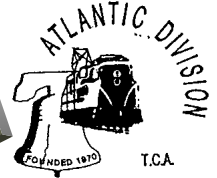




# Atlantic Division Local



---

## SUMMER 2004

---

### President's Message

I have spent the last week preparing materials on our Division to be used in the TCA's 50<sup>th</sup> anniversary scrapbook. This piece is supposed to outline our origin and activities since becoming a Division. It will be a prominent part of the TCA National Convention this year and will eventually be placed in the TCA museum. Speaking of National Conventions, I would like to remind the membership that we sponsored two national conventions; one in 1976 and another in 1989.

It turns out that we do a lot of things. For example, we have our usual meets; but in addition we put on educational exhibits, we have holiday displays at the airport for the enjoyment of the travelers, we have our traveling layout (That is currently being rebuilt.), we put out an outstanding newsletter and most of all we enjoy camaraderie amongst our fellow members.

On a more somber note, the cataloging of these activities has once again reminded me that they are being done by only a handful of our members. Even though they enjoy what they are doing, they are all getting a little older and could use some help. During the summer, I hope to initiate some activities to try to lure some of our younger members to get involved.

I am happy to report that our last two meets were very successful. Thanks to Bob Lubonski, our meet chairman, we even managed to generate a profit. Our next meet will be in September. As usual this will be our annual Members' Meet. It will feature our annual business meeting as well as the usual activities for the kids. So dads start helping your kids to soup up those engines for the drag races and hill climb.

You can again look forward to our raffle at the November meet. Garry Spear is the chairman of this event and he has already obtained the prize that is described later in this issue.

Chester M. Zmijewski

### *The NTTM Express*

By

John V. Luppino  
Operations Manager  
Train Collectors Association

For those who missed the "York Thursday" open house at the Museum, you missed a good time. The Education and Museum Committee continues to do an outstanding job getting the exhibits and layouts into prime condition for the members to enjoy.

Manufacturer's representatives, including some company chief executives visit to answer questions and show new additions to their product lines. This is an excellent way to keep up with the ever-changing world of train collecting and model railroading.

This year the New Product Exhibit features Atlas O Scale. This is just an amazing mini-collection of product so detailed that, photographed under the proper conditions, would look like the real thing.

I encourage you to visit at your first opportunity and, by all means, visit in October as that Open House will be a special one indeed as it will be the Museum's celebration of the TCA 50<sup>th</sup> Anniversary.

### A Special Message

I recently received a call from one of the Atlantic Division's long time members, Bob Monaghan. For years the Norristown Zoo has been thinking of

building a gauge-1 layout, partly indoor and partly outdoor and had periodically talked to Mr. Monaghan about it as he is the local distributor for Marklin products. Well, they finally decided they want to do this. Considerable funding has been found and Marklin is going to donate some 1 gauge sets and a volume of track as yet to be determined.

Bob is looking to form a club, of sorts, of individuals who will be willing to run trains! Sounds like an interesting proposition to me. I gather that when the system gets built and in order, members will be able to bring their own trains to run if they want to. If you are interested, please contact Bob. If you call please try to make it during the daytime as he hits the sack early He can be found at: 134 Rector St., Phila., PA, 19127, 215-483-3512

Charlie Weber

**HOLIDAY SPECIALS START HERE**

Index starts on page 257

**Exclusive American Flyer Two-Train Set**

**Save \$21.00** Normally our price would be ~~\$59.98~~ **\$38.98** cash  
Only \$4 down

**Two freights thunder over same track... never collide**

Giant track system has 3-dimensional mountain with tunnel and overpass for fascinating, simultaneous over-and-under train operation

**THIS SET SOLD ONLY AT SEARS!**

Train speeds are controlled automatically so that as the lead train goes through the tunnel the rear train thunders above it on the overpass. There is no other train set in America we know of that provides this type of railroading action!

