



# Atlantic Division Local



SUMMER 2003

## CALIFORNIAN FINDS TREASURE IN PENNSYLVANIA



**The Lionel Number 347 Standard Gauge Macy Special Set is in immaculate condition.**

### A TCA STORY

Our President, Malcom Kates spotted this unusual set at a Maurer's Auction. He managed to track down the lucky winner and is responsible for this article. The new owner is C. Adair Roberts (HR 63-952) of Alameda, CA. Mr. Roberts wrote the following:

To my delight the much awaited Lionel set #347 arrived yesterday Afternoon in perfect condition.



**The Set Box**

Ted Maurer did a wonderful job in packing the set for shipment.

The set box is a type IVb according to Dave McEntarfer's wonderful book, *Lionel Trains*. The top label is well worn with lots of scuffmarks. The box also has tape on the four corners. The top four corners are scuffed, as they are the high spots on the box. I can live with that because what is inside the box makes ones eyes wide with wonder and I can't believe it is this good.

Inside, the top of the box the numbers 347T and 29 are printed. The engine is olive with the red stripe continuous around the bead of the cab. The stripe is on the bead at the front and rear of the cab.

The engine has been rewheeled with MEW wheels. The wiring has been played with and some of the wires are showing their age with slight cracking. The engine plates are brass and oxidation has taken place on both the names, LIONEL. There are no scratches or nicks on the cab roof. The condition is unbelievable; maybe a nitpicker could point out something with a magnifying glass! The two sides of the cab are free of nicks as well as dents. However, there are a couple of nicks at the front end of the cab and in addition a piece of red paint about 1/8" long is missing. The front coupler is bent upwards. The rear of the cab has some paint missing under the round head screw that fastens the cab to the frame. I thought that almost always the cabs were fastened with fillister head machine screws instead of the round head screws on this engine. The rear coupler is missing and there are upset marks showing where the coupler stud was pried out of the frame. There are a few nicks on the front of the frame. The headlights are the cast bronze type and look to be all original. There are no indentations in the top of the cab that often appear when the screws attaching the lights are over tightened.

The engine box is original with no extra tape adhering to it. One end flap has the inner paper surface separated from the corrugation. The top of the box has, "8 L Olive" in large print and in smaller type, "SPECIAL". On one side of the box, in the word Irvington there is a large dent that nearly penetrates the box.

The 337 Pullman is also olive with red window and door inserts. On one end of the car the clear window

material is loose from the insert. One end of the box is stamped, "337 OLIVE" while the end flap is stamped with the number, "8". *(Continued on page 6)*

## PRESIDENT'S MESSAGE

Every so often an event occurs that serves as an example of the spirit on which the TCA is based. Last March, auctioneer Ted Maurer sold a Standard Gauge set that, to our knowledge, had never been previously documented and that we felt would serve as a basis for an educational article in our newsletter. We wrote to Kristen Maurer (Ted's wife) and asked that she forward the letter to the successful absentee bidder whose identity was unknown to us at that time. Several days later, we received a call from C. Adair Roberts who identified himself as the owner of the set. Mr. Roberts gave us permission to publish the article and subsequently provided us with a detailed written description and digital photographs of the set. Atlantic Division is deeply indebted to Mr. Roberts for his efforts and to Ted and Kristin Maurer for making this article possible.

Our March Train Meet was well attended and nearly all tables were sold. We have experienced difficulty in the setup of tables by the management of Plumber's Hall, necessitating last-minute changes in the assignment of tables. We are working to correct this as well as the length of time food service is available. Looking ahead, the Member's Meet is scheduled for September 21<sup>st</sup>. This will include the Annual Business Meeting and the Kid's Club races and prizes. Please plan to bring your children and grandchildren.

Nick Ladd, former Atlantic Division and National TCA President, provided a F.D.N.Y. firefighter's train set as the raffle prize for our March Meet at reduced cost. Chris Gans has done the same with our annual raffle of a scale Pennsy M-1 locomotive. We are deeply appreciative of Nick and Chris' continuing generosity.

The Board of Directors has decided to build a new modular layout. One that is more manageable easily transported and requires fewer staff. We hope to review plans for the new layout at our May meeting and undertake construction later this year.

