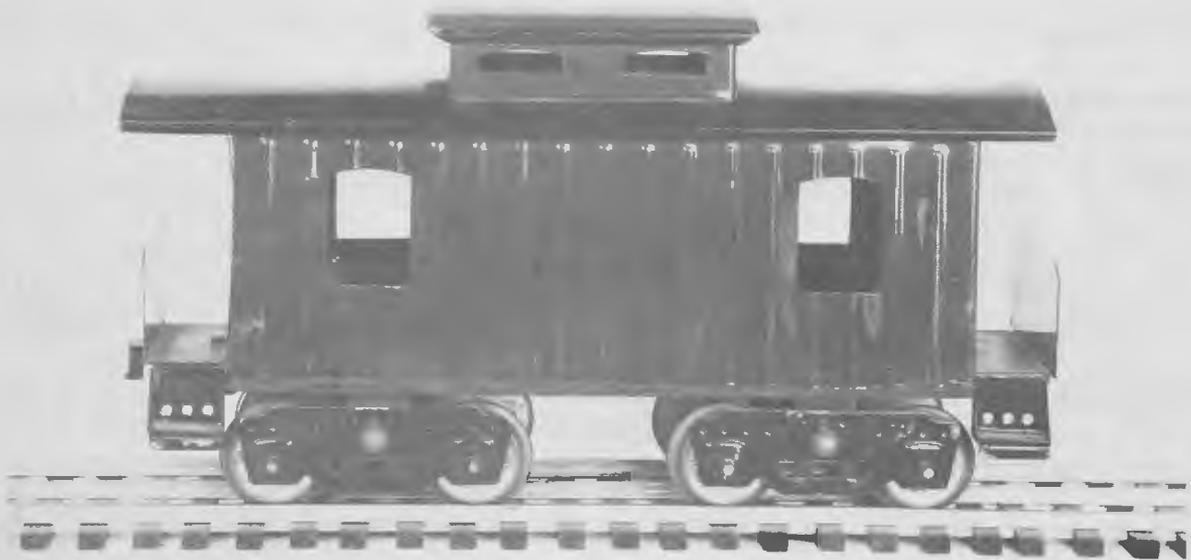


THE ATLANTIC DIVISION EXPRESS



SUMMER 1978

TRAIN COLLECTORS
ASSOCIATION

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 6304 Park Avenue, Philadelphia, Pennsylvania, 19141

SWAPPERS' COLUMN

Send your free ads to the Editor

FOR SALE List #28 now ready with 74 pages of O, S & Standard ga items, MPC, new and used parts, accessories, paper goods - all from my personal collection. Postage 1st class \$1.00; 3rd class .60¢. Send stamps, no envelop necessary.

Richard Corser 63-881 Box 236, Phelps, NY 14532

FOR SALE Your interesting invitation to Ives-Lionel most unusual, amazing sale of 381U, 9U, 4U, 1764E locos, etc. Feb., 1974. Limited catalog reproduction. \$2.25 p.p.

Ben Smith 58-321 861 Ronnie Lane, Philadelphia, PA 19128

WANTED Roof for 219 St Ga crane. Prefer red but any original color is ok.

Art Bink 68-2088 609 Hamilton Drive, Cinnaminson, NJ 08077

WANTED 392W 12-wh tender (black); Marx 4-wh Army cars; Lionel 00 straight track (2 or 3 rail); Ives 257T tender.

Ed Pinsky 63-912 6304 Park Avenue, Philadelphia, PA 19141

PHOTO CREDITS

Front Cover - Standard gauge caboose from the Bob Robinson collection. See new Factory Error Contest on page 11.

Back Cover - Lionel ad in Popular Mechanics for December, 1922 - from the Dick Rex paper collection.

PRESIDENT'S COLUMN

By Bob Robinson

The May 7th Museum Benefit Meet started out as a disaster due to the complete failure of Ivystone Inn to be prepared for our event. Of course they knew about our meet (bookings are made well in advance) and various members of the Meet Committee met with Ivystone management on several occasions (as recently as the day before the meet) to clear up the deficiencies of the previous meet. We were assured that all arrangements would be perfect and that there would be no problems.

However, a surprise awaited the Meet Committee when we arrived around 6:00 am to open the hall for the meet. Not only was the hall not ready for us but the place was still set up for a political meeting/dance of the night before which had just broken up at 5:00 am - a scant hour before we arrived!

