

ATLANTIC DIVISION LOCAL



SUMMER 2001

From The President's Desk

There were 270 train collectors present at our March "Pre-70s" Meet. Of these 52 were table holders and the remaining attendees. Our profit was \$133. The table setup and knockdown was done by our members; thereby saving \$80 that the armory wanted for this service. The table sales and attendance are less at this meet. At its' meeting of May 9, 2001, the Board of Directors voted to discontinue the concept of the Pre-70s Meet and to increase the number of regular meets to four each calendar year.

Two problems have arisen at the Armory. First, they no longer include setup and takedown of tables in their custodial fee. Further, they require that setup be done on Friday afternoon. This limits the number of members available to perform this service. Second, the Armory is used one weekend per month by the National Guard. However, the schedule for the use of the Armory by the Guard is not prepared sufficiently far in advance for us to schedule our meets. Ideally, we would like to be able to schedule our meets 9-12 months ahead to avoid conflicts with other meets. The Hall Search Committee, Chaired by Scott Forsyth, has been activated to seek alternate sites for our meets. If you have suggestions for other locations please contact Scott. His number is: 610-828-6554.

At the direction of Bob Lubonski, we have purchased new computer equipment that will enable us to streamline our mailing activities as well as take advantage of newer programs to design our meet notices and develop membership statistics.

We have made arrangements with other TCA Divisions to exchange notices of meets in our

respective Newsletters. These notices are found elsewhere in this Newsletter.

Lastly, I would like to bring to your attention the support we have received from the Keystone Division both in attending our meets and in joining our Division in their last Newsletter. Their President Bill Royer asked them to support us. Let us do the same by supporting them.

Malcolm Kates

Financial Report

The Atlantic Division fiscal year is from 1 November thru 31 October. As of 8 May, 2001 we have had income in the amount of \$16,963 with expense of \$11,745. The current bank balances in round numbers are \$1,992 in checking and \$12,971 in savings. All bills have been paid to date in accordance with the approved budget.

George E. Nelson

Once Again Trains Run On Oahu

By Chester Zmijewski

One of your editors (CMZ) is a "Snowbird" preferring to spend winters in the sunny climate rather than in New Jersey. This year it was to Waikiki on the island of Oahu in Hawaii; hence the basis for this story.

At one time sugar cane farming and its attendant industry was a big thing on this and several other islands. A narrow gauge railroad was built to transport the cane to the refineries and then to the

seaport for shipment to the mainland. When this industry died out the line on Oahu was removed.

Earlier this year an add appeared in the Honolulu Advertiser which read, "Great News Hawaii!! There's a train coming to Kapiolani across from the convention center etc.". This was an advertisement for a brand new Sushi Restaurant called "Catch of the Day". In case you are wondering about sushi; this is a Japanese dish in which various types of raw fish such as tuna, salmon, whitefish, shrimp etc. are placed on bite-sized lumps of seasoned rice.

At this restaurant, two individual pieces of sushi are placed on glass-covered plates that are then set on flat cars being pulled by a locomotive. The tracks run in front of patrons seated at a long counter. You help yourself to whatever type of sushi you would like. When you have finished, a waitress counts up the empty plates and gives you a bill.

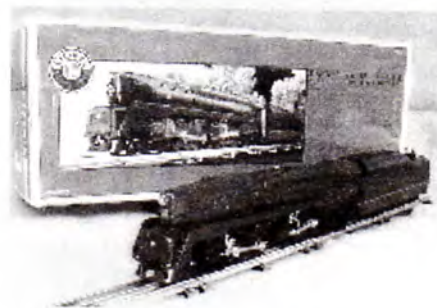
The trains in this case are all LGB equipment running on parallel loops situated on two levels.



The author enjoying the food and the train.

Raffle

Garry Spear is chairing our annual raffle. This year we have a Lionel Pennsylvania T-1.



This baby is a real beauty!

Tickets will be available later this year. The raffle will take place during our November Meet.

In the report of our last raffle (Winter 2000) we mistakenly gave the impression that Garry Spear won the Lionel postwar Canister Unloader. Actually he took it home to deliver it to the real winner who was Matt Mitchell of NJ one of the Atlantic Division's earliest members (after the founders)

The NTTM Express

By

John V. Luppino

Operations Manager

Train Collectors Association

April marks the arrival of another operating season at the National Toy Train Museum. Over the winter

TRAINS ARE PULLING SUSHI

RIGHT TO YOUR TABLE AT KAPIOLANI CATCH OF THE DAY

CATCH YOUR FAVORITE SUSHI OFF OF OUR TRACKS AS THEY BY PULL YOU DELICIOUS TREATS ON TWO TRACKS. IT'S HAPPENING NOW! STOP BY TODAY!