Best wishes from the Board for a pleasant summer.  
Malcolm Kates

The stamping near the roofline of the car is, "LIONEL LINES". There is a little bit of paint missing from the underside of the car where the truck has knocked off the paint. The oiling labels intact on the bottom of both cars. There are a few nicks in the coupler area but there is no rust whatsoever on the couplers or the coupler pockets. There is some slight oxidation on the top of the couplers.

The 338 observation car is Olive with red window inserts. The clear window material is loose on the left hand end of the car. There are some nicks around the binding head screw that fastens the car roof to the body. There are also some nicks on the coupler bar at the end of the car. The observation railing carries the emblem, "LIONEL LIMITED" in red on the brass oval. The box has no extra tape and is rubber stamped, "338 OLIVE" on one end and is also stamped similarly on the under side of the box.

The bottom of the set box has tape on three corners and is stamped, "347B on the inside. I don't believe that children ever played with this set. If they had, then it was only once and then immediately put away. There are eight pieces of curved track in one end of the box.



**The Engine Box**

In addition, I have two other sets that I believe are Macy Specials; but have no proof. The first is a common 252 engine with brass plates. The set has two 529 Pullman cars and the 530 observation; both in olive with maroon inserts. The observation has a "Macy Special" nametag with a black star at each end of the word Macy.

The second set contains a 253 engine in pea green with an orange stripe completely around the bottom. It has two Pullmans and an observation all done in pea green with orange inserts.



The front of the engine showing the stripe



The rear of the engine showing the stripe



I bought this set at Bertoia's auction in Philadelphia in October 1999. This set had the set box that was marked, "SPECIAL". I never received any help in identifying these two sets.

C. Adair Roberts

## EDITOR'S NOTES

By the time you get to read this column you will have noticed that for the first time The Local has some colored pages. We have been able to produce these as a result of financial successes at our recent meets; and your enthusiastic support of the annual raffle. Hopefully we will be able to produce some articles in full color in future issues at least once a year.

Our March Meet was very successful. We were very fortunate that Paul Fenn with the assistance of Fred Muntzer and Klaus Otte agreed to display Fred's version of a traveling layout. This layout appeared to



*The "ONE MAN" layout by Paul Fenn*

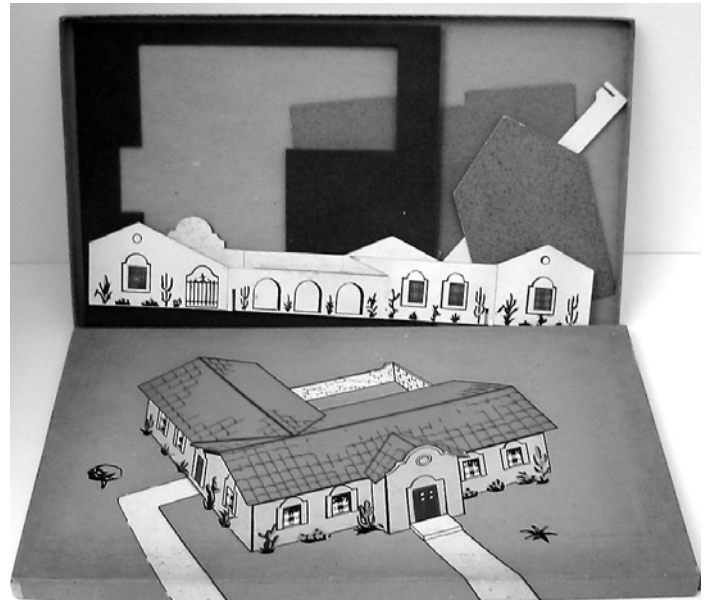
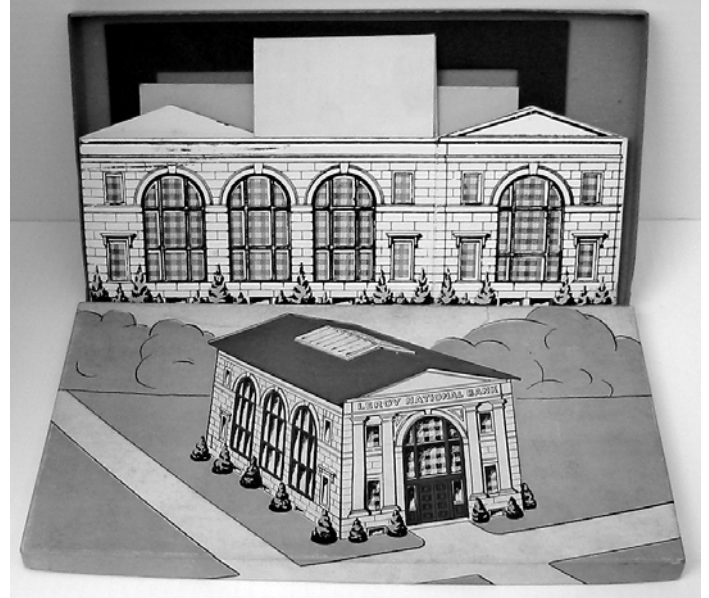
be easy to transport, set up and operate. It inspired the Board to agree to the construction of a new traveling layout as mentioned in the President's message.

