



ATLANTIC DIVISION EXPRESS



WINTER 2005

HAPPY HOLIDAYS

PRESIDENT'S MESSAGE

First of all, on behalf of the officers and members of the board of directors of The Atlantic Division I would like to wish each of you a joyous and happy Holiday Season. May you be rewarded with lots of train goodies.

Look who is in the center position! It is occupied by a photo of Frank Donze, #85-22052 who is the son of the infamous George Donze, and a career Coast Guard fellow. On a recent trip to the North Pole he ran his LGB around it. Must have set a record for the northernmost running of a toy train!

I thought it most fitting to show you this at this time of the year. I wonder if Santa's home is behind the ship.

The September Meet was very successful with many member as well as visitor



attendees. A fair number of future members came as well. The Kids' activities took place thanks to the hard work of Rich Zipin and Shaun Mapps. In addition, we managed to recruit John Cinque to help out with these activities during our next meet in November. We plan to have our BRIO train set up so the young ones can play. Hopefully these Kid's activities will grow in our future meets.

I feel that it is fitting that our division should be proud of the outstanding job that our own Bob Robinson and his committee performed in establishing our new National Grading Standards for trains and train related paper. In this regard, the Atlantic Division is sponsoring a study under the direction of Charlie Weber to develop spectrographic analysis of paint samples. This will allow us to determine if a particular piece of equipment is original or if it has been repainted.



The collage on this page consists of Christmas train displays printed from antique glass photographic plates by Dave Eppelheimer of Grand Rapids, MI who is a member of The Golden Glow of Christmas Past, a club of collectors of antique Christmas decorations.

Our Budget Committee has set aside funds in the budget for a Members' Pay Back fund. Our board feels that we should provide something to the membership in return for their support of the Division's activities. One of the suggestions was that our annual membership meeting should be held at some location where a catered meal could be provided. This would be subsidized either wholly or in part by the division. These details have yet to be worked out.

There are two major reasons for doing this. First of all such a social gathering would give something back to the members. Secondly, it would provide a much improved setting for the Membership Meeting. This idea was presented to those attending this year's meeting. Several members expressed the view that it was an excellent idea. I would certainly like to get more input from the membership.

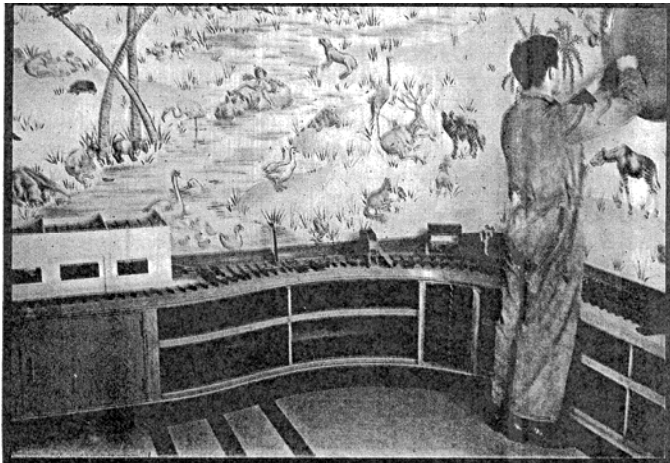
Chester Zmijewski

Toy Trains at Sea

By Robert B. Watson, 75-7852

I recently came across a copy of the May 1936 issue of Fortune magazine in which there was a well illustrated article on the RMS Queen Mary (the first one) which was about to make its maiden crossing of the Atlantic. (*It was actually the June issue. Ed.*) The illustrations are photographs of the finishing of the interior appointments at the shipyard on the River Clyde near Glasgow. These may be among the first color photographs of such activity ever published.

One of the photos shows a craftsman working on the bulkhead décor at a corner of the room near a port hole above knee high cabinets that seem to follow the periphery of the of the room. The top of the cabinets is of varying width and serves as the platform for a model railway.



