



# Atlantic Division EXPRESS

Where the TCA began



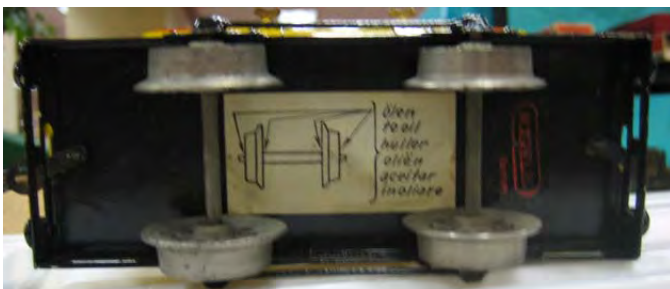
Fall 2006

## President's Message

This has been an extremely busy season for me. It began with four graduations; one granddaughter from college, then two granddaughters and a grandson from high school. The granddaughters live in Aurora, IL necessitating a trip to the Chicago area. This was followed in several weeks with the National Convention in San Antonio. Airline problems caused the outgoing trip to take almost twelve hours. The return was no better.

The National Board of Directors meeting went surprisingly well considering that we had 30 motions to discuss. Many of these had to do with general housekeeping chores in modifying the Board Policy Book to bring it in line with the current way things are done. One of the most significant was the adoption of the 2006 Edition of the TCA Strategic Plan. This plan outlines steps needed to trim operating costs, increase revenue, recruit new members and the retention of current members. Finally, a revised set of standards for refinished items was adopted. I am sure that all of these issues will be addressed further in our national publications.

The exhibits and home layouts were interesting and a lot of fun. However the most interesting items I saw were in the trading pits at the table of one of our members from Mexico, José Shedin-Merhy. These magnificent cars made by Marklin in 1937 are shown below.



The first car is an open car. The ladies are holding parasols as was the custom in Victorian times. The second photo show the underside with oiling instructions in four languages. The red inscription on the right side of the frame is the Marklin trademark. The third photo is of a closed carriage whose doors open, revealing seats that could be occupied by model passengers.

As a final note about our Division; you can see by the ballot that is enclosed that our Nominating Committee spearheaded by Malcolm Kates and Joe Lehman did an outstanding job in getting many of our newer members to volunteer for positions on our Board. I look forward to many fresh ideas generated by these folks as they become involved in some capacity in the workings of the Division.

Our Membership Meeting will take place during our September Meet. I would like to encourage our members to speak up at this meeting and give us your opinions regarding the workings of the Division.

Chester Zmijewski

## United Profit Sharing Coupons

By Charlie Weber

I bet you remember "S & H Green Stamps" (or other similar programs) if you grew up when I did. You bought your groceries or other products at a participating retailer and received some green stamps to put in a book. The number of stamps depended on how much you spent. (Does one stamp for every 10 cents sound right?) Then when you had collected a bazillion books of stamps or so you could redeem them for a pen or whatever. One of the more sought after Lionel uncataloged sets came from saving Green Stamps. Other similar programs existed over the years. I remember people saving coupons from *Sir Walter Raleigh* cigarettes to turn in for products found in catalogs. Maybe you are familiar with others.



I have encountered two such catalogs from United Profit Sharing Coupons and have found that one could get some toys and/or trains by saving these coupons. The catalogs I found are from 1929 and 1930. Unlike the S & H stamps of my youth the United Profit Sharing coupons apparently came with specific products which could be bought anywhere. Most of the products are unfamiliar to me but may be recognizable to some of you older folks. Some of the products include Wrigley Brands Chewing Gum, at least 8 brands of coffee (including Luzianne that I have heard of), Happiness chocolate bars, Dif (soaps), Worcester salt, Jell-Well gelatin desert, Danish Pride milk, Peper's Tobacco, Tru-Lax, and many others.

In figures #1 and #2 we are showing you the toy pages from the 1929 catalog. Actually I suspect that this is actually 1928-1929 as inside the catalog the company indicates that "This Catalog expires June 30, 1929" and the Copyright date is 1928. On page 34,

**UNITED PROFIT-SHARING CORPORATION**

1344

1264

1309

428

1119

1020

1310

27

1038

1374

1070

1319

1155

1321

5133

5132

**TOYS**

No. Coupons

\*5132 Writing Pad. 60 sheets, ruled. Size 8 1/2 x 11 inches. 25

\*5133 Writing Pad. 60 sheets, ruled. Size 8 1/2 x 11 inches. 49

27 Damine Set. Twenty-eight pieces. 75

1150 "Hehner Band" Harmonica (No. 132). It has 10 single holes and 20 accurately tuned reeds. The instrument with a national reputation. 125

1344 Combination Spelling and Number Slate. Illustrated book of instructions with each set. Dozens of parts, including the genuine Erector square girders, wheels, nuts, bolts, etc. 300

1319 "Hustler Pup." 300

1320 "Gumbo Hustler." 300

1321 "Teddy Soldier." 300

1309 Linusine. Friction power. 300

1310 Bandster. Friction power. 375

1155 Fire Engine. Friction power. Steel construction. 425

\* All articles on this page marked with a star (\*) are not carried in redemption stations. Such articles can only be obtained from our Mail Order Department, 44 West 18th St., New York, N. Y.

