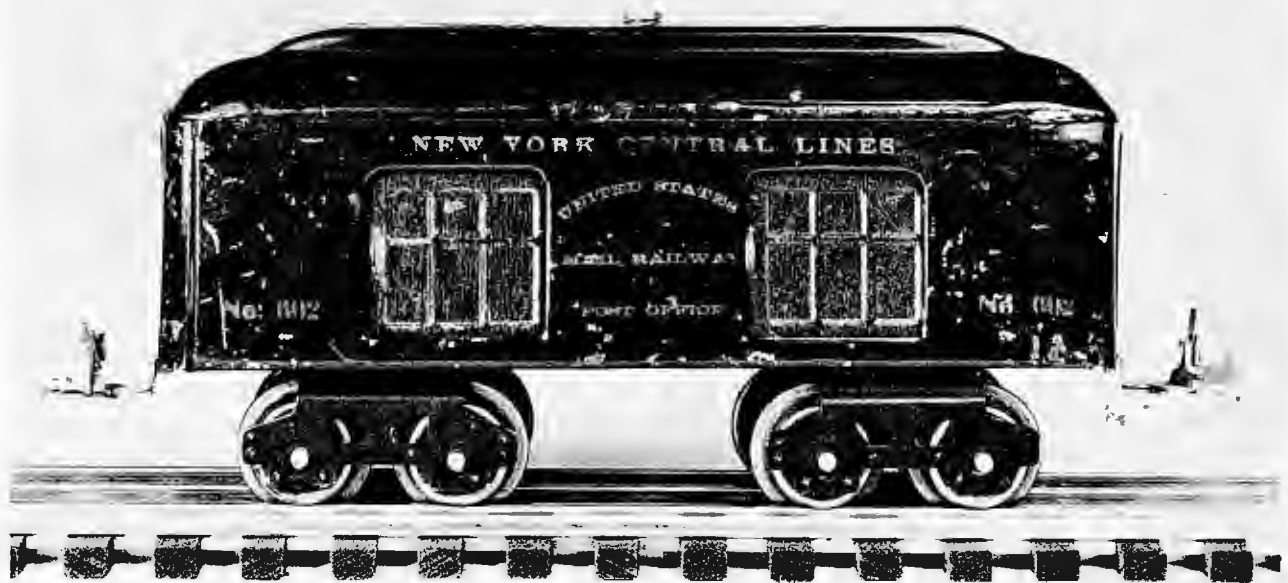


THE ATLANTIC DIVISION EXPRESS



AUTUMN 1980

**TRAIN COLLECTORS
ASSOCIATION**

DIVISION OFFICERS AND BOARD OF DIRECTORS

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"Express" Editor - Edward Pinsky
Assistant Editor - Philip Ritter

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6304 Park Avenue, Philadelphia, Pennsylvania, 19141

ELECTION RESULTS - DIRECTORS

Harvey Schofield and Bill Wilson were elected as Directors for 1981-82, succeeding Nick Ladd and Dick Trickel. Ray Connolly was re-elected as Director for 1981-82. Terms of all other Officers & Directors will run through 1981.

1981 DUES REMINDER

Deadline for paying 1981 dues is February 28, 1981. If paid after that date, there is a \$5.00 late fee in addition to the regular \$3.00 dues amount.

HELP WANTED BY IVES AUTHOR

Dr. G. A. Robinson needs photographs of the following Ives cars to complete a chapter in his new Ives book. If you can help, please contact "Doc" Robbie:

Lumber Cars - 50 and 550 Series - Apple Green - 1930

CREDITS

Front Cover- Phil Ritter's Lionel #602 in Factory Error Contest on page 4.

Page 6 - Dr. Wagner's Ives Freight Car article submitted by Paul Gravelle.

Back Cover - Real Lionel Bridge photograph courtesy of Philadelphia Inquirer.

COLLECTOR OF THE MONTH

ROBERT C. ROBINSON, JR.

By Nick Ladd

"Wave the flag for Hudson High, boys ...
show them how we stand."

Some of us can still remember the fight song which introduced Jack Armstrong, the All-American Boy, to the radio audience. This program featured a lad so pure, so true, so loyal, so brave, so honest, so clean, so "square" that it was disgusting. He was everyone's ideal ... everyone's hero.

