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THE ATLANTIC DIVISION EXPRESS



WINTER 1992

TRAIN COLLECTORS
ASSOCIATION

ATLANTIC DIVISION EXPRESS

Vol. XXII - # 1 - Issue 85

WINTER, 1992

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Atlantic Division - Train Collectors Association
2933 N. Wales Rd., Norristown, PA 19401

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EDITOR

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

On the cover is a display arranged by Dick Heineman that is almost identical to the one that he put in one of the display cases at the Campbell Museum this just past Christmas season. A story by Nick Ladd and some other pictures follow on pages 3 to 5.

Pages 6 to 11 contain information and pictures about a very unusual Lionel accessory. A large pat on the back and much thanks to Howard Klumpp for bringing this story to my attention and for loaning the pieces to Bob Grubb for them to be photographed. It is really a shame that your B.O.D. has not seen fit to authorize the funds to put something like this in color. Thanks to Bob Robinson for being such a hearty contributor to this issue of the *Express*. On pages 12 and 13 he has told us of the planning behind last fall's "members only meet" souvenir, and he brought a boxed Lionel #077 gate to my attention (p.14). As usual, Ron Morris has passed on a word or three. Thanks Ron.

ATLANTIC DIVISION
CAMPBELL MUSEUM
EXHIBIT 1991/92

By Nicholas Ladd

Once again, for the sixth time, the Atlantic division was asked to stage an educational exhibit of toy trains at the Campbell Museum in Camden, N.J. This prestigious museum is world famous and for us to be welcomed back so many times is quite an honor. Of course it would be possible for us to do it again - if only we could find some naive person to coordinate the show! President Wilson caught me dozing at a Board meeting and thought it appropriate to give a president emeritus something to do. I was spiked down but good!

Early on in the planning it was decided to build an LGB layout for ease of setup and protracted operations. Our original plan called for a giant 'L' shaped layout with two levels and four trains running at once. However, budgetary considerations mandated a simple 11" x 18" platform with two trains operating. Next year Campbell's promises a full layout.

We were given more display cases than ever to fill, so I requisitioned "Core Captains"

to plan each exhibit and collar other collectors to help. The "themes" chosen were: Biller Bahn, Marklin HO and toys, American Flyer 'O', American Flyer 'S', Ives 'O' and 'Standard', and pre-MPC Lionel 'O' gauge. The "Core Captains" were: George Donze, Joseph Fisher, Richard Heineman, Nicholas Ladd, Robert Monaghan, Robert Robinson, Gary Spear, Richard Trickel, and Charlie Weber. Many other Atlantic Division members helped the captains and their efforts were sincerely appreciated. The exhibits were beautiful and the variety of trains was outstanding.

The LGB layout operated flawlessly as did the LGB equipment. All it did was run and run for five weeks with no problems. LOVE THAT LGB!! We are indebted to the following retail firms that were kind enough to lend us equipment for the layout: Leisure Time (George Kane), accessories, Track N' Trains Inc., (John Schneider), structures and trains, and Train 99, (Lou Caponi & Paul Misuriello), track. We really appreciate the cooperation from these fine firms and recommend that you

visit them whenever the "gotta' buy somethin'" bug bites.

Robert Monaghan mounted a spectacular exhibit of vintage Marklin HO trains and early Marklin toys. The 'S' gauge show put on by Joe Fisher was a show stopper as was the wonderful Christmas scene created by the mind of Dick Heineman.

Two premier pieces were exhibited: an original Mayflower locomotive by Bob Robinson and an Ives "Wannamaker Special by yours truly. In addition we showed four videos during the hours the show was open and we distributed boxes of Marklin catalogs thanks to the generosity of Bob Monaghan.

Thousands of people visited the exhibit - I'm told it broke all attendance records. This was attributed to good publicity on two Channel 6 TV shows and write ups in the Courier Post and the Philadelphia Inquirer.

I'm told that all in all it was one of our best shows, AND they want us back again this coming Christmas. I wonder who we will select to run it this year? No more dozing for me!!

Lastly it is my pleasure to thank Ralph Collier, Director of the Campbell Museum, for inviting us and for providing

such a lovely cocktail party to open the exhibit - we loved it! I would also like to thank Bess Brock who was, without a doubt, the glue that held everything together so nicely. Without her attention to all of the details, the show would not have been as successful as it was. Thanks to both of you wonderful people and to your fine firm - Campbell's.

(ED: My apology. Due to a lack of communication, no photographs were taken of the actual exhibits. Here and on the next page are photos of some of the contributors bringing items into the museum. Although the formats are all similar I thought you might like to see them.)



Fig. #1 - Ed Pinsky with his apple green 408E.



Fig. #2 - Bill McKay and Bill Miles with a circus flat and a Lionel coal loader.



Fig. #5 - Bob Robinson with his original A. F. Mayflower locomotive.



Fig. #3 - Garry Spear bringing '1' gauge items for running on the layout.



Fig. #4 - A.D. president Wilson with his Lionel #385



Fig. #6 - Our author Nick Ladd with goodness knows what!!



Fig. #7 - George Kane with one of his prize items. An original yellow orange Lionel trolley.

