

# ATLANTIC DIVISION LOCAL



SPRING 2001

## DIVISION PLANS SOCIAL EVENTS for SPRING

### President's Message

The New Year begins with new hope and new challenges. It would be best to have all of our meets at one location so that our members could become familiar and comfortable with it. However, approximately 30% of our division members reside in New Jersey. Therefore we will consider sites in Southern New Jersey that are easily accessible to both Pennsylvania and New Jersey collectors. If know of any suitable locations, please let Meet Chairman Bob Lubonski know of them.

In the belief that social events serve to bring collectors and their families together, the Board approved and Bob Robinson has finalized plans for a return to the Betzwood Film Festival in May and a bus trip to The Atlantic City Antique Show in March. Brochures for these events are included in this mailing. We also hope to have a picnic in July.

The Kids' Club Committee will be co-chaired by Dick Zipin and Bob Huppman. They will be developing plans for activities to be included in our meets.

Like other divisions we have faced a decline in our membership. New members are needed to continue the work of the division. As an incentive, any paid-up division member who brings a new TCA member into the division will receive a free ticket to the November meet. This offer will be good until March 31<sup>st</sup>.

Malcolm Kates

### Editor's Comments

It is becoming obvious to me that the Local is coming into the Big Time. I am in the process of assembling this Spring issue with the ground covered with snow. So just like the January issue of Model Railroader coming out in late November or early December, our Spring issue will be out in the middle of Winter. In addition I expect our Summer issue to be out in the Spring etc. Do you get the picture?

The reason for this is that we are trying to save on postage by consolidating our mailings. Thus with this issue you will also receive your meet notice and some brochures describing our forthcoming social events. So don't fret the dates; just enjoy the issue.

### Garden Rails

In my other life I, along with Garry Spear, the late George Donze and eight other members of the Atlantic Division am a Garden Railroader. As Spring arrives, I can't help but begin to think about this wonderful aspect of the hobby. You see; we have our layouts outdoors where they are subjected to Mother Nature and the pleasures and problems that she presents. We also have a club, the Southeastern Pennsylvania Garden Railroaders. As such we often visit each other's layouts.

It was on one such visit last Fall that I encountered a wonderful surprise. The visit was to Eastern Division TCA member Ron Luckock in Steel City, PA



.Ron has a rather large garden railroad that includes a half size switch tower and a station. In addition the layout backs up to the former Conrail main line tracks that carry a brisk traffic of full-size equipment.

As we walked around the layout, I noticed a strange looking building extending from his house. This building had a normal roof but the walls were only about two feet high. I learned that this was an extension of his basement which housed his "0" Gauge layout. And oh what a layout this is.

Ron has modeled the area of the Delaware River that flows between Easton, PA and Phillipsburg, NJ. The layout is incredible. Since he grew up in Phillipsburg; he completed the model of this city as it existed in his boyhood. He pointed out his house and his school as well as other buildings that have long since been demolished. The scene is incredible. On this layout he operates high rail equipment from MTH and other manufactures.

He already has built the buildings for a model Easton, PA on the other side of the river. However this must await a further excavation of the basement.

The layout is about 48 inches off the floor. To accommodate junior model railroaders, Ron built a Lionel layout under the main layout that is visible through Plexiglas panels along the walkways. This layout is pure tinsplate with a lot of action and operating accessories.

Ron welcomes visitors. You can get his address and phone number from the TCA Directory. Steel City is in the Bethlehem, PA area about two hours away; but well worth the drive.

Chester Zmijewski

### Airport

By the time you read this our airport displays will be history. Our experience this year was very good and we were able set up some nice exhibits.

On two Mondays in December we were able to exhibit our traveling layout. It was a hit with

both the children and the adults who saw it. In addition, the photos courtesy of Bob Lubonski indicate that the members who set it up seemed to be pleased with themselves.



*The banner shows up very well the difficult to read part after the phone number is the E-mail address: [toytrain@traincollectors.org](mailto:toytrain@traincollectors.org).*





*And here he is!!! "Mr. "Airport Himself"  
Ed Kapuscinski*

### **Thank You!**

Thanks to Theodore Aepli of Berwyn, PA for the donation of a Lionel No. 60 Trolley car to the traveling layout. This donation adds some more action to our display.

### **The Three Musketeers...Together again.**

When our chapter and later our division were in the formulative stages, we were blessed with many highly motivated and enthusiastic new members that made it the success it is today. In fact, the founding member list reads like a, "who's Who" of the TCA. Today, as then, the division has outstanding leaders; but none so notable as Sid Weiss, Dick Knowles and George Donze. This infamous trio kept us in stitches, kept us on track and kept us on our toes.. (We never wanted our, "turn in the bucket"; but we all arrived there at some time). The three are all gone now and somehow the division and all the members are diminished by their loss. Such friendship, loyalty and genuine enthusiasm for our organization will not come our way again.

