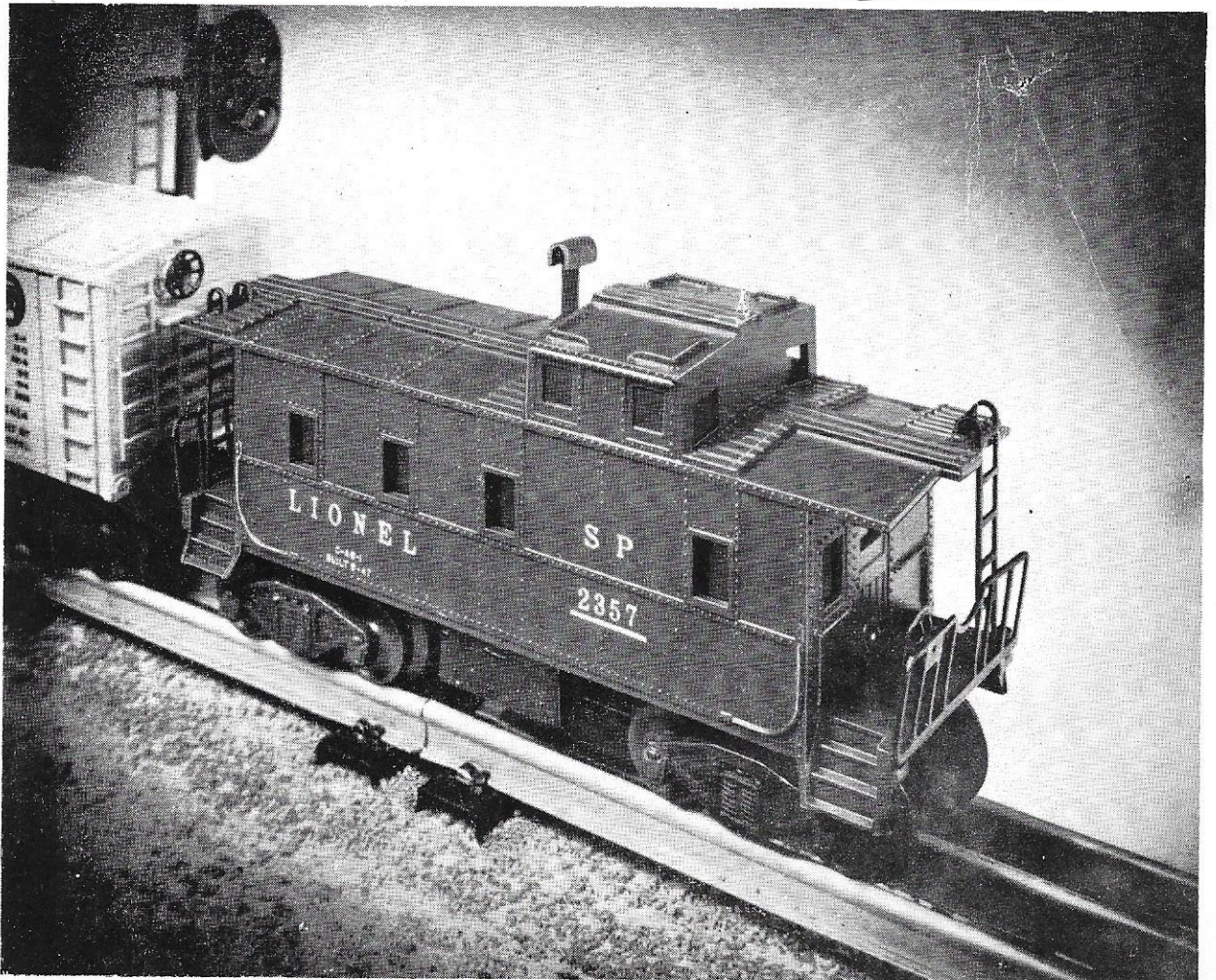


# TOY TRAIN OPERATING SOCIETY NEWS

February 1968

**BULLETIN** See Page 9 



# TOY TRAIN OPERATING SOCIETY

## BULLETIN

Published the 2nd week of each month.

314 South Pasadena Avenue - Pasadena, California 91105

Phone: (213) 793-0498

Volume IV, No. 2 - Issue No. 38

February 15, 1969

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SECRETARY

### PRESIDENT'S REPORT

February 15, 1968

At this time we would like to give our members an idea of some of the things we are planning for 1969. First of all - our Convention. This will be held August 8th, 9th and 10th at the beautiful Holiday Inn in downtown Los Angeles - 1030 South Figueroa Street. There is adequate parking on two levels and the exhibit space is over 6000 square feet.

Next we intend to reprint the outstanding 1929 Ives Catalogue in original colors and insert four pages in each issue of the Bulletin as we did with the 1937 Lionel Advance Catalog, during 1968.

Thirdly we will have a 1969 H. O. Convention Locomotive to complete our T. T. O. S. Convention Train. As far as we know this is the first time this has been done in the history of toy train collecting.

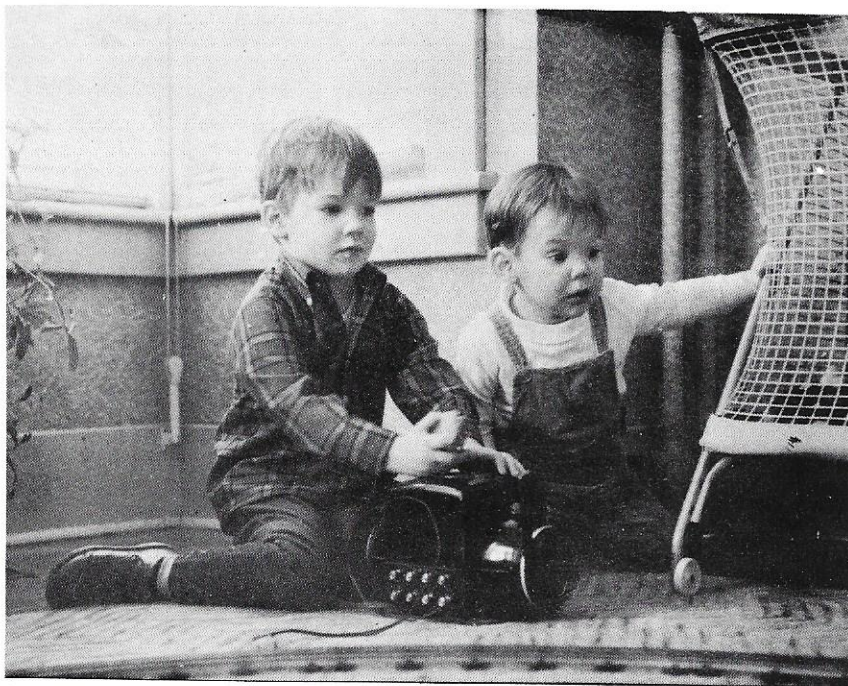
Another unusual undertaking will be a 6464 box car built and lettered by the Lionel Toy Corporation for the Toy Train Operating Society Inc.

