



ATLANTIC DIVISION EXPRESS



SUMMER 2006

PRESIDENT'S MESSAGE

As I have mentioned in previous Newsletters, the season of Garden Railroads is upon us. Mine is now celebrating its 20th birthday and in need of a major overhaul. Fortunately, this past Christmas I received a "Gift Certificate" from my son good for one free day of labor for track maintenance. I will definitely cash this in.

At the April York meet, Sam Merando, National Kids Club Chairman, called a meeting of representatives of all divisions to discuss ideas for the future direction of the Kids Club. The discussion was a lively one and in the end all attendees agreed that the Kids Club represents the future of the TCA. Currently there are 3,534 members nationally. Several key points were considered.

It was felt that one of the major issues is to try to recruit young families to get involved. The youngsters seem to be quite enthusiastic when exposed to trains. However the parents need to get involved and encourage this enthusiasm. Most of the major manufacturers now offer relatively inexpensive train sets. Somehow, we need to make this known to the young families who in their own youth had little enthusiasm for electric trains.

Other ideas included using some type of inducement to get the kids themselves to recruit new members. There are no dues to belong to this club; therefore money should not be an issue for the kids. Secondly, it was agreed that a "Touch Trains Table" should be part of every meet. This could be a wooden train set or even a table with "junk" trains that the children could touch. And finally, a nice brochure should be designed to promote the Kids Club and a Newsletter of some sort needs to be sent to the members to retain their interest.

I personally feel that this is an important project. One of our Atlantic Division members, John West has agreed to help in this endeavor. In addition, I am happy to announce that Ken Allen has volunteered to spearhead the completion of our new traveling layout.

Currently, I am in the process of preparing our annual report for the National Board of Directors meeting in San Antonio. One of the most significant items to report is that our membership as of this writing is 874. That is significantly higher than last year.

Once again, I have heard from John Parker, our National Historian. Recently he uncovered an article published in July 1939 in Railroad Magazine. It tells the story of Ward Kimball's Grizzly Flats Railroad. It was interesting to note that the passenger coach was purchased for \$400 in its unrestored condition. In addition the \$450

freight charge for moving the locomotive was more than its purchase price. Restoration of these two pieces as well as the laying of the track were accomplished by Ward's friends and other volunteers. For any of you who might be interested in seeing this article, please drop me a line or give me a call and I will send it to by mail or electronically. In the meantime, I will give it to Ken to see if he can put it on our web site.

Chester Zmijewski

ANNUAL RAFFLE

Once again our Annual Raffle Chairman, Garry Spear has managed to secure an exciting prize, a Scale Lionel Pennsylvania K-4. Unfortunately I can't show you a picture of the model since it is in an original factory sealed box and we decided to let the lucky winner unpack it. However here is a view from the catalog.



FOLLOWING IS A NEWS RELEASE FROM THE NTTM

One of the newest additions to the National Toy Train Museum is a drive-in movie developed by the Museum's all volunteer Education and Museum Committee. Using off the shelf electronic components and lot of ingenuity, they built a drive-in on one of the five operating layouts at the Museum. The drive-in is complete with cars and a combination projector room and snack bar.

The volunteers mounted a miniature video camera in the headlight opening of a locomotive sitting on a siding. Everything that happens in front of the camera shows up nearby on the "screen" at the drive-in. That is when the fun begins. "People will see a train running by and then the head of a person will appear," said John V. Luppino, the Museum's Operations Manager. "It really gets their attention when they see someone from their group in the "movie." Those of us who work here enjoy seeing visitors trying to figure out how that happens, "continued Luppino.

The group of volunteers works during the off season and on weekends to build and maintain the many train layouts and exhibits in

the Museum. Led by Keith Arnold of Landisville and Roy Aydelotte from Maryland, the group is responsible for many changes to the Museum. "They are a dedicated, hardworking group of people. A number of them are husband and wife, which is unusual where the main focus of interest is trains. We are lucky to have them." Luppino said.

