



ATLANTIC DIVISION EXPRESS



SUMMER 2005

PRESIDENT'S MESSAGE

As I write this, Spring is in the air and Summer is just around the corner. For many of us who lack a basement, this is the season to catch up on any spray painting of trains that must be done outdoors. Therefore, many of the projects abandoned because of the weather can now be completed. In addition us "basement less" folks can spruce and run our garden railroads.

On the National level we are getting ready for the annual meeting in Seattle. All of us on the Board of Directors have received our materials and are getting ready to produce all sorts of reports. You might be interested in knowing that the Atlantic Division membership which several years ago approached 1000 members has fallen to 662 even though there are many more TCA members within the boundaries of our division. Perhaps it is time for some of our members to encourage their TCA friends to join the Atlantic Division. This year we will once again be sending out packets of information about the Atlantic Division and its activities and publication to new members of the TCA. Thereby hoping to entice them to join our division.

I have also received the results of the balloting regarding constitutional amendments. The motion regarding the elimination of cosponsoring signatures on new membership applications was defeated. The motion relative to the annual meeting dates; as well as the two motions giving the National Nominations and Elections Committee the authority to select additional candidates for office on the ballot if too few are nominated by the Divisions were passed.

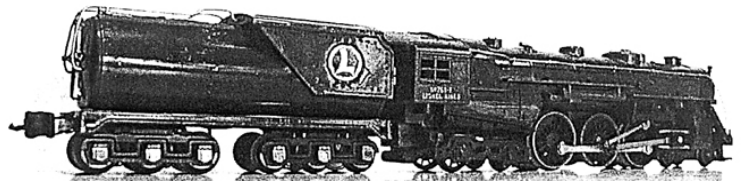
Recently, I heard from John G. Parker who is our TCA Historian. He finds the task of trying to write short articles of interest to our members challenging. He has a good deal of reference materials on the evolution of our hobby. However, he calls on the membership to help him find interesting details on the various early collectors, "that will serve to keep us in mind of the early days of Collecting Old Toy Trains and the formation of the TCA". John can be reached by e-mail at <JGPTrain@aol.com>.

So far our Meets have been quite successful and have generated a small profit. However, the most important thing is that the attendance has been good and most folks appear to have a good time.

We are still in need of volunteers to help finish the traveling layout and to move forward with the Kids Club. Our division now owns a BRIO type wooden layout for the Kids to play with during our meets. But we need volunteers to help supervise this activity. We will definitely need help with the various contests that we normally have during our September Member's Meet.

Finally, I am happy to announce that through the efforts of our Secretary, Ken Allen; we will soon have a web page. Thus we will be entering the electronic age along with many other TCA Divisions. In this regard, Ken is asking that we need to update and maintain an e-mail database of our membership. You can send your address directly to Ken at <ken@csri-qt.com>. Currently the Web page is not yet up and running. However, once it is; you will be able to see a calendar of events, a picture gallery, news items relative to the division and links to other sites with material of interest to our members. So keep watching <www.adtca.org>

Chester Zmijewski



The above picture appeared in a recent issue of the NOR-CAL-EXPRESS in an article by Fritz Collier No. 87-26533. In the article Mr. Collier points out that the real Hudson was never paired with a Vanderbilt Tender. Yet this combination of the pre-war gunmetal gray 763E Locomotive coupled with the 2263WX Tender made for a beautiful toy train union. He goes on to point out that this magnificent O-gauge combination, produced for sale between 1937 and 1940, really typifies the essence of toy trains for the future with true scale realism.

Mr. Collier further speculates as to how this mismatched pairing came about. He points out that J. L. Cowen was first and foremost a business man rather than a toy train enthusiast. Therefore, he probably called a board meeting and mentioned that the company had this sweet tin tender that is real easy to punch out. This will save a ton of money that otherwise would have been spent on fancy tool and dies for a diecast tender. After all, the company was producing the 700E for the folks that want it. Nonetheless this engine was also marketed with the 2226WX diecast tender in black and gunmetal. In his words, "the 763 & 2263WX combination remains as a connecting link between toy train appearance and scale realism".

