

THE ATLANTIC DIVISION EXPRESS



WINTER 1988

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Atlantic Division - Train Collectors Association
 6304 Park Avenue, Philadelphia, PA 19141
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A T L A N T I C D I V I S I O N M E E T S F O R 1 9 8 8

All on Sundays at Westover Country Club, Norristown, Pennsylvania
 January 17, 1988 - May 22, 1988 - July 17, 1988 - November 20, 1988

F R O N T C O V E R P H O T O G R A P H

Why is this 3-in-1 oil vial pictured? See Charlie Weber's disclosure on page 11.

NOTE FROM THE PRESIDENT

By Edward B. Pinsky

A newly-elected president of any organization almost always proclaims some variation of the following: (1) An appreciation for the honor of being elected and (2) A pledge to maintain the high level of the organization's status. I certainly endorse these two concepts and am confident that with the other Officers and Directors you elected, we can ensure that the Atlantic Division will remain

the finest division in the TCA.

Of necessity, I shall be stepping down as editor of the EXPRESS, a labor which truly has been one of love for the past 17 years. I sincerely thank all of you for your support and kind words over the years and look forward, with you, to welcoming the new editor in the next issue.

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ATLANTIC DIVISION ELECTION RESULTS FOR 1988/89 TERM

ELECTED

RE-ELECTED

President	Ed Pinsky	1988/89
Vice Pres.	Bill Wilson	1988/89
Treasurer	Spence Stoughton	1988/89
Director	Garry Spear	1988/89
Director	Walt Ames	1988

Secretary	Dick Heineman	1988/89
Director	Stew Bearn	1988/89
Director	Bill McKay	1988/89
Director	Andy Weiss	1988/89

Terms of other Directors are unexpired through 1988.

Director George Donze.

The Division acknowledges the many contributions of retiring President Nick Ladd (now TCA National Vice President), retiring Treasurer Bill Miles (now TCA National Treasurer) and also of retiring

Many thanks to Chairman Dick Knowles and his hard-working Nominating Committee consisting of George Kane, Mal Kates, Joe Lehman and Charlie Weber.

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SPECIAL OUTFIT #7003

LIONEL UNCATALOGUED SETS - PART III

By Charles W. Weber

As I indicated in Part II, I hope to continue with this series until I run out of material. Please contact the Editor or me if you have a boxed uncatalogued set that we could describe in as much detail as possible for our readers.

If you are interested in uncatalogued sets, this one may not be unknown to you as I have owned it for about 16 years and had it included in the LIONEL TRAINS STANDARD OF THE WORLD book.

The set box is numbered 1074W which indicates that it was meant to contain a 1688 with 1690/1690/1691 passenger set. However, the end has a regular label indicating the set number is 7003. In addition, the end has been rubber-stamped "SPECIAL." (See Photo #1.) There is no box manufacturer date as on the previous two sets described in this series. The interior boxes are run-of-the-mill in

- continued on next page -

FIGURE #1



UNCATALOGUED SETS - PART III - SPECIAL OUTFIT #7003

(continued)

respect to the 1679, 1680, 1682 items, while the 1689T tender box is somewhat more interesting in that the color "dull black" is specified. However, the loco box is different. It is a 1688 box on which "1688" had been printed on all 4 sides and "No. 1688" on the ends. These designations have been overprinted with a black box and then next to the black boxes is imprinted "258" and "No. 258" on the ends. This box also specifies "dull black." (See Photo #2.)

Now, let's look at the trains themselves. The loco is a so-called "Late 258" (an altered 259) and is, as the box

says, completely painted in dull black. The only unpainted pieces of trim are in nickel and are the bell, the handrail stanchions, the marker light rims, and the headlight rim. The number is rubber-stamped in silver. Although nothing indicates it, the loco does contain an 'E' unit.

The tender, caboose and boxcar are not at all unusual and all run on Type IV¹ (or Type III-Hm²) trucks with black journals and non-automatic late box couplers. The tender is painted dull black

- continued on next page -



FIGURE #2

UNCATALOGUED SETS - PART III - SPECIAL OUTFIT #7003

(continued)



YOU CAN MAKE YOUR ELECTRIC TRAIN LAST A LIFETIME BY GIVING IT PROPER LUBRICATION

Lionel Trains for the past 40 years have been made electrically and mechanically perfect—nevertheless all their fine materials and engineering skill that go into without proper lubrication.