No rolling stock is shown, nor is it clear that the track is completed; but the ties are quite evident as well as a foot bridge across the tracks, a signal box, a semaphore, a turnout and a building that appears to be an engine shed. The gauge is probably "0"; but could be wider. The caption says, in part, that "... many a cabin child might envy the tourist moppet's double-track railway with signals, tunnels, stations, a Royal Scot train and a locomotive for shunting operations...". My guess is that the entire layout was a high level Hornby project.

This subject may have been covered in some previous TCA publication; but I thought it worthy of further attention for those, like me, who will be newly informed. Perhaps someone can add to the story or research the disposition of the material.

Ed's note: I have stayed on the Queen Mary Hotel on a number of occasions and have not seen this playroom. As a matter of fact the Queen has served as the venue for the Large Scale Train meet for a number of years and I suspect that if this room still existed it would have been a feature of these meets. CMZ

What Might Have Been

by Charlie Weber

As anyone who is a standard gauge collector knows Lionel's earliest product line of freight cars had two series; the 100 series and the larger 10 series. With the 10 series Lionel produced 7 types: flat, gondola, cattle, box, tank, dump or hopper, and caboose. For the rest of the prewar period this was a normal thing for the company with only the 820 early series 8 wheel freights, the scale and semi-scale line from the late thirties to WW-II and the thirties tin litho series not containing the basic 7 types. Other types were also added to some of the series. What is strangely missing is a 111 flat car and a 115 tank car in the 100 series.

Lately I have been cleaning and fixing "stuff" to bring to the meets to peddle starting this September. In order to do this, my travels take me into my junk boxes. Here I found a pair of long forgotten cars. These two cars are what some long lost home builder felt would be what Lionel might have produced to finish the early 100 series freights. They were in horrid condition so I have refurbished them. In doing this, however, I have not added or changed what the original craftsman did except as listed in each paragraph below. I just felt that what this unknown person did for his personal railroad should be saved for posterity. In Figure #1 is the #111 flat car.



Figure 1

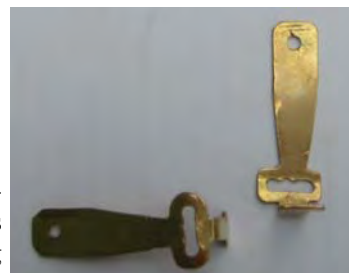


Figure 2

A 10 series boxcar or cattle car had the top removed and the fellow then just used the frame. He filed and bent hook couplers from brass, Figure 2. I put actual Lionel hook couplers on the redo. Some extra holes are drilled into the frame, but for what purpose I don't know. He painted the frame black, obtained 100 series trucks and a brake wheel assembly from a 10 series gondola

or flat. He then cut 1/4" square wood stock to lengths; and then glued them together to make the deck and side rails. Six holes through the wood and the frame allowed the deck and frame assemblies to be bolted together.

I have no idea what the builder carried on this car, but there are two red streaks left on the wood most of the length of the car. Perhaps it was a circus wagon with red wheels. I added the two transverse sticks to keep the load that I added (a 1930 Caddy) from rolling off. Frankly I think a Model T or something like that would be a lot nicer and more appropriate.

In Figure 3 is the 115 tank car. A red 117 caboose was used.



Figure 3

The builder removed the top and then trimmed down the end platforms. Again, extra holes were drilled in the frame for some reason. Six of the holes were drilled as the builder was originally going to try to screw the tank car body to the frame but changed his mind. The tank was scratch built from

The tank was scratch built from sheet tinplate and a can top was soldered to the top to simulate the dome. He soldered the tank to the frame. Of interest is the fact that the soldering job done to construct the tank and fasten it to the frame was really well done but the fastening of the “dome” is rather crude. The tank was brush painted with silver paint, the dome is black and the brake wheel (from a 100 series box or cattle car) and handrails were painted gold. The only changes I made to this car are as follows. I screwed the tank to the frame and dry transfers were used on the bottoms of both cars instead of hand lettering. I made decals for the “Pure Oil Co. and “115” lettering whereas the builder had cut out paper strips and glued them to the car. I thought about making additional lettering and adding some steps from a Lionel 38 or 42 but decided against it to retain the original builder’s ideas.

