

RE-PRINT FROM AN
ORIGINAL 1930 CATALOG
BY THE
TRAIN-COLLECTORS ASSOCIATION
1968

STEAM DRIVEN LOCOMOTIVES

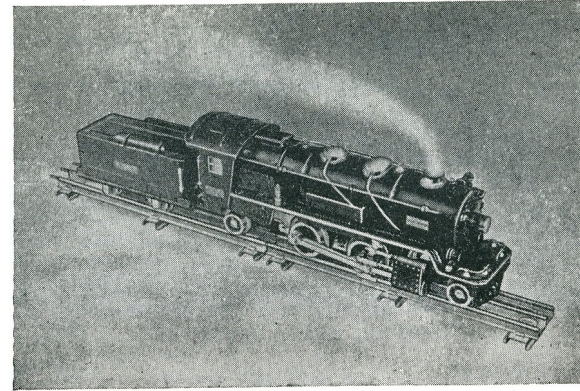
WITH ELECTRIC HEATER

ALSO SUGGESTIONS FOR CON-
VERTING ELECTRIC LOCOMOTIVES
INTO STEAM DRIVEN TYPE ■

PRICE 25 CENTS

■ STEAM ELECTRIC COMPANY ■
BLOOMFIELD NEW JERSEY

The Steam Locomotive



A Steam Operated Locomotive with our
ELECTRIC HEATER

RAILROAD Executives assure us that the day of the steam locomotive is far from past. And what has greater appeal to the imagination than this outstanding example of man's conquest of time and space. It is dynamic - imbued with power and its mechanism is unique and mysterious.

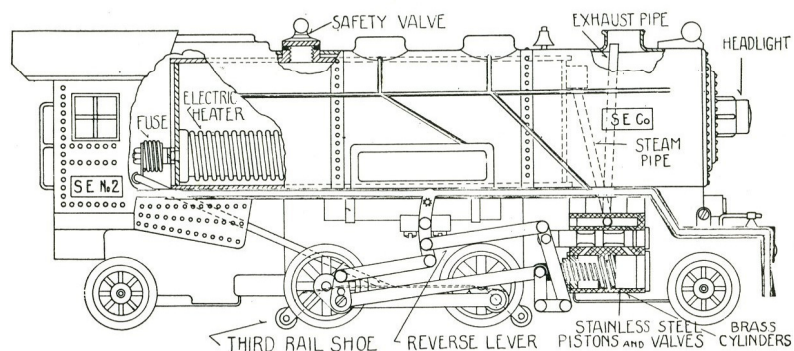
A model locomotive, operated by steam, is correspondingly interesting to own and operate and can now include practically all the attractive features of its larger prototype.

Heretofore there has been one objection to model locomotives, namely the necessity of a fire for boiling the water. The Steam Electric Company now offers a solution of this problem, an **Electric Heater** which takes current from the third rail of standard electric track and furnishes heat to the boiler.

The Ideal source of heat for the boiler of a miniature locomotive is electricity. This enables the train to be operated in the home without appreciable odor and with no danger of fire. Sufficient electrical energy is readily collected from the various types of third rail and with a red light installed at rear of boiler, the effect is as though the locomotive were equipped with coal or oil burning fire-box.

Model Builders will be glad to hear that now there is available real steam as motive power for their models in a conveniently applied form. Steam exhausts through the smoke-stack and puffs from the cylinders in a wholly realistic manner. The whistle may be blown at will from a control switch.

S. E. Number Two



"O" GAUGE 11 1/2 INCHES LONG 4 INCHES HIGH
DIRECT DRIVE 1/2 INCH BORE 1/2 INCH STROKE
WEIGHT 6 Lbs.

Equipped with Walschaert valve gear, reversible by shifting the position of reverse bar on both sides of the locomotive.

Exhaust steam puffs from the smokestack with thrilling and realistic effect.

This engine will pull several cars at good speed and alone will run two hundred feet per minute on "streamline" or large radius track. This model has an Electric Headlight.

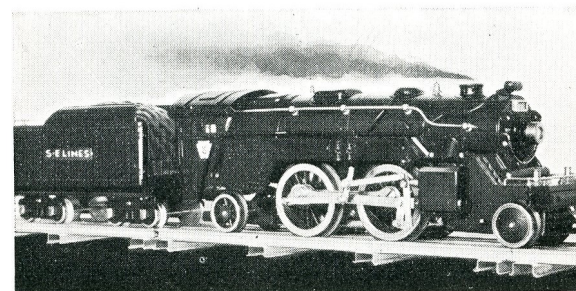
It runs on "O" Gauge track and takes current from the middle rail in the same way as does an electric locomotive. Self-starting. Will run about fifteen minutes on one filling of water. A special fuse protects the heater if boiler runs dry.