Ever notice how carefully enginemen lubricate the important parts of their locomotives before they start out on a trip? They do that because lubrication is vital to the efficiency of real railroad engines and cars. Lubrication is just as important to your Lionel Electric Train. Properly lubricated, the motor will last a lifetime.

LIONEL TRAIN LUBRICANT has been developed after years of laboratory tests, to replace ordinary oil. When using oil as a lubricant, the motor must be oiled after every two or three hours of operation. Proper use of LIONEL TRAIN LUBRICANT will insure efficient operation for a considerably longer time and will increase the life of all working parts.

Your dealer carries LIONEL TRAIN LUBRICANT. Get a tube today. Use it according to the directions given in your instruction book.

LIONEL TRAIN LUBRICANT
Two ounce nozzle-tube, No. 925, 25c.

If your dealer does not have a supply of LIONEL TRAIN LUBRICANT send twenty-five cents in stamps or money order to:
THE LIONEL CORPORATION
15 East 26th St.
New York, N. Y.

926-3-10DEX-3-41



LOOK FOR THIS DISPLAY ON YOUR DEALER'S COUNTER

PRINTED IN U. S. OF AMERICA



FIGURE #3

UNCATALOGUED SETS - PART III - SPECIAL OUTFIT # 7003

(concluded)

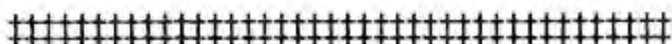
and has "Lionel Lines" in white painted lettering. It is rubber-stamped 1689T on the bottom. The caboose is bright red with cream windows and number boards, while the boxcar is a quite common "Baby Ruth" with orange doors and door runners and maroon roof. The 1680 tank car is quite interesting. The main body of the tank is lithographed in silver with black lettering. "S.U.N.X. 1680" is offset-left with the Sunoco diamond located on the right, and it has nickel domes and handrails. The tank racks or supports are painted silver. The ends are painted gray over orange - obviously overpaints of earlier Shell tank car ends.

The set also came with a 40 watt 1036 transformer and a 1941 Instruction Book. The trackage consisted of a circle of 027 track plus two straight track.

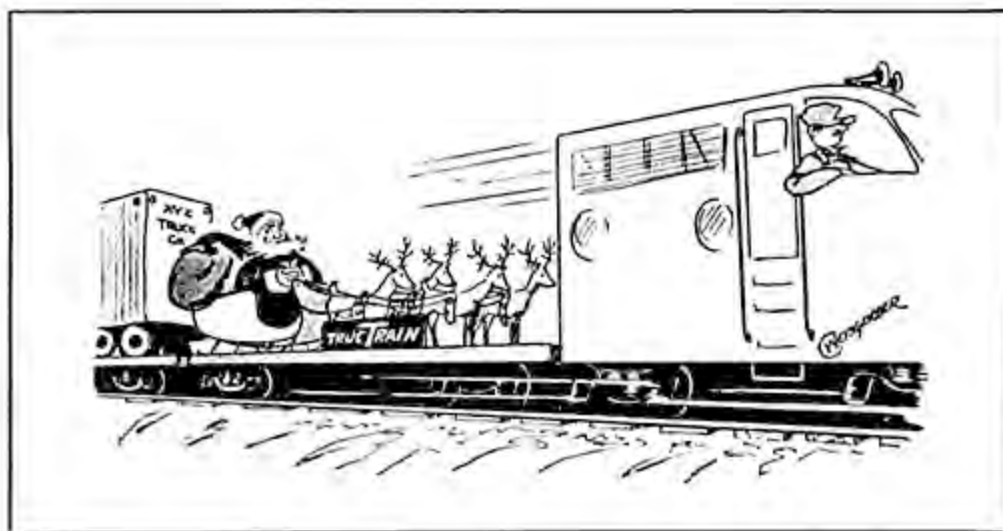
That pretty well finishes this set's description and the Instruction Book dates it. But, one other tidbit was in the set box that is, in my experience, an unusual piece of paper so I have had the Editor copy it for this article. There is a small plain envelope that contains a small tube of Lionel Lubricant (actually "Lubriplate"!) and this advertisement. (See Photo #3.) The lettering in the lower left corner dates it as 1941 and further confirms the dating by the Instruction Book.

