



Atlantic Division Express

Where the TCA began



FALL 2011

PRESIDENT'S MESSAGE

It's summertime, and there are many activities with the AD members and the BOD. The TCA annual convention was in Sacramento, CA. The big news from the convention is that all of the lawsuits the TCA was involved in have been settled. The national will release details about the settlements in the national publications. The rest of the BOD meeting was standard business

The AD's hosting of the 2014 convention was sidetracked by the Valley Forge Convention Center canceling the contract using their facility. A new convention hotel has been located, in Cherry Hill, NJ. The Crowne Plaza Hotel is located 8 miles from downtown Philadelphia, vs. app. 25 miles to Valley Forge. The 2014 convention committee is looking at the site and will ensure it meets the TCA's large space requirements. The convention committee will modify the Valley Forge planning for the Cherry Hill location.

For the last 10 years (or so) the AD annual event has been a large sized PRR roadname, Lionel Steam locomotive, normally requiring large radius curves, O-42 or O-72. This year the AD will offer a locomotive that will operate on normal "O-30" gauge track. It is



The Pennsylvania BB-1, Lionel No. 6-18364

a PRR BB-1 electric type locomotive.

A group of AD members visited Ed Dougherty to see his collection in early June. Be sure to read the review of this visit in this issue of The AD Express.

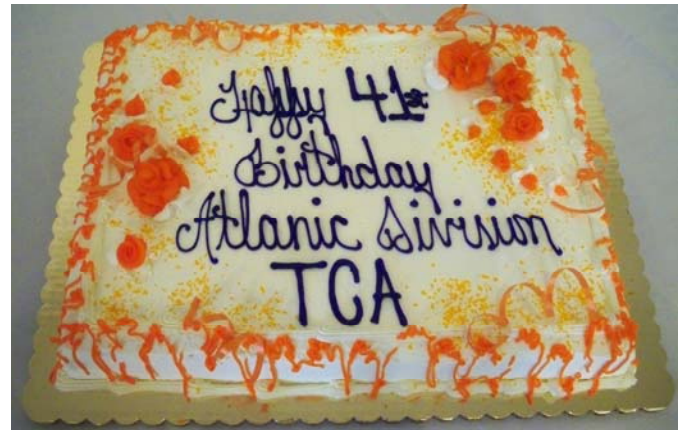
Just a reminder about needing volunteers for the 2014 TCA National Convention. Please contact Terry or Joe if you can volunteer to help. Contact Information: Terry L. Trickel: 484-680-3445 Cell, 484-924-9177 Home, Joseph Fisher: 215-659-3925

Garry Spear

THE MAY 22 MEMBERS' MEETING and LUNCHEON

This was a very nice meeting attended by 64 people that included

39 members and 25 guests. It was considered a success since we incurred a deficit of only \$332 compared to a projected deficit of \$790. The difference was mostly due to the proceeds of \$423 from the auction.



This event also marked the 41st birthday of The Atlantic Division. Naturally it was celebrated with a cake.

During the meeting a special presentation was made to member Joe Lehman. In the last issue of the Express, an article appeared about Joe's collection of cabooses that numbered 2182.

The editorial staff of the Express decided to honor Joe for this achievement by presenting him with his 2183rd caboose. It is a



paper caboose hand crafted in the shops of the Editor in Chief.

FIRST TIME PRE-70'S TRAIN MEET

By Bob Wittendorf

Saturday, June 4th was a great day for a Train Meet, blue skies, not too warm temperature and an innovative meet idea from Bob Robinson and Ted Maurer – a 'Pre 1970 only train sale'. The Meet was held at a familiar place to many collectors - the Ridge Fire Company Social Hall, about 5 minutes drive south of Spring City, PA, a small town about 40 miles west of Philadelphia in rural Chester County. The parking lot was packed with cars, campers, and pick-up trucks with license plates showing Virginia, New York, New Jersey, and maybe farther way – didn't walk all the rows because I wanted to get inside and check-out the collectables.



