

ATLANTIC DIVISION LOCAL



FALL 2000

ATLANTIC DIVISION IS 30 !!

FROM THE EDITORS

As our headline mentions, our Division is celebrating its thirtieth birthday this year. Your editors felt that in keeping with this event, we should publish a special newsletter. Therefore this issue is larger than normal and has some interesting material. This includes reprints of some older articles, some newer ones and a history of the Division by Dick Heineman. We hope that you will enjoy it. In addition, we are starting a new feature that we hope to continue. This feature is free advertising of train related items that members want or have for sale. Chester Zmijewski and Charlie Weber

THE PRESIDENT'S MESSAGE

Change in location of January 2001 Train Meet

The Polar Bear Train Meet scheduled for January 14, 2001 has been changed from Holy Cross High School in Delran, NJ to the National Guard Armory in Norristown, PA. This change was necessitated by the following: At our 2000 Train Meet, Holy Cross did not provide the required administrative, custodial or food services and did not offer Atlantic Division a contract guaranteeing these services for 2001. Accordingly, the Board of Directors voted to change the location of the meet. Please note that the date of the meet will remain the same, January 14.

John Boyle, Jr. has resigned as treasurer of the Atlantic Division, effective September 1, 2000. The Board of Directors has appointed George E. Nelson as interim Treasurer pending the results of the November election. The Division expresses its appreciation to John Boyle, Jr. for his services as treasurer.

At the annual meeting of the National Board of Directors, June 21 - 22, 2000, the following motions were approved:

1. At TCA Meets or Joint Meets every seller must be either a member of the TCA or a member of the other participating train related organizations.

2. Membership in the Kids Club has been expanded to include nieces, nephews, godchildren and other children under the guardianship of our members and "sponsored" children by members who serve as Big Brothers or Big Sisters.

3. Annual dues be increased from \$20 to \$25.

Comment: A complete review of the minutes of the Board of Directors meeting is present in the current issue of the National Headquarters News. The motions listed above deserve your special attention. Having sellers as members of participating train organizations make it easier to enforce rules that certain standards are met.

Expansion of the Kids Club membership will provide a base from which future TCA members will come. The dues increase will be our first since 1987 and requires approval of the General Membership.

Also, at the National Board Meeting, there were an increasing number of membership complaints regarding trains sold through the Internet or On-line auctions such as eBay. Please be careful when purchasing or bidding on such trains.

Malcolm Kates

THE 30TH ANNIVERSARY TRAIN MEET

The 30th Anniversary Atlantic Division Train Meet at The Westover Country Club in Norristown, PA on November 19th promises to be a special event. Kids' activities will include drag races, hill climb and a trading table. Several manufacturers will be displaying their wares. K-Line will have an operating layout and will display pre-production models. OK Engine will display their all metal passenger cars and present a talk on the history of the company and its connection to Kasinger, Herkimer and A.C. Gilbert.

Showcase Lines, S-Helper Service will have an operating S-Gauge layout and show its new product line. In addition current merchandise will be for sale. Snacks and Restaurant Service will be available. Please make plans to be with us.

AN INTERESTING TRAIN

By Malcolm Kates

Ed Kapuscinski, bon vivant (well maybe) and ne'er-do-well train collector (no maybe here) recently purchased from its original owner a Gunmetal 249E with an original black frame and steamchest. The 249E was in a corrugated box carrying a label indicating shipment from The Lionel Corporation, Sager Place, Irvington, NJ. The postmark is May 26, 1943.

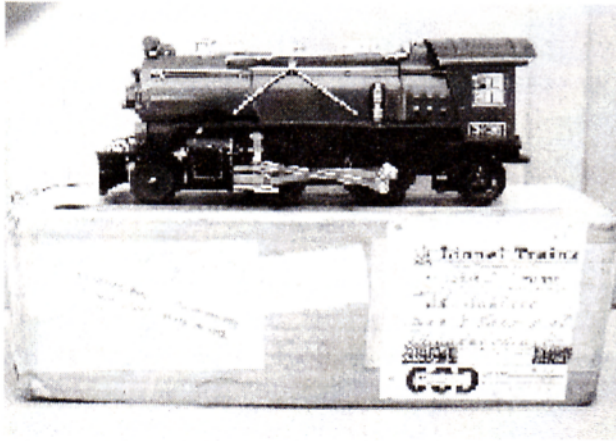


Figure 1. The 249E and the shipping carton.