1 LIONEL TRAINS, STANDARD OF THE WORLD, 1900-1943, Fraley, (1976), p. 27.

2 GREENBERG'S PRICE GUIDE TO LIONEL TRAINS: 1901-1942, (1983), p. 102.



From
THE PENNSY
Magazine



Courtesy
of
Bob Robinson

ONE MAN'S OPINION

By Gordon L. Wilson

On radio station WFLN-FM, 95.7 on the dial, one may daily listen to the learned voice of Ralph Collier. He is the Director of the Campbell Soup Tureen Museum located in Camden, NJ. What, pray tell, do Soup Tureens have to do with Toy Trains? On the surface, very little, until one discovers that this is the same museum where our own Atlantic Division annually displays, from mid-November to early-January, a rather substantial display of toy trains. Mr. Collier is a very appreciative host and during this time he frequently plugs the TCA and the Atlantic Division on his radio program, called appropriately enough, "One Man's Opinion." If I may borrow his show title, that is what I'd like to base the theme of this dissertation upon -one man's opinion- mine, yours, your neighbor's, et al. Often times we differ, but that's why we have chocolate and vanilla. The area in which we train collectors differ most often is in deciding what is "rare." Various publications have devoted much time to this subject. TM Productions has even published a rarities guide to help set the matter straight. In it, a numbering system from 1 to 5 is used to help a novice or an old-timer decide what is rare. A rating of 1 is supposed to be a very common item, say a 6465 Sunoco Tank Car or a 6462 NYC Gondola - something which came in virtually every set of Post-War Lionel. Conversely, a tuscan Lehigh Valley Porthole Caboose would have a rating of 5. Therefore, the rarity discussion should be over, right? Wrong! Check through the TM book to see if you can find the rarest item.

Over the years, going back to 1950 when I was a brash, young smart aleck, I have accumulated a few rare pieces. Many of them appeared under the Christmas tree on Twin Oaks Farm in Morristown, NJ, a little Colonial town nestled in the hills of northern New Jersey about 25 miles from New York City, and not too far from Hillside, Garfield, Millburn and Bedminster. So what, you say? Well, check out an old Lionel Service Center list and you will notice that each of those towns and cities contained major links with Lionel trains. New York had Macy's, Gimbels and the Lionel Showroom. Hillside had the Lionel factory, where I had convinced my dad we should go to have the

- continued on next page -

ONE MAN'S OPINION

(continued)

Lionel train fixed. (Mine had bi-weekly breakdowns.) As for the other places, well, they sold Lionel trains, year 'round.

Most of mine came out of the North Jersey Train Center in Bedminster. Everyone has heard about the gray-nosed Union Pacific 2023 and the orange striped cab on a 2338 Milwaukee Geep. They are considered rare, and in the TM publication, there is the opinion that they may be fakes. In my collection are those two pieces, and I have had them since childhood. In my opinion, they're real.

So what other rare pieces do I have? Since I have them, are they really rare or just hard to find? In the mid-1970's, I was attending an LCCA meet in Fort Wayne, Indiana. I purchased a #60 Trolley with black lettering, or so I thought. Upon returning home and taking it out of its box, I discovered blue lettering, but I knew it was black. Guess what? One side is blue and one side is black. Factory error? One of a kind? An accident? Who knows?

Antique Trains, owned by Richard Bimmer in Turnersville, NJ has been the source of many unusual finds, as has been the Elmer Auction, NJ. Perhaps the most unusual item I have acquired from Antique Trains is a 627 red plastic 44 tonner. Nothing rare? Very common, you say? Well, have you ever seen one totally unmarked? Virgin plastic, so to speak? Other strange pieces which came out of Antique Trains are a red-topped Oil Well and a brown marble colored plastic Type Z Transformer. Have you ever seen a ZW Transformer that has rubber-stamping on its base, or a KW whose plate is bronze colored, not silver? It is well known that Lionel made many translucent pieces for the Toy Fair in New York City. Why would they have made a 6414 Auto Loader whose cars had see-through bumpers? That, too, came from Antique Trains. The 6560-25 Crane came only with a red plastic cab, or did it? I have one with a black plastic cab. Easy to switch - right? Except that it fits properly with the pressure holes on the rear and two toward the front. All of the usual black cabs were fitted with screw holes. This one isn't. That oddity came from the Elmer Auction one Friday evening several years

- continued on next page -

ONE MAN'S OPINION

(concluded)

ago, when Bob Brooks was the proprietor of this South Jersey institution. From there also came the 681 Loco with 2671 WX Tender with back-up lights and a 3472 Milk Car whose large number is 3482, but whose small number is 3472.