The drive-in movie is one of many changes made during the off-season. While other years saw an extensive rebuilding of layouts and revamping of exhibits, this off season saw significant efforts to improve the visitor experience by adding additional labeling and developing a guide to assist visitors move through the Museum. These projects required a considerable amount of research. Once the facts were assembled they needed to be organized into a cohesive and understandable presentation. The staff and volunteers at the Museum's Toy Train Reference Library were especially helpful in this regard. The end result is a major step forward in the Museum's ongoing effort to preserve, not just toy trains, but history of the industry that produced them.

EARLY TMMC and/or DCS

By Chester Zmijewski

Following my passion for the "Baby B6" switchers (*See Spring 2004 Atlantic Division Local*) I came across a 1663 0-4-0 version of this fine engine. This is the engine that was included in set 1061 cataloged in 1940 and 1941. The only difference between these years is the color of the passenger cars. They were blue and silver in 1940 and green in 1941.

This set was sold as a two-train combination that was equipped with what Lionel called "Magic Electrol". This feature allowed the two trains to, "Run on the same track circuit, at the same time, individually controlled". According to the catalog this was due to a, "New, Sensational Mystery Motor". In actual fact the motor was not new. Rather the tender of the switcher was equipped with a slightly modified DC relay that controlled the "E" unit in the locomotive.

This system operates on the same principal as the Lionel whistle invented in 1935 by Charles Gioirro. To make the whistle work, a pulse of DC current activated by a special controller is superimposed on the AC current flowing through the tracks. This energizes a relay in the tender of a whistle equipped set to close; allowing AC current to flow to the whistle fan motor.

I thought that it might be fun to reconstruct this set; but the idea of finding the special 168 controller needed to complete the set seemed like a very unlikely idea. Then one fine day I spotted one on eBay and quickly placed my bid. This controller is shown below. As you can see, the controller resembles the controllers used with the 1019 and RCS Remote Control Track Section.



The 168 Magic Electrol controller

However, it has two binding posts on top and the red buttons are labeled, "TRAIN 1" and "TRAIN 2".

I was somewhat surprised when I examined this controller in the light of the controls that are depicted

in the catalog illustration below. As you can see, the picture shows a Model Q type transformer, something that resembles a 167 whistle controller, the 0-27 gauge switch controller and two remote control track controllers without binding posts.

I believe that this picture was taken before the true 168 Magic Electrol controller was produced. The 167 whistle controller was probably used as a substitute. Neither of the trains in this set is equipped with a whistle.



Outfit No. 1061 includes Type "Q" Trainmaster Transformer and this bank of controls for the operation of switches, electric lumber car, electric couplers and for starting, stopping and reversing each train individually.

Controls Shown in Catalog

The reason for that being that the Lionel whistle is activated with the same DC signal that is used to control one of the two trains in this set. Indeed upon closer examination of the set contents in preparation to duplicate them, I found another anomaly. The contents list 17 sections of straight track and 2- No. 1019 Remote Control Tracks. This is the reason for the two controllers shown in the illustration. However this would result in there being a total of 19 sections of straight track. This would never work as you need an even

number of straight tracks to make the oval track layout shown.

Magic Electrol was not confined to the 1663 0-4-0 switcher. The Lionel 201 is an 0-6-0 Switcher in "0" gauge. It was equipped with Magic Electrol but was not found in a set. It was sold as a separate engine and numbered 905B in the 1940 catalog only. In the same catalog, we can find engine No. 906B. This was the Scale 0-6-0 similar to the 227 but equipped with Magic Electrol. Separate engines were not cataloged in 1941. Most likely Lionel was saving all of its spare engines to produce sets immediately after the war.

Although not boldly advertised in 1940 another Magic system was introduced that year but without an official name. This name was finally revealed in the 1941 catalog as the Teledyne Coupler. This feature was included on some of the switchers in the 227 228 series and permitted operation of both the front and rear couplers anywhere on the layout. It included the 169 controller that was identical in appearance with the 168. However, the buttons are labeled, "UNCOUPLE" and "REVERSE". I was able to find one of these in its original box on eBay as well.

Interestingly, Lionel must have had a surplus of these Scale type B6s because the '41 catalog boldly announces that the switchers shown on page 25 can be purchased separately as 902B for 2600 series cars or 903B for 2800 series cars, both with Teledyne couplers and 906B and 907B with Magic Electrol but standard couplers.