We believe the following. The 249E had been sent to the Lionel factory for replacement of its frame and steamchest. It was returned to the original owner in the box pictured. At the time, Lionel did not have the correct paint for the underframe or was not permitted to use it under war-time restrictions.

This locomotive came with a gunmetal 265T (no whistle) tender. The original tender box has 265T imprinted with a rubber stamped "G" and an additional rubber stamped "MCH" or "MGH". See figures 2 and 3.

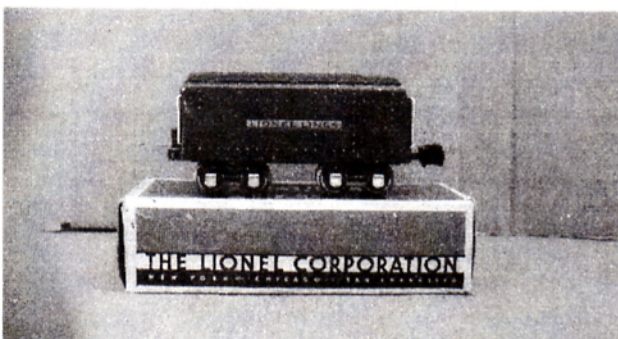


Figure 2. This shows the tank style tender and its box.



Figure 3. The end flap of the tender box showing the mysterious rubber stamped markings.

The locomotive and tender came with a 654 silver Sunoco tank, a 659 dump car with a green bin and an all red 657 caboose and was cataloged in 1936 as Set 293E.

We would appreciate any information that readers may offer regarding other gunmetal locomotives with black frames. In addition, we would like to know the significance of the additional rubber stamped printing on the end of the tender box. We will use this information as a follow up to this article.

PARTS, PARTS, I NEED SOME PARTS!!

By Charlie Weber, 68-2126

Recently it behooved me to see if I could dig up enough parts to resurrect some postwar Lionel signals and a few other odds and ends from the junk box. Generally, when I need something I prefer to buy from the "Locals" and particularly, those who sell at the meets. I especially like to go to Harry Henning's place in Landsdale. But, in this case and for no other reason I decided to try mail order as my usual mail order supplier, George Tebolt, had almost none of the parts. This article is meant to describe my adventure in trying this mode of purchase. I am going to report the facts, ma'm, just the facts as well as my opinions or thoughts along the way. Any conclusions you may draw are your own. Don't blame me!

I went through the Dec., 1999 CTT magazine, the Nov. "LCCA Interchange, and the Nov. TCA Nat'l. Headquarters News and chose to write to ten of these advertisers. The letter read as follows: *Ed. Note: This is a prime example of the experimental part of the "Scientific Method" in action.*

Dear Train Parts Person,

I am trying to locate some parts to repair some Lionel postwar signals. New, used or repro will do as long

as they are decent and work. Below is a list of these. If you can supply any or all of these please respond in the enclosed SAE with cost and any ordering instructions. Thank you.

The fifteen parts were delineated with a description that included what they were to be used for and a Lionel part number for each. The SAE was stamped, of course. All letters were sent at the same time, I believe the 15th of Jan.

The first reply was received as quickly as one could reasonably expect, 1/21. It was from Olsen Train Parts, 2192 McKinley Ave. Lakewood, OH 44107. The response was the quickest, but it was not what I asked. They automatically sent this huge parts list that I was supposed to have sent them several bucks for. This was very nice of them, but they did not reply as requested. Most of the needed parts were not on this list. Upon reading the preliminary info, I discovered the following: "SPECIAL REQUESTS special requests are parts that are not on our list. We can find parts for you and we have a large stock of original parts. The owner of Olsen Toy Train Parts, Sal Olsen processes all special requests on Saturdays, etc." My thoughts at this time were: Well dingy, isn't this exactly what my letter was...a special request? So why are you sending me this cockamamie list with almost none of the parts I want? Obviously they did not get an order from me for what little they had.

A second firm did the same thing. That is, they sent a huge list and made no attempt to see if they could actually provide the specific parts needed. However, they took about six weeks to send their list. The firm was Hobby Surplus Sales of New Britain, CT.

Two firms, Model Railroad and Hobby of Memphis, TN, and The Blue Caboose, Montgomery, NY were not heard from. Of course, I don't know if they never got my request, their return was lost in the mails, or they simply chose not to respond.

