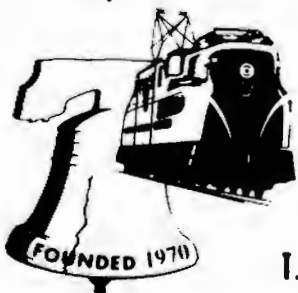


# THE ATLANTIC DIVISION EXPRESS



ATLANTIC DIVISION



T.C.A.

AUTUMN 1981

TRAIN COLLECTORS  
ASSOCIATION

"Express" Editor - Edward B. Pinsky  
Assistant Editor - Philip O. Ritter

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6304 Park Avenue, Philadelphia, Pennsylvania, 19141

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Past President - Robert C. Robinson, Jr.

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ATLANTIC DIVISION - ELECTION RESULTS

NEWLY ELECTED

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Director Raymond M. Connolly 82  
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Director William J. Wilson 82  
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Many thanks to Chairman Bob Robinson and his hard-working Nominating Committee consisting of George Donze, George Kane, Harvey Schofield, Andy Weiss and Bill Wilson. You probably noticed that the number of Directors has been increased from six to eight. This was recommended by the Nominating Committee and approved by the Board of Directors in order to provide the governing body of Atlantic Division with a broader base, more expertise and greater direct membership participation.



PHOTO CREDITS

Front Cover - Floor Trolley from the Phil Ritter collection. See article on page 9 .

Back Cover - Lionel OO Gauge advertisement from Model Craftsman magazine, March 1939.

## 1982 ATLANTIC DIVISION CAR

By Charles Weber

If you attended the December 6th Mini-Meet, you may already have purchased the new Atlantic Division Car for 1982. As can be seen by inspecting the accompanying photograph, it is a Lionel # 6101 Burlington Northern covered hopper car in green. The added lettering and logo are silk screened in an attractive yellow to give us a car that is one of the nicer Division Cars produced to date.

The cars are available on the basis of one per dues paying division member, until after the January 17, 1982 regular

Westover Meet. If any cars are left over after this date, division members will have the opportunity to purchase additional cars and they will also be available to all other TCA members.

To reserve one of these fine cars, send your check to Ray Connolly, 11 Dunstable Road, Vincentown, NJ 08088: \$15 if you can pick the car up at the January 17th Meet, or \$17 if you want the car shipped to you. Please make checks payable to Atlantic Division, TCA.

☺ ☺ ☺



## INK BLOTS

By Secretary Dick Heineman

Many members have moved this past year. Don't forget to notify both the Atlantic Division Secretary and the National Business Office of any address change.

You should have received your 1982 A.D. dues notice in early November. The cut-off date for receipt of dues from present A.D. members is January 31, 1982. If your dues are received by the Secretary after that date, there is a \$5.00 late

charge in addition to the regular \$3.00 dues fee. If you don't pay at all, you will be dropped from the A.D. rolls.

We have put in a bid to host the 1989 National Convention! If you would like to help on the steering committee, contact Bill Wilson, 2737 Axe Factory Road, Philadelphia, PA 19152. (It's never too early to start planning for this event.)

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DO YOU KNOW?
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By Phil Ritter

This feature was introduced in the last issue to spark your curiosity in researching tinsplate toy train manufacturing history. How many answers did you come up with? Here are our answers - there are undoubtedly more.