So it is with Bob Robinson. Like Jack Armstrong, he is the All-American train collector. Our President (it seems like forever) is, and always has been, selfless and hard-working to the point of distraction. He has forged what today is the most active Division within the TCA. His drive and ambition have been hard to cope with at times, but the end result was always positive - always a plus for the collecting field.

Now you will note that this article is really nice and complimentary up to this point. It's hard to poke a little fun at such a clean liver as Bob. Few skeletons reside in his closet, BUT he has a few idiosyncrasies which might interest you:

First, he has no sense of proportion. As proprietor and general superintendent of the R.R. RR, Bob collects and operates standard gauge with no more concern for scales than I do. Lincoln Log figures with Tootsietoy autos - Lionel villas with a Flyer control tower - Ives standard gauge under a Lionel airplane - Man-oil trucks with a Dorfan crane AND for some strange reason it all looks great - perhaps it's the strange lighting.

Second, he thinks he's a professional carpenter. His train room was built in a week. The construction was so speedy that at the first drop of rain he had a flood that even residents of Johnstown, Pa. would respect. His shelves, forged from old stair railings and church steeples (he's in the metal business and with brother Dick built the cupola and weathervane for the TCA Museum) are so heavy that the walls are caving in. The trains, hanging on for dear life, are dusty, but that adds respect according to Bob. I might add that the dust is the cleanest and most honest dirt I have ever seen...what else for the All-American kid.

Third, he fancies himself as an antique auto buff. When not driving the Board of Directors to revolution, he is usually to be found driving an old (and beautiful Stoddard-Dayton around Fort Washington, in pristine white overalls - no grease on this fella. Bob rebuilds junkers from the bottom up and it is a wonder to all of us where he finds sufficient time to take care of his train collection, his cars, his job, his duties as Division President, his house, his kids, his dogs and his lovely wife. She listed the above in order for me.) Never-the-less, he does - so we must assume he gets to the bottom of the list every so often.

Last, he thinks he knows how to tell a

(Continued on next page)

FACTORY ERROR CONTEST

The last contest (Spring, 1980) featured a Lionel 6464-450 Great Northern boxcar. An easy one again and several members correctly observed that the narrow yellow stripes are missing from the door.

Pass Winners

Al Beck
Dr. Sid Brown
Fred Eierman
Jay Meyer
Marty Visnick

Also Correct

John Boyle
Edward Schmid
Mike Stemniski
Bob Wright



Now for a hard one. The car shown on the front cover is a familiar O gauge Lionel 602 Mail-Baggage Car. The error was discovered by owner Phil Ritter while checking the car's shade of dark green against

others of its series and the matching 154 loco. The color is not the error, nor are the dings and scratches. The photo shows an obvious error common to these cars and, surprisingly, shows another apparent error which really is not one at all.

Some clues ... maybe: This windowless, sliding wood grain double door car has a rubber-stamped "602" on both ends of each side and "Lionel Corporation" underneath (post-1918). It has the early, small hook coupler (1915-27) and is mounted on its original Type II, 4-wheel trucks (1917-26). Let's just call it a Lionel product of the early 1920's and get on with the sleuthing. Remember, one error that is common for this car, really is; the other "error" that isn't, is correct here but wrong in the books. Can you separate and identify both and explain why they are or aren't for real?

As always, free AD Meet Passes will go to five members picked at random from among those who most accurately identify the errors. Send your answer to the Editor and please include your TCA number.

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COLLECTOR OF THE MONTH

(Continued from previous page)

funny story. His well-developed sense of humor rubs off on everyone, but he just can't seem to deliver punch lines. We usually have heard the joke before so we all laugh because we know what he is trying to say. In all, R.R. is as fine a guy as you would want to meet. (I know, he told me so!)

In the recent political campaigns, all we saw on TV were Robinson clones. All the candidates loved the country, apple pie, Mom and Chevrolets. They were concerned. They were honest. They were

fresh. AND, they were wrapped in the flag ... just like Bob ... except for the flag. The only flag Robert ever got wrapped in was at the bar - after two drinks.

Rumor has it that Bob may run for TCA National Office in the future. If so, he'll get my vote. Hats off to you - without your dedication and friendship we would still be a group of people collecting trains without any unity or purpose.

☺ ☺ ☺

A N O T H E R M Y S T E R Y S O L V E D !

Dedicated research pays off again. A few issues ago we featured the little tin floor train shown below and asked, "What Is It?" Two of our members think they know.