The people who did respond were: (1) Tom Wagner at Lionel Parts, Monroe, MI; (2) Brasseur Electric Trains, Saginaw, MI; (3) S & W Parts Supply, Metairie, LA; (4) Bill Trashel at Log Cabin Train Shop, Pittsburgh, PA; (5) Carl Kosik, Elkhart, IN; and (6) Richard Denes, Hopelawn, NJ. Here is a table of "response times". The "Post date" represents a combination of the time it took them to respond along with the post office delivery time; while the "received date" represents a measure of the efficiency of our mail system.

| Vendor | Post Date | Received Date |
|----------|-----------|---------------|
| Wagner | 21-Jan | 24-Jan |
| Brasseur | 20-Jan | 24-Jan |

| | | |
|-----------|--------|--------|
| S & W | 20-Jan | 24-Jan |
| Log Cabin | 19-Jan | 22-Jan |
| Kosik | 20-Jan | 24-Jan |
| Denes | 26-Jan | 29-Jan |

I put the reply information in the form of a spreadsheet that is copied on pg 4 so that I could easily see who had what and how much they wanted for each item. As you will see, no one could supply everything, and nobody could supply some of the parts. I found the variety of prices interesting as well as the large differences in shipping costs. I am sorry that the shipping for S & W is missing but I have misplaced this piece of info. *Ed. Note: Even in the laboratory bits of data are often misplaced sometimes by accident and sometimes for other reasons. Knowing Charlie's basement work- room, it must have been by accident.*

Some of the people went a little beyond simply answering my letter, which I thought was quite nice. For instance, Log Cabin indicated that 6 V. bulbs #12-301 and 12-302 were not available but that I could cut out the resistor and use 14 V bulbs instead. Brasseur indicated that the drive washer #140-37 was not available but that I could substitute #0140-032, while Mr. Kosik suggested that I used "Double Stick Scotch Tape" for this purpose. (I ordered the replacement but haven't tried it yet; so I can't indicate how the substitute works.)

One reply was weird. I can't tell exactly what is what as no letter accompanied the "communication" from Wagner. Apparently he had none of the parts so he contacted a Jeff Kane at "The Train Tender in Penfield, NY. A list of the parts that he (*Jeff Kane*) could supply came to me from the Wagners. I decided not to buy from this firm; but if I had, I don't know whether I was supposed to send the order to Wagners or the Train Tender! In addition there was a poorly scribbled note; "We don't have much of what you need. Please send finder's fee if you cut a deal." Finders Fee? Finders Fee? Is this guy nuts? Does he really expect me to send him a Finders Fee? I'm doing my own finding by sending out all of these letters. Besides, I have no idea how much the fee should be nor whether this cryptic note was to me or to the Wagners.

The last thing I want to transmit is one of those little irritations that I will mention again in a later communication that make me want to avoid buying though the mails if possible. I decided to place two orders, one to S & W and one to Brasseur. Both firms were sent orders on or about 2/10 and I received both orders about 2/17. There was no problem with S & W. However, the situation with the order from Brasseur was a little different. I had ordered 6 parts but three were T.O.S. At the bottom of the invoice I learned that "T.O.S." stands for "Temporarily Out Of Stock" and there was a handwritten note "Dear Sir: T.O.S. parts should be back in stock in 3

weeks." The box did contain the other three parts and a plastic bag with my refund of \$2.60 for the items they couldn't supply. Now, darn it, could they have actually have been sold out of three *Obscure* parts in a couple weeks? O.K., let's suppose they actually did sell the parts in the time interval that had elapsed between the reply letter and my order being received. Is it too much to expect that I be contacted to determine whether I wanted the in stock items or whether I would rather wait until all items were in stock? Better yet, and what I would expect based on my professional orders for chemicals and

supplies, send what you have and then back order the out of stock items and ship them when they come in. If they think I am going to reorder these parts at a later time, send another \$2.60 check for the parts and another \$5.95 shipping and handling fee they are out of their bloody minds!! (The parts were two #253-8 drive screws, a 253-9 socket insulation and six 6352-16 rivets. When in stock they could have put them all in a little envelope and sent them to me for \$0.33 and have a reasonably happy customer.)

