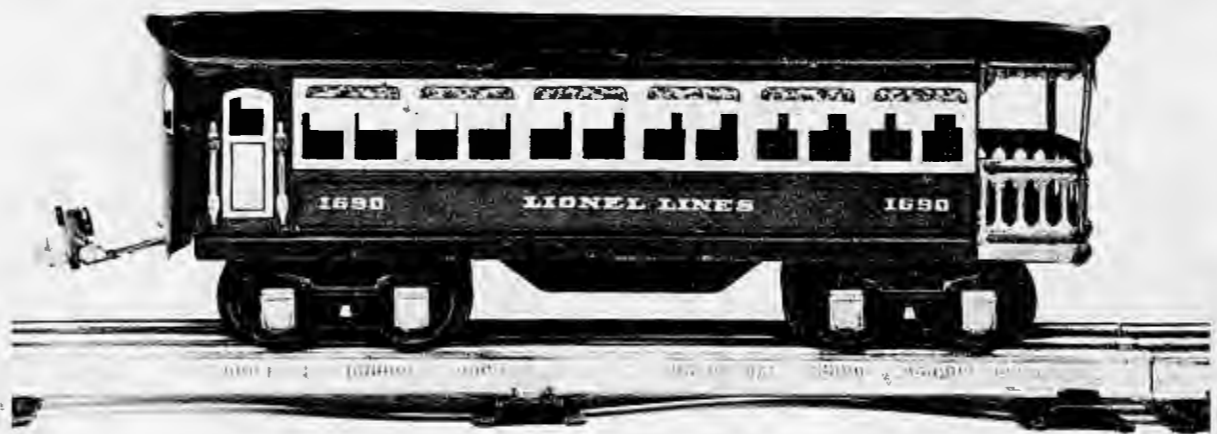


THE ATLANTIC DIVISION EXPRESS



SPRING 1978

TRAIN COLLECTORS
ASSOCIATION

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 Staff Writer - Glenn Stinson
 Photographer - Robert Grubb

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 6304 Park Avenue, Philadelphia, Pennsylvania, 19141

"INK BLOTS"

By Secretary Dick Heineman

Ballots on changes in the Divisional name and By-Laws were tabulated with the following results: All proposed changes were approved by wide margins. The name change from Delaware Valley Division to Atlantic Division was approved by 79% of those voting, a margin of almost 4:1. Other changes were approved by margins ranging from 7:1 to 38:1. So the new By-Laws will go into effect and it's farewell to Delaware Valley and welcome to Atlantic! Incidentally, 157 ballots were returned, representing 31% of the membership - a respectable return for mail balloting of this type.

We apologize for the tardiness in getting dues cards to you this year. In addition to the transition in Secretaries, the cards had to be reprinted after we became a Division.

Last, but not least, please advise me of any address changes so that we can keep our list correct for mailings and other purposes.

PHOTO CREDITS

Front Cover - Lionel 'O' gauge 1690 observation car from the Ed Pinsky collection. See new Factory Error Contest on page 10.

Back Cover - Columbia Batteries ad in The Farm Journal for November, 1919 from the Dick Rex paper collection.

10TH ANNUAL POLAR BEAR MEET

By Andy Weiss

In case you did not attend our January meet, (or you went to Norristown), the location was changed to Pennsauken, New Jersey. Unfortunately, it was held two days after the area's biggest snow storm in 20 years.

We had all kinds of festivities planned for the day. Luckily for the treasury, they were all cancelled because of the weather. The guest of honor could not arrive because Air Force One was snowed in. The 1978 Mummies String Band Parade was stuck on the Schuylkill Expressway. It seems that they were there for five days before commuters noticed the molting feathers. One of the main attractions was to have been the free filet mignon luncheon, with open bar, but as luck would have it, the caterer was closed by the Board of Health the night before and the bartender ran off with all the hooch. And that's not all! In-coming President Bob Robinson's entrance on the 1/2 size live steam locomotive was delayed due to frozen switches.

Well, that's what we get for holding a meet in that part of New Jersey. It didn't do wonders for the Hindenburg either.

NOTE: The story you have just read is true, only the names have been changed to protect the author!

NOTE #2: The whole article is a put-on! Despite the snow, attendance was good and everyone had a great time. Incidentally, there is no such thing as a "cancelled meet." None of our meets has ever been (or will be) called off because of weather or any other reason.

HELP!