First, Sid Weiss: My Uncle Harry was employed by the company which manufactured the "Toyland Circus" train so he was a natural to ask about it, plus the fact that even at age 93 he has almost total recall.

The train was made by the "Pennsbury Arts Metal Corporation" located, believe it or not, on Railroad Avenue in Pennsbury, Pa. Uncle Harry says the year 1913 stands out in his mind as the right date.

The entire production was supposed to go to Macy's but he believes some were also sold to Sears Roebuck. The original intent was to bring out additional cars each year with different animals. However, initial sales did not warrant the production costs so just one more car was made - a 'Monkey Car' produced in 1914. Strangely, this car was 3 7/8" in length while the height and width remained the same as the other cars. The base was blue, the roof green, the body red and the trim yellow.

He has the prototype of the 'Monkey Car' and it can be seen at his home. He will

permit one collector at a time, besides me, to visit him and take photos of it.

Uncle Harry also has a nice group of toys made in the same era by the same company.

Next, Dr. Malcolm Kates: With regard to the "Toyland Circus" train, I wish to advise you that it is a Blue Comet-Black Diamond-Mayflower Set made by the combined efforts of the Lionel, Ives and American Flyer Companies.

The Lionel Company was responsible for the basic construction of the locomotive and cars, the Ives Company made the wheels and the American Flyer Company did the lithography.

I am absolutely sure of the accuracy of my research and would therefore appreciate your immediately forwarding my free Meet Pass. I do not wish to be picked at random.

P.S. In case the above does not convince you, would you believe that the train was made by the Nonpareil Company?

Editor: So much for our dedicated (er, dedicated) researchers!

☺ ☺ ☺



I V E S W I D E G A U G E F R E I G H T C A R S

By Dr. Gerald C. Wagner

From 1921 until 1932, a large variety of freight cars were produced for use on the "Ives Railway Lines." This article is an attempt to delineate the various bodies, colors and major detail changes which were used in this interesting array of Standard Gauge freight cars. Of particular interest is the so-called "transition period" from 1928 through 1930 when American Flyer and Lionel bodies were used by the Ives factory during their unsuccessful financial reorganization. The following list of important dates should be kept in mind when reading the car listings which follow:

- 1921 -- First year of Ives "Wide Gauge" production. Early wide gauge freight cars have the older "One Gauge" couplers without safety springs, black wheels, and often, ratchets on their brakewheel shafts.
- 1926 -- Brass journals come into general use on car trucks. Early brass journal trucks have a high thin bolster and a crossbrace wire; later brass journal trucks have a lower thick bolster and no crossbrace.
- 1928 -- Snake couplers attached to truck centers appear on Ives-bodied cars. During the year, American Flyer bodies began appearing on freight cars.
- 1930 -- Lionel 200-series bodies used on most freight cars.
- 1931 -- Bridgeport operations shut down. Ives 1700-series cars which were identical to Lionel 500-series freight cars except for the nameplates were used. This series of cars, while somewhat scarce, is not very interesting and will not be discussed in this article.

In the car listings, various colors are shown in what is thought to be chronological order with dates of manufacture estimated and shown in parentheses. The abbreviations used are: PJ (plain journal), BJ (brass journal), and SNAKE (snake couplers and brass journals). A summary of interesting features is given with some car types.

190 TANK CAR The Orange Ives-bodied tank car of 1923-25 is sometimes found lettered for "Dominion Oil"; these were for sales in Canada. The Orange American Flyer-bodied 20-190 tank car is extremely scarce; these have Black handpainted trim. The later Lionel-bodied 190 tank car in Yellow is on a strengthened American Flyer frame in Black with Ives trucks and couplers: three manufacturers in one car !!

Rusty Brown	PJ (1921)
Light Brown	PJ (1922)
Tan	PJ (1923)
Orange	PJ (1923-25), BJ (1926-27)
Yellow	BJ (1927), SNAKE (1928)
Orange	BJ (1928) American Flyer body and frame
Yellow	BJ (1929-30) Lionel body on AF frame

*With helpful comment from Dr. G. A. Robinson, Joe Ranker and George Yohe.

