

THE ATLANTIC DIVISION EXPRESS



SPRING 1992

TRAIN COLLECTORS
ASSOCIATION

ATLANTIC DIVISION EXPRESS

Vol. XXII - # 2 - Issue 86

SPRING, 1992

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Charlie Weber

ATLANTIC DIVISION MEETS - 1992 - WESTOVER C.C. - NORRISTOWN, PA.

Sunday, May 24, 1992
Sunday, July 19, 1992
Sunday, November 15, 1992
Sunday, September 20, 1992
(Members only Meet)

ON THE COVER

The photo on the cover was taken at our November, 1991 Westover train meet. It shows a young man with someone from a previous generation, both checking out equipment on our test track. The look on the face of the young fellow is, to me, the epitome of what playing with toy trains is all about, and I just had to show it to you. I suspect that I looked like that once and probably so did you. If the photographer could have taken a similar shot in 1910, 1930, or 1950, I imagine it would have looked the same except for the attire and the actual piece of equipment.

Photo coverage of our last three 1991 meets can be found on pages # 8-11. Unfortunately I frequently cannot attach names to the pictures and that is too bad. I need a reporter of sorts. If one of you brings an offspring (who gets bored) to the Westover meets, and if he/she would like to earn a few bucks, please page me. All this person has to do is walk around with our photographer for an hour or so and jot down names as the photographs are taken.

Also inside this issue are some comments regarding "problems" with train manufacturers. Thanks to Neil Yerger for providing a synopsis (on pages # 6 and 7) of a problem he encountered. Our "Uncataloged Sets" series continues on pages # 12-14 thanks to Charlie Phillips, and an unusual piece of Lionel paper is found on page # 16. Thank you, Ray Connolly.

AN EDITORIAL

CWW

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 a 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 last 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.) But, K-Line is not known to have great quality control. On pages # 6 and 7 is copied a letter that one of our members, Neil Yerger, sent me last year. I think you will find the whole episode rather comical from an outsiders point of view. By the way, Mr. Yerger eventually did get a good car (once Maury himself got involved in the situation) although it still lacks the white

stripes that started the whole episode.



Since I was writing about the general theme of "products", I thought I should pass on some other information.

If you are interested in prototype railroading as well as toys and, in particular, are interested in passenger cars, check out the following volumes. They are titled *The American Railroad Passenger Car* by John H. White, Jr. They are available from The Johns Hopkins University Press, 701 West 40th Street, Suite 275, Baltimore, MD 21211, or you can order using a credit card by calling 1-800-537-JHUP. Handling and shipping is \$2 and Maryland residents must add a 5% sales tax.

These two volumes are just chock full of rare pictures and diagrams, some of which could be quite useful if you are doing some modeling in any scale. For instance, just arbitrarily opening Vol. I to pp. 112-113 and here are draftsman type drawings showing exterior, interior, side framing, underbody framing, cross sections, etc. for a Norfolk and Western narrow vestibule car from 1894. Also there is a photo of its interior and an incredibly detailed drawing of the trucks. The first third of Vol. I discusses day coaches from the wooden 1830-1910 era. The second third delves into steel day coaches, starting with the experimental equipment of the last century and brings the reader right up to the Budd cars ordered by Amtrak in 1976. The last third does the same things with 1st class travel:

sleeping, parlor, dining and private cars.

The second volume continues the engineering and historic approach of the first volume telling us all about passenger car accommodations, head end cars, running gear, self propelled cars, and articulated streamliners, ending with lots of historical information and statistics.

The advertisement below is what caught my eye and enticed me to buy these two volumes. I am really glad I did.

The American Railroad Passenger Car

John H. White

"This beautifully produced volume, crammed full of photographs and line drawings . . . may well mislead the casual peruser into thinking it is simply another eye-catching coffee table decoration. The real treat, however, is in White's informative and often entertaining narrative analysis of technological change in the industry. . . . For anyone with an interest in the history of science, technology, and transportation, White's book is indispensable."—*Journal of American History*

Hailed since its publication in 1978 as the definitive—and most opulent—book on the subject, *The American Railroad Passenger Car* is now available in an unabridged two-part softcover edition. All the 387 photographs and 385 line drawings are retained in the same oversized format used for the hardcover original.