44 PIECE RAILROAD ACCESSORY SET FOR USE WITH LIONEL "O27" OR "O" GAUGE TRAINS

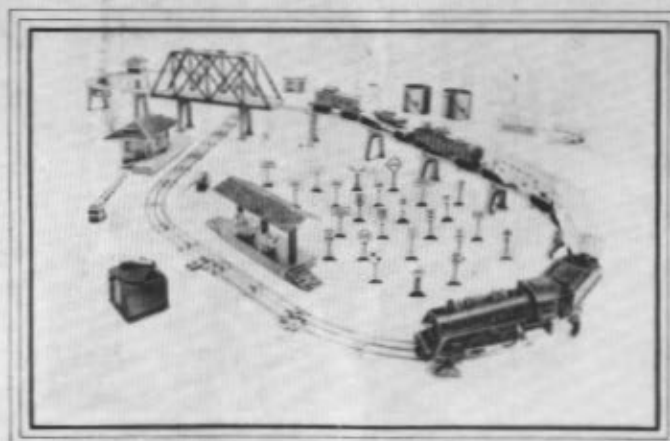


Fig. #1 - The manilla envelope

LIONEL CARDBOARD ACCESSORY SET

By CWW

One of the more interesting Lionel items to come down the track in recent years is the here-to-for unknown (to me) cardboard accessory. This was brought to my attention by one of our Atlantic Division members, Howard Klumpp. Until one of you comes up with a better number we will have to use the number on the right lower cor-

ner of the envelope: C76591 (see fig. #1), although, I suspect, this is just the manilla envelope number, not actually Lionel's ordering number. Other known cardboard of this sort have three digit order numbers. As you will see by perusing the pictures, there is no indication that these items were sold by Lionel except on the envelope. You and I may have been looking at some of these items at meets from time to time and

