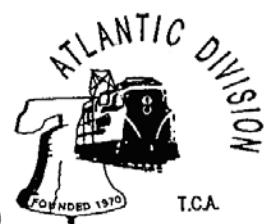




# Atlantic Division Express

Where the TCA began



Summer 2007

## President's Message

We are finally adjusting to the weather on the East coast after wintering in Hawaii. While there, I had an opportunity to visit with one of our Hawaii members, Jim Sattler.

Jim has a remarkable Lionel collection. He has an almost complete collection of 2 7/8" pieces. But what is even more unusual are his prototypes and paint samples. He told me that he recently had a visitor from the mainland and bet him that he could show him at least 100 pieces that the visitor had never seen before. It turned out that he had over 100.

You will recall that in the last issue, I described a Lionel No. 26 Timer from the collection of Herb Brandt. He ventured to say that there was probably only one other in existence. Well, I'm happy to say that I found the other. It is in Jim's collection. It was sitting in plain site in his train room along with the box and original instruction sheet. However Jim's box was clearly stamped only once.

In a more serious vein, I recently received the following information from Bob Robinson, Chairman of the Standards Committee.

Lionel has filed suit in a very egregious case of the use of their trademark and registered design materials. The suit is against a vendor of reproduction parts for theft of intellectual property rights. Lionel notified TCA of their action because the item in question was displayed and sold at a TCA function and because the law holds the organization that provided the facilities at which the theft occurred equally responsible. Studying the issue, we took a proactive approach to protect the Association, its Divisions, Chapters and officials from the possibility of having legal action brought against us. To this end we have erected a legal firewall between our vendors who sell reproduction items and TCA. This is accomplished by the Certificate of Compliance Program and the "Hold Harmless" statement required to be signed by the vendor. The legal language and requirements of the Program were written by an independent attorney, licensed in Pennsylvania. The Program was further reviewed and accepted by counsel for the TCA.

A copy of this notice as well as a copy of the application to be used to apply for a Certificate of Compliance can be found elsewhere in this publication.

We support and encourage our vendors to bring newly manufactured reproduction items into the hobby. We do not, however, interfere or try to influence the business relationships between the vendors and their suppliers or those who may hold intellectual property rights to the items they offer for sale.

## TCA HISTORY AND PURPOSE

For the benefit of our new members our Board of Directors felt that it would be a good idea to once again publish our history and purpose. Alan Craig was kind enough to prepare the following story.

In 1954, Early train collectors Bill Krames and Ed Alexander invited other collectors to meet and form an organization of collectors. A "Chapter" (later "Division") was organized in California in the fall of 1954 and eventually both groups joined to establish the Train Collectors Association (TCA). Burton Logan was its first elected president. With a surge in membership, the TCA officers decided to incorporate in 1957 as a Pennsylvania non-profit organization.

The purpose of the TCA is to advance the hobby of collecting toy trains by publishing information, establishing standards on descriptions, promoting train meetings, and to provide a means of interchange of ideas and information between collectors.

An ever-changing set of by-laws governs all aspects of the corporation and its membership. An elected national Board of Directors and officers make policies and carry out the business of the TCA. From an original 179 Charter Members, TCA has grown into an international organization with more than 30,000 members. TCA has established Description and Condition standards for trains, related paper, and even boxes that have become the accepted rule for the entire train collecting community. The pinnacle of TCA collecting efforts is the establishment of The National Toy Train Museum (formerly The TCA Museum) in Strasburg, PA. Here can be found the TCA Library and Business Office within the handsome rendition of a vintage station filled with toy train history, static and running displays, videos, and volunteers who are anxious to help visitors understand the lure of toy trains.

Various divisions and chapters have been established in geographical areas that allow members to carry on train collecting activities on local levels. These divisions and their chapters are all governed by national by-laws and standards as well as their own by-laws which must be in accord with the national standards.

## ATLANTIC DIVISION

Our Atlantic Division began as a Chapter in 1970 and evolved into a Division in 1977. It is through the efforts of AD officers and members that TCA has description and condition standards for all. A recent on-going project of the AD deals with paint identification. Our Division has a professional-style Newsletter sent to members 4 times a year with one issue in color, that informs members of activities, has articles on trains and discoveries of rare items, sale and

swap space, and good information. The AD also has established a web-site at [www.adtca.org](http://www.adtca.org)

Over the years, meets have been held in various towns in the Delaware Valley, centering now in North Philadelphia at the Plumbers Union Hall. Meets are held 4 times each year for members to meet, talk, trade, or sell trains and related items. Many attend these meets to greet old friends; others hope to discover the elusive train item they have yet to find; others hope to sell items they no longer need.

Whatever draws one to the toy trains, should help one entertain thoughts of becoming a vital member of this organization. Wide-ranging vistas of fun and knowledge are assured for the new member as he/she interacts with other members and the interested public.

#### NEWS FROM THE NTTM

For those of our readers who have not visited the National Toy Train Museum since the Gary Levinus Memorial Observation platform was dedicated this past October; we are pleased to publish these photos.