1. Tinsplate items which advertise dairy products or specific dairy companies:

<u>Mfg.</u>	<u>Cat.#</u>	<u>Gauge</u>	<u>Car</u>	<u>Dates of Manufacture and Remarks</u>
Lionel	14	Std	B&O <u>Harmony Creamery</u> Box Car	c. 1916. Very rare car with two metal milk tanks hidden inside.
Ives	196	Std	<u>Harmony Creamery</u> Flat Car	c. 1917. Similarly rare car with exposed milk tanks on an open-end, low-sided flat car.
Ives	?	Std	<u>Sunshine Dairy</u> Box Car	Early 1920's. White car with a yellow daisy.
A.F.	3212 412	0	<u>Bordens Milk</u> Car	1936-37. Very distinctive streamlined white tank car. 1939.
Marx	548	0	<u>Dairy</u> Car	c. 1938. With milk cans.
Lionel	3462 3472 3482 3662	0	Automatic <u>Refrigerated Milk</u> Cars	1947-66. Series of highly popular white reefers that ejected metal milk cans onto a trackside platform.
A.F.	973 25019	S	Automatic <u>Milk</u> Car	1956-57. White 1958-60. car.
A.F.	24575	S	Flat Car with <u>Bordens</u> Milk Containers	1960-66. Nat'l. Car Co. flat car with 2 white streamlined Bordens milk containers.
M.P.C.	9876	0	<u>Vermont Milk</u> Box Car	1978. Gray and black car.

Not included are Lionel Bosco cars (3672 operating; 6014 non-operating) and Lionel Poultry Dispatch cars (3434 operating; 6434 non-operating) which are questionable dairy product cars. They are more like farm product cars which, if included, could leave the category open to refrigerated meat cars, etc. Which cars did we miss - were there other Marx, some Hafner, early Flyer?

(Continued on next page)

DO YOU KNOW ?

(Continued)

2. Variations or other uses of the #50 Gang Car motor:

We really need the observations of a dedicated car basher, or possibly a report from an experienced servicer of Lionel 1950-60 self-propelled units, who has preserved his sanity. It appears that the Gang Car motor was used in the #60 Trolley but not in the #3927 Track Cleaning Car or #3360 Burro Crane. However, the small motor has at least one variation in the Gang Car application (little bearings at the end of the shaft) and parts of the motor were adapted to the later self-propelled units. Many of these motors have the same field design, many have the same top brush holder, most have the same armature, but not in the same combinations. The greatest variation seems to be in the casting and gearing, as expected, to adapt it to the specific car design.

This subject of self-propelled unit motors is certainly waiting for a properly detailed study. Who has a sufficient collection of different units and repair manuals to undertake this? What accessories may also have used this motor or its variations?

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Here are two more questions for you to ponder and research:

3. During the late pre-WWII years, Lionel changed from earlier enamel paint schemes to a greater use of silver or aluminum paint.

- Which rolling stock items acquired silver/aluminum frames, bodies or painted trim during this period?
- Which accessories also went the same route and developed "late colors" using aluminum?
- When did this color change begin?

4. As this silver/aluminum paint became scarce due to the war effort, Lionel substituted gray paint on many of its previously silvered items.

- How many late gray paint rolling stock items can you list?
- How about gray paint accessories?
- During which years was the substituted gray used?

Check your shelves and boxes - you might be surprised. Let us hear from you; we might be surprised too. Contact your editors, Ed Pinsky and Phil Ritter, and share your knowledge.

TRAINS AT THE FAIR - PART II

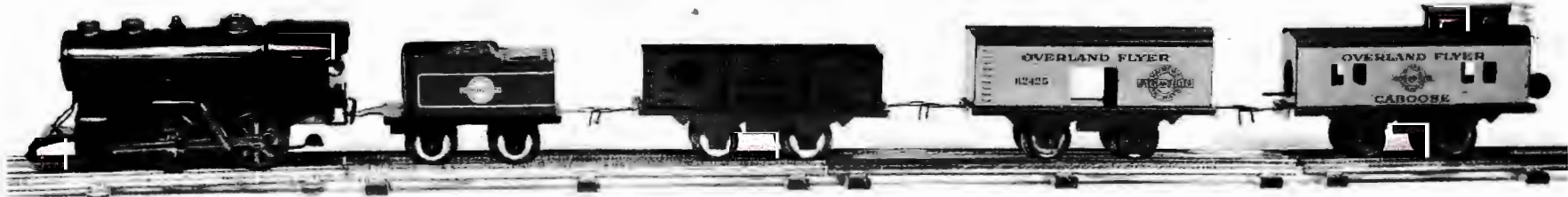
In Part I we highlighted the O Gauge layout featured at the 1939 New York World's Fair. In this issue we present a Hafner O Gauge Century of Progress Special tinplate set marketed for the 1933 Chicago Fair.