| Part | No. | S & W | Log Cabin | Carl Kosik | Wagner | Brasseur | Denes |
|------------------|---------|---------|---------------|------------|--------|----------|--------|
| Insulator | 253-9 | \$0.40 | | \$0.80 | | \$0.40 | \$0.50 |
| Drive Screw | 253-8 | \$0.20 | | \$0.30 | | \$0.15 | \$0.20 |
| Lamp | 12-301 | \$2.00 | | \$2.50 | \$1.50 | \$2.00 | \$1.20 |
| Lamp | 12-302 | \$2.00 | | \$2.50 | \$1.80 | \$2.00 | \$1.20 |
| Lamp | 53-301 | \$1.25 | \$0.75 | \$0.75 | \$0.75 | \$2.00 | \$0.75 |
| Mounting Screws | 155-61 | \$0.25 | \$0.25 | \$0.20 | \$0.15 | \$0.15 | \$0.20 |
| Columns | 155-2 | | | | | | |
| Drive Screw | 153-14 | \$0.25 | \$0.25 | \$0.30 | \$0.50 | \$1.00 | \$0.30 |
| Mechanism | 155-70 | \$25.00 | | | | | |
| Contact Spring | 155-52 | | | | | | |
| Contact Spring | 155-53 | | | | | | |
| Bell Spring | 155-14 | | | | \$2.00 | | |
| Adhesive Washer | 140-37 | | | | | \$0.80 | |
| Lamp Cover Clip | 140-12 | | | | | \$5.00 | |
| Missiles (6) | 44-40 | | \$1.10 | \$1.25 | \$1.00 | \$1.00 | |
| Rivets | 6352-16 | \$0.25 | \$0.25 | \$0.20 | | \$0.15 | \$0.20 |
| Shipping & Hand. | | ??? | \$5.75+7% tax | \$4.25 | \$2.50 | \$5.95 | \$3.50 |

The following article originally appeared in Metca Media in September 1972. The accompanying letter appeared in the November 1972 issue.

GIANTS IN CAPTIVITY

Most every collector knows of the 408E. But how many know the colors which it came in?

The first 408E was cataloged in 1927 and 1928. The color was mojave. This loco came with four long 6 wheel truck cars. The same cars that came with 402 and 402E sets. They are: combine #419, Pullman #418, diner #431, and observation#490.

The most common 408E is the apple green color, found mostly in passenger sets. The same cars as above only they are painted apple green. This 408E also came with 200 series freight cars.

There is some discussion among collectors, about there being two distinctive shades of apple green. The first is the apple green that we all know, then there is a darker shade, known as p. green; due to the fact the

boxes were marked "P" green which is believed to be "peach" green. Apple green 408's came with freight cars (200 series) also and is cataloged in 1929 and 1930. The scarcest 408E is the dark green, which is the same color as the dark green on State Cars. Was cataloged in 1928 with 200 series freight cars. (This loco even though cataloged was never found with freights.)

This loco could also be found with State cars, due to the fact that when Lionel put out a four car State Set the 381E would not pull the cars satisfactorily. When people complained, they were given dark green 408E's in exchange for the 381's (there are several known cases of this happening) cataloged in 1928.

The most desirable color 408 is the brown State Set loco, the lighter brown of the cars, and also two tone brown which matches the cars. Cataloged in 1930 to 1933 only in State Sets.

The following chart shows set numbers and cars behind 408's

GIANTS IN CAPTIVITY

| <u>Year</u> | <u>Set #</u> | <u>Color</u> | <u>Cars</u> |
|-------------|--------------|--------------|-----------------------------------------|
| 1927 | 409E | Mojave | 418, 419, 431, 490 |
| 1928 | 403E | Mojave | 418, 419, 490 |
| 1928 | 410E | Dk. Gr. | 211, 212, 213, 214 215, 216, and 217 |
| 1928 | 410E | Ap. Gr. | 211, 212, 213, 214 215, 216, and 217 |
| 1929 | 410E | Ap.Gr. | 211, 212, 213, 214 215, 216, and 217 |
| 1929 | 409E | Ap. Gr. | 418, 419, 431, 490 |
| 1930 | 411E | TT. Br. | 412, 413, 414, 416 |
| 1930 | 410E | Ap.Gr. | Same as 1929 |
| 1931 | 411E | TT. Br. | Same as 1930 |
| 1932 | 411E | TT. Br. | Same as 1930 |
| 1933 | 411E | TT. Br. | Same as 1930 |
| 1934 | | TT. Br. | Loco only |

These variations sit side by side in Harrison, NY at John Morron's house.

Seeing these "Monsters" inspired me to write about them. Any corrections are gratefully accepted and appreciated.

Marty Visnick

Ed. Note: I recently spoke to John Marron. His collection of 408's is still intact and according to him is beautiful as ever. If you are ever in the area give John a call I'm sure he would love to show them to you. He told me that he still runs trains, and he likes the MTH products.