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Figure 1

in addition to a No. 1 and a No. 4 Erector set (that should be of interest to a couple of our readers) we see item #1038 "Overland" Train and Tracks. Mechanical locomotive with automatic brake, tender, 2 coaches and 10 sections of track. Of course, this must be a Hafner set. The illustration is much too small to make out any details other than the cars are 4 wheel and the loco is shown with a side rod.

Page #35 shows two more trains. Item #1153 is probably one of

**UNITED PROFIT-SHARING CORPORATION**

929

1324

1267

5277

1276

5486

5152

806

5487

909

1153

901

1286

1202

920

930

1157

5178

**TOYS**

No. Coupons

\*5487 Marbles. Striped onyx, assorted colors and sizes. 20

806 Colored Crayons. Assorted colors. 25

\*5152 "Tructone" Phonograph Needles. 100 extra long fine quality needles for use on all talking machines. 25

829 Checkers. A box of 30 pieces, hawthorn, finely embossed with crown design. Polished, 15 red and 15 black. 75

930 Checker Board. Size 14 1/2 by 14 1/2 inches. 125

\*5277 Puzzle. Set of 8 metal puzzles. Each set contains instructions for solving. 125

1324 "Tom Tinker." A fascinating wooden-board skill. 150

901 Needle Work Set. Each set contains five skeins of embroidery cotton, pair of embroidery rings and embroidery needle. 150

909 A. B. C. Blocks. Embossed letters with animals and numerals in colors. 150

1202 Neko Soft Toy. Made entirely of knit fabric in bright colors. 150

1318 "Pollyanna" Game. An excellent game for 2, 3 or 4 players. 300

\* All articles on this page marked with a star (\*) are not carried in redemption stations. Such articles can only be obtained from our Mail Order Department, 44 West 18th St., New York, N. Y.

35

Figure 2

the famous "Hill Climber" locomotives. And then we see the epitome of train sets as far as this catalog is concerned, item #5486: Electric Train Set. Includes Loco-Builder "take-apart" engine; two Pullman cars, 8 curved tracks (91 inches long), making a 31 inch circle, one track terminal. Train 19 inches long. Headlight on engine. Of course this is a Dorfan set!! What is not clear is whether the loco is a #51 (probably) or a #52 and the ad writer did not have room to mention "reversible".

The 1929-1930 catalog also has two pages of toys. Page #50 shows no trains but the same erector sets are shown and listed as in the 1928-1929 catalog. Figure #3 depicted on the following page shows page 51 of this 1929-1930 catalog where we find the same Dorfan set. No other trains are found but we do see here item #5645 which is an electric motor from Gilbert. I didn't realize that Gilbert sold their electric motors separately from some erector sets of the era. Also note #5644 which is a 75 watt "Midget Toy Transformer". I have one of these packed around here somewhere and often wondered about it.

It would be kind of neat to find some more United Coupons catalogs and see what else they offered in the way of toy trains over the years. Apparently just like "green Stamps" there were redemption stores that one could walk into to trade the coupons for goods. Many things had to be sent through the mail via orders sent to an address in New York City. It wouldn't surprise me to





Figure 3

me to find a Hafner or Dorfan set box with cut tape still attached that could have been used to keep the set closed during shipping and is printed with United Coupons on it. Anyone have such a thing?

### The 16th Annual National Train Show By Chester Zmijewski

In my opening message I forgot to mention another activity that occupied my time this Summer. That was attending the National Train Show. This show is part of the NMRA's (National Model Railroaders Association) National convention that was held in Philadelphia during the first week in July. The NMRA is an organization of primarily scale model railroaders who work mostly in HO scale. However there are some who model N, S and O as well.

At the end of their convention, the various dealer displays as well as exhibits by various clubs are open to the public. The dealers showed various products that include HO and N gauge trains as well as scenery materials, buildings and tools useful to modelers. Interestingly, MTH had an exhibit that was bigger than the one they had at the TCA convention in San Antonio. They were featuring their new line of HO trains that have smoke, sound and the ability to be controlled by either DCS or DCC.

While at the show, I ran into Charlie Weber, Joe Lehman and Bob Robinson who were happily enjoying themselves.