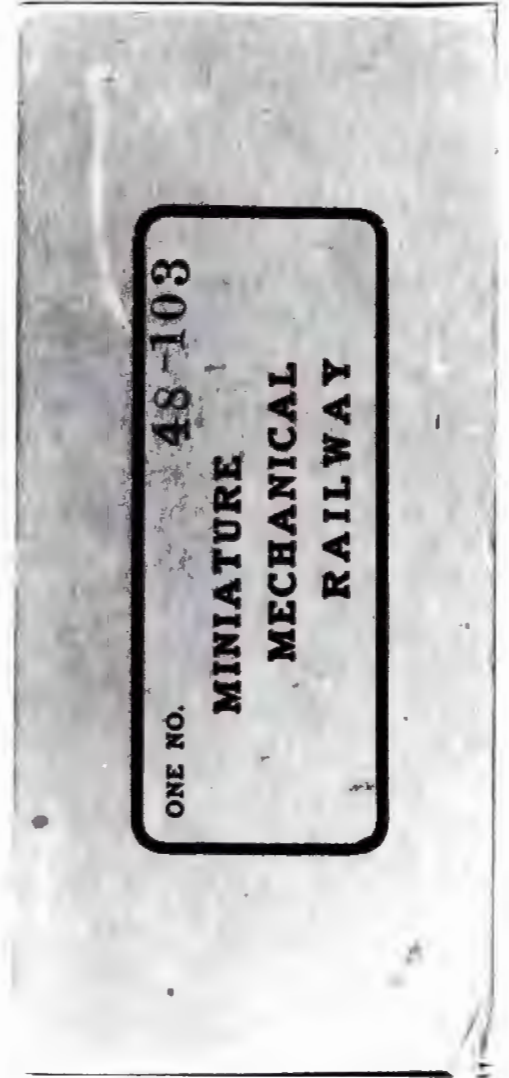
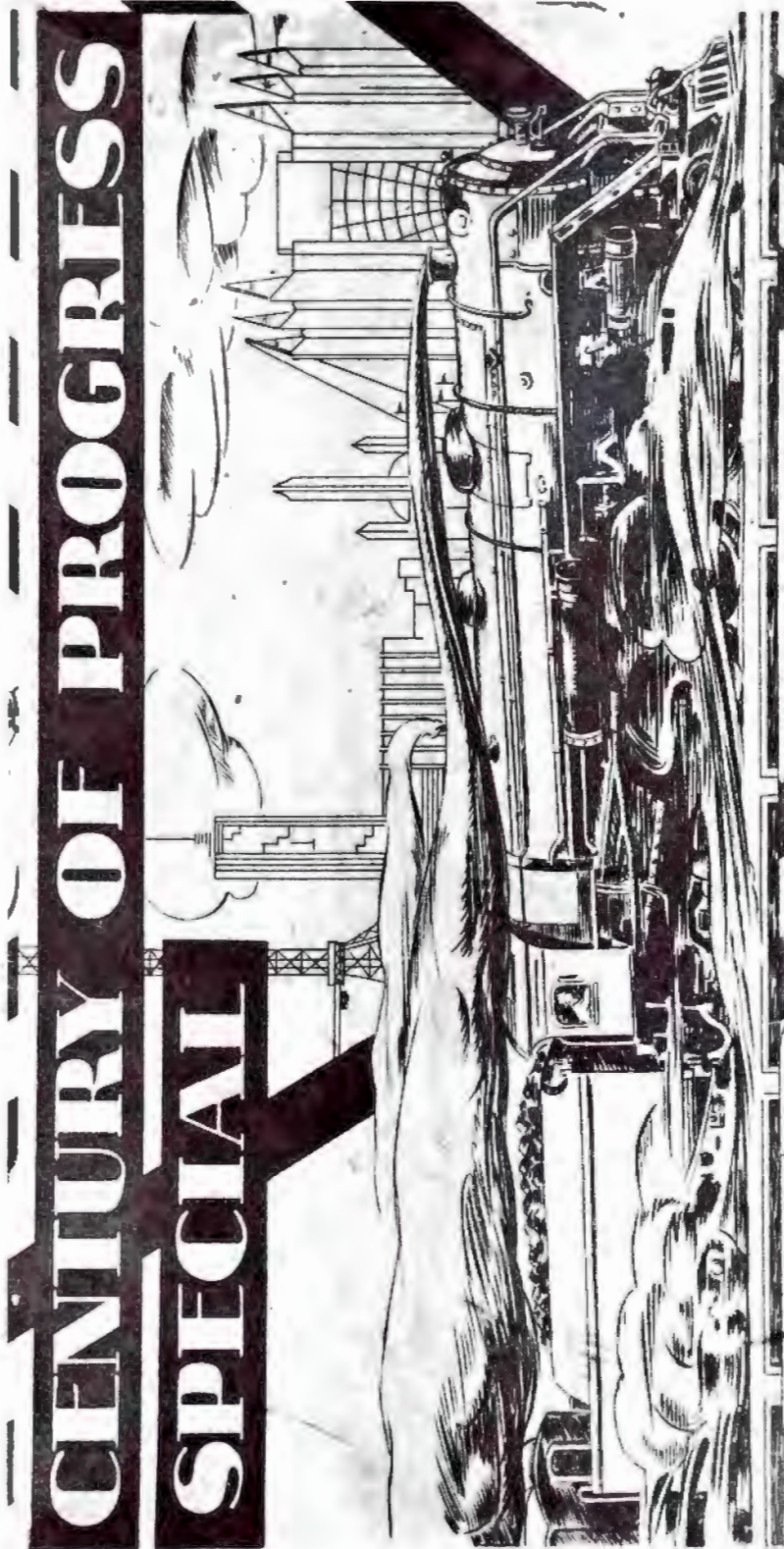
Reference to the Fair appears only on the top of the set box. The end panel marking merely refers to Set # 48-103 and the loco and cars appear to be regular production items. The set comes with 12 sections of track, 6 straight and 6 curved, and a 45° crossover to make a figure 8 layout. (Most of the track was removed for the photo in order to display the box contents.)