These are just a few of the things planned for our members this year. So tell your friends about the many wonderful benefits to belonging to the T. T. O. S.

\* \* \* \* \*

FROM A MEMBER -- ON FAMILY LIFE . . . by Stephen A. Brown

The following are two pictures depicting a Sunday afternoon train operating session with my two boys. I supervise, set up and take down afterwards but we all have fun. I still believe that toy trains are still the favorite toy for boys as well as grownups.



"Wow! That train travels." "Gee ... look at 'er come!"



"She's comin' round the bend." "She sure does move!"

LET us remember that force creates hate. The only satisfactory way to make people do things is to make them want to do them. Enemies are never truly conquered until their friendship is won.



**FRANCHISE TAX BOARD**

December 10, 1968

1025 P STREET  
SACRAMENTO, CALIFORNIA 95814

Toy Train Operating Society  
314 South Pasadena Avenue  
Pasadena, Ca 91105

Re: Exemption from franchise tax

Gentlemen:

It is the opinion of this office, based upon the evidence presented, that you are exempt from State franchise tax under the provisions of Section 23701g of the Revenue and Taxation Code, as it is shown that you are organized and operated exclusively as a social and recreational organization.

Accordingly, you will not be required to file franchise tax returns unless you change the character of your organization, the purposes for which you were organized, or your method of operation. You are required to report any such changes immediately to this office in order that their effect upon your exempt status may be determined.

If in any year your gross income exceeds \$25,000, you are required to file an information return on Form 199 on or before the 15th day of the 5th month following the close of your fiscal year. These forms will be mailed to you if you provide us with your current postal address.

If the organization is not yet incorporated or has not yet qualified to do business in California, this approval will expire unless incorporation or qualification is completed within thirty days.

Very truly yours,

A handwritten signature in cursive script that reads "Donald H. Reinholdt".

Donald H. Reinholdt  
Associate Tax Counsel

DHR:ef

cc: Secretary of State  
(c, f, g, i, j, l, m)  
FTB 4210 (3-67)

# MINUTES OF MEETING

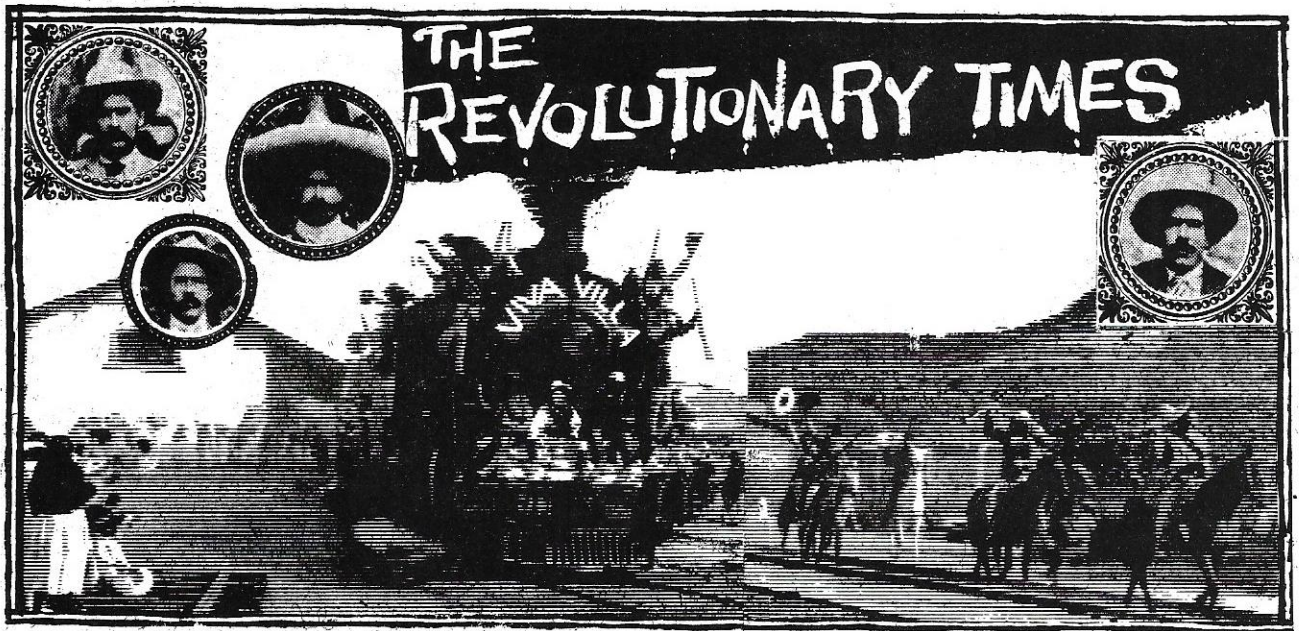
January 17, 1969

Meeting was called to order by President Bill Harris at 8 p. m. at the Arroyo Motel in Pasadena. Seven guests were introduced by Host Roy Lowden, after which he read the minutes of the December Christmas meeting and Christmas Party. Secretary Wes Frye gave a report on the last meeting of the Board of Directors. Roy Lowden explained to the Club that beginning with the next meeting the Club members would have to shoulder some of the responsibilities of the coming activities of the Club, as of the first of the year the Club has to be self-supporting. Also that future refreshments will be handled on the "Kitty" system with members contributing what they can afford. It was also stated that the February meeting will be held at a City Park Club House in Whittier if proper arrangements can be made in time.

Motion to adjourn was made at 8:35 p. m. by President Bill Harris and seconded by Bill Baxley.

