

THE ATLANTIC DIVISION EXPRESS



SPRING 1979

TRAIN COLLECTORS
ASSOCIATION

DIVISION OFFICERS AND BOARD OF DIRECTORS

- | | | | |
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Photographer - Robert Grubb

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NEXT ATLANTIC DIVISION MEET

Sunday, July 15, 1979

Westover Country Club - Norristown, Pennsylvania.

CHANGE OF ADDRESS

Members are reminded to notify Secretary Dick Heineman of address changes as soon as possible so as to insure prompt delivery of meet notices, quarterlies and other Division mailings.

PHOTO CREDITS

Front Cover - 6464-150 Eagle boxcar in new Factory Error Contest on page 4.
From the Charles Weber collection.

Back Cover - American Flyer ad from The St. Nicholas Magazine, May, 1925.
From the Nick Ladd paper collection.

" I N K B L O T S "

By Secretary Dick Heineman

The following is a summary of major items covered at the Board of Directors Meetings of 2/14/79 and 3/15/79 and the Division Business Meeting of 3/11/79.

State of the Division - President Bob Robinson reported that the Division is in good shape financially and otherwise.

Meet Chairman - Glenn Stinson was appointed as the new Meet Chairman. He stated that he will keep all meet procedures the same. President Bob Robinson extended thanks to Sid & Andy Weiss and Chuck Weber for jobs well done in the past on the Meet Committee.

Division Meets - Glenn Stinson announced that 360 people attended the March 11th Mini-Maxi Meet at Westover. (Meet was very successful and enjoyed by all.) Next Westover Meet is scheduled for July 15th. Glenn is setting up plans for a gala 10th Anniversary Mini Meet in 1980.

Division Cars - Ray Connolly's final report on the 1978 Lehigh Valley boxcar indicated that 192 cars (all that were available) were sold for a return of \$2,417.40. Chuck Weber reported that the 1979 car will be a Conrail caboose. Three hundred have been ordered from Elliott Smith. Hopefully, they will be available by the July 15th Meet.

Division Finances - Dick Knowles' Treasurer's Report for 1978 was approved as submitted. Auditor Bill Miles reported that everything was in order. He recommended that no refunds be made to members for amounts less than \$1.00.

Division Quarterly - Ed Pinsky reported that the "Express" is current. Contributions of articles are always welcome.

Modular Layout - Phil Ritter reported that the Division modular '0' gauge layout is progressing and should be operable by November of this year. It will be displayed at hospitals, malls, train meets and other appropriate locations. Loans of accessories and rolling stock will be appreciated.

National Business Manager - Dick Heineman advised that Eric Buckley resigned in February. National Office clerical staff is handling National business until a new Business Manager can be found.

Reinstatement - The Board established a new policy permitting members who had been dropped for non-payment of dues to be reinstated upon payment of a \$5.00 reinstatement fee plus current amount of yearly dues.

Non-Affiliated Meets - The Board passed a resolution that any Atlantic Division Officer or Director who is a principal or agent of a non-affiliated train meet must resign from the Board, because of conflict of interest. Resignation is to be prior to announced train meet.

Membership - As of this date, the Atlantic Division has 587 members.

F A C T O R Y E R R O R C O N T E S T

By Bob Robinson & Ed Pinsky

The Lionel 6464-150 M.P. Eagle boxcar shown on the cover is a toughie! We will tell you only that the colors are standard (blue & gray body with yellow doors). Good luck and, as always, free AD meet passes will go to five members picked at random from among those who correctly identify the error. Send your answers to the Editor and please include your TCA number.

The last contest featured an MPC B & O Sentinel boxcar. Only seven members correctly spotted that all the white lettering is missing which normally appears on the lower blue body panel. Two of the eagle-eyed winners(*) also pointed out something which car owner Charlie Weber later verified, namely, that the lettering which does appear on the car is displaced 1/16" to the right. Winner Gordon Wilson identified both these errors but earns no extra points for also observing that the track is warped!