One mishap marred the Meet. A 6464-515 Katy girl's boxcar disappeared from under Ernest B. Davis' table. If some one took the car accidentally, please contact Ernie at 5932 N. Shore Drive, Grabill, Indiana, 46741. Many thanks.

ATLANTIC DIVISION MEETS FOR 1978

April 8th	--	Westover	--	Free Mini-Meet
May 7th	--	Ivystone	--	Special Museum Meet
July 16th	--	Ivystone	--	Regular Meet
Nov. 12th	--	Ivystone	--	Regular Meet

MIXED MARXPART II

By Art Bink

In Part I, I described the diminutive (smaller than 'O' gauge) Marx Hiawatha type locos and cars. In this issue, I will discuss the other small series in my recent flea market find.

5150 SERIES

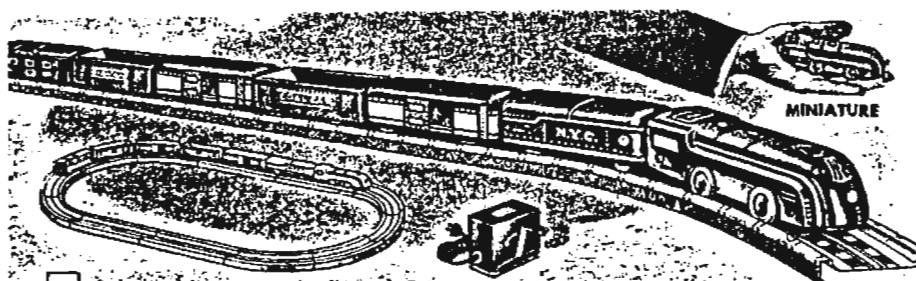
The 5150 series red Mercury trains are really fascinating. They are smaller than the 'O' gauge red Mercury type; Marx apparently made them around 1939. I've never seen them before, but many years ago I recall seeing a freight set of similar architectural style for sale at a flea market. I cannot swear it was the same type but I believe it was. As soon as it was put on the table for sale, it was grabbed up and I did not get as good a look as I would have liked. Each piece in the series is lithographed in red, black and white. The major differences are shown in Table B. In addition, let me point out some details not shown in the table.

5150 Loco:

These little locos are approximately the size of Lionel 00 cars. All are electric Mercury types, there are no wind-up types. They have one-piece stamped bodies, identical in all three variations. Each loco has 7 brass gears, 9 brass gears if the loco has a sparkler! The motor is held in place by a notch and tab at front, and two screws at the rear. All locos have four metal wheels; flanged ones are die-cast and non-flanged ones are hollow stamped. Since some have non-flanged wheels, it would appear that this series was also of the "road-racer" or channel type and did not use regular track. However, all have a third rail center sliding contact shoe. No drive rods or trucks were apparently ever intended. There is a tear-drop shaped smokestack which is rimless. Motors have cloth and rubber jacketed wire, all connections are soldered, and there are bronze bushings at the armature ends. Overall, they appear to be of much higher quality than the Hiawatha type described earlier.

5151 Tender:

All bodies are identical. Floor frames are enamelled black and the couplers are part of the frame. "New York Central Lines" is abbreviated as "N.Y.C." since the whole name wouldn't fit! The tenders I have contain die-cast wheels (some of which are 'blown out') but I would bet that they came in the hollow stamped variety too.



As advertised in
Montgomery-Ward
1939 catalog

1939
MONTGOMERY-WARD
571

\$4.98 Value Tiny Fool-proof Electric Train Set Won't Jump Tracks

Small Electric Freight Train with action and fun of big models! Transformer controls send it racing forward, backward, slow, fast... stop it and start it at will. Grand for young children because no matter how fast it goes, train rarely jumps tracks... and it's easily replaced in track groove. Train and track lithographed in gay

\$2.98

bright colors. 7-unit train, 32 1/2 in. long: Engine, Tender, 2 Coal Cars, 2 Box Cars, Caboose—each 4 1/2 in. long, 1 1/4 in. high. New grooved track makes 130-in. oval. Takes space about 2 by 4 feet. Underwriters approved. Transformer included. For 110-120-volt, 60-cycle A.C. 48 T 125—Ship. wt. 7 lbs. \$2.98

