



ATLANTIC DIVISION EXPRESS



WINTER 2004

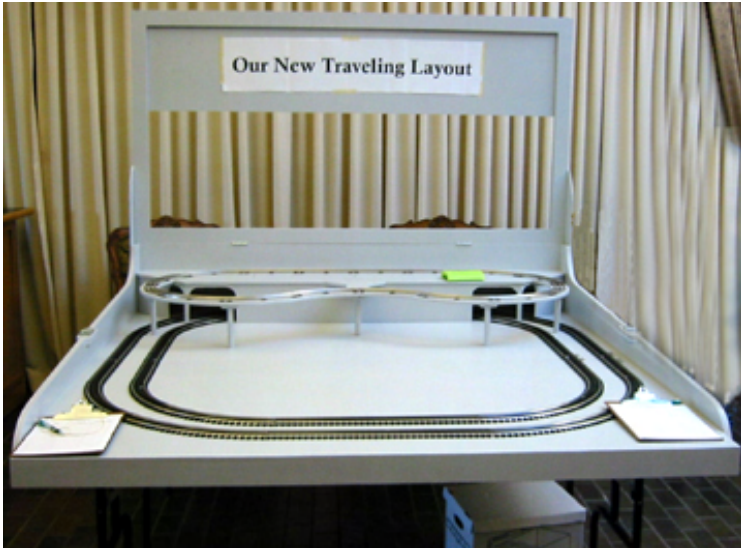
HAPPY HOLIDAYS



President's Message

Holiday Greetings to everyone. The collage of pictures on the front cover of this issue is made from a collection of Holiday Cards sent annually by Kay and Dick Heineman. They depict photographs of various themes from Dick's layout. I hope that you enjoy them.

As you can see from the photo, our new traveling layout based on Paul Fenn's prototype has been built and is now ready to be com-



pleted. It was built for only the cost of materials by Bob Zmijewski. Thank you Bob. Now comes the fun part. We need volunteers to help landscape the layout and to wire the various accessories.

Our Holiday display is on hold as of this writing. We have experienced many problems with the airport because of increased security and other factors. Therefore we will need to find another venue. If there are any good ideas out there please let us know. In reading the newsletters from other divisions it appears that many of them have success in setting up both static and running displays in shopping malls, libraries, museums and even bank lobbies.

Speaking of other divisions, it is quite clear from their newsletters that most of them are very active in their Kid's Clubs. I think that this is an important activity to help promote an interest in trains among the young. As I look at our membership I can't help but notice that we are all getting grayer, balder, fatter and slower moving, i.e. older. As spelled out in our Mission Statement the TCA is committed, "To preserve an important segment of history—Tinplate Toy Trains etc". The most important way this can be done is by passing it on to the next generation and the one after that. The Kid's Club is one way of accomplishing that end.

A word about our Newsletter. I don't suppose you noticed, but the name has been changed to "The Atlantic Division Express". It was felt that this was a better representation of its content. In addition this is the first all color issue. The Board has increased funding for our publication in order to allow us to produce such an issue at least once a year. Finally we invite all of you experts out there to send in articles based on your own areas of expertise. Believe it or not, everyone is an expert on something.

Chester Zmijewski

Next is an interesting story brought to our attention by Herb Brandt.



The picture above, shows a very unusual Mickey Mouse Tender along with the more common variety. The common one, on the left, has a red frame while the unusual one, on the right, has a black frame. These tenders are from Herb's collection. The black framed tender appeared only once on page 42 of the 1935 Lionel catalog in sets 1532, 1533 and 1534. Herb's black framed tenders (he has two) were obtained as singles and he has never found one in a set.

A Different Lionel Uncataloged Set By Charlie Weber

In the quarterlies of the Atlantic Division we have looked at many train sets that are not found in the regular consumer catalogs; Most from Lionel's history. (Since some of the sets are found in existing catalogs for the trade some people prefer to call these sets "Specials".) Whatever you want to call them, here is the first we have found using clockwork power. It too is from Herb Brandt's collection.