Members winning free meet passes are:

Al Beck John Boyle *Al Brodhag Jay Meyer *Gordon Wilson

Also with correct answers: Rev. Bob Pauli Walt Stinger

Incidentally, the white lettering is missing on both sides of the car.

☺ ☺ ☺

\$ 1, 0 0 0 R E W A R D

Bill Thomas has raised his reward offer to \$1,000 for information leading to the arrest and conviction of the person or persons who took a Lionel O Gauge Blue Streak Set from his shop. The set can be easily recognized and identified by many members of the Atlantic Division. If you have any information, contact Bill Thomas, 737 Hoffnagle Street, Philadelphia, PA 19111.

H E L P W A N T E D

Will the collector from whom Ed Burtenshaw purchased an "A.F. Union Pacific Jeep" at the March 11, 1979 Westover Meet please phone Ed at (215) 265-3693. He left a "Lionel Sound of Steam Circuit Board" on your table.

TOONERVILLE TROLLEY

Is This For Real?

Back in June, 1971, we printed this unidentified photograph and asked for information as to date, location, authenticity, etc.



Charlie Weber found the answer in the book, Trolleys of Chester County, Pa., by Stanley F. Bowman, Jr. and Harold E. Cox, 1975. Mr. Cox, author of many fine books on traction and trolleys, has kindly given special permission to reprint the Toonerville Trolley article which follows on the next two pages.

Among Mr. Cox's other books, all highly recommended, are: Surface Trolleys of Philadelphia, Early Electric Cars of Philadelphia, The Road From Upper Darby, Utility Cars of Philadelphia, Surface Cars of Boston, Trolleys of Montgomery County, The Fairmount Park Trolley, etc.

Continued On Next Page

NORTH TEXAS CHAPTER 1978 CAR

NTC advises that its 1978 car is available for purchase at \$16.00 each. It is a 9119 Detroit & Mackinac covered hopper. Contact Tom Petr for other details.



The Toonerville Trolley poses in its native habitat at Valley Forge. As can be seen from the cartoons shown elsewhere in this book, it was a reasonably faithful copy of the original. Stanley F. Bowman Jr.

THE TOONERVILLE TROLLEY

Strictly speaking, this interesting little line should have been included with the lines of Montgomery County but is one which has been persistently associated with the electric lines of Chester County over the years, including flat declarations that the car operated over the Phoenixville, Valley Forge and Strafford's tracks.

The Toonerville Trolley That Met All The Trains was a creation of Fontaine Fox, a cartoonist who began drawing a series of panels about a mythical rural village named Toonerville in 1908 and continued to appear in newspapers all over the country until after World War II.

The cartoons covered all of the activities of the village and the various people who lived there, ranging from *The Powerful Katrinka*, a woman of incredible strength and girth to match, to the *Terrible-tempered Mr. Bang*, whose name speaks for itself. The most famous of the characters was the Skipper of the Toonerville Trolley and this became a weekly feature of the panel, the adventures of America's most decayed trolley line usually appearing on Mondays, it being the only consistently appearing feature.

The Toonerville Trolley outlasted most of the small town trolley operations after which it was patterned. After World War II, the Skipper became a bus driver for a brief time but the conversion was as unsuccessful in the comic strip as it had been in real life in most towns and the comic, like the small-town trolley, became a thing of the past.

Along the way, a lot of argument arose over where the inspiration for the trolley originated and a lot of talk about the fact that there had actually been such a car line in operation.

In most cases, this is a simple problem of faulty memory. The Toonerville Trolley was very much like the small, run-down, second-hand cars which served many towns too small to support a trolley service in the early 1900's and many old timers confuse the cartoon with what actually ran. Such, however was not the case in the Valley Forge area.

The Toonerville Trolley shown in the picture was built somewhere around 1920 for use in a series of motion pictures based on the cartoon. These were made by the Lubin Studios of Betzwood, Pennsylvania, a small town across the Schuylkill from Valley Forge Park. The car was built to narrow gauge and was operated for the pictures on a railroad which served the quarries in Valley Forge Park.