1985 paperback	730 pages
Part I:	
0-8018-2722-1	\$24.95 paperback
Part II:	
0-8018-2747-7	\$24.95 paperback
Parts I & II:	
0-8018-2743-4	\$45.00 paperback



7 Farm Road
Wayne Penna.
19087-3303
May 7, 1991

Dear Mr. Klein,

As soon as I learned that you intended to supply "add ons" to your original strings of Heavyweight passenger cars, I placed my order to complete my two New York Central sets and my Reading set.

Upon receiving the cars on March 11, I noticed that the K70-0004 New York Central "Pacemaker" Pullman was missing the white stripes above and below the windows. Since the white stripes are present on my original string this car did not match them.

I photographed the car along with one of the coaches from the original set and sent it with a letter describing the problem to your attention.

Remembering a previous experience wherein you were unable to replace a defective car because of being "sold out" I also inquired if a replacement car was available, since I did not wish to return the car without first ascertaining that a non-defective one was in fact available, only to have the original defective car returned because of your inability to supply another.

Customer service intercepted the letter intended for you and in their letter of April 5, assured me that a replacement was available, giving me the following address to which I was directed to return the "defective car for exchange."

MDK INC.
Route #3 Dodson's Crossroads
Hillsborough, NC 27278

On April 15 my wife sent the car "Priority Mail" via United States Postal Service to the indicated address, insuring the package for \$75. The package had a copy of my original letter to you, describing the problem, in an envelope taped to the outside of the package.

On 4/21 the package was returned to me with the notation "Forwarding Expired 4/19/91"

I called Mr. Humphries (at 919-929-4260) on 4/22 and was informed that the address was for United Parcel Service delivery only. He promised to initiate a "UPS pick-up order" and responded to my query that UPS would "probably" call before coming to pick up the package, and that it normally takes "about three days".

On 4/24 we received a notice that UPS had been there for pickup, however since we had not been notified of their intent no one was home and the package had not been put outside for their pickup.

On 4/25 the package was put outside but the UPS pickup man knocked on the door and said he could not accept the package since it had not been originally shipped by UPS.

I called Mr. Humphries and was told by your operator that although I had contacted him at that number previously, I must now call 1-800-866-9986.

Several attempts to dial that number were unsuccessful, and I therefore called the previous number to insure that I had copied the new number correctly. I was told by the operator that she had been unaware that it was 4:45 when I placed my original call, and that the "customer service" lines closed at 4:30. She assured me that I had copied the number correctly and suggested that I call between 8:30 and 4:30 the next day.

On 4/26 I again called Mr. Humphries and was told to "start over" by repackaging the car and initiating a new pick up by United Parcel Service.

This was done, and I enclosed a short note to Mr. Humphries in the package enumerating my expenses and adding "Please check the car you send to me and insure that it is ok, as I really don't look forward to another exchange fiasco".

On 5/7 I received my original car, rattling around in the box with both pickup plates off of the trucks, the armatures disengaged from the coupler arms, the paint scraped off above one of the vestibule doors, and a piece of plastic 3/8" by 1/4" loosely rattling around inside of the box. Your shipping department had not included the plastic foam spacer blocks which I had installed in my package to prevent movement of the car within the box.

Included in the package was an invoice dated 5/2/91 which stated the car had been returned "for repair", and that a coupler arm had been replaced and a pick-up assembly adjusted. Note that the letter describing the original problem was NOT returned, but a short note and a PERSONAL check from Mr. Humphries reimbursed me for my out of pocket expenses.

It was apparently during the operations to "repair" defects to the car which were not originally present that the paint was scraped off, since the car was enclosed in its protective plastic sleeve during shipment (twice to your facility and twice back to me.)

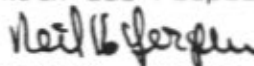
At this point I am worse off than I was when I originally attempted to contact you. The car is in pieces, with scraped paint and the original defect has not been corrected.