Sid, the humorist par excellence, was the great heart and soul of the division. His dry wit and gracious nature enriched us all. To this day, he is fondly remembered and missed by all his friends. Dick and George were crushed by his passing, as were we all.

Recently we were saddened by the loss of Dick Knowles. His wise counsel and moderating influence on the board of directors was

invaluable. Dick could always cut through the smoke and put things in perspective. Dick was blessed with a quiet and friendly nature that graced us all. Yet, he had little tolerance for silliness, insincerity or disruptive individuals. Dick was upbeat until the end and it was my good fortune to have had a long conversation with him just prior to his leaving. It was an honor to have learned so much from such a gentleman.

George Donze was the life of the division. His opinions on everything were clearly stated and like so many dynamic leaders he was passionate over things that really interested him. These included the direction of the division, its rules and its focus. Hardworking, George spent countless hours working for the division in countless ways. Always dependable, George was there whenever a take charge guy was needed. You could also depend on him to liven up any meet or divisional meeting. Everyone always knew when George was around. His little laugh was infectious as were those little cigars he used to smoke.

"You got that right" was a familiar phrase George liked to use when he agreed with you. His gruff exterior was cultivated to hide the real George. Underneath it all was a soft heart that was not allowed to surface too often lest we know him for what he really was. He was caring, loyal, honest, loving and sincere. I don't know if George ever really knew how much I respected him and cared for his friendship. Sometimes our friendship was a love-hate relationship; but while we often disagreed on issues, there was always that deep respect I felt for him.

Many memories flood back regarding the "Big Three". My fondest recollection happened during a division picnic at George's house around the 4<sup>th</sup> of July. All of us were standing around wondering where Dick was when with a great blaring of the horn, up the driveway came Dick with the top down on his old convertible. In his hand was an American flag on a staff. You had to know Dick to grasp the humor of the situation. We were all stunned and laughing so hard it hurt. Such a grand and glorious entrance!

Somehow, like Rose in the movie, "Titanic" who, after many years of life, returned to her sweetheart's spirit on board the sunken ship in death. Like Rose, I see George and Sid together with Dick in the old convertible. The Stars and Stripes are on high. Three old friends, united together once again. Driving into the sunset in a reunion of souls.

Nick Ladd

### Thoughts Regarding George (Georgie) Donze

I knew George for many years. Knew him as a train collector, contractor and friend. The one item that stands out among many is when I was putting an addition on my home. – including a train room – and the builder and I had a big disagreement. George came to help me and stayed to finish the job. He came and started to work on the project; without any instructions from me except my plea of, "I need help".

He finished the job and wouldn't listen to much that I had to say or ask. He just did it the way he would have done it for himself. For an "Ives Collector" he did an excellent job and saved my sanity. He did it for me; he did it for "Joey". Good Bye, Good Friend.

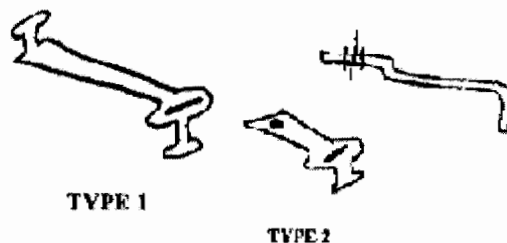
Joe Lehman

### Lionel's Hook Couplers For "0" Gauge Cars By Charlie Weber, TCA #68-2126

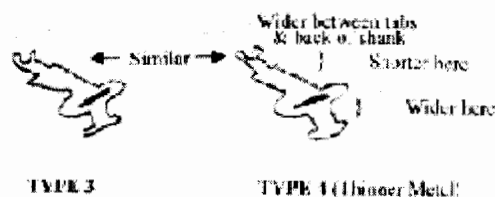
In my opinion, every prewar Lionel collector should have in his/her library the TCA's "Lionel Standard of the World, 1900-1943" and "Greenberg's Guide to Lionel Trains: 1901-1942, Vol. II". The descriptions of the hook couplers in the last (1988) edition of the Greenberg book are confusing to me and incomplete. To improve this situation I recently sent couplers to Greenberg to photograph for the next edition along with descriptions and my sketches of the couplers. I don't know how this information will appear when this book comes out; so I thought it might make a little article for the Atlantic Division newsletter. So, here goes.

TYPE1: Found on all hook coupler type freight and passenger cars built between 1915 and

1927. I have 48 cars from this period; freight, passenger, large, medium and small series. All use the same coupler. There are small differences in the gauge of metal that can be distinguished, namely the width and length of the inverted "T" on the end, and the width and exact placement of the slot on the top front of the coupler. However, I don't think these differences are large enough to be mentioned and I can see no chronological patterns nor "size of car" patterns. By the way, the repro couplers seem to be made of a slightly thicker gauge of metal than most of the originals.