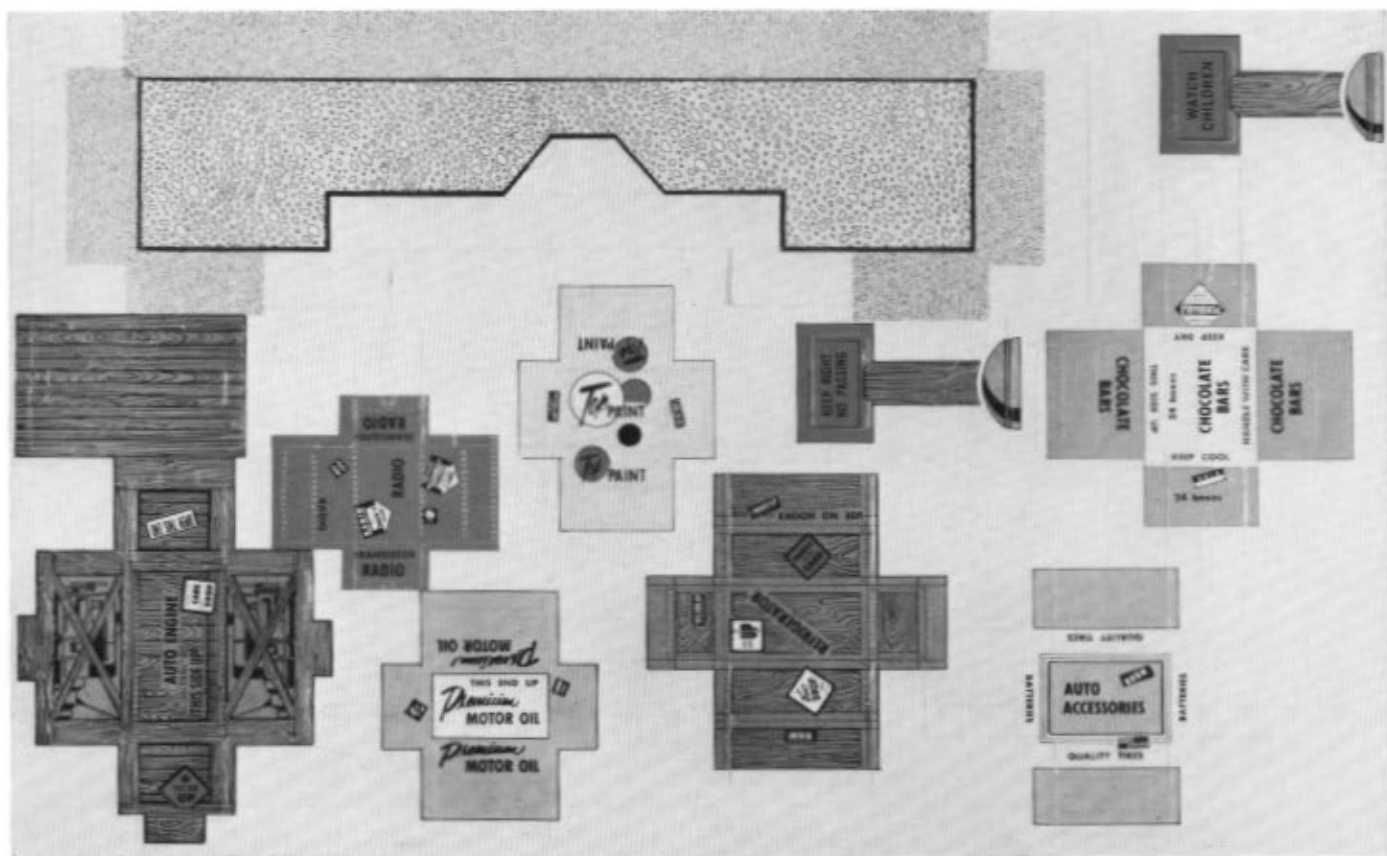
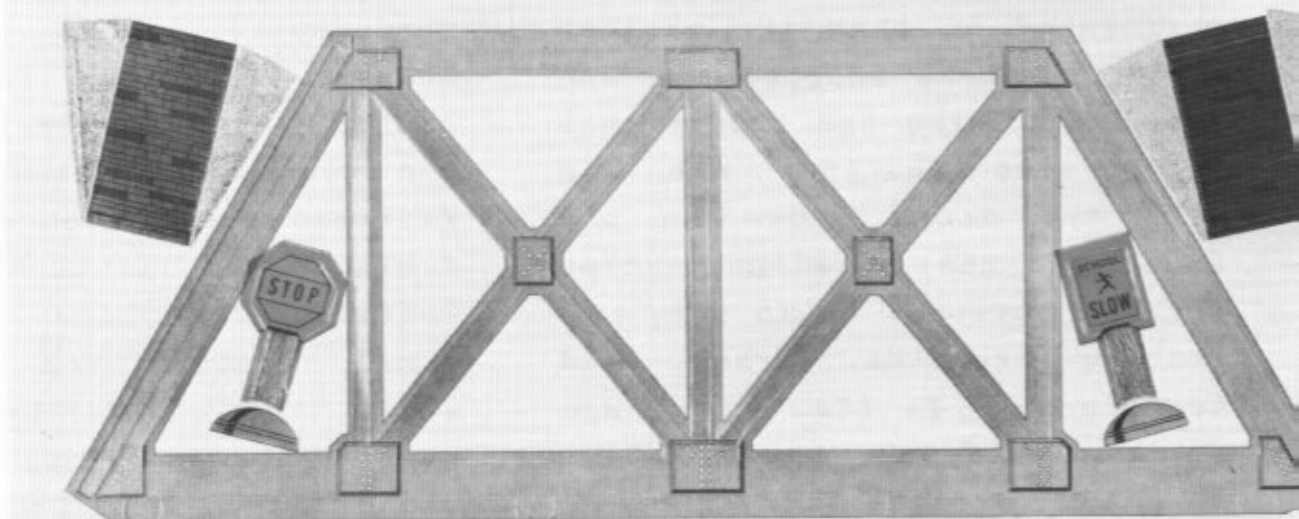
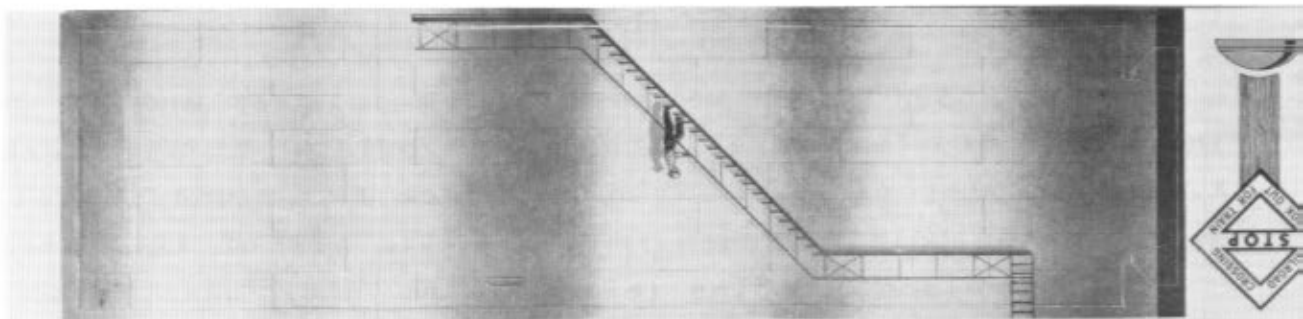
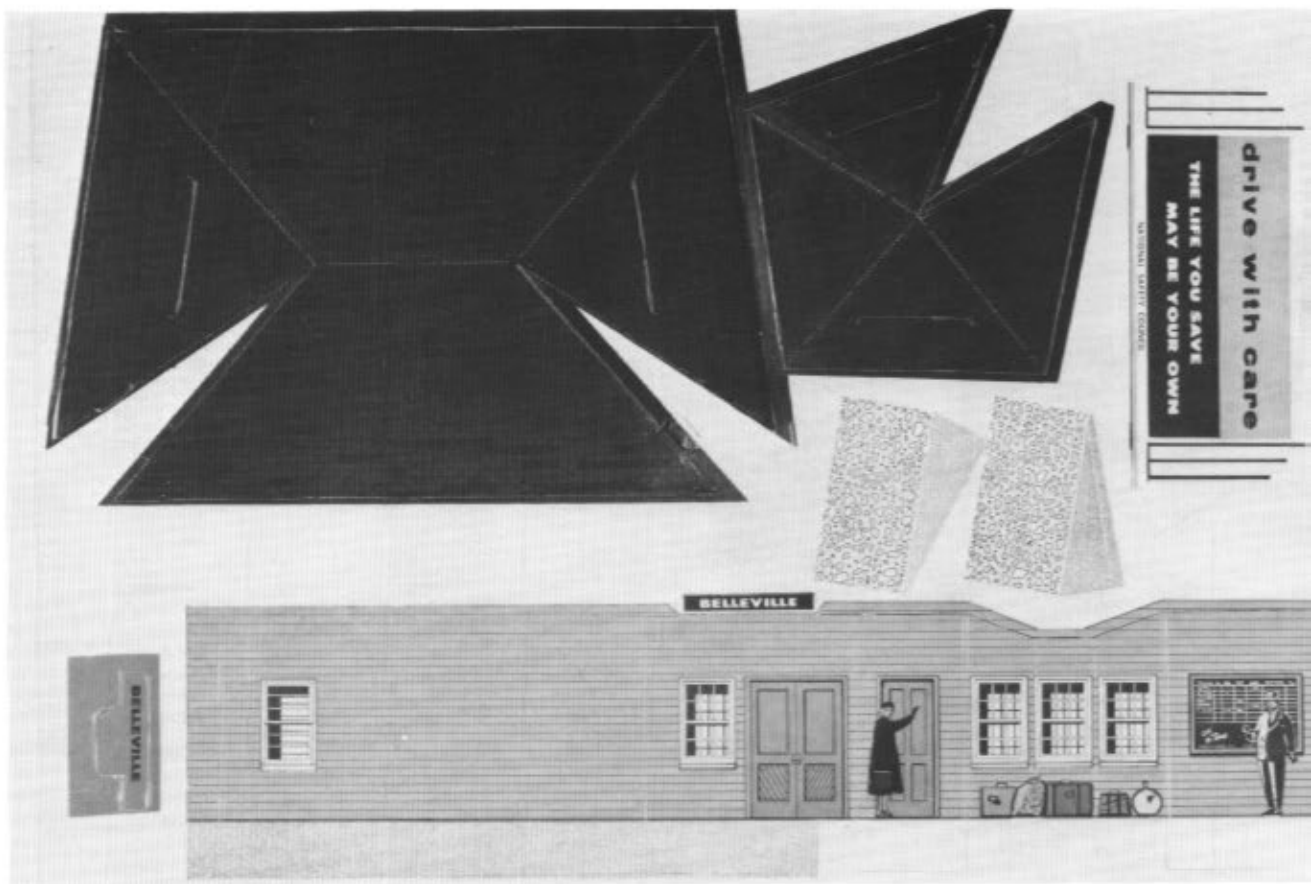