World’s Ugliest Locomotive? by Charlie Weber

Several issues ago we showed you one of those home made items; a water or oil tank. It was rather crude. From time-to-time we plan on showing more of these craftsman projects just for fun. Some will be crude and some will be kind of nice. If you have any such artifacts bring them to an Atlantic Division meet for us to photograph.

Decades ago Bob Robinson picked up the locomotive shown here which I have named “World’s Ugliest Locomotive”. Bob calls it folk art. Whatever, I think it should be preserved. I have admired (?) this thing for years and then last year Bob gave it to me for Christmas. It now has.....at least until the boss lady discovers it.....a place of honor on the mantle to my fireplace. Some people put repro state sets on their mantle, I now have “World’s Ugliest Locomotive”.

This thing is so large I can’t imagine that it would run on O gauge track as it has been designed to do. No, I haven’t tried it! One photo shows it next to familiar locomotives so you can get an idea of its bulk. The tender is a little over 13” long. Most is scratch built from what appears to be sheet tinplate.



Figure 4.



The Engine

The only recognizable production parts are the trucks. Each truck is made from overlapping 100 series truck side frames with regular O gauge prewar wheels with Lionel journal boxes soldered to these side frames. There is a little toggle switch on the side that I suspect turns the rear light on and off.

The locomotive is about 18.5" long. Lead and trailing truck wheels are from Lionel as are the journal boxes. It is made to be a 4-8-4 by adding a bracket to the front of the front motor and a pair of flangeless wheels that look similar to those found on a 2020 or 671 are present but do not swivel. The bell is a Lionel Standard gauge part. It has two motors which are standard Lionel O gauge motors from the 1918-1925 period. The drivers are spoked but have been filled in with discs to cover the spokes and half moons are fastened so it looks like the wheels have counterweights. The middle drivers have had the flanges ground off. What a piece of equipment! I can just imagine this behemoth wailing around some wide radius track with a 259 on an adjacent track.

SCENES FROM THE SEPTEMBER MEET

The educational exhibit consisted of hopper coal cars. Ed Kapuscinski embellished this with a vignette of a coal yard. It is shown in the next four photographs.



In addition to the educational display, Bob Robinson brought an exhibit to illustrate the new grading standards. This exhibit clearly showed the differences in condition among the various grades. In addition, it demonstrated the reason behind the need for these new grading standards.

A photograph of this exhibit is shown on the next page. It is a shame that the actual labels do not show up more clearly. However, you should be able to judge that on the right side of the top shelf is the example of a C-10 Brand New Mint. While on the left side of the bottom shelf is an example of C-1 Junk Parts value only.