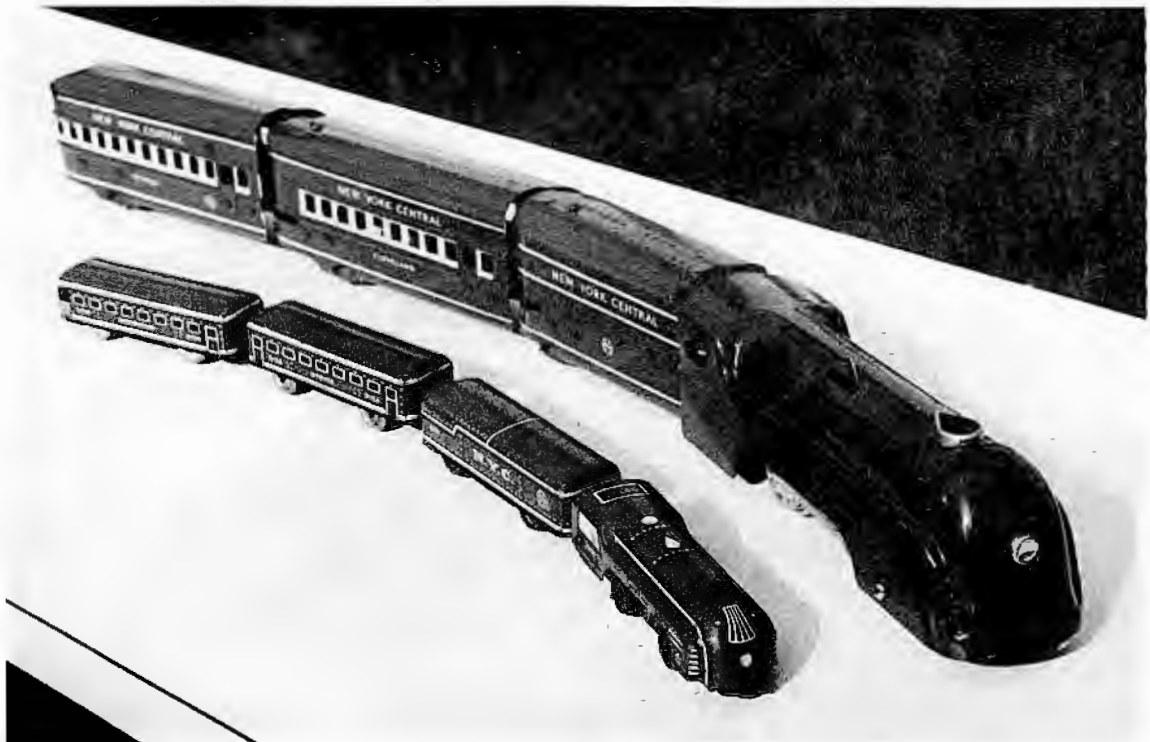
MIXED MARX

(Continued)

5153 & 5159 Cars:

Size, lithography colors and couplers are the same as the 5151 tender. In addition to the lettering shown in Table B, the 5159 observation car has a shadowy figure of a man standing at the observation platform. Axle-holding flanges on some cars are turned-down instead of up, like on other cars. This results in exposed axle-ends (which are crimped to retain wheels). On cars with turned-up axle-holding flanges, the axles are thinner and the ends are not exposed or crimped, the wheels being held in place by the car sides. Wheels are stamped and non-flanged but they probably came as die-cast flanged ones too, like some of the locos and tenders. Car bodies are held to their frames by eight bent tabs.

All these trains came from a single source, and the man I bought them from would not elaborate on them except to say that they came out of a Marx warehouse in New York. With the rest of the Marx Company's trains being sold now, perhaps additional similar trains will appear. These were probably from one of the lots that were disposed of before the major auctions took place. I have already attended some of the Marx auctions and none of these trains have turned up; hopefully some more may at a future date. I would enjoy hearing from anyone who may have found similar trains!



5150 Series Set In Front Of Full Size 'O' Gauge Set

MIXED MARX

(Continued)



5150 Series
& Full Size
'O' Ga Set

Left: A.F. 'O'
Gauge Hiawatha

Center: Small
Hiawatha Type
(last install-
ment)

Right: 5150
Series (this
installment)



More
5150
Series

MIXED MARX

TABLE B - 5150 SERIES

(Conclusion)

