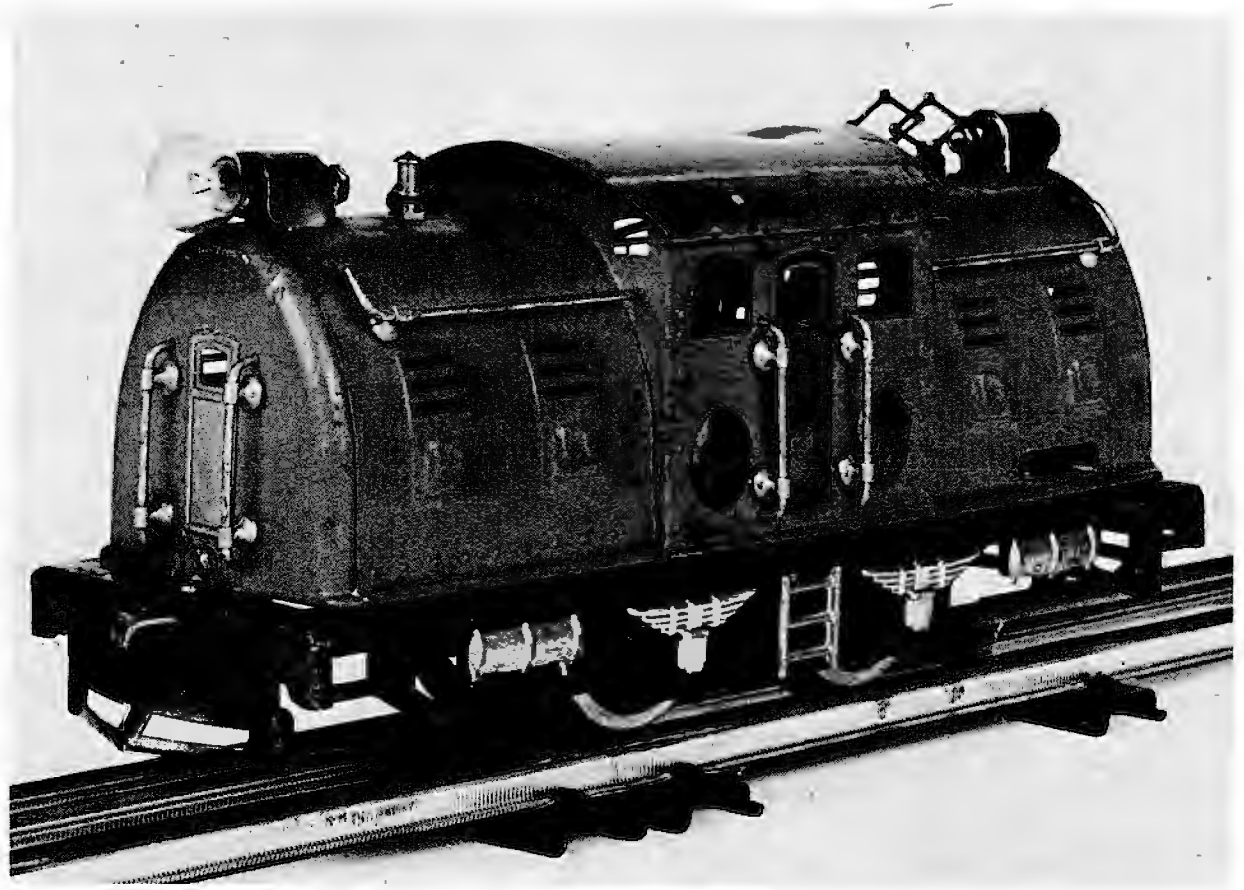


# THE ATLANTIC DIVISION EXPRESS



SUMMER 1979

TRAIN COLLECTORS  
ASSOCIATION

DIVISION OFFICERS AND BOARD OF DIRECTORS

President	- Robert Robinson	Director	- Ray Connolly
Vice-President	- Stewart Bearn	Director	- Nicholas Ladd
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		Director	- Sid Weiss

"Express" Editor - Edward Pinsky

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6304 Park Avenue, Philadelphia, Pennsylvania, 19141

SOUVENIR CAR CONTEST

The Atlantic Division Souvenir Car #1 (Lehigh Valley Boxcar - 1978) was a sell-out. As our way of saying thank you, free AD meet passes will be awarded to the owners of boxcars with the following serial numbers: #15 - #54 - #169. If you are a winner, contact Ray Connolly for your pass.

NEXT ATLANTIC DIVISION MEET

Sunday, November 18, 1979

Westover Country Club - Norristown, Pennsylvania

CHANGE OF ADDRESS

Members are reminded to promptly notify Secretary Richard Heineman of address changes so as to insure timely delivery of meet notices, quarterlies and other Division mailings.