*The entrance foyer prior to the installation*



*Bob Keller, Gary's Mother and Gary's Wife, Sarah at the Dedication*



*The completed platform already in use*

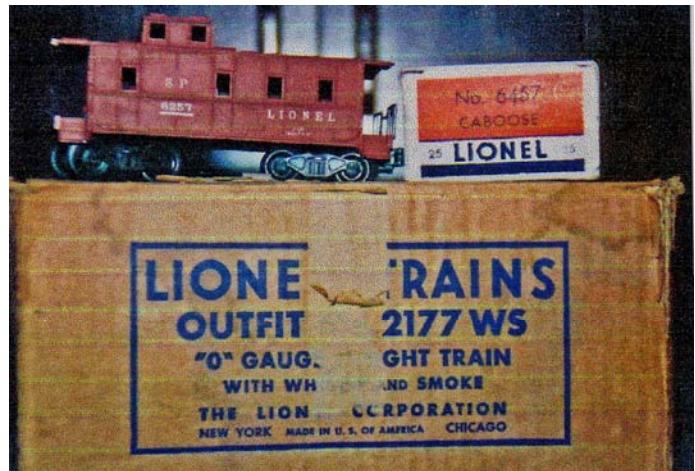
The following is an article by a relative newcomer to the publication field, Tom Katrinak # 94-39171. We hope that this will inspire some of the rest of out there to send us interesting materials for publication.

#### WHAT HAPPENED TO MY CABOOSE?

By Tom Katrinak

An article by Joe Algozzini and Roger Carp titled "The Significance of Suffixes" that appeared in the October 2006 issue of Classic Toy Trains last fall caught my attention. One of the items was the 6457 SP type caboose. The article stated that "Examining original sets with their original packaging – in this case, no. 2177WS from 1952 - is the key." It also stated that this set included a red painted caboose that came in a box marked 6475-25. Thus the earlier brown 6457 was actually 6457-1 with the 1 being understood. And the 6457-25 was the red one. The photo in the article showed the 6457 with a number 25 stamped to the right and left of the LIONEL on the end flaps just like the box that came in the O gauge freight set (#2177WS) that I had as a boy. The only problem is that the caboose in the box was a 6257 not the 6457.

When I first got into collecting I looked up my set and saw the listing of the cars that my set should have included a 6457 not the 6257 that was in my set. I thought that the 25 stamped on the box was to indicate the 6257 was in place of the 6457 as I had not seen a listing in any of my reference books for a 6457-25. Here is the photo that I took when I first discovered the discrepancy



I had not given it much more thought until I read the article. My response to Classic Toy Trains was picked up by Roger Carp who connected me with Joe Algozzini to discuss my set. After an exchange of messages we obviously could not determine definitively what had taken place over 50 years ago. I know that my father had purchased the set after Christmas in 1952. He does not recall if the set was sealed or was a display item. The set was never taken in for service which would have provided another opportunity for a mix up. The set was the only one we had so there was no chance of a mix up at home. Was this a display item that simply had the wrong caboose put in my set box by the local dealer or was this a factory error?

## A REMARKABLE VISIT

By Charlie Weber

In the winter of 2006 Bob Robinson was invited by a friend of his to see a display of some old train stuff that had belonged to the friend's uncle out in the country not too far from the Maurer auctions and Bob asked me to accompany him. We were advised ahead of time that the items were not being sold and we were just going to look at some old trains. We also were told that there were a lot of homemade structures. I don't know what Bob was imagining but I was expecting the usual mediocre junk. Boy did we get fooled! These things were beautifully done and demonstrated that the original owner, Townsend Christian, was quite a craftsman and spent untold hours in their construction.

The current owner is the son of the builder and set up this large display in his basement, not as an operating layout, but as a tribute to his father. Everything on the layout is vintage 1930-1940 from figures to automobiles to trains to scenery.

We'll look at the trains first. Nothing is rare or unusual *except* their condition. There are two actual sets and an extra set of cars and an extra locomotive so three trains could be running. All items are such nice condition that both Bob and I were drooling all over the floor and wishing that this was a visit to purchase, not just look. I know that every piece there would be an upgrade to my collection. An unboxed set is a circa 1930 260E with red 710,710, 712 cars behind it. The "extra" locomotive is a gunmetal 238E which is the newest item on the display, circa 1938 or so.

In 1934 he bought set 239E along with a second, identical set of 800 series freights. Figure #1 shows the box for this set. It is in-

teresting to note that it is more or less of a cubic shape rather than the big flat set box style that preceded it.

The set consists of a gunmetal 263E with a 263W and five cars



Figure 1

812, 813, 814, 815, and 817 all with copper journal boxes and brass trim. The locomotive is shown in fig. #2. This piece is



Figure 2

somewhat weird. First, the frame and steamchest colors are not a good match for the rest of the gray paint job. Secondly this loco and tender is the worst example of painting that I have ever seen

that appears to be "factory". Bob and I both studied this piece over and over. It actually is so bad that if it appeared on a table at a train meet I would put it into the category of "a restoration by someone who does not know what they are doing" and should be redone properly. The cars are all "normal" except for one thing. Look at figure #3. The lumber load on the 811 is wrapped with a



Figure 3

piece of Kraft paper with an orange and black "Seal of Lionel Inspection" sticker. I have never seen this sticker on a lumber load like this. Both flat cars have it. The sticker is occasionally found sealing boxes, but not a

lumber load!