ITEM	L	W	H	FRONT COUPLER	REAR COUPLER	WHEELS	LOCO REVERSE	SMOKESTACK SPARKLER	LETTERING ON		
									EACH SIDE	REAR END	FRONT END
5151 Loco Type #1	4.87"	1.37"	1.25"	---	Fixed Loop	Flanged	Auto- matic	Yes	#5151 (cab) Marx Logo Made in U.S.A.	---	---
5151 Loco Type #2	"	"	"	---	Hinged Loop	Non- flanged	Auto- matic	Yes	"	---	---
5151 Loco Type #3	"	"	"	---	Hinged Loop	Non- flanged	Manual (lever in cab)	No	"	---	---
5151 Tender	4.75"	1.25"	1.25"	Turned- up Hook	Slot	Flanged	---	---	#5151 N.Y.C. Marx Logo	---	---
5153 Passenger Car	"	"	"	"	"	Non- flanged	---	---	#5153 (twice) Utopia Made in U.S.A.	Marx Logo	---
5159 Observation Car	"	"	"	"	"	Non- flanged	---	---	#5159 (twice) N.Y.C. Lines Observation Made in U.S.A.	N.Y.C. Lines	Marx Logo

HOW ABOUT THAT !

By Charlie Weber

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

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

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

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

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

In the September, 1946 issue, a 2020 Loco is advertised. The decal keystone herald on the front has a circle around it. Did the 2020 actually come out with such decal?

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

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

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

HOW ABOUT THAT !

(Concluded)

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

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

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

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

Anybody have any comments?

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

PRESIDENT'S COLUMN

By Bob Robinson

The official tally of votes on the by-laws revision is reported elsewhere in this issue. You voted overwhelmingly in favor of all revisions, one of which was to change our name to the "Atlantic Division." The recommendation for a change in name stirred the most membership interest. We are all sentimental for the Delaware Valley Chapter and proud of our Chapter's accomplishments and unblemished record of successes. However, the new name is more appropriate for a Division and connotes a more encompassing area than the regionalism in Delaware Valley. I am sure that in time the name "Atlantic Division" will be spoken of as proudly as our old Delaware Valley name.

-Continued on Next Page-

FACTORY ERROR CONTEST

By Bob Robinson

We finally stumped you! The AF S Gauge #647 N.P. reefer in the last contest is admittedly a toughy and not a single reader spotted all three errors. This 1952 1st series car (in addition to being factory repainted) is different from the normal-stock-run car as follows:

- a) Door: Locking rods and latch handles are not outlined (painted) in black.
- b) N.P. Herald: Is completely different from normal herald.
- c) Brake Wheel: Factory forgot to put one on.

Many readers based their answers on catalog drawings, but as car owner Dick Robinson points out, Flyer catalogs (among others) were often inaccurate regarding such details as trim and outline colors.

Free meet passes will go to John Boyle (who spotted two of the errors) and to Walt Allen and Al Fuchs (who each spotted one of them).

The contest in this issue features the Lionel 1690 observation car shown on the cover. Colors are common dark red body and brown roof. As always, free meet passes will be awarded to five readers who correctly identify the error.

PRESIDENT'S COLUMN

(Concluded)

Our Division has gained a reputation for providing this area's finest train meets. Among the contributors to our meets are the many professional train and train parts dealers who attend and assist. The majority of these dealers are also sincere collectors and provide us with a real service by supplying us with parts as well as with trains for the MPC collectors at prices that can't be beat by retail stores. We all know that these men and women make a profit - which they must do to stay in business. But do you know how much support they give our Division and meets? At nearly every meet we hold, some of your door prizes are cheerfully and voluntarily donated by several dealers. In addition, some of the major contributors to the TCA Museum are the dealers. From the Meet Committee's point of view, the dealers, as a whole, are the most cooperative group. They appreciate the tables they get, don't scream for special admittance and even say thank you and goodbye when leaving. I want to say thanks to you guys and gals - you are great.

This year your Secretary and I are going to spend some time developing systems and dates for various Division activities. The Express is now on time and will remain so. A system of our own mailing labels is in the works which will greatly speed processing of all Divisional mail. Dues notices will be mailed earlier and remittances expected earlier so that our yearly budget is orderly. We intend to function in the most timely and efficient ways possible.

All kinds of correspondence from TCA National flow through the Divisional Secretaries. I have therefore asked for a Secretary's Report to be included in each issue of the Express. The first of such reports is published in this issue. We want to keep you informed, active and interested. Your comments are appreciated and desired.

Bob

SECRETARY'S DESK

By Dick Heineman

This column will now be a regular Quarterly feature. Members will be informed of business taking place at Board of Directors Meetings and any other pertinent Divisional information. Because of space limitations it will not be possible to cover all business covered at the Meetings, but we will give you a capsulized summation of all actions and happenings.