IVES WIDE GAUGE FREIGHT CARS

(Continued from previous page)

191 COKE CAR

Dark Brown	PJ (1921)
Brown	PJ (1921-25), BJ (1926-27)
Maroon	PJ (1924) Wanamaker Special
Red	PJ (1925)
Blue Grey	BJ (1927)
Blue Green	SNAKE (1928-30)

192 MERCHANDISE CAR (Designated Equipment Car when used in the Ives Railway Circus)

Brown	PJ (1921-23)
Maroon	PJ (1924) Wanamaker Special
Light Brown	PJ (1924)
Orange Brown	PJ (1924-25), BJ (1926-27)
White/Red	BJ (1927)
Pea Green/Red	BJ (1927), SNAKE (1928)
Yellow/Red	SNAKE (1928) Circus Sample Sets
Yellow/Red	BJ (1928) Circus- American Flyer Body
Pea Green/Red	BJ (1928) American Flyer Body
Yellow/Blue Green	BJ (1929) American Flyer Body
Yellow/Dark Red	BJ (1929-30) Circus- American Flyer Body
Yellow/Blue Green	SNAKE (1930) Lionel 214 Body

193 STOCK CAR (Designated Animal Car when used in the Ives Railway Circus)

Brown	PJ (1921-25), BJ (1926-27)
Maroon	PJ (1924) Wanamaker Special
Pea Green/Red	BJ (1927), SNAKE (1928)
Yellow/Red	SNAKE (1928) Circus Sample Sets
Yellow/Red	BJ (1928) Circus- American Flyer Body
Pea Green/Red	BJ (1928) American Flyer Body
Orange/Dark Red	BJ (1929) American Flyer Body
Yellow/Dark Red	BJ (1929-30) Circus- American Flyer Body
Dark Orange/Dark Red	SNAKE (1930) Lionel 213 Body

194 COAL CAR

Dark Grey	PJ (1921-22)
Dark Olive Green	PJ (1923-25), BJ (1926-27)
Black with Red Trim	BJ (1927), SNAKE (1928-29)
Flat Black	BJ (1928) American Flyer Gondola Body
Black with Red Trim	SNAKE (1930) Decal Lettering

(Continued on next page)

IVES WIDE GAUGE FREIGHT CARS

(Continued from previous page)

195 CABOOSE

Red	PJ (1921-25)
Red with High Cupola	PJ (1925), BJ (1926-27). The 1927 models have interior lighting; late 1927 models have brass lanterns and some gilded trim.
Red.(Two Windows per side)	SNAKE (1928) Gilt and Brass trim
Red/Maroon/Blue Green	BJ (1928-29) American Flyer Body. Sometimes seen with Maroon rather than Blue Green Cupola roof.
Red/Maroon/Blue Green	SNAKE (1930) Lionel 217 Body

196 FLAT CAR

Dark Green	PJ (1921) No siderails
Dark Olive Green	PJ (1922-23) No siderails
Dark Olive Green	PJ (1924-25) With siderails
Dark Olive Green	PJ (1925) Harmony Creamery Special with Milktanks
Orange	BJ (1926-27), SNAKE (1928-29)
Yellow/Green Trim	SNAKE (1928-30) Circus Flat Car
Orange	SNAKE (1930) Decal Lettering

197 LUMBER CAR

Light Green/Black Stakes	SNAKE (1928)
All Light Green	SNAKE (1929)
Orange	SNAKE (1929)
Medium Green	SNAKE (1930) Lionel 211 Body

198 GRAVEL CAR

Flat Black	BJ (1929) American Flyer Body
Gloss Black	BJ (1929) American Flyer Body
Gloss Black	SNAKE (1930) Lionel 212 Body
Maroon	SNAKE (1930) Lionel 212 Body

199 DERRICK CAR

Peacock/Maroon	BJ (1929) Lionel 219 Body. Ives non-snake couplers on American Flyer coupler hangers. Black 199 rubber-stamped on side. Brass plates on rear: large one says "Ives Railway Lines" and small one says "Ives." Ives trucks. Maroon roof and tool bunkers.
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Peacock/Dark Green	BJ (1930) Lionel 219 Body with Lionel trucks. Ives couplers with bent (offset) shanks in normal Lionel coupler pockets. No rubber-stamping. Brass plates on rear: large one says "Lifting Capacity 20 tons - No. 199" and small one says "Ives."
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IVES WIDE GAUGE FREIGHT CARS

(Continued from previous page)

Summary of Transition Cars

1928 Ives-bodied cars should have the high trucks with brass journals and a cross-brace wire and be equipped with SNAKE couplers. Sometime during the year the use of American Flyer bodies began - these 1928 AF-bodied cars should have the high trucks as above and two brakewheels.

