



# Atlantic Division



Spring 2004

## President's Message

This is my first message as your new President. I hope that I can do as good a job as my predecessor. Indeed, there is a good deal of work to be done.

One of the biggest and probably the most important project is the Traveling Layout. This layout has been welcomed in the past by the various hospitals and nursing homes to which it had been taken. The patients of these institutions have enjoyed the action of the trains. In addition this has been our primary vehicle for carrying out our mission of community service. Finally, it promotes toy trains and gives our Division visibility.

Our current "0" gauge layout is in very bad shape. In addition it is large, creating problems for transport and storage. It is awkward to set up and requires several people to set it up. At its last meeting, the Board of Directors voted to construct a new layout. The new layout will be similar to the one displayed by Paul Fenn at our last two meets. This layout can be transported in an ordinary SUV, it can be stored and moved without specialized equipment and it can be set up and taken down by two people in a minimum amount of time.

Paul Fenn along with Bill McKay have been asked to chair a committee that will design the layout and obtain bids for its construction. Bill will also serve as liaison to the Board for the project.

Although not a project per se, we hope that we can recruit more volunteers to help with some of the Division's activities. Our membership is about 1000. Yet most of the work is done by a handful of people. So please contact me or any member of the Board. The work to be done is neither difficult nor complicated so join in. You will find it fun!

Chester Zmijewski

## Standard Gauge Auction

This past November some Standard Gauge equipment was offered for sale at a Maurer auction that Malcolm Kates thought was unusual. We had the privilege to photograph these cars. In addition they were carefully examined by Glenn Stinson, Charley Weber Bob Robinson and I. What follows are the descriptions offered by these individuals as well as some additional comments by Bob regarding general standards regarding antiques that perhaps should be applied to antique toy trains.





The Lionel 219 crane exhibits many standard features including peacock body and windows, dark green tool boxes, red boom (showing a nice instruction sticker) and black frame. It has three brass control knobs, type II four piece couplers with ribbed coupler pocket, no signs of any oil sticker on the under side of the frame and type C-3 trucks with slots but no dimples, cotter pin fasteners and nickel journal boxes. Setting this car apart from the normal is an unusual black roof. This is shown below.



Close examination of the finish showed numerous scratches, nicks and chips showing aged metal, with no indications of other colors underneath the black. The top rib of the body shell where the roof attaches showed no signs of other colors.



The pea green with red roof 217 caboose is truly unique. On the surface it may have started life as what should have been a routine, orange and maroon caboose but before finishing it was picked out of the production line to become a very special car. Instead of the routine red and peacock, this car uses pea green on the body, railings and copula roof while the main roof and doors are red. This matches

very favorably with the color scheme for the



standard production 517. In addition, the brass nameplates of the sides are very unusual.



They are brass plates with no engraved lettering. Rather the lettering is done with a rubber stamp using black ink. The lettering style appears identical to the gold rubber stamped lettering used on the maroon plates of the conventional original and maroon caboose. This car is similar to one reported in Pettijohn's article (Oct, 2001 P.13) except for copula and railing colors.

The 214 box car presents an interesting color scheme with maroon body, gray roof and black frame and door guides. The maroon matches favorably with early 213 and 217 roof colors. The gray finish matches early 212's favorably. But in addition to having an unusual paint scheme, this car has a number of unusual construction features. The

roof is constructed of several pieces with the flared lip at each end of the roof as a separate piece.



The frame is unusual in that the sides seem to be laminated rather than stamped. The conventional 214 frame shows stamped details on the frame that can be seen from the front and the back of the frame. On this special car the detailing on the frame is one sided. The frame ends are also special. The normal 214 frame shows tabs on the ends that wrap around the steps on the sides. That detail is not present on this car. Lastly, the brass brake stem holders located on each end of the car are of unique construction. Basically similar in overall appearance, they are about 1/3 smaller than conventional production brake stem holders. Other details of this car are conventional including type II couplers, type II brake wheels and type C1 trucks.



The orange and black caboose has nothing that appears to be of standard production except for

the type S1 trucks. The car may very well be a pre-production sample featuring unusual frame construction with extensive rivet details,



completely unique body with small windows, the center rivet band across car body is located higher than in the production car, unique end railings but they are constructed in a manner identical to those used in the production run cars, no name plates.



The roof is different than the production run in the copula construction, flared ends and different top ribbing. The couplers are unique in that corners are squared and not rounded off. The coupler pockets appear similar to early, non-ribbed pockets but they are about 1/3 larger than typical. The orange finish on the body compares very

favorably with the finish on the standard orange and maroon caboose



Glenn Stinson, Charley Weber, Chester Zmijewski & Bob Robinson

#### **Comments on the Standard Gauge Antiques**

By Bob Robinson, Founding Member of the TCA Museum and TCA standards Committee

The review and inspection of these cars presents some very important questions that remain unanswered or at least unpublished. The most important is that there is no provenance and documentation tracing their manufacture, use and ultimate disposition from the private corporate world into the public domain of toy train collecting.

This report is not intended to disparage the cars in any way. I only seek to establish the accuracy and integrity of each item.