Most of us have used flea markets and antique malls as sources for gathering toy trains, usually with very little success. But, every once in a while ... The Berlin flea market yielded one of my most valued Military pieces, one sunny Sunday morning. A USMC Mobile Missile Launcher with the highly sought-after USMC Helicopter - in my opinion, a really rare piece. The entire set cost me an embarrassing \$20.00. An Antique Show at the Deptford Mall produced a strange variety of a rather common car. The 2411 Big Inch Pipe Car is always found with "Lionel Lines" in Serif-style lettering. How strange when I found one outside of an athletic footwear store that was Sans Serif.

A few other oddities that I have come across are a 3530 Generator Car with gray plastic air tanks underneath instead of the usual black or blue ones. A very strange 2023 UP Alco cab showed up at a local meet one Sunday in a junk box under a table in Norristown. Oh, how we all love junk boxes! They hold so many treasures. If you are familiar with the thick plastic Lionel used in the good, early Alcos and then the type of plastic used in the mid-1960's, you'll understand this one. It is the early style mold with the late plastic. It's a golden yellow and has no gray roof. The lettering on one side is red and on the other side is white. I have no idea from whence it came but it surely is different. And finally, different is the only way to describe a Smoking Rio Grande Caboose. It came out of a collection sold by Ed Sholl, long time Lionel dealer in Bordentown, NJ. It looks just like a normal 6657 Rio Grande Caboose, except that it has the smoke unit normally found only in the 6557 Smoking Caboose. I have two other Rio Grande Smoking Caboose, so I suspect it is authentic.

Getting back to my original question, "What is rare?" Only time and much more research will really tell. Have you figured out yet what is the rarest thing in the TM Rarities Guide? The rarest thing is a rating of 1.

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SOME UNUSUAL (?) LIONEL MEMORABILIA

By Charles W. Weber

Around 20 years (or so) ago I picked up my first 156 set. In the set box was a 1925 catalogue and, since the loco had all the details of a late (as 156's go) locomotive, I assume it was produced around 1923-ish. Anyhow, the other item besides a bulb cannister in the box was the piece of paper shown in Figures #1 and #2. It is either quite scarce or so common that almost no one cares about it. I find it interesting that Lionel was promoting the use of another manufacturer's product. It would be great if we could find out if the 3-in-1 people

paid Lionel to put these little folders in sets, which is the most likely scenario, or if Lionel really felt 3-in-1 was the best product to use and simply had the oil company provide the advertising. Although the product is too thin for some applications, especially where heavy usage is encountered, I have personally been successfully using it on my own trains (as well as those I repair) for the last 35 years. It certainly beats gooping up the mechanisms with

- continued on next page -

From
THE PENNSY
Magazine



Courtesy
of
Bob Robinson

SOME UNUSUAL(?) LIONEL MEMORABILIA

(continued)

that crappy "Lionel Grease" that they have been touting for so many years!

Although I remembered that this advertising folder was in my paper files all these years, I rarely thought about it. Andy Weiss and I were flipping thru his paper collection a short time ago, when, lo and behold, we came across one of these advertising brochures. So, I brought it home for comparison purposes. I discovered Andy's item was absolutely identical to mine except that there was no oil can shown on the back cover (Figure #3). My golly, a variation! We have no idea where Andy's brochure came from.

in any event, both of these folders are copywritten as 1920 and the set on the cover was catalogued in 1924, so, it is safe to assume we can date them to about 1924-1925 or so.

A week or ten days passed and our 1987 Mini-Meet arrived. Jack Turner, as he did last year, turned up with a newly acquired set to show. (I wish more folks would bring interesting pieces to show!) The set was a boxed, 1927, orange 248 loco with brass and black plates and 629 630 cars with peacock inserts. Also in

- continued on next page -



ALL ARE OILED WITH "3 IN ONE"

LIONEL ELECTRIC TOY TRAINS
& Multiple Transformers

PROPER LUBRICATION
 INSURES PERFECT OPERATION
 AND LENGTHENS THE LIFE OF
 YOUR LIONEL TRAIN

BE SURE
 TO READ AND FOLLOW
 DIRECTIONS

"WE USE AND RECOMMEND YOUR USING 3 IN ONE OIL"

THE LIONEL CORPORATION
 NEW YORK, N. Y.