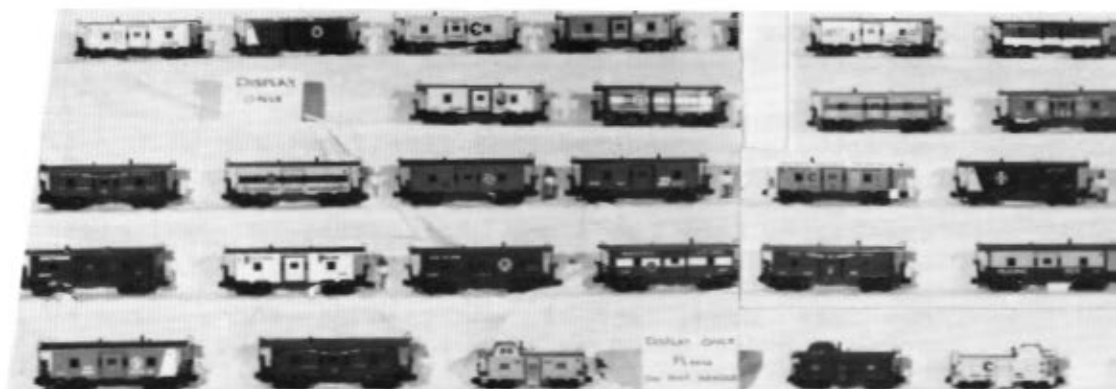
I really like your heavyweights, and have four strings, the three noted above and an undecorated set of coaches which I have decalled for PULLMAN. As I am sure you can appreciate, this experience has left me a bit doubtful as to the competence of some individuals in your organization. Incorrect mailing addresses, reference to phone lines not in service, very poor packaging procedures, failure to read the letter describing the defect of my car, repairing defects not originally present, and finally returning my car to me with additional problems and the original defect when all that was required was a simple exchange seem to me to be symptoms of an organization which needs attention.

I am surely aware that mistakes can happen, but this fiasco is nearly beyond belief.

I urgently request that you PERSONALLY get involved so that this problem can finally be resolved. As I said in my note to Mr. Humphries, I REALLY don't look forward to ANOTHER exchange fiasco !

With due respect,


Neil K. Yerger.