All the excitement, all the thrilling action of a regular railroad, with train movements so realistic youngsters will be amazed. As the two trains race over the rails an automatic control slows down the rear train momentarily until the lead train gains safe distance; then as one speeds through the tunnel, the other crosses the overpass above. Etc."

For a more complete listing of toys and train accessories please see pages 370 through 374 in this catalog. For Easy Terms information see page 264.

70 FN 09914—Shipping weight 12 pounds..... \$38.98

ALL SEARS 249

## American Flyer Oddity and Promotional Set

One of the reference books that I have bought in the not too distant past, and therefore might still be available, is *The Toy Train Department*, edited by Thomas W. Holland, Windmill Press, Sherman

Oaks, CA, 1996. It contains black and white reproductions of "Electric Train Catalog Pages from the legendary Sears Christmas Wishbooks of the 1950's and 1960's". I was perusing it trying to find a Marx set when I came upon the first page of the 1958 Sears catalog where a "weird" tunnel caught my eye. Here is a tunnel (probably molded plastic) with two humps separated by a depression. A typical AF trestle set carries the train up to and down from the depression. Thus we have the classic "figure 8" track arrangement but with a two hump mountain where the 8 crosses. This is quite neat and different effect, I think. However, I have never seen a toy train mountain like this.

Then I read the advertisement's text. On the left of the tunnel: "This set sold only at Sears! Train speeds are controlled automatically so that as the lead train goes through the tunnel the rear train thunders above it on the overpass. There is no other train set in America we know of that provides this type of railroading action!" To the right of the illustration we read: "Two freights thunder over the same track never collide. Giant track system has 3-dimensional mountain with tunnel and overpass for fascinating, simultaneous over-and-under train operation." Also we read: "All the excitement, all the thrilling action of a regular railroad, with train movements so realistic youngsters will be amazed. As the two trains race over the rails an automatic control slows down the rear train momentarily until the lead train gains safe distance; then as one speeds through the tunnel, the other crosses the overpass above. Etc".

When I want to know something about American Flyer postwar production I always call my friend and "Flyer Guru" Dick Robinson. So that is what I did. Dick knew of the set but does not have the data regarding the set components and he informed me that AF also sold a similar special set to other stores. Here are the data that Dick gave me:

## #20147 Sears Special Mountain. Tunnel & Pass Train Set:

- 1 – 21160 Atlantic Loco and Tender
- 1 – 24103 N&W gondola

- 2 - 24603 caboose
- 1 - 21808 Baldwin Diesel
- 1 - 24203 B & O hopper car
- 1 - 24309 Gulf tank car
- 1 - 24019 Seaboard box car
- 18 - Curved track
- 8 - Straight track
- 1 - 26670 track trip (track contactor for accessories)
- 1 - 22020 50 watt transformer
- 1 - 26690 track terminal
- 1 - 747 RR trestle set
- 1 - 23040 mountain, tunnel & pass

#### #20148 Department Store Two Tram Set:

Same rolling stock as the Sears Set but has:

- 20 - Curved track
- 6 - Straight track
- 1 - 690 track terminal
- 1 - 22004 40 watt transformer
- 1 - 748 girder trestle & bridge tower set

The postscript to this little article is that at the next Atlantic Division train meet Dick introduced me to a gentleman from Philly who says he has the tunnel. We hope to get the opportunity to photograph this unusual piece of American Flyer's history in the near future and put it here in the Atlantic Division's newsletter.

Charlie Weber

### **TCA Member Shows Trains**

From Joe Lehman comes the following article that was published in "The Sullivan Review" (12/18/03) from Dushore, PA and tells about what fellow TCA member Norm Taylor did to publicize our hobby. Norm was once one of our members but has moved out to the boonies. Perhaps it will give one of our Atlantic Division members an idea to emulate Norm.