Respectfully submitted,  
Leroy Lowden  
Assistant Secretary

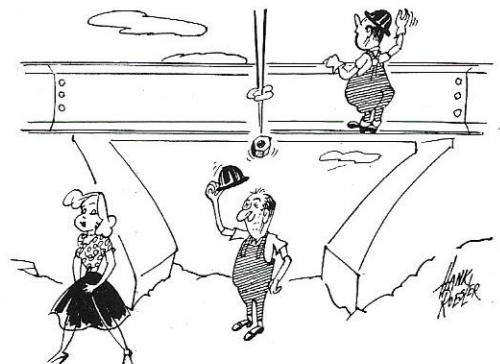
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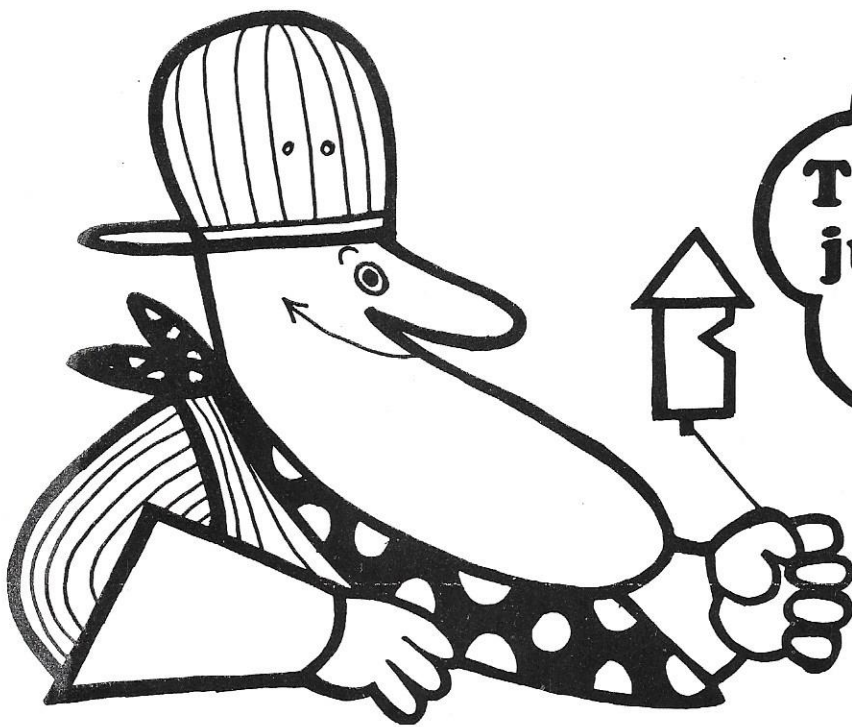


## WANTED !

Wide gauge deluxe toy electric trains,  
accessories, catalogues, factory advertising - - - Also NATION-WIDE wide  
gauge trains All made between 1025 1936

Alden E. Miller  
3212 34th Avenue South  
Minneapolis, Minnesota 55406





## THE TRAIN: just for the fun of it

By CHRISTOPHER S. JONES

■ When my wife first suggested we return to New York from Atlanta by train, my reaction was rather Pavlovian. I foamed at the mouth, kicked around a few chairs and exited... barking. This performance, of course, had little effect on my spouse who had witnessed similar scenes on countless similar occasions.

What disturbed me beyond my usual rage at this moment, however, was the wry little smile I thought I detected on her lips as I departed. It was not unlike the look a black belt Karate expert must carry when challenged to fight by an unknowing bully.

No sooner had I slammed the door behind me than the smile began to make sense. This was no ordinary suggestion by a wife whose only reason not to fly was fear. Mere fear had never succeeded in keeping her out of the air in the past. My verbal assurances ("You have nothing to fear but fear itself") coupled with quotations from the most lyrical passages of the best of Antoine de Saint-Exupery, followed by appeals to logic ("You *know* I have an Army Reserve meeting in New York in four hours"), clinched by promises of an abundant supply of preflight beverages had always won out in the end.

But this day was different. My Reserve unit wasn't due to meet

for another week. I had four days left of a leisurely month I had taken to rest up from the rigors of a Wall Street law practice. And... yes... the almighty and ultimate weapon this time, unlike any other time, the wife who was complaining of ordinary fear was no ordinary wife, but an eight-and-a-half-month-pregnant wife subject to delivery or hysteria, whichever chose to come first.

In a few minutes I was on the phone with the railway company.

It was not the first time I had been on the phone with a railroad company. As a former suburbanite of New York City, I had commuted every day on the near-bankrupt New Haven Railroad for the better (or worse) part of two years. Having been through the experience several times before, I was quite prepared to get a one-word answer and a click of the phone receiver, or even more probably, based upon my commuter days, no answer at all.

I was surprised when the ticket agent answered after very few rings. I was more surprised when he didn't rush me or cut my rather lengthy questions short. I was astonished when he answered my queries with definite expertise. While his voice lacked some of the melodic qualities of the typical airline reservations operator, it sounded considerably more sincere.

The information I needed was

promptly presented to me: approximately 17 hours from the *center* of Atlanta to the *center* of New York City; slightly more expensive for our Pullman accommodations than it would have been for excursion air fare. But then we didn't have to pay transportation charges to and from outlying airports.

We arrived at the (Union) station in Atlanta shortly before the train was due to depart. Suddenly I could have been an officer in the Confederate Army bidding farewell to his Atlanta sweetheart before heading by rail to distant, northern battlefields. The station looked like most railroad stations I have known—somewhat battered, slightly depressing, but proud in its decay and a monument to a great day gone by.

A redcap meeting the same general description as his place of business offered to carry our bags to the train. He wasn't coldly efficient or in any rush, but as friendly a man as I have met in a very long time. He was the kind of man you tip too much... and later wish you had tipped even more.

My wife and I had never been on a sleeper train in the United States. I had been on some in Europe (and even one in Russia which was surprisingly good).

I had forgotten there was no blonde stewardess with a smile that blinked on and off like a neon sign

# Where to find the miniature railroads



BUD HOFFMAN

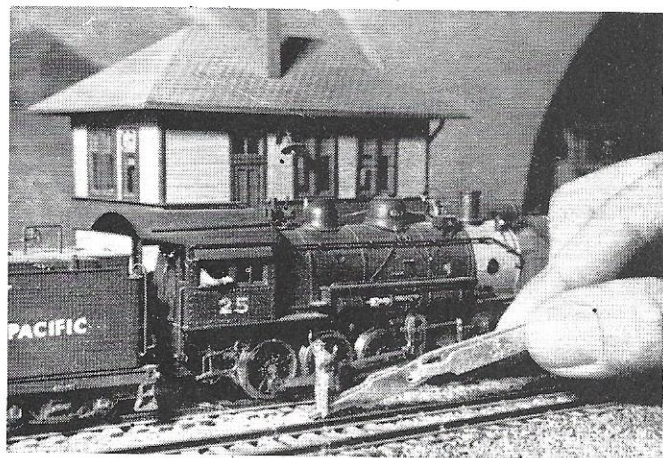
**Spectators** stand behind railing to watch operations at San Diego Model Railroad Club's layout in Balboa Park. Miniatures

include both O and HO scales. This layout, in the House of Charm, is open free to visitors Sundays between 1 and 4:30 P.M.