CREDITS

Front Cover - Lionel 254 locomotive in new Factory Error Contest on page 9.  
From the Dick Knowles collection.

Page 10 - "Sic Transit Gloria" from Signature Magazine, September, 1978  
Reprinted with kind permission of Peter Andrews, Editor.

Back Cover - Dorfan ad appearing in Popular Mechanics for January, 1929.  
From the Paul Gravelle paper collection.

## PRESIDENT'S COLUMN

By Bob Robinson

Now that the Silver Anniversary Convention is history, believe it or not, TCA is making plans for the Golden Anniversary. Lou Redman donated a gold-plated Sirius & Varney "President's Special Set" to the Association to be auctioned off at the Golden Anniversary Convention with the proceeds to go to TCA. Lou appointed two younger members as custodians of the set which will remain at the Museum until then.

The convention itself was well-run and enjoyable. In addition, many important actions were taken by the National Board of Directors. After much debate, the Board passed a resolution which disbanded the Executive Committee. The Board further resolved that the officers who are elected by you, the members, perform the function they were elected to do - run the TCA on a day-to-day basis. The Board queried the officers and members of the Executive Committee for the reasons that Business Manager Eric Buckley had submitted his resignation. Mr. Buckley will be remembered for his dedication to TCA and for his many contributions to TCA growth. The Board passed a resolution thanking Eric. At the conclusion of 3 days of Board meetings, Legal Counsel Jacques Geisenberger submitted his resignation which was accepted by the Board with thanks to Jacques for all his many contributions to the Association. In my own opinion, the membership owes much to Jacques for his activities over the years in any matters he was requested to become involved with, even though some of them were mundane day-to-day affairs he should not have been asked to assist with. I believe that Jacques took the right action in resigning. When legal counsel is needed for TCA for such things as contracts, etc. I am sure that Jacques will be there to help, as always.

The Board actions described above have

turned TCA 360° around. The Association is now back where it should be with a functioning body of elected Officers and a Board of Directors administering the needs of the Association.

Of major importance, the Board is again proposing revisions to the National By-Laws which you will be receiving shortly to vote upon. You may be thinking "so what" but wait - the revisions affect YOU. Read the proposed revisions carefully. The very first section, Scope & Purpose, has the one word "all" added: "The TCA shall promote all facets of... etc." The addition of this one word will allow TCA to support, promote and merchandise reproductions.

There are many other major changes. The section on Membership is revised. The section on Election of Officers is revised so that the National Secretary and Treasurer will no longer be elected by you, the members, but will be selected by the Board of Directors. The rights of members are reduced by the changes made to the section on Annual Meeting. Etc., etc. Read the proposed By-Laws changes carefully before you vote. Incidentally, you will not be permitted to vote on each individual section separately. You will vote to either accept or reject the entire package!

One final note - the Board terminated the membership of four persons who had complaints against them for unfair dealings. The strength of TCA is in its ability to provide good meets where honest dealing is required. Members who misrepresent their trains or who fail to complete an agreed-upon transaction can be dropped from membership - and should be for the good of the Association.

Bob

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

By Art Bink

As Part II of this series went to press a few months ago containing my chart cataloging 34 variations of Vanderbilt and Mercury locomotives, the quantity had already gone up to 42, but it was too late to include the additions. I expect that by the time this article goes to press, that number will have increased too, and perhaps this will become an eternal thing! Some of the minor differences not discussed in the chart will become the subjects of this article. I don't doubt that if every minor variation above and beyond what the chart contained was reason for a special column, we could have a list of maybe 300 or 400 locos, and this without getting involved with motor variations and gearing!

Wheels? Well, there are die cast wheels and there are hollow stamped steel sheet metal ones. The stamped steel ones come in a nickel plate or a black oxide finish. The inside disks on some hollow wheels have 3 slots and turned down tabs to space the 2 separate shells of the wheel apart. Forward hollow drivers for wind-up motors may or may not have holes for side rods, but rods were never used on front drivers. Rear drivers MAY or MAY NOT have holes for mounting rods, and while most locos had rods, some had none as assembled at the factory.

In the front piece (boiler front) of the Vanderbilt, there are up to 3 holes near the bottom (see Fig. 1). The Z hole, like the Y holes, appears in some and not in others. The Z hole is required when a headlight is installed. The Y holes (for handrails) may appear in the front piece, but not the body. The presence of Y holes does not necessarily mean handrails are missing. The front piece itself structurally has its own variations. The two 'bottom view' profiles of the Vanderbilt front are shown in Fig. 4. They were traced by resting the front (cow-catcher area) of the loco on a sheet of paper placed on the edge of a table. Tabs were added to show how some were bent over and some were twisted (a practice commonly used by American Flyer). Two distinctly different stampings occur as front pieces. One is the more common 'flat' version (Fig. 4-a) and the other is the more bulbous looking 'round' version (Fig. 4-b).

