



# ATLANTIC DIVISION EXPRESS



SPRING 2010

## EDITOR'S NOTE

As mentioned in the Fall issue, this issue is being dedicated to the memory of Charlie Weber. He was a hard worker for the TCA and the Atlantic Division. Charlie was an interesting individual who usually spoke his own mind.; but also, he had an uncanny ability to recognize and bring to light the unique and unusual in the wonderful world of toy trains. The following are some of the things that some of his colleagues had to say upon learning of his passing.



My Sandy just came into our train room to find me sitting at the computer crying about the loss of Charlie Weber. As our First Lady tried to console me, she offered some words she and Charlie had at Phoenix. We tried to capture her remembrances quickly so we could share her special moments with Charlie.

Charlie with little notice arrived at Phoenix to serve as an alternate for his Division President who was hospitalized. He had problems sitting for long stretches and needed a large comfortable chair brought in from the lobby area to sit in at the table. Despite his obvious discomfort, Charlie took an active role in the discussions regarding the bylaws proposals. He told Sandy that he spent time on the plane studying and trying to get ready for his task. He asked questions, contributed ideas to the discussion and made sure he was

satisfied that he knew and understood what he was voting for and could go back to his division with answers. At one point he was talking to Sandy who was concerned about his discomfort. She was trying to find ways he could be more comfortable. He told her he really didn't want to miss anything, this was so important and he was so happy to be able to be part of the discussion and make a contribution to improving TCA for all.

He would not let Sandy get him a foot stool as he wanted to be able to write and take notes. He was loving his duty. Perhaps, just perhaps we at Phoenix had a small part in making Charlie's Phoenix days very good for him playing and talking trains with his friends.

We miss ya Charlie. Clem Clement



This issue of the Express is dedicated to the late Charlie Weber who passed away on September 1, 2009.

Two remembrances of him, as a person were submitted by Bruce Greenberg and by Nick Ladd. These were read at his Memorial Service and are reprinted here. I think that these merely tell part of the story. As co-editor of the Express along with Charlie, I had an opportunity to see him in action. First and foremost, Charlie was a scholar. He carried his professorial background from Biochemistry to Toy Trains, applying the same Scientific Methods and Investigative Tools to study in great detail those objects that he truly loved.

However, Charlie did not exemplify most Professorial types. I can truly attest to that having been one as well for over 50 years. As a matter of fact, both Charlie and I attended The University of Buffalo which is now known as The State University of New York at Buffalo. In some of his stories, he mentions Train stores that I also enjoyed while growing up in that fair city by the lake. Charlie was a fun loving gregarious fellow who acted like a regular guy. That was, by far, his greatest trait and one for which he will always be remembered. Some of the stories that I have chosen for this issue are examples of Charlie's character and spirit.

The breath of his knowledge is very evident from the series of articles he wrote on the Lionel 6464 box cars. (This series will be published by the Atlantic Division in his honor sometime in the future).

Finally, Charlie was especially attracted to unusual items associated with the world of toy trains. In addition to the box car series, he wrote several articles on Lionel Uncatalogued Sets, that we hope to reprint in future issues of the Express, as well as a number of articles on unusual toy trains and train related items that were published in the Atlantic Division Express as well. A sample of these are reprinted in this issue



Charlie's love of items somewhat different from the mainstream Lionel, AF and/ or Ives collectible pieces is evident in that he frequently submitted articles for

our current Express based on material found in "The Whistle Stop" or "Toy Trains", magazines published in the 50,s. Some of Charlie's older articles regarding these items are reprinted in this issue as a treat for our younger members and as a trip down memory lane for our older ones. I have also included a number of photographs taken by Charlie and myself of very unusual items that

he had hoped to write about for future issues of the Express.

Hopefully the material presented here will give you an idea of just how wonderful he was. All of us and especially those who had the privilege of knowing and working with him on a personal basis will miss him greatly.

From time to time we hope to reprint some more of Charlie's educational articles.

*Chester M. Zmijewski, Editor*

Greetings All, I was shocked and very saddened today, when I was awakened by Christie with the news that Charlie Weber had passed away. He was one of the very first people I met upon joining the TCA in 1976 and attending my first meet as a member of the old Delaware Valley Chapter of the Eastern Division. This soon became the Atlantic Division, and it turned out that Charlie and I had many things in common besides our love of Lionel Trains. We were both educators, for a start, but we both loved doing research on a variety of topics and writing was a passion with both of us. The Atlantic Division Express was a source of many of our articles, more for Charlie than me, as he was its editor for years. When I moved to the Desert Division I and became the Editor of the Desert Division Dispatch I patterned its material and format after the way Charlie had set up the Atlantic Division Express, which I thought was the best publication in TCA next to the Quarterly. Over the years we borrowed articles from each other's publications and enjoyed one laugh after another. The Desert Division usually had an April Fool's joke of an article each April, and Charlie almost always fell for it. I can hear his jovial laughter as he would say, " You caught me again, darn it."

Whenever I would get back East and could attend an Atlantic Division Meet, I would try to spend as much time as possible with Charlie. He was always willing to share his train stories with you and help you out with any problem or question you had, especially on things having to do with Lionel's 6464 series. This past year he was an Alternate for the Atlantic Division here in Arizona for the National TCA Convention. What a blessing for the TCA ( and me ) to have his presence in our stead. He always had a smile on his face and a quick, positive word on his lips. I don't think I ever heard Charlie say a bad thing about anyone or anything. That is the way he was - a positive, uplifting individual. It was obvious he was "hurting" while he was here, but he never let on that it was apparently as bad as it truly was, at least not to me. I was stunned when I found out that he had entered the hospital. Today I am speechless that my long time friend in TCA is gone, physically. From a memory point of view, Charlie will be with me (and hopefully with all who knew him) for eons to come. He was THAT type of positive person I think we all strive to be and want to be.