This article received a response that appeared in the November 1972 issue and is reprinted below.

AN OPEN LETTER

Dear Fellow Collectors:

Metca Media arrived today, and as usual, I took time out from everything to see what was new.

I particularly enjoyed your article, Marty on the 408's, ergo this letter. But I do have a few comments which I think might be apropos.

As to the green 408E (State Car Green) variation, it may have been available from the factory to replace the 381E in the 4 car State sets, but it was also sold as original motive power in 4 car State sets also. A few years ago, I was visiting a collector in Houston, Texas who had a original boxed set 411E with four green State cars and a matching 408E. The set box contained labels on it of W.H. Macy Co., NYC. The locomotive box was marked Sp Green too, so there was nothing special about the

boxes – this was apparently Lionel's designation for this shade of green. Lou Redman also turned up such a set a few years ago (without the boxes) so I think this was a legitimate uncatologued set – maybe Max Knocklein would know, Whether it was sold by any other store than Macy's I have no idea.

In your article, you also mentioned the two tone brown 408E. This may be knit-picking, but there were also at least two variations, maybe more, in this group – the early one with the dark brown roof, and the later one with roof the same color as the rest of the cab. The later ones I have seen all had Build-a-Loco motors, but it seems to me in my travels I have seen the dark brown roof version with both Super Motors, and Build-a-Loco motors. If so, this would make three different variations of the State Car brown 408E.

Congratulations on putting your observations in print. This is the type of article which I'm sure appeals to us old collectors.

While I've never gotten to a Metca Meet yet, I do enjoy the Metca Media when I get it out here where the tall corn grows and one of these days, I hope to get to one of these magnificent Meets you all write about.

Best regards,
Ken Sherer T.C.A. 61-556

"Even if you are on the right track, you'll get run over if you just sit there"

On this our 30th anniversary as a division we thought it appropriate to present a history of our division. The following was originally prepared for the 25th anniversary Quarterly.

REFLECTIONS "30", A Brief History

By Dick Heineman

In the mid 1960's a loose collection of train collectors existed in the Delaware Valley area. This group met at various homes to "talk Trains" and view others collections. In the ensuing years, the group increased in size and the idea of forming "The Delaware Valley Toy Train Associates" was born.

Regular Monday night meets were held at members' homes for some time. Out of this organization grew the desire of some members to form an official Eastern Division Chapter of TCA. The idea met with early approval; but as time passed some became opposed to

the idea and the associates were divided. This led to several small special interest groups.

In the fall of 1969 some positive steps were taken to unify the various groups. At this time a group of collectors decided to hold a private meet in January in the Huntington Valley area.

Through the efforts of this small group (Dave Allen, Stu Bearn, Bob Fox, Frank Gurley, Alex Kime, Nick Ladd, Bob Robinson, Dick Robinson, Bill Stinson & Glenn Stinson) a successful Meet was held with the profits put in trust for future Meets. It was at this Meet the decision was made to form some sort of organization to run our affairs. The group would be called "The Delaware Valley Train Collectors". Bob Robinson was elected President and it was decided to investigate the possibility of holding a summer meet.

Had it not been for some internal problems, the need for a TCA chapter might not have become so obvious. A need for formal organization to promote fellowship in the area was a must. Therefore George Yohe, Eastern Division President was asked to attend a special organizational meeting.

His advice and council proved invaluable and as a result a special Eastern Division meeting was called on March 23, 1970 to set up a committee to poll the TCA members residing within the immediate Philadelphia area. Mr. Yohe appointed the Delaware Valley Train Collectors Committee to take the poll and report the results at the next Eastern Division Meet at York in April.

Within the specified boundaries 272 members were polled regarding their opinion on Chaptership.

Results of the Poll:

| | | |
|------------------|-----|-------|
| Replies Received | 212 | 77% |
| Affirmative | 192 | 90.5% |
| Neutral | 19 | 8.9% |
| Negative | 1 | 0.6% |

With this almost unanimous mandate, Bob Robinson reported the results to the Eastern Division at the York Meet. The rest, as they say, is history. But I would be remiss not to recount some of the stops along the way.

1970 – December – First issue Delaware Valley Express – Ed Pinsky, Editor.

1971 – January 24th – First official Chapter Meet at McDonald Labor Lyceum, Conshohocken, PA.

1971 – First Mini/Members Meet, May 16th, Moorestown, NJ.

