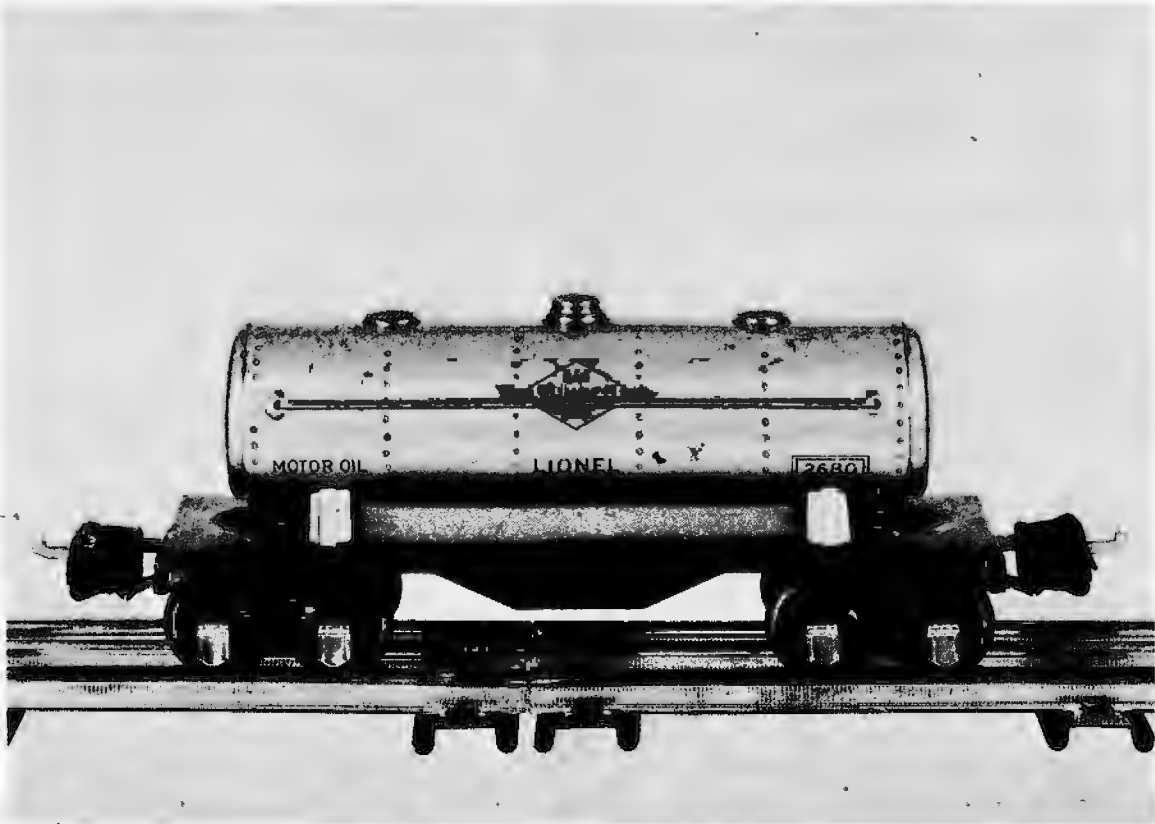


THE ATLANTIC DIVISION EXPRESS



AUTUMN 1978
TRAIN COLLECTORS
ASSOCIATION

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PHOTO CREDITS

Front Cover - Lionel 2680 tank car in new Factory Error Contest on page 6.
 From the Phil Ritter collection.

Page 9 - American Flyer ad in The St. Nicholas Magazine, August, 1925.
 From the Nick Ladd paper collection.

Back Cover - Ives ad in Popular Science Monthly, not dated.
 From the Nick Ladd paper collection.