Respectfully submitted,

Gordon L Wilson, 76-10233 & still an Atlantic Division member

Charlie Weber was the most important editor and contributor to the Greenberg Guides. His contributions began in 1977 with his in-depth analysis of 6464 boxcars that added a new dimension, the focus on tooling. The 6464s were made over an extended



period of time and Lionel modified the tooling to fit the placement of road name lettering. They also modified the tooling because of tool wear problems. By analyzing Lionel's change of tooling, Charlie's analysis added an entirely new perspective to the study of Lionel trains. Later work by other scholars examined tooling changes in the SP cabooses and 6454 boxcars among others.

When the focus of advance collectors shifted to preproduction trains, Charlie was there. He was skeptical of the white barrel cars and his chemistry background led to his explanation of how the yellow barrel cars magically became white without destroying the lettering! I remember one of my other contributors bringing several Lionel freight cars in white for me to photograph after he had turned these cars white having read Charlie's article!

When very fine restorations of important prewar Lionel trains became an important market problem because they would not be distinguished from originals, Charlie was there. He developed a relatively low cost and non-destructive method of analyzing the chemical signature of the original Lionel paints so that modern restorations could be identified.

Finally Charlie was a great friend and companion. We laughed together as we told tales of the wild and woolly toy market!

Bruce Greenberg

In 1970 and even before, we began an association of friends that has continued to thrive until this day. It will continue long after this celebration has passed. Since the founding, the Atlantic Division of the TCA has seen many good friends pass away, but still the affection for each other has lasted and grown stronger—in our memories or when we get together.

Now, one of our treasured friends has left us. Charlie Weber was a cornerstone of our group. A bright spirit that brought us all to realize that his view of life (slightly irrelevant) was what made him unique and attractive.

Charlie was passionate, seemingly innocent and at all times...the clown. Everyone loved him.

I have missed seeing him so much since I moved to North Carolina. Now I will miss him even more....perhaps even more than I missed my Hiawatha that took him four years to restore.  
Farewell old friend...REST IN PEACE.

Nick Ladd

Charlie Weber was a man that devoted endless hours to the TCA and the Atlantic Division. His knowledge of toy trains was endless. Always there to answer a question or lend a hand. He will truly be missed.

Jack Nixon

## COLLECTOR OF THE MONTH, CHARLIE WEBER

By Nick Ladd

Small, pudgy, and at best middle-aged, he was "by appearance one of the meek who does not inherit the earth. His legs were short, his gait anything but agile, his clothes ill fitting. Either the sleeves were too long or his arms were too short. Natural shyness made him from time to time pompous and hopelessly unassertive. The bags beneath his eyes resembled bruises, he smiled seldom, though he was by no means humorless, and there were times when the mere exertion of rising from his chair seemed to leave him winded.



The above is John LeCarre's description of his famous spy, George Smilet.

Charlie Weber is one of those people who creeps up on you. Like Smiley he drifts in and out leaving little evidence of his passing except burnt tobacco droppings from his ever-present collection of abused and overused pipes which are pulled from a decrepit attaché case that seems chained to his wrist. Waddling by at a meet you sense he is near only because the aisle space is suddenly tight. Hair askew, he usually looks like he just consumed a pound of spare ribs and strained the grease through the little goatee which desperately clings to his face.

Despite his outward appearance Charles was well educated. The fellow has a real Doctorate in Chemistry from NYU (UB *ed*) where he majored in, "blowing things up". Unable to be contained in any major university, he eventually settled at Delaware Valley College where his whole objective was to gain tenure befitting his stature. His students know and love his idiosyncrasies. For years they have watched him drive onto campus at 80MPH in his beat-up old Rambler. They don't even flinch at his penchant for a certain four letter word. And they don't even bother anymore to watch him bark at dogs. He is what he is, "Charlie Weber", the George Smilet of the campus.

While President of our Chapter (now the Atlantic Division) Charlie took his lead from Calvin Coolidge and kept cool and caused little controversy. In fact, it is to his credit that the present Division is as harmonious as it is, after all, when nothing happens no one gets too upset.

When his wife speaks of her husband she usually remarks, "Who?" Cheryl, a Registered Nurse, knows someone lives with her - because she notices the level in the candy dish goes down whenever she is not watching. Hidden in the basement, Charles pours over his vast collection of 6464 series boxcars which to the un-trained eye all look alike. But they are not and, if you are not careful, Charlie will tell you about each variation and seraph. As this could take years it is better to ask him to tell you the story of how he "stole" a #156 from under Sid Weiss and, as we all know, that must have been a ponderous task.

Charlie restores trains too. Painting with a camel's hair broom, his style is very interesting. He is the Toulouse Lautrec of the TCA. In fact, there is a rumor going around that Charlie has been asked to restore all the pre-production samples that MPC inherited from the old Lionel Corporation. It's quite an honor



when you consider how professionally-made those samples were.

In closing, I should tell you that Charlie and I used to be close friends (prior to publication) and I hope he takes the above in the spirit in which it's intended ... a soft jab at a great guy who is a real credit to our collecting fraternity.