This is part of the advertisement that appeared as a full page ad in the Honolulu Advertiser on Friday March 30, 2001

One of the trains is pulled by a combination consisting of a 20570 Santa Fe F7-A along with a 20582 Santa Fe B unit. The other is pulled by a custom painted 20570 Steam locomotive.

the Education and Museum Committee has worked very hard to create some new exhibits. These are certain to enhance the experience of every museum visitor.

The most impressive exhibit is a reproduction of a 1928 Lionel dealer's display. Gary Lavinus and his crew have outdone themselves on this exhibit. The original was wood and painted to look like metal. The Museum's is identical. It will be filled with original Lionel products from that era. This will allow visitors to see both early 20th Century trains and the marketing method used to sell them.

I am hoping that the Atlantic Division is well represented among our visitors this season. The Museum is an excellent place to bring children and grandchildren. Over 95% of our visitors are families with children under the age of twelve. Your children and grandchildren will feel very much at home in your Museum.

The Rare F3

By Edward C. Schmid (TCA HR 67-1847)

It was several days before Christmas in 1957 when I got out my train set and started a platform for my new son. My 263E failed me and after calling several Lionel repair shops found all were too busy to look at the engine before Christmas.

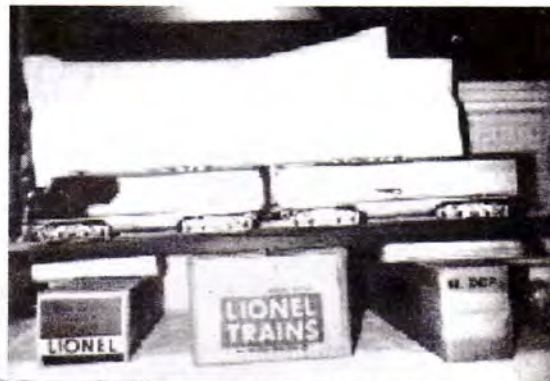
My next stop was an Allied Hobbies store in Philadelphia. There I purchased a 2243 Santa Fe AB single motor and several 6464 box cars and a caboose.

Last year I sold the engine to a collector friend who said that he had never seen a 2243 in a master carton. He later returned the engine saying that it should have black trucks, not silver.

This led me to the following evaluation:

- ✓ Santa Fe Diesel for "027" gauge track
- ✓ Master Carton Box number on box inside lid 2243-203
- ✓ Instructions for operating single motor F3 diesel locomotive with Magna-Traction, Print date 2434 5-57-TT
- ✓ "A" unit box is corrugated brown cardboard 2243P and stamped: X - 243 PX

- ✓ "A" unit is heat stamped with "SILVER TRUCKS" and solid portholes
- ✓ "B" unit is in an Orange, White and Blue Lionel box marked 2243 C; also has silver trucks



A photo supplied by the author.

My 1957 Catalog shows the 2243 in the O Gauge section on page 25 with the Santa Fe work train. Listed, if bought separately, at \$35.00. In the 1956 catalog on page 15 the Santa Fe 2243 and the Wabash 2240 are listed, if bought separately, for \$29.95 and in the catalog show silver trucks on the Santa Fe.

I believe this 2243 with the silver trucks in original boxes with Master Carton deserves the highest rarity rating. To prove the correctness of this 2243 it should be found in the correct original boxes along with the master carton.

Several people who consider themselves knowledgeable about F3s have evaluated this 2243. All agree that this unit came out of Lionel with a silver frame and silver trucks.