The air space around the boiler increases the efficiency. This construction also results in practically no hot parts being exposed except the cylinders.

S. E. Number 2 and Transformer, complete, \$22.00

Postpaid in the U. S. A., East of the Rockies
C. O. D., if desired.

S. E. Number Three



Similar to S. E. Number Two in construction and power only larger to fit "Standard" gauge electric track.

Reversible and self-starting. 14 1/2 inches long, 5 inches high. Weight 10 pounds.

Will run fifteen or twenty minutes on one filling of water. The air space around boiler increases the efficiency. This construction also results in practically no hot parts being exposed except the cylinders.

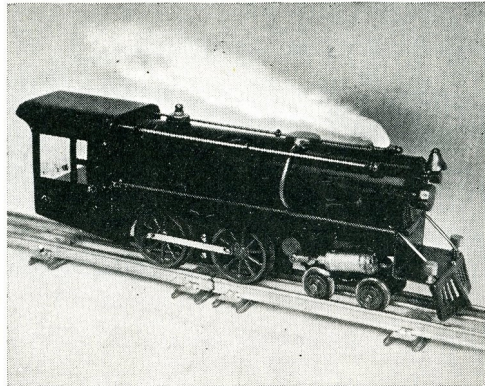
Electric Headlight.

**S. E. Number 3, Locomotive and Transformer
Complete, \$34.00 .**

Postpaid in the U. S. A., East of the Rockies
C. O. D. if desired

SATISFACTION GUARANTEED OR YOUR MONEY REFUNDED

S. E. Number One



THIS LOCOMOTIVE is 12 inches long, 4 inches high, and $2\frac{1}{2}$ inches wide. It runs on "O" gauge electric track and takes current from the middle rail the same as an electric locomotive. It is driven by two double-acting, oscillating cylinders of $5/16$ inch bore and $\frac{1}{2}$ inch stroke. The crankshaft is geared to the drivers to give good pulling power and a speed of about 100 feet per minute. When multiplied by the scale of 48 to 1, this is a proper speed.

Steam exhausts through the smoke-stack with thrilling and realistic effect. The **whistle** can be blown at will from a remote push-button. There is practically no odor and no danger of fire. A safety valve limits the steam pressure to about 10 pounds.

If a small amount of water is put into the boiler the locomotive will heat up and run in less than two minutes, if about three-quarters full it will take five or six minutes and will then

run for fifteen or twenty minutes before refilling is necessary.

The cylinders are set one quarter revolution apart and receive steam at both ends therefore it is **self-starting** from any position. Train stops immediately when current is turned off. A special fuse protects heater if boiler runs dry.

With the locomotive we furnish our **special 300 watt transformer** which provides eighteen to twenty volts to the tracks. This transformer is equipped with special leads and screw clips for connecting to track in a convenient and substantial manner.

An automatic or remote control whistle, operated by fibre pins in track section or remote control switch is now available.

Complete instructions are furnished with each outfit.



Locomotive and Transformer, Complete

\$ 14.50

**Locomotive, Transformer, Whistle and
Control Switch, - - - \$17.95**

**Locomotive, with Alcohol Burner (no
transformer) - - - \$10.50**

Postpaid in the U. S. A. (East of the Rockies)