The ladies at the registration table welcomed everyone in their cheery way and accepted a small entrance donation – all profit will be donated to charity - and in return provided the name badge all of us are used to wearing. Through the second set of



The principals of the Meet. From Right to Left: Bob Robinson, Garry Spear and Ted Maurer, the Organizers of the Meet and a Representative of The Philadelphia Shiners' Hospital for Children, Benefactors of the Meet



good mix for all ages. The crowd was mostly solo baby-boomers or grandfathers, with their sons and grandchildren in tow all looking over everything on the tables. If you listened you could hear grandpa saying "I had that." or "Boy, I wanted that!" or "Did I give this to you?" to their sons while the grandkids just look at all the neat stuff they could play with. The prices were priced about right – no great bargains there- and the variety ranged from the \$10 to the thousands. There were some outstanding, unique and hard to find items for sale, for example, a Lionel 3464 Santa Fe type 4 boxcar (1949) painted tan (the NYC scheme) and heat stamped in white at asking \$2K (a description follows in a separate article), some early Mantua HO tank switchers for \$25 and everything in between.



doors and to the left and right were halls now filled with tables loaded with trains, books, accessories from 90 to 40 years ago (1920 – 1970) instead of chairs for an auction.

A highlight for me was asking questions of the sellers and exhibitors about the trains and accessories from before my time. For example, Ted Mauer had a display of early Electric Toy signals that show the ingenuity of those early model makers to cause something visual to happen when a train passed over the triggering system. Those early toy engineers were really innovative; given the technology that was available.

A slow walk-around, first to the left and then to the room on the right showed that these were the vintage locomotives, cars, track & switches and layout gear shown in those classic catalogs from the early days of toy trains or ones I remembered (or tried to) from my youth. Some pieces showed their age while others looked brand-new as you'd want them to be if you're collecting. For me, now as a runner and player since there is less disposable income than before – retired on a pension, Social Security, and hard earned savings (you know the state of affairs), the shopping would have to be very selective. But, there may always be that special something found on one of the tables that I once had, or probably broke in some reckless youthful play, or wanted in order to relive the memory from the past.

Several hours of walking around flew by before I noticed the time. By then, a couple of 'some things' filled my bag – nothing spectacular but interesting. Thanks to the Ridge Fire Company Ladies Auxiliary for great coffee, donuts, snacks and hot dogs – a standard train meet menu'.

Will there be another? I don't know. Many of the items shown at this Meet have been seen offered for sale at the Atlantic Division's four train meets in Philadelphia; the first one is in September. I'll let others decide but the time and gasoline are always well spent when looking at trains of any age.

THE 2K BOXCAR

As mentioned in the previous article, this car was a Santa Fe type 4 Box Car but in NYC colors. It is pictured below at left alongside a typical Santa Fe car at center, followed by a typical NYC

The dealers had something for everyone's spending abilities – a

car.



The Car at left followed by a typical AT&SF and a NYC car

A VISIT TO ED DOUGHERTY'S PRE 60'S TRAIN ROOM
JUNE 21ST, 2011
By Bob Wittendorf

About 25 Division members took the day off from work or play and found their way to the Dougherty's. After crowding into the front car parking space, meeting Ed's wife, Carolyn, and climbing the stairs to the train room, some very interesting non-train memorabilia came into view. Since this was my first time there, I found that there is more to a collector's life than trains – I know that's hard to believe.

The upstairs floor contains more than just pre-60's Lionel trains. It's filled with vintage juke boxes, about 40 classic pin ball machines, a 5-X 10 foot pool table, a skeeball and a 28' shuffleboard table all occupying the floor space and acoustic and solid body guitars, lighted bar-signs, souvenirs and his golf trophies hanging on the walls. I asked "How did you ever get all those heavy pieces up the stairs?" The answer was "A large dumb waiter elevator" that he had installed when the addition was built. But I'm here to see the TRAINS and there was no disappointment.