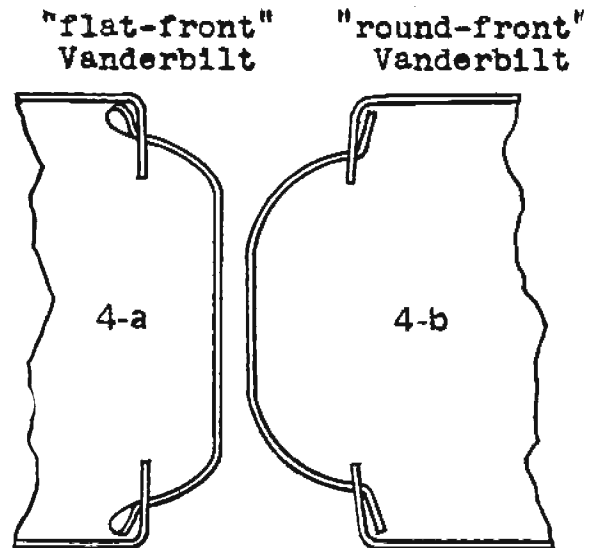
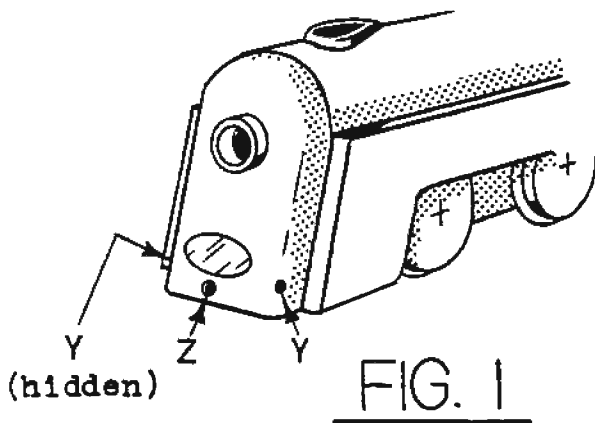


FIG. 4  
(traced from actual locos)

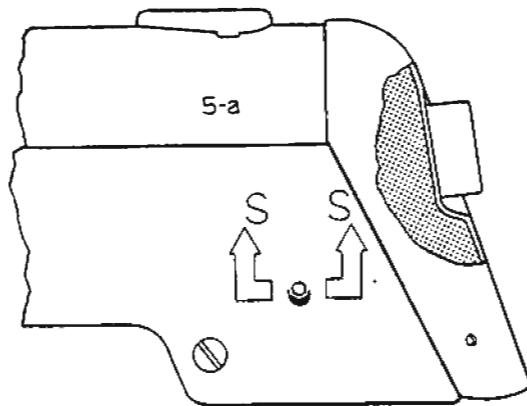
MARX REMARKS - PART III

(Continued From Preceding Page)

The Vanderbilts also show two different front piece SIDE PROFILES; one (most common) has a recess for the headlight to mount in (Fig. 5-a), and the other (rarer) has simply a slanted front with the headlight rim being cut at an angle to mate with it (Fig. 5-b). Also, on the passenger's side ONLY, on some locos there is a strange extruded hole (purpose unknown) in the 'steam chest' area (Fig. 5-a & Section S-S). On some locos it is

small and NOT extruded (simply punched out) while on other locos the hole is extruded (raised). It appears mostly on Joy Line Vanderbilts and the earliest Marx locos (pre-1939 as I have models dated 1940 from the factory without this 'feature'). While we're on the sides of the loco, I might mention that there may or may not be slots for nameplates. The presence of these slots does not necessarily mean nameplates are lost, as some appear filled with paint. However, slots on top of the boiler were always used for domes; empty slots here mean a dome cap IS lost. Slots on the 'boiler front' were apparently always fitted with an oval NYC nameplate.