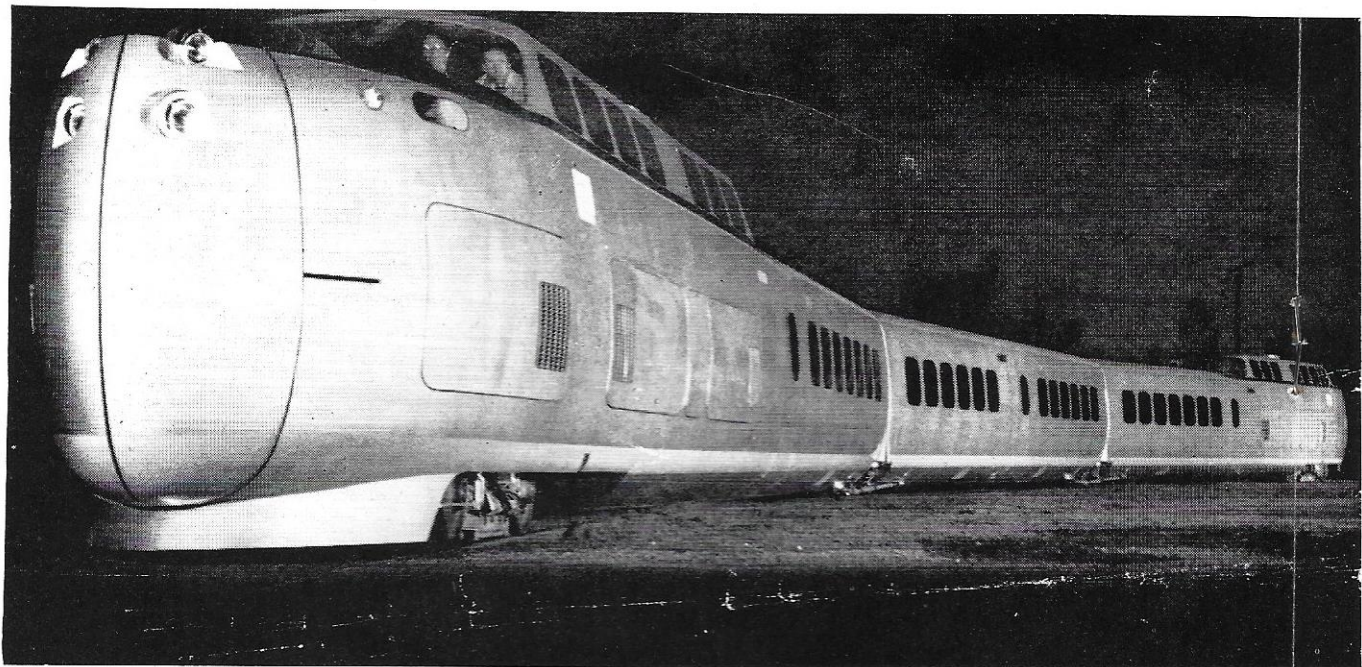
**Model railroads** like the one you see above are sophisticated cousins of toy electric trains. Representing hours of skilled craftsmanship, they are faithfully patterned after full-scale railroads. If you're captivated by the busy electric train displays you find in toy stores this time of year, you're sure to find a visit to one of these large model railroads fascinating.

You may be familiar with two of the better-known model railroads in Southern California: the extensive system operated at the Los Angeles County Fair in Pomona each September, and the 240-foot railroad in the California Museum of Science and Industry at Exposition Park in Los Angeles. In addition, 24 Southern California clubs and 4 in Arizona operate extensive layouts, many of them open to the public.

Most clubs build their layouts in one of two popular scales specified by the National Model Railroad Association: O-gauge ( $\frac{1}{4}$  inch to the foot) or HO-gauge (about "half-O" or 3.5 millimeters to the foot). All locomotives, cars, track, and incidental structures, including intricately detailed bridges, towns, landscapes, and human figures, are built to the same scale.



**Operator** uses tweezers to place tiny brakeman figure beside scale model of vintage steam locomotive. Note engineer in cab



**Turbine-powered train developed by United Aircraft Corp.** stands outside Pullman-Standard plant in Chicago. The train was scheduled for testing first near Providence, R. I., then between New York and Boston under a two-year lease to the U.S. Dept. of Transportation. A seven-section turbine train has been designed for service between Montreal and Toronto.

## ***Turbine Train Test Slips Five Months***

**New York**—Two gas-turbine trains being developed by United Aircraft Corp.'s Systems Center (AW&ST Dec. 13, 1965, p. 84) are running about five to six months behind schedule because of unexpected problems. Test runs due to begin in January were postponed until May.

United Aircraft early last year had difficulty obtaining large aluminum extrusions. When test runs began, there were lubrication problems at low speeds with a series of spiral bevel gears in the train's multi-box transmission system.

One train, built by Pullman-Standard, is to be used on Boston-New York segments. It consists of three cars, with each end car powered. United Aircraft is guaranteeing a top speed of 160 mph. to the contracting government agency, the Dept. of Transportation.

The other train, being built by the Montreal Locomotive Works, will serve the Montreal-Toronto route. The Canadian National Railway will receive two 14-car trains. Each of the two trains consists of two seven-car units, with only the fore and aft cars in each unit containing the gas turbines. United Aircraft is guaranteeing a top speed of 120 mph, for the Canadian train.

The Pullman-Standard train was initially tested on Rock Island Railroad track near Chicago. It has been moved to Providence, R.I., for further develop-

mental testing prior to high-speed trials on a 30-mi. segment of specially welded track between Trenton and New Brunswick, N.J., late this year or early next year.

The vehicle for the Canadian National Railway has not been run yet. United Aircraft reported it had reached up to 100 mph. with the Boston-New York train.

Chief objectives of tests now under way will be to insure adequate braking, minimal noise and sufficient air conditioning and heating.



## ***Rail/Bus Evaluation Continues***

**New York**—Two metropolitan agencies are continuing evaluation of a rail-bus vehicle intended to decrease travel time between Manhattan's East Side Airlines Terminal and Kennedy International Airport.

The prototype is a standard General Motors 41-passenger airport-type bus equipped with retractable 12.5-in. rail wheels.

This enables it to operate on standard railroad track systems as well as highway networks.

The vehicle is being tested jointly by the Port of New York Authority and the Metropolitan Commuter Transportation Authority (AW&ST May 1, p. 33).