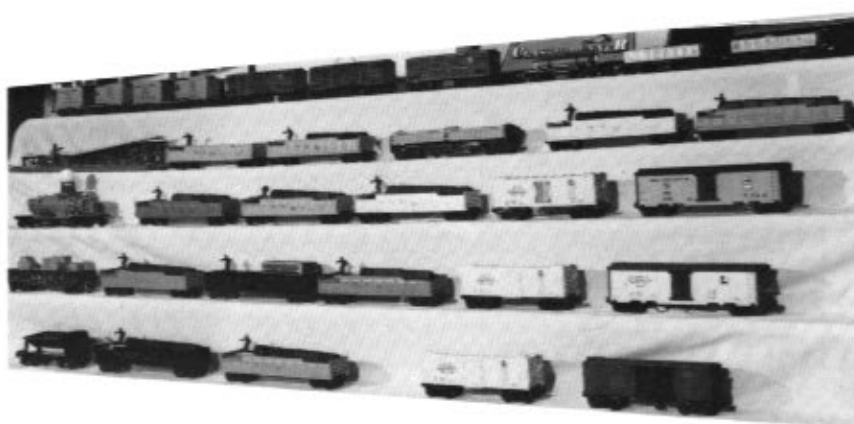
Bay window caboose display - May, 1991



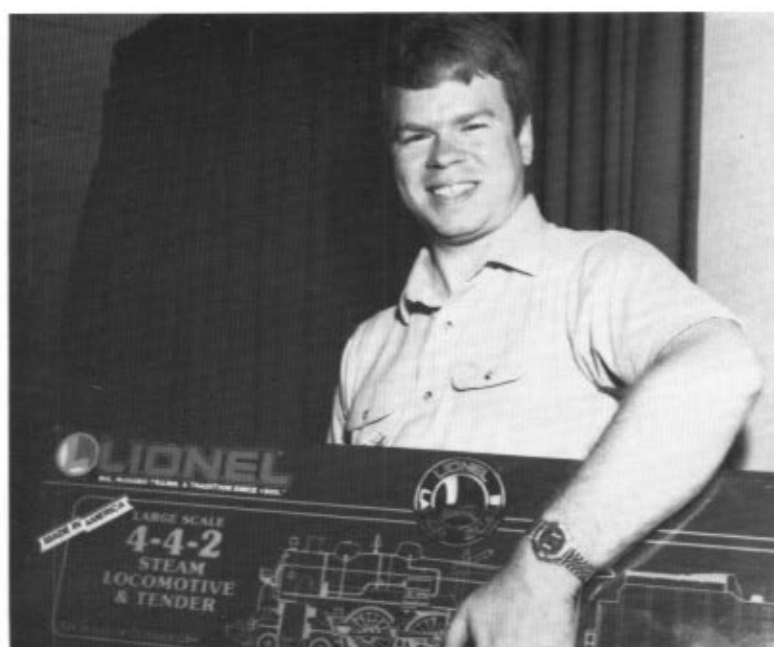
Above: The 'OO' display at the November, 1991 meet.

Bottom Row: The prize winners at the May, 1991 meet at Westover.





Above" The display at the July, 1991 meet was entitled "operating cars" but most of what appeared were barrel cars. Thanks to Howard Klumpp and Ed Kapuscinski all of the known variations of the barrel cars were there.





July, 1991 Meet (clockwise from top): Happy fellow with lots of goodies to sell. Bob Plisiewicz offering a late #511 flat. Prize winner shows us a "3 pack" of handcars that he won. The first prize of the meet, a Lionel Daylight, was won by Mike, Perry, and Dean Vlahos. George Doan seems pleased with the Bachmann loco.





November 17, 1991 Westover meet. Above we see the prize winners. First prize was a Lionel B&A locomotive. At the right is a young man who has been attending our meets lately. Who said that all train collectors are "over the hill"?



Imaginary conversation (left). "G'wan, junior, ask him!" "Will you take \$3 mister?" "For this!? Why sure, little guy."



Fig. #1 - Loco, tender, & boxcar.

Uncataloged Sets

Part XII

Lionel Set #8125

CWW

Charlie Phillips showed up at our January, 1990 Westover Atlantic Division meet and brought along the uncataloged set shown here. Thanks, Charlie. The basic information had already been transmitted to the TCA book committee that was working on the second edition of "Standard of the World" so you will see it briefly listed in there.¹ They have indicated that it is another Sears, Roebuck & Co. special.

Figure, #1 shows the loco, tender, and merchandise car. The #229 locomotive is of a very late variety as evidenced by the short drawbar and the fact that the number is rubber stamped onto the cab. There are no number plates nor slots for same. Also, the loco-

otive handrails are chemically blackened, not nickle plated as on earlier variations, as is the tender top handrail. Not visible in the photograph is that the motor is mounted by two long machine screws through the cab-boiler casting. That is, the pilot casting is not needed to mount the motor; (more will appear about the pilot casting and it's relationship to motor types in some upcoming issue of the A.D. Express, possibly as early as the fall issue this year.)

The tender is rubber stamped on the bottom "2666TS", whereas the "Lionel Lines" is done with white hot pressed lettering. Note the short, blackened, pointed drawbar and the high, late box coupler with simulated lift pin on top. Trucks have black journal boxes and are called "late type IV" in the TCA book¹ and type "IV-G" in Green-

berg.² The tender number intrigues me somewhat as I haven't seen the 'S' designation before. My only guess as to it's presence is the word "short". This somewhat different drawbar is shorter than usual and combined with the locomotive's shorty provides quite close coupling. However, I have a similar tender (in a 1942 #229 set) but with a straight shank coupler instead of the high one and it is simply stamped "2666T".