Aside of the Vanderbilt floors with swing-pin couplers, Fig. 2 shows the 'standard' Vandy floor. Various holes appear (X, V & W) other than the normal coupler hole (M). Their use is unknown to me, but they were not used in any way for the earlier Joy Line swing-pin coupler. Interestingly, cab floors appear



SECTION S-S

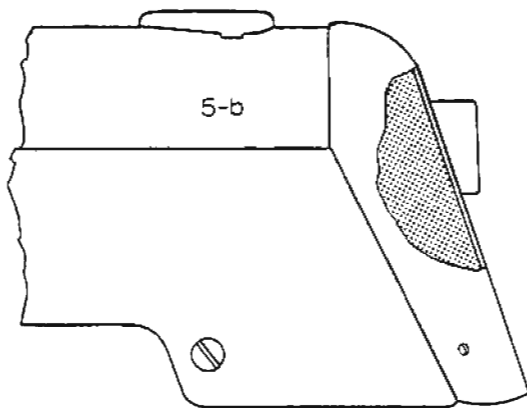


FIG. 5

(shown here 75% of full size)

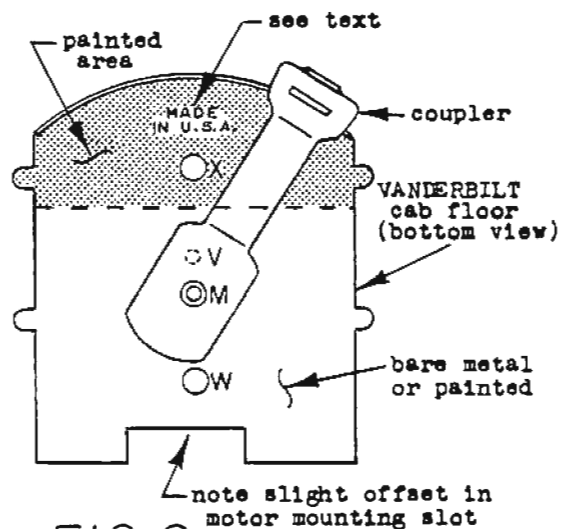


FIG. 2

(traced from actual piece but shown here 75% of full size)

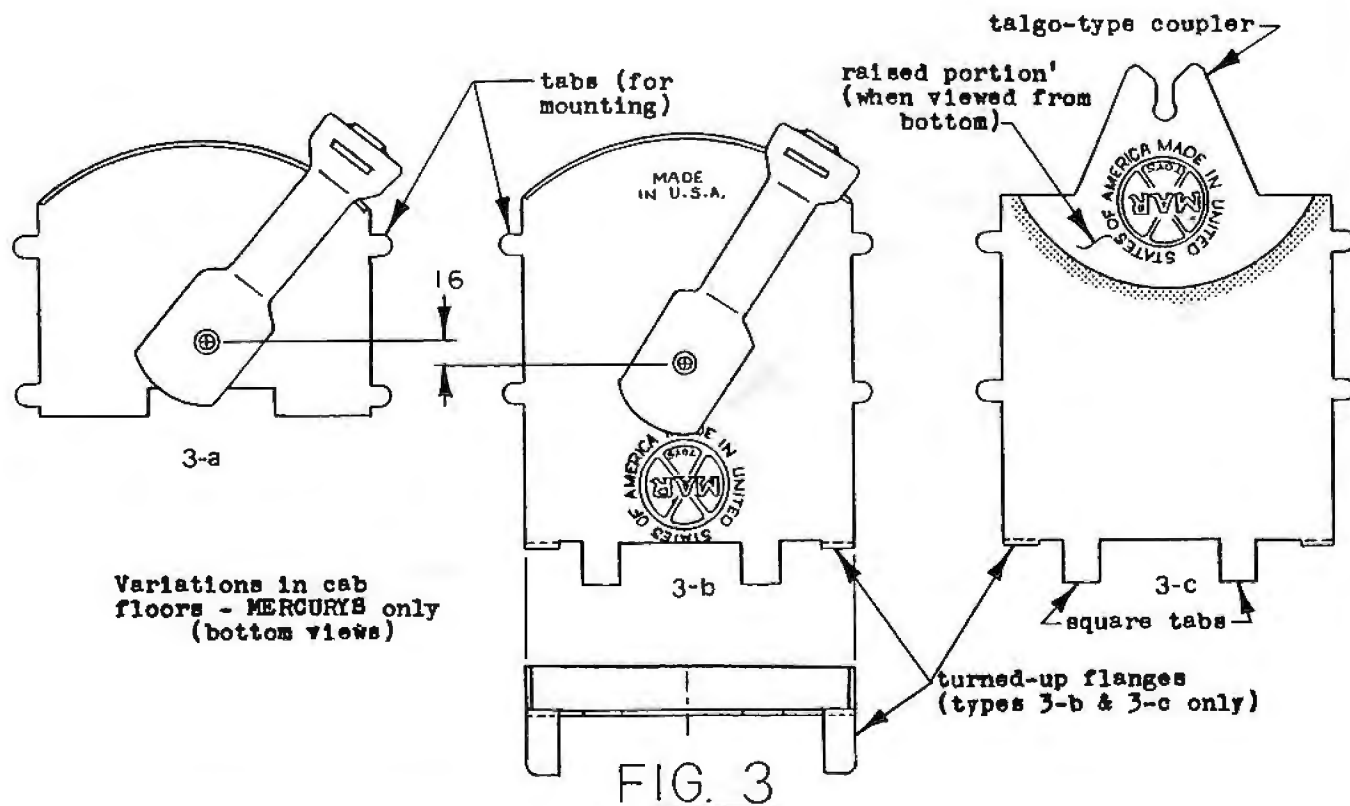
## MARX REMARKS - PART III

(Continued From Preceding Page)