The movies used local talent for the shows which appear to have been quite successful. The car itself seems to have traveled widely. It was once used in a Halloween parade in Phoenixville and was stored at various locations in the area, including Valley Forge and west of Phoenixville. It was reportedly taken to Hollywood somewhere around 1930 to be used in a moving picture there and is said to have wound up in Philadelphia around 1932 or 1933 as a sales booth for Christmas Seals in the City Hall Court

Yard. A picture survives of the car in the Williams Corner carhouse of the Phoenixville, Valley Forge and Strafford line but it is not likely that it ever operated over the line as has been claimed by some sources.

It is also incorrect, as has been claimed, that the car derived its name from the area

west of Phoenixville borough called Toonerville. Fontaine Fox was not a resident of the area and was drawing his cartoons for some years before the Lubin Studios began to make movies and was originally inspired by a small branch of the Third Avenue Railway.



The Toonerville Trolley That Meets All the Trains
 By FONTAINE FOX
Copyright, 1931, by the Western Publishing, Inc.

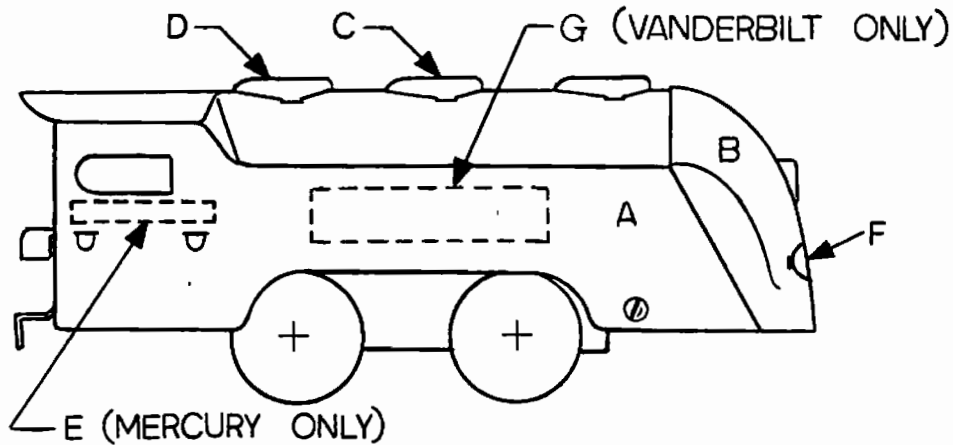


M A R X R E M A R K S - P A R T I I

By Art Bink

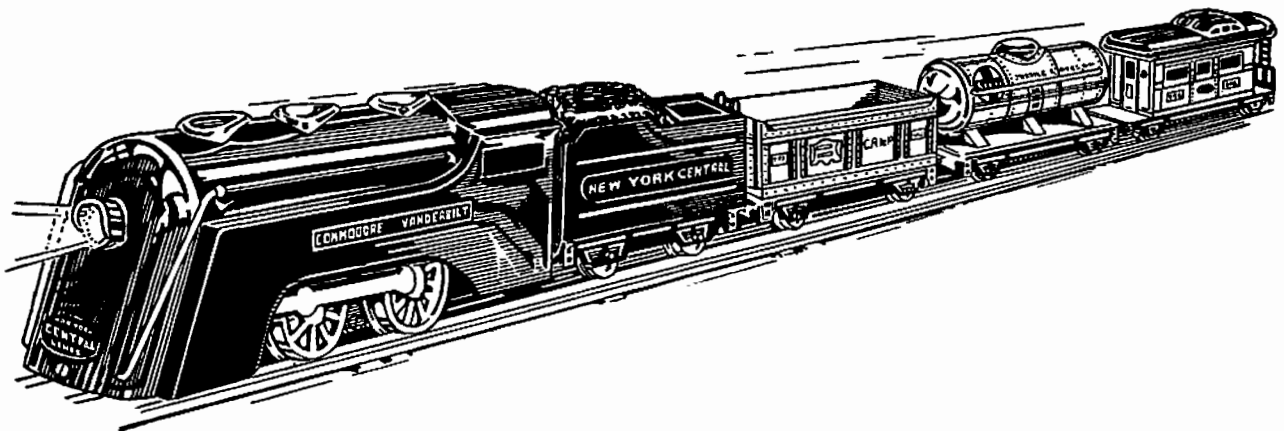
In the last installment, I told how attending six different Marx auctions resulted in my acquiring 34 distinctive variations of the Commodore Vanderbilt and Mercury locomotives. The chart which follows indicates the features of each loco.