1972 – January Meets moved to Westover Country Club in Norristown, PA.

1973 – Holiday train display at Philadelphia Civic Center, November to January by Division Members.

1975 – Meet plaques offered to members for the first time. November 16th.

1976 – We host TCA National Convention "The Great Event", 1350 people attend setting a record.

1977 – Holiday layout at Franklin Institute December to January. By members.

1978 – We officially become The Atlantic Division TCA".

1978 – First Division car 252 units, Lehigh Valley Box Car.

1978 – Meets held at Ivystone Inn, Pennsauken, NJ. We had unforgettable experiences at both Meets. In January, the parking lot and hall entrance had to be shoveled by the Committee after a Saturday night snow fall. In May, the hall had to be cleaned up by the Committee after a Saturday night party of 500 people had not been touched. "Good-Bye Ivystone Inn".

1979 – Modular/Traveling Layout makes its first appearance at the Franklin Institute in December led by Phil Ritter.

1981 – July Meet moves to High Point Racquet Club, Chalfont, PA. A train Meet on a canvas covered tennis court, followed by swimming pool antics of several nameless Train Collectors. (One Meet only, back to Westover).

1982 – Holiday train display by Division Members at Wanamaker Toy Fair.

1987 – Untimely death of our friend and Meet Chairman, Sid Weiss. The Board moved that the July Meet would be "The Sid Weiss Memorial Meet"; also the Division donated a Wannamaker Special Set to the National Museum in his honor.

1989 – Passing of Stu Bearn, Charter Member TCA and Atlantic Division Lifetime Director. We will always enjoy his stories of TCA in the early days, and his collection of everything with all color variation. Benches were donated to the National TCA Museum in Stu's honor by the Atlantic Division.

1989 – Host National Convention "Valley Forge By George". Another record breaking attendance 1,767. Co-Chairmen: Bob Robinson and Bill Wilson.

1995 – Death of Ken McClusky, Co-Chairman of the Traveling Layout and instrumental in the gift layouts we have donated. Division donations have been made in Ken's name to Lehigh University and Elizabethtown College where his children attend.

1996 – The popular Holiday train display expands to include both an LGB and "0" gauge operating layouts at The Philadelphia International Airport.

1996 - Kathy Kushner becomes the first lady to hold a post on the Board of Directors. She is welcomed aboard as our Treasurer.

1997 – Al Brodhag steps down as Chairman of the traveling layout. His post will be assumed by Scott Forsyth and Karl Bowers as Co-Chairmen.

1997 - Another member of our Division family has his final run as we lose former Division Chairman Spence Stoughton.

1998 – For the first time in 20 years the Division holds a Meet in New Jersey, our May Meet at Holy Cross High School in Delran.

1998 – We mourn the passing of another member, Ed Pinsky, first Quarterly Editor, Past President and Charter Division Member.

1999 – We expand our Meets at Holy Cross to January and May. And for the first time the public will be allowed to attend our January Meet.

2000

We start the new Century with a new President, Dr. Malcolm Kates. And we hope he has the right Prescription to cure the Division's ills.

The Pre-70's Meet moves to a new site, the Norristown Armory.

The Division celebrates its 30th Anniversary in November

Space does not allow me to review all that has happened over the past 30 years. But most of you who have attended our Meets, read our Publications and have enjoyed the fellowship of Train Collecting with the Delaware/Atlantic Division must agree we have done a credible job to promote goodwill and interest in the Train Collecting Hobby. Our thanks to the men who have as Division President led us over the last 30 years (Bob Robinson, Charlie Weber, Stu Bearn, Dick Knowles, Nick Ladd, Ed Pinsky, Bill Wilson, Gary Spear and Malcolm Kates).

Our thanks also to the past and present Board Members and non-members whose dedication to this Chapter/Division would not have allowed us to exist for these 30 years.

A complete list of the charter members of the Delaware Valley Chapter who founded our Division is given below.