*Our thanks to Ed for submitting this article.
The Editors*

Toy Train Tenders – Rare, Medium and Well Done By Phil Ritter

For some time Phil Ritter wrote articles describing the Displays at our meets for the "Atlantic Division Quarterly". He has agreed to once again prepare articles for our Newsletter on any number of

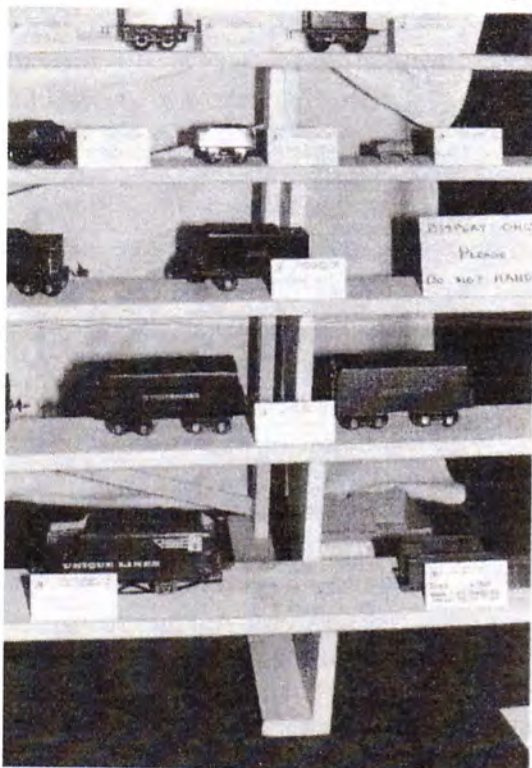
interesting topics. As an introduction to the type of material we have to look forward to; the following previously unpublished article was written about the display at the Spring Meet that was held in May of 1988. In those days we had wooden display shelves.

The Atlantic Division did it up well again. This time we cooked up a super display of toy train tenders to

feast the eyes of the attendees at our recent Spring Meet. We had 100 tenders of all sizes and styles spread out across the wooden shelves. There were big ones and small ones, rare ones and well done ones, plain ones and those with plenty of dressing. The tenders shown were in 4, 6 and 12 wheel sizes; of tin, steel, wood, rubber, paper, plastic, fiber and die cast materials.



They represented all the major styles: the early open platform wood and water barrel tender, the open



top, flat-floor wood and sloped-floor coal tenders, the slope-back switcher tender, the closed coffin

style and the later oil tank type. There was something for almost every taste in tenders: rare, medium or well done.

The most rare of the tenders present was probably the brass IVES Major H.O.D. Seagraves special from 1929; although this was certainly rivaled by the wooden B&M #602 pull toy tender from about 1915. The choice of the best done is usually a very personal one; and there were enough blackened tenders to chose from. However, let's give the "Best Done" label to the tank style, Lionel #400T in blue that was depicted on the Collector's plaque for this meet. For comparison, we placed beside the Standard Gauge Blue Comet tender the 12 wheel early gray 400T with copper trim and the 12 wheel O gauge #263 tender in three variations. The earlier "O" was a 263WX with an indented center cast front plate, nickel trim and latch coupler which came with a # 260 locomotive in 1934-5. The later "O"s were from about 1938 with flush center front plates. These were a gray 263T with nickel trim and box coupler and a Blue Comet 263T with an automatic box coupler. Also of the tank style in O

gauge was the taller, but not longer, 260T in its 8 and 12 wheel variations with brass trim.

Many of the tenders displayed exemplified the great diversity of even the common toy train tenders that we see so often without paying much attention. There were several simple, 4 wheel clockwork loco tenders and a quantity of the junior size coal and coffin tenders for the smaller electric powered, steam style locos. An interesting progression of style and size was demonstrated by a line-up of LIONEL die cast and plastic, pre-war coal tenders. These ranged from the similar 2426W and 2226W 12 wheel style tenders of '38-'41, which are 8 5/8" long, through the 2225W 8 wheel style of '38-'40 at 6 1/8" long to the die cast 2224W of '39-'40 at 7 1/2" and the 8" plastic shell 2224W of '41-'42. An interesting series of LIONEL O gauge slope-back tenders could also be assembled. However, only the semi-scale 6403B with ringing bell was present for this display. Other slope-backs included a THOMAS tin plate O gauge for a Reading switcher and a LIONEL MFG. Co. Standard gauge 8 wheel tender for a #5 thick rim loco from 1917.