Once through the TRAIN ROOM door and in front was Lionel's biggest post-war 'special request' layout – the 8- by 16 foot Stortown USA layout of Charles Wood from Lockport New York.

It had to be dismantled for shipment and packed with form-fitted padding to preserve the tunnels and ramps from damage in route. The platform was divided along the original sections and the track removed as needed. All the other decorations were carefully removed, packed, and numbered if necessary. The story about this special layout was featured in a special run of *Classic Toy Trains*, special issue "More All-StarElectric Trains", with a Lionel 2350 New Haven on the cover. The layout is on pages 44 thru 48, with the front and side views photographed for their story.



The layout requires some work to return it to running condition but all the pieces made the journey in great condition with little breakage. The photo in the magazine article is a close-up of my photo that shows the entire layout – see the red sided Lionel #497 coal accessory in both.



In the Train Room, the walls and floor were filled with the finest standard gauge, prewar "O" gauge tin plate, locos, passenger sets



and freight cars. Also, accessories from the 30's, and tinplate buildings you would only expect to see in our TCA Museum.



and beat feet.

The road around DC is full of traffic 24/7 and cops and construction. I held the throttle to speed limit and part way offered my wondering tummy a Roy's egg something so as not to take too much time in a sit-down restaurant. As I passed the Ridge Restaurant, my innards howled for scrapple and dried beef gravy and a short stack and several eggs and and.... no time this AM as I was going to the Old Trains Train Meet. (Do you all know what is in scrapple: everything but the squeal) I rolled in at 7:18 a little bleary, but seeing all the ancient tin and post war trains and Ted and Robby's smiling faces, I was ready to play (Please notice my sensitivity in this sentence as I did not mention old faces, just old trains(>>)) The hall was sold out. My mission was to put out some trains and then talk to friends all during the meet. No pressures of leadership and or political issues to cover. Golly I'm liking this...Sooo good to see so many TCAers. As usual, all were stunned and speechless about the treasures on my table. There was talk of a wooden one-legged chicken sighting but this could not be possible as this was the Old Trains Train Meet, not the Old One Legged Chicken Meet. (Mr. Ted he don't allow no wooden chickens in his train meet!)

I had a nice chat with Kristen and got to see a photo of Ted's NTH truck (1918 Mack moving van, I believe.) It does 18 mph and so good does not go around corners. Neato.

The next day, Sunday, I was to give a talk on cleaning trains at the WB&A Chapter meet in Falls Church, VA. I needed some dirty junk to use in my demonstrations. Could I find some: no. Finally one gent had a few pieces and kindly helped me out. (As some you know about my trains, they are always clean and as near minty as a stiff broom cleaning can make them.) By-the-by, my cleaning trains talk went well, except for one piece. I was bragging about how this one particular cleaner would clean a dirty building side. I applied the cleaner with vim and vigor and nothing happened...oh well. (One of my themes in my cleaning talk is that the ingredients in some of our favorite cleaners have changed over the years, affecting their effectiveness.)

Good fun for a June day. BTW, NTH means New To Him.

After a lunch and juke box tunes specifically selected by and for Ed. Kapuscinski, the crowd caravanned to Ed's other layout – post war trains – housed at Ed's mom's home. I took close mental notes on the number of right turns and left turns and when it was time to leave, a senior moment interfered with the mental replay and I got lost. I never found the house and regret missing what I'm sure was equally as spectacular a collection. This collection was featured, with Ed on the cover, in *Classic Toy Trains*, Summer, 1989, pages 39 thru 47. Maybe next time.

Thank you Ed and Carolyn for the lunch, drinks and loads of train eye-candy.