Standards Exhibit

Ideal“Tiny Town” Buildings
By Charlie Weber

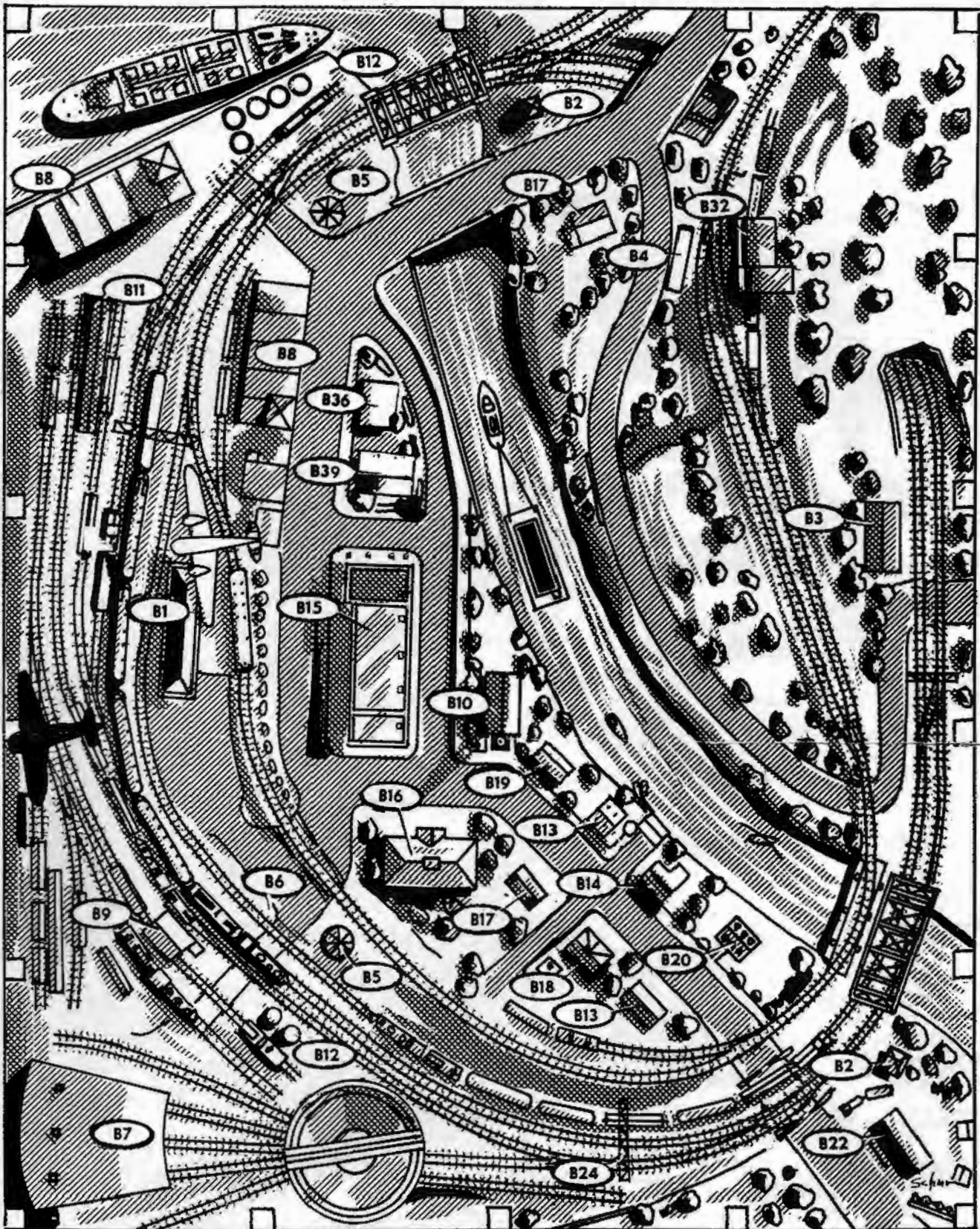
In 1911¹ David Newmark founded the Ideal Model Aeroplane and Supply Company and thus became one of the earliest manufacturers of hobby building kits in the United States. Sometime in the 1930s (I would guess about 1938 or so) the company introduced a line of wood and paper building kits that were advertised to be 1/8” = 1 foot scale and thus were directed toward the fledgling HO (or OO) scale hobby. These kits were a lot of work to build but produce darn nice structures if time and care are taken. The kits apparently became quite popular. Hal Carstens, editor/publisher of Railroad Model Craftsman magazine, writes¹ “.....HO structure line in the 1930s could be

found on every HO layout.” and in discussing the year 1939 “HO modelers could also buy cardboard structure kits from Ideal and Skyline from twenty five cents and up and almost every HOer had a city full of them. Skyline also made kits for O scale.”

Recently I picked up a catalog from Zephyr Miniatures from 1949. This company apparently sold RR accessories as well as American Flyer Trains and accessories. (We will be showing you other pages from this catalog in other articles.) Shown in Figure 1 (on pg 7) is the page showing the Ideal “Tiny Town” line in 1949. When Bob Robinson discovered that I was planning to show this page in our quarterly, Bob chipped in and provided some additional information. Now this really surprised me. Here is a guy who has had, state sets, Blue Comets, Presidents Specials, etc. and who still has one of the finest Lionel 1906-1925 standard collections that there is, so it really was a shock to discover he has a big interest in this line. Although I have known Bob since about 1969 he kept this interest a secret. I guess he was embarrassed to admit collecting such a mundane thing! The Table below is a list compiled by Bob of the Ideal “Tiny Town” line. If you can find any errors or contribute anything more, please contact Bob or me.