A word about the chart: Because of its size it had to be printed on three separate pages. For easy reference, the first vertical column on each page (numbered #1 to #34) indicates the 34 locomotive variations. The composite illustration shown below represents either a Vanderbilt OR a Mercury loco.



There are additional minor differences for which no columns exist since it is felt that these are not of major external cosmetic or functional consequence. An example would be the shape of the headlight lamp bracket resulting in a vertically or horizontally positioned bulb.

If any of you out there have a Commodore Vanderbilt or Mercury that is not on this list, if you let me know, I will send you a copy of the updated list. This may result in a list of 134 locomotives instead of 34, knowing Marx!



See Chart Starting On Next Page

MARX REMARKS.

(Continued)

#	BCDY COLOR		HEADLIGHT		SMOKESTACK RIM COLOR	SMOKESTACK TYPE	MOTOR	SPARKLER LEVER SLOT (for engagement of sparkler)
	A (BODY SHELL)	B (FRONT)	RIM COLOR	LENS TYPE				
1	chrome plate	chrome plate	tin plate	dotted glass	black	ORPH	EL	next to smokestack
2	chrome plate	black	tin plate	plain glass	black	ORPH	EL	same as above
3	flat silver paint	chrome plate	copper	dotted glass	tin plate	ORRP	EL	no sparkler
4	dark blue	chrome plate	copper	dotted glass	tin plate	ORPH	EL	no sparkler
5	black.	chrome plate	black	plain glass	copper	ORRP	EL	no sparkler
6	black	chrome plate	black	plain glass	tin plate	ORRP	EL	next to stack (no sparkler)
7	black	black	tin plate	solid metal	tin plate	ORPH	WU	none
8	light blue	light blue	tin plate	solid metal	tin plate	ORPH	WU	none
9	light blue	light blue	tin plate	solid metal	---	SC	WU	none
10	grey	grey	tin plate	plain glass	tin plate	ORPH	EL	none
11	red	red	tin plate	solid metal	tin plate	ORPH	WU	sparkler but no slot
12	black	copper plate	black	dotted glass	copper	ORRP	EL	none
13	black	black	tin plate	solid metal	tin plate	ORPH	WU	none
14	copper	copper	black	none	black	ORPH	WU	sparkler but no slot
15	grey	grey	tin plate	none	tin plate	ORRP	EL	none
16	flat silver paint	flat silver	tin plate	none	tin plate	ORPH	WU	none
17	black	black	tin plate	none	tin plate	ORRP	EL	none
18	red	red	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
19	black	black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
20	black	black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
21	black	black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
22	black	chrome plate	black	none	tin plate	ORRP	EL	none
23	black	chrome plate	black	none	tin plate	ORRP	EL	none
24	red	black	black	none	tin plate	ORPH	WU	none
25	red	red	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
26	black	black	tin plate	none	tin plate	ORRP	EL	none
27	black	black	tin plate	none	---	SC	EL	none
28	black	black	black hood	none	tin plate	ORRP	EL	none
29	green	green	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
30	grey	grey	grey hood	none	tin plate	ORRP	EL	none
31	olive	olive	olive hood	none	tin plate	ORPH	EL	none
32	flat silver paint	flat silver	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
33	black	mottled black	tin plate	none	---	SC	WU	none
34	mottled black	mottled black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot

NOTES

SMOKESTACK TYPE

ORRP - Open Rim/
Red Plastic

ORPH - Open Rim/
Plain Hole

SC - Solid Cap
(Closed Stack)

MOTOR

WU - Wind-up
EL - Electric

STOP/GO LEVER SLOT

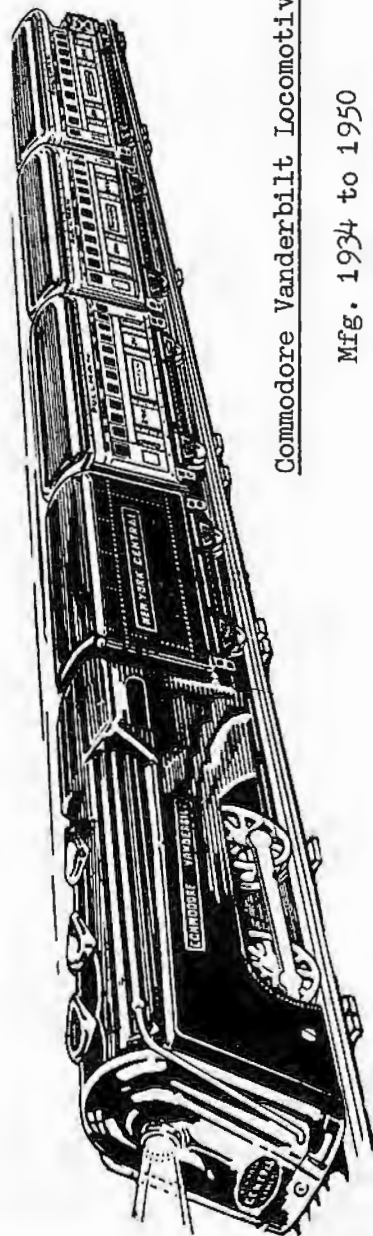
When 'on top of cab' is designated, this means lever and slot are atop boiler, between smokestack and dome 'D', slightly offset to 'passenger' side.

NAMEPLATES

'Copper' also includes a 'brass' color as the shade varied through the years.

MARX REMARKS

(Continued)