THE OLD TRAINS TRAIN MEET By Clem Clement

For me the day didn't break until about half way there. I roused up at 3 AM and rolled before 4 AM for the Old Trains Train Meet. Ms. Sandy was not pleased with the alarm action, I tells ya. I whispered that I would be abringin her a 50 dolla Blu Comet

The trip home was about 4+hours, mostly on a crowded super slab. Again, no Ridge or the Rising Sun secret restaurant (Bucks for their crab soup) as I'm on a restricted diet since my operation.

Thanks all for inviting me and for the fine day of playing with old trains and young –at –heart trainics at the Old Trains Train Meet.

50 YEAR OLD 'GOOD OPERATING ADVICE' AND IT'S STILL APPLICABLE By Bob Wittendorf

The June 4th, 2011 Pre-70's Train Meet was the meet to go to if you wanted to look back in time to a simpler model railroading era. Besides all the trains, track, and accessories made before 1970 that were offered for sale, there was a table that had a foot high mound of free vintage model railroad magazines. Looking over the pile I found one from exactly 50 years ago – *Railroad Model Craftsman*, Vol. 30, No. 1, June 1961.

For those who are not familiar with RMC, its purpose is to show structures to scratch-build for your layout, articles on trouble shooting layout issues, product reviews, drawings and pictures of layouts, and advertisements. But on page 56 there was "HINTS FOR BETTER OPERATION OF ROLLING STOCK". Here they are:

1. Always keep wheels clean of gunk, especially in the small gauges. Gunk comes from oil and dirt sediment found on rail heads.
2. Keep journal boxes oiled (O gaugers can use light grease). Dry journals create tremendous friction that can cut train length.
3. Keep track clean. Use non-toxic solvents or abrasive rubber such as Bight Boy. Avoid sandpaper, grit from which can work up into gear boxes.
4. Make sure all coupler heights are the same, and that couplers are properly centered. NMRA track gauge is good check gauge for HO and O scale.
5. Replace all non-NMRA standard flanged wheels having long feathered edges. Feathered edges pick and catch in switch points and on high spikes, causing bumpy operation and derailments.
6. Replace any wheels having chipped flanges
7. Scratch built cars should have trucks mounted precisely in car center.
8. Very light cars, especially in smaller gauges should have weight added. Best operation seems to result when most cars are about 4 oz. Linotype slugs are useful weights, as are commercial car weights.
9. Sprung trucks which are too loose can fall apart. Tighter up or replace.
10. Avoid use of non-NMRA standard track components where such items (especially trackwork, switches, etc.) can cause trouble.
11. Be sure all wheel sets have proper back to back spacing. Force fit wheels, notably HO, sometimes are set narrow or wide. Adjust by twisting both wheels in or out as required. Never let uncoupling pins drop below level of track, to avoid catching in switches and crossings.

Looking over the listed 'Hints', it's obvious that some advice is still important and worth the time to check even after half a century

A JOURNALISTIC APPROACH (or, "Misplaced Journal Boxes on Selected Locomotives")
by Art Bink

This is a brief tongue-in-cheek look at something that's bugged me since the 1930s, when I saw my first Lionel #8 standard gauge locomotive. I do realize that tinsplate locos are just toys and not scale models. While tinsplate locos are often just caricatures, scale models are generally viewed as the smaller spittin' images of their real-life brethren. As train guys know, journal boxes are found at the ends of the axles and in the "olden days" contained oily rags for lubrication. Known as "friction" bearings, these antiquated items were eventually replaced by "roller" bearings. Roller bearings greatly reduced hot-box problems and also made roadbeds a lot drier and cleaner than when oil constantly

dripped from journal boxes. The location of journal boxes is not as important in toy trains as it is in scale models.