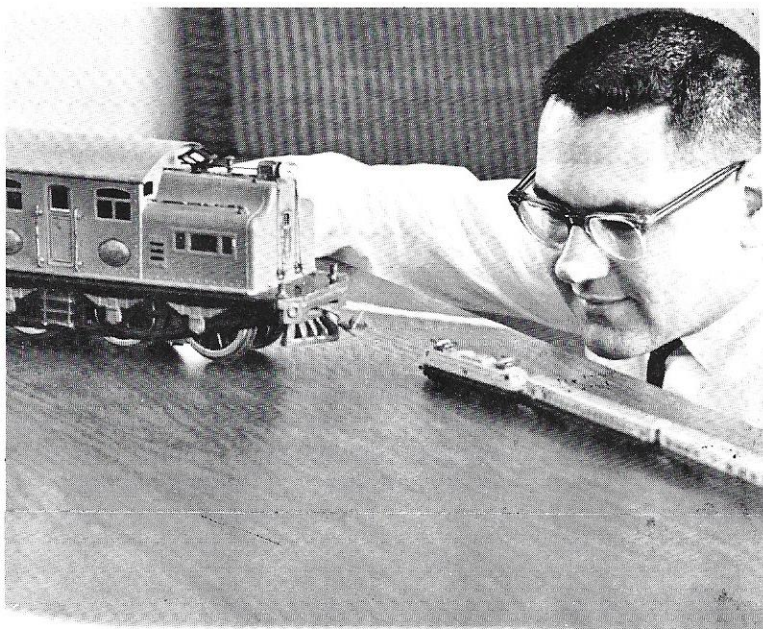
Initial cost of the pilot program is \$50,000.

In operation, a rail/bus would travel by road from the terminal, through the Midtown Tunnel under New York's East River to Queens, where it would transfer to railroad tracks to a point near Kennedy. There it would return to the highway for the balance of the journey.

The conversion gear comprises four legs rigidly attached to the bus structure. Each leg includes a hydraulic cylinder to lower and raise the railwheel unit. The conversion system was developed by W. T. Cox Co., Camden, Mo.



# Wanted: model trains made in good 'ol days



Comparing modern toy trains to the large pre-1943 models, Jerry Rokos shows why the older ones captured his interest.

Typically, Jerry Rokos of Group Pension became interested in model trains six years ago when he decided to buy them for his young son.

"I went looking for a train set, but the ones I found seemed cheaply made — many of the parts were plastic," remembers Jerry.

Then he discovered old pre-World War II toy trains made entirely of metal, and better constructed than current models. Jerry's son soon had his toy trains, and Jerry had a hobby.

Three sons and many trains later, the hobby is still going strong. With the purchase of a 1928 Lionel set for his youngest son's birthday recently, each of the Rokos men has his own layout.

Periodically, the boys set up their trains in the Rokos' living room. The tracks, running under

ables and around chairs, almost completely cover the floor. "My wife is really very understanding about the whole thing," comments Jerry, "but then, we indulge her in her doll collecting."

After the boys have had their fun, the trains go back into their boxes, and Jerry's sons return to dreaming of being stock car drivers and spaceship captains. "But for a while, we've had those old dreams of engineering 'speeding locomotives'."

How does one go about buying old trains? The Salvation Army and Goodwill are two places to try. "I'm also hoping an ad in WHO's News will get results," explains Jerry. "Dorfan, one of the companies that made the trains, was based in Newark, so maybe some WHO Pioneers might have old forgotten trains in their closets."



## CAST IRON TOYS

Starting with this issue of the T.T.O.S. Bulletin there will be a section for collectors of cast iron toys. Many toy train collectors from coast to coast have in their collections, cast iron toys. We're all looking to buy, sell, trade or what have you. Many fellows have choice items in their collections and we would like to hear from you. Send pictures and articles on your collection... stories about where you found certain items, etc.

Learn about cast iron. Every month there will be articles on early manufacturers. Ives, Winton, Arcade are but a few who produced the wonderful old toys. Use the T.T.O.S. Bulletin for a central clearing house... For Sale items ... Wanted items ... items for Trade. Send the list in and get your needs into print. T.T.O.S. is now nationwide, with thousands of readers ... readers who have the same hobbies as you ... collecting cast iron. Address all mail to T.T.O.S. Bulletin, Cast Iron Department, 314 S. Pasadena Ave., Pasadena, California. Be sure to put your name and address on the letter you send. Pictures cannot be returned so send snapshots only. Pictures must be clear and sharp so they can be reproduced. Subscription rates are \$5.00 per year (12 copies). Send to T.T.O.S. Bulletin - William Harris, Editor - 314 S. Pasadena Ave., Pasadena, California.

\* \* \* \* \*

### T. T. O. S. SPECIAL PUBLICATIONS

1950 Hornby Catalog Reprint, 12 pages, 8-1/2 x 11" -----	\$2.00
1922 Boucher Catalog Reprint, 16 pages, 5-1/2 x 8-1/2"-----	\$2.00
1925 A. F. Pocket Catalog Reprint, 24 pages, 6-1/2 x 7-1/2"-----	\$2.00
1930 A. F. Tech. Manual Reprint, 16 pages, 5-1/2 x 8-1/2"-----	\$ .50
1930 Lionel Tech. Manual Reprint, 16 pages, 7-1/8 x 10-1/4"-----	\$1.25
1934 A. F. Manual Reprint, 6 page fold-out, 5-1/2 x 8-1/2"-----	\$ .35
1937 Lionel 700E 5344J-IE Hudson Book Reprint -----	\$2.50
1928 A. F. Instruction Manual, 24 pages, 5-1/2 x 8-1/2" -----	\$1.00
1968 TTOS Program w/1937 Lionel Adv. Catalog -----	\$3.00
12 pages, 8-3/8 x 11-1/4"	

Issues for all of year 1966 as a set are available for \$4.00 complete.

Issues for all of year 1967 as a set are available for \$8.00 complete.

Issues for all of year 1968 as a set are available for \$7.00 complete.

Lionel 2-Bin Hopper Car -----	\$10.00
Lionel O Gauge Caboose, Boston & Maine -----	\$ 6.95

Some BEAUTIFUL Old Time Locomotive pictures, suitable for framing, are available FREE from: EMPLOYERS REINSURANCE CORP., 21 West 10th Street, Kansas City, Missouri 64105.

## **Our Cover**

### **LIONEL SOUTHERN PACIFIC CABOOSE!**

on Broadway welcoming me aboard. Rather, we were met by a porter who gave every indication he never learned "smile" as a word or an expression. But somehow it was comforting to see a man who *looked* the way he obviously felt—irritated. We got to like him very much but never did see him break into so much as a grin. He was the kind of man you tip too much... and later wonder why.

Once inside our compartment I became... in spite of myself... thankful my wife had been so persuasive. The room was not elegant, but it was a distinct change of pace and consummately comfortable. An individual foldaway chair and a two-person, sofa-type seat were provided along with a rather spacious private washroom and a window through which we could view the world as it looked to man rather than eagle. This was a welcome variation.