Commodore Vanderbilt Locomotive

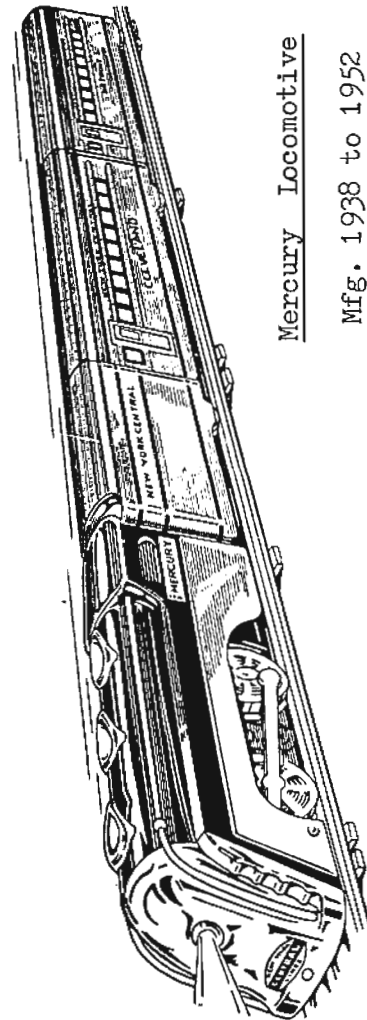
Mfg. 1934 to 1950

#	STOP/GO LEVER SLOT	DOME C	DOME D	GRILLE DECAL ABOVE HEADLIGHT	NAMEPLATE E (or G) COLOR (SIDES)	NAMEPLATE F " COLOR (FRONT)	COUPLER TYPE	ELECTRIC REVERSE
1	none	none	none	yes	grey	black	hook slot	yes
2	none	none	none	yes	grey	black	hook slot	yes
3	none	none	none	no	copper	copper	hook slot	yes
4	none	none	none	no	copper	copper	hook slot	yes
5	none	none	none	no	copper	copper	hook slot	yes
6	none	none	none	no	black	black	hook slot	yes
7	on top of cab	none	none	no	copper	copper	hook slot	no
8	on top of cab	none	none	no	copper	copper	hook slot	no
9	on top of cab	none	none	no	copper	copper	hook slot	no
10	none	none	none	yes	grey	black	talgo type	yes
11	on top of cab	none	none	no	none	none	talgo type	no
12	none	copper	copper	no	copper	copper	talgo type	yes
13	on top of cab	none	none	no	copper	copper	hook slot	no
14	on top of cab	black	black	no	none	black	hook slot	no
15	none	tin plate	tin plate	no	copper	copper	hook slot	yes
16	on top of cab	tin plate	tin plate	no	none	black	swing pin	no
17	none	tin plate	tin plate	no	copper	copper	hook slot	yes
18	on top of cab	none	tin plate	no	none	black	hook slot	no
19	on top of cab	tin plate	tin plate	no	none	black	swing pin	no
20	on top of cab	none	tin plate	no	none	none	hook slot	no
21	on top of cab	none	tin plate	no	none	copper	hook slot	no
22	none	tin plate	tin plate	no	copper	copper	hook slot	yes
23	none	tin plate	tin plate	no	copper	copper	hook slot	yes
24	on top of cab	none	red	no	none	none	hook slot	no
25	on top of cab	none	tin plate	no	none	none	hook slot	no
26	none	tin plate	tin plate	no	black	black	hook slot	yes
27	none	tin plate	tin plate	no	black	black	hook slot	yes
28	none	tin plate	tin plate	no	copper	copper	hook slot	yes
29	on top of cab	tin plate	tin plate	no	none	black	swing pin	no
30	none	tin plate	tin plate	no	copper	copper	hook slot	yes
31	none	tin plate	tin plate	no	copper	copper	hook slot	?
32	on top of cab	tin plate	tin plate	no	none	black	hook slot	no
33	on top of cab	none	tin plate	no	none	none	hook slot	no
34	on top of cab	none	tin plate	no	none	none	hook slot	no

MARX REMARKS

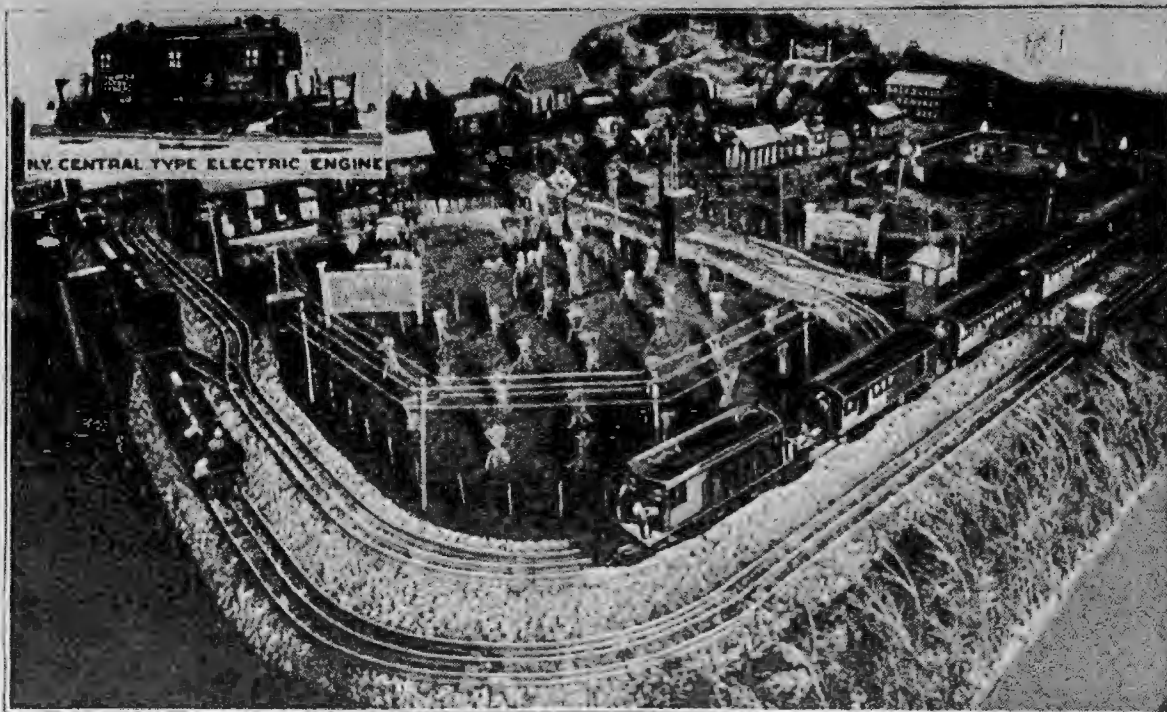
(Continued)