If we are to accept as fact that they were truly made by Lionel we must have the evidence to substantiate that acceptance. To do this would require in addition to the provenance, at the very least, a chemical analysis of the paints used and their comparison to those used by Lionel at the time period of their manufacture. An analysis of the metals used would also establish or question authenticity. Lastly, corporate minutes and records can provide clues as to what items were reviewed and the actions taken such as approvals and rejections of samples for manufacture.

I have inspected and reviewed what are in this writer's opinion two categories of toy trains in this collection: factory paint variation as shown on the 219 crane and the 217 pea green caboose; the second are factory pre-production samples as shown by the 217 yellow caboose and the 214 maroon & gray box car.

The conclusions I have reached are based on my knowledge of Lionel products but not on Lionel production methods that remain clouded. If anything, this review of what could be very important pieces of Lionel's history and the preservation and enjoyment of items such as these shows the need for our Association to devote some of its resources to establish data bases of authentic paint analyses and other means of documentation to answer the questions these cars and others similarly presented raise. As our hobby continues to mature into the realm of art and antiques rather than just collectible playthings; and as their values rise, we must take the steps to provide future generations with a sound base of authenticity. Then we can view pieces such as those described here and others yet to be discovered in the true light of their manufacture and importance to the collecting field.

#### **A Beautiful Macy's Set**



This Macy's Terminal Railroad set has unusual individual cardboard sleeves. Four sleeves numbered

344C. It is not known what purpose these served. The 450 loco has a brass "Macy Special" plate on each side and the motor has a special brass plate inscribed, R.H.Macy&Co.NEWYORK.



The set came with two #27 Bulb Boxes, a #068 warning signal board and a boxed #88 rheostat. Paper included oiling instructions, postcard and directions. This set did not come with a Macy drum head on the 612; probably one of the only Macy Specials lacking this feature. But all three cars are properly stamped above the windows, "Macy Special". This set is one of the most sought after in Like-New condition as the one shown in the picture. Only a handful exist in such condition.

Larry Murphy

### Christmas Layout

This year Ed Kapuscinski and his trusted crew built an "0" gauge operating layout in Terminal D of the



Philadelphia International Airport. It was exhibited from before Thanksgiving until the middle of

January. It was one of the nicest layouts we have displayed



In addition the Standard Gauge Traveling Layout was set up on two separate days. Good work guys!

### 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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## The Baby B6 Switchers

By Chester Zmijewski

A small version of the 227 scale switcher was introduced by Lionel in its 1940 catalog. The engine and tender of this duo was  $16\frac{1}{4}$ " long as compared to  $18\frac{1}{4}$ " for its larger brother. In addition the headlight was mounted in the center of the boiler rather than at the top.

For "0" gauge two versions of an 0-6-0 were cataloged as No. 203 and 201. The 201 version had a 2201T/B tender that was equipped with "Magic Electrol". A DC relay that operated the e-unit allowing two trains to run on the same track with independent control. The 203 engine had a 2203T/B tender. In "0-27" gauge two versions of an 0-4-0 were numbered as 1662 for the conventional engine and 1663 for the one equipped with the "Magic Electrol" containing 2201T/B tender.

It just happens that 1940 was the year in which Lionel introduced its new style of box coupler. The box had a knuckle embossed on the top and a simulated lift pin was located at the rear of the box. The brand new switchers were equipped with this new style coupler at both the tender and the pilot.

The first "0" gauge set, No. 245 consisted of a 203 Engine with a 2203T or 2203B Tender, a 2655 Box car, a 2654 Tank car and a 2657X Caboose. (The X designation signified that the caboose had couplers at each end allowing for true switching maneuvers.)



*The 245 Set.*

The following year Lionel introduced their series of "scale detailed cars". At the same time, they changed the coupler design. The simulated lift pin was removed, the coupler shank was shortened and the coupler was lowered. From personal experience I can say that the 1941 couplers do not mate easily or very well with the 1940 version.

In 1941 a brand new set was introduced. It was the "0" gauge No.865. This set consisted of a 203 Engine and 2203T or 2203B Tender as well as the new for

1941 "scale detailed" 2758 Automobile car, the "scale detailed" 2755 Tank car and the 2757X "scale detailed" Caboose.



*The 865 Set*

The interesting and not widely publicized fact about this set is that the "scale detailed" cars in it are equipped with the old 1940 style couplers. These same cars in other sets for 1941 and as sold individually have the newer short shank couplers.



The 2758 on the right is from the set; the caboose on the left is from another 1941 set. Most likely the cars in the 865 set were assembled with old style couplers especially for use with the 203 and 201 switchers; to avoid redesigning the front couplers on the engine. Interestingly, some cars in this set have the 1941 style boxes affixed to the long shank. One car in particular, the 2755 tank car has a 1940 box on one end and a 1941 box on the other. This car is not only in my set but also in the 865 set owned by Charlie Weber.

The boxes do not reflect that the cars they contain are different from the standard issue. A small "0" is rubber-stamped on the end flap. In addition the caboose box has both a small "0" and an "X" rubber-stamped on its end.