PRESIDENT'S COLUMN

By Bob Robinson

The past several months have been tumultuous for the TCA. The National election was postponed due to a law suit filed by Lou Redman. The Museum administration was in a state of transition. Many small problems kept cropping up to annoy everyone. Hopefully, all of these problems have been resolved. In order to keep you informed of what is happening I will be introducing in this issue a "President's Newsletter" which will give you the facts and information available to me so that you will be aware of TCA National's problems, suggested solutions, programs and progress.

I am proud to tell you that the Atlantic Division is reducing its dues and meet fees! We are in sound financial shape. Your Officers and Directors have carefully reviewed our past and present financial condition and growth and believe that the reduction in fees is warranted. There will be no cuts in service or quality of publications. A full report to the membership will be presented at our Christmas Mini-Meet. See you there.

WHO'S WHO IN THE DIVISION

With Apologies to the Mask and Wig Club

By Anonymous, CM-372204

Many members are fortunate enough not to know any of the Divisional officers personally. I know all of them and don't feel that I should suffer alone! Therefore, the following thumb-nail sketches are offered in order to acquaint you with our illustrious leaders.

President Bob Robinson collects both toy trains and real autos. It's a bit of wrought irony that he is so busy that his family must write in advance to see him. His future plans include sleep.

Vice-President Stu Bearn is a TCA Charter Member and well known in collecting circles. However, when he takes the circles off, he is in trouble.

Treasurer Dick Knowles has always loved toy trains. It seems like only yesterday that he acquired his first set - an Ives electric outline loco with Vanderbilt tender and nineteen matching hopper cars.

Secretary Dick Heineman wanted to run for Treasurer, but due to chronic discrepancies in his personal checking account, the Division played it safe and ran him for Secretary.

Past President Chuck Weber never attained his childhood ambition to become a sausage stuffer and had to settle on being a college professor instead. And it is not true that he can't lecture and chew gum at the same time.

Assistant Editor Dick Trickel bought a home near the Paoli Station because he thought it was a year-round outdoor layout.

Director Ray Connolly is a retired fire fighter so it is only logical that red trains are his specialty. But a red 381E in original factory paint - come on, Ray!

Director Nick Ladd is cut in the mold of the robber barons of yore. In both college and the army he majored in goldbricking but despite everything he became a successful merchandiser. Don't let his unmatched socks fool you.

Director Ed Pinsky was elected to office because the membership thought he was someone else. He is a prison official and lives in Philadelphia. He has my sympathy on both accounts.

Director George Scheibner couldn't decide on an occupation. After trying many different kinds of work, he finally found his niche in the Antarctic Waterbed Trade.

Director Bob Sell collects both scale and tinsplate. Unfortunately, he is easily confused and has been observed trying to run his scale D.C. locos on Lionel 3-rail track.

Director Sid Weiss was born in an upstate mining town and has never gotten over it. While growing up, he was reared on anthracite coal. He saved the coal dust and now sprinkles it on his trains as a preservative.

Save this information so that you can vote intelligently at the next Division election. Please!!

ATLANTIC DIVISION NEWSLETTER

By President Bob Robinson

This "newsletter" is being instituted to keep you informed of both local and National TCA news. Many problems developed in the not-too-distant past because of lack of information or incorrect information which quickly started the rumor mills grinding. Please feel free to call me or write me a note with any questions, comments or suggestions. I need to know what you think and how to vote before I attend a National Board Meeting - not afterwards. In the meantime, I will publish this quarterly newsletter and solicit your response. The Officers and Directors of the Atlantic Division are here to serve you in administering the affairs of this Division. We all want to keep the Atlantic Division what it is - the best division in the TCA.