Reprinted from: Atlantic Division Express Spring 1980

### OLD PAINT

By Charles Weber, 68-2126

Naw, this little blurb is not about some antiquated horse, but, rather, a little discovery that I ran across that may be of some interest to you. As a member of the Standards Committee, I am sometimes called upon to render an opinion as to whether or not some piece is original. Sometimes it appears that an item is not original or, more commonly, that it has some scratches or paint chips that have apparently been painted in yet the color match is perfect (or nearly so) and the paint is obviously quite old. I have often wondered where the people who have filled these chips found this seemingly perfect paint. (My experience indicates that most so-called matching paints are not close enough to the original colors, especially after fifty years of aging, to fill chips.) Maybe this article will provide the answers.

Several years ago, I picked up a catalog published in 1941 by THE MODEL RAILROAD SHOP of Dunellen, N.J. Although it contains mostly scale equipment & supplies, one page (#30) is devoted to Lionel tin-plate parts (see Fig. #1). In the lower left hand corner, you will see the following entry: "Paint, Lionel enamel (33 colors) 1 oz. jars, each.. 30¢." When I first spotted this, I said to myself, "Well, how about that?!? Here is a firm that was having matching paints made 45 years ago." I promptly forgot about the entry.

Recently, I obtained a copy of Greenberg Publishing Company's A COMPLETE LIST OF LIONEL REPLACEMENT PARTS. This book includes copies of the parts lists which were sent to Service Stations during the 1939-1941 period. On page 83, one finds that the Lionel company itself offered paints (all 33 colors) for sale through its Service Stations (see Fig. #2). Boy was I surprised!

Anyhow, the conclusion is obvious. Just before WWII, at least, Lionel was providing paints which were carried by some Service Stations. Therefore, although we may never know who actually filled in chips, or who may have repainted an item many years ago, it is possible that Lionel original paints may have been used.

Do any of you have an old paint bottle with a Lionel label on it? I sure would like to see one.

### AN UNUSUAL VARIATION

By Charles W. Weber, 68-2126

In my train collecting infancy (ca.1968) I was a graduate student living in the city of Buffalo, N Y and happened to run into Paul Haidvogel (or "Captain Paul" as the area collectors referred to him) and he took me under his wing and became my mentor. One of the items that he had in his store at the time was an unusual Lionel #38 locomotive. Two summers ago, I visited him

and, to my pleasant surprise, he still had the #38, so I took a photograph of it.

Anyhow, what is unusual is that it has "PENN R.R." lettering. This stamping is done in the usual gold. The body color is dark olive with red pilots, windows and bottom cab edge. Couplers are of the small crinkle hook style and, while the headlight is missing, it should have been pedestal style. All six ventilators including the ones in the end doors have only holes, that is, no lettering.

Another peculiarity, in addition to the lettering, is the hand reverse unit. All of the 38's that I have ever seen have a reverse unit which contains four little spring loaded cups. On this locomotive, the reverse is composed of two red fibre (not uncommon) discs, both of which have plain metal contacts affixed. In fact, the construction of the mechanism makes it look quite like the assembly in a TV channel tuner. I suspect that it might be the reverse type sketched on page 91 of LIONEL TRAINS, STANDARD OF THE WORLD and called "Ring and Disc." However, this reverse in the book is listed as being found on trolleys.

It would be interesting to find out if any of you own a similar #38 locomotive and, especially, more about it. First, when was it made? I suspect maybe 1913- 1915 or so. Second, was it a department store special? If so, who sold it, and what cars came with it?

### HOW ABOUT THAT?

By Charlie Weber

Recently it has behooved me to peruse my collection of "Model Builder" magazines, mostly looking at the photographs dreaming about finding some of those layouts packed away in attics and closets somewhere and being offered for sale to me for \$25 or so each. In so doing, I also took a close look at the ads and found some food for thought.

In the May-June, 1937 issue, they were running a contest and the prizes included Ives Signals, Ives #10E Locos and Lionel #251 and #4 Locos which were apparently discontinued in 1932. Were they actually discontinued five years earlier as we believe, or simply not catalogued? Assuming that they were left over stock (most probably) were they left over because Lionel refused to sell Ives products or because no one wanted to buy this outdated "Junk"? I sure wish MPG would find some of these still laying around.

A layout is shown on page 6 of the May-June, 1938 issue with a 752 Union Pacific Set on the track. It contains a baggage car! Was such a car made by Lionel or did the owner buy an extra power unit and somehow cut off the front?

In the April,1940 issue, the #156 Illuminated Station Platform is pictured without signs on the fence. Did the early production of this item actually come out onto the market this way?

In the same issue, the new #3814 Remote Control Unloading Boxcar is shown as a "2814." My guess is that the production prototype was pictured here and it was actually an altered 2814 boxcar. Wonder if it is still around somewhere?

In the September,1946 issue, a 2020 Loco is advertised. The decal keystone herald on the front has a circle around it. Did the



2020 actually come out with such decal?



In the April, 1947 issue (and for many issues thereafter) the newly-introduced GG1 is pictured. It bears the number 4911 (like the catalog) and hand-rail trim as separate pieces, not as integral parts of the casting. Extra hand-rails are on the trucks which extend out past the body. Do you suppose the factory prototype actually was built this way? And, again, I wonder what happened to it?

In the September, 1947 issue, the 3462 Operating Milk Car is introduced. There are many differences between the pictured car and what we would call "normal." (1) The platform has boards showing. (2) There is less lettering which is also differently placed than normal. (3) Rivet detail is different. (4) Either the man is over-sized or the car is under-sized, and (5) The ladders are painted black.

In the same issue, the 2856 Scale Hopper Car is pictured in a light color. Did it actually come this way?