C. O. D., if desired

SATISFACTION GUARANTEED OR YOUR MONEY REFUNDED

COMPLETE ASSEMBLY of S. E. NUMBER ONE

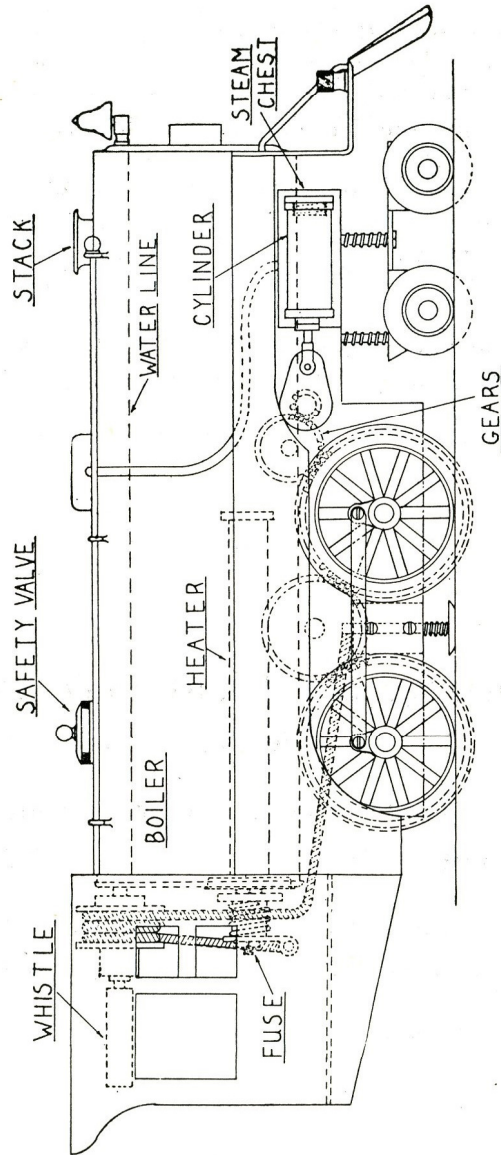
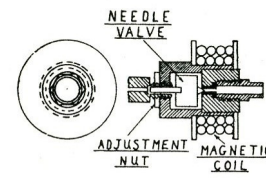
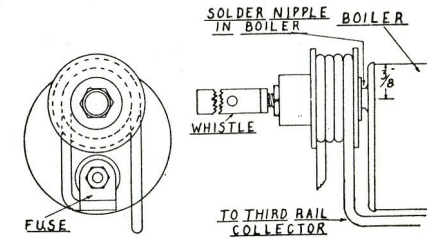


Diagram showing Complete Assembly of S. E. Number One with WHISTLE, FUSE, ELECTRIC HEATER and CURRENT COLLECTOR for taking current from third rail.

Details of S. E. Number One



Mechanism of Whistle Valve

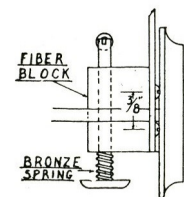


Whistle Complete

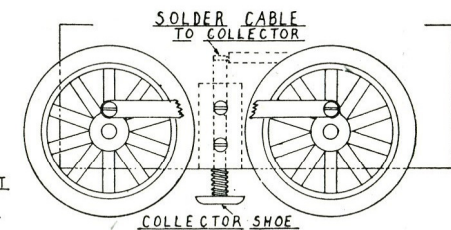
Remote Control Whistle

AS SHOWN in the section view of the whistle, the valve is held closed by the heater current as the lead from the third rail shoe goes directly to the whistle and several turns of the cable give ample magnetic force to hold the valve closed against the steam pressure.

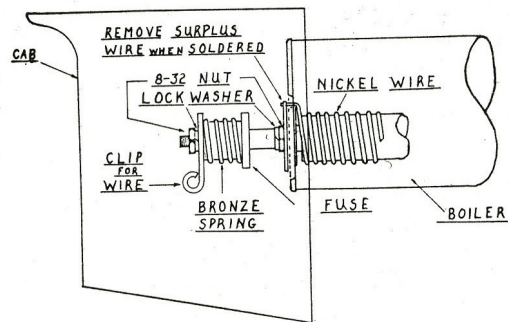
When the remote control switch is opened momentarily the valve is released and the whistle blows.



RIGHT SIDE VIEW

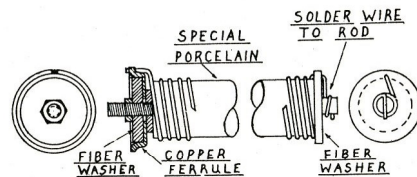


Rear and side view showing mounting of third rail current collector shoe.

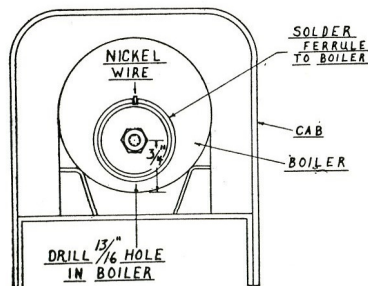


Fuse and Electric Heater Assembly

The whistle valve also acts as an additional safety valve, as if steam pressure is sufficient to overcome force of holding coil, the steam is released. Also, if locomotive jumps the track or if a short circuit occurs, or if anything interrupts the power to the heater, a warning whistle is sounded!