As you can see in the picture, this set is numbered "1541". The loco is a #1508 red Mickey mouse set type loco. As expected, it contains a bell and a battery powered headlight. The consist is three tin #1811 passenger cars lithographed



1933 and 1934 the cars were produced in peacock and orange. Although the 1933 consumer catalog shows them as lettered "Lionel-Ives", I suspect only the boxes are labeled

that way. The 1935 catalog shows the cars in the color scheme found in this set, grey and red and the 1936 and 1937 catalogs show them as red with white trim.

Set numbers seem to be rather sequential. 1933 saw the sets numbered from 1525-1528 and 1934 saw 1528-1531 used. In 1935 the appearance of sets numbered 1521 and 1523 messed up the sequence but others were 1532-1537. Finally, the sets in 1936 and 1937 ranged between 1546 and 1551.

Based on the above catalog observations I suspect that the date of the set is 1935. The cataloged sets with the grey and red cars include #1534 which has two Pullmans and an observation and #1537 which contains a baggage, Pullman and observation. Thus I am guessing that this set is a "Special" and could be found in some special price sheet or catalog that was not available to the general public and was probably available for a few cents less than the two "regular" sets. As a matter of fact, while poking through some old papers that need to be filed, I came across some notes that I had taken at some train meet, goodness only knows when. These had a description of the set shown here with the note that it was black rubber stamped on the end of the box as "Gimbles No.1" or "Gimbles # 1". A second possibility is that this set was put together in 1936 as a "get this old stock out of here" special now that production had been shifted to the red series of cars.

The set pictured below is an American Flyer set that belongs to Malcolm Kates. This is set No. 7045 that was probably made up for a small Department Store. The set features a No. 1090 Empire Express Loco.



Fall at the National Toy Train Museum

By John V. Lupino

Many visitors to the National Toy Train Museum marvel at the large number of trains on exhibit. They are much more accustomed to seeing museums exhibit objects surrounded by a considerable amount of empty space and, occasionally mirrors, to offer a complete view of the object. The exhibit philosophy at the Na-

tional Toy Train Museum is different and that difference is the result of a unique philosophy on how things are to be exhibited.

The exhibit philosophy reflects the philosophy of the Museum's owner, the Train Collectors Association. This group of approximately 32,000 men and women share a passion for collecting and preserving toy trains and the history of their manufacturers.

When the Museum was in its early design stage, the Association's Museum committee decided that a visit to the Museum would reflect what a person would see if they visited the home of a typical Association member. Upon entry to his/her "Train Room," you would see a vast number of trains on shelves organized in a fashion that reflected the collecting interest of the owner. There would be an operating layout and perhaps some other toy train related objects to admire close up.

The Museum Committee translated that into what visitors see in Strasburg, albeit on a far larger scale. Where a single person might have several hundred trains, the Museum has thousands and in place of one operating train layout, there are five. Subdued lighting and carpet add to the home like atmosphere. While our approach to exhibits has grown more sophisticated, our philosophy remains the same. A visit is, in a sense, a visit to a person's home. Visitors are actually entering the home of a large and active organization.

The entry galleries of the Museum house some of the oldest and rarest pieces in the collection. Toy trains that date from the 1840's to the early 1900's are found in exhibits that convey the impression that toy trains were not just a Christmas time item. A New York City Hardware Store and a full sized replica of a train dealer's display fixture from 1928 show trains in a store type atmosphere

An exhibit case that resembles a glass-sided boxcar contains a traveling salesman's sample case. Another exhibit shows objects made by one manufacturer, Lionel, to keep people and machinery busy during the toy train "Off Season." When visitors leave the rooms to see the rest of the Museum we hope they have acquired some sense of toy trains, not just as toys but also as something that people made, sold and repaired in an effort to support their families.

Fall marks the arrival of vivid colors outside and inside at the Museum it is no different. Early toy trains were colorful and our modern day Museum Committee puts some of our most colorful old trains on exhibit. This is in preparation for the Christmas Season, a time that many people associate with toy trains. This year, as in the past, we will decorate the Museum, including the operating layouts for the Christmas Season. Decorating for Christmas carries on a tradition begun by the founder of the Lionel Company, Joshua Lionel Cowen. He tied together the idea of toy trains and Christmas as a way to stimulate his toy train sales.

