



# Atlantic Division Local



WINTER 2003

## SEASON'S GREETINGS



*Kids love trains. The Zipin Grandchildren in the photo on the left and Luke and David Allen on the right are fascinated with these layouts.*

### President's Message

This will be my last President's message and I would like to take this opportunity to thank you for the privilege to serve as your President and to summarize the accomplishments of this Division over the past several years.

In the late 1990's it became increasingly apparent that fundamental changes had to be made in the structure of our meets. First our meets were opened to the public; second, because of the number of attendees and table holders had decreased, we no longer required the extensive facilities and attendant cost of the Westover Country Club which resulted in a financial loss to the Division. Beginning in 1998, we held our meets in several other locations: The Holy Cross High School and Norristown Armory. However, these were not professionally run and did not meet our needs, Presently our meets are held at Plumbers Union Hall in Northeast Philadelphia, a location which provides adequate parking, easy

loading and excellent accessibility to major roads. With a stable meet location, we are beginning to see solidification in the number of table holders. At our September meet there was an increase in the number of public attendees. Whether this was in response to an article on the Division in the Northeast Times or is the beginning of a trend remains to be seen and we are endeavoring to increase the number of attendees in the Philadelphia metropolitan area. Should we need additional space there are other buildings in the same industrial complex for expansion.

The paragraph above briefly touched on measures the Division has taken to reduce costs and insure our financial stability. In addition, we have carefully assessed the value of our expenditures. Several years ago, we placed ads for our meets in the National Headquarters News on a trial basis. These did not prove worthwhile and were discontinued. We considered commercial ads for our meets; but found

these prohibitively expensive. Instead we placed notices of our meets in the Activities Section of local newspapers at no cost to the Division. Door and raffle prizes have been purchased at auction or on the internet at the lowest possible price. A dedicated team of Division members has done our mailings at bulk rates to reduce costs to the Division.

The Spring Issue of our newsletter containing the article on the Lionel Standard Gauge "8" set, received compliments from our membership and other division presidents at the National Convention. This article has been reprinted in the October 2003 issue of the Train Collectors Quarterly. The positive response to the article was presented to the Board of Directors. They voted to increase the quality of our newsletter and to include at least one article in color photography each year. It is our goal to make our newsletter the very best.

Finally, I would like to thank the many people who have helped me throughout my tenure in office; but especially to:

**Ed Kapuscinski** for his many efforts setting up our meets, purchasing door prizes and keeping our Holiday layout program going and more.

**Dick Heineman** who served as Division Secretary for 26 years and followed this with many hours of work on the Meet Committee.

**Bob Robinson** and **Stan Petty** who co-authored the Division's Mission Statement and strategic goals.

**George Nelson** who took over as Division Treasurer and squared away our accounting practices.

**Bill Wilson** who after serving as Division President, assumed the responsibilities as Publication Committee Chairman and oversees the details of our mailings.

**Bob Huppmann** who has done an excellent job directing the advertising of our meets.

**Gary Spear** whose hard and diligent work has made our Annual Raffle a smashing success.

**Junior Ames** for his work as Registration Chairman and permitting the Division to use his home for our mailings.

**Phil Ritter** for his many years as Modular Layout Chairman and to him and **Dick Zipin** for setting up and moderating the Kid's Races.

**Bill Miles** for his efforts as By-Laws Chairman and for his invaluable advise during my presidency.

**Charles Weber** and **Chester Zmijewski** for creating a newsletter of which we can be proud.

**Neal Bradley, Dick Stevenson, Bill McKay** and the youthful **Jules Hamburg** for their work at the Registration Desk and our mailings

And last but not least. **Bob Lubonski** for his many hours of hard work as Meet Committee Chairman. Nothing I can write can fully express my appreciation for his efforts on behalf of the Division.

In closing, I would like to extend my best wishes for a healthy New Year to you and your families and may you find that train at the top of your want list.

Malcolm Kates

### The November Meet

The November meet was a great success. It seems that we had an attendance that surpassed recent records. Everyone seemed to be having a good time not only buying and selling but also having fun socializing.



There seemed to be something for everyone and the following represents a FIRST in Atlantic Division Meets. And it is neither clockwork nor electric.



