



# ATLANTIC DIVISION EXPRESS



SPRING 2006

## PRESIDENT'S MESSAGE

As we begin another year, I want to express my sincere wishes for a happy and healthy one. The past year has seen our Meets become more popular and well attended. However members' input has been rather lax. We desperately need your input as to what you would like to see happen in **YOUR** club.

I must apologize for failing to include the results of the election in the last Newsletter. So much happened at the November Meet that space became a premium in the two page supplement to the Winter issue. The winners are:

President	Chester Zmijewski
Vice President	Robert Huppman
Director	Joseph Lehman
	Robert Lubonski
	Ronald Mapps
	Jules Hamburg

The new board of directors had its first meeting of the year in early January. One of the important issues discussed was the procedures to be followed in the election process in our Division. This effort is being spearheaded by Malcolm Kates and includes a timeline for the formation of the Nominating Committee, the submission of nominees to the President and the Board, the handling and mailing of the ballots as well as their counting and announcing the results to the membership. There are still a number of issues to be resolved including the method to be used in resolving a tie.

Another interesting report presented at this meeting was a preliminary report on the Paint I.D. Program. The following is the report of Dr. Charles W. Weber, Assoc. Prof. of Chemistry.

The Atlantic Division is funding some preliminary investigations into using Raman Spectroscopy to differentiate between trains that were actually painted by Lionel as compared to trains using "matching colored paints".

The results from the first five samples run (all are "peacock") are very encouraging; so Dr. Sommer has been instructed to run some more of the samples I have sent him. I have not made up my mind what color to look at next; but I am leaning toward red.

(ed. Note The following descriptions refer to spectroscopic graphs that were included in the report but could not be reprinted here.)

You don't have to be an analytical chemist to interpret the spectra. The size and shape of the graphs that appear are somewhat important but main thing that distinguishes them are the locations where various peaks occur. The first two graphs presented were from Estes Lacquer and McMillan Lacquer respectively. The Estes spectrum shows six major peaks and about 14 minor ones. The McMillan spectrum show six major peaks and only one or two mi-

nor ones. The third spectrum is from Charlie Wood enamel. It is easily distinguished from the lacquers by its size and shape. It has five major peaks and seven minor peaks. The remaining spectra are from both sides of a painted over end plate from a "Factory Repaint" peacock #42 and, most importantly, from the inside of an original peacock 339/341 type passenger car. **All spectra from these original pieces have no peaks!** Thus based on these first few experiments it is really easy to distinguish the originals from the factory repaints. I hope this continues to be true with other colors.

The Board of Directors accepted this report with enthusiasm and agreed to let Bob Robinson pursue some type of agreement with the National Standards Committee. The details of this arrangement will be described when negotiations are complete.

Chester Zmijewski

## FACTORY REPAINTS REVEALED, *An Enlightening piece of paper Memorabilia* By Charlie Weber

Well, Glenn Stinson has done it again! Glenn dug out the Lionel repair envelope shown on the next page. Unfortunately, he doesn't remember exactly what piece he got it with; but that is to be expected as he has had it for several years.

Why is this piece of paper historically important, you may ask. One of the areas of Lionel history that the TCA National Standards Committee is interested in is the topic of "Factory Repaints". We would like to identify and find the location of as many such objects as possible. There are, of course, many "*old wives tales*" regarding such things not only in respect to Lionel history, but also the other major toy train manufacturers. You have probably heard them! Usually they are something like, "I sent my locomotive back to Lionel for a repair in 1926 and when it arrived back at my house it had been beautifully repainted in this color".

Bruce Greenberg has been asked to look into trying to find some of these rare objects. (I don't know if he said "yes" or not.) He brought up the thought that perhaps there is really no such thing. That is, do we have any documentation for the reality of the "old wives tales".

First let us note that the reverse side of Glenn's repair tag is dated as being printed on 1-30. On the left side of the tag are a series of eight boxes of boxes to be filled in or checked off so that the repair technicians know what to do. One box, the fourth from the top, says "REPAINTING" and the one below that says, "MADE UP LIKE NEW". Now I am not sure what "MADE UP LIKE NEW" is or how it is different from "REPAINTING"; but here we have proof that Lionel would repaint an item for the customer if they wanted.