FIGURE #3

SOME UNUSUAL(?) LIONEL MEMORABILIA

(continued)



Goes further than ordinary oils... Does more good

Many poor oils today are put up in cans or bottles to resemble 3-in-One. But don't be deceived into thinking them as good.

To be as good as 3-in-One, an oil would have to be prepared as carefully. As scientifically. And no ordinary oil is!

Three-in-One Oil costs more to make than these cheap household oils. But it costs you far less to use. And it provides more protection than any plain mineral oil ever can.

Three-in-One is so efficient that a little goes a long way. It does not evaporate. And instead of collecting dust and dirt, as ordinary oils do, 3-in-One Oil actually resists gumming.

It is often costly to trust your household devices to the uncertain protection of common oil. With 3-in-One, they are always safe.

3-in-One Oil

PRINTED IN U. S. A.

VERY IMPORTANT!

Frequent oiling of electric trains will greatly lengthen their lifetime and use. Very light oil is essential in small motors. Enclosed is vial of "3-in-One" Oil, which is considered one of the best light lubricating oils for small motors. Use frequently. Always keep a can of "3-in-One" Oil handy. The continued use means longer life for your train.



FIGURE #4

Three kinds of PROTECTION in every drop..

You get far more than a mere lubricant when you buy 3-in-One Oil. Every drop of this oil carries three different kinds of protection.

Used on any device, 3-in-One does three important things. All at the same time. As it lubricates, it also cleans and prevents rust and tarnish.

Three-in-One softens old "gummy" oil and works it out of moving parts and bearings. Its long-lasting film lubricates every friction point, preventing wear and assuring smooth, silent operation. And wherever that film touches, rust can't start.

To provide such complete protection, 3-in-One is blended by a special method from three different

You can buy 3-in-One Oil in 1-oz., 3-oz. and 8-oz. bottles; 1-oz. "Alright" cans and 3-oz. Handy cans.

oils—animal, mineral and vegetable.

Because it does so much more good than ordinary oils, 3-in-One today fills countless needs.

Women use it on sewing machine, vacuum cleaner, washing machine motor, hinges and locks. Or, on a cloth, for dusting and polishing. And to keep bathroom fixtures free of tarnish.

Men use it on all office devices, tools and lawn mower, guns and fishing tackle. Children use it to keep toys new. Farmers oil light implements with it to keep them in good working condition.

Use 3-in-One regularly on all devices. It will save many a bill for repairs and replacements.



FIGURE #5

SOME UNUSUAL(?) LIONEL MEMORABILIA

(concluded)

the set was a third variation of the 3-in-1 advertising brochure (Figures #4 and #5). Since the set box is marked 1927, and the 8 set (cast headlights) on the cover was first catalogued in 1927, I think we can be reasonably sure that this year is correct for this variation. Of course, it may also have been used after 1927. Notice on the front cover: "Enclosed is vial of 3-in-1 oil, etc." This is what really caught my eye! Jack's set still had this vial (Fig.#6). I had never seen this little piece of memorabilia before, and, without the brochure, would never have connected it with being included in the set if I had

found one. Upon showing it to Andy, he recalled having seen such a vial "flopping around the house" sometime over the years. I mentioned this item to Bob Sell who knows a collector who owns several mint sets of this vintage and Bob says that these mint sets do have this interesting little tidbit.

Of course, as usual, if any of you can fill in any more information regarding these sheets or other variations thereof, please contact ye editor or me and we will add this info to some future edition of the EXPRESS.

#####



FIGURE #6

A TRIP WITH THE MODULAR LAYOUT

By Nicholas B. Ladd

We all had things we could be doing on this beautiful Saturday, but we had volunteered to set up the Modular Layout for the crippled children at the Shrine Hospital on Roosevelt Boulevard. So, we really didn't mind losing the time from our personal activities. It was for a good cause and so we were eager to start.

George Donze pulled up in his van right on time and we began the intricate process of unloading the parts of the layout. Phil Ritter devised the system and without Phil there to supervise we

were cutting a few corners. After a few muttered compliments regarding Phil's attention to detail, we got it off the truck. The layout itself comes in four stacked sections and has room for many boxes between the tiers. Sort of like a 4-tier wedding cake except no frosting. Anyway we managed to roll it up the ramp and into the hospital.