I did not contact him to see if he will be doing it again in 2004 but I have a suspicion that this is a regular thing for him. In any event, Dushore is a fair trip for any of our Atlantic Division people to make a special drive all the way up there just to see Norm's display (Dushore is about halfway between Williamsport and Scranton) but it is in

vacation/hunting country and I thought perhaps some of you might be heading up that way for other purposes and might want to stop by and see it. If so, give him a hollar and see if he will be doing the display in 2004 and to find the other particulars. Norm can be found at Rural Route #1, Box 1174B, Dushore, PA 18614, 570-928-8055

### **Celebrate Christmas With Visit To Dushore Train Display**

In 1936, when he was four years old, Norm Taylor's father bought him an "O" gauge train layout called "The Hiawatha." He still has the set, but now his layout is considerably larger. In fact it fills a 28 ft. by 38 ft. "table" in a vacant store in the Insinger Plaza just North of Dushore. The layout has nine separate train sets running simultaneously, both freights and passengers, and is open to the public on weekends through Dec. 28.

A lifelong collector, Norm has a miniature trolley car made in

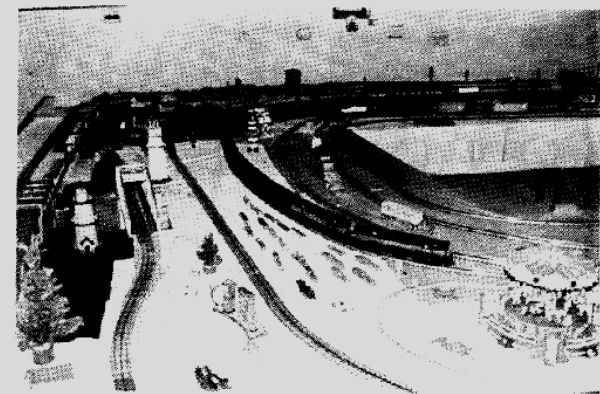
1913 worth \$3,500. It's not for sale. The star of the present layout is a coal hauling set with 33 cars loaded with coal. Sixteen friends helped assemble the layout which is a spectacular sight, even if you're not a train buff.

The store adjoins Putt's Pizza on Rt. 220; look for the yellow door. Hours are: Dec. 19 from 5 to 8 p.m.; Dec. 20 from 2 to 5 p.m.; Dec. 21, 27 and 28 from 2 to 5 p.m.

Santa Claus is expected to visit on Dec. 19 and 20. Admission is free.



Norm's Trains, a collection of nine sets of "O" Gauge trains owned by Norm Taylor of Dushore, are set up and running at the Insinger Plaza, a mile north of Dushore on Route 220. They may be viewed by the public, no admission on December 19, 5 to 8 p.m., December 20 and 21, 2 p.m. to 5 p.m. and on December 27 and 28, 2 p.m. to 5 p.m. Photo shows Norm adjusting one of the locomotives.



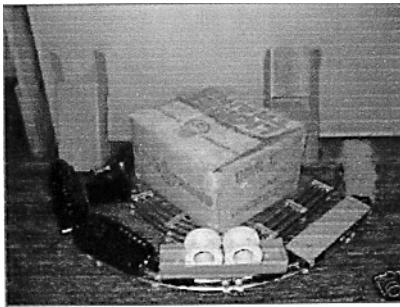
The extensive train display, Norm's Trains, was set up with the help of Will Choplick and Jeane Choplick. Bruce Insinger decorated the space.

## ADVENTURES ON "eBay"

By Charlie Weber

### Another Uncataloged Set

In the summer of 2003 an uncataloged set caught my eye. It is a Lionel #19374 which I believe is from 1964 based on the box and other similar uncataloged sets that are in the reference books that I have. Here is the seller's description: Lionel 0-27 Train Set No. 19374 from the late 1950's early 1960's. The set is in great shape with the Lionel Lion on the box. Here is what you get: 1-1062 Scout type plastic steam engine, 1-un-numbered slope back tender, 1- un-numbered blue Gondola, 2-light gray wire reels for gondola loads, 1-un-numbered gray Flat car, 1- un-numbered Caboose, 1- 1023 -25 watt transformer, 8-pieces 027 curved, 6-pieces of 027 straight track, 2 box inserts. All the cars are plastic, with metal wheels, and have non-operating couplers.