#	MECHANICAL WHISTLE	NOMENCLATURE PRINTED ON AT FACTORY	SPECIAL EQUIPMENT	PROCURED FROM MARX AUCTIONS?	MERCURY (M) OR VANDERBILT (V) TYPE?	HAND-RAILINGS?
1	none	S-7; 5-27-46	none	yes	M	yes
2	none	none	none	yes	M	yes
3	none	none	none	yes	M	yes
4	none	none	none	yes	M	yes
5	none	15-B	none	yes	M	yes
6	none	# 15	none	yes	M	yes
7	yes	635	none	yes	M	yes
8	yes	635-J	none	yes	M	yes
9	yes	none	none	yes	M	yes
10	none	none	none	no	M	yes
11	none	none	none	no	M	no
12	none	none	none	no	M	yes
13	yes	none	none	no	M	yes
14	none	none	none	yes	V	yes
15	none	JAN. 10, 1940	none	yes	V	yes
16	none	none	none	yes	V	yes
17	none	Jan. 10, 1940 No. 597	none	yes	V	yes
18	none	none	none	yes	V	no
19	none	none	none	no	V	yes
20	none	none	none	no	V	no
21	none	none	none	no	V	no
22	none	none	none	no	V	yes
23	none	SPECIAL-FOR SIDING SET L-117 Track Layout	red lever in front of drive wheel to lock reverse in & out	yes	V	yes
24	yes	none	none	no	V	no
25	none	none	none	no	V	no
26	none	none	none	no	V	yes
27	none	none	none	no	V	yes
28	none	none	none	no	V	yes
29	none	none	none	yes	V	yes
30	none	none	none	no	V	yes
31	none	none	none	no	V	yes
32	none	none	none	yes	V	yes
33	none	none	forward & reverse	yes	V	no
34	none	none	none	yes	V	no



Mercury Locomotive

Mfg. 1938 to 1952



Oh Boy! Here is some REAL FUN

Build an "American Flyer" Backyard Railroad

SAY! Don't miss the best fun for Summer — Enter the American Flyer Backyard Railroad Contest — Hundreds of kids are already at it. **YOU HAVE TIME.** Contest doesn't close until Sept. 15th — Send in *your photographs and negatives.* Get the old trains out in the backyard and build a railroad — using any train or equipment — you can make it with the other "birds of your gang" and combine all your train outfits or just build one on your own hook.

Cash Prizes that are KNOCKOUTS!

1st Prize \$25.00. Second Prize \$15.00. Third Prize \$10.00. 5 Prizes of \$5.00—15 Prizes of \$1.00 and besides every kid who enters receives an American Flyer Engineer's Cap and 5 pieces of Non-Rustable Track.



STEAM SHOVEL No. 112
Height 12 in. Length 13 in.
Price Prepaid \$1.35

New STRUCTO Working Toys!

THESSE are great to use in building your Backyard Railroad New STRUCTO Steam Shovel for digging and the New STRUCTO Truck for hauling sand and dirt or logs to the train. Write for our new STRUCTO catalogue showing all the new toys.

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