TYPE 2: Used on locomotives built from 1915 to 1917 or 18; so it is found on all 700 series electric style locomotives and the very first of the 150 series. It is a shortened and altered example of the coupler used on cars. The alteration consists of the absence of a "T" shape on the rear and the addition of a hole near the rear of the shank. During this period the frame had a semicircular slot stamped into the front end. It was then bent out and down so it is parallel to the track thus forming a tab of sorts. It also had a little hole stamped in it at the same time it was formed in the original piece of metal. The coupler was then placed over the hole and a rivet, that I call a "pedestal", is peened in place to affix the coupler. Thus we have what is normally called the "Pedestal Mount". The frame was later painted and therefore, the couplers are always painted black also (unless the paint has worn off – very unusual to find all paint removed).

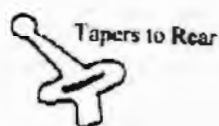


TYPE3: Started to be used around 1918 or so on the 150 series of locomotives until the end of the series (1927). The coupler mounting



method was streamlined and changed. The end of the frame had a "U" shaped hole stamped in it. The couplers were stamped so the rear of the shank was "T" shaped. The "outriggers" of the "T" are bent upward so that if one looks back at the shank of the coupler with it facing the viewer it looks like there is a small "U" at the holds the coupler in a floppy fashion in the frame.

**TYPE 4:** Used only on early Winner locomotives and passenger cars. I have no Winner freights from the early Winner period (1930 and 1931); so I must assume that the 1931 freights also have the couplers on them. The first thing one notices about this coupler is that it is quite chintzy! The metal is rather thin and they almost look homemade. The method of mounting them is similar to the Type 3 coupler. However, after passing the "U" shaped shank through the frame, the sides of the "U" are bent outward toward the car or loco sides. Since the resulting shank is now wider than the "U" in the frame, it holds it in.



**TYPE 5**



**TYPE 6**

**TYPE 5:** Used on Late Winner (1932) and subsequent Lionel production of the little tin lithographed tenders, freight and passenger cars from 1933-1937. Specific examples include 1512, 1514, 1515, 1517, 1518, 1536, 1811, 1812, 1813, 1502T, 1509T, 1516T and 1588TX. Note that the coupler shank is tapered toward the little "button" at the rear. The pieces using this coupler have a horizontal slot on the frame end. On the bottom of the frame about a quarter of an inch back from the car end is a tab extending downward with a horizontal slot also in it. The coupler is pushed in through the frame end slot and the frame tab slot and then the "button" is bent downward.

**TYPE 6:** Apparently used only briefly on both Lionel and Winner. Haven't found one on a loco yet; but there is no reason to suspect that it was not used on locos also. I have this coupler on only two cars. One is late Winner 1011 and

rear. The frames are painted prior to the next mounting step so these couplers are not painted. The "U" of the coupler is passed through the "U" in the frame and the little vertical pieces of metal that formed the sides of the "U" of the coupler are bent inward so one is left with, in essence, a blob of metal that one on an all red Lionel 1811. It is like the Type 5 coupler in all respect except that the hook is an inverted "T" instead of having a straight hook.



Very long & thin.  
End of inverted "T" rounded

**TYPE 7**

**TYPE 7:** This coupler is quite hard to find. I have only ever seen it used on one kind of car, the 1673 passenger car. This car can also be found with a normal latch coupler of the period. Obviously, whether this "extended hook" coupler or a latch coupler is used was determined by what kind of coupler was on the tender in the set.

## JANUARY MEET

The January meet paid another visit to the Norristown Armory. This was the location of our pre-seventies meet last year and seems to be shaping up as a winning site. The March pre-seventies meet this year as well as the September meet are planned to be held at this facility.



*The Armory*

The meet committee seemed to be pleased that a large number of members were in attendance and looked like they were having a good buying and chatting.





The food was a big hit and was provided by the ladies of the Plymouth Fire Company.



*The cheerful ladies*

New at this meet was a renewal of the meet raffle. Tickets were sold for \$1.00 each. The prize was a brand new MTH Hellgate bridge.

### WANTED

Individuals interested in working to update a layout with new track and wiring. The layout is L shaped about 12' x 8' x 4' and is located in Lower Merion. The work can be done on either a full time or part time basis. Contact Tom Donatucci at 215-545-2727

Lionel Std. GA. #310 Baggage car, Tu-Tone Brown in VG or better condition. Bill Wilson

244 Woodlake Dr., Holland, PA 18966, 215-860-0266

Ives #184 brass plate Std. GA. Coach to restore – any condition.

Ives Box Car – Std. GA. To restore.

Trucks for pre-war 2226 Lionel Tender.

Bob Robinson, 610-489-1716 anytime.

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

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? Charley Weber 215-489-2286.

### FOR SALE

Remco Mighty Casey Ride “Em Diesel, 28 wheel Std. GAS. CMStP7P bi-polar display model, Lionel Rcock Island Express set 6-1386, hand cars, CTT magazines, Disney items, etc. SASE for list. Hal Ashley, 41 Anderson Ave., Scarsdale, NY 10583

### 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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