1. Our Division has been selected to count the ballots for the National TCA Election. We are proud to have the trust and honor of this responsibility. Ballot counting will be done on December 9, 1978.
2. The next two Division major meets will be held at Westover Country Club. We are not going back to Ivystone due to many problems with set-up, cleanliness, etc. We are continuing our search for adequate facilities. Meet dates are November 19, 1978 and January 21, 1979.
3. The next meet notice will provide for return mail of advance registration badges. Please read the notice carefully.
4. A Christmas Party Mini-Meet is in the planning stage now.
5. We are growing - 48 new Division members so far this year. Happy to have you all aboard.
6. Phil Ritter is constructing the Division's Modular O Ga Layout. This layout will be set up at various public places such as hospitals, schools, etc. Phil could use some help. Please call him at MU 8 -6694 (Wayne, Pa.)
7. The Division O Ga Car is now being sold as promised. We hope all members order one. We believe our price of \$12.50 is reasonable for this item. The success of this first car will determine future efforts in this area.
8. The Museum Benefit Meet raised \$1,066.50 for the TCA Museum. Funds have been donated for use on the Standard Gauge layout which our members built and furnished.
9. National TCA seems to be getting off to a better start this year than in previous years. We wish Acting President Bill Tunstall the best of luck and look forward to any help we can give.
10. TCA National Dues will be \$16.00 a year starting in 1979, pending membership approval.

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ATLANTIC DIVISION NEWSLETTER

Continued from page 4

11. Surplus TCA Books "Lionel Standard of the World" will be auctioned off to the membership. Look for mailing from the Business Office.
 12. Your ballot for the National Election will have a provision to extend the terms of all officers through 1980.
 13. All pending lawsuits against the TCA have been settled at last.
 14. Future Convention Cars starting in 1979 will only be available by advance mail order and only the exact number ordered by the members will be manufactured. No extras will be available.
 15. A new division headquartered in Lancaster County has been chartered. The Keystone Division is our new neighbor.
 16. TCA's National Boundary Committee is at work on future divisional boundary changes or realignments.
 17. New offerings from the Silver Anniversary Committee include a Dining Car and a Baggage Car for the O Ga Set, an O Ga sterling silver plated Trolley, & a Roadside Diner. Watch for mailings.
 18. TCA may possibly be acting as sole sales agent for Williams-produced repro State Cars in 1980.
 19. Excellent financial reports have been presented to the National Board by Treasurer Larry Battley. At long last we know where we stand.
 20. A future possibility is a mid-winter Family Type Convention hosted by several of the divisions in the Eastern United States.
 21. W. B. & A. Chapter may apply for Divisional status.
 22. TCA may elect Regional Directors to serve on the Executive Committee.
- That's it for now except for a personal observation: The large meets, both TGA and non-affiliated, will continue to grow. The smaller ones will die off due to the competition and proliferation of meets.

☺☺☺

MAKE YOUR VOTE COUNT

When you receive your ballot for the TCA National Election, exercise your right and vote. The Atlantic Division takes no official position on the candidates or issues but urges you to cast your vote and be a concerned member.

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FACTORY ERROR CONTEST

By Bob Robinson & Ed Pinsky

At first glance, this issue's contest would appear to be the easiest one thus far. But study the car carefully before jumping to what may seem to be the obvious conclusion. On the other hand, the obvious may indeed be the error. Confused? We hope so. The car pictured is a Lionel Jr. #2680 tank car in standard aluminum color. As always, free meet passes will be awarded to five members who correctly identify the error. Send your answers to the Editor and please include your TCA number.

The standard gauge caboose in the Summer issue elicited more response than any other previous contest item. It is an American Flyer 4011. The caboose is not a factory error but is extremely rare since it was available only in 1926. AF introduced its standard (wide) gauge line in 1925 but did not manufacture its own freight cars until 1927. For the year 1926, it used bodies of Lionel's phased-out 10 series freight cars and fitted them on to AF trucks. The caboose illustrated consists of a late Lionel 17 body of regular markings (NYC & HRRR 4351) and colors (maroon body, black roof), with AF riveted black trucks, and "American Flyer 4011" rubber stamped in yellow on the car bottom. For more details of this interesting series, see page 107 of McComas & Tuohy-Volume III.