When the train pulled out of the station in Atlanta and started us on our way, I must say it was a pleasant novelty to be unaware of any suppressed anxiety about clearing runways and other possible hazards which seem to have become an accepted, perhaps unreal, yet omnipresent part of the experiences of all of us who fly.

It is possible the biggest difference between air and rail travel is meals. I've never heard anyone wax ecstatic over railroad cuisine. But at the same time, I'm getting a little tired of all those instant meals we're given aloft. Our food

on the train lived true to expectations. It was by no means great. But it was hearty. And palatable. And there was a wide variety from which to choose. And the waiters. They are worth the price of the ticket. Not one of them gave any evidence of being less than retirement age in most corporations. But who wants a pretty girl offering you coffee, tea or milk and saying, "Excuse me, sir" when she hands you your tray? Not I, when I can have an expert skilled in slapping down silverware (not plastic wrapped in cellophane) with a finesse that can only be developed over many years. I spent some time studying their technique. It consists of the waiter approaching the table with eyes focused nowhere in particular. Then, he picks up the tip awarded by the party at the table across the aisle with his left hand while he casually *slaps* down your silver service and in a contiguous motion distributes it to you and your partner. *Linen* napkins are then dropped on top of the ensemble for added luxury. Train waiters are the kind of men you tip not for performance, but for style.

If I could register one complaint about our train trip it would be directed at the dispatcher, or train composer, or whoever may be the gentleman to blame for positioning the dining car in the front of the train and the sleeping cars in the rear. My objection does not come because I am a plutocrat. I am not. There have been times in my life when a third-class bus was more

than I could afford. But it seems to me that if you are riding in coach cars overnight, you are saving money. And if you are saving money (and you are smart), you have probably brought your own food for the journey... and your own drink. You are thus less likely to be using the dining car than the sleeping car passengers who are too tired, too stupid, or too rich to save money. It therefore seems poorly planned when a famished sleeping-car dweller must negotiate (as we did) six coaches packed with returning delegates from a national convention of a prominent organization for American veterans, replete with their own local chapter brass bands and their own liquid refreshment. If they were interested in *eating* in the dining car or anywhere else, it was not evident.

But it's hard to complain when you arrive at your destination five minutes early, as we did. It's hard to complain when you don't have to circle an airport for a few hours and then negotiate for a ride from airport to city. And if you've never had the experience of lying between fresh, linen sheets on a comfortable bed while a moonlit countryside passes before your picture window and eventually lulls you to sweet sleep, then you have missed something.

The next time you don't have to be there in two hours, you might listen to your wife. Take it easy, and take the train while you still have the choice. It's a lot of fun. ☺



WANTED: Tender to go with "BING" windup loco.

HAVE: Two only of the #115 Lionel Automatic Station in EXCELLENT CONDITION (TCA rating) for \$25.00 each. Also have several of the AMT Box Cars in excellent condition. Mate with Lionel "O" Gauge.

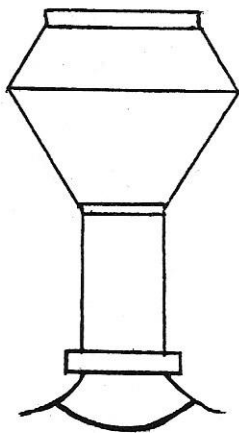
E. M. Swan, 1115 NW 41st St., Oklahoma City, Oklahoma 73118

FOR SALE... Reproduction cast iron toys. Cars, trains, wagons, banks. All made from original dies and molds. Don't pay high prices anymore. Give your collection added items at a sensible price. SAE for list. Write to John D. Bentley, 55 N. Meridith - Pasadena, California

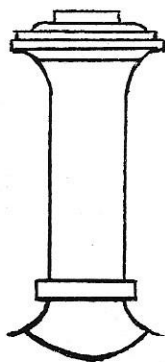
# Can you guess who wrote these?

## QUIZ PAGE

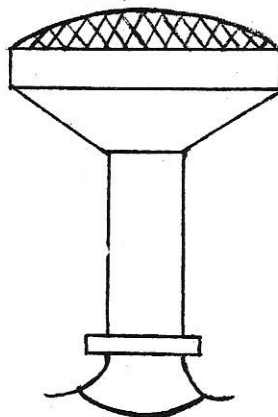
Can you name these stacks which were used on our early steam locomotives? Answers on Page 15



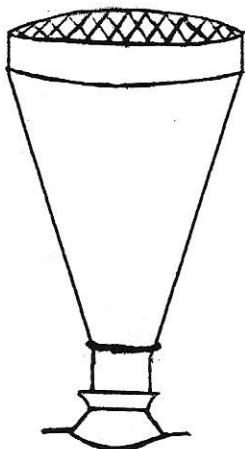
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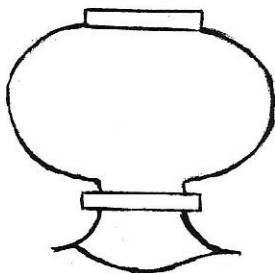
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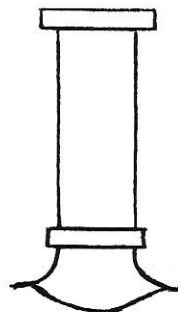
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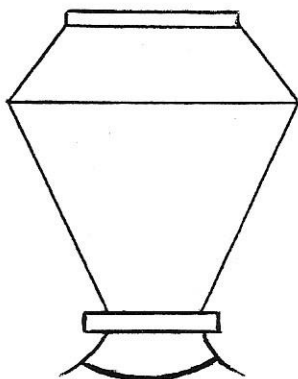
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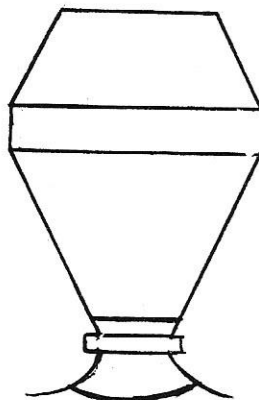
No. 5



No. 6



No. 7



No. 8



# NEWS & VIEWS



"I am sorry that I am late with my dues for the coming year, but time slipped up on me before I knew (or realized) that they were due. I have enclosed a check for \$5 to cover that. I still greatly enjoy your fine TTOS Bulletin, most particularly the August issue with the pictures. Some of the trains on page 12 of that issue look like pre-war to me. If that is one fellow's collection pictured, he has quite a few items. Well keep up the good work and I'll be looking forward to receiving this year's Bulletins."