There were many large layouts displayed by various model railroad clubs from the region. Most of these were HO; but there was one rather spectacular layout in Z gauge. However, to my way of thinking, the most exciting display was produced by the International Lego Train Club Organization (ILTCO). This is an organization of clubs from around the world that combine the Lego and model train hobbies.

ILTCO created a Dynamic Lego Fantasy Land that consisted of a 7,900 square foot extravaganza containing 10 foot suspension bridges, a drive in theater, Philadelphia scene of boathouse row, Independence Hall and huge skyscrapers. It was built with two million Lego blocks. NO GLUE. In addition there were Lego trains and monorail that ran independently on two rail Lego track.

Some pictures of this display are shown below .







Another view of the Lego Layout

**American Flyer Uncataloged Set: 1806T**

By Charlie Weber

As you older members of the Atlantic Division know, we have been trying for the last 20 or 25 years to document as many uncataloged sets as we can for posterity and your reading pleasure. Most of what has come to light have been from Lionel. Well, here is a postwar American Flyer set that just came out of the possession of the original owner around May of 2006. This set along with a cataloged Flyer set from 1928 and other household goods was given to a local auctioneer (Earl MacIlwain of Trappe) and it was sold on May, 21 to one of our members, Joe Rose of Norristown. "Mackey" had contacted me when he got the set and when I recognized it as being of the un-cataloged variety he loaned it to me for inspection and to take these pictures for this article.



Photo 1

Photos #1 and 2 show see that American

the set box. Here we



Photo 2

Flyer had a set box for set #5510-T (1955) and used it to package this set. As you can see they called it 1806T and it was sent to Bennett Bros., 30 Varick St., New York, NY.

I hope you can make out the contents from the pictures, but just in case you can't, here are the main contents. The loco (Photo 3) is a 313 K-5 with a tender with the PRR Keystone and American



Photo 3

Flyer Lines lettering. Sorry, but I don't know enough to tell you which variation of lettering this piece has. The rolling stock (Photo 4) includes a #938 "American Flyer Lines" caboose, #921 C. B. & Q. hopper car, #926 Gulf 3 dome tank car and a #942 boxcar. (Sorry, but we didn't picture the boxcar.) As expected,



Photo 4

the loco and tender did not come in a separate box but was wrapped in corrugated paper which was rubber stamped "PENN LOCO & TENDER W/ SMOKE, CHOO CHOO PULL MOR". The rolling stock boxes (Photo 5) intrigued me although I am told this is no big deal. First each box contained two ovals of cardboard that go around the couplers so when the piece is inserted into it's box it can't move. Good idea. Second, the inside flaps were rubber stamped. (Photo 6) The 921 box flaps are stamped "58-12-54", the 942 box is stamped "10-55-12", and the 926 box flaps are stamped "10-55-106". Anyone know what these numbers mean?

Other contents include (a) a lockon, (b) 706 uncoupler and button, (c) a box of 12 No. 702 curved track, (d) #725 90° crossover track, (e) an envelope with 1- No. 25 smoke capsule, and (f) B1082 box of 12 No. 25 smoke capsules. Unboxed items included a # 1 1/2 transformer, 6 curve track, 4 straight track and 4 half straight tracks. (See Photo 7)

Of course there were some paper items. One was a tag labeled M2217 that says "Do not attempt to.....unless under power".



and enough track to whip up a figure 8 and then the family bought all of the rest of the extra track.

### Lionel Set #131

By John Bossman and Charlie Weber

At a recent Atlantic Division meet John Bossman came up to me and showed me a set that he had. It is pictured here. Here is what John wrote. " Thank you for your interest in my Lionel olive green 248 locomotive and freight car set. I re-discovered this set in a far corner of my basement. The only thing I could see was the set #131 on the facing edge of the box. I bought the set about



Photo 5



Photo 6



Photo 1 Set Box

Another was a M3302 "Instructions for worm drive steam type locomotives". Also present are an instruction booklet marked "M3290 1954" and a Service Stations list labeled "M3358 Oct. 1954".

45 years ago shortly after I moved into Morrisville, PA. The set came with us and our growing family to a bigger house. The train collection also grew, consequently this set was semi-buried and all but forgotten."



Photo 7

The light olive 248 is very, very scarce. Depending on your definitions it could almost be considered rare. To be more specific, I have only seen 4 of these: (1) mine, (2) George Donze's childhood train (now owned by his son, Frank), (3) one from the Sam Lenhart collection that was recently auctioned, and (4) this one. Mr. Bossman's loco is the only one of the four still in a set box.