The following winners had all the details exactly correct as indicated above. They will receive free Atlantic Division Meet passes:

Al Beck - John Boyle - Bill Lindsay - Don Speidel - Walt Stinger

The following members had the answers essentially correct and erred only in minor details, such as identifying the body as a Lionel 117 (instead of 17) or omitting the year or naming it 1925 (instead of 1926) or omitting one or both of the pertinent car numbers (but knowing it was a Lionel body on Flyer trucks), etc.:

Larry Battley
Bob Billings

Irv Chandler
John Kelly

Paul Locke
Dick Rex

Member Phil Ritter said he would pass on a pass, if due, since his knowledge of the car was somewhat privileged, having seen it first hand on the R.R.R.R. (Robert Robinson Rail Road). He wondered:

"...if the cabin car on the lead Gargraves spur was waiting to have its high-speed, high-carbon Abex wheel sets replaced per the USRA edict? If so, that is why there is no yellow dot on the side by the step, yet. Everyone is getting the spots now - Amtrack, Southern, N & W, etc., even the Clinchfield and HOCX cars. However, we must

FACTORY ERROR CONTEST

Continued from page 6

be patient with the old New York Central and Hudson River Rail Road. They are still running their high roof cabin from the then-new Lionel Corporation shops on its original tin plate American Flyer trucks. The trucks are hardly broken in yet, while the ex-new high speed wheels on the 40 footers are breaking up faster than their locos are breaking down."

And finally, Charter Member Don Speidel was ecstatic over discovering an error of omission in the TCA Lionel Number List! He owns a caboose just like the one in the contest and couldn't find it listed. Nor could he find listings for the other pieces in front of his 4011 caboose, namely a 4005 green stock car, a 4007 gray gondola, a 4008 orange boxcar and a funny 4000 loco in very dark green like the Brewster green on the old GG-1's. Don was only kidding, of course. He knew exactly what they were and added that the set is one of his best.

Incidentally, the most frequent wrong answer was submitted by members not familiar with the "New York Central and Hudson River Rail Road" name and who thought there was an erroneous extra 'R' in the NYC & HRRR stamping.

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SOUVENIR MEET PLAQUES

Starting with our Meet on November 16, 1975, Delaware Valley/Atlantic has been presenting a different souvenir plaque at each successive Meet. The project has been one of our most popular ideas and current plans are to continue it indefinitely. In addition to the historic and display values of the small plaques, they are somewhat scarce because of the limited quantities produced, each series on a one-time-only basis. Originally intended as souvenir items, they have become collectibles in themselves. How many do you have?

#	Date	Item Depicted	#	Date	Item Depicted
1	11/16/75	Lionel 6	8	7/17/77	Ives 3245
2	1/18/76	Lionel 42	9	11/20/77	Carette 2350
3	7/18/76	A.F. 1914	10	1/22/78	Lionel 746
4	11/21/76	Lionel 1105	11	4/08/78	Winner 1010
5	12/05/76	A.F. 4637	12	5/07/78	Ives C/W
6	1/16/77	A.F. 4689	13	7/16/78	Dorfan 3930
7	3/20/77	Lionel 1103	14	11/19/78	? ?

Numbers 5 and 10 are finished in brass; all others are finished in aluminum.

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"INK BLOTS"

By Secretary Dick Heineman

By the time you read this, you will probably have received your dues notice for 1979, and we hope you will be pleasantly surprised by the reduction in amount. Your Board of Directors works hard in trying to keep costs down and this reduction reflects it.

We received a communication from the TCA Museum asking us to remind you that 1978 convention cars are still available. O Ga cars are \$22.50 each postage paid and St Ga cars are \$29.00 each postage paid. Incidentally, anyone receiving a damaged car should return it the cheapest way to the Business Office for replacement.

With the close of my first year as your Secretary, I would like to thank everyone for their help and cooperation extended to me throughout this year. We are looking forward to 1979 as a bigger and better year for Atlantic Division and we want all of you to be part of it.