Indiana

"About a month ago you were kind enough to write me in answer to my inquiry concerning receipt of the delayed August, September, October and November issues of TTOS Bulletins. Since then I have received these four (4) back issue Bulletins -- all of which were excellent publications. Now I am looking forward to receipt of your mentioned Membership Certificate and will appreciate your sending me mine as soon as available. Enclosed you will find my check for \$5.00 for my 1969 TTOS membership dues. I do hope you fellows out there can keep the Bulletins up to date, for you are doing a wonderful service for the Hobby and Train Collectors especially. Like yourself, I am a regular member of TCA and like their organization too. Please send my 1969 Membership Card for TTOS when possible as well as January TTOS Bulletin -- also February 1969 issue if already out. Please remember the extra envelope for each copy. Those you sent me last month I certainly appreciate. Under separate cover I am sending you and TTOS a glossy copy of my famous Lionel "Brute" locomotive. Knowing you personally Wes, might like a copy, I have included two copies of the "Brute's" picture and personally invite you and any TTOS member to visit me in Des Moines and see this masterpiece in person.

Iowa

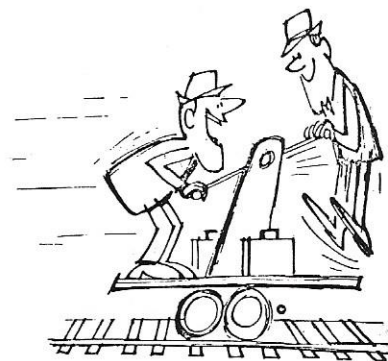
"I am writing at this time in reference to forming a chapter of TTOS in the Albany area of New York State. There are about a dozen or so enthusiasts that gather every other month in different train rooms to operate, swap and just talk about trains in general. Could you send me some information regarding procedures for forming a chapter. We meet March 15. Is it possible to get a note off in the mail for me for that date?"

New York

---

## ON THE MAIL TRAIN!

I'M NOT ALLOWED TO RUN THE TRAIN,  
 OR SEE HOW FAST SHE'LL GO,  
 I'M NOT ALLOWED TO LET OFF STEAM,  
 OR MAKE THE WHISTLE BLOW,  
 I DO NOT EXERCISE CONTROL,  
 OR EVEN RING THE BELL,  
 BUT LET THE DAMN THING  
 JUMP THE TRACK,  
 AND SEE WHO CATCHES HELL!!!



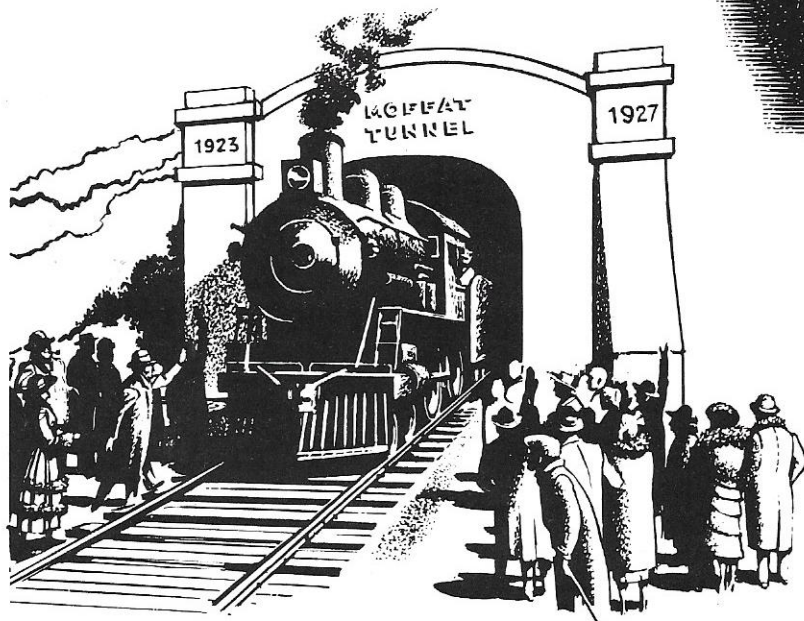
# HIGHLIGHTS OF AMERICAN RAILROAD HISTORY

## *February* IN RAILROAD HISTORY



FIRST RAILROAD IN THE FAR WEST OPENED FEBRUARY 22, 1856, FOR A DISTANCE OF 22 MILES OUT OF SACRAMENTO, CALIFORNIA.

PULLMAN PALACE CAR COMPANY, FOUNDED BY GEORGE M. PULLMAN, CHARTERED IN ILLINOIS FEBRUARY 22, 1867, TO CONSTRUCT AND OPERATE DELUXE SLEEPING AND HOTEL CARS.



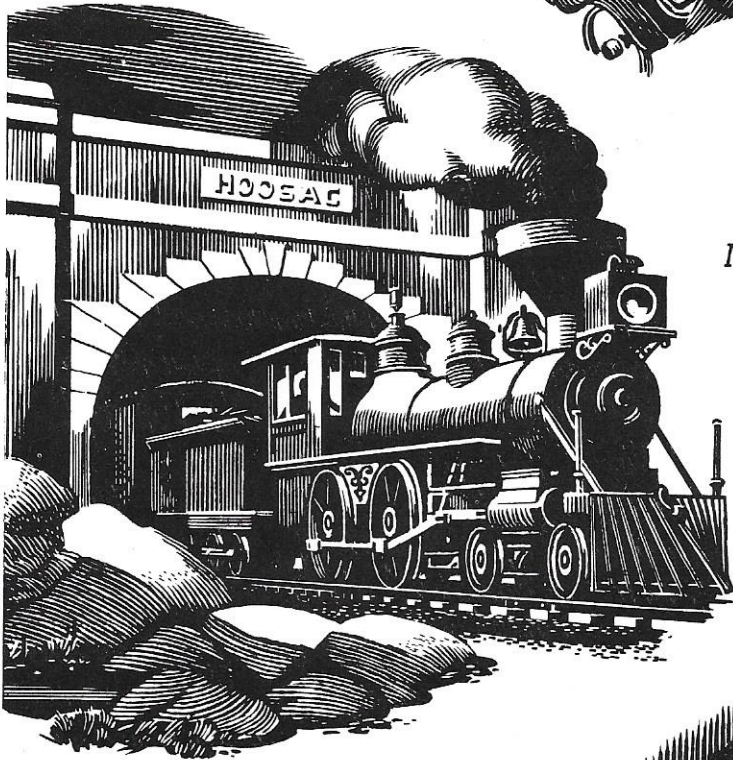
FIRST TRAIN PASSED THROUGH THE MOFFAT TUNNEL IN COLORADO — SECOND LONGEST RAILROAD TUNNEL IN THE UNITED STATES — FEBRUARY 26, 1928.