Also in this issue is an ad for a Madison Passenger Car. It is pictured as a 2625 Irvington, but the lettering is Gothic and much too big. The ad shows prewar box couplers and the appearance of the trucks is more scale-like than either the prewar trucks or the plastic postwar trucks. The 2625 was shown in each issue until January, 1948 when it was shown "correctly" except that it appears to have decal lettering.

In the April, 1948 issue, two differences are shown in the lettering of the 2456 Hopper Car when compared to the "normal" car. On the left with the reporting marks is an extra line which says "It. wt. 40700." Also, the date is shown as "New 5-39" instead of 1-48. On the right it states "Built 5-39 By Lionel 2456." The "By" does not appear on the normal car. My guess is that this is a prototype car that may probably have been made before the war, but not introduced into the line until 1948.

In the Madison Hardware ad at the rear of the November, 1948 issue is pictured the #397 Coal Loader. The picture is either an artist's conception or the prototype model. It looks like the machinery on the top is either wood or cardboard, it has no detail, and a searchlight on a post is included.

Most interesting of all is a photo of the famous Lionel showroom layout which appears on the inside of the rear cover of the April, 1949 issue. Pictured there is a Diesel Switcher painted in some very light color. The only visible lettering is a Lionel 'L' (enclosed in a circle) on the cab and the #672 on the cab side and rear. This could be the fabled "New York Central" Switcher if the lettering was white and, hence, did not show up in the picture.

Anybody have any comments?

**Editor: Yes.** (Edward Pinsky) To illustrate a case of great foresight, your Editor was a winner in the 1937 Lionel contest described in the second paragraph of this article. Winners could choose their prizes and since I already had a locomotive, I chose the Ives double semaphore. It's a fine accessory and I still have it, but will gladly trade it for a #4 loco!

Reprinted From: the Atlantic Division Express, Spring 1978

## THE LIONEL BELL SET

By CWW

At the most recent Atlantic Division Mini Meet, I purchased another issue of The Lionel Magazine for my collection (Vol. 1, No. 5, Summer, 1931). While reading this acquisition, I encountered a couple of items of possible interest.

To the right is shown an ad for a "Bell Set". I have never seen nor heard of such an item being produced by Lionel. As far as can be seen in the picture, it appears that the mechanism from a #69/069 signal was packaged along with a pushbutton and other periphery. The fact that it is shown in a box that is typical of Lionel of the period makes me think that it was actually produced and sold. Can anyone give us any information What-so-ever? Was it actually sold? Are there any still in existence? If so, what is the number?

Also in this issue of The Lionel Magazine is a story regarding Lionel trains and a burglar in England. The story is cute and the headline gave me as chuckle, so I am reproducing it here.



*We have only a few dozen of these, and offer them to our magazine readers at a special price.*

*There is a bell, push button, and generous length of electric cord, with complete instructions (which are very simple) for its use.*

*You can have a lot of fun with this bell set, in connection with your Lionel Railroad, in your club quarters, or in your cellar. Push the button and the bell rings in the next room, or upstairs. Great stuff!*

*Send for YOUR set right now! Lionel Corp., 15 East 26th St., New York City.*

WE'VE heard of Lionel Trains doing a lot of things, but this is a new one. One of our readers sends us a cartoon from the London "Punch," which is a magazine published in England.

As you can see, the thief,

**How Lionel Trains Saved Family Jewels**

who was after the family jewels, came across a set of Lionel Trains that had been left on the



floor by the children that night, and became so interested in playing with the trains that he forgot all about the jewels and silverware.

Someone telephoned the police and when they arrived, the thief was still playing with the trains. Everyone was so impressed by this that they released the prisoner, after he had promised not to enter houses again in the middle of the night.



#165

**sory Addendum**  
By Charles Weber

I was intrigued by Phil Ritter's recent dissertation on the various names by which Lionel's #164 accessory was known. Having nothing more important to do, I researched my spiffy collection of catalogs, accessory booklets, instruction sheets and price sheets for the years 1940 to 1950, the period of the #164's manufacture, and came up with the eleven name variations indicated below, listed in alphabetical order.

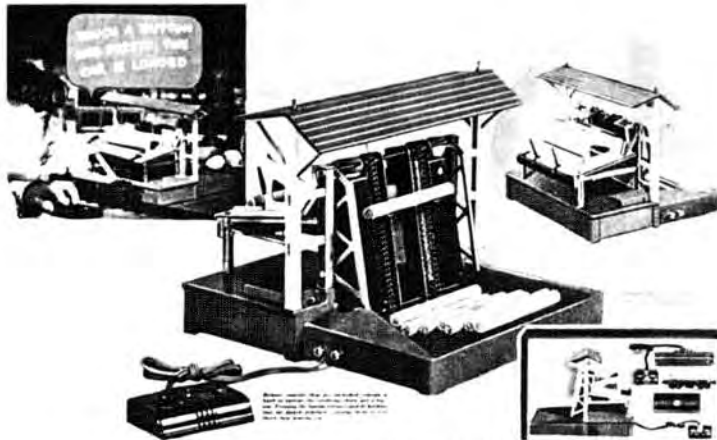
You will note that there are no printed references at all to "Lumber Shed" (the name molded into the base of the accessory itself) or to "Log Lifter" (the colloquial name by which the accessory is known). I also discovered that the price escalated from \$8.75 (in 1940) to \$21.50 (in 1950), an increase of 146%.