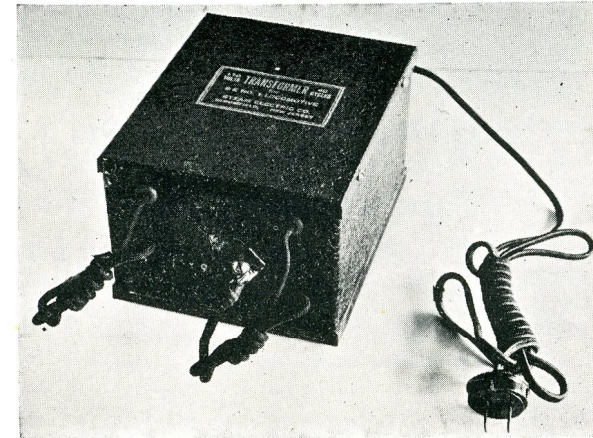
Electric Heater



**Rear view of Cab
S. E. No. 1
without Whistle**

Whistle with sufficient cable to reach from Third Rail Shoe around Holding Coil and to Heater **\$2.00**

The Transformer



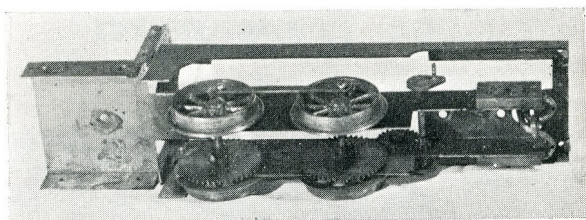
SPECIAL 300 WATT TRANSFORMER

OUR TRANSFORMER is rated 300 watts but actually delivers over 400 watts to S. E. Number One at about 18 volts. It is of the reactance type and on a short circuit the current is limited to a reasonable value.

An ordinary electric train transformer is not powerful enough to run a steam engine, except with very limited power. It may be noted here that a small steam engine is fundamentally far less efficient than an electric motor and that is the reason for a heavy transformer.

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TRANSFORMER, Complete \$5.00



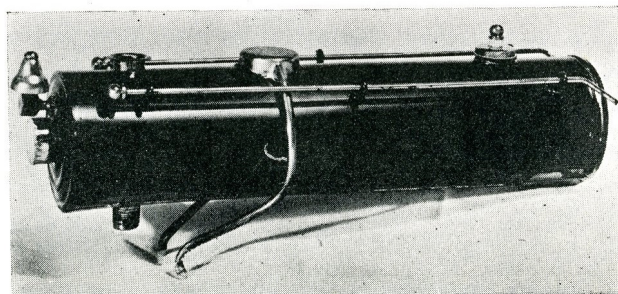
FRAME with STEAM CHEST, WHEELS
and GEARS

Parts for S. E. No. 1

CYLINDERS and PISTONS, fitted with nut and spring, pair	\$.80
STEAM CHEST, pair	1.25
SAFETY VALVE	.35
DRIVE WHEELS, per pair	.75
FRAME, with steam chests, wheels and gears	2.50
CAB	1.00
COW CATCHER	.85
GUARD RAILS, per pair	.60
BOILER and FITTINGS, without heater	2.50
ELECTRIC HEATER for BOILER	1.50
WHISTLE	2.00
CONTROL SWITCH for WHISTLE	.35
THIRD RAIL COLLECTOR with CABLE and CLIP	1.50
FUSE	.25
LIONEL TENDER 259 T	1.25
" " 261 T	1.75
STREAMLINE TRACK, per section	.30

OTHER PRICES ON APPLICATION

LOCOMOTIVE Complete, \$9.50



BOILER and FITTINGS of S. E. No. 1

Parts List for

S. E. NUMBER TWO and THREE

THESE parts can be used to convert electric locomotives to steam driven machines similar in appearance and performance to S. E. Number Two and Three.

Full instructions on 24 x 18" drawings with complete "assemblies" and "sub-assemblies" are included with the shipment of parts.

BOILER, 7½" long, 1¾" diam., (for S. E. No. 3), with Heater and Safety Valve	\$ 4.00
BOILER, 5¾" long, 1¾" diam. for S. E. Number 2	4.00
BRASS CYLINDER, with stainless steel Piston and Valve, ea.	4.00
Walschaert VALVE GEAR, each side	2.00
INTERMEDIATE GEAR (for connecting drive wheels after motor is removed) made for Lionel 260E or 1835E	1.00
FUSE, (if parts of old fuse are returned) each	.05
COMPLETE FUSE each	.25
COMPLETE SET OF PARTS for changing Lionel No. 260 or similar "O" Gauge Locomotives to Steam Driven	12.00
COMPLETE SET OF PARTS for changing Lionel No. 1835 No. 385 or similar Standard Gauge Locomotives	15.00

Note:- If you are equipped to do machine work, we will furnish complete drawings for making the above parts for either S. E. Number Two or Three.

SET of DRAWINGS \$.75