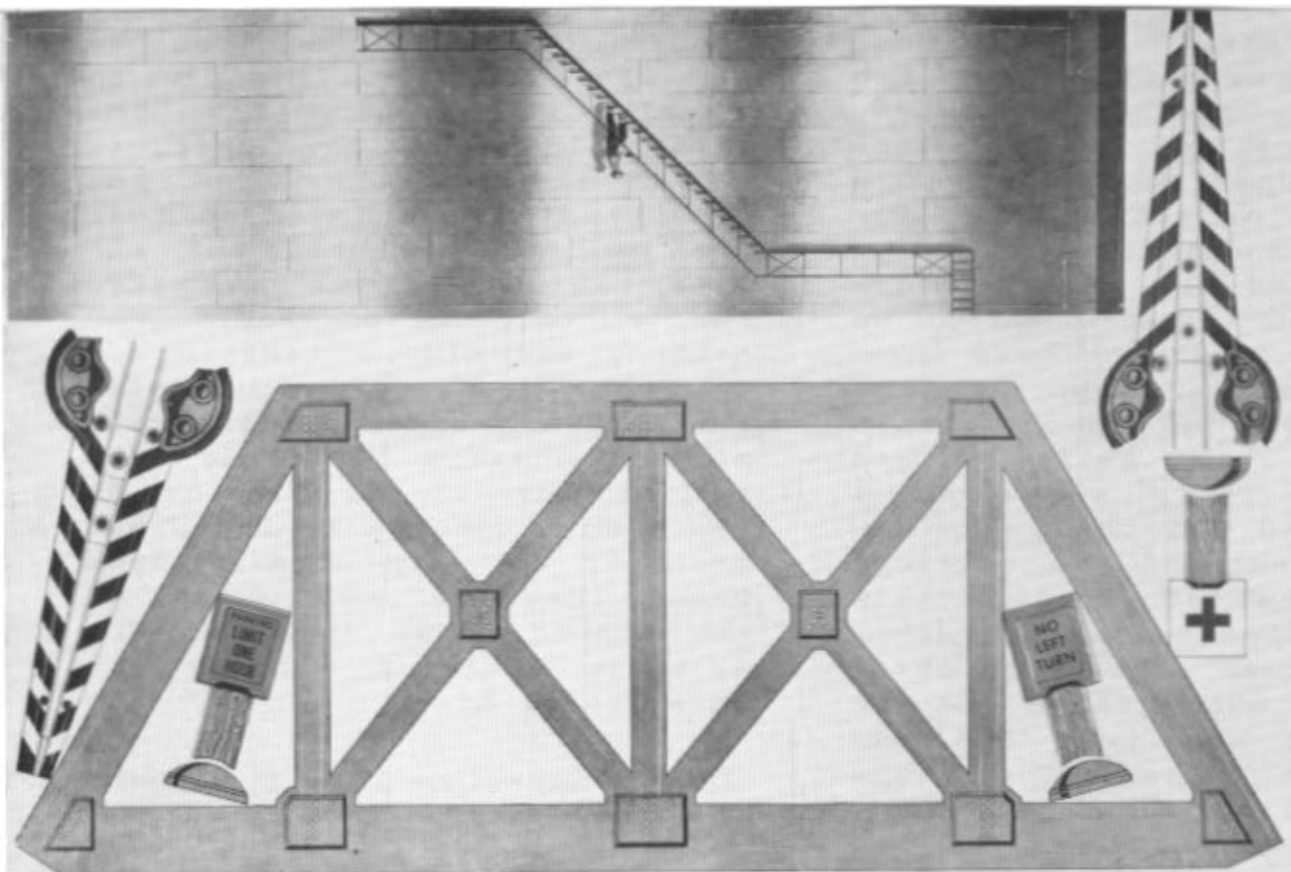
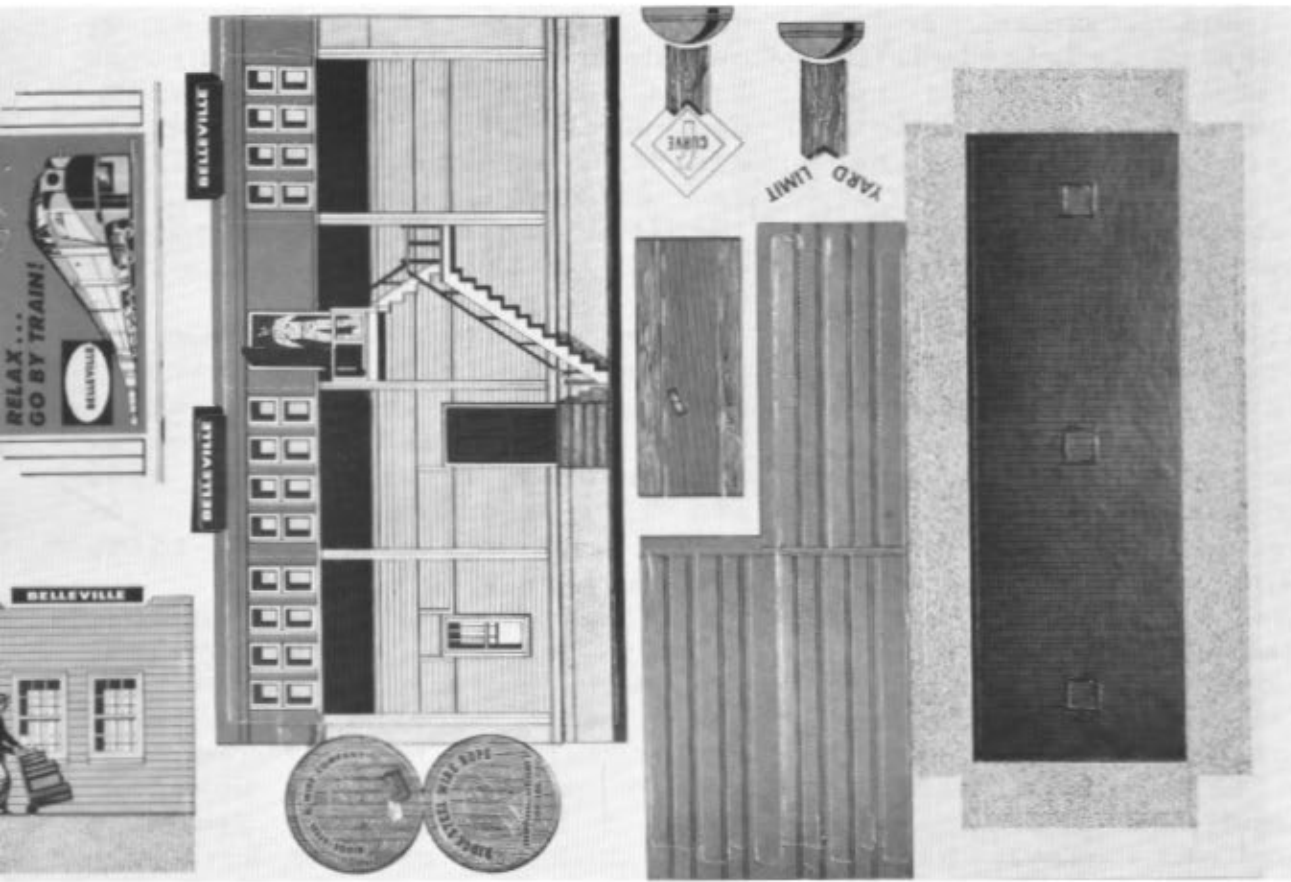
fig. #2 - platform, boxes, etc.