- \*Electric Log Loader
- Electric Lumber Loader
- Electric Remote Control Lumber Loader
- Electrically Operated Log Loader
- Electrically Operated Remote Control Log Loader
- Log Loader
- \*Lumber Loader
- Operating Log Loader
- Remote Control Log Loader
- Remote Control Lumber Loader

Remote Control Operating Log Loader

\*The two most frequently mentioned.

Although Fundimensions is re-introducing some old Lionel accessories, it is unlikely that we will see a modern re-issue of the all-metal #164, at any price.



**THE FLAG STANCHION**  
By Charles W. Weber

In the Autumn 1984 EXPRESS, Bill McKay brought up a subject that I had observed but never seriously looked at: the FLAG STANCHIONS on Lionel "0" gauge electric- outline engines. So, I got out my handy dandy vernier calipers and set about investigating these pieces of trim.

First, I found that they are difficult to accurately measure while attached to the loco, so a lot of "eyeballing" was done. In the table that follows, I have reported my measurements to the nearest 0.001" as well as  $\pm$  quantities. The  $\pm$  numbers may represent actual variability within the given set of sampled stanchions or, to some extent, measurement error due to eyeballing. (Also, the fact that "Tobruk" was on the boob tube did not help!) The numbers reported in the table are averages of the recorded data for the three "types" I have designated.

Secondly, there were minor dimensional differences found within a given "type" and even on a given locomotive. This I was expecting, based on what little I know about lathes. Unexpectedly, only because I never looked that closely, I found that the Type I stanchions have a bulge in the middle of the shaft (shown as 'E' in the drawings), and the Type II stanchions have a slight taper in the shaft (usually). Dimension 'E' was hard to measure on Type III stanchions due to a small "fillet" in existence where the shaft joins the base. Anyhow, the data collected is indicated in the accompanying chart, with all dimensions shown in units of inches.

Type I stanchions were found on three locomotives all of which have motors and trim that are dated in the literature (Sherer, et al.) as not being produced after 1925: Mojave, Dk. Green and Maroon 253<sup>1</sup> s. (By the way, Bob Sell told me that there are Maroon 253's in existence with large standard gauge size flag stanchions, but you can't prove it by me as I have only seen three or four originals of these. Also, Art Bink reminded me that standard



gauge stanchions have a "hex" shaped base for holding the stanchion while a screw is inserted from underneath). The Type II stanchions were found on three 248's, a 250, five 252's and two 253's, all of which date from 1926-1929. The Type III stanchions were found on two 248's, including a terra cotta one as described in Bill McKay's EXPRESS article, a 252 with 250 plates, two 252's and two 253's.

Besides the dating based on literature data (especially motors), the changeover from the longer Type I and II stanchions to the Type III stanchions occurred between 1929 and 1930 production, as can be seen by comparing set boxes for dated 1929 sets with dated 1930 sets.

Also, the following was observed. The Type I stanchions in my collection are all nickel plated while all the rest are brass. All of the Type II and Type III stanchions are affixed to the frame by peening a shank using a clinching tool shaped like an 'X' and resulting in the underside looking as shown in Figure #2, whereas the Type I stanchions were hit in the center with a dull,



pointed tool, resulting in the underside appearing as shown in Figure #1. This latter process, of course, required the use of considerable pressure. Comparing this info with the dimensions in the table, I concluded that the Type I and Type II stanchions were machined to be all about the same, but the Type I variety are about 0.010" shorter and have the bulge in the middle due to this additional pressure.

Two last comments to conclude this for those who haven't given up by now. One, the reproduction stanchions I've bought are of the Type II variety in looks, but I haven't measured them to see how close they are. Two, the Dark Green 253 from my Gimbel Brothers Special Set, which I have dated as about 1928, has the Type I stanchions but in brass and clinched in Type I fashion, implying left-over flag stanchions (as well as cars) being used in this set.

*Drawings by Art Bink*

Figure #1  
Type I



Figure #2  
Type II & III



Continued on **LAST** Page

Reprinted from: Atlantic Division Express Autumn, 1985

YAH, YAH, WE'RE BETTER (?) THAN THEY ARE

By Charlie Weber

Occasionally I overhear a twitt criticize someone else's collection because of its size or lack thereof, and it dawned on me to take a look at us train collectors, as a group, versus real U.S. Railroads. In projecting this com-parison between TCA'ers and prototype railroads, I made the following assumptions: (1) there are 10,000 TCA members (a low assumption) and (2) The average TCA member is an '0' gauger (figuring that the number of Standard gauge collectors is probably the same as the sum of the collectors of all gauges that are smaller than '0' - also, the vast majority of trains at meets seems to be about '0' gauge size). So, then, assuming that "bigger" is synonymous with "better", here goes:



1. The real railroads added 53,597 new and rebuilt freight cars to their fleets during 1976. (All prototype data in this article is based on calendar year 1976.) This means that to be "better" each TCA member had to add 5.36 cars to his collection during the year. I am sure we averaged more than that!

2. The total number of real railroad cars as of December 31, 1976 was about 1,700,000. To be "better" we had to average greater than 170 freight cars and less than one passenger car owned per member. I think we certainly surpass those figures!

3. They owned 27,573 real locomotives. An average of only 2.76 locos per member is all that is needed to surpass the prototype here!

4. On the deficit side, in order to equal the prototypes we have to average \$47,587 per member in taxes paid out, and we have to be in hock to the banks to the tune of \$51,787 per member for our collections. I doubt if we reach these figures. THANK GOODNESS!

5. They also have us beaten in these categories: They averaged 67.2 freight cars per train. Not many of us can haul trains this long! Also, they have 324,219 miles of track which equates to 3,566 actual feet of model track. It figures that they would beat us in this category because their layouts are somewhat bigger than ours!