The #3814 (and the #2817, figure #2) have trucks and couplers like on the rear of the 2666TS. It should be obvious in the photograph that it is of the rubber stamped variety. Not obvious is that it retains the nickle door handle and roof hatch handle, but the brake wheels, stanchions and staffs are chemically blackened like the journal boxes. It contains crates (or boxes, if you prefer) that are red-

dish-brown Bakelite and are impressed with "Baby Ruth" lettering.

Figure #2 shows the other three cars in the set. The #2817 is the normal "late" variation: flat red with tuscan red roof, white windows, and white rubber stamped lettering.

The #2812 is painted accessory green (or 45N green if you prefer) and has all nickle trim. It came with four hollow barrels. As you can see in the picture, these barrels come apart so junior can play with them by carrying real merchandise. The #2815 is yellow-orange with a red "Shell" decal and all nickle trim. Both of these cars use trucks and couplers that just pre-date the ones on the other cars. The trucks are called type VIII by both the TCA book¹ and by Greenberg².

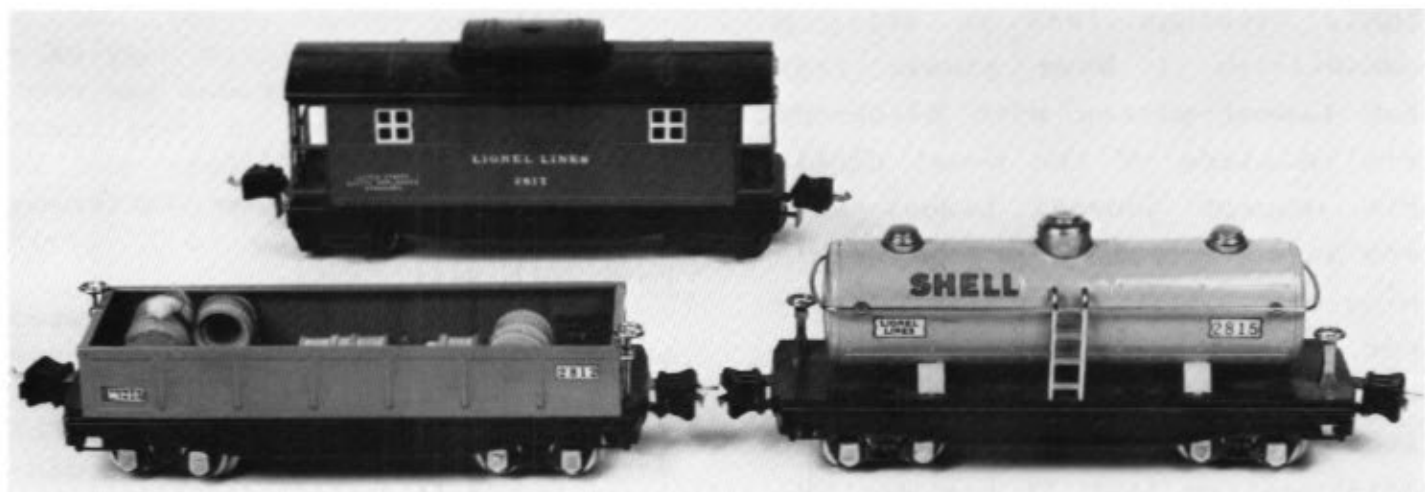


Fig. 2 - The other three cars



Figure #3 (above) shows the boxes. There was no dated box manufacturer's stamp to help date the set, although it is stamped on the side 755W which tells us that it was meant for a Hiawatha passenger set. Track, transformer, and any other "etc." are gone except for a bin for the #3814 to throw its crates into, and a 1940 instruction booklet.

The TCA book dates this set as "circa 1941" and I suspect they are right, although 1942 is still a possibility. I have always felt that Lionel pieces with blackened trim in place of the usual nickle trim (except journal boxes) were made in 1942 because of the nickle being used for the war effort. However, there is no reason to expect that this could not have started in late 1941. The mixed trim on the #3814 implies that it was put together early in the "black trim"

production period. The existence of left over 1939 vintage cars (2812,2815) also implies that the set was probably thrown together late in 1941 or early in 1942. 1940 vintage couplers would have had to still be in stock to put under the pieces in the set as current 1941-1942 production couplers would not have matched up in respect to height.