Now, getting back to Lionel #8 locos, take a look at a side view of this loco and the journal boxes; if the wheels were pneumatic tires, the journal boxes would be down around the valve stems, not where the ends of the axles are. I always wondered why this was. A mistake? A possible geometric (locational), or physical fit problem? I don't know and could never get a good answer from anyone. However in 1929, when the Lionel #8 body was used for the Ives #3236 box cab loco, *voila*. The journal boxes



View I



View II



VIEW III

got amazingly close to the centers of the axles and the locomotive's geometry and appearance improved in a major way. This was due in part to Ives loco frames being used instead of Lionel loco frames. An extra metal bead was added to the bottom of the Lionel #8 body for use with the Ives frame, raising the body and frame for better motor clearance (compare the Lionel loco, VIEW I with the Ives loco, VIEW II). Also Ives used a different spring/journal stamping which was better sized for the application. I think most folks will agree that the Ives loco is clearly better proportioned than its Lionel counterpart. Kids didn't care; their imaginations ironed out any inconsistencies. It's

only when they get older that they begin thinking about stuff like this.

While we're on the subject of journal boxes, take a look at the Ives #3242 loco in VIEW III. Note the SIX journal boxes affixed to each side of the loco frame. This is an 0-4-0 loco, but adding the extra journal boxes to the frame sort of made it "look" like a 4-4-4, a bigger and more impressive loco. There aren't any wheels at four of the six journal boxes; the "extra" journal boxes are 'floating' in mid air. This was possibly considered "decoration" and made the loco look busier and more important. There are more cases where journal boxes were used for embellishment as well as utility, but we'll use that for fodder later.

That reminds me, I remember this little old lady who found an antique caboose at a garage sale. It was beat and all the journal

boxes were missing except one. Not wanting to lose the last one, she carefully removed the journal box, put it safely away in her jewelry box and NEVER took it out of her house. From then on it was known as the Ladies Home Journal. (Gottcha!)

Photos used with permission from MTH Electric Trains

CONSISTENCIES AND INCONSISTENCIES AMONG BLACK LIONEL 318E ENGINES BY RICHARD ZIPIN

Having the lowest production number of all of the 318's and produced only in 1929 for the coal train, it was assumed the black Lionel 318E would be the most consistent in terms parts used in its manufacture. However, to document this accurately is complicated by a number of factors. The first to confuse this issue is the large number of unmarked black 318E restorations in existence so care had to be exercised in order to assure originality. Secondly, as a result of their scarcity, I have been able to observe only six original engines and from these made the observations described below. Unfortunately this is hardly a significant number to define characteristics.

All of the literature that was reviewed indicates that this engine was only available in 1929 with the coal set (No. 340E). However, my black 318E engine was part of a 361E set (318E with 500 series freight cars that was available 1932-34). The 318E black

stamped on the left hand side of the pantograph end of the engine. In addition, this end has a stamped square under the base of the pantograph to accommodate its design while the non-slotted whistle ends have a round area under the whistle to accommodate that design. Lionel also manufactured un-slotted pantograph ends



Figure 2



Figure 3

for the 318E and it was noted that some of the black 318E's have the hand reverse lever slot ends and some do not. (Figures 2 & 3). In addition, 318E's (either black or green) can occasionally be found where they used **two** slotted pantograph ends rather than the usual pantograph and whistle ends. (Figure 4-slotted pantograph end & Figure 5-other end of same loco with whistle on slotted pantograph end). It is assumed that 318 bodies were produced in a batch process and were subsequently painted a specific



Figure 1

engine was original to this set as the set box is stamped to denote the color of the engine as are many other 361E set boxes (Figure 1). Unfortunately it did not come with the original engine box to assist in dating so it is not known if the engine was left over from production in 1929 or was manufactured at a later date. However, among the freight car boxes that came with this set is a No. 520 that was only available in 1932. Further, in 1932 Lionel had a sale to dispose of discontinued trains, signals, bridges, tunnels, transformers, lamp posts and cars and it is probable that this engine was surplus stock which was included in this sale.