When visiting the Shrine Hospital we set up in the large playroom. The hos-

- continued on next page -



A TRIP WITH THE MODULAR LAYOUT

(continued)

yelp of pain, the problem was soon spotted - a missing center rail insulator. That was quickly installed and we were off and running - at least the trains were. Landscaping was accomplished in no time at all with Plasticville houses and the accessory wiring went well. We were ready.

So were the kids - and they came in droves. Some were able to come on their own, but many were confined to special rolling beds while others were in wheelchairs. It was a moving sight - these kids overcoming their handicaps to operate our trains. Despite their many dis-

abilities, body casts and other medical devices, they had a wonderful and joyous time riding the railroad away from their problems. It made you feel thankful for your blessings and very humble. These children were an inspiration and a happy demonstration of the human spirit.

They showed that they were human too by having their fair share of wrecks, derailments and corn field meets. Thankfully, there were no misadventures with the GG-1 or the Alton Limited. Only the plastic took the hits. The wind-up por-

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A TRIP WITH THE MODULAR LAYOUT

(continued)

pital provides every manner of game and activity for its patients and this setting is perfect for our trains. There were no children in the room at the time so, like Santa Claus, we went straight to our work. Or at least we tried to go straight to work.

The sections of the layout are connected with pipe fittings and first you have to unscrew the pipes and lift off the sections. No problem. Next the layout sections are set up on their folding legs and joined together. A breeze. Then you wire in a transformer or two and test your luck. No luck.

Nothing worked except the little red light on the transformer. What could have happened since the layout was last used? Great minds went to work to solve the problem. Nothing. Kids began to drift in asking when the trains would run. A slow panic rippled through our ranks. What if we had to tell all the children that there would be no trains today? Since all else had failed, Bill Miles decided to go back to basics. We turned up full power and Bill sacrificed his hand. Running it over the tracks he felt for a short or a hot spot. After a

- continued on next page -



A TRIP WITH THE MODULAR LAYOUT

(concluded)

tion of the layout was very popular for the little children, and the Marx and Hafner trains did what they do so well - run.

Before we knew it, it was time to leave. We said our farewells to all the children and began the disassembly. Taking down is a lot easier than putting up except for Phil's system of packing. Everything has a place in a box and that box is exactly labeled to there will be no mistakes. After a few more choice compliments regarding Phil's systems, we just packed the mess and moved out. We will sort it out later.

After loading the layout into the truck, we remained a few moments in the early evening to talk about the day and the kids. We all agreed that there is more to life than just looking out for yourself. Giving of yourself and your time to others is one of the most rewarding experiences you can enjoy in this life. On that day we shared something and were rewarded.

If you are interested in participating in this wonderful activity, please contact George Donze or any Board member.

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FINANCIAL REPORT FOR FISCAL YEAR - NOVEMBER 1, 1986 TO OCTOBER 31, 1987

THE ATLANTIC DIVISION, T.C.A.

<u>Balance</u>	11/01/86		\$ 31,518
<u>Receipts</u>			
Membership Dues		\$ 4,230	
Interest		1,940	
Division Car		-0-	
Raffles (net)		87	
Meet Plaques (net)		370	
Miscellaneous		-0-	
Meets			
Fall	11/15/86	5,204	
Polar Bear	1/17/87	7,691	
Spring	5/22/87	6,892	
Summer	7/17/87	7,174	
Fall	11/20/87	2,905	
1988 Meets		-0-	
Total Receipts			<u>36,493</u>
			\$ 68,011

<u>Disbursements</u>			
Administration		\$ 4,635	
Quarterly		6,837	
Division Car		-0-	
Division Layout		799	
Prize Inventory		(333)	
Mini-Meet		2,297	
Meet Enhancement		372	
Miscellaneous		-0-	
Meets			
Fall	11/15/86	3,321	
Polar Bear	1/17/87	4,337	
Spring	5/22/87	3,975	
Summer	7/17/87	4,122	
Fall	11/20/87	1,315	
1988 Meets		367	
Total Disbursements			<u>32,044</u>
<u>Balance</u>	10/31/87		<u>\$ 35,967</u>

Consisting of:	
Checking Account	\$ 2,313
Savings Account	2,428
Money Market A/C	31,226
	<u>\$ 35,967</u>

Richard H. Knowles
Treasurer, Atlantic Division

Audited and Verified Correct