As a measure of his success, a great number of us still equate toy trains and Christmas to this day. Between Thanksgiving and New Year's Day, many people make trips to visit model railroads and ride "Santa Trains" at tourist railroads all over the country. If you find yourself without trains or the time to put them under your tree, you are welcome to come see, and run, the trains under our tree.

OUR MEMBERS' MEET

The September members' was a great success. We were especially pleased to see a large number of kids who seemed to be enjoying the show. Two young engineers, Doug and Bob Boehme shown below, display the smiles that were typical among this crowd.



Among the noteworthy items at the show was an interesting Lionel Chem Lab illuminated advertising display brought in by Russel Sweter. (ed. note: See more about Chem Lab on page9) One of the fascinating features of the display are the

twin columns of colored liquids that originate from bubbling liquids in their flasks in their flasks that rise up to meet at the center.



As can be seen from the label, this display was manufactured by BIOLITE, INC., a New York firm. If any of you have any information about this display or year of origin we would like to hear from you.

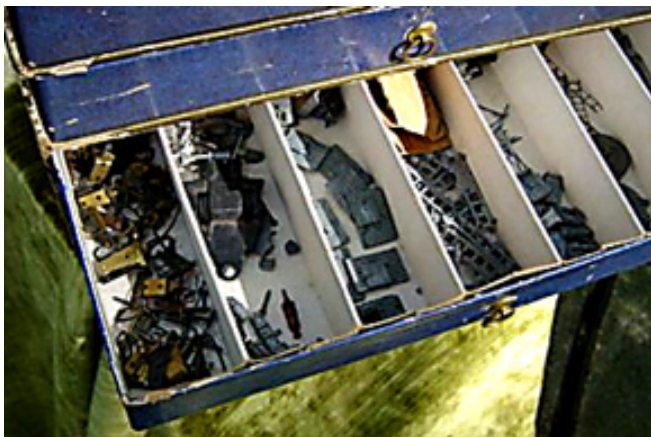
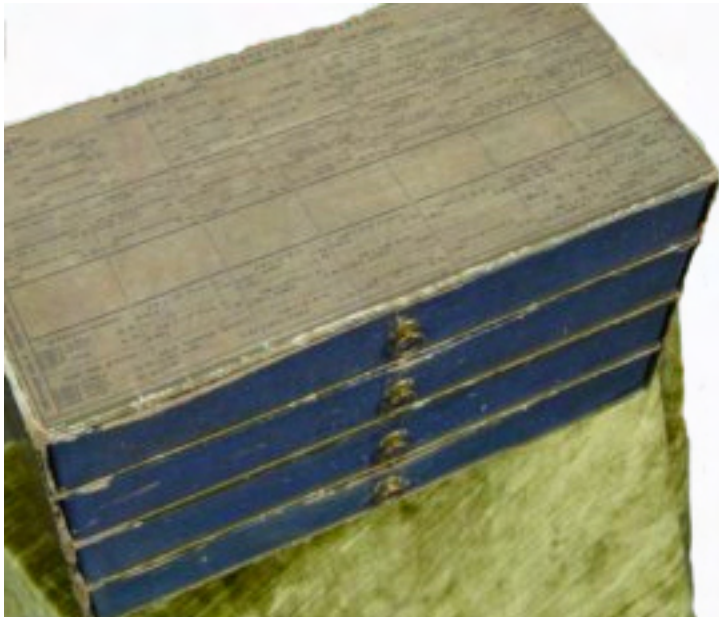


AN UNUSUAL FIND

Art Bink sent Charlie Weber photos of a diminutive little blue-fronted 4 drawer parts box made by the (now out of business) Mantua train company probably sometime in the late 1930s. This box is only 11 1/2" wide x 5 3/4" deep x 6 1/4" high, and is easily carried in one hand. It is made completely of cardboard except for the neat little ring-tail brass handles on the drawers. The roof is printed, as you can see, with the key to what's in each drawer. It was sent Art by a doctor in Wisconsin; he picked it up many years ago, as an oddity. Art doubts if it was for dealers, since it isn't an all-encompassing parts supply, but it looks as if it was sold to people who wanted a few parts to tinker with

(although there are parts prices printed on the roof of the box). Notice the old Mantua hook-&-loop couplers in a partitioned section on the left side of one of the drawers.