CHARTER MEMBERS DELAWARE VALLEY CHAPTER MAY 18, 1970

| | | | |
|------------------------|---------------------|---------------------|--------------------|
| Abate, Henry | Fernandez, Don | MacDowell, Robert | Schoenborn, Robt. |
| Albrecht, Harry | Forsythe, Allen | Malkin, Ira | Schfield, Harvey |
| Allen, David | Fox, Robert | Maxson, Fred | Sell, Robert |
| Battista, Sam | Foye, William | McCormic, Joseph | Sheppard, Beb. Jr. |
| Bayne, John | Friedberger, Joseph | McKay, William | Singeley, Jim |
| Bearn, Stu | Gadomski, Anthony | Mitchell, Joseph | Spangler, Robert |
| Billings, Robt. | Galosi, Rodger | Nesspor, Charles | Stinson, Glenn |
| Bink, Arthur | Ginther, Adam | Paine, Frank | Stinson, William |
| Blardone, Charles | Guyer, Pierce | Palmer, Larry | Strunk, Thomas |
| Bowes, James | Haley, Burt | Pinsky, Ed | Stupka, Robert |
| Boyle, John | Haney, Clarence | Plasket, Robert | Terry, Alvin |
| Bratspis, Joseph | Heineman, Richard | Randall, Robert | Teti, Tom |
| Brooks, Robert | Hupalo, Edward | Rex, Richard | Thomas, William |
| Carver, Ralph | Huttiin, Joseph | Riley, Harry | Weber, Charles |
| Chandler, Leonard | Kates, Malcolm | Riley, William | Weber, Merrill |
| Clark, Francis | Kearny, Joseph | Robinson, Richard | Weiss, Sylvan |
| Cope, Steven | Kern, William | Robinson, Robt. Jr. | Welsh, David |
| Corson, Joseph | Kime, Alex | Rossell, Elwood | Wipplinger, Bob |
| Craig, Allen | Koff, George | Rudley, Joseph | Wilson, William |
| De Francisco, John Jr. | Kohler, William | Sauer, William | Wunderlich, Robert |
| Di Santo, Tony | Lagerman, Richard | Sauro, Richard | Zimmerman, Warl |
| Estes, M.H. | Lauer, Phil | Scheffler, William | Zurek, James |
| Estes, Robert | Lynch, John | Schmid, Edward | |

MYSTERY STATION CONTEST

As of this writing no correct answers had been submitted. From the photo of the box, it can be seen that the manufacturer was:

The John Hugo MFG. Co. of New Haven, Conn.



CONTEST CONTINUED

The B.O.D. has authorized a free pass to the January Atlantic Division Meet at Westover Country Club to the first 5 people who respond with the correct answers. Send your answers to: weberc@devalcol.edu Or:

Charlie Weber
2933 North Wales Road
Norristown, PA 19403-4254

Fact or Fiction ?

1. Lionel's very scarce No. 6219 Chesapeake & Ohio is probably a close second in scarcity to the Norfolk & Western work type.
2. Lionel's No. 3465 Cities Service double dome car is the scarcest among the post war tank cars.
3. Lionel in fact produces an uncataloged No. 6045 Cities Service double dome tank car in green.
4. In 1969, Lionel produced a brown Minneapolis & St. Paul caboose.
5. Lionel's No. 6544 Missile car is found in an uncataloged version with olive colored frame.
6. Lionel's Submarine car is known with four different numbers: 3330, 3830, 3820 and 6830.

7. Lionel's No. 6434 Illuminated Poultry car is found in red and also in tan.
8. Lionel's No. 3672 Bosco car is found without the Bosco car normally found on each side.
9. Lionel's No. 3330 Submarine car was never made with a black sub as pictured in the 1960 catalog
10. Lionel's No. 6361 Timber Transport car is found in an uncataloged version that deletes all the usual data as is found on all common versions.
11. Lionel's No. 6448 Exploding Box car is known in 2 versions; one with red target sides, the other with white target sides.
12. Lionel's 1960 color catalog pictures a No. 6800 Helicopter Transport car that in fact was never produced as listed.
13. Lionel's No. 55 Tie Ejector car is found without the usual Pennsylvania herald.
14. Lionel's No. 6820 Aerial Missile Transport car is one of the most difficult to find among the Space Age cars.
15. Lionel's No. 6162 New York Central gondola pictured in the 1961 catalog as black was made in a very limited run.

LAST ISSUES ANSWERS

Well, fellow collectors of postwar Lionel, you blew it! We had a contest to see who could answer the questions in the Summer 2000 issue of the "Atlantic Division Local" and nobody entered. Obviously, we have no winners of contest number one. Perhaps some of you will give the next one a try. Anyhow, here are the answers (as far as I know!). If you disagree with any of them please contact me and maybe your replies will become the basis of a little article.

1. The 6062 gondola comes only in black, not red as pictured in the 1959 Lionel catalog.

2. The operating Aquarium car is well know to be found in several variations including both yellow and gold lettering. However, the cars with white lettering are believed to be frauds!