Chester Zmijewski

## FOLLOW UP TO HOUSES, HOUSES & MORE HOUSES

In the last issue, Charlie Weber described some interesting houses produced by the Leroy Toy and Novelty Co. A number of these houses appeared these houses at the March Meet. One of our members, Marv Afflerbach brought examples of additional houses from this manufacturer; and an entire display of these houses was shown by Phil

Ritter. From this display, we learned that the houses were made from wood, plaster or paper. The wooden ones were manufactured in North Wales, PA; the plaster ones in Willow Grove, PA and the paper ones in Germantown, PA



*Paper Bank & House from Marv Afflerbach*



*Phil Ritter's Display showing all three types*

Another first at the March Meet was the lovely banner welcoming folks to our meet. This originally belonged to the TTOS but someone by the name of Ed, Bob and George acquired it for our use. It is blue with yellow lettering.

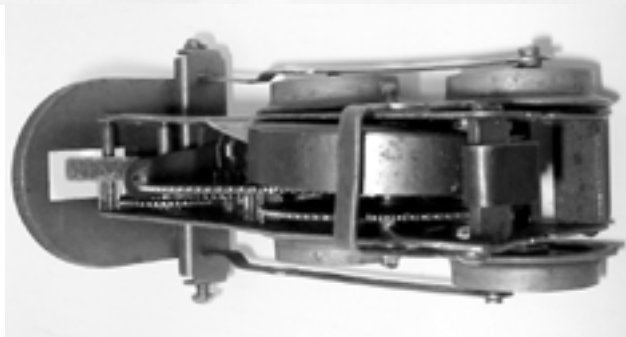
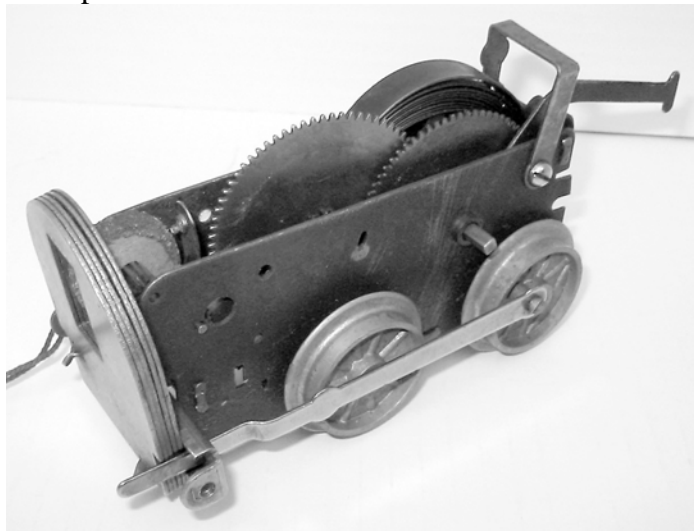


*The Banner, a nice touch!*

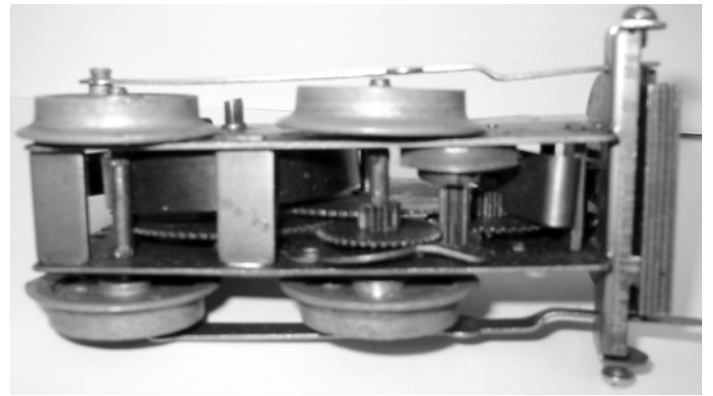


### **Wind-up Roundhouse**

In the previous issue we described some clockwork motors that were marked “English Marx”. Here are some photos of these motors.