NOTICE

The Atlantic Division Meet Committee is looking for people to help take down tables at the end of our meets. The activity starts about 12:00-1:00 PM and lasts about 1 hour. Each person will be paid \$25.00 cash and get free admission to the meet. Family members of TCA members are invited to participate as well. If you would like to help out, contact Bob Lubonski at 856-608-9265 or e-mail <sas@scientificapparatus.com>.

EDUCATIONAL DISPLAYS

The educational displays have been an integral art of our meets. We have to thank Ed Kapuscinski who has managed this effort for many years. He comes up with new themes for each of the displays. Thus giving the membership the opportunity to see the myriad of variations found among a single category of car or locomotive from the same and from different manufacturers. A photo of Orange box cars featured at the March Meet is shown at the bottom of the page.

Most of these displays have come almost exclusively from Ed's or Dick Heineman's collections. Ed feels that the displays could be even more interesting if some of the members who have large collections would contribute to the displays. The items can be from any manufacturer and of any gauge. Therefore, he has planned the displays for all of the meets for the next two years. These are listed below. So dust off your goodies and bring them to the Meet. When you plan on bringing something you should arrive at 7:30 AM or give Ed a call at (856) 461-8253.

September 2005	Pre & Post War Hopper Cars
November	Pre & Post War Crane Cars
January 2006	Pre War Black Locomotives
March	Cataloged Pre War Freight Sets
September	Cataloged Post War Freight Sets
November	Electric Profile Engines
January 2007	Cataloged Pre War Passenger Sets
March	Pre & Post War Grey Engines
September	Post War Passenger Sets

A Hafner Set By Henry Hermanns

At Christmas time in 1930, when I was ten years old, I was given the Hafner train set shown in the photo. I was excited because it was a complete set containing the #400 Glen Ellyn passenger station with semaphore, the #123 crossing gate, the #121 danger signal and a paper mache tunnel.

The danger signal and the crossing gate have round bases instead of the square bases shown in a photo in Paul A. Doyle's Hafner section in Greenberg's "Early American Toy Trains" book. This is understandable since the toy train manufacturers tried to cut costs by using any available material. I believe the set retailed for



about \$2.00. So you can see how every penny would have counted.

Yes, that is the original box. It is made of very thick and strong cardboard and it is just as sturdy as ever. Later in the 1940s, Hafner and American Flyer switched to thinner lighter cardboard and unfortunately most of those boxes have crumbled away years ago. My Hafner box looks as though it will last forever.



The NTTM express

By John V. Luppino

While the National Toy Train Museum is closed in January, February and March, that does not mean that nothing is happening. The Museum uses that time to change exhibits, do heavy maintenance and rebuilt its operating layouts.

Long known for its five operating layouts, these require extensive maintenance throughout the year and they all receive a considerable amount of attention during the off season. This past winter the "O" gauge layout saw a significant amount of rebuilding and rewiring. This layout now has three distinct sections that permit visitors to see the development of train layouts over the past fifty years.

The oldest section features operating accessories from the 1950's and 1960's. Some of them feature the "herky-jerky" motion then in vogue and the buildings are from the Plasticville® collection that was popular during that time. This village contains some of the more famous Plasticville® structures such as Independence Hall, the bank and suburban home with swimming pool. Another part of this area is the farm scene and is probably one of the few remaining complete examples of that offering.

The second section is Railtown, a donation from MTH Electric Trains, Inc. The operating accessories are much more sophisticated with the operating gas station, car wash and firehouse being the prime examples. The other structures are much more detailed and reflect the advances in the manufacturing process over the past ten or fifteen years. The track used here is the MTH version. Many visitors who are familiar with train layouts are surprised to learn that Lionel and MTH track will actually match up and trains made by either company can run on the competitor's track.

The newest section is very different from the others. It features much more realistic scenery and track manufactured by the Gargraves Company. This track is arguably the most realistic looking as it has wooden crossties and is completely ballasted when it is installed. Trains produced by any manufacturer will run on it, further proving that those interested in building a train layout are not tied to a particular manufacturer's products.