not even known what we were looking at!! (In some future A.D. Express I will show you a similar item sold by Kusan.)

The envelope contains relatively flimsy cardboard sheets perforated so that the various items could be snapped out and assembled using the traditional tab-in-slot routine. One can make the items shown on the front of the envelope except for the obvious: train set, elevating trestles, track, and transformer. In fig. #2 we see a sheet used to make the platform for the passenger station.

It is grey and is supposed to simulate stone. Here we also see two signs in yellow which, like all of the other signs in the set, have brown simulated wood posts and grey bases. Throughout this whole set of sheets, the signs for traffic control are dark yellow while the signs associated with the railroad are white. Crates for freight are also shown. The "refrigerator" and "auto engine" crates are simulated wood. The lettering on all boxes is a combination of red, black and yellow. The "auto ac-





cessories" and "motor oil" crates are basically pink while the "chocolate bars" crate is light yellow and the "radio" crate is dark yellow like the signs.

The centerfold of this issue of the Express shows a sheet with the red shingle roofs for the passenger station and switch tower along with two billboards and the switch tower and passenger station sides. These later three items are printed in various shades of red, yellow, black and grey. You will also see here the red and grey base and brown wooden posts to make the freight platform. The other sheet in the centerfold shows the grey sides to a pair of water tanks, grey pieces for the bridge and a pair of ramps for the freight platform (red and grey) along with a pair of crossing gates.

Fig. #5 shows black roofs for the water tanks, more bridge pieces and signs, two grey, black and white crates, the roof for the freight platform, and what appears to be a maintenance or storage shed for one's railroad yard.