6. Interesting to note are the facts that an average prototype open-top hopper car costs about \$30,000 and a typical 2,000 hp diesel loco costs about \$500,000. Since '0' gauge cars and locos are 1/48 the prototype size in all three dimensions, the scale reduction factor is  $1/(48)^3$ . When this factor is applied to the above prototype costs, we find that our hoppers should cost us .27¢ each and our locomotives \$4.52 each. Anybody have some cars and locos to sell at these prices?

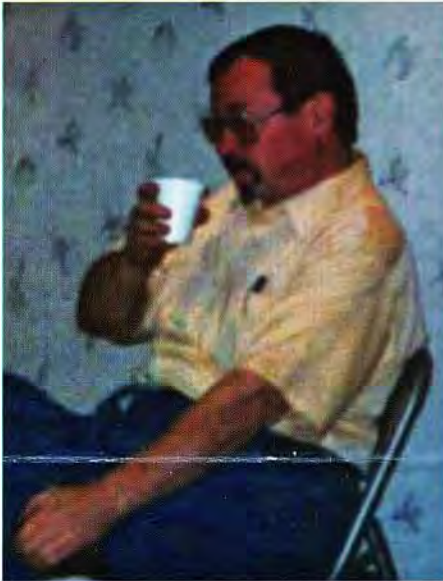


7. Because of the bargain prices that the prototypes pay for their equipment (or because of the extent to which we are being ripped off - depends on your viewpoint) we also have them beaten in dollars invested since real capital expenditures of \$1,744,477,000 equates to an investment of only \$1.58 per TCA member!

### PRESIDENT'S COLUMN Some Ramblings or Help !

By Charles Weber

Well, as of this writing the Museum is about completed, and is already open to the public. The "chapter project" of building the standard gauge layout turned out to be only a "several man" project due to your apathy,



although I must admit that all but one person who I asked personally to loan equipment came through. The layout looks pretty nice, I think, but it doesn't run right because of wiring bugs and a few pieces of track that need replacing. If you can manage to get off your duff and spend a few hours to help get the layout "right," contact the Director, John McWilliams, at the Museum (717-687-8976).

Along the above lines of

donating something to the Museum, we could use volunteers for the following:

Someone to sandblast a real railroad sign (or two) that I would like to donate to the Museum, after restoration.

Can you donate a 3" x several feet long pipe to support said sign(s)?

Assuming that the above is done, can you dig a hole and cement the sign (or signs) in location someday?

If you can help out with any of the above, especially the sandblasting, please write or call me (215-272-5588).

By the time that you read this column, it will be that time of the year when I must get together a nominating committee for DVC officers for next year. This year (1977) is definitely my last as DVC President and, although I have no official word from any other officers, I wouldn't be surprised if there are some others who "have had it." Therefore, we should have an influx of some new faces next year. If you are willing to run for any position or would be willing to help out on a nominating committee, please contact me.

Reprinted from: The Delaware Valley Express Spring 1977

### A TYPICAL CHARLIE' ISM

By Sid Weiss January 1973

To celebrate Bob Robinson's re-election as Chapter President, several friends took Bob and his lovely wife Carol to dinner. As "toastmaster" of the affair, I read the following telegrams from those who were unable to attend?

To Dinner Groups: "Sorry I can't be with you. I am hot on the trail of the #6464-007 'Blue Goose' boxcar with the third tail feather on the left side, printing backwards - one of a kind, you know." Charlie

### ANOTHER WHATIZZIT ??

By CWW and Alan Stewart

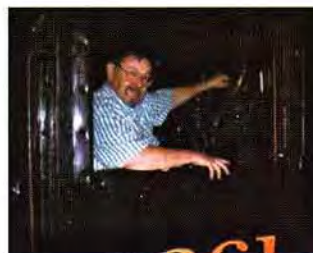
From : The Atlantic Division Express Summer 1990

Several years ago Alan Stewart sent along the signal pictured at the right for identification, dating, etc. If you recognize this and know anything about it, please contact me (CWW, the Ed.).

The base is painted in the bright red that is common to the Lionel "nickel trim" cars and accessories of the 1935 - 40 period, and seems to be the same stamping as found on the bases of #68, 69, 069, 76, 076, etc. Total height is 8 1/4".

The post is unpainted, about 3/16" diameter, and appears to be made of some kind of iron alloy. The semaphore blade and crossing diamond are lithographed tinplate, the blade being colored in red with white trim while the diamond is white with black lettering.

The piece looks like late Ives (Irvington) to me, but I can't find it in the few catalogs that I have, nor in the Greenberg Ives Book. I have a suspicion that it may have been made by combining two normal Ives accessories. The 1930 Ives catalog shows a #107-S Semaphore as well as a #100 accessory set with a semaphore and a crossing diamond. But, the crossing diamond has no semaphore blade, the semaphores shown have a wire to operate the blade, and the blades are pictured as being different than the blade on this piece. Well, WHATIZZIT?





## AN EDITORIAL

By CWV From Spring 1992

It has been a long time since I have written an editorial but now feel compelled to do so. I am about to present some personal opinions. If you disagree or have any other comments, please do write and I'll print your responses.

Last summer I got Lionel's 1991 Stocking Stuffers mini-catalog. I perused it and saw a number of items that were not really my bag, but felt "Gee, there are some nice looking things here. A nice variety." Shown were a big BN diesel, an addition to your Standard gauge Blue Comet set, an addition to your N&W passenger set, a mint car, and a 'B' unit for those who had bought the new AT&SF A-A locos. But what caught my eye were the two Disney Hi-Cube boxcars. Since I already had the entire older Disney set I felt that I should get these. I called my usual dealer and ordered the pair. (I didn't enquire about price as I know that this fellow has always given me the best possible deals.) The only thing left to do was await delivery.