Now, as a set of toy trains it is a real piece of "garbage" and represents one of Lionel's low points in the postwar period. It is about as cheap as one can find. Other than the loco which is an 0-4-0 (Lionel couldn't even manage to pack the 2-4-2 version) and is numbered, all of the rolling stock is un-numbered and unlettered. I did a little poking through Paul Ambrose's book on Lionel postwar equipment and figure that if the items were boxed, which they were not, they would be as follows. The tender is probably a 1060T and the caboose is probably a 6167. The flat and gondola could have several possible numbers depending on whether or not there are a couple canisters missing. If I had the items to look at we could possibly be more specific. I believe that the canisters are not missing and then the blue gondola is a 6042-250. 6142-125 is also a possibility. In either of these cases, I then

will assign the cable reels to belong with the grey flat car and then it is a 6402. If we assume the flat is meant to be empty and the canisters go with the gondola then the flat is numbered 6401. Until some more of these sets show up these assignments will have to be guesses. A little note in this regard might be in order in case some of you postwar set collectors haven't heard before. A couple summers ago several volumes of paper from Lionel appeared at a Midwest auction and were bought by a couple Michigan fellows. I had the opportunity to peruse one of these. This literature is the packing instructions for all of Lionel's postwar sets. A sheet tells the packer exactly what is to go into each set box and how to properly squeeze everything in. In addition it tells how many sets were to be packed and what stores bought them if the set is uncataloged!! They are an amazing source to someone interested in this sort of thing. The two guys who bought these paid a ton of money for them and plan to compile the data somehow and eventually publish the information. I surely hope they do. If I had those sheets, I could simply look up set #19374 and I would be able to tell you exactly what is supposed to be in this set and how many were packed. Wouldn't that be nice?

The article in the *Winter 2003* issue of the *Atlantic Division Local* describing the rusted tank car that had been offered on eBay prompted the following letter.

Dear Mr. Weber, I read your article in the winter 2003 newsletter with great interest. I am retired now and spend almost every day on eBay. I thought I was the only one who gets a laugh out of some of the listings. As in the case of the tanker, I would guess that this is someone with no knowledge of our hobby. What enrages me is when a TCA member misleads, or worse, lies about his or her wares put up for auction. They always make sure buyers know that they are TCA members so as to give the impression that they know what they are talking about. Then they go on to say things like, "Like New" except for a broken step or missing door or light rust on the axles. I had dealings with a 20 year plus member of the TCA who used the disclaimer, "looks original to me". After I caught him misrepresenting a piece, he threatened to sue me. The few people such as this give our club a bad



name and false information on how to grade items. As our by-laws state, all dealings with another member or the general public must be done fairly. Thanks for allowing me to blow a bit of steam and I look forward to more of your articles.

Concerned in Philadelphia

### WIND-UP-ROUNDHOUSE



By Henry M. Hermanns 94- 39031

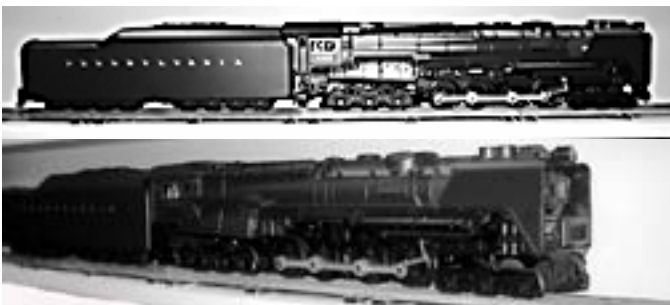
Here is a follow up on the Bing tender mystery I presented in the *Fall 2003* issue of the *Atlantic Division Local*.

My TCA friend, Claude Despland in Switzerland came through with an answer. The pointer and scale depicted on the side of the tender are meant to represent what is called a "Wasserstandsanzeiger". This can be roughly translated to "Water Content Position". This makes sense since the steam locomotive had a voracious appetite for water. The tenders carried nearly as much water as they carried coal. So, it was a good idea to have a water gauge to tell you how much water you had on board.