Since Art retired 8 years ago, he switched to HO trains (where he started 60+ years ago), after having Ted Maurer auction off all of his tinsplate trains. So he really come full-circle! Says Art," finally I have the time to build kits, 'weather' the stuff, and so on". In his narrative Art goes on to invite our members to come visit and see his yet incomplete 16' x 13' platform (you are NEVER supposed to 'finish' an HO layout!!). Anyway, he has almost 1000 pieces of rolling stock, but can run only 3 trains at a time (of 40 cars or so). He claims that this is not quite like Garry Spear, who he thinks ran about 135 cars behind an engine a few times!



MANTUA METAL PRODUCTS COMPANY, INC.			
"Pioneer and Leader in HO Gauge" NEW JERSEY			
WOODBURY HEIGHTS			
C-224-A	COLLARS 2c Ea.	EAR ENDS	BRAKE WHEEL ON AXES 1/2" DIA 1/8" BUSH 1/8c Ea.
C-224-L (LH)	ICE HATCHES 5c Ea.	C-225 Type "A"	KAC-225 KAC-226 1/8c Ea.
C-224-C (RH)	ICE HATCHES 5c Ea.	C-216 Type "B"	BRAKE STAFF SUPPORT 1/8c Ea.
WHEEL FRAMES 10c Ea.	C-510	JOURNAL BOXES 1/8c Ea.	BRAKE PLATFORM 1/8c Ea.
MARKER LIGHTS 10c Ea.	KC-525-B	WHEELS ON AXLES 1/8" DIA 1/8" BUSH 1/8c Ea.	ENDS GONDOLA 1/8c Ea.
TOP LIGHTS 10c Ea.	KC-525-A	DOORS (CAR) 1/8c Ea.	BRAKE WHEELS (Non-rotating) 1/8c Ea.
			CUPOLA SPACERS 1/8c Ea.

JEWELS from eBay

By Charlie Weber

An Interesting Idea

One of the kinds of articles that we rarely have had sent to us involves "kit bashing". This is the technique of taking manufactured parts and putting them together to give a different model or a more detailed model than was intended by the manufacturer. This is commonly done by our "scale" modelers but is considered sort of sacrilegious by many collectors. (If you decide to attempt this project please use a real junker.)

Pictured here is such a kit bashed item that appeared on eBay last March. (Are you looking Neil?) Of course, if don't want to try this, a similar item is in a recent M.T.H. catalog. The builder of this car obviously took a Lionel 517 caboose, shortened the body and took and put them onto the original frame. The brass end rail was cut down and used in the front. It appears that the tool boxes were fashioned from wooden blocks and the seller implies that the searchlight from a 520 car had been affixed. Thus the builder ended up with a work caboose for the boom of his 219 crane to dangle over, a la Lionel's postwar 'O' gauge work caboose /crane combinations. The car sold for \$142.50.



Neat Idea, huh?

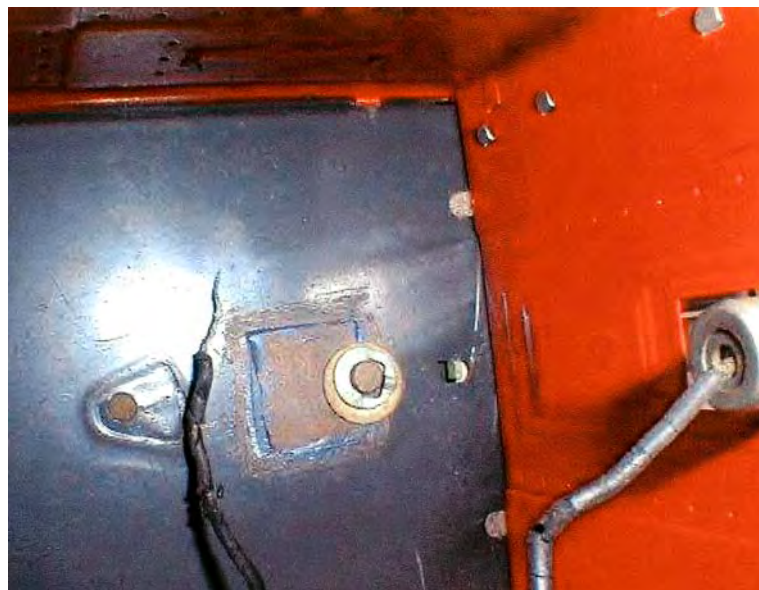
Another Prototype

Last year The Atlantic Division Local brought you a report on several Lionel 200 series cars that were sold at a Maurer Auction and which are believed to be "prototypes" or "mockups"; items that were made up by Lionel engineering to present new ideas to management and/or to help them design manufacturing processes or sequences. Thus they are normally "one-of-a-kind".