A visit to a local train store 4 few weeks later and I noticed an announcement that the proprietor (I'll call him "Harry") was taking orders. I don't remember the price for sure but recall them being around \$75 ea. "A bit steep," I thought, "but not absurd !" Several weeks after this I was at the shop of another local dealer who advertises nationally (let's call him "Joe") and overheard one half of a telephone conversation about these cars and one of the AT&SF 'B' units. The bottom line was that "Joe" was accepting no more orders for any of the stocking stuffers. However, if orders were being accepted the Disney cars would have been \$200. I couldn't tell if that was for the pair or each, but I knew that I was darn glad that I had ordered early.

Time passed. Saw my dealer at York in Oct. and Westover in Nov. and discovered that the items had not been shipped yet. Didn't see any in the stores or at the meets near Christmas either. I figured that Lionel was just operating normally (for them!) and maybe the cars would be shipped in the spring. Trains can stuff my stockings anytime of the year !!

I saw "my man" at Westover in January and found that I would NOT be getting my cars. He told me that Lionel had shipped him exactly zero of the Disney cars!! He was short shipped on all the rest of his order also. In fact, he had to spend \$300+ at the meet to get a 'B' unit from another dealer to complete a very large order for one of his mail order customers. \$300+ for an item he had been selling for about \$150 or so!!

On one of my visits to "Harry" I enquired about the Disney cars. He had been shipped exactly two. They were sold to the first two people who had signed up for them the preceding summer. "Harry", too, had been short shipped on his whole order and he told me this was now Lionel's new policy... produce less than the number ordered. A simple enquiry to Chris Gans confirmed the new policy.

I was flabbergasted. "What kind of dummies are now running Lionel?", I thought. The basic premises of good business teaches that the generally unobtainable goal of manufacturers in order to maximize profits, is to produce exactly as many units as there is demand to purchase... and get this product to the consumer as quickly as possible. Last summer Lionel was in the perfect position to come as close to this ideal as one could practically expect. Orders were in before manufacturing began so they could know exactly how many units to produce to satisfy the demand and the customers (us!) were out there with the bucks ready to buy. (Some dealers actually were prepaid or had deposits in their hands.) What a perfect manufacturing situation to be in. Lionel's response was to not meet the demand. In the special case of the \*B' units, I would have made as many 'B' units as I had sold A-A units. The 'B' units not bought by the A-A purchasers could have been sold to those of us who have older AT&SF A-A pairs.

The only place to get these items now is in the "collectors after market" . I have seen asking prices for the pair of Disney cars in the \$350-500 bracket and up to \$600 for the 'B' unit. I wonder if some twit is actually buying any of these? And then, to make matters worse, a recent review of the Disney cars in a national magazine leads one to believe that they are real garbage. (I hope it was an error, but the same review indicated that the suggested retail price on these cars is \$300!) What a lousy situation.

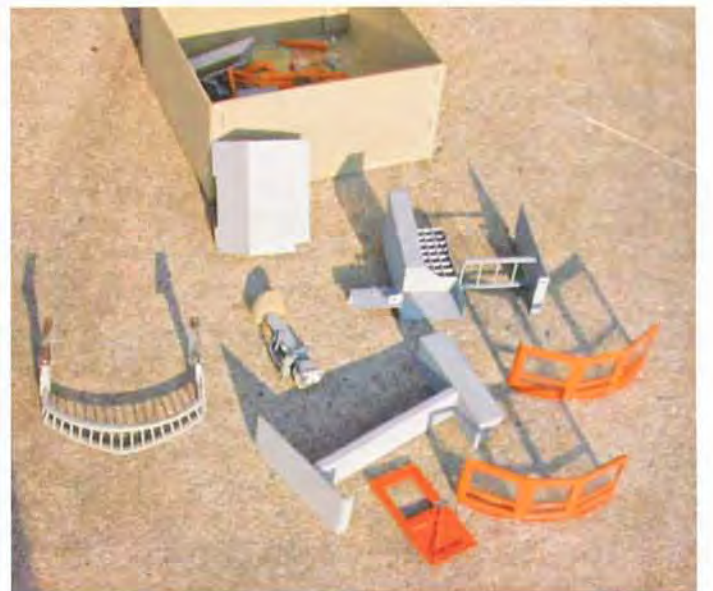
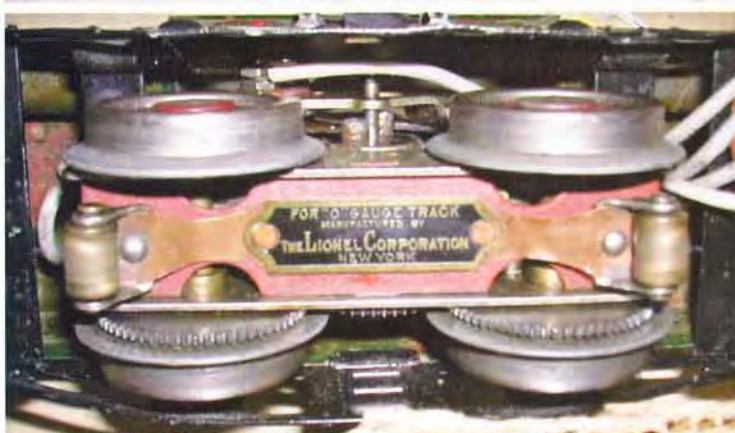
I was venting my spleen upon one of the dealers recently about this topic. He told me that Lionel took a look at their books late year and found that an incredible amount of money was owed to them...many dealers were over extended. "The policy" was Lionel's response to this problem.