All four share an interesting characteristic that led to Mr



Photo 2. The Set

Not easily but with work all of this stuff will just fit into the set box. Whether all of this stuff came with this un-catalogued "Special" remains to be seen and I am leaving it up to you Flyer experts to figure out. In addition to this set the family also had a good sized box of American Flyer track with gray rubber roadbed. I am guessing that perhaps the set came with the crossover

Bossman bringing the set to a meet. They have a lousy paint job and at first glance could be thought to be repaints. Close study proves otherwise. One of these days I might send mine out under the research umbrella that the Division and the National Standards Committee are funding to prove via Infra red and Raman

spectra that the finish is not done with modern paints.

If one looks in the 1931 Lionel catalog one will find set #131. It is pictured as containing a regular red 248 locomotive, dark green 831 flat car, 804 silver tank car, and a red and peacock 807 caboose. All are shown with copper journal boxes and brass trim. Indeed, this is mentioned on P. 56 of Greenberg's Guide to Lionel Trains, 1901-1942, Vol. IV, Prewar Sets. But on P. 106 is a second entry for the set. Here, the author, Dave McEntarfer indicates that set #131 appears to have been sold under the Sears and Roebuck #5174 containing a terra cotta 248 without hand-rails.

George Donze's light olive 248 has no box but George kept the set with two 4-wheel passenger cars, an 831 flat and a 807 caboose which he claimed was what he ran as a kid. George also told me before his demise that he had reason to believe that it came from one of the big Philadelphia department stores whose name began with "S".

Now I am going to go out on a limb. If Lionel made this set for Sears with a terra cotta locomotive, I just bet that the light olive 248 set owned by Mr. Bossman came from some other store as a "special" also. I suspect that it came from Snellenbergs.

### Important Information from the Central Office

By John V. Luppino

Two issues have arisen in the passed few months and all our members need to be aware of them. Some of this information will appear several times in the hope that if you have enough chances to see it you will act on it.

The first issue deals with the 2008 National Convention in Burlington, Vermont. This convention city is close to the Canadian border and will feature at least one and possibly more trips across the border into Canada. Everyone on these trips will need a valid U. S. Passport to return to the United States. Of course, if you are a citizen of another nation then your passport will be required instead. If you do not have this document there is nothing that neither TCA nor the NETCA Division (the convention host) can do for you.

If you think you will be interested in visiting Canada, then I urge you to begin the process of obtaining a passport as soon as possible. This change is a part of the ongoing War on Terror being waged by the United States and its Allies. Recent changes in U. S. law require U. S. citizens to carry valid passports when they travel to Canada or Mexico and these laws go into effect in early 2008. I would anticipate a huge rush to obtain passports by U. S. citizens as the deadline draws near. Passports are valid for at least ten years following their date of issue so obtaining one in late 2006 or early 2007 will not create a problem at the 2008 convention.

The second issue involves the TCA Visa card issued by MBNA. For those of you who have been around for some time you may remember that in 1992 the Association partnered with what is now MBNA to offer TCA members a low interest, no annual fee Visa card. By accepting and using this card the Association would receive a financial return called a royalty. Over the years this relationship has proved beneficial to the Association. Royal-

ties paid to the Association over the course of a year are about equal to the dues of 1,000 members. Frankly, the Association would profit even more if more members would accept and use the card but that is not the reason for this missive.

Recently, MBNA and Bank of America (B of A) completed a merger. Bank of America will eventually be the surviving entity. While B of A and MBNA have promised a seamless transition we all know that nothing runs completely smoothly.

Some of the changes you will see and might have already experienced are as follows. The B of A name and logo will begin appearing on statements and new or renewed cards. A new B of A privacy policy was to begin mailing in July.

Here are some things that will not change in the foreseeable future. Your account and PIN numbers will not change. Your current login names and passwords will remain the same. The way you can use your existing card will not change. For additional information on this merger you can log on to [www.mbna.com/customer\\_information](http://www.mbna.com/customer_information). Please note the underscore between customer and information.

### An Addition By Charlie Weber

In the Winter, 2005 issue of the *Atlantic Division Express* we did an article about the *Ideal* line of HO structure kits. John Harmon (Mifflinberg, PA) called and we "chinned" for a while about the



article and *Authenticast/Comet* products. First, John is looking for some *Ideal* hedge, #B-42. Secondly, he tells me we missed a structure in the list on P. 9. The missing item is a B-43 Papermill. He also related that some of the structures in the *American Flyer* HO line in the 1950's were made by *Ideal*. Anyone out there willing to write up a list or discussion of these accessories?

### TREASURER'S REPORT ATLANTIC DIVISION EXPRESS George Nelson

Balance  
Checking Account \$ 1759.02  
Savings Account 21843.38  
Cash on Hand 300.00  

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\$23902.40

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. Charlie Weber & Chester Zmijewski, Co-editors  
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