3. Yes, the 6076 hopper car can be found in plain olive drab with no lettering on the car. (By the way, a guy from Georgia showed a similar 6464 boxcar at York a few years ago. I believe the boxcar is just an unfinished -450 that escaped from the factory.)

4. "Lionel's No. 3672 Bosco operating car comes in variations with and without the picture of the Bosco jar on the sides." Maybe. I have never seen the car without the Bosco jar nor heard of one existing. However, the jar is just a decal and could be removed. In addition, several 6464 cars are well known to exist (mint !) missing decals. Whether these are accidents that escaped quality control or represent small production runs done when the factory was out of decals is unknown. It follows that if the boxcars are known this way, perhaps the Bosco car does also.

5. No. The Poultry Dispatch car #6434 is known to exist without the data on one side of the lower portion of the car. But the question called it a 6464 car, which it is not.

6. No. The 6464-825 Alaska does exist with subtle shade differences in the blues and the lettering. Also a number of frauds exist with white lettering in various areas of the car. However, the main reason for the "NO" is that the car is found in both Type III and Type IV body molds.

7. This is a tough one. Whenever a question asks what is more scarce, there is no concrete answer. The answer is a matter of opinion. I will answer "NO" to this one as I think the 3854 operating car is more scarce than the 3366. Any different opinions?

8. Yes, the 3349 turbo missile car is found in olive drab with no imprinted data.

9. Certainly! The 2023 is well known to have a gray nose and truck side frames. Look out for fakes, though!

10. Certainly, the 746 is well known to exist in both short and long tender stripes variations. In addition, the long stripe version is found with the red more or less matching the engine stripe colors as well as a red color that is more maroon than red.

11. No, I don't think the 920 portals are most difficult to find. I think the 920-5 artificial rocks, the 920 Scenic Display Set, several tunnels, and most of the Life Like and Plasticville products packaged in Lionel boxes are more difficult to find.

12. Another tough one to answer. #140 Banjo signal is not at all scarce. The #148 Dwarf signal is somewhat hard to find, but I think the #453 is much more difficult to find in the "lighted signal" variety.

13. No. The #55 is not found missing the Pennsylvania herald.

14. No. The #6476 hopper is not found in tuscan red unless your color definitions categorize tuscan red as maroon. By the way, the car looks more like red than tuscan red in my 1960 catalog.

WANTED

Ed. Note This issue we are starting a new feature. We will publish want and for sale ads for our members depending on space availability. Please send your material to:

Chester Zmijewski, 1119 Yardley Rd. Cherry Hill, NJ 08034, 856-429-0591.

Metal six-wheel tender trucks for the Lionel 2226 pre-war tender; or a complete tender suitable for restoration or better. Bob Robinson 610-489-1716

U & R Passenger Cars. (These are 0/0-27, 12" smooth side metal streamliners with pre-war 0-27 trucks and dummy couplers.) Need: Santa Fe baggage; 2 tone grey NYC RPO, observation, diner; all silver Pullman with 7 windows; all versions of Lackawanna.

Charlie Weber 215-489-2286 or 610-272-5588 or weberc@devalcol.edu.

Lionel 2600 Baggage car with 1940 type couplers. Any in decently nice condition is acceptable; but must be original. Charlie Weber 215-489-2286

To buy or trade, Lionel 2614 Observation in two tone green in gorgeous original condition, prefer boxed. Have 2613 in same condition for trade. Charlie Weber 215-489-2286.

Cardboard trains & accessories. Especially interested in Bilt-Rite. What do you have extra? Charlie Weber 215-489-2286.

Lionel 2758 Semi-scale automobile car, with 1941 couplers in original box. End flap should read "For 0 Gauge Track". Chester Zmijewski 856-429-0591.

CORRECTION

*In the last issue, we reported that one of the prizes in our annual raffle was a Lionel 345 Culvert Pipe Unloader. In fact, the item we have is a Lionel 348 Culvert Pipe Unloader. According to Greenberg's Guide to Lionel Trains 1945 - 1969, Volume I. This was an accessory that was included as part of the Sears Roebuck set No. 9836 and numbered 346. Later Lionel issued this accessory outside of the set and renumbered it 348. Most likely this could make it an even more desirable piece.
CMZ*

ATLANTIC DIVISION LOCAL

Barring derailments or other unforeseen obstacles to normal operations the Atlantic Division Local 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. The material need not be in polished form.

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