20-190	Tank Car	AF Body - Orange
20-192	Merchandise Car	AF Body - Pea Green/Red
20-192C	Equipment Car	AF Body - Yellow/Red (Circus)
20-193	Stock Car	AF Body - Pea Green/Red
20-193C	Animal Car	AF Body - Yellow/Red (Circus)
20-194	Coal Car	AF Body - Flat Black
20-195	Caboose	AF Body - Red/Maroon

1929 Some Ives-bodied cars remain. AF-bodied cars now have only one brakewheel and the lower trucks with a heavier bolster and no crossbrace wire. Lionel bodies appear on the Tank Car and a Derrick Car is introduced.

190	Tank Car	Lionel 215 Body on AF frame - Yellow
20-192	Merchandise Car	AF Body - Yellow/Blue Green
20-192C	Equipment Car	AF Body - Yellow/Dark Red (Circus)
20-193	Stock Car	AF Body - Orange/Dark Red
20-193C	Animal Car	AF Body - Yellow/Dark Red (Circus)
20-195	Caboose	AF Body - Red/Maroon
20-198	Gravel Car	AF Body - Flat Black or Gloss Black
199	Derrick Car	Lionel 219 Body - Peacock/Maroon

1930 Some Ives-bodied cars remain - they use decals for lettering rather than rubber-stamping. The only AF major part is the frame on the Tank Car. However, the 200-series Lionel bodies used this year have AF type coupler hangers riveted to them to hold up their SNAKE couplers.

190	Tank Car	Lionel 215 Body on AF frame - Yellow
192	Merchandise Car	Lionel 214 Body - Yellow/Blue Green
193	Stock Car	Lionel 213 Body - Dark Orange/Dark Red
195	Caboose	Lionel 217 Body - Red/Maroon
197	Lumber Car	Lionel 211 Body - Medium Green
198	Gravel Car	Lionel 212 Body - Gloss Black
199	Derrick Car	Lionel 219 Body - Peacock/Dark Green

Note: The Circus of 1929 was still listed and showed AF bodies but it is doubtful that any new sets were made in 1930.

Not counting the 1700-series of cars offered in 1931-32, we see that there are at least 70 different Ives Wide Gauge freight cars; the rarest and hardest cars to find are the 1928 AF types and the 1930 Lionel 193 and 199 types. There are undoubtedly several cars which are not listed here; I would appreciate comments and additions to this article.

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T R A I N T O W N B R I D G E S - A R E S P O N S E

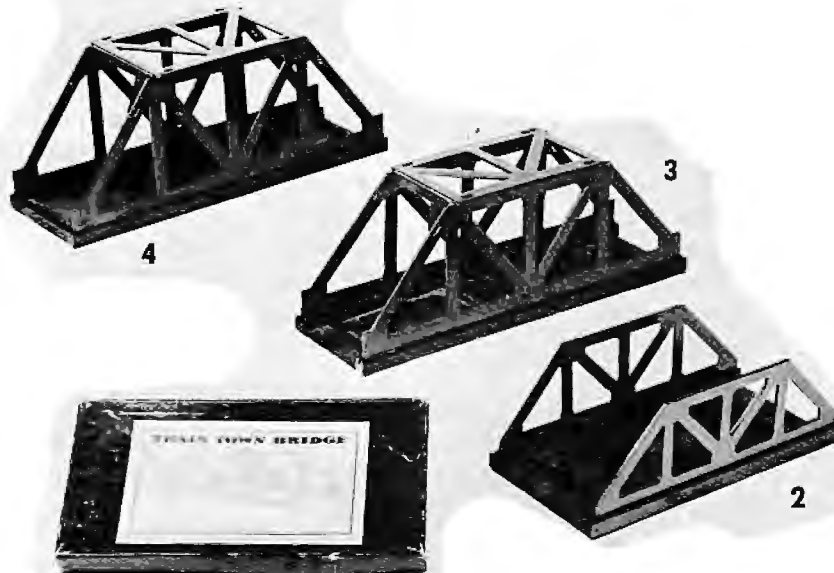
By Walter E. Stinger, Jr.

In the Winter, 1980 issue of the Express, Charlie Weber wrote a "blurb" about "Train Town Bridges." After reading his description and staring at the pictures, bells went off in my head and memories of my early train set slowly rose to the surface - memories not noticed for many years!

In the early 1940's I received a used Lionel train set for Christmas. There was a lovely green 153 or 154 (I can't

with the same kind of tabs that can be seen in the bridge pix.