Litter, empty bottles, beer cans, two bars and 22,000 sq.ft. of pure mess had to be cleaned away before we could even begin to set up the 380 tables needed for our meet. The total Ivystone staff consisted of two teenage boys who looked like they had not slept the night before. They were just starting to remove the tablecloths from the dinner tables. Needless to say, we woke up the manager, who evidently had forgotten that we were coming. He offered much sympathy but little encouragement. He admitted that someone had goofed but stated that he had no staff to prepare for our meet - which by now was almost due to start!

To the rescue came members, wives, children and guests who grabbed brooms, filled trash cans, cleared dinner tables and stripped the hall clean, then re-set it with our tables, microphones, etc., in time for the meet opening. Unbelievably, we opened up just about on schedule. In all, about 70 or 80 people (some of whom are mentioned in Andy Weiss' article which follows) just jumped in and got the job done - and cheerfully!

A meet which began as a disaster was turned into a success. And this success was due not to "organization" but rather to people - train collecting people. The cheerfulness and spirit of cooperation displayed by everyone made the day and will not be forgotten. But after all, isn't that what our hobby is all about?



MUSEUM BENEFIT MEET - MAY 7, 1978

By Andy Weiss

In spite of the minor problems we had, the May 7th Museum Benefit Meet turned out great. When the Meet Committee arrived at 6:00 am that morning ready to go, we discovered that the hall was still a MESS from a wild party held the night before. We want to thank all those members who voluntarily helped to clean the hall and set up the tables. It just proves the old saying (it was made up on Sunday) that you can't find a group of people more dedicated or helpful than the members of TCA.

"INK BLOTS"

By Secretary Dick Heineman

The following is reprinted, with thanks, from a NOR-CAL NEWSLETTER which crossed our desk.

Selected Highlights of a Lionel Service Station Seminar

1. A new "Parts Book for Service Stations" will be released in late March which will contain all parts for new MPC production.
2. A Lionel reproduction of the original "Pre-MPC Parts & Service Book" will be issued during the summer of 1978. A survey will be made by Leonard Dean and, based on this survey, old parts will be issued or not.
3. A redesigned electronic tester will be issued soon to service stations.
4. Parts policy on new production- 10% of parts from production will be skimmed off the top for service replacement parts. Some motor trucks like 8702 adapt to 2046 locos, and 8701 and 8600 are also adaptable to old Lionel locos. Kits will also be available to convert certain GP's to dual motor.

New Product Study

1. Cost to re-manufacture the 700E Hudson is too high.
2. Another large loco, possibly 671 class, will be coming out within the next few years.
3. Continuing study is being made on trolley and gang car.
4. Cost factor for diesel horn is too high.
5. Government safety restrictions prevent making too large a transformer because 'O' gauge trains are classified as CHILDREN'S toys. Research is being conducted on a multi-train transformer.



MUSEUM BENEFIT MEET

Continued from Page 3

In addition to the door prizes, there was a raffle held for an Erector Hudson. A brand new Lionel GG1, donated by Elliott Smith, was the consolation prize. Congratulations to the winners.

Speaking of winners, we want to thank Bob Robinson, Ed Pinsky, Stu Bearn, Ray Connolly, George Koff, Bob & Mrs. Sell, Dick Heineman, Nick Ladd, Gary Spear, George & Mrs. Tebolt, Dick Knowles, Winn & Mrs. Becker, Scott Robinson, Bruce & Mrs. Greenberg, Dick Trickel AND EVERYONE ELSE who helped make the meet possible. Special thanks to Charlie Weber and Sid Weiss who handled the advance registration. Without these people we would have had to mow the lawn or

SECRETARY'S DESK

By Dick Heineman

As stated in the last issue, these Atlantic Division reports will be in capsule summary because of space limitations.

3/22/77 Board of Directors Meeting

1. Charlie Weber reported a slow-up in designing a Division Car until a 1978 Lionel catalog is secured to see what cars will be available. Also, final decision must be made on the Division Logo.
2. Meet Chairman Sid Weiss reported all systems go for the April 8th Mini-Meet at Westover Country Club.
3. A \$300.00 draw account will be opened to get the Division Modular Layout started.
4. Bob Robinson and Nick Ladd have purchased a large number of Door Prizes to be given away at future meets.