with the following combination of holes (along with the coupler hole M): No other holes, X only, X & W, or X, V & W. In addition, the X hole can be a large OR small hole. Confused? Well, let's try something simpler. Paint: The Vanderbilt cab floor can be fully painted, or only the portion behind the dotted line (Fig. 2) may be painted, the rest being bare steel. Again the reason is unclear, but might have been convenient for paint dipping. This 'masking' is not limited to one color loco as I have seen it on red, grey and black. The 'MADE IN U.S.A.' nomenclature is stamped in some floors, omitted in others.

As stated, with the Vanderbilt there was one major cab floor design. With the Mercury there were three (Fig. 3). The common one used with freight cars is

shown in Fig. 3-b. Tabs are in the same positions as the Vanderbilt, but the Mercury has additional turned-up half-round flanges at the front as shown in the end view of Fig. 3-b. The strange holes that adorned the Vanderbilt floors are absent on the Mercurys. The MAR circle emblem shown in Figs. 3-b & 3-c appears on some Mercury floors and not in others. Likewise the 'MADE IN U.S.A.' nomenclature appears on some Fig. 3-b floors, but never WITH the MAR circle on the same piece as shown. I've never seen the 'MADE IN U.S.A.' stamped into the floors shown in Figs. 3-a & 3-c. Notice that the 'Vanderbilt notch' (Fig. 2) is not present on the Mercury floors (Figs. 3-b & 3-c) but a "pseudo-notch" is created by the addition of 2 square tabs. This results in the motor in Mercurys being pushed farther forward than in Vanderbilts.



(traced and/or measured from actual locos but shown here 75% of full size)

Continued → → →

MARX REMARKS - PART III

(Continued From Preceding Page)

Figs. 3-b & 3-c show the motor offset to the left (remember that these are BOTTOM views) while Fig. 3-a shows a notch offset to thrust the motor to the RIGHT. This is because the motor in Fig. 3-a is put in BACKWARDS with the gears on the opposite side (the reason for the offset) and the normal motor-mounting 'twist-tabs' face the rear instead of the front! This is done to make room for a sparkler mechanism and headlight apparatus at the front. The coupler in Fig. 3-a is .16" farther rearward than the commoner style shown in Fig. 3-b. Floor type in Fig. 3-a appears only on electric locos.

Speaking of motors, some wind-up motors accept a square-shanked key and some take a threaded machine-screw type. All WIND-UP motors (Vanderbilt and Mercury) are offset to the driver's side at the REAR due to the notches in the cab floors. However, wind-up motors MAY or MAY NOT be offset at the FRONT depending on what motor 'spanner channel' (Fig. 6) is used to affix the motor to the insides of the loco body. This results in some motors not being mounted absolutely parallel to the loco body. The OFFSET spanner channel is identified by 2 protruding tabs (see Fig. 6) and is used with both elec-

tric and wind-up motors. The SYMMETRICAL spanner channel is identified by lack of the 2 front protruding tabs. The OFFSET spanner channel simply has the 2 (inner) motor mounting twist-tab slots offset, while the SYMMETRICAL spanner channel has these slots centered. An exception to this rule is the early Joy Line wind-up Vandy with the die cast wheels; its spanner channel lacks the two front protruding tabs even though it is OFFSET (not offset because of gearing, but because of a governor disk between the back of one wheel and the motor frame). This channel is much thinner in gauge than its successors, but such is the anatomy of Marx pieces. One might notice that there are 4 slots in each spanner channel; the outer 2 are used when drive rods are inserted. A similar but  $\frac{1}{4}$ " shorter channel is used in the M10005 streamliner. The SYMMETRICAL spanner channel is only used on wind-ups since it has no offset to allow for gears. Some mechanical locos have forward/neutral/reverse operation with a push-pull "L" shaped lever which moves up or down (3-position detent type) perpendicular to the boiler. While many electric motors have electric reverses, some have mechanical hand-lever actuated lock-outs for one-way operation as well as "off" (center position). This lever moves in a position parallel with the boiler, front-to-rear (no detent).