I can smell the paint and feel the pieces in my memory but can't recall what the buildings were! One did, however, have an interesting chimney assembly and a 2-piece roof which fit down around it. Oh yes - one of the buildings was a station (of course!) with a sign board which fit through a slot in the roof and held the building together.



quite recall which) and at least a hopper, oil car, flat car and caboose in the 4-wheel 800 series. They all had latch couplers so I guess this dates the set in the mid-20's.

There was not just the train set but also much track, a pair of lighted switches (I'll always remember that peculiar Lionel green celluloid in the switch lanterns) and several (maybe 3) buildings. The more I ponder the photos in Charlie Weber's article, the more I think there was a bridge too. The buildings were of material as described and fit together

My memory of these items is exceptionally poor since they and the train set were sold or given away in 1949, when I was 8 years old, to make way for a brand new 027 train set with a whistle (Ugh!). It was an unhappy Christmas without my wonderful green Lionel - my parents couldn't understand it.

If I recall anymore details, I'll write again. Meanwhile, I think Dr. Weber has triggered me off - I've got to find some of these pieces!

WHO IS LITTLE JIM?

By Emerson P. Green

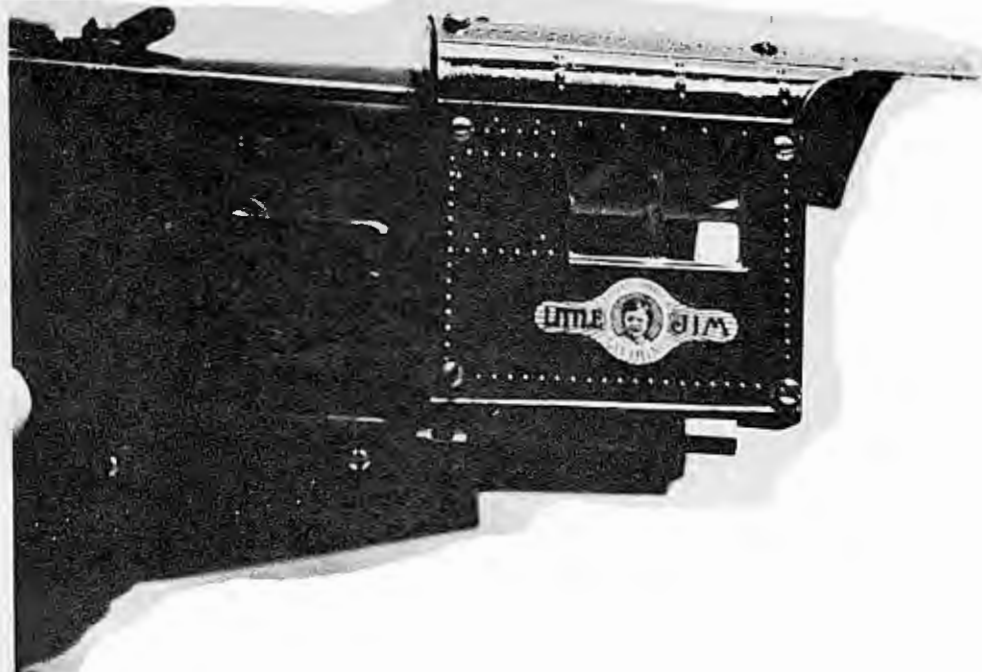
One of the interesting things about the hobby of train collecting is finding something new or different, maybe an odd color, a factory error or an uncataloged set.

Several years ago I acquired just such an item - an A.C. Gilbert Erector locomotive. However, instead of the usual red ERECTOR decal under each cab window, this loco has a decal of a small boy's head with the name J. C. PENNEY COMPANY above and the words LITTLE JIM PLAYTHINGS on each side and below. Colors in the decal are blue, white and gold. Other than the unusual decal, the loco is exactly the same as other Erector locos.

It can be assumed that this locomotive and others were a special order for the J. C. Penney Company. What year they were made (probably around 1930), how many, and the significance of Little Jim Playthings remain unanswered. Could it be that "Little Jim" was a member of the J. C. Penney family as was "Buddy L" the son of Fred Lundahl, owner of the Moline Pressed Steel Company in the 1920's? If anyone has the answer to any of these questions or any other information about this locomotive, I would appreciate your writing to me or to the Editor.