4/08/78 Divisional Business Meeting

1. President Robinson reported that a Division Souvenir Boxcar will be ready for our July meet.
2. A Cocktail Party will be hosted by Atlantic Division at the Boston National Convention.
3. Silver Engraved Bowls were presented to Charlie Weber for his outstanding contributions as immediate past-president, to Ed Pinsky for his continuing service as Quarterly editor and to Sid Weiss for his fine efforts as meet committee chairman.

A Reminder

Some back issues of the Quarterly are available for \$1.25 each. Please contact me with your needs.

☺ ☺ ☺

MUSEUM BENEFIT MEET

Continued from Page 4

perform some other onerous task on Sunday.

If you did attend, we hope you had a good time, and if you could not attend, we hope you make it in July. Incidentally, the meet was a financial success and, out of the proceeds, Atlantic Division will present a \$1,000.00 check to the Museum.

Editor's Note: Speaking of another winner, Andy Weiss did a bang-up job at the registration tables - even without his assistant Sid.

☺ ☺ ☺

HA, HA, WHO'S BETTER ?

A Follow-up To Charlie Weber's Latest Calculations

By Andy Weiss

In the Winter issue of the Express, Proff Weber compared the real railroads with our tinsplate ones. I took it one logical step further and compared our railroads with theirs. In other words, how would the real railroads be if they were built and operated in accordance with tinsplate specifications?

All calculations are based on O gauge trains being $\frac{1}{4}$ inch scale (with $\frac{1}{4}$ " on a toy train equaling 1' on a real train). Put another way, a toy train is $\frac{1}{48}$ the size of a real one.

1) A Lionel O gauge Milwaukee-type passenger car is $12\frac{1}{2}$ " long (not counting couplers), $3\frac{1}{4}$ " high and $2\frac{1}{8}$ " wide. A real (full-sized) car built in accordance with these dimensions would be 50' long, 13' high and $8\frac{1}{2}$ ' wide. (If that isn't bad enough, a Marx car would be $23\frac{1}{2}$ ' x 11' x 7'.) Slightly out of proportion, wouldn't you say, since a real real pullman is about 80' long! A full-sized 1666 locomotive, less tender, would be 40' long and $12\frac{1}{2}$ ' high at the cab.

2) Real standard gauge track is $4' 8\frac{1}{2}"$ between the rails. O gauge track is built to the same gauge. Try to imagine a kiddie-car on the Pennsylvania Turnpike, for that's what our giant O gauge train would look like. Meanwhile, inside the train there is only room for one row of seats and a 2' aisle. Only Toulouse Lautrec could fit in a sleeper.

3) A Lionel City Station measures 11" long, $8\frac{1}{2}"$ high and $9\frac{1}{8}"$ wide and looks nice on a layout, right? A real-life station built to these proportions would be 44' long, 34' high and $36\frac{1}{2}'$ wide. If that doesn't seem small, the single-sized door would be only 2' 9" wide. Try getting your American Tourister through that!

4) Recently there has been a host of derailments on real railroads throughout the country. Try to imagine what rail service would be like if the big ones derailed in proportion to what our tinsplate trains do on the average platform! A wrecker crew would have to stand by at every station to keep things moving.

Despite all the faults, you show me what's more fun than sitting there running those big old trains!

LOOK-A-LIKES

By Ed Pinsky

Louis Marx Company, Inc.
200 Fifth Avenue
New York, New York

Ranger Steel Products Corp.
122 Harrison Place
Brooklyn, New York

Within the last few months I acquired two variations of a miniature Marx wind-up freight set. While re-arranging my trains in an effort to squeeze still more on to a shelf (does anyone else have this problem!) I was surprised to see the resemblance to two other small trains I bought several years ago. At first glance they all look like Marx but the ones purchased earlier were manufactured by Ranger.



The trains of both manufacturers are amazingly similar in construction, style, lithography, size and scale. Tab location is almost identical, wheels are the same, even the packaging looks alike. All are wind-up, tin litho, floor or channel trains and somewhat larger than N gauge, with approximately 7/8" between the wheels of the Marx pieces and approximately 15/16" between the wheels of the Ranger pieces. The Marx locos take male winding keys and have start/stop levers; the Ranger locos take female winding keys and do not have start/stop levers. The trains probably date from the late-thirties or early-forties. Are there other sets or cars in either of these series?