# February

## IN RAILROAD HISTORY

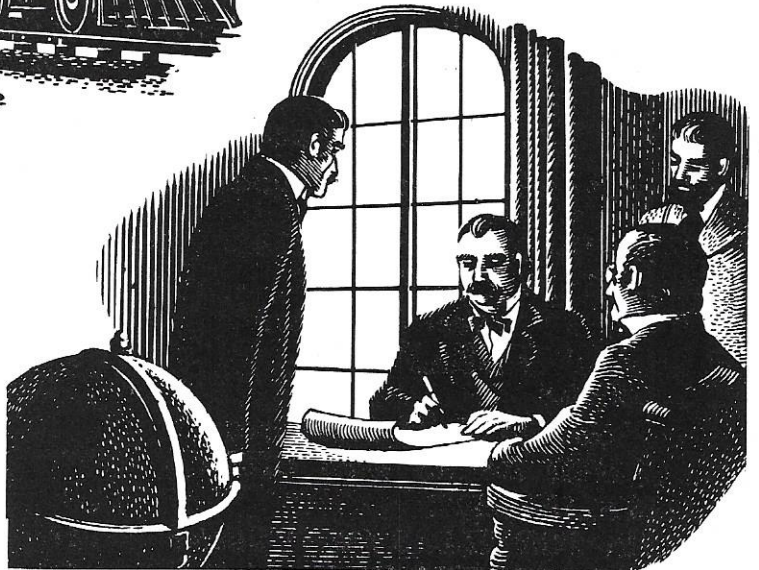


GROUND BROKEN FEBRUARY 25, 1832, NEAR 32ND STREET AND FOURTH AVENUE, NEW YORK, FOR THE CITY'S PIONEER RAILROAD, ORIGINALLY OPERATED BY HORSE POWER. BY 1839 THE RAILROAD EXTENDED FROM PRINCE STREET, NEAR BROOKLYN BRIDGE, TO HARLEM, A DISTANCE OF 8 MILES.



HOOSAC TUNNEL,  $4\frac{3}{4}$  MILES IN LENGTH, UNDER HOOSAC MOUNTAIN, MASSACHUSETTS, COMPLETED FEBRUARY 9, 1875. FOR 53 YEARS THIS WAS THE LONGEST RAILWAY TUNNEL IN THE UNITED STATES.

PRESIDENT GROVER CLEVELAND, ON FEBRUARY 4, 1887, SIGNED THE INTERSTATE COMMERCE ACT CREATING THE INTERSTATE COMMERCE COMMISSION.

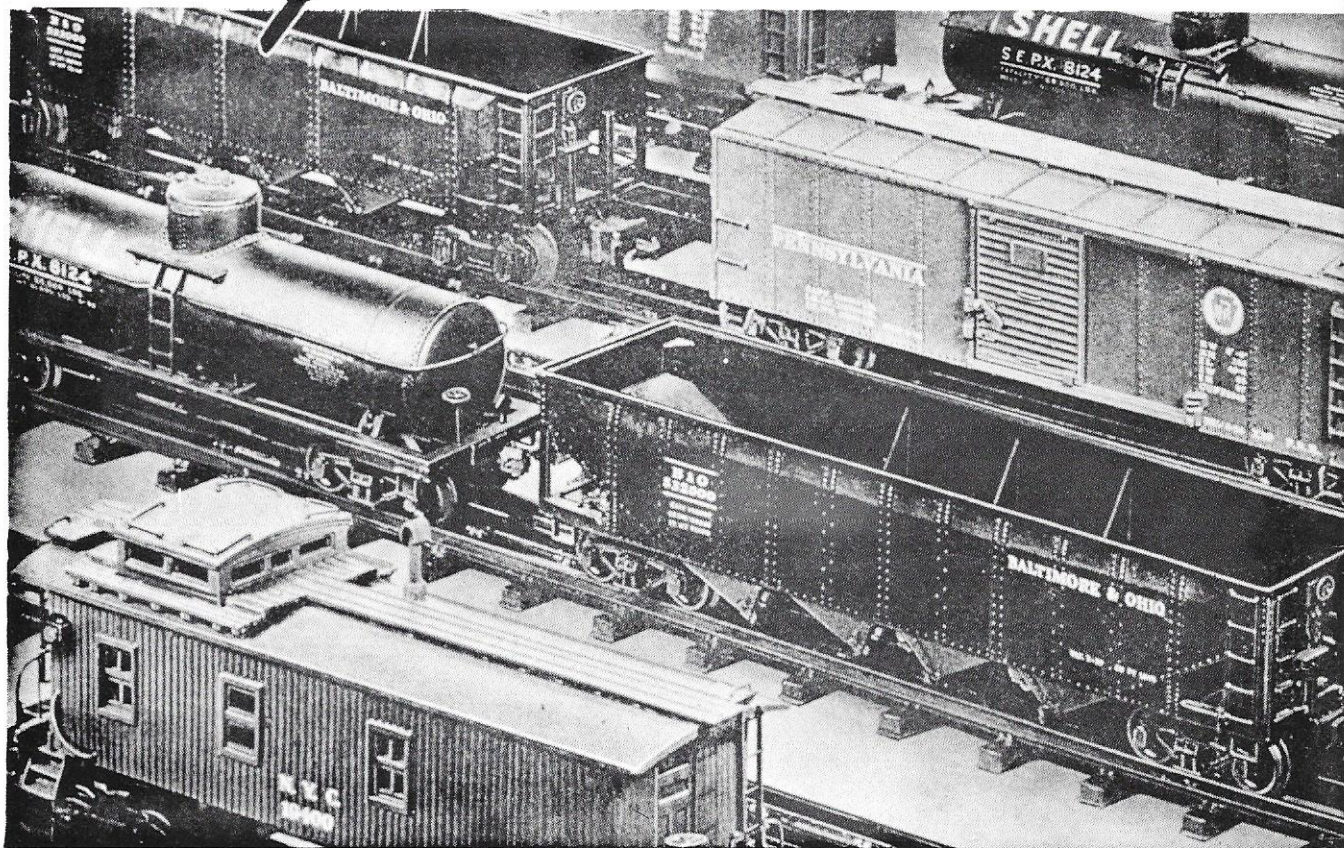


Answers to Quiz on Page 12

No. 1 - Diamond; No. 2 - Capstack; No. 3 - Sun-Flower; No. 4 - Balloon or Funnel; No. 5 - Rushton or Cabbage Head; No. 6 - Straight, Shotgun, or Cannon; No. 7 - Large Diamond; No. 8 - Congdon

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