The scenery in this section was produced using the latest scenic techniques. It has an under-base of Styrofoam planks cut with a razor saw or a hot knife to make a basic profile. This is coated with a thin plaster base and brought to its final form. Details such as trees, plants, structures and figures are added last. A trolley runs through both the Plasticville® section and the new addition. For years there were no station stops and no customers. Now there are both and while this does not bring revenue into the Museum it delights our visitors who see the trolley make its various stops.

Return visits are definitely in order for the sharp-eyed as they will notice that this newest section of the layout has more and more trees with each passing week. They are not planted by elves but by our committee of dedicated, hardworking volunteers who give up time to make the National Toy Train Museum a better place to visit.

BACK FROM THE GRAVE

By Henry Hermanns

My favorite activity at train shows is rooting through the junk boxes to find a discarded wind-up locomotive or part of one that can be saved from the trash can. I spend more time looking through the junk boxes under the display table than I do looking at what is on top of the table. The photo shows wind-up locomotives that I have brought back from the grave (trash can). Each locomotive has its own story to tell.



I always have several locomotives that are patiently waiting for parts or repair; notice the three engines on the right. How long will it be before they are revitalized? Who knows how long it will be before I find the parts necessary to complete the job. That is the fun of the search. I don't use the word, "restored" since that implies aggressive procedures such as sand blasting, painting and replacement with many new parts. I try to preserve the original if at all possible. There are a number of cleaners and polishes that can do a remarkable job of reconditioning; and, of course, there is always WD 40® for the mechanical parts.

You can see Ives, Hafner, American Flyer and Bing locomotives in the group but no Marx. Actually Marx made the most reliable and sturdy clockwork mechanisms; and there are many more Marx wind-up locomotives than any of the other makes. However, in my opinion, most Marx locomotives are really ugly. To me, they look as though they were made in a shovel factory. So I am limiting my rehabilitation project to include only locomotives that, that to me, have class and style

ANNUAL RAFFLE

Our Annual Raffle prize this year is a beautiful Lionel Pennsylvania S-2 Steam Turbine Locomotive. The tickets will be \$5.00 each and will be on sale during our September and November meets. Be sure to get your ticket. Early purchasers can contact Garry Spear at 215-628-8652 The raffle will take place at the November meet. Good Luck to All!!



A Piece of Lionel Trivia

By Charlie Weber

Over the years the names of companies that supplied Lionel with some of their needed materials or who have been a sub-contractor for Lionel have come to light. Pyro and Dohler-Jarvis of Pottstown come to mind.

Recently I got a call from Dennis Boyles, one of the Division's oldest members (no, not chronologically the oldest). Dennis had picked up a 511 flat car with 3 or 4 levels of paint thereon and decided to restore it. After soaking it in Na_3PO_4 solution



the paint came off and remarkably the ink stamping shown in the picture above was still present.

We believe that this is a stamp from the company who supplied Lionel with the sheets of metal that were used to stamp out the car. Dennis tells me that the lettering reads; Sheet and Tinsplate Company, New Philadelphia, Pittsburgh, Pennsylvania, 140 2 6268 and 18T.131. I guess the numbers are either the equivalent of catalog numbers or some sort of code that indicates the type or thickness of the steel used. Perhaps one of our readers can comment more authoritatively than me regarding these numbers. Let us know.

A MAGICAL BLUE BOX

By Charlie Weber

Well, maybe not magical; but interesting. If you are a long time reader of the Division's quarterly you must know that we have been trying to present to you as much information as possible about so called un-catalogued sets when we can. In this case, we don't have as much information as usual, but I have never seen this box before so I thought we should bring it to your attention and possible comment.

Recently on e-bay appeared the boxes and information shown

here. It is a set box for a Macy Special. No contents were being offered, but the internal boxes were included. If we believe that the internal boxes are correct for the set then we basically know the contents. The contents would be rather easy to find. What we do not know are the possible variation details: Loco with or without orange stripe, plain black or crackle black tender, etc.



Set Box Top



Set Box End



Internal Boxes

TREASURER'S REPORT

George Nelson

As of 9 May 2005 all bills have been paid within budget	
Checking Account balance	\$ 2618.46
Savings Account balance	\$24764.17
Cash on Hand	\$300.00
TOTAL	\$27682.63