In 1940, and apparently for many years, Ideal had offices at 22-28 West 19th St. in New York City. In the office was constructed an 8’ x 10’ HO layout featuring the “Tiny Town” structures. In their advertising folks were invited to stop by and see how wonderful their products looked. Not in the class of Lionel’s Showroom Layout or American Flyer’s Hall of Science but still interesting. I wish I could have seen it. The track plan is shown on the next page . The designation like “B36” tell the reader what structure kit was at that particular location. The layout diagram was done by Linn Westcott of The Model Railroader fame. The magazine did a six page article in the November, 1940 issue which I am assuming Linn wrote. The

Kit No.	Description	Kit No.	Description	Kit No.	Description
B1	Combination Station	B15	Block of Stores	B29	Cape Cod Bungalo
B2	Interlocking Tower	B16	School	B30	Post Office
B3	Suburban Station	B17	New England Mansion	B31	Railroad Terminal
B4	Flag Stop Station	B18	Old English House	B32	Mine Building
B5	Watertank	B19	California Bungalo	B33	Bank Building
B6	Crossing Gate w. Shanty	B20	Frame House	B34	Four Story Apartment
B7	Roundhouse	B21	Gas Station	B35	Movie House
B8	Factory	B22	Wayside Diner	B36	Fire House
B9	Coaling Station	B23	Dummy Block Signal	B37	Meat Packing Plant
B10	Church	B24	Signal Bridge	B38	2 Stall Engine house
B11	Freight Station	B25	Landscape Moss	B39	Hotel
B12	Oil Storage Depot	B26	Two Track Truss Bridge	B40	Passenger Platform, 5'
B13	Dutch Colonial House	B27	Barn & Outbuildings	B41	Landscape (trees & shrubs)
B14	Brick House	B28	Farm House	B42	Hedge



IDEAL'S FAMOUS H-O LAYOUT

(SIZE 8 x 10 FEET)

Model Railroad Fans have acclaimed this layout as the most complete and realistic one of its size in the country. It incorporates most of the more advanced ideas in planning and scenic design, and is unusually effective. We are glad to make the plan available to you, to give you a practical idea how to use small space to the best advantage. While most of our TINY TOWN buildings are shown in the plan, many others have been omitted as they were added after the layout was designed. You might like to incorporate them on your own layout.

There Is No Substitute For IDEAL Quality — Famous Since 1911

eBay Revisited
By Charlie Weber



Figure 1

layout was designed and built by Billi Bowen who had designed the huge "Building the Railroad" layout at the 1939 Worlds Fair. I find the second paragraph of this article interesting. " But in no other case have I seen a commercially sponsored model railroad as complete and realistic as the 8 x 10 ft. showcase layout built by Ideal Aeroplane & Supply Co. in its New York office and showroom. This layout incorporates most of the more advanced ideas on planning and scenic design, with the result that it is unusually effective and should give many an inkling as to how better to use small space." The magazine apparently got enough response about this article and layout and the readers that they asked the builder to do a "how to build it" article that then appeared in the March, 1941 issue of The Model Railroader.

Although Ideal was primarily a kit manufacturer, in the 1950s they also sold some "Ready to Run" accessories. These appear at meets from time to time and include things such as a water tank, end of track bumpers, lamp posts, searchlights, signals, and at least four houses. What is left of a B250 Dutch Colonial house is shown here.



Bob brought these buildings to the September Meet and a series of pictures of his exhibit appear elsewhere in this issue of the Express

A previously unreported variation (or what is left of it!) has come to light on e-bay. The Lionel 252 variation pictured here was recently sold on eBay, I think by John Cox. The buyer contacted the TCA National Library and then me to confirm that it has not been reported before. Motor, one coupler and most trim is gone. What the buyer got is what is pictured here. It is a peacock 252 with an orange stripe around the bottom of the cab. The orange stripe probably makes it part of some uncatalogued set. It has the latest flag stanchions and I can just make out the hole for a cast headlight so, it probably had regular latch couplers and probably dates from about 1929-30 or so. What the buyer got is darn rough, but who else has one out there?