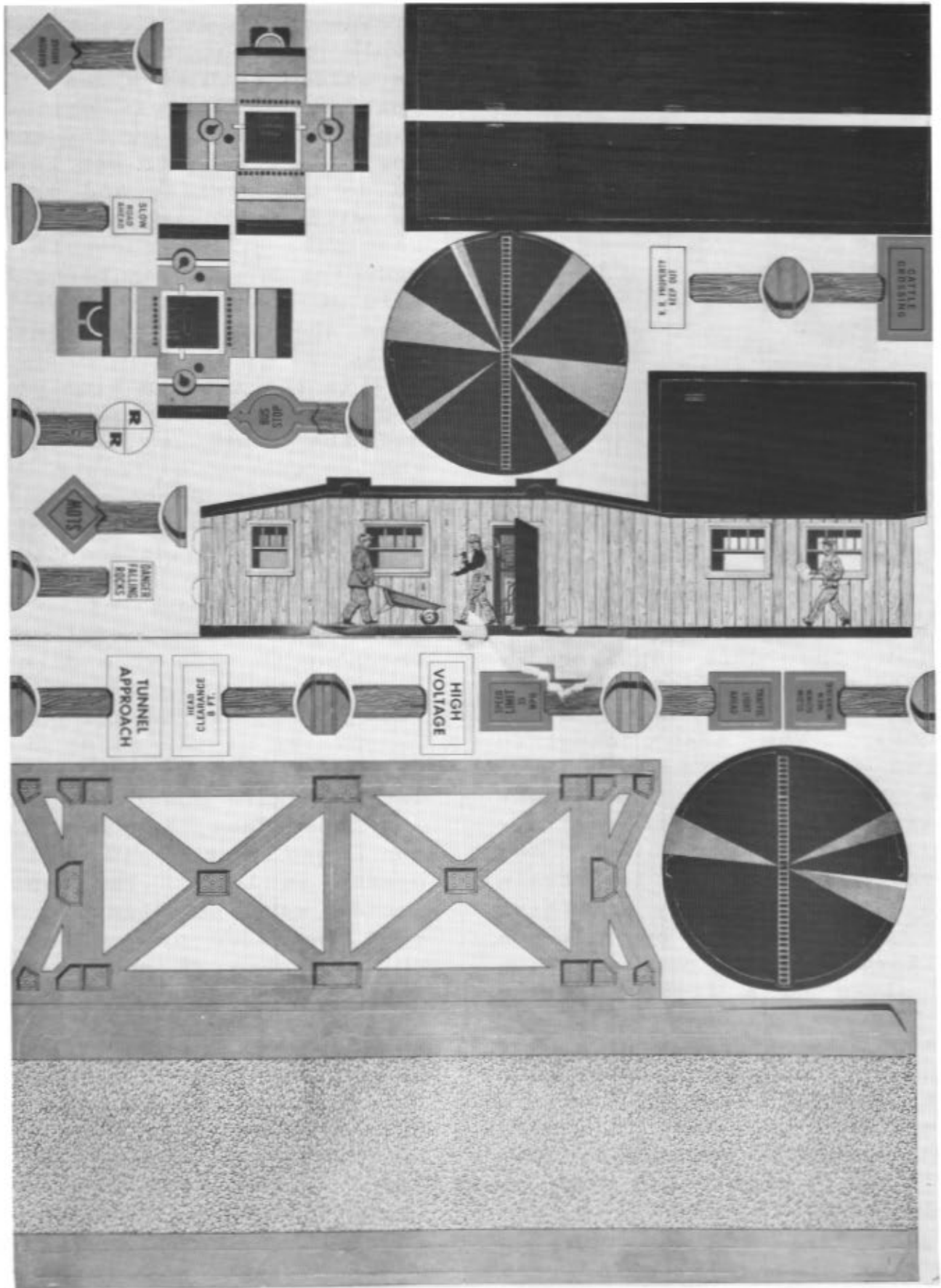
When and how was this accessory set sold? Well, we don't know, but we have some clues. Howard was approached a few years ago by someone with a train set to sell. Howard bought the set, which is a boxed #11540 and the folks who owned it included the envelope and contents described in this article. There was no other train equipment. It seems obvious that when these people bought the set from the retailer the accessory set was included in the purchase. Since the cardboard accessory set was

never used by these people, we can conclude that it was probably a "gift" or other sales inducement that they really didn't care about. Set #11540 is catalogued in 1965 and 1966(67) and what Howard got is exactly what is shown in the 1966 catalog.

On the manilla envelope one can see a train set with a #1062 locomotive with slope back tender and five cars. 1062's were catalogued in 1963 and 1964 and are found in uncataloged sets from 1962-1965, but in 3 or 4 car sets.¹

Thus, it seems reasonable to say that the accessory set was made around 1965. It may have been offered with some particular train set as depicted on the manilla envelope which I think is more probable than it being offered with the #11540 set that Howard found. However, I think a more likely scenario is that the accessory set was offered to dealers to do with as they saw fit. The illustration on the envelope showed the purchaser what accessory items were included in the package, a bottom of the line train set with an extra car or two to be purchased separately and also a trestle set to be purchased separately. Putting this accessory set with any cheap train set would make a fine advertising gimmick as was done by Sterns in 1941, and probably by many others since then. (See the back cover of the Winter, 1991 issue of the Atlantic Division Express for this Sterns ad.)

1. Pages 22-23, Greenberg's Guide to Lionel Trains, 1945-1969, Vol. II, Greenberg Publishing Co., Sykesville, MD, 1988



Atlantic Division
The Collectors Main Line.