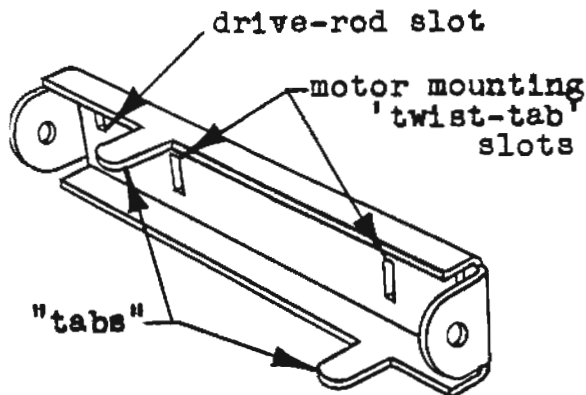


FIG. 6

Spanner Channel

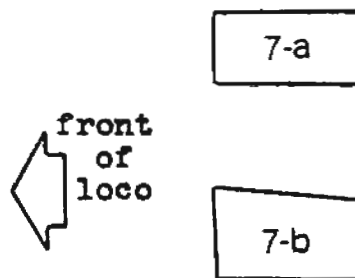


FIG. 7

(traced around actual window)

MARX REMARKS - PART III

(Continued From Preceding Page)

Vanderbilts come in two cab window variations (Fig. 7). No Vanderbilt has the rear of the window curved like the catalog photo on page 10 of the Spring, 1979 ATLANTIC DIVISION EXPRESS (last issue) containing Marx Remarks - Part II. This window, curved at the rear, was reserved for the Mercury. Likewise, the Mercury never had either of the Fig. 7 square-cornered windows.

Bells appear to be randomly placed in

wind-up locos.

Some couplers are nickel-plated and some have a black oxide finish applied. Some are even factory-painted black.

Had enough? We'll let the typewriter cool down and perhaps say a 'little' more another time!

PART III CONCLUDED

## DESIGN - A - LAYOUT CONTEST

By Charlie Weber

Back in 1976 before the TCA Museum was a reality, the Atlantic Division (then the Delaware Valley Chapter) was given responsibility for all aspects of the Museum's standard gauge operating layout - planning, construction, furnishing, etc. To assist in the planning, we sponsored a "Design-A-Layout Contest." Five members submitting winning entries were each awarded a Museum Dedication Boxcar hand-

somely mounted and marked with a special plaque. The Museum opened on April 14, 1977 and we give belated recognition to the prize winners:

John Adler  
Ed Burtenshaw  
John Deebel  
Dick Heineman  
Phil Richards





FACTORY ERROR CONTEST

By Bob Robinson & Ed Pinsky

On the front cover is this issue's contest item: a Lionel early 254 locomotive in mojava. Ignore the broken front coupler - that wasn't done at the factory! As always, free AD meet passes will go to five members picked at random from among those who correctly identify the error. Send your answer to the Editor and include your TCA number.

Our last contest featured a 6464-150 M.P. Eagle boxcar and wasn't nearly as difficult as we had anticipated - which proves either that our readers are astute 6464 collectors or that they carefully researched Dr. Weber's series of articles, or both.



In any case, twelve members correctly spotted the error as follows: The round Missouri Pacific Lines seal should be on the 4th rivet panel, directly above the "New 3 54" marking, not on the 5th panel next to the door. In other words, the seal should be 1/2" further to the left.

Pass Winners

Also Correct

- Dr. Sid Brown
- Giulio DeSanctis
- John Kiefel
- Howard Klumpp
- Matt Mitchell

- Alvin Beck
- Richard Bimmer
- John Boyle
- Albert Fuchs
- Jay Meyer
- Victor Putiri
- Gordon Wilson

SECOND ATLANTIC DIVISION SOUVENIR CAR



These 1979 cars are now available for purchase - contact Ray Connolly.

## Punch Line

### Sic Transit Gloria

by Ralph Schoenstein

Getting there is half the fun" goes the timeless cry of American travel; but no trip on the Concorde or the *France* could ever match the thrills I knew growing up in New York riding tourist class on the Broadway trolley, the Third Avenue El and double-decker buses. Alas, romance on the rails today means the exchange of sly looks on the station platform at Babylon, Long Island; and so return with me now to American railway romance of a different kind.

I may be the only man east of Yokohama who feels slightly nostalgic about Pearl Harbor because the heavy metal the Japanese dropped there originally came from the old Sixth Avenue El. I didn't do much riding on that particular munitions lode, but what flights I had as a navigator on the Third Avenue lines, where I would press against the front window of the trains and peer elatedly at the tracks ahead. Boys don't run to the first car of subways any more, except to follow the person they're attacking, but this glamorous cockpit was the only spot on the train for me.