Here we present information about a 517 caboose that could fall into this category. This particular item was listed on eBay in February 2004. The car itself is not special but just a normal 517 nickel trim caboose. What makes it special is the appearance

of a box coupler. The seller's description is very detailed and you can see the details of the car from some of the pictures shown. At first glance this car looks like another home craftsman project from the 1930's. I have seen this done a couple of times, (see the previous article) and it would be relatively easy to do. The craftsman (or "butcher" if you prefer) took a stock truck and made a coupler extension which was then soldered to

that the coupler pivots on is punched into the frame and a rectangle of metal added. This can be seen in the photo below.



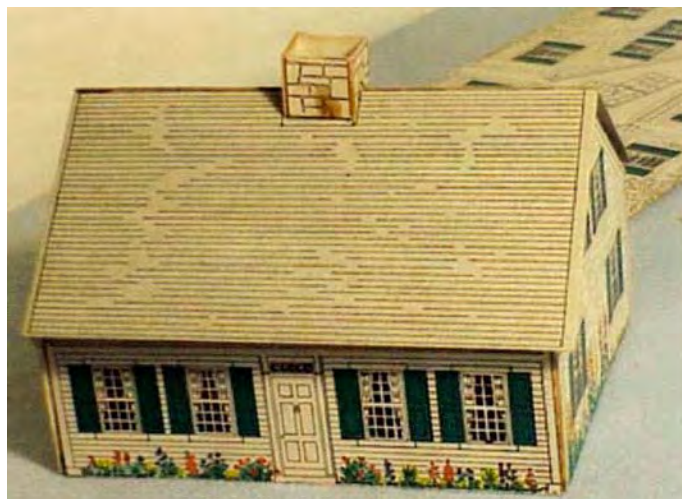
Another "unknown" Accessory Manufacturer

the truck. Stock Lionel 'O' gauge parts were then used to emulate Lionel's 800/2800 coupler system. The frame then had to be altered as was done here. Look carefully at the truck pictures – bottom and side views.

It is especially interesting to find information about manufacturers of toy train items who have been located within Atlantic Division boundaries. As historians, of sorts, I think we owe it to future collectors to try to document whatever we can about these small firms. There is more to collecting trains than Lionel and American Flyer.

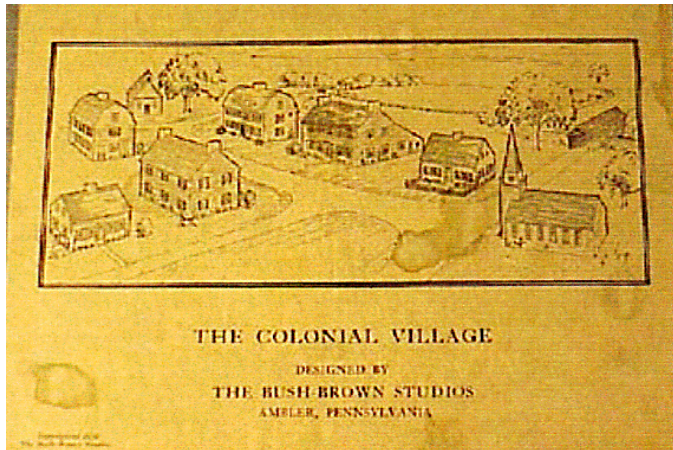


In September of 2002 I found the pictured article for sale on eBay. Unfortunately I found the ad after the item was sold and did not get the chance to buy this very unusual cardboard accessory. As you can see from the picture on the box, this item is a set of six cardboard buildings that sound as if they would have been designed to be sold for "O" gauge toy or scale "H0" use. However in 1932 not much was being made available for H0. The firm "BUSH-BROWN STUDIOS" with an address in Amler, PA makes them local. We are printing here what we know from the eBay listing in the hopes that some of our readers might know something about these toys and let us know what they can. Perhaps one of you retired folks can spend some time doing a library search to see what can be dug up or maybe we