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SECRETARY'S DESK

By Dick Heineman

9/13/78 Board of Directors Meeting

1. Division Car: Ray Connolly reported that 92 cars have been sold so far. The remaining cars will be sold at the October York meet and at Atlantic Div. meets. (One car was donated to the TCA Museum and one car was given to National Acting President Bill Tunstall.)
2. Meet Committee: Sid Weiss reported that everything is progressing well for our November 19th meet at Westover. There will be return registration as in the past.
3. Meet Fees: After much discussion, the BOD recommended to the meet committee that fees be readjusted as follows: Entrance for member \$4 - guest \$5 - women and children free. Tables \$5. The meet committee will make a final decision on this.
4. Annual Dues: In view of the Division's sound financial position, annual dues were reduced from \$4 to \$3.
5. National TCA Board of Directors Meeting: President Robinson reported that he will be attending a special BOD meeting in Chicago the weekend of September 30th. The meeting is being held to iron out some pressing National problems. See the President's Newsletter elsewhere in this issue.

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NOSTALGIA ANYONE?

We normally avoid discussing prices, but can't resist quoting a few from some typical Lionel price lists of the 1950's and early 1960's. Inflation notwithstanding, they have to cause some mouth watering! All items indicated were described as Excellent.

# 1	Trolley, 4 wheel, cream-blue.....	\$ 75.00
# 8	Race Car.....	18.00
# 9	Loco, 2 tone green, 309, 309, 310, 312.....	110.00
# 43	Boat with Cradle, cream-red.....	22.50
# 129	Terrace with #124 Station.....	48.00
# 155	Freight Shed, cream-green.....	15.00
# 214R	Reefer, white-blue-nickel.....	20.00
# 219	Crane Car, cream-red-nickel.....	12.50
# 250	Hiawatha Set.....	100.00
# 251	Loco, 710, 710, 712, red-cream.....	52.50
# 260E	Loco, tender, 710, 710, 712, blue, 12 wheel..	75.00
# 400E	Blue Comet Set, brass trim.....	275.00
# 752W	UP Streamliner Set.....	38.50
# 840	Power House.....	40.00
#1100	Mickey Mouse Handcar.....	15.00
#1835E	Loco, tender, 1766, 1767, 1768, 2 tone red...	90.00
#1912	Loco, thin rim, square cab, black.....	100.00
#2330	GG-1, black.....	75.00



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The New "American Flyer" WIDE GAUGE electric train

Who's going to be the first to see this great train that has already become an All American? OH BOY! but it is certainly a bear! it's got reversible

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headlights that change when the train changes direction—patented automatic reverse—two lights in all the cars—dome light on the observation platform—and the new American Flyer Mail Bag and Catcher and besides its got **SPEED!**

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Go to your dealer and get him to demonstrate the All American—and boy he will too! Be sure and see our full page "ad" in next month's issue of St. Nicholas. It tells all about the best looking, most complete miniature Railroad in the world.

American Flyer Mfg. Co. 2229 So. Halsted Street
Chicago Illinois

LIONEL COLORS

By Glenn Stinson

Much confusion has arisen in accurately describing by name the various colors used by Lionel. The following is a list that was taken from the 1939 parts manual. The manual gives part numbers to the paints; however, these numbers are not indexed to specific trains and are no help in identifying the colors. By referring to catalogs, original boxes and a lot of logic, I have attempted to make the list more meaningful by making references to trains of the period. This is by no means a complete list but only those colors which Lionel indicated as being available in 1939. For example, Mojave, Peacock Blue, Maroon and other well-known colors were not listed in the 1939 parts manual. All colors listed were sold in 1 ounce bottles which retailed for .25¢ each.