The Teledyne system is operated by the same type of DC relay

used to control Magic Electrol and the Whistle. Therefore, one can use locomotives having only one of these special features at any given time on the same layout. However in spite of their shortcomings, these innovative ideas are a tribute to the creative thinking of the Lionel engineers. Obviously, they were not very popular and were cataloged for only those two years; but some idea of independent control was already emerging.

MARCH TRAIN MEET

Once again, our Atlantic Division Train Meet was well attended. Our meets continue to grow. Our tables are sold out in the hall and are close to capacity in the lobby. We have gotten a good many favorable comments about our present meet and its' location. If there is anything that you would like to suggest to us to make our meet even better, don't hesitate to let one of the meet committee know. Many of the Atlantic Division members have already taken advantage of the Free Meet pass that was sent to them with their new membership card. If you haven't used yours yet, remember, it's a \$5.00 value and can get you into any of the four meets.

We are still looking for volunteers to help out at our meets. Jobs range from watching doors, helping out with our Kids Club in the lobby, and Helping us take tables down at the end of the meet. All profit from our meets goes directly into the A.D. treasury and helps us to keep our dues to a minimum as well as enabling us to provide our fine newsletter to our members. Any help would be greatly appreciated.

Again I would like to thank and acknowledge the members of the Atlantic Division Train Meet Committee. The guys put in a lot of hours to bring the meet to you.



The Educational Display consisted of Cabooses. Notice the Mother Caboose on the table at the left .

Thanks to: Joe Fisher, Dick Heineman, Malcom Kates, , George Sottung, Ed Kapuscinski. Gary Spear, Bill Wilson, Chester Zmijewski, and last but not least a special thanks to Alan Craig our Meet Registrar and his group of volunteer workers. We'll see you at the September 24th meet.

Bob Lubonski, Meet Chairman

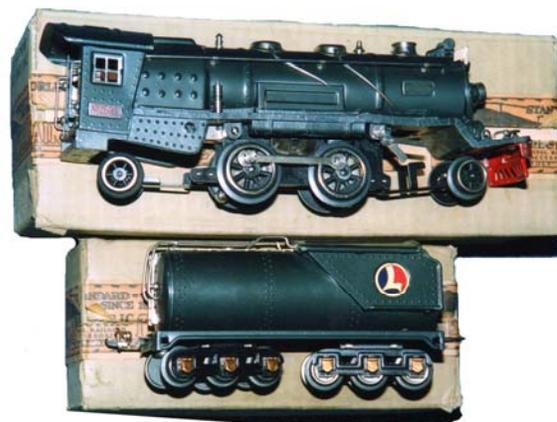
UNUSUAL LIONEL ORANGE 710 CARS

By Charles Weber

The Lionel 710, 712 passenger cars were at the top of the "O" gauge line for 10 years and are "gotta haves" for most pre-war Lionel collectors. They come in three major color variations (orange, red, and two-tone blue) and a number of variations involving lettering, insert color, and door color. Most sets that one

most often sees are: orange with four wheel trucks, usually pulled by a 256; red with four wheel trucks, usually pulled by a 260E and two tone blue with 6 wheel trucks; also usually pulled by a 260E, sometimes in gunmetal. I have seen and heard of red cars with six wheel trucks. However, since these oddities have always been in collections or at train meets and; since it is impossible to tell whether or not the owner changed the trucks to six wheel, I have never gotten excited about such variations. Here is an exception.

A couple of years ago Wil Andrews answered a lead on some old trains and came home with what we show here straight from the original owner. Not only are the cars unusual, but the set is boxed and the condition is magnificent except for the loco castings that have gone to pot! Hopefully the pictures will speak for themselves



The "Sad" Locomotive

The set is # 241E and is from 1934 with a 1933 instruction book. These orange cars with apple green inserts and six wheel trucks are the most glossy I have ever seen and hardly a nick to be found. Note that the journal boxes are made of copper even though the 263T and the locomotive are painted in gunmetal. When you check out the pictures also note that the one 710 car