What was really impressive were the buildings. Figure #4 shows the Hellgate Bridge. It is huge. A rough guess is that it is about 5 feet long. Notice that it is double tracked just like the real one also.

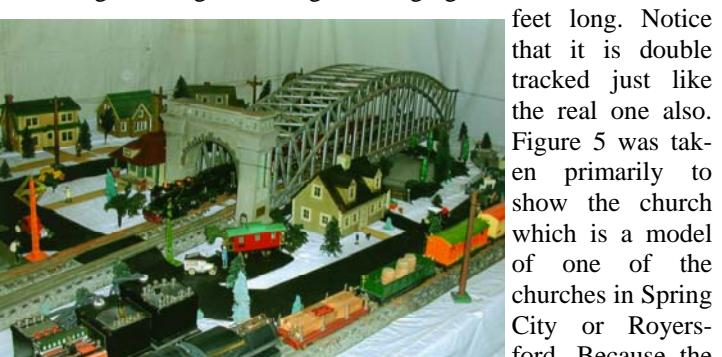


Figure 4

Figure 5 was taken primarily to show the church which is a model of one of the churches in Spring City or Royersford. Because the railroad was located when in operation in Spring City only a block or so from Spring City Methodist I suspect that this is his "selectively compressed" version of this church but there are some similar ones in Royersford. Fig-



Figure 5

ure 6 shows a house that we passed on the way from Limerick to



Figure 6



Figure 7

between the blocks were hand carved into the wood and then the different paints were applied. I've saved the best for last; the station! Shown in Figure 8. This a model of the Royersford train station where my Granddad took me to watch the trains when I was a little urchin. The station is still there but it no longer looks as nice as



Figure 8



*Close up of Details*

The visit and the chance to see this tribute was great and I am very glad that Bob and I were invited to study it.

#### ONLY YESTERDAY?

By: Henry M. Hermanns

I was pleased to see so many young people at the November train

from Limerick to Linfield. The work and detail that went into this house is mind blowing. Note the photo with the farm scene, Figure 7. First the animals and people have nary a nick! But, the main reason I took this picture was to show the silo, that is a perfect example of the work/time that was put into the structures. The silo is made from one large piece of wood that was first turned on a lathe. Then all of the mortar lines

meet. One could see the pre Christmas excitement in their faces. It reminded me how I felt during my pre and early teens just before Christmas. Trains were really BIG then and after Christmas, if you had been given a small amount of spending money, you rushed out to buy some addition to your train set.

This was during the depths of the depression in the 1930s and very few people had much money. There was 25% unemployment, today we talk about 5% unemployment being serious. There was no unemployment compensation, no welfare or any organized assistance. You were on your own. Those who were fortunate enough to keep their job saw their wages reduced by as much as 50%.

Wind-up trains were popular then since they were relatively inexpensive. The cost of an O-Gage electric set was beyond the financial ability of many and very few could afford to buy the magnificent Lionels and American Flyers.

So, after Christmas, I would be off to Woolworth's with a few nickels or dimes or maybe a quarter in my pocket to see if I could buy something to add to my wind-up set. Woolworth's carried a nice line of wind-up trains in their toy section, mostly Marx. Little did I realize that what I then bought would become the foundation of my modest collection today. Individual cars, freight or passenger, were 10¢. A locomotive was 25¢, I usually did not have that much money available. Straight and curved track sections were 10¢ each, a switch was 25¢. Stations and other related buildings were 25¢. So, bit by bit, I enlarged my train layout.

Early, in 1932, right after Christmas, the spring broke in my Hafner locomotive. This was a major crises since I had bought extra cars at Woolworth's but had not been able to afford the extra locomotive. My mother saw my distress and gave me a dollar, A WHOLE DOLLAR, to buy a new locomotive. I immediately rushed out to the local toy store and was amazed to find that I could buy a COMPLETE set for less than a dollar, 98¢ to be exact.. This set was described in the Winter 2003 issue of the Atlantic Division Local. My Hafner set was described in the Summer 2005 issue of the Atlantic Division Express.

It is interesting to note that in the July 1994 issue of the Train Collectors Quarterly, in an earlier interview, John Hafner, son of William Hafner the founder, exclaimed "How hard we worked to make a dozen sets for \$7.20. That's sixty cents wholesale! It is hard to imagine how they were able to do it when you consider the cost of materials, labor, tooling and the factory. If the retailer used a 67% markup, the set retailed for \$1.00 and he made 40¢ on the sale. How times have changed!"

#### GET READY FOR THE ANNUAL RAFFLE Another Pennsy K-4



ATLANTIC DIVISION EXPRESS

The Atlantic Division Express is published four times a year. The editors are actively seeking new articles for publication. Anyone having material they would like published should submit it to the Editorial Office. Charlie Weber & Chester Zmijewski, Co-editors, 1119 Yardley Rd., Cherry Hill, NJ 08034  
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