**The Lionel Corporation, Irvington, N. J.**

CUSTOMER'S ORDER No.	OUR REPAIR No.
	10657
CUSTOMER'S REPAIR No.	NUMBER OF PIECES
	6
CUSTOMER'S DEPT. No.	ARTICLE
	29
NO REPAIRS NECESSARY	REMARKS:  <i>Returned as is</i>
PUT IN GOOD CONDITION	
MOTOR REPAIRS	
A	
B	
S	
REPAINTING	
MADE UP LIKE NEW	
NOT OUR PRODUCT CANNOT REPAIR	
BEYOND REPAIR EXCHANGE FOR NEW MODEL	
SPECIAL SERVICE	

**IMPORTANT**

Goods requiring Service should be sent prepaid to The Lionel Corporation, SAGER PLACE, Irvington, New Jersey.

Be sure to pack goods carefully and write your name and address distinctly on package. Letter stating fully what Service is desired should be attached to outside wrapper of package or mailed to us in advance of package.

Quicker Service can be rendered if goods are sent us before November 15th.

FORM E-3-10M-130

These are scanned photographs of the original repair tag. We elected to show them this large because of their importance in settling the mystery of repaints. The original tag, it is really an envelope, is a dark pink color. This one was attached to the object sent in to be repaired with brown paper tape.

The picture on the left shows the top surface of the tag that gives pertinent information for performing the repair. The picture on the right shows the back of the tag. It gives instructions for submitting the repair. It is interesting to note that faster service could be obtained if the repair was submitted before November 15. Apparently a lot of folks were getting their trains ready for Christmas. The form number that gives the date of the tag is in the upper right corner.

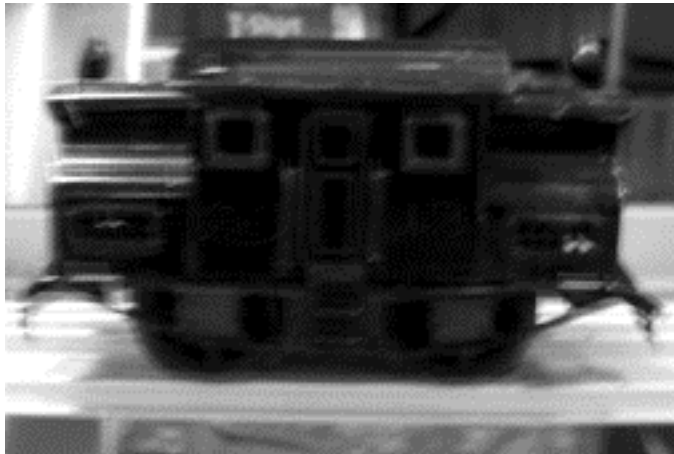
## THE JANUARY MEET

The January Meet was once again a great success. Lots of folks were busy spending their Christmas and Hanukah cash. This meet even attracted a surprise visitor. But more about that later.

Ed Kapuscinski orchestrated an exhibit of locomotives and other



objects that Ed refers to as his, "odd balls". The rarest engine displayed was the Lionel 158 in black shown below. The rarest



"odd ball" was the Ives transformer. This and another interesting transformer, the Jefferson transformer are shown below and above right.



The mystery visitor to the meet was Clem Clement, President of the Eastern Division TCA and a prominent figure in the organization of the York Meet. Apparently he was quite impressed with our little meet because he sent the following e-mail.

Date: Mon, 9 Jan 2006 TCA Meet in Philly Yesterday I attended the Atlantic Division Meet just north of Philly. It is located right of Route 1 so it is an easy run Sunday morning. What nice friendly meet that is. Al Craig, their registrar, got me a table and some for my side kick Frank Heiss as well. The tables were sold out, including the entrance hall. There was a good sized crowd in a very good facility- the Plumber's Union Hall. Golly I had a good time. No York pressures on me, friendly folks and a chance to play trains. I also found some home-did Standard gauge pieces to my delight. One fellow asked if I would trade trains for Model A Ford parts. Sure sez I and off we go out in the cold to do some swappin. A customer left some trains at my table and Al kindly said he would bring them to the next meet. I met Rem and several other ttmlers and we had some nice chats. Coffee and donuts and bagels to get us started and soup, dogs, beef, etc for a fine lunch.