*The Mysterious English Marx Motor*



*Bottom side of the motor*

We hope that someone can give us some more information.

Henry M. Hermanns

### **How About Some Input**

Recently, it behooved me to peruse an “All Aboard” brochure from American Flyer in 1965. Here is something that I know very little about. Now, I am thinking, if I don’t know much perhaps there are a number of our members who also know little and would like to know more. Hence this request for an article.

Will one of you who own some “All Aboard” stuff please write us a little article. Contact the editor and we will get some pictures taken if you can’t do this yourself or even write up something without the pictures! To be more specific, here are some things that would be of interest to me and I’m sure to some of our other members.

On the cover of the brochure as well as the inside are shown several different styles of houses, a barn and miscellaneous “smalls” such as street lights, fake crossing signals, telephone poles etc. These look similar to but are different from Plasticville. How do these structures differ? What are the colors? What kind of construction? How do I recognize these items if I run into them? Do we know who actually made them?

So whatta-ya-say? How about whipping up such an article for this Newsletter of ours. You might be contributing to the next color issue.

Charlie Weber

## The Annual Raffle

Once again Garry Spear has managed to obtain an outstanding prize for our annual drawing. Due in part to the generosity of Chris Ganz of Nicholas Smith Trains Garry was able to purchase a new Lionel Pennsylvania Railroad M-1.



This is a great engine. It is a scale model with all of the interesting details found on the original. Tickets will be on sale at the September Meet. But if you want to get one of the lucky low numbers; I'm sure that Garry would be willing to sell you a book today.

## The September Meet

Although you will be getting another issue of the Newsletter and notice of the September Meet, we thought that it might be a good idea to brief the membership on some of the activities planned for that meet.

This will be our Member's Meet. Therefore we will have activities for the children and grandchildren of our members. So plan to bring them along. In the meantime help the kids to tune up their favorite engines for the Hill Climb and the Drag Races.

## Improving your MTH 30-9043 AF Coaling Tower

By Dave Santopietro DAVE'S HOBBIES  
Bensalem, PA

When I first saw that MTH was making a replica of the American Flyer 785 Coaling Tower I was ecstatic; until I got it home and saw how poorly it operated. The thing ran so slow that they should have included an on/off switch instead of a button. After my fingers recovered from the surgery to remove the little imbedded circles, I set out to void the warranty and come up with a solution to the slow operation. Please note that this 25 cent, 15 minute alteration **WILL** void the warranty but the coal tower will run faster and you can avoid the embarrassing Finger surgery!!

What you will require:

One (1) grommet (from an AF parts dealer PA4356 a used one is best. A new one's groove may have to be widened with a razor knife. It **MUST** be 13/32 OD and 3/16 ID) anything else will not fit properly!

#0 and #2 Phillips screw driver

Small Phillips jeweler screw driver (reassembly)

Not required but nice to have:

3 or 5 prong screw holder

Somebody to do this for you

1. Remove the 2 screws holding the motor bucket unit in place. One screw is longer than the other so take note as to which screw belongs in which hole.
2. **Carefully** remove the rubber drive belt. (If you break it, it may take a while to get a replacement.)
3. You will probably have to remove instead of just loosening the screw holding the motor to the bracket in order to perform the next step. **Note** both the motor and the bracket are threaded.
4. Gently slide the grommet over the existing shaft. The brass end should **SLIGHTLY** protrude. (If it doesn't it will not work properly.)
5. Reassemble (Tighten the motor screw, the motor should not wobble. This is where the proper size grommet and the jeweler screw-driver are needed.)
6. Have fun playing with your new, faster toy.

This alteration will not jam the motor if you bring the bucket too far into the housing.

## ATLANTIC DIVISION LOCAL

Barring derailments or other unforeseen obstacles to normal operations, the Atlantic Division Local is published four times a year. Anyone having material they would like published should submit it to the Editorial Office. The material need not be in polished form. We will accept Want adds and For Sale adds from individual members.

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