By Bob Robinson



At the 20th Anniversary members meet a souvenir box car was given to every banquet attendee. The meet committee wanted to have a souvenir for this year's meet also, but realized that another box car was out of the question. The souvenir had to be toy train related and hopefully something that could be put on a train platform. First consideration was given to a figure similar to the Nation Banquet table gifts. These are surprisingly expensive to make, and when cast must be hand painted in several colors. This is a very labor intensive operation. Our goal was a souvenir that we could do ourselves and was unique. Bill Wilson suggested a street sign and provided his

Arcade route 30 sign as an example of what could be made. We agreed that this was an item that was definitely unique and could be handled by the committee. Dick Trickle was enlisted to do the casting and provided us with approximately 260 raw castings. Arrangements were made for a painting party to be held at Bob Robinson's restoration shop to do the finishing work.

In the interim time period, Bob, who is an antique car fan, had the castings and realized the relevance of route 30 to the Atlantic Division. Route 30 was planned about 1912 as the first transcontinental highway in the United States. It was also part of a "Good roads plan" for model roads, which up to then were dirt outside of major cities. This road was sponsored and promoted by several of the major automobile manufacturers, particularly Packard Motor Car Co. and its president Henry B. Joy. The road was laid out and opened in 1915. The name selected was the "Lincoln Highway" in honor of Abraham Lincoln. Route 30 starts in Atlantic City and runs completely thru the Atlantic Division. It parallels the Old Pennsy Main Line west of Philadelphia. While pondering all the background information on Route 30 and drawing comparisons of Route 30 transportation and Atlantic Division to train collecting, a slogan simply jumped out: "Atlantic Division the

Collectors Main Line." Bob had a rubber stamp printed up with the slogan for the back of the sign.

The painting party was a big success with Dick Knowles, Bill Miles, Bill Wilson, Bob Robinson, Gary Spear and his son Doug doing the chores. The signs were acid etched, primed and painted in various tin plate colors. The rubber stamping and black highlighting were accepted and we then had a great souvenir for every member meet banquet attendee. They were, as the expression goes, "a howling success." Plans have been completed for 1992's meet and you can count on a similar item being next to your plate at the banquet.

SEE YOU THERE !
(September 20)

Whattizzit solved!!

Page 2 of the Summer, 1990 issue of the Atlantic Division Express showed a combination "crossing diamond" and "semaphore" as a "WHATIZZIT" that was submitted by Alan Stewart. I think the origin of this weird little accessory has been solved!

In the most recent National TCA *Headquarter News* I noticed an ad for a Xerox copy of a Hafner catalog from about 1934 being offered by Lou Redman for a whole \$1.50. I figured that this was something that I could afford, so I sent for it. First

I found that a little station that I have is actually a Hafner and not American Flyer as I had suspected. Secondly I found shown a #121 "Danger Signal" and right next to it is a #125 "2-Arm Semaphore". A close inspection of the "Whatizzit" indicates that it apparently is a #125 "Semaphore" that someone broke the lower arm off of. The diamond from a #121 "Danger Signal" was then snapped onto the pole where the lower arm had been.

A Reply! A Reply!

One of the minor annoyances of being the editor of this quarterly is that I hardly ever get any responses to the questions so often raised. Well, we received a couple.

On P. 5 of the Summer, 1991 edition of the *A.D. Express* was reproduced a slip of paper describing a model of a Reading RR G1-SA Pacific that had been made by apprentices in the Reading shops. Ron Morris tells me that the model was displayed for a while in the main Reading RR station in Reading shortly after the model was completed. After that it was taken to the New York World Fair where it was shown in the transportation building in 1939-1940. Bob Robinson further relates that he believes that it is on display at the Franklin Institute in Phila.

SOMETHING "NEW" ABOUT AN OLD
ACCESSORY

CWW

Bob Robinson brought the Lionel #077 crossing gate shown on this page to our meet last year to be part of our "signals" display. The gate itself is not particularly special (except for it's immaculate condition), but the box is!

The gate itself is entirely "normal" and probably dates from about 1925-1930. It has a dark green base, maroon vertical post and pea green cross piece backed with white paper. The price sticker on the end of the box shows us that it was sold by Sears, Roebuck and Co. and that it was their catalog number 5252. On the other end of the box is another sticker of a sort that I have not seen before. Notice that they have sealed the box with their own tape with the catalog number thereon! So, we see that the lowly #077 can also be called a #5252!



FOR SALE

George Tebolt, Box 149, Spencertown, NY 12165, has asked me to list some new repro parts. #20-36 KW aluminum spacer - \$1.25, #6TC5 bottom frame for Madison car truck - \$1.75, R36 transformer wiper arm - \$1.50, #56-10 roof finial 4/36 or 6/32 thread - \$0.75, 256-13 roof finial - \$0.75, #260 main or side rod screw with 4 notches - \$0.75, 700E-39C side rod screw with special design - \$0.75, 1002-6 long press pin - \$0.50, 3462-3 milk car doors and frame - \$3.50, #150 series early bronze brush holder - \$2, and Hafner 'O' hook coupler - \$1. SAE (\$0.52) for complete lists.

WANTED, WANTED

Bruce Greenberg, 7566 Main St., Sykesville, MD 21784, or phone between 9 AM and 5 PM EST at 410-795-7447. Bruce is looking for (1) Writer with convenient access to northern New Jersey to interview former Lionel employees and write portions of a book on the Lionel factory. (2) Readers to review Modern Era sets manuscript. (3) Authors for books on Lionel Prewar Accessories and Lionel Prewar Sets, readers to review these manuscripts and collections of these items to photograph. Also, (4) Uncataloged Postwar, Prewar and Modern Era Lionel sets to photograph for new books. Can you bring your trains to Sykesville, MD (15 mi. N.W. of Baltimore)?