Afterwards in the afternoon we wanted to do chow at the Greek restaurant nearby, but they had folded. Further South on Route 1 was Michael's which also is good. The waitress said that since we were special we could get the early bird special- soup, full salad bar and great food for a very reasonable price. All in all a wonderful day and to top it off, I was back in the stomping ground of my youth. On the way home I passed the electrified Northeast corridor where I saw my first GG-I with my Daddy on July 6, 1948 at 6:31 in the morning (approximately.) I checked on Cousin Billy Penn (On his wife's side) and he is still standing tall over the City of Brotherly Love. (Kinda hiding behind all the taller ugly buildings, but still there). Oh, and I did get to go by the outside of Franklin Field. Still there and used for the Penn Relays. These Atlantic Division guys do a meet right.

At the Atlantic Division Meet yesterday they had business cards listing their meets for the coming year. What a neat idea. Fits in your wallet. I'm always forgetting dates and this will come in handy.

Clem Clement

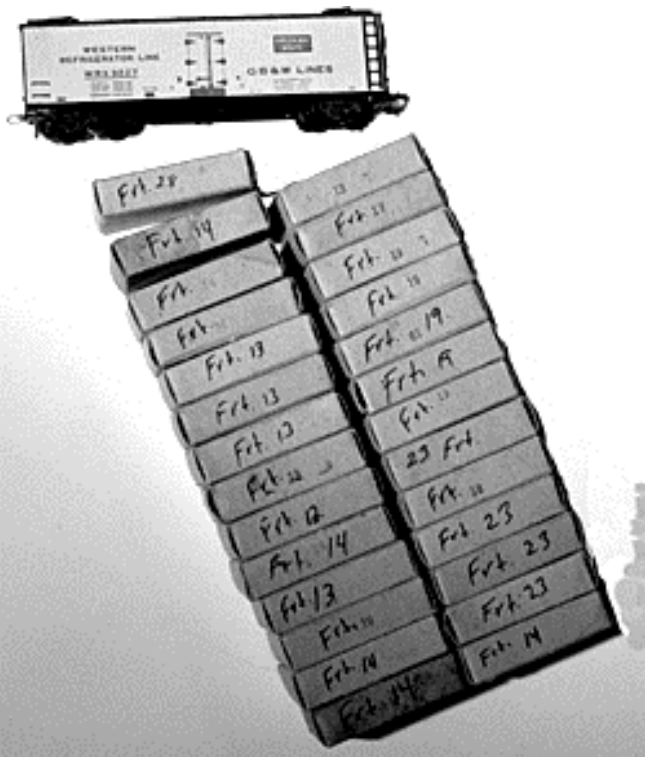
## MORE TRUCKS

By Art Bink

Pursuant to Charlie Weber's article on "*SOME OLD TRUCKS*", I recently had an interesting experience relative to trucks. I wound up winning 54 old trucks (boxed) from someone on EBAY (in 6 lots). These are HO gauge (my tinplate collection was auctioned off some 8 years ago and I'm back into HO where I was over 60 years ago).

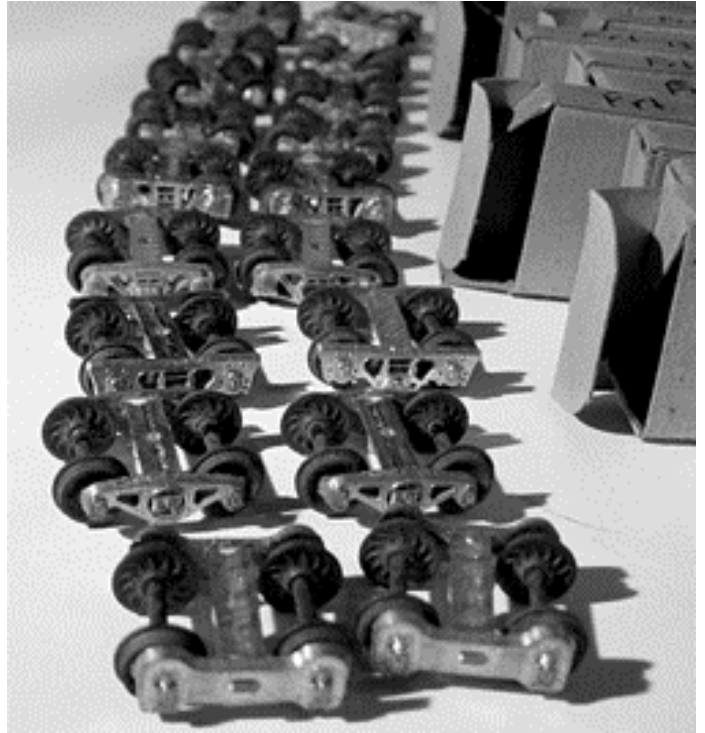
These trucks appear to be made of lead, rather than Zamac like the ones in Charlie's article. The side frames and cross bar are soldered together. All the wheels are made of steel or sintered iron, and axles are steel rod stock (insulated too). There are small patches of surface rust which are easily wire-brushed out. I have 7 different styles of freight trucks in the group of 54, and the "T" numbers are printed on the boxes. These were made by Red Ball/Howell Day and haven't been made for years. I've been told, however, that the dies still exist and are in storage somewhere in eastern Pennsylvania. Red Ball made an amazing variety of trucks, and their catalog shows no less than 65 different truck styles! Included are:

- 4 wheel freight trucks: T-1 thru T-34
- 6 wheel freight trucks: T-40 thru T-44
- 4 wheel passenger trucks: T-60 and T-65
- 6 wheel passenger trucks: T-70, T-71, and T-72
- 4 wheel express trucks: T-48 thru T-52
- 4 wheel snow plow truck: T-81
- Traction trucks: T-82 thru T-86
- 4 wheel caboose trucks: T-33 and T-68
- 4 wheel caboose chassis: T-77 and T-88
- Log car: T-36
- Special long 8 wheel trucks: T-87



I bought these because I'm getting more and more into 'historic'

HO, and currently have about 300 old HO pieces of rolling stock. I don't run the old stuff, as the contemporary HO runs so much better, and I have 700 pieces of the latter. Some old HO cars I get are kits "minus trucks", which was the way much old HO was sold in the 1930s & 1940s. My intent is to just place the *old* HO pieces on shelves for static display, and run contemporary HO on my 16' x 30' layout (with 350' of track & 44 switches!).



In the photo shown below you can see an old Roundhouse (brand) steel die for making trucks. When Roundhouse (also called Model Die Casting, or MDC) moved from California to



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Nevada, some tooling was no longer used, and I got this die from an MDC employee, just to use as a not-often-seen oddity in the train room. Now MDC no longer exists, as it was bought out by Athearn and once again moved back to California.

The following two pages are reprinted from the December 2005 issue of the NOR-CAL EXPRESS with the permission of the author and editor of the Express.

These trains can be viewed in full color at [www.norcaltca.com](http://www.norcaltca.com)



## THE OTHER "1912 SPECIAL"

By James Hartney #01-53108

Most pre war collectors are familiar with the large, shiny brass, Lionel standard gauge locomotive but do they know about the other, less common floor freight set made by the Schieble Toy Company?

A lot of floor train collectors are acquainted with the large "Hill Climber" friction locos made in the early 1900s. These are common and vary somewhat, the most common being red with gold trim, with a detachable/fixed tender, and powered by a large cast iron "friction" flywheel, from which the term Hill Climber derives. These huge locos are

tough and have survived in great numbers over the years, as have a varied line of toy trucks and cars of similar construction by the same manufacturers. The D. P. Clark Co. of Dayton, Ohio, started production of this popular series of wooden/sheet metal toy vehicles in 1898, incorporating the flywheel propulsion system, and remained in business until the early 1930s. In 1909 an ex-employee, William Schieble, started his own company manufacturing these same type toys under the Schieble name and in the same town. Sometimes there is confusion amongst collectors as to whom made which; hence the common use of the term Dayton Hill Climber as a generic term to describe toys from both manufacturers. We do know, however, that the 1912 Special came from the Schieble factory because the boxcars and cabooses are proudly embellished with "S. T. & N. CO." – Schieble Toy and Novelty Company.

Two years ago I chanced upon one of the locos with a complete line of freight cars at a New England estate auction and procured them for my collection. A year later, I saw another set being auctioned from the Ward Kimball Collection and my interest piqued. Further research revealed the set to have been featured on the January 1978 cover of the TTOS Bulletin. Later, I procured another set at an antiques auction and started noticing the subtle differences. This has led to my conclusion that, similar to Hafner and Ives, sets were probably as-

sembled as needed from available stock and paint colors.

The consists of these sets are: (1) large 2-4-2 (17 inch), red and gold loco, with or without an engineer in the cab window or a flywheel drive, (2) red and gold tender stamped "1912 Special", or "Hill Climber", or left blank, (3) yellow gondola stamped "Fast Freight" with circled star logo, (4) boxcar, either yellow/red roof or olive green/dark red roof, stamped "Fast Freight" and "S.T.N. & CO. 1912 Special" as well as the circled star logo, and (5) red caboose, with or without cupola, and stamped "S.T. N. & CO. 1912 Special". Cars are eight wheeled, with fixed trucks and connected by simple, hand bent, wire couplers. Total length of the set is 69 inches.