The buyer is Dave Frey, TCA #89-28984. He responded to the editor's e-mail as follows. I am on a fact finding mission for anything I can find out about this engine. Now, this engine is without a motor and I suspect it was a type VI motor judging by the trim. This engine has later model trim from the early 30's as opposed to the mid 20's that regular Peacock 252's would have. Look closely at the photos and you will see what I mean. Later model large flag holders, cast headlight mounts, one piece frame, etc...The striping was applied the same as any other striped 252. I compared this to my terra cotta engine with cream stripe and they have the same application method it appears. Any help in further identifying this engine would be appreciated. A picture of the disassembled engine is shown below. The hole for the cast headlight can be seen in this and the accompanying close up view.



The Engine

Over the last year or two, there have been several auctions of the



Richard Kughn/Madison Hardware collections. During these auctions a number of factory errors and mockups (prototypes) have shown up. In the latest of these auctions there appeared a 2480 passenger car that was never put into production. A picture of this car showing the details is shown on the next page. Not too long after the auction it was offered on eBay. We bring you this picture of this unusual car from the e-bay listing. As you can see, it is a yellow coach with red lettering and stripes and a grey roof. It would have been an extra car for the 1950 "Anniversary set". I bid on it but it went for much more than I was willing to pay. Sure would like to know who owns it and would love to see it. So if one of you has it, please bring it to a Meet.

STREAMLINE FLYER

By Charlie Weber

A while back this rather garish tunnel appeared on eBay. We know absolutely nothing about it. It was being sold along with some uninspiring Lionel trains. You can see the rusty track peeking out from the inside of the tunnel. The train set was electronically removed. It would be extremely nice to know when and where it had been manufactured and if it was sold as part of a set or as an accessory. If anyone has any clue as to its identity, please let us know.



Last issue we did a piece on Pachter Trains. This is a continuation of that story. Bild-A-Set also made a second O gauge size set of identical format to the *Fast Freight*. It is called a #50 *Streamline Flyer*. The set box is shown on the next page. It is a 4 car Santa Fe streamliner: diesel loco, baggage, coach and observation. An assembled train is shown on the next page. As the box top says, the whole train when coupled is just under 4' long. In addition to the train the construction set contains a lovely station, a station wagon, baggage wagon, baggage express truck, a counter with two figures selling tickets, a counter with a fellow selling newspapers, a bench with waiting people and about 20 other figures.



The Mystery 2480



Three pictures of Bob Robinson's exhibit of Ideal buildings are shown above. The display included a picture of Bob himself as a youngster enjoying his "HO" trains. This can be seen in the panel on the right. The scenery in the background is another Ideal product.



The Set Box



The Set Box Top is shown on the left and The Inside of the Top is shown on the right

I think I have seen a small *Streamline Flyer* set also but am not sure, so perhaps there is a *Bild-A-Set Junior Streamline Flyer* out there somewhere, There is definitely a small streamline set similar to the *Streamline Flyer* but this was made by Concord. We will be showing you this one sometime down the line.



The Assembled Set

Pachter Bild-A-Set also made at least one smaller set. Here we show the set box cover and also the inside of the lid with the Assembly instructions. Pachter calls this *Junior Fast Freight No.10*. There is one less piece than the larger set; the crane is not in here. The design and coloring is identical to the pieces in the larger set, just smaller. This set is about S gauge size. For example, the loco is about 8" long, 2.5" high, and 2 " wide. The trucks are now integral to the frame and there are no separate axles and wheels as on the larger set. No accessories are in this set and there are only 4 figures. Interestingly, the figures are the same as some of the figures in the large set.



The Boxed Lionel No. 43 Boat

The Lionel Boat By Richard Zipin

I am writing hoping one of our readers may have some insight into the assembly and use of inserts for a boxed Lionel No. 43 Boat. After playing with the box inserts for about three hours, I came to the configuration shown above because it seems to work. If this assembly is correct, I can easily see why no one would ever save the inserts because it is a chore to get them in place (sort of like correctly getting a spare tire, jack and cover back in place especially when it is dark, raining and you are late).