ATLANTIC DIVISION ELECTION RESULTS FOR 1992/1993 TERM

The following results were announced at the November 17, 1991 Westover Meet:

Re-Elected for Two Years

President	Bill Wilson
Secretary	Dick Heineman
Treasurer	Spence Stoughton
Director	Al Brodhag
Director	Dick Stevenson

Elected for Two Years

Vice Pres.	Garry Spear
Director	Neal Bradley
Director	Bob Sell

Dick Knowles chose not to run for office again and will be leaving the Board of Directors after many years of dedicated service. We know that Dick will continue to actively work for the best interests of the Division.

Appreciation is extended to Marv Laster, Malcolm Kates, Kathy Kushner and Joe Fisher who were unsuccessful this time but who hopefully will again run for office in future elections.

Finally, many thanks to the hard-working Nominating Committee consisting of Ed Pinsky (Chairman), Ray Connolly, George Kane, Bill Miles and Charlie Weber.

ATLANTIC DIVISION EXPRESS WINTER 1992

FINANCIAL STATEMENT 1990/1991
for the period November 1, 1990 to October 31, 1991
file:b:adff11091

BALANCE - November 1, 1990

Checking Account
Savings Account
Money Market Account

\$905.05
\$4,242.06
\$11,167.52

\$16,314.63

Total Opening Cash Balance 11/1/90

	REVENUE			EXPENSES			NET RESULT		
	BUDGET 90/91	ACTUAL TO DATE	OVER/ -UNDER BUD	BUDGET 90/91	ACTUAL TO DATE	OVER/ -UNDER BUD	BUDGET 90/91	ACTUAL TO DATE	OVER/ -UNDER BUD
RECEIPTS									
Membership dues	7200.00	7101.00	-99.00	.00	.00	.00	7200.00	7101.00	-99.00
Interest Income	1500.00	768.83	-731.17	.00	.00	.00	1500.00	768.83	-731.17
	\$8,700.00	\$7,869.83	\$-830.17	\$.00	\$.00	\$.00	\$8,700.00	\$7,869.83	\$-830.17
DISBURSEMENTS									
Administration	.00	.00	.00	4000.00	5107.45	1107.45	-4000.00	-5107.45	1107.45
Publications	.00	.00	.00	11400.00	8325.58	-3074.42	-11400.00	-8325.58	-3074.42
Member Meet	2500.00	1968.00	-532.00	5500.00	5298.25	-201.75	-3000.00	-3330.25	330.25
Membership Committee	.00	.00	.00	200.00	59.67	-140.33	-200.00	-59.67	-140.33
Division Car	4400.00	5213.00	813.00	3200.00	8325.06	5125.06	1200.00	-3112.06	4312.06
Modular Layout	.00	.00	.00	2500.00	1863.83	-636.17	-2500.00	-1863.83	-636.17
Legal	.00	.00	.00	.00	4898.83	4898.83	.00	-4898.83	4898.83
	\$6,900.00	\$7,181.00	\$281.00	\$26,800.00	\$33,878.67	\$7,078.67	\$-19,900.00	\$-26,697.67	\$6,797.67
NET OPERATING RESULT	\$15,600.00	\$15,050.83	\$-549.17	\$-26,800.00	\$-33,878.67	\$7,078.67	\$-11,200.00	\$-18,827.84	\$7,627.84
MEETS									
Fall 11/18/90	4600.00	4515.00	-85.00	3500.00	4308.55	808.55	1100.00	206.45	-893.55
Polar Bear 1/20/91	10000.00	10487.00	487.00	5320.00	5642.12	322.12	4680.00	4844.88	164.88
Spring 5/26/91	10600.00	8702.00	-1898.00	5320.00	6551.08	1231.08	5280.00	2150.92	-3129.08
Summer 7/21/91	10000.00	8636.00	-1364.00	5320.00	5102.81	-217.19	4680.00	3533.19	-1146.81
Fall 11/17/91	6200.00	3674.00	-2526.00	3500.00	2325.90	-1174.10	2700.00	1348.10	-1351.90
Prize Inventory	.00	.00	.00	3800.00	4938.00	1138.00	-3800.00	-4938.00	-1138.00
1992 Meets	.00	17.00	17.00	.00	853.62	853.62	.00	-836.62	-836.62
Raffles	1200.00	1011.00	-189.00	1200.00	1045.00	-155.00	.00	-34.00	-34.00
Meet Plaques	2200.00	1230.00	-970.00	1400.00	1480.13	80.13	800.00	-250.13	-1050.13
	\$44,800.00	\$38,272.00	\$-6,528.00	\$29,360.00	\$32,247.21	\$2,887.21	\$15,440.00	\$6,024.79	\$-9,415.21
SURPLUS (-DEFICIT)	\$60,400.00	\$53,322.83	\$-7,077.17	\$56,160.00	\$66,125.88	\$9,965.88	\$4,240.00	\$-12,803.05	\$-17,043.05
ENDING CASH BALANCE									
							\$20,554.63	\$3,511.58	\$-17,043.05
Consisting of: Checking Account							\$554.63	\$1,160.77	\$606.14
Savings Account							\$3,000.00	\$1,005.63	\$-1,994.37
Money Market Account							\$17,000.00	\$1,345.18	\$-15,654.82
TOTAL FUNDS BALANCE							\$20,554.63	\$3,511.58	\$-17,043.05

Respectfully; W.S. Stoughton, Treasurer, 11/14/91
Accepted by the Board of Directors on 11/14/91