The truck (top) is an entirely new and different truck from normal one pictured (bottom). A die would have had to be significantly altered and then a couple of truck frames made from this new die. It would have been a difficult and expensive undertaking for a home craftsman. The photo below is a close-up of the inside of the modified caboose. The slot that

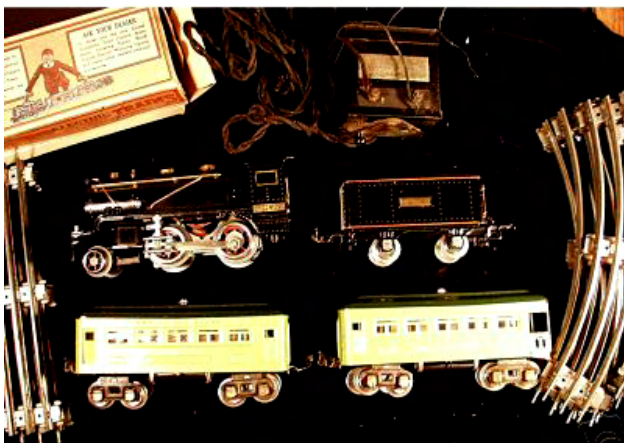
will be lucky and one of you know of an older “Bush” or “Brown” in the area and you can ask them if they can tell us anything about this firm and their offerings.



*Copyrighted 1932
The Bush-Brown Studios*

Another Special Set

Usually we only present here new (unpublished) finds of uncataloged (or Specials” if you prefer) train sets. However, the set shown here appeared on the internet and it is so nice that I felt we should publish it anyway. As you can see in the photo of the set box end, this is a “SPECIAL # 2”. This set is listed in Dave McEntarfer’s book (Greenberg’s Guide to Lionel Trains, 1901-1942, Vol. IV, Prewar Sets, Kalmbach Pub. Co., 1995) on P. 125. The set is exactly as described by Dave and his date of ca. 1931-32 sounds correct to me. It also was being sold



with a circle of track and a transformer so I am assuming it came with those components.

The loco is a 257 in all black, no orange stripe, with copper and brass trim but the 257T tender does have the orange stripes. It is just a two car 607, 608 set. I suspect that Lionel saw fit to produce this as a special by making the set a two car variety but then put in the transformer which was not the norm for ‘O’ gauge sets.



The cars are typical two tone green with cream inserts and air tanks. Although the air tank ends are nickel the journal boxes are copper. The winning bid in August 2004 was \$809.99

MY SPECIAL SET or ALWAYS SOMETHING NEW

By Charlie Weber

The last quarterly published by the Atlantic Division under “THE ATLANTIC DIVISION EXPRESS” name was published in 1995 and was our first color issue. In here, Bob Sell and I did an article about Lionel’s 603, 604, and 607, 608 series of passenger cars. 609 & 611 were also included. In this article is part of a paragraph in which, it turns out, I was “full of bologna”. I wrote: “ Note that listing #7 in the spreadsheet indicates the two tone green cars are also available with the 603 and 604 numbers. I seriously doubt it unless it is a single car or set that are actually factory errors.”

Since that publication Dave McEntarfer’s book came out. Here is what Dave wrote: #22 SPECIAL: O Gauge; Ca. 1934. Contents: 253; 603; 603; 604; other contents unknown.

Comments: The locomotive for this set comes in Stephen Girard green with a dark green frame and cream trim. The cars are painted Stephen Girard green with dark green roofs and cream inserts. Sitting on the shelf this set would look just like Outfit No. 296 from approximately the same period; but that set came with 607-608 cars, which had interior lights. The 603-604 cars are identical, except that they have no lights (and have a different number, of course). The 603-604 cars in a two-tone green paint scheme are only found in specials. All individual boxes are marked with an “X APPLE” after the number.

Here are some more details about the set that is pictured on the next page. I am using the definitions from the prewar Greenberg book, Volume II; O and OO gauges. The locomotive has copper journal boxes and a type 8 motor. The flag stanchions are of the last (newest) variety and the frame only has one reverse slot; it is not reversible.