## Election Results

Garry Spear, Chairman of this year's Nominating committee announced the results of the annual election at the November meet. The results are as follows:

President	Chester Zmijewski
Vice President	Bob Huppman
Board Members	Bob Robinson
	Joe Lehman
	Bob Lubonski
	Karl Bowers

Congratulations to our new officers and members of the board. The editorial staff hopes that the membership will continue to work with these individuals and volunteer their services for the good of our organization.

The prize drawing in our Annual Raffle was held during the November Meet. Pulling the winning ticket was Miss Katie Murphy. And the lucky Winner



is James R. Friederichs from Landsdale, PA. Our sincere Congratulations to James.

## An Atlantic Division Local Exclusive

In the Summer 2003 issue of the local, we ran a story about the wonderful Macy sets in Adair Roberts' collection. This story was featured in the TCA Quarterly. One of the sets was a common 252 with brass plates, two 529 Pullman cars and a 530 observation; both in olive with maroon inserts. Adair specified that the observation has a nametag bearing "Macy Special" with a black star at each end of the

word Macy. We were very fortunate to receive a photo of the observation deck of this car and are happy to share it with you.



## *The NTTM Express*

By

John V. Luppino

Operations Manager

Train Collectors Association

For many people 16 October was the day before the Eastern Division York meet opened. As is the custom, that day was open house at the National Toy Train Museum.

On that day, the Museum Committee treated about 1,200 TCA members and their friends to the opening of a new exhibit of Ives trains and accessories. The objects on exhibit span the years 1900 to 1930 and all are excellent examples of Ives work during that period.

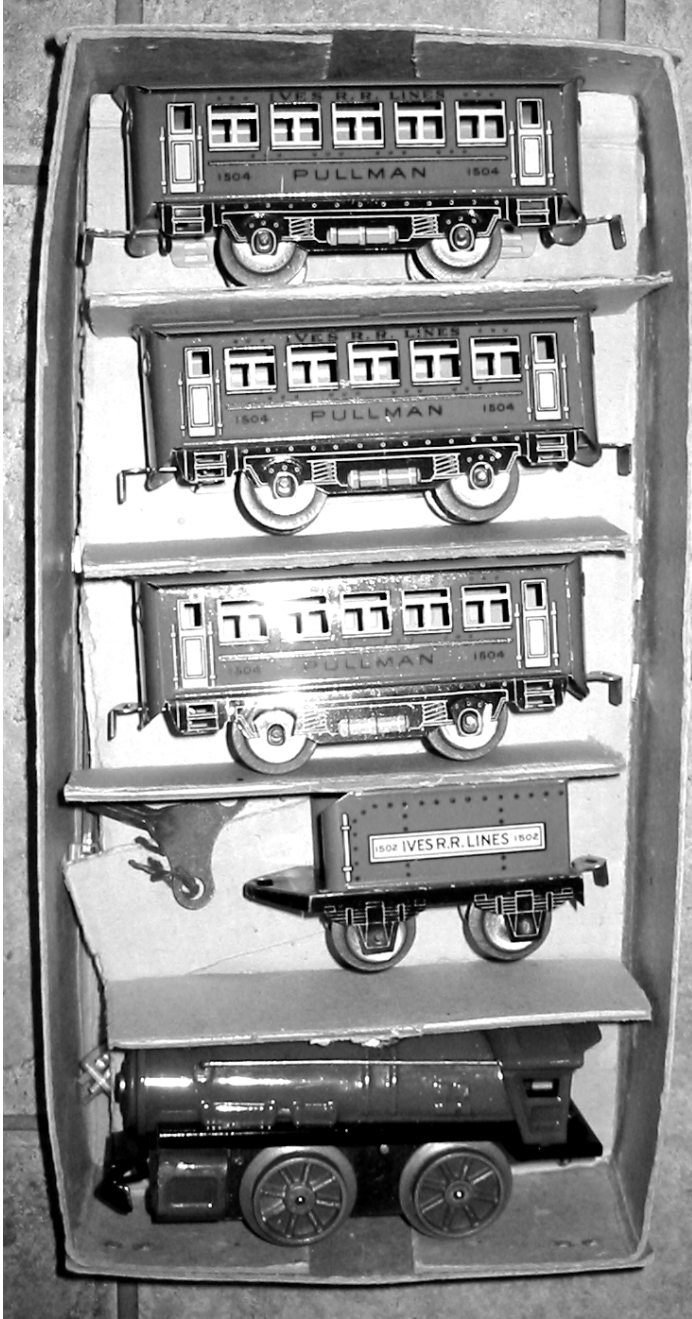
One of the most prominent items in the exhibit is not a train. It is the dedication plaque from the former Ives Factory building in Bridgeport, CT. This is on permanent loan from the The Ives Train Society. Additional contributors who generously loaned parts of their collections for this exceptional exhibit include Bill Kotek, Don Lewis, Dave McEntarfer and Daniel Tomasian.