The loco runs forward only, the clockwork motor is wound with a threaded, removable key and there is a smooth functioning brake. All cars have sliding hook couplers and both the locomotive and caboose have battery-operated illumination! The loco also has a ringing bell activated by the track ties. Details of the set components are listed below.

<u>Item</u>	<u>Color</u>	<u>Trim</u>	<u>Lettering</u>	<u>Length</u>
Loco	Black	Red	----	7 "
Tender	Blue	White	White	4 1/2"
Gondola	Red	Black	Gold	5 1/4"
Box Car	Cream	Red	Red	5 1/4"
Caboose	Cream	Red	Red	5 1/4"

Originally in the Vera Knowles Collection





FACTORY ERROR CONTEST

Our last contest featured a Lionel # 124 Station. (Yes, it really is Lionel!) Nine members correctly observed that the windows on the front panel are not properly aligned (ditto for the windows on the back panel). The window tops are normally level with the door frame top. The window on the left side panel is properly positioned (as is the window on the concealed right side panel). The sides are not upside down as proven by the grommets power input hole above the left side window. There were evidently two separate stamping operations: one for the doors and another for the front and back windows. Apparently the panels were inverted between the two stamping operations. How's that for a construction goof!

Most wrong answers concerned the power input hole - either that it was on the

wrong side panel (it could be on either side) or that the grommet should be porcelain instead of rubber (it came both ways) or that there shouldn't be a hole at all (there was and it was provided for station illumination). However, some members have positively stated that their stations have no holes - possibly these were a later series.

Pass Winners

Bob Billings  
Jay Carver  
Fred Eierman  
Emerson Green  
Jack Ross

Also Correct

Al Beck  
John Boyle  
Walt Stinger  
Marty Visnick

Watch for a new Factory Error Contest in the next issue of the Express.