Regardless of the reason for a new corporate policy that provides a deficit of a product, it seems to be a terribly inappropriate response to me. You and I are the ones who have to pay for this policy if we really want the product. As far as I am concerned, Lionel has lost this buyer. I am going to do the only thing we collectors can do, which is to boycott new Lionel trains. Unless they change this policy, they can stick the stuff in their ears.

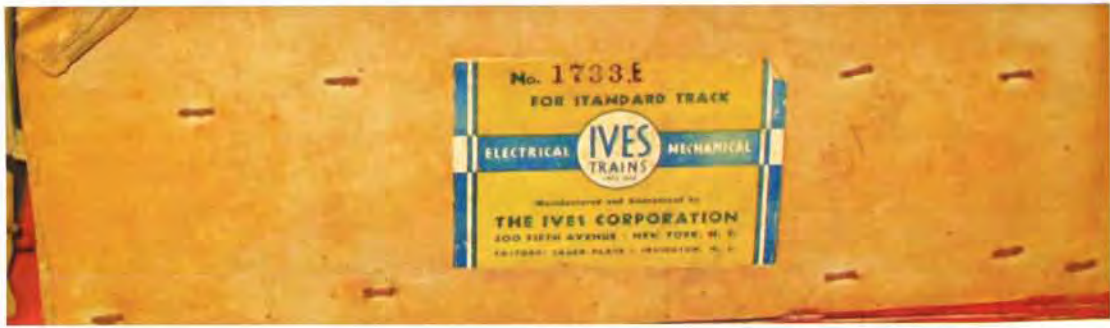
Now, to be fair, I think that a comment regarding K-Line might be in order. In my opinion, K-Line is making basically a good product for the money, although I think the price of their boxcars is a little salty. In fact, I advise non-collectors who want to get started or add to their Christmas layouts to take a close look at K-Line and seriously consider buying same. They are the only company seriously "courting" this kind of buyer. (I'll probably have more to say about this in my next editorial)



The following are a series of pictures taken by Charlie or myself to be used as material for future articles on Unusual items. Perhaps some of you readers can recognize them and pen an article in Charlie's honor. *Chester Zmijewski, Editor*







*Aboard the Pullman*



*Grandpa Charlie*



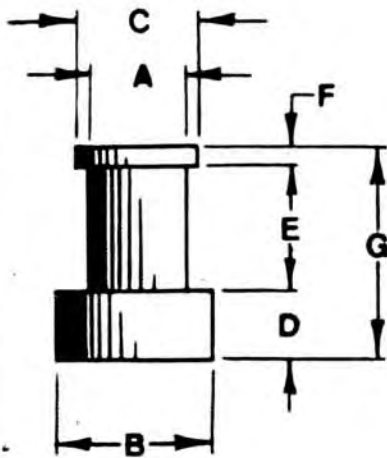
THE FLAG STANCHION

(continued)

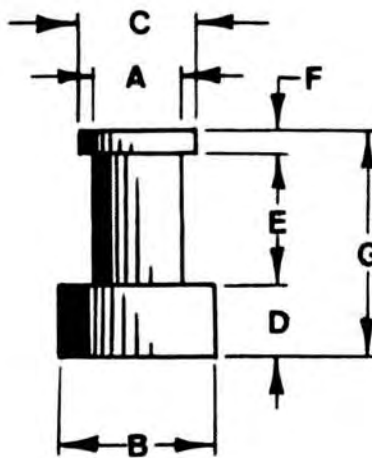
Dimension Location	Type I 1924-1925	Type II 1926-1929	Type III 1930 - End
A	0.135 ± 0.001	0.127 ± 0.008	0.142 ± 0.002
B	0.219 ± 0.000	0.221 ± 0.002	0.252 ± 0.003
C	0.158 ± 0.002	0.158 ± 0.006	0.172 ± 0.002
D	0.097 ± 0.002	0.099 ± 0.003	0.050 ± 0.000 (a)
E	0.168 ± 0.002	0.185 ± 0.003	0.177 ± 0.007 (b)
F	0.032 ± 0.005	0.031 ± 0.004	0.026 ± 0.005
G	0.297 ± 0.003	0.315 ± 0.005	0.255 ± 0.005

(a) Not included in this average is the data for a 252E in orange with a terra cotta frame which measured 0.060".

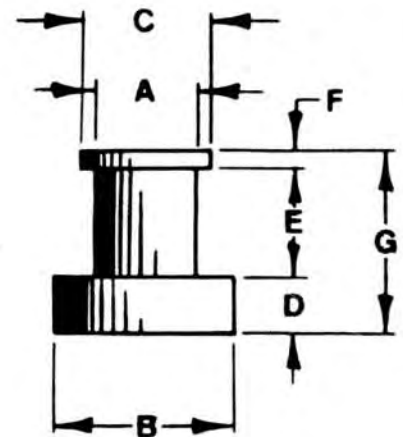
(b) Three of the items measured were from the early 1930's for which this measurement was 0.172" ± 0.003", and four were from about 1933-1935 for which this measurement was 0.180" ± 0.002". (This could imply a 4th variation, but since this cannot be easily seen with the naked eye, I have chosen to forget it.)



**TYPE I**  
1924-25



**TYPE II**  
1926-29



**TYPE III**  
1930-END