LOOK-A-LIKES

MARX			(A) DISNEY SET		(B) FREIGHT SET	
	No.	Length	Color	Markings	Color	Markings
Loco	376	3 3/4"	Blue/Gray	none	Gray/White	none
Tender	3462	2 "	Red/Yellow	"Donald Duck RR"	Gray/Red	"Marline's Trail Blazer"
Gondola	(a)	3 "	Blue/Yellow	none	Brown/White	"Virginian"
Box Car	(b)	3 "	Yellow/Red	"Mickey Mouse Express"	Yellow/Red	"Great Northern"
Caboose	?	2 1/2"	Red/Yellow	none	Red/Yellow	"Marline"
<p>(a) Gondola in Disney Set is not numbered; in Freight Set is #1914. (b) Box Car in Disney Set is #049; in Freight Set is #9049.</p>						

RANGER			(C) FREIGHT SET #390		(D) PASSENGER SET #395	
	No.	Length	Color	Markings	Color	Markings
Loco	393	3 3/4"	Green/Yellow	none	Red/Yellow	none
Tender	?	1 7/8"	Green/Yellow	"Ranger RR"	Red/Yellow	"Ranger RR"
Tank Car	?	3 "	Blue/White	"Ranger"	xxxx	xxxx
Caboose	?	2 1/4"	Red/White	"Ranger"	xxxx	xxxx
Coach (2)	3027	3 1/4"	xxxx	xxxx	Black/Yellow	"Ranger RR"

(Continued)

LOOK-A-LIKES



(A) MARX DISNEY SET



(B) MARX FREIGHT SET



(C) RANGER FREIGHT SET #390



(D) RANGER PASSENGER SET #395

(Concluded)

DIVISIONAL STATUS

What Does It Mean?

By Dick Heineman & Ed Pinsky

In this article we will attempt to clarify some apparent confusion which exists as a result of Delaware Valley Chapter becoming Delaware Valley Division and then Atlantic Division.

We are the same "entity" even though we have gone through three names in a relatively short period of time. The geographical boundaries of the current Atlantic Division are the same as the geographical boundaries of the former Delaware Valley Chapter.

All TCA members belong to the National Association and must pay National dues (except Honorary Members, Honor Roll Members and Life Members). In addition, one may become a member of Atlantic Division (AD) by paying AD dues.

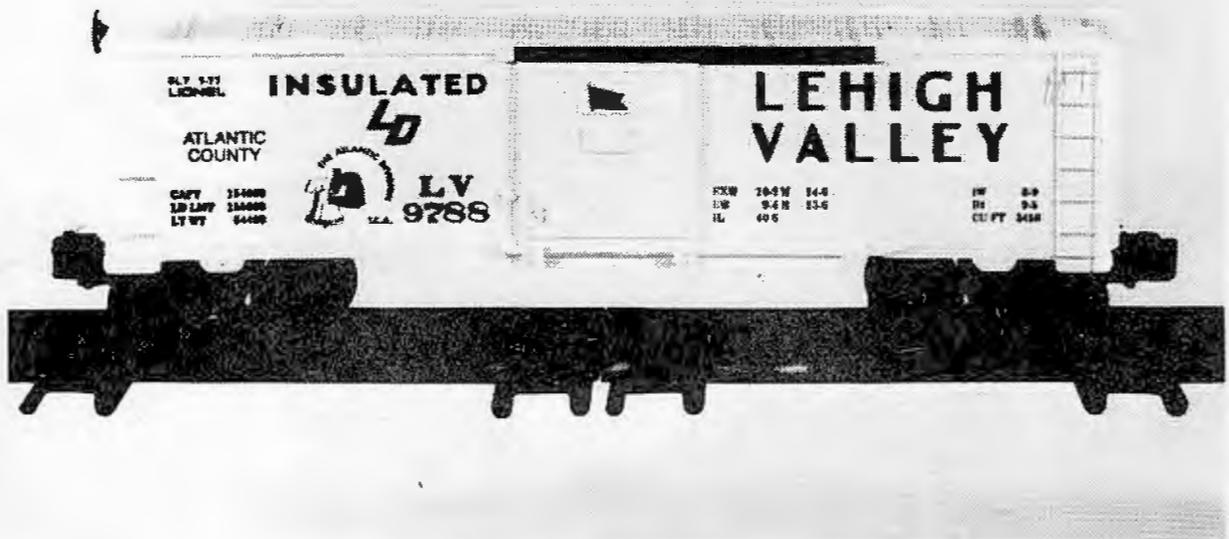
Members will be in one of the following categories depending on whether or not they choose to pay AD dues:

- Members who reside within the AD geographical boundaries and who pay AD dues - have all the privileges of AD membership.
- Members who reside within the AD geographical boundaries but who do not pay AD dues - have no privileges of AD membership. They are members at large of TCA National but not members of the Atlantic Division.
- Members who reside outside of the AD geographical boundaries and who pay AD dues - have all the privileges of AD membership except the right to vote or to hold AD elected office.

Benefits of Atlantic Division membership include:

- A quality Quarterly magazine of established reputation.
- Three major meets each year - in January, July and November.
- Two mini meets each year - these are for AD members (and families) only and are low-key at which friendship and good fellowship are stressed.
- Direct representation on the National Board of Directors through the AD President.
- Souvenir plaques for members attending AD meets - these have become very popular and are collectible items in themselves.

We hope, of course, that you will become an active Atlantic Division member and enjoy the above benefits. Current annual dues are \$4.00, the same as they were for the old Delaware Valley Chapter. If you have any questions, please feel free to contact the Secretary.



YOU ASKED FOR IT - HERE IT IS!!!

THE FIRST ATLANTIC DIVISION "O" Ga. SOUVENIR CAR as previously announced and promised.

The car is Lionel #9788 Lehigh Valley. Hot stamped in attractive red with our name, logo and the name "Atlantic County" signifying the first county in alphabetical order within our division. The contrast of cream body color with black and red lettering will provide a beautiful addition to your collection.

Each car is labeled on the underside indicating the number of the car in sequence of sale and is initialed and dated. There will be no more of this car produced by us when this order is completed. We will maintain a list of Purchasers numbers to prevent duplication and attest to authenticity so your investment in your Division is secure.

If this order is not sold out within the Division the remaining cars will be offered to other TCA members for their purchase.

The cars are ready for immediate shipment but please allow three weeks for handling and mailing.

Tear and Mail to - The Atlantic Division TCA
 c/o Ray Connolly
 9528 Krewstown Road,
 Phila. PA 19115.

Please accept my order for one Atlantic Division box car #9788 Atlantic County.

Please print clearly - Use exact street mailing address.

Name _____

Address _____

Zip # _____

Check payable to Atlantic Div. TCA.

One car at	\$12.00
UPS & Handling	\$ 1.80
Total	<u>\$13.80</u>

You can save U.P.S. and handling by picking up in person at the November Meet or picking up at Ray Connolly's home. Call first for either arrangement. Check must accompany this order to be valid regardless of pick up arrangements.

FACTORY ERROR CONTEST

By Bob Robinson

The standard gauge caboose shown on the front cover is not exactly a "factory error" but rather an extremely rare car. Body color is maroon and roof is black. Free meet passes will be awarded to five members who correctly state why the car is rare. Send your answers to the Editor and please include your TCA number.

The contest in the Spring issue was an easy one and eleven members correctly spotted that the dark red observation car was improperly numbered 1690. Number 1690 is the correct designation for the pullman and 1691 is the correct number for the observation car. Incidentally, the peacock pullman in this series is correctly numbered 1692 and the observation car is correctly numbered 1693. Member Marty Visnick has a peacock observation car numbered 1692! Where does it all end?

These five winners will receive free Atlantic Division Meet passes:

Al Beck - Paul Gravelle - Emerson Green - Clarence Haney - John Kelly

These members also correctly identified the error:

John Boyle - Al Hamburg - John Kiefel - Dick Rex - Jack Ross - Gordon Wilson

Charter Member John Kelly wrote that if he should be a winner (which he is), his free meet pass should be donated to some other member. Many thanks, John.