As this exhibit is one of the many changing exhibits here at your Museum I would urge you to visit so as to view what are really miniature works of art.

## WIND-UP ROUNDHOUSE



This column is normally written by Henry M. Hermans. However for this issue, Henry brought an exhibit to the November Meet. This was an Ives wind up set in pristine condition. From the photo you can



see its condition. The original box has all of the inserts as well as the instructions. The lithography is perfect and the colors are brilliant with no fading. The original box is also in absolutely perfect condition. The end is shown in the next photo.



Henry told us that he purchased the set when it was brand new. Interesting the original price is still penciled on the top of the box. This set cost \$0.98!!!

## EDITOR'S NOTES

A nice thing happened to me this past September. I have a set of K-Line Heavyweight Passenger cars that I purchased at least 18 years ago. The knuckle on one of the cars broke. I e-mailed K-Line to see if this part was available to purchase. They e-mailed back asking for an address. Then within 3 days they sent me a new knuckle, springs and a rivet. They did not charge anything; but they spent \$0.83 on postage. That postage bought them a lot of good will. Thank you K-Line.

At the Board meeting in November, the issue of the Traveling layout was discussed once again. There is almost unanimous consensus among the members that this needs to, once again, become a vital part of the Division. The exact way to accomplish this is as yet unresolved. It is my own opinion that what we need are some of the younger members to become more active in this endeavor. It does involve some work; but it is a lot of fun. If you are interested please contact one of the board members.

Finally, in this issue we feature a number of items provided by Charlie Weber. Some describe the foibles of ebay and others ask the membership to help answer some interesting questions. I hope that you enjoy them.

Chester Zmijewski

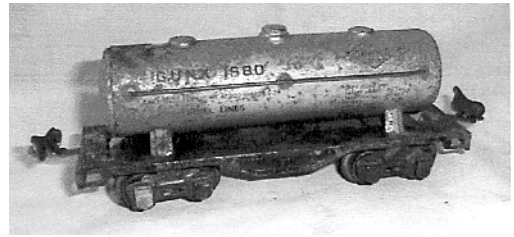
## ADVENTURES ON "ebay"

By Charlie Weber

One of the more unusual items that I have found on **ebay** is shown here. This must be a very unusual



Here is another item I found on **ebay** some time ago and I have submitted it because it gave me a good chuckle!



Note the seller's description: "Has some light surface rust, 1933, Looks to be complete." Well, yes, it appears to be complete; but it dates closer to 1940 – '42 than 1933. However, "Light surface rust?? HA! It is so bad that the car is good for only the junk box. Personally, I have junked better ones over the years.

On the positive side, with 20 minutes to go in the auction, no one had started the bidding at the \$24.50 that the buyer had requested. I could see someone buying it at a meet (no shipping charges) for \$5.00 or so for parts – maybe.

A second offering that made me chuckle was more subtle as it is not the least bit funny unless you are an educated buyer.



Here is the title and the seller's description. "Very Rare Lionel 1932 Macy's Special Set Box!" "This item is a set box for the much sought after Lionel 352E Macy Special Set from 1932. The set consists of the Standard Gauge 10E Locomotive, 332, 339, and 341 Pass. Cars. The box is in the condition shown. Has some stains and three corners of the top need to be mended. The box bottom is in excellent condition and inside is marked 352B."

The reasons that I find it funny are: (1) The box was from 1925 – '28, based on the labels, and not 1932. (2) There is nothing on the box to indicate that it was



piece of Lionel ephemera, as I never heard of it before. I thought that you might like to see it; but can't provide any details, as I didn't buy it. So we just have these undetailed pictures from off the Internet to look at.