I purchased the boat with its original box, shown above, at the Bristol auction several months ago. All of the inserts were piled and stuffed in the bottom of the box adding one or two new bends to them and tearing one of the pieces. However, there are some questions and problems with my arrangement.

While there are two compartments (which I assume are for the key, men and flag) it is not clear how these were packaged

and where they were placed. The stand/instructions I simply placed in the center area because this is where they fit best. I do not know if the stand came assembled or not. The piece of cardboard below the box is identical to another which braces the side of the boat from the box. Lastly, the tab of the cardboard in front of the windshield does not seem to have a function. If any of you readers see additional problems

SOME OLD TRUCKS

by Charlie Weber

From time to time a collector may run into some O gauge cars that are either Lionel that have had their normal trucks replaced with something “weird” or, more commonly, a scratch built or kit built car with some strange trucks on it. Here we present 2 pair of identifiable trucks as well as a third pair that we would like some information about. These come under this category and we are showing them here so you can identify these trucks should you run into them.

In the top picture we see the ends of two of the boxes. You can see from the labels that they are specified for “tinplate”. The companies that made them were active in the 1950’s but I can find no data in my library as to exact production dates. The one, Bob Peare, also had a line of track if I recall correctly. The other, Kasiner, produced a line of streamline passenger car kits. I know they made “shorties” that were supposed to be compatible with Lionel as well as, I think, a similar line that were of scale length.

In the lower picture we see all three of the boxes with the trucks therein. On the left is the pair of Bob Peare trucks. These seem to be of a “Bettendorf” design with two simulated springs cast in. The side frames, bolsters and the dummy couplers are cast from some alloy that I am assuming to be Zamac. By the way, the couplers appear to be like the castings sold by Selley and now sold by Bowser and once used around 1950 in the U & R passenger car line. The wheels themselves appear to be pressed from powdered iron as per Lionel’s process. The axles seem to be steel. As per the box designation “tinplate means that the wheels are not insulated and have large “Lionel like” flanges.

In the middle of the picture are shown the unassembled Kasiner passenger trucks. Wheels, axles, and side frames appear to be made of the same materials as the Bob Peare freight car trucks. However, the bolsters are blackened stamped steel. A shouldered hex head brass screw is provided to assemble the trucks. They will be quite flexible when assembled but not sprung. Couplers are expected to be attached to the car frame and are not included with the trucks.

The trucks on the right are the ones we would like to know about. The box (label is gone) is similar to the ones shown in fig. #1 except it is purple whereas the Bob Peare box is blue and the Kasiner is plain cardboard. These trucks are for “scale” use and have small flanges and one side is insulated so they can be used for 2 rail. They are sprung with 3 springs per side. Materials match the Bob Peare description. Can any one identify the manufacturer for us??

These trucks came out of the Phil Ritter Collection auctions



Box Ends



Box Contents

Phil has been a regular at Atlantic Division meets for decades and many of you should know him. If you do, you know that Phil is quite the historian and, in addition to a really nice toy collection, had one of the more esoteric train collections in the country. If it was weird and unusual and a train Phil wanted it. Situations change. Phil sold his house and moved out near the TCA museum and library where he will continue his historical studies.

He sold the bulk of the collection. In addition, he donated a number of artifacts to a museum of Pennsylvania in Harrisburg. These were things manufactured in Pennsylvania. The reason I am mentioning this is to encourage others of our members (or your heirs) to consider such a thing when you eventually dispose of your collection. In particular, how about considering specifying that some items of your collection be donated to the National TCA Library and/or Museum?? Tax deductible and a legacy for the future!

YEAR END TREASURER’S REPORT

Fiscal Year 2004—2005	Income	\$24,328.00
“ “ “	Expense	<u>24,483.00</u>
	Loss	\$ 155.00

ATLANTIC DIVISION EXPRESS

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 articles need not be grammatically correct we will put them into the proper format.

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