Since a No.318 engine has a hand reverse, the lever slots are

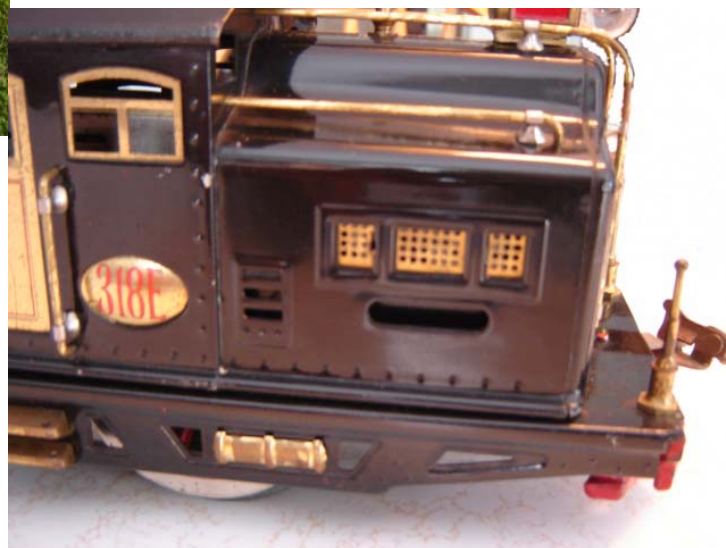


Figure 4



Figure 5

A rare anomaly noticed on only one engine was the painting of the top of the coupler pin with red paint on one end (Figure 6). This is unique and would not normally be mentioned except that it emphasizes that anything can happen.

I wish to thank Ron Morris and Glenn Stinson for their assistance and insight into the manufacture of these engines. I will also appreciate your contribution to this article by letting me know if your original black 318E has other variations that are also found on other engines.

THE MYSTERIOUS LIONEL OO GAUGE BOXCAR

By Chester Zmijewski and Dick Kuehnemund

Lionel introduced its OO gauge line in 1938 with a set of cars drawn by a full scale Hudson locomotive. One of the cars in this set was the No. 0014 Box car shown in *Photo 1*. This car was painted Yellow with Tuscan roof walk, ladders, grab irons and door glides. In addition it had a large Lionel logo on its side. This



Photo 1

car was not very prototypical and didn't really fit with the rest of the cars in the set. The following year, the 0014 box car was a scale model of a Tuscan Pennsylvania box car. It is shown in *Photo2*. Interestingly, the caboose in the 1938 set was a typical



Photo 2

Pennsylvania Caboose that was labeled Pennsylvania. A strange idea since the locomotive was NYC. The management must have thought that it was strange as well and the lettering on the 1939 caboose was changed to NYC even though it was still a typical Pennsylvania Cabin Car.

This brings us to the interesting car show in Photos 3 and 4.. This



Photo3

in accordance with production needs. While the 318E calls for unslotted ends, they may simply have exhausted the correct bodies and used slotted ones or just took whatever was handy. It should be noted that the 1929 catalog does not reference a No. 340 coal set with a hand reverse black No. 318 and one has not yet been found.

All of the black 318E's that were observed have upper and lower stanchions that hold the handrails on the ends. As 318's were manufactured '24-'32 and 318E's were manufactured '26-'35, I do not know what year Lionel changed the manufacturing process from only lower to both upper and lower stanchions but I did notice that the 342/342E sets (baby state and green) also have the upper and lower stanchions.

Another consistency is that all of the black 318E's observed had flag stanchions that are threaded at the top to accept threaded flag posts. The artist's rendering in the 1929 catalog does not show flags on the 318E as does the 408E and 381E (produced '27-'36). A 1930 parts listing indicates that all electric design engines produced in 1929 (Numbers 8, 9, 9E, 318, 380E, 408E, and 381E) could receive the 408E (threaded) flag stanchions. However, these would be replacement parts and it cannot be assumed that they were used in the initial manufacture.