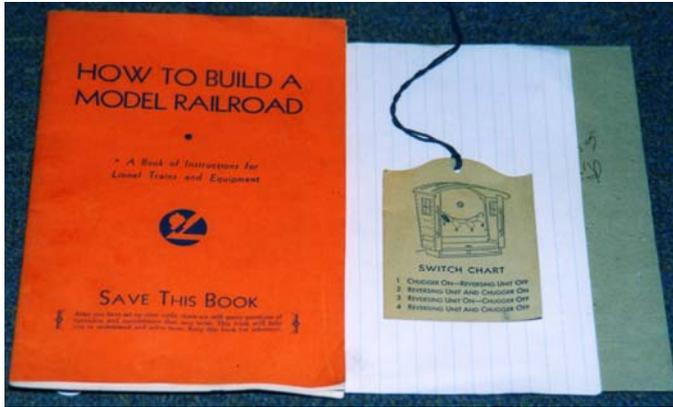


The Set of Cars

is packed in the "older style" box while the other 710 and the 712 are in the brand new style blue and orange boxes that we have

REALISTIC TRAIN MODEL ACCESSORIES

By Charlie Weber



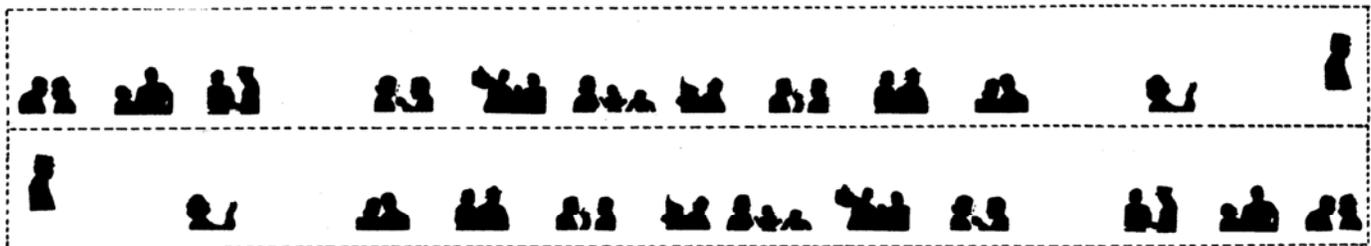
Instruction Book & Reversing Unit & Chugger Switch Chart Tag

become accustomed to finding since about 1934. A minor detail that also struck me as unusual are the little pieces of orange on black tape on the car box ends: "SEAL OF LIONEL INSPECTION". If I have ever seen this before I sure don't remember it!



Lionel Inspection Seal (See Arrow)

Anyhow, here are the pictures of what Wil found : the first example of orange 710 cars on 6 wheel tracks with a good provenance.



INSTRUCTIONS FOR INSTALLING

FOR USE WITH CAR NOS. 2400, 2401, 2402, 2421, 2422 and 2423

Carefully unscrew ventilator-type screws on roof of car. Lift off roof. Insert passenger silhouette strip in front of celluloid window using celluloid as a back support.

Copyright Applied For

REALISTIC TRAIN MODEL ACCESSORIES

There are two sets of silhouettes. One of these is for the right side of the car and the other is for the left. Cut along dotted lines. If intended for use in other cars different trim may be necessary.



LIONEL INSERT

An unusual piece of vintage train accessories has appeared. As you probably know, Lionel's Streamline 027 passenger cars appeared in green and grey appeared in the line in 1948 and were continued to be produced in increasingly cheapened form until 1966. They were then rejuvenated by MPC and Williams continues to make his versions today. From 1948 thru 1950 the window inserts were plain; no silhouettes were printed thereon. Well, a company whose name is the title of this little blurb had a better idea. They printed and sold similar inserts but with silhouettes! Pictured at the bottom of the page is a pair of inserts made by this company along with a later Lionel version for your direct comparison. Notice that Realistic have applied for a copyright.

I can find no information about this company so I have no idea whether or not they ever made anything else. It would be interesting to know if they got the copyright and, if so, did Lionel buy the rights to the idea from them or simply pilfer the idea and then get around the copyright by changing the silhouettes or by molding the little bubbles into the bottoms that are supposed to keep the sheets of plastic in place. Realistic's versions are simply flat plastic.

TREASURER'S REPORT ATLANTIC DIVISION EXPRESS George Nelson

Savings:	\$23843.38
Checking:	2775.77
Cash:	<u>300.00</u>
Total	\$26919.15

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 Items from individual members.

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