☺ ☺ ☺





## TINNY TROLLEY TREASURE

By Phil Ritter



Here is a little tinplate gem to wonder about. This unpowered O Gauge trolley & trailer were discovered at a recent meet just waiting for a layout village, some rails and PUC approval. When the cars were mounted back on their sturdy wheels and towed in from the scrap line, our shop foreman found the channel-shaped pole and slider trolley inside. With the pole re-erected, some gentle body work on the light gauge tin, a good link coupler and a skilled crew, the traction relic should be back in business. We expect it to give many Manoil and Lincoln Log riders a nostalgic trip down Main Street from Lionelville to Plasticville with stops at Broadway, 21st and 42nd Streets. If sufficient ridership develops, the line may even be extended from our Suburban interchange to Mystic, Girard and Little Town.

The colorful lithography on the trolley and its trailer identify its original use on the Main Street route of the now defunct Public Service line and suggests

a vintage of the mid-1920's to 1930's. The understructure looks suspiciously familiar to our wheel shop crew. However, can you identify for us the manufacturer of our transit treasure? We know the name, but nothing more. So, if you have the answer, can you also tell us something about the who, where, when and other products of this car builder? Free AD Meet passes will be awarded for each of the best three answers.

In a future issue we will try to clarify the #365's registry, describe its historic route, and maybe catch a photo of it once again in service in the midst of our favorite surroundings. We will see you at the trolley stop. Have your fare ready and listen for the bell.

☺ ☺ ☺



MINI MEET AT WESTOVER



Head Table (Left to Right)

Richard Knowles (President-elect)  
 Richard Heineman (Secretary)  
 Sally Bearn  
 Stewart Bearn (Director-elect)  
 Nick Ladd (Vice President-elect)  
 William Miles (Treasurer-elect)  
 Trish and Pat Miles

Photography By George Donze



Sid Weiss Introduces The Head Table



Charlie Weber Describes 1982 A.D. Car



George Donze Takes A Lunch Break



Frantic Trading Activity !

MINI MEET AT WESTOVER



Standard Gauge Drag Race



Directing The Hill Climb



Fun With The Modular Layout



Phil Ritter Introduces A Happy Winner



And I'll Even Throw In The Track



Plenty Of Door Prizes



**165,919 LBS.**

**DRAW-BAR PULL** Small, yes, but this midget packs six ounces of bull-dog energy (by cubic scale, that's triple the prototype's force).



**KNEE-ACTION WHEELS** Ingenious, self-equalizing wheels are kept in constant contact with track, thus reducing derailments.



**BETTENDORF TRUCKS** You truck specialists will revel in the faithful Bettendorf reproductions you will find in Lionel "OO" rolling stock.

**ACCURATE DESIGN! CLEAN DEFINITION! SENSITIVE CONTROL!**  
**NEW LIONEL "OO" MODEL BUILT FOR SCALE ROADS — LIKE YOURS**  
**CAN BE EQUIPPED EASILY FOR OUTSIDE 3rd-RAIL OR TWO-RAIL OPERATION**

It's got a YES-answer for every question any model railroad veteran might ask. It's got everything any model railroader might want. "Has it enough power and pull for tough grades?" Yes! You bet it has! Try it in a tug-of-war with any other model engine and you'll see! "Can it stand up in service on a line that's operated day in, day out?" Yes! By tests it has proved capable of more hundreds of hours of duty than you'll ever need! "How about scale accuracy?" It has been designed with absolute fidelity to the prototype! "Will it operate smoothly, start and stop as a real train does?" Driven by a highly efficient worm gear, with a 20-to-1 motor ratio, you get the most sensitive control of train speeds.

"Has it the detail, the pumps and pipes and rods of a real railroad engine?" Look at the picture above for your answer to this question. Notice the sharp, clean cut definition even in the minute pipes that are cast on the side of the firebox. Look at the stanchions that hold the hand rails and rods.

Go to your nearest hobby or department store, hardware or electrical dealer. Ask to see the Lionel "OO" Gauge Hudson in operation. Pick it up. Examine it closely. It will win your instant admiration. Locomotive and tender, \$27.50; with Whistle, \$4.75 extra. Die-cast Box, Tank, Gondola Cars and Caboose, \$3.00 each.

**LIONEL "OO" HOBBY MODELS**