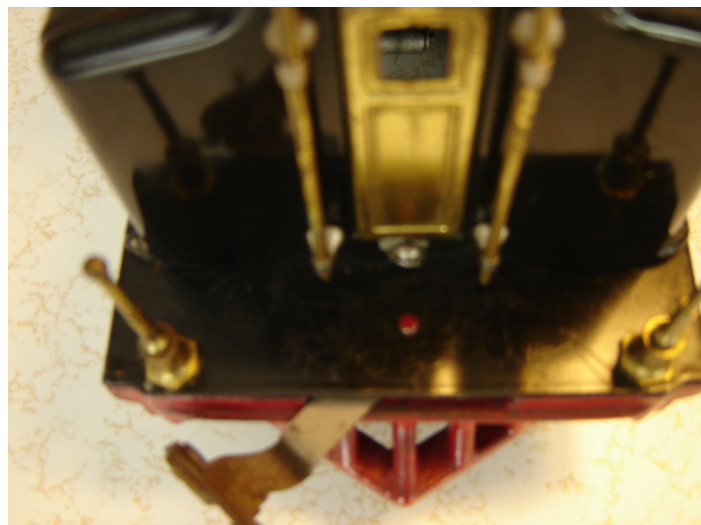


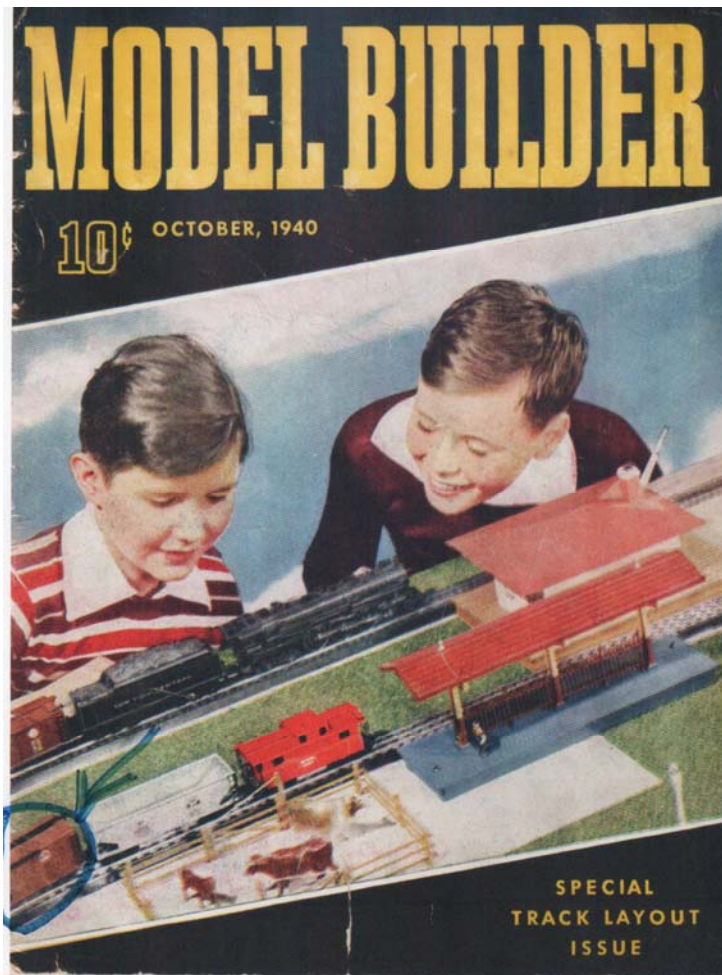
Figure 6



Photo 4

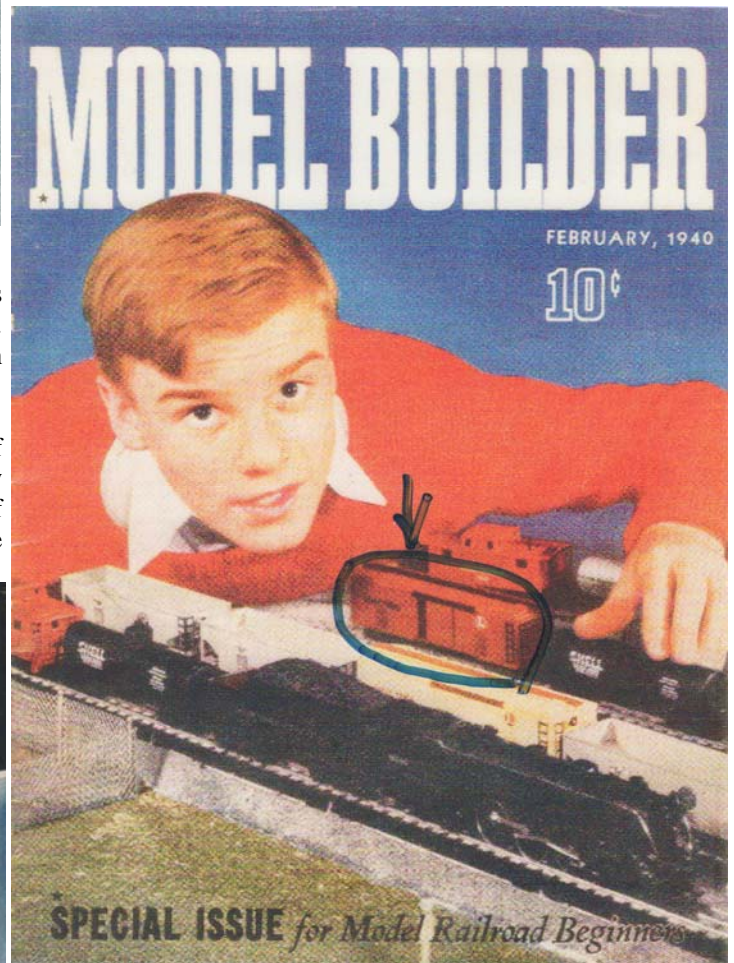
car was found by one of us, (D.K.) .This car, as you can see, is Tuscan yet it sports the large Lionel logo and is numbered 0014. In addition, the catwalk, ladders and door rails are a dark Tuscan similar to the 1938 cabooses.

The fact that it is really a Lionel product and not the result of some individual's painting aptitude is proven beyond a doubt by its picture as part of the front cover of the October 1940 issue of Model Builder Magazine, a Lionel publication (See circled). The



same car is shown again on the cover of the November 1940 issue. However this time it is alongside the production version of the Pennsylvania 0014. It also appeared in the October 1939 issue.

Was this car designed as a one possibility for replacing the yellow 0014? It possibly was not accepted for production since the brown was so dark that the black lettering barely showed off at all. Does anyone out there have any idea? Or will this remain the Mysterious Lionel 0014 Box Car.



ERRATA

In the last issue of the Express the titles of the articles on the last page were accidentally omitted due to a printer's error. The title of the article on the left is: **ARE YOU PAYING TOO MUCH FOR YOUR TOY TRAINS?** by Art Bink and the one on the right is: **NON-AFFILIATED TRAIN MEETS** By Bob Huppman. Our apologies to the authors.

A CONTEST?

We are looking for a Holiday picture featuring toy trains for the cover of our Winter issue. The winner of the contest will have the privilege of having their picture on the front page of the Winter issue of The Atlantic Division Express. Send your pictures to the Editorial Office.

ATLANTIC DIVISION EXPRESS

The Atlantic Division Express is published four times a year. The editorial staff actively solicits contributions of materials from TCA members for publications. Materials submitted need not be editorially correct. Once again, if you are able and would be willing to receive the Express electronically, please let the Editorial Office know.

Please submit all manuscripts and photographs to the editorial office @ 1119 Yardley Rd, Cherry Hill, NJ 08034
Chester M. Zmijewski, Editor in Chief, Art Bink and Bob Wit-