1. *Lionel Trains, Standard of the World, 1900-1943, 2nd Ed.*, D.S. Fraley, Ed., Train Collectors Association, Strasburg, PA, 1989
2. *Greenberg's Guide to Lionel Trains, 1901-1942: Volume II*, C.F. Koblifing, Ed., Greenberg Publishing Co., Sykesville, MD, 1988

CAN YOU HELP ?

Awhile back Ray Connolly found some miscellaneous Lionel paper that he passed on to me. In the pile was a blueprint with track plans which are shown almost full size on our back cover.

Several months after, Bruce Greenberg sent me a Xerox copy of a similar item that a reader had sent him for inclusion in his next "Lionel Paper" book. This one is similar except for some lettering fonts and the address is 15-17-19 East 26th St.

Based on the equipment listed thereon, it appears to have been printed ca. 1928-1932. Can any of you tell us a more exact pair of dates? How were the sheets distributed; in catalogs, by the dealers, packed in sets, or what?

ALSO SEEN AT THE MEETS

One of the nice things about going to train meets is the opportunity to sometimes see the unusual. The set shown on this page arrived at our 11/17/91 meet, exchanged hands several times, and ultimately went home with Les Morris.

It is cataloged in 1933 and 1934 but the presence of a tender marked "Lionel-Ives Lines" instead of just "Lionel Lines" makes me believe it is more likely from 1933.

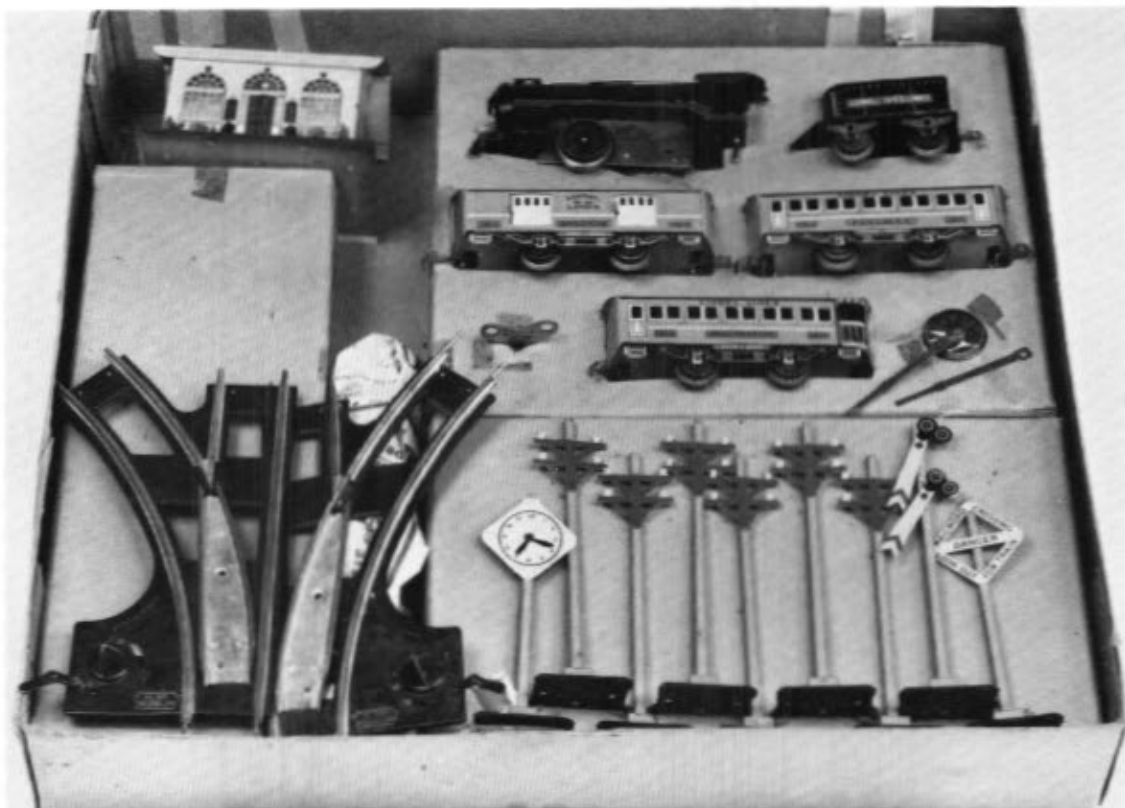
The various items show up from time-to-time although the windup loco, tender and cars are darn scarce. By the way, the loco is black with a red frame and the cars are the variations which are similar to Ives cars: a light peacock shade with orange roofs. (See P.50 of *Lionel Standard of the World*.) But, what is really scarce is to find the whole set in the box with all of it's original inserts. WOW! Just thought you might like to see it too.