The consists of my two sets and the Kimball set are as shown in the chart on the following page.

My #2 and the Kimball set are virtually identical except for the printing on the tenders. My #1 set has differences from the other two in all cars except the gondola. These are the only sets of which I have details or photos. I have been in contact with a descendant of company founder William Schieble, who told me his family collection of his great grandfather's toys does not include the 1912 Special.

I have taken great care not to mix the consists of my two sets. It has bothered me somewhat that the set #1 loco has a flywheel and the other two sets

	My Set #1	My Set #2	Ward Kimball Set
Loco	Darker Red/gold, 2-4-2, manned, w/friction flywheel	Red/gold, 2-4-2, unmanned, wo/friction flywheel	Red/gold, 2-4-2, unmanned, wo/friction flywheel
Tender	Darker Red/gold, "Hill Climber"	Red/gold, no lettering	Red/gold, "1912 Special"
Gondola	Yellow, "Fast Freight"	Yellow, "Fast Freight"	Yellow, "Fast Freight"
Boxcar	Olive green w/darker red roof, "Fast Freight", "STN & CO 1912 Special"	Yellow w/red roof, "Fast Freight", "STN & CO* 1912 Special"	Yellow w/red roof, "Fast Freight", "STN & CO 1912 Special"
Caboose	Darker Red wo/cupola, "STN & CO 1912 Special"	Red w/cupola (missing), "STN & CO 1912 Special"	Red w/cupola, "STN & CO 1912 Special"

don't. But what good is a friction flywheel with a set like this? My #2 and the Ward Kimball set have no flywheels and I can tell from the lack of paint wear that they probably never did. Even so, I'm sure set #1 loco and cars were originally together as I bought it from an estate auction, not a train or toy auction - it was the only train auctioned and one of only three toys. Furthermore, the auctioneer didn't really know what it was, referring to it as only a large old floor train - definitely not a reconstruction to fool collectors. Note that in set #1 the roofs of the boxcar and the caboose are a darker red, just like the loco - obviously from the same paint batch, or identical weathering or ageing. Set #1 set is the only one that came with a cupola-less caboose, olive green boxcar, flywheel, and a man in the cab window. Hence, I believe the #1 to be of later manufacture. Note that set #2 currently has no cupola but has slots in the roof for its attachment. Scratches in the paint indicate that the cupola has come off. Perhaps this is the reason that the cupola was deleted from the cabooses in later sets!

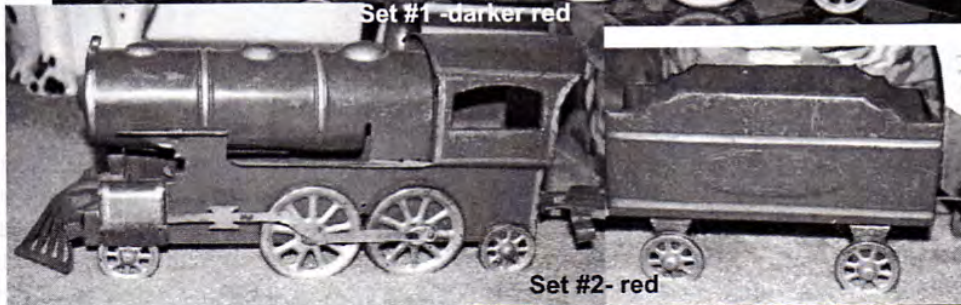
I am not certain of the dates of production, but I do know that in 1910 these locos were still part wood! Also, see the comments of Ward Kimball concerning the 1978 TTOS cover. The cover photo recreates a 1920 scene, displaying a child's toys left on a sidewalk.

Why is it called the 1912 Special? Did this just happen to be the year of manufacture, or was it made to take advantage of the popularity of the Lionel 1912 Special!

*I would be most interested in learning additional information from members and hearing comments on this little known toy train. I can be contacted at [jrhartney@comcast.net](mailto:jrhartney@comcast.net).*



Set #1 -darker red



Set #2- red



Set #1-olive and dk. red



Set #2 -yellow and red



Set #2 - red



Set #2 - yellow

### 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. Charlie Weber & Chester Zmijewski, Co-editors  
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