The cars ride on type 7a trucks which are fastened to the car with a washer and cotter pin and have copper journal boxes. Air tank ends are nickel and there are no oiling labels. On one car bottom there remains a price tag (\$4.50) from "McKnight Hdw. Co." A person from Pittsburgh tells me that he thinks there was such a store on the north side of that city once upon a time. So I am guessing that is who originally sold this set.

In the summer of 2003 I ran into this set on eBay and managed to land it so we are presenting it here for your perusal.

The story behind getting this darn scarce set is a bit humorous and relates how a TCA member, unknown to me, was unusually friendly so I will pass it on. I was teaching evenings and the format was for me to lecture from 6 to about 7:15. We then would take a 15 minute break and then do the laboratory. I was ready to go about 5:30 or so and decided to blow off some time by perusing eBay. Low and behold I ran into the cars being offered and they were to go off around 7:30. I put in a bid and went off to class. During lecture the amount I had bid started knocking at me. I felt that I didn't make it high enough to have a shot at landing the cars. So, at 7:15 I announced to the class that I would be a little late starting the lab and their break might be a few minutes longer than normal. I then said "I am running back to the office to make a bid on a rare piece." A young lady put up her hand and when I called on her she said "Are you sure you wanted to share that with us, Doc?" The class and I "broke up".

Upon arriving home, there was an e-mail waiting for me. It was from a TCA fellow in California who wrote that he had been the one bidding in the last few minutes trying to get these 603-604 cars. He said he guessed that I wanted them more than him. He went on to explain that he hates to see sellers break up sets and that he had gotten the bid for the loco the day before. He wanted to know if I wanted to buy the loco to keep the set together. I replied that of course I would like to have the loco too. He then sent an e-mail to the seller and asked him to sell me the loco along with the cars! Wasn't that an extraordinarily nice thing to do?!!

Letter to the Editor

I read your article in the Winter 2003 issue concerning the Colgate-Palmolive-Wildroot contest. I have in my collection one of the 25 second prize sets.



The set consists of a #2242 New Haven A-B, along with #6805 Atomic Energy Disposal car a # 6434 Poultry car, a #3444 Animated Gondola car, a#3361X Operating Lumber car and a #6517 Bay Window Caboose. The set also included several accessories consisting of a #334 Dispatch Board, a #128 Animated Newsstand, a #464 Lumber Mill and a #157 Illuminated Station Platform. The set was powered by an LW Transformer that was also included. The set number was X864 and the shipping of the prizes was handled by Bruce, Richards Corp.

The set doesn't appear to contain any unusual variations of standard equipment. The set box is the only thing unique about the set. It measures the set. It measures 34" long, 8" high and 16" wide. (*ed. note: Most likely to accommodate the number of large accessories.*)



The set came into my possession while living in the Kansas City area. I purchased it from an American Flyer collector, who bought it at a local garage sale.

It has been in my collection since 1983 and is certainly one of the more unusual sets in my collection.

Phil Stuhltrager, 72-4351

The CHEM LAB Story

The Lionel Chem Lab first appeared in the 1941 catalog. Apparently in an effort to disguise their attempt to compete directly with A.C. Gilbert; their marketing strategy implied that they were hoping to help the country faced with a world war. In their advertisement they stated the following: **“OPENING A NEW FIELD OF SCIENTIFIC ADVENTURE.** Today the work of the Chemist is more important to the world than ever before. Out of urgent needs of national defense have come a multitude of new, rich, enduring scientific discoveries synthetic silk that is better than silk, synthetic rubber that is better than rubber, new, tougher, harder, lighter metals, window panes that won't break automobile bodies that won't dent, foods fortified to 10,000 times their normal value and scores of other important contributions. Yet chemical research is in its infancy. There is a world of undiscovered miracles waiting to be unearthed—challenging the ability of every American boy.” In the 1942 catalog; since we were then in the war, the words, “needs of national defense” were changed to: “the war effort”. The Chem Lab last appeared in the 1947 catalog; being eclipsed by the NEW Lionel Construction sets.

“WHAT THE HECK, HE'S GOT TRAINS THAT RUN”
By Walter “Junior” Ames, Jr.

“They're supposed to *ain't* they, I always thought that they were toys..”

