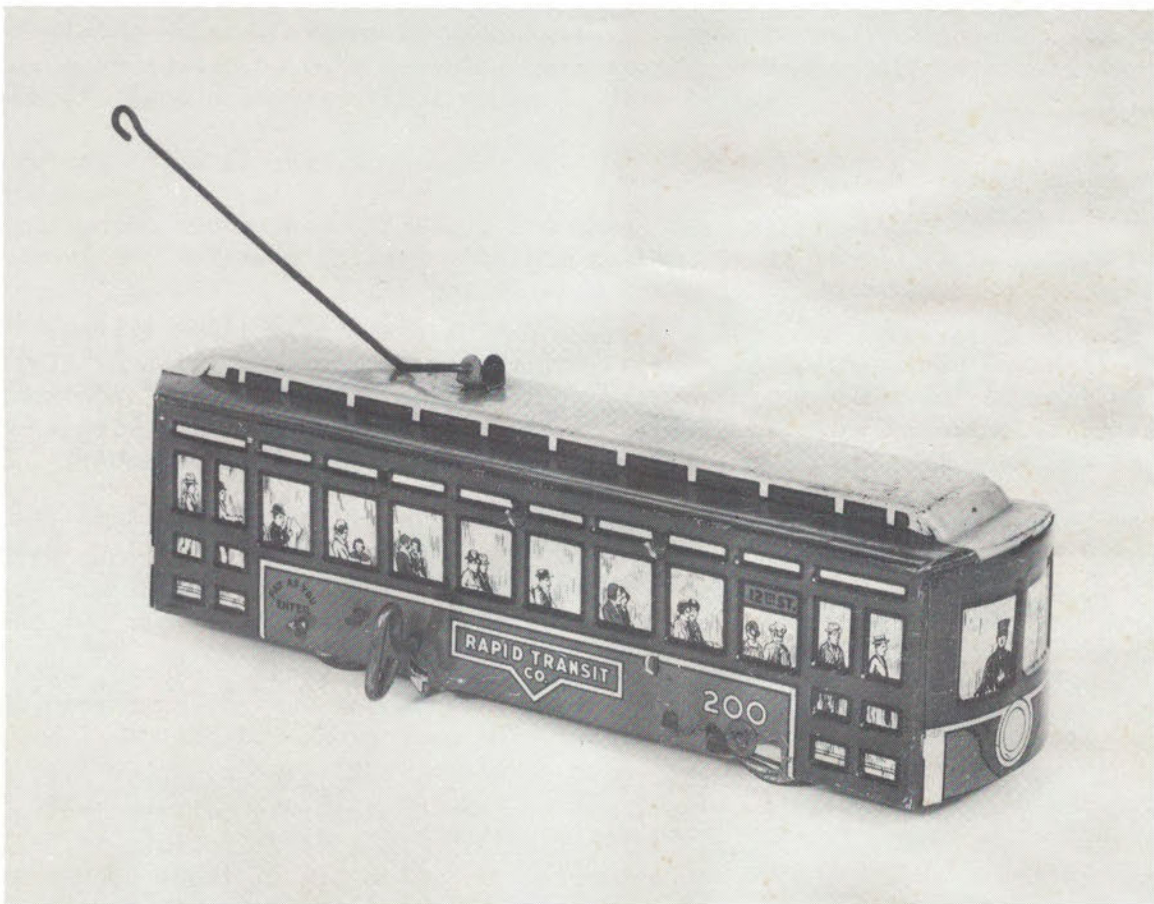


THE DELAWARE