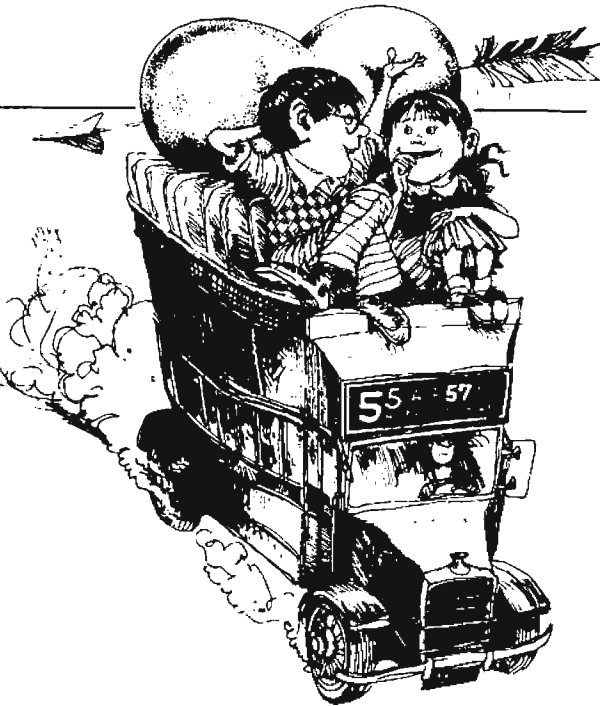
In spite of all the fun, I was nevertheless grimly aware that if the engineer ever died at the switch, I would have to take over and get all the drunks to the Battery. I often practiced on the switches at the fronts of other cars, while near me sat my grandfather, whose view of elevated travel was not precisely a sanguine one. "Someday," he would muse, "this thing'll fall down."

While awaiting the thrills of a sudden collapse of the tracks or the engineer, I enjoyed the simple pleasures of rolling past open windows and watching people eat and undress. No lofty pornography, however, was better than the sight of Yankee Stadium when the subway first burst into the light and became an El. If you stood on the seat, you could sometimes catch a pulse-quickenning view of the left field pretzel man.

In 1942, when I was 9, I received a higher command. Instead of being navigator of the El, I became a pilot on the Broadway trolley. Now I faced not where we were going but where we already had been. At the duplicate set of controls in the rear, I would climb up on the motorman's stool and merrily start mixing my speeds, ever on the alert for any foes of America who might be in hot pursuit of a trolley.

Such pursuit, of course, would have had to be only lukewarm since the Broadway trolley was no Orient Express. It barreled along at almost 28 miles an hour, stopping every other block to take on elderly ladies bearing bribes for their grandchildren. Unlike the members of the St. Louis streetcar set, I never fell in love with any of the younger ladies on the trolley, because it was hard to surrender your heart while also defending your tail against Messerschmidts coming from the Five-and-Ten.

There was something else you could do with a trolley besides using it to save America. My friend Bernie showed me one day that if you put a penny on the tracks and then let a trolley pass, you didn't have a penny any more, you had a copper Rorschach test. It



was the most dramatic currency devaluation since the German mark had sunk in '29. My eventual processing into worthlessness of almost a dollar in pennies vividly proved that the Broadway trolley was running well, but that I was certainly off my own.

On top of double-decker buses, I was neither navigator nor pilot but a passenger at last, a hero returning from Guadalcanal, too gracious to take offense when he had to stop waving to the crowds and dig out a nickel for the conductor. No carpet made in Persia ever equalled the internal elevation you felt on the Riverside Drive bus, when the wind was from the west and the soot was in your face and the first morning scent of pigs and industry was coming out of New Jersey.

It was during such a heady ride that I fell in love. Her name was Gloria Esposito, she was going on 11½, and her braces sparkled like the Palisades, an orthodontic loveliness that strangely enough fanned my desire. I met the challenge of all this beauty one brilliant Sunday afternoon, when I spent 39 blocks attempting to hold her hand while giving her an in-depth tour of the Hudson River.

Just when I was about to abandon all hope of a meaningful airborne relationship, I lightly brushed the spot where her left breast was someday going to be and then we got off at Grant's Tomb. What glandular peaks might we have reached had we stayed on till Washington Heights?