The Grand Prize looks like a complete Lionel layout similar to the ones that would be offered to dealers for display in their shops. To be accurate, it looks like the D-265, 8' X 8' Super '0' operating display that was advertised in the 1959 Dealer catalog. A train set or two would have been added. I sure would like to find the winner of this contest. Wonder if he/she still has it!?

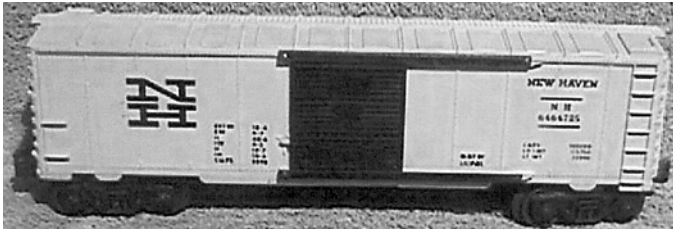
The Second Prize is also interesting in that it appears to be an uncataloged set. The locomotive is a 2242 New Haven A-B lash up but the cars are different from the catalog consist. The regular 2242 set contained an aquarium car, a 3650 searchlight extension car, a 6464-275 boxcar, a flatcar with helicopter and a 6427 caboose. As far as I can tell the Second prize set contains a cop & hobo gondola car, an atomic energy disposal car, a 3662 milk car, a flatcar that could be a 3361 lumber car and a cboose that I can't identify.

The Third Prize could be the cataloged set #1619W less the dummy A unit; but I can't really make it out to even make an educated guess. By any chance were you one of the winners of this contest? If so, please give us a holler.

sold at Macys. It is probably just a box from the most common of 10 sets, the good old peacock version.

The bottom line was different from the previously described Junker offering. With 9 minutes to go, 14 people had driven the price to \$132.50 and the “reserve had not been met”!

Finally, here is an interesting item, although not funny. It was being offered by, “jumpnet”, TCA 86-23666. It is nice to see someone offering a “FAKE” who lists it as such.



This item was listed as, “Lionel 6464-725 NH in WHITE!!!” The description given was as follows. Think this is real???? I don’t. Id bet its an orange car that has been given the old acid treatment. Any way, it’s in EX+ condition and will make a conversation piece. The color is more off white.” With 53 minutes to go, this item was up to \$105.00.

In another vein, “The Whistle Stop” is a little magazine that, I suspect, many of our readers never heard of. Thirty-one issues were published from June 1950 through December 1952 when it became “0 Gage Modeler”. It continued as such for all of 1953. It was directed toward ‘0’ gauge , somewhat like “OGR”is today. To quote their masthead, “0 Gauge Model Railroading, Scale – Tinplate – Hi Rail – Traction”.

In the January 1952 issue there was an article on, “Tinplate Catalog Reproductions. The article goes on to describe the reproductions produced by Don La Spaluto and William R. Clapper. It also mentioned that in 1948 the “Old Train Shop of Philadelphia” released reprints of Ives catalogs from 1912 and 1916. This poses a question that I hope one of you can help us answer. That is who was behind the operation of this shop and how many catalogs did they reproduce? Also do any of you own either of the catalogs mentioned. Please contact us.

Speaking of magazines, I have two issues of a publication that is quite similar in format and content

as our old “Atlantic Division Express”. It is called the “M.T.A. Express, Monthly Publication of the Model Train Association”. I have vol.1, issue 8 and an undated issue containing “President’s Letter No. 6”. They appear to be from 1968 – 1972 or so and all the officers are from the Los Angeles, CA. In addition the advertisers are from this area as well. Who can tell us anything about the “M.T.A.”?

## TREASURER’S REPORT

As of 30 September 2003 all bills have been paid within the approved budget.

The checking account balance is:	\$1494.87
The savings account balance is:	\$20865.06
Cash on hand	<u>\$300.00</u>
	\$22659.00

George E. Nelson, Treasurer

## NOTES FROM THE MEET STEERING COMMITTEE

Do to other pressing obligations Edward Dattner had to leave his position as Registration Chairman. Thanks Ed for a job well done. Fortunately at the last Board Meeting Alan Craig agreed to accept this position. He got his feet wet during the November Meet and did a great job.

As we try to improve our meets, the Steering Committee continues to brainstorm new ideas that will improve attendance by members and the public. If you have thoughts that you would like to share with us; please contact the Editorial Office or me.  
Bob Lubonski

## 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. We need your material and will accept Want adds and For Sale adds from individual members.

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