This raises another question. Did the U.S. tenders have water gauges on them?

### ANNUAL RAFFLE

This year the prize in our annual raffle is a beautiful Lionel Pennsylvania S-2 Steam Turbine. This mammoth piece is pictured below. However, the pictures do not do justice to this magnificent machine.



Tickets will go on sale during our September Meet. They will be priced at \$5.00 each. For more information please contact Garry Spear.

### TREASURER'S REPORT

As of 7 March 2004 all bills have been paid within the approved budget.

The checking account balance is:	\$ 784.55
The savings account balance is:	\$21222.74
Cash on hand:	<u>300.00</u>
	\$22307.29

George Nelson, Treasurer

The following is an advertisement from the December 1951 issue of "Whistle Stop" magazine. I have never heard of these passenger cars before. I wonder if any of you have them. If you do, we would like to see them and perhaps photograph them for our newsletter. Does anyone know if cars other than coaches were made or have any other information?

Charlie Weber

**STREAMLINER COACHES — "O" GAUGE STEEL SHORTIES**

<b>PENN</b>		<b>NYC</b>
<b>CNW</b>		<b>MLW</b>
<b>UP</b>		<b>SP</b>
<b>GN</b>		<b>GMO</b>

**COMPLETE CARS WITH LIGHTS, \$9.95  
KIT, INCLUDING TRUCKS, \$7.50**

Lacquered; decal and diaphragm equipped; for Tinplate; couples with Lionel.  
No C.O.D.—add 35¢ for postage. Send 3¢ stamp for circular.

**BILL JOHNSON, Box 3525 Belmont Shore Sta., Long Beach, Calif.**

### 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.

Charlie Weber & Chester Zmijewski, Co-editors

Editorial Office

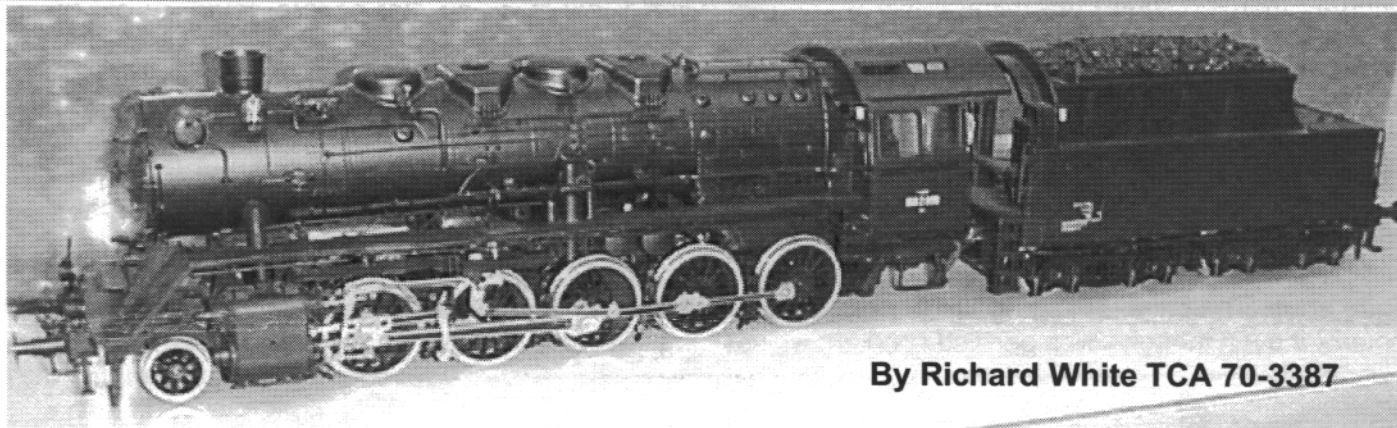
1119 Yardley Rd.