And suddenly all of it was gone. The El came down and the buses went to scrap and the Broadway trolley went to Bombay and Brazil. I can still taste a bit of the El by taking the subway to Yankee Stadium; and I can almost recapture the double-decker bus by taking the new theater district express, although its top is closed and only sometimes is it a challenge to maneuver my wife into letting me hold her hand; but the Broadway trolley . . . even the tracks have disappeared. All I can do is hope that somewhere my tradition is being carried on. Perhaps on a Bombay street at this moment, a boy is climbing up on the cockpit stool and starting a lookout for anti-trolley fire from Pakistan. I wonder if he plans to flatten some money after the ride. ●

P R O T O T Y P E   F O R   A M E R I C A N   F L Y E R   ?

Lehigh Valley car #1512, Pullman Standard-1939, photographed at Newark, N.J. on December 10, 1939 by George E. Votava. This picture appeared in Wayner Publications' Passenger Train Consists of the 1940's and is one of some 34,000 photos

taken by Mr. Votava covering steam, diesel and electric locos, passenger cars, train views, trolleys and rapid transit systems mainly in northeastern U.S. and Canada.

Photo reprinted with permission.



" I N K   B L O T S "

By Secretary Dick Heineman

The following is a summary of major items covered at the AD Board of Directors Meeting on May 16, 1979.

Division Car #2 - Charlie Weber reported that the 1979 car, a Conrail Caboose, will be ready for distribution at the July Westover meet.

New Division Members - No new applications for AD membership will be accepted during mini-meet periods. Applications will be cut off 30 days prior to each mini-meet and resumed the day after each mini-meet.

Division Quarterly - Ed Pinsky reported that all issues are on schedule. Articles are always welcome, so dust off your pens and get to work.

New Meet Plan - Glenn Stinson reported that effective January 1980, members can sign up for AD meets on a yearly basis, thus assuring a member that he will have the same table location at every meet.

Museum Landscaping - National is soliciting contributions for landscaping the Museum grounds. The BOD decided not to donate any money at this time.

Business Office - Mrs. Betty Perini is now handling business matters for Nat'l.

Division 10th Anniversary - Next year AD will celebrate its 10th anniversary! Several special projects and events are already in the works. Contact any BOD member if you have ideas or suggestions on how to commemorate the anniversary.

118

POPULAR MECHANICS ADVERTISING SECTION

# WINNER

## IN THE THRILLING BOY SCOUT ELECTRIC TRAIN RACE

*Along an entire lakefront at a great mountain Camp, this powerful Dorfan engine races to victory, taking the curves at a lightning clip, five laps around the hundreds of feet of track. No wonder the Boy Scouts cheered and cheered!*

Boys! here's big doings! The most remarkable outdoor train race ever staged, stirring things up for the exciting Dorfan National Prize Contest in which \$2,000 in awards will be given away to winners.

When you hold a Dorfan Engine in your hand the way that Scout at the right is doing you will realize why it is the speed-power racer of the rails. For Dorfan has the weight that gives it traction, gives it power and gives it speed, and makes it hold the rails like a real transcontinental express. Dorfan is different from any other engine made. The housings are die cast of non-magnetic metal, which, preventing the wastage of any current, permits all the power to be translated into bounding speed. This engine has die cast wheels. That's different, too. And another new wonderful feature is the genuine ball bearings which give it smooth, swift operation that is a thrill to see.

Another thing: Dorfan is the take-apart engine. At the big camp, the Scouts had a contest to see who could take apart and re-assemble the Dorfan engine in the shortest possible time. One boy did it in three minutes and seven seconds! Take your Dorfan engine apart, study it and see how the motor works. It's great sport—this take-apart feature.

Now see these swift, powerful Dorfan Electric Trains at your dealer's, and ask for the free Official Contest Folder that tells how to win one of those 620 prizes, worth \$2,000. Read to the right—and get set! The Dorfan Co., 144 Jackson St., Newark, N.J.



You can be  
a winner  
too...



...in the  
**\$2000.00**  
**PRIZE**  
**CONTEST**

Here's a great contest for boys between 7 and 16. Two thousand dollars in prizes; 620 separate awards. 1st prize: complete Atwater Kent Electric Radio, value \$200. 2nd prize: \$115 complete camping outfit. 3rd prize: \$75 motion picture camera and projector. And Helbros watches, Ken-Wel footballs, gloves, etc., New Haven Tip-Top wrist watches, as well as flashlights and scores of other awards. It's easy to win. You don't have to buy anything. You just answer five simple questions—and you find the answers to these questions in the free Dorfan Official Contest Folder. This contest is conducted by the makers of Dorfan Electric Trains—the trains that set speed-power records this year at a great Boy Scout camp. Ask now for the free Dorfan Official Contest Folder at your dealer. If he does not have it, send us his name and address and we will see that he is supplied. The Dorfan Co., 144 Jackson St., Newark, N. J.

# DORFAN ELECTRIC TRAINS

WITH THE FAST, POWERFUL TAKE-APART ENGINES