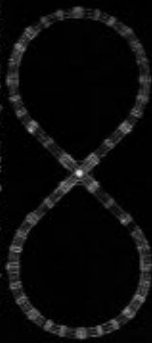
The set box top.



The side of the set box.

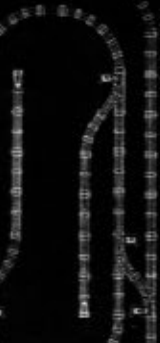


"LIONEL STANDARD" AND "O" GAUGE TRACK FORMATIONS



TRACK FIG. 0A ("O" Gauge) requires:

12-OC curved track; 4-OS straight track; 1-OB0 90 degree crossing. Size over all 18 x 30 in.



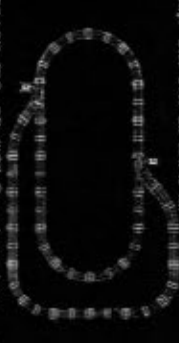
TRACK FIG. 0B ("O" Gauge) requires:

12-OC curved track; 4-OS straight track; 1-OB0 90 degree crossing. Size over all 18 x 30 in.



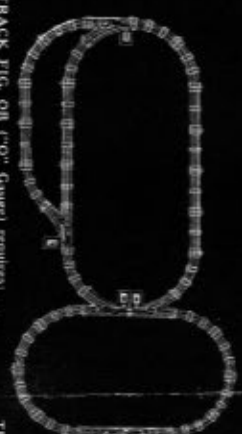
TRACK FIG. 0C ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0D ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



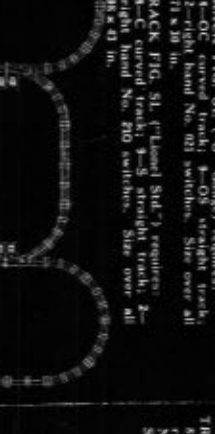
TRACK FIG. 0E ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



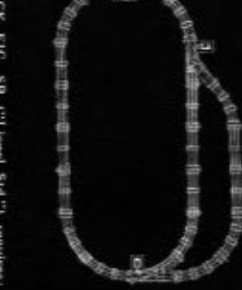
TRACK FIG. 0F ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0G ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0H ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



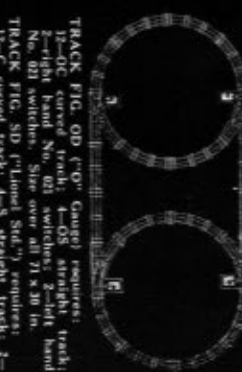
TRACK FIG. 0I ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0J ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0K ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0L ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.



TRACK FIG. 0M ("O" Gauge) requires:

14-OC curved track; 1-OB0X 45 degree crossing. Size over all 61 x 30 in.

You may use No. 25 or 025 illuminated bumpers instead of Nos. 23 and 023 spring bumpers if desired. You may use No. 222 or 012 electrically-controlled switches instead of Nos. 210 and 021 hand-controlled switches. REFER TO LIONEL CATALOG FOR PRICES OF SEPARATE PARTS USED IN MAKING THESE TRACK FORMATIONS.

Manufactured and Guaranteed by THE LIONEL CORPORATION 15 East 26th Street, New York, N.Y.