To prove that there is something for every taste in train collecting, even those who prefer it Medium, there was a wide range of different mediums represented in the tender art. The bottom shelves of the display held miniature die cast BARCLAY, TOOTSIE TOY, LONDON TOY, and early French tenders of dime store supply. There was also a green

rubber AUBURN tender from a General loco for those who like them chewy. The wartime wonders of material substitution were shown in the fiber composition ("plastic") #754P floor toy tender by NOMA and the cardboard BUILD-A-SET tenders in both O and S gauge sizes. Two well flavored examples were the HO sized paper tenders from the KIX cereal box sets of the mid 1940s. These KIX cutouts required sharp scissors and all the pre-TV patience of future train collectors. Wooden STROMBECKER tenders of three floor toy sizes and six styles of "Historic Loco" kits were there to put fiber in the diet. To put a more modern wrapping on the floor toys, a yellow LIDO tender from the big sand box set was next to the wooden B&M tender from three generations before. Of the tin can consistency, was a blue, UNIQUE LINES O gauge coal tender three hors d'oeuvre size RANGER and MARLINES tenders of very similar style. These latter mini-Ts came in green litho for the RANGER freight train, in red for the RANGER passenger train and in gray for the somewhat later MARLINES set with a streamlined loco. There is also a nearly identical little litho tender by KAY of England and the sought after Disney character tender by MARLINES; but these were left home on their own shelves.

The classic tin plate trade was well represented by the names of MARX, IVES, FLYER, HAFNER, WINNER & LIONEL and even NONPAREIL. There is such diversity in the Chinese menu of these familiar styles that a comprehensive collection of them alone would fill the stage as well as the shelves. Of special note in our display, were the very short early IVES, DORFAN, JOY LINE and Chicago FLYER clockwork loco tenders with their outsized wheels. Similar size; but with a little more style were the HORNBY and KARL BUBB tenders from the 1950's and a nice BING from about the turn of the century. For the larger appetite, the top shelf held Standard gauge entrees such as the LIONEL #7T in nicked brass, a black #6T (ca. 1912) and the #384T with orange stripe and one with green. A touch of the orange was also seen in a classic LIONEL #390T. A bit of color and competition were shown side by side in the red McCOY tender from their 4-4-0 Chief Seattle loco and the black CLASSIC LINES tender of their 2-6-0 Strasburg RR loco.

Of more substantial stock was a selection of cast iron specimens of HUBLEY heritage (about O gauge size) and a small KILGORE casting from the 1930s. Rarity is not always presented as you expect it, especially at train collectors' meets. In addition to the H>O>D> Seagraves shell mentioned, we had a very unusual SENCO die cast O gauge tender from 1947-48 with an oval speaker underneath for an appetizer in the sound-of-steam servings. This is reported to be the sole train offering of this company and was made for sale at the John Wanamaker's stores. It was intended as an add-on to existing sets for more realism. In the one of a kind category, were two home crafted units built as substitutes for missing tin plate tenders. One was a nice shiny black metal copy of the LIONEL 400T with a shorter frame and tank; possibly intended to provide a more modern oil style to a #385 loco. The other was a solid wood block carved and painted to match the slope-back LIONEL switcher style. This was mounted on LIONEL trucks and fitted with appropriate coupling hardware to operate well behind a lonely #201. This gift to the author by a good friend several years ago came, as is, from a York meet. It was a surprise response to an express doubt about finding the correct tender to go with a nice bargain loco. The greater challenge might be carving a wooden 201 to go with the now side-ordered; but still prized tender.

As this description of our Atlantic Division Meet Display should convey, we do have fun at our Westover meets; and even learn a thing or two as we share a taste of our collections around a common theme. Next time your Meet Notice arrives, notice what theme is selected and bring along a few examples from your own shelves or layout. The rare and well done are always interesting; but the good old medium styles in the tin plate world are the bread and butter of our hobby. We like to be reminded of the diversity and depth available by the spread before us on the stage. Enjoy collecting and the collectors too.

Scheduled Meets Of Neighbor Divisions

Keystone	August 11, November 17 @ 9:00AM Farm & Home Center, Lancaster, PA
NETCA	June 3, 2001, Lions Hall, Hudson, NH

Sept 9, 2001, Marlboro High School,
Marlboro, MA

METCA Sept 9, 2001, Parsipanny PAL,
Parsippany, NJ
Nov 11, 2001, Parsipanny PAL,
Parsippany, NJ

A Day On The Farm

A fun filled event for Atlantic Division Train Collectors, their family and friends. A great picnic: fishing, antique car rides, train tables for trading, horse shoes, croquet and fellowship. This will take place on Sunday July 22nd at Bob Robinson's. Detailed announcement is enclosed. Space is limited so respond early

WANTED

Shell for a B&O 2368: prefer excellent to like- new condition. Edward G Schmid, 610-793-1946.

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

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

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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