<u>PART #</u>	<u>COLOR NAME</u>	<u>WHERE NORMALLY FOUND</u>
S-309	Black, Dull	Scale Freights
S-306	Black, Semi-gloss	265E
S-700	Blue, Dark	Blue Comet roof
S-701	Blue, Light	Late Blue Comet body
S-703	Blue, Sky	Blue Streak
S-805	Brown, Chestnut	City of Denver roof (odd color)
S-802	Brown, Golden	City of Portland roof
S-801	Buff	Late 912 House walls
S-800	Chocolate, Light	State Car body
S-504	Cream, Rich	Early 814 body
S-200	Gray, Light	Hiawatha roof
S-201	Gray, Pearl (Silver)	Red 1787 Car window trim
S-600	Green, Apple	Liberty Bell Car body
S-603	Green, Dark	Liberty Bell Car roof
S-601	Green, Emerald	2812 Gondola
S-604	Green, Marine	Donald Duck Handcar roof
S-609	Green, Olive	Early 816 Hopper
S-301	Gun Metal	263E
S-803	Gun Metal, Bronze	1689E Torpedo
S-500	Ivory, Light	Donald Duck Handcar body
S-503	Ivory, Medium	Early 814R Reefer body
S-501	Ivory, Rich	Nickel Blue Comet window trim
S-506	Orange, Bright	Hiawatha body
S-410	Red, Box Car, Dull	714 Scale Box Car
S-403	Red, Medium	Early 817 Caboose
S-409	Red, Medium, Dull	442 Stationary Diner roof
S-407	Scarlet	2817 Caboose
S-401	Terra-Cotta	Early 810 Derrick body
S-400	Vermillion	1695-6-7 Transition Cars
S-100	White	2814R Reefer body
S-402	Wine	Early 810 Derrick roof
S-502	Yellow, Canary	Union Pacific Car body
S-516	Yellow, Shell	2815 Shell Tank Car

In response to some inquiries, and for the benefit of newer collectors, this article is reprinted from the April, 1972 Express.

A MARX COLLECTOR COMES OUT OF THE CLOSET

By Andy Weiss

Being a Marx collector for six years, the one question that everybody asks me is, "Why Marx?" Well, I'll tell you why. There are several reasons.

Number one. My first train was a Marx 29 Santa Fe diesel with little red Montclair pullmans. I thought that it was the best and most realistic train in the world - until I traded it for a Lionel 8040. After getting it back because it didn't run for my friend (and because I couldn't run from my dad), the train literally grew on me. Every other week dad would bring home another car, piece of track, or something for the little red train. Word soon spread to dad's collecting friends that there was finally someone on whom to unload their Marx.

Soon I had to start to defend my little 4' x 8' railroad. My friends with HO would sneer at my stubby little four-wheel cars going down three-rail track. I would sneer right back, reminding them that my trains were "antique collectibles."

It seems I attract Marx. When someone called about my ad in the local paper, guess what I got? Marx. I was even given a 1666, a Marx 1666!

Now that Louis Marx is out of the train business, I hope you Lionel, Ives and Flyer collectors will start to realize that Marx are trains, not junk. We are toy train collectors, so what looks more like a toy train than Marx? And for you operators, did you ever hear of a Marx that didn't run? (Once in a great while, a fine Marx diesel, like a Rolls Royce, will fail to proceed.) What if they don't go through Lionel switches? Big deal that most don't have reverse or headlight! What's wrong with the key sticking out of the side?

By the way, there is a rumor that M.A.R.L.I.N.E.S. (Marx Association of Real Lovers of Interesting and Novel Electric train Systems) is going to share its offices with the EDSEL OWNERS CLUB and the TITANIC SURVIVORS LEAGUE. Details later.



FIRST ATLANTIC DIVISION SOUVENIR BOXCAR



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You lay the tracks and install switches, signals, stations and tunnels. The trains are just like the real ones—with long, powerful engines or electric locomotives that whizz over the tracks and beautifully painted passenger and freight cars.

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