Member Al Beck not only sent in a winning answer but did so in a humorous manner worthy of quoting here. His letter, in part, reads:

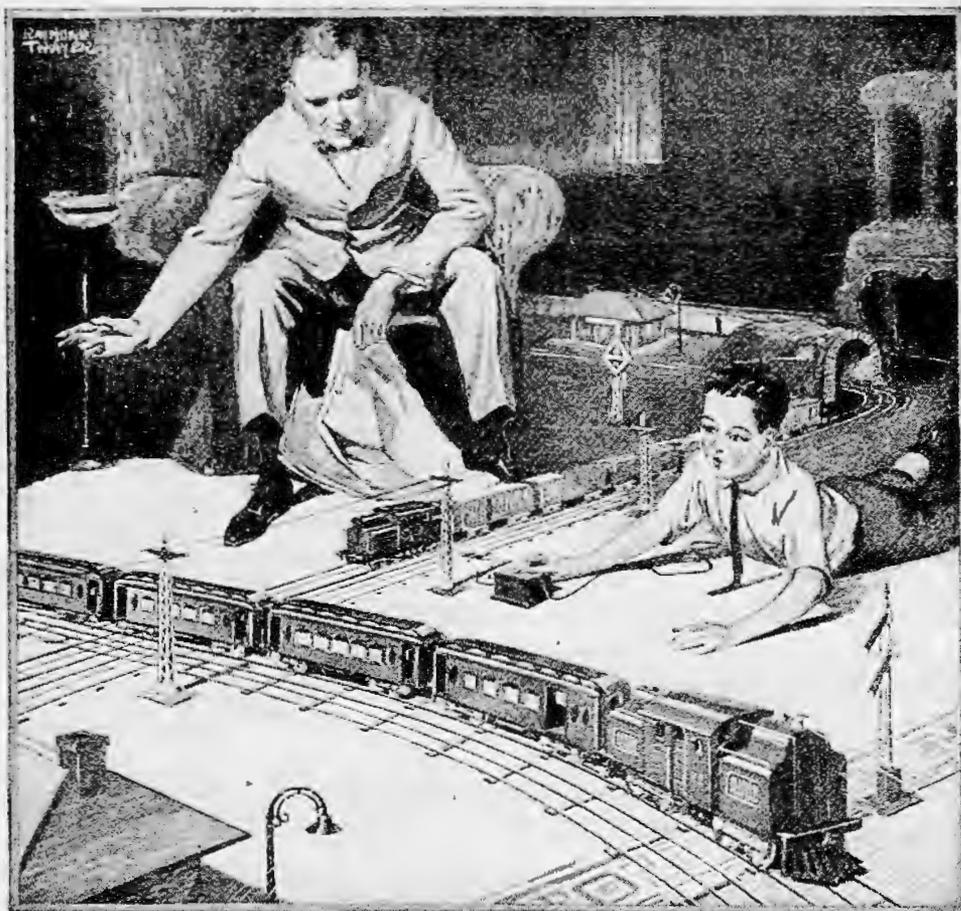
Now for the Factory Error Contest...Let's see. Could this be the extremely rare car with the .2970" journal boxes instead of the .2968" ones? No, I don't think so. Oh, I know! Obviously the handrails are reversed with the left-hand one on the right and vice versa. No, it couldn't be that...

I guess it looks like an ordinary 1690 to me. Wait a minute! 1690?? My observation isn't a 1690!!

I think I've got it! I THINK I'VE GOT IT!!

Finally, we are always looking for interesting factory error items. Send us a glossy photo with full details and we'll be glad to print it.

POPULAR MECHANICS ADVERTISING SECTION



JUST look at this wonderful Lionel Outfit—with its "Twin-Motor" locomotive! Think of the fun of running a real railroad of your own with this big "Twin-Motor" locomotive that pulls twenty cars. The amazing thing is that a Lionel outfit with "Twin-Motor" locomotive costs no more than outfits of like size with single motor locomotives of other makes. (There are ten types of powerful Lionel single motor locomotives in addition to the "Twin-Motor.")

Your Dad will be right with you on Christmas morning. He'll agree with you that only Lionel trains are good enough. He'll understand the superiority of Lionel one-piece all-steel car and locomotive body construction and the hand-enameled and baked finish of all Lionel trains—just like automobile finishes.

Lionel train outfits and accessories can be run from any electric light socket with a Lionel "Multivolt" Transformer—or from dry or storage batteries.

Demand Lionel Trains at your dealers—Be sure of satisfaction. There's a Lionel Outfit priced to fit every purse.

*Be sure to send post card for the handsome
Lionel 40-page catalog printed in four colors.*

THE LIONEL CORPORATION

52-C EAST 21st STREET
NEW YORK CITY

LIONEL & Multivolt Transformers **TRAINS**