12/07/77 B.O.D. Meeting

1. President Robinson appointed the following Meet Committee Heads:

Security - Ed Pinsky	Registration - Sid Weiss
Prizes - Nick Ladd	Registration - Chuck Weber
Tables - Dick Heineman	Name Tags - Dick Trickel
Displays - Glenn Stinson	

2. Art Bink was commissioned to make Logo Layouts for a Divisional souvenir car.
3. The Treasurer was authorized to set up a Foul Weather Bank Account to cover any meet losses occasioned by bad weather.
4. The By-Laws were amended and revised pertinent to our becoming a Division. Said changes will be presented to the membership at the business meeting of our January Ivystone Meet.

1/25/78 B.O.D. Meeting

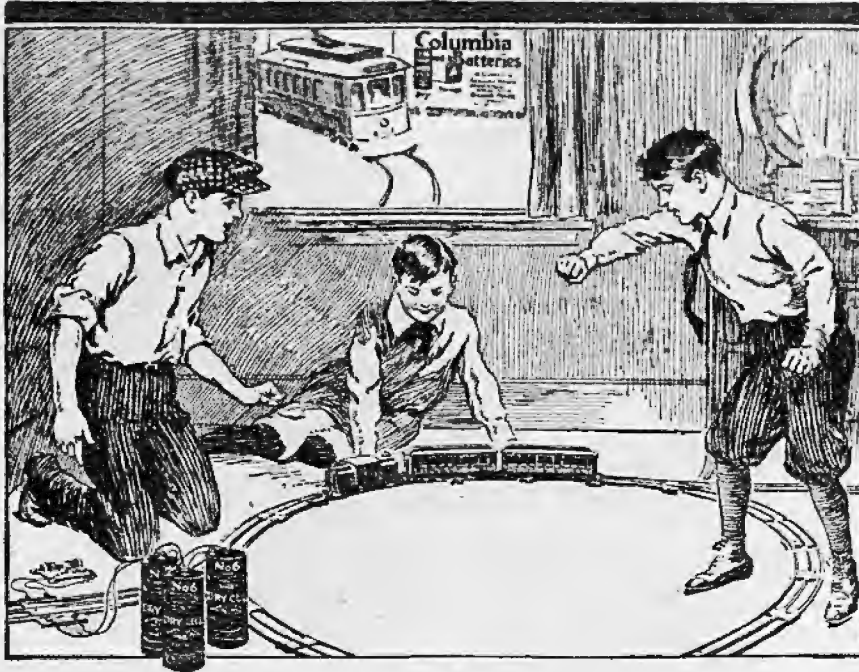
1. Three Walkie Talkies will be purchased for use at meets to provide better communication between Paging Desk, Registration, etc. and for handling any problems arising in the hall.
2. Phil Ritter is going to build a Modular Train Layout for the Division.
3. The Division received a plaque from the Franklin Institute thanking us for the train layout we had there during the Holiday Season. Special appreciation to Chuck Weber for his labors!

2/18/78 B.O.D. Meeting

1. There will be a Free Mini-Meet on April 8th at Westover Country Club.
2. There will be a Special Meet on May 7th at Ivystone Inn with all proceeds, after expenses, going to the TCA Museum.

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THE FARM JOURNAL



It's the Same Old "Juice"

— the Electricity that whizzes the Big Trolley Car along or pours from the Fiery Little Columbia to drive the Youngsters' Train

ELECTRICITY for hustling the big trolley car comes from mammoth generators. . . . The youngsters' train gets its snap and go from the Fiery Little Columbia. . . . In both cases it is the same kind of electricity.

Toys themselves appear to enjoy the frolic when spun around by Columbias. No connection with the house-lighting fixtures is needed—the whole outfit may be toted up to the garret, out on the lawn, wherever the good time is—and with absolute safety.

What a marvelous thing this Columbia Dry Battery is—and what a lot of uses! Motionless, yet moving toys at a merry clip; cold, yet firing the fuel in autos, motorboats, trucks, tractors, and farm engines; silent, yet giving a vigorous tone to telephones, bells, and buzzers; lightless, yet illuminating lanterns, pocket lamps, and other portables. . . . Fahnestock Spring Clip Binding Posts may be had without extra charge.

THE STORAGE BATTERY

WHEN you place a Columbia Storage Battery in your car you equip with *definite power guaranteed for a definite time*. The famous Columbia Pyramid Seal is the symbol of that guarantee.

Columbia Storage Battery Service is all around. Stop in and see how easily and gladly they make certain that every user gets the performance to which his purchase entitles him.

Columbia

Dry and
Storage Batteries