Many moons ago, that statement came in loud and clear in my basement by a now familiar voice. The Monday Nighters, (A gang of Atlantic Division Members) came to my house for the first time. I was a little embarrassed at not having the type of super Pre-War collection that everyone else seemed to have. The voice making the statement turned out to belong to non other than Charlie Weber. And yes Charlie, I have trains that run. In fact, I take turns with all of my stuff on the layout.

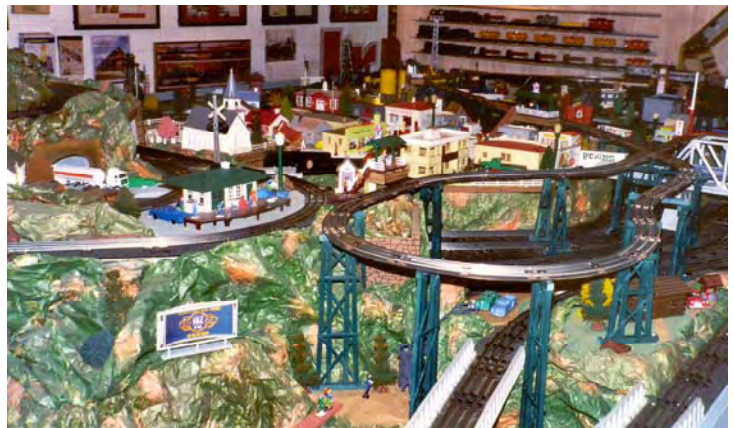
AND, I have trains for kids to play with, separate ovals for coal, lumber and milk as well as a Drag Strip. I'm still playing with my Christmas of 1938 Lionel 1666E Passenger set.

Mint in the Box—that's not a toy; and what fun can a kid have looking at crisp new boxes of trains stuffed in a closet or behind glass on a shelf. They were made to run! You can't take them with you; so you just as well wear them out.

Now you will have to excuse me, I gotta back the TCA passen-

-ger set into its siding so that I can run my 226 set on the main line.

The following are some pictures of Junior's magnificent layout and some of his operators. In spite of what he says, he does have some very fine old trains; but they all run



A view from the right rear to the left front of the layout.



A view in the opposite direction.



A view from the right front of the layout toward the left rear.



“Now what?” Asks Ava, Jane & Dave Allen’s Granddaugh-



2 1/2 year old Taylor Wilson, Bill & Barbara Wilson’s Grand-



Matthew Ames, Jr’s Grandnephew with the 3462 Milk Car



Zachary Sheldon, Jr’s Grandnephew with the Coal Loader

The following story originally appeared in the March 2003 issue of the NETCA Newsletter. We thought that it would be of interest to our members.

ARMOR ALL OR NONE?

The value of having a variety of interests has been demonstrated repeatedly, as skills or knowledge in one area can contribute to the enjoyment of other interests. John Freeston’s recent experience proves once again that multiple interests bring benefits. Besides being a collector and operator of standard gauge and O gauge trains, John is an avid auto enthusiast, with more than one restored vehicle on the grounds of Freeston Manor. Reading the January 2003 issue of *Auto Restorer Magazine*, John came across the following advice to fight mildew in cars:

“Avoid using products that foster the growth of mold, such as leather and vinyl conditioners that contains ingredients that are obviously edible.”

While the column did not mention ArmorAll by name to avoid antagonizing an advertiser, that product is one of the most widely used in the preservation and cleaning of vinyl. While you or I wouldn’t garnish a salad or sandwich with ArmorAll, to a mold spore is quite appealing.

The relationship to trains is that ArmorAll is widely used by collectors to clean their cars and locomotives, In John’s word,

“I am convinced that the mold is growing only on pieces that I have used ArmorAll on.” He goes on to say that stored items waiting to be cleaned are free of mold.

TREASURER’S REPORT George Nelson, Treasurer

2003 - 2004 Income	\$26684
2003 - 2004 Expenses	23434
Net gain	\$ 3250
Current Savings account balance	\$17816.01
Current Checking account balance	3217.28
Current Cash on hand	300.00
Total	\$ 21333.29

All bills have been paid within the approved budget

ATLANTIC DIVISION EXPRESS

The Atlantic Division Express 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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