Photo Credit: Carol Landis Way

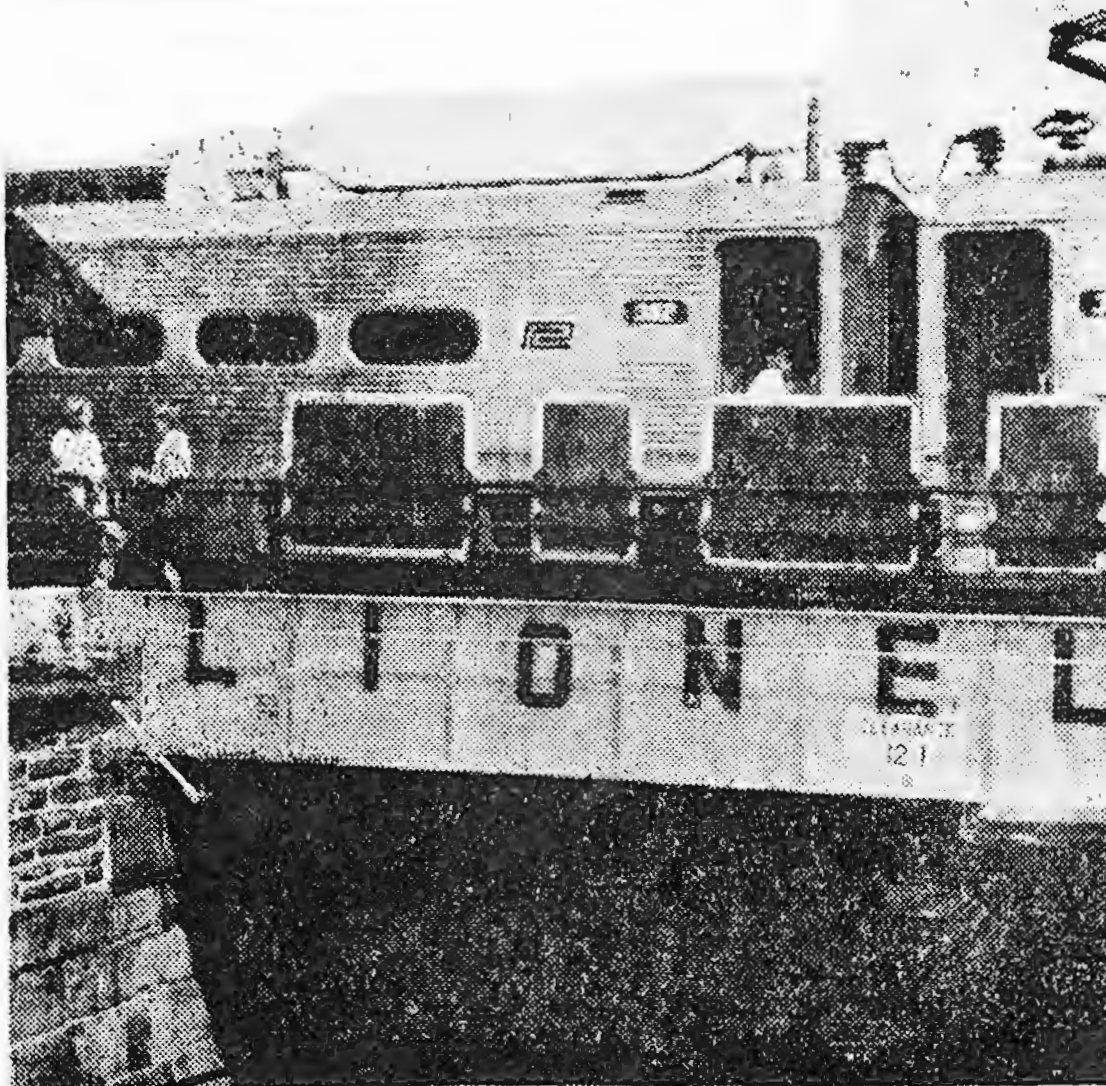
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◆ 2-C Thursday, Sept. 4, 1980 Philadelphia Inquirer

The Scene

In Philadelphia and its suburbs



Philadelphia Inquirer / ROBERT L. MOONEY

WE HAVE NO HARD EVIDENCE to substantiate this, but it is our theory that some commuter(s), displeased by Conrail's service — not to mention the cost of tickets — painted this sign on the bridge over Morris Avenue at the Bryn Mawr Station. In case you don't recognize the name, Lionel is a company that manufactures toy trains.