Cherry Hill, NJ 08034

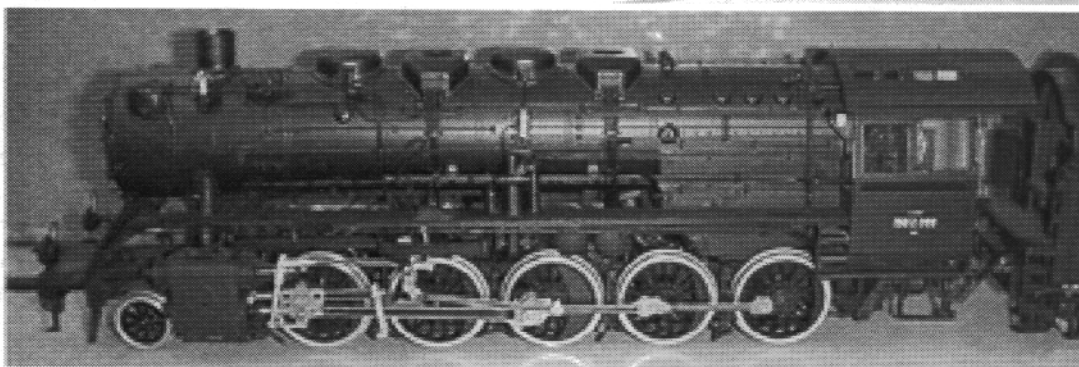
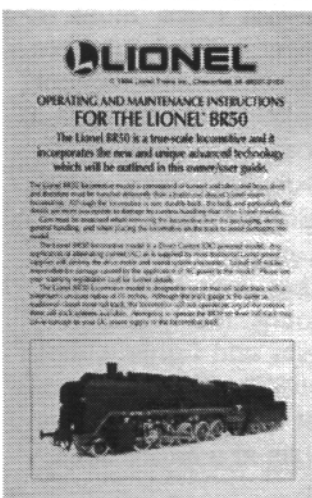
e-mail: [chesterz@bellatlantic.net](mailto:chesterz@bellatlantic.net)

The following is reprinted from the NorCal Express with permission.

## IS THIS LIONEL'S RAREST MODERN-ERA STEAM LOCOMOTIVE? OR— WHEN DID LIONEL GET INTO THE EUROPEAN MARKET?



By Richard White TCA 70-3387



The Lionel locomotive pictured is a German prototype BR-50 Class 2-10-0 Decapod with SNCF

(French National Railway) markings under the cab window. The Greenberg Guide identifies this as an uncatalogued locomotive produced by Lionel in 1993. The box end shown at the right is labeled "6-18036, French, BR-50 (150Z)," and has "130 of 150" penciled on it, presumably indicating that 150 models were produced. Another 150 or more were probably produced for the German market, with DB (German Railways) markings.

The locomotive and tender are exquisitely crafted in brass, with many lost wax castings and full cab detail, and are for 2-rail DC operation only. Although all drivers are flanged, the instructions indicated that the model will traverse a 30-inch radius curve.

3,159 BR-50 locomotives were built in Germany during the 1939-44 period. These were also known as Class 150Z (counting axles, 1-5-0). What is interesting is that the SNCF had no BR-50 locomotives! What SNCF did have were superficially simi-

lar German-designed BR-44 locomotives, almost 700 of which were built for the Germans in Alsace, in occupied France, during World War II. 226 BR-44's still under construction were taken over by the SNCF after the Liberation in 1944 and designated as SNCF Class 150X.

The French BR-44/150X locos had only one cab window per side, no smoke box door central lock, different piping and other boiler details, and were 3-cylinder (simple) machines, while the BR-50 had 2 cylinders. Both had 55-in. driving wheels,

So Lionel's BR-50 locomotives for the German market were also marketed (incorrectly) for the French market. Interestingly, Marklin/Hamo and Fleischmann did the same thing with their HO gauge models of the BR-50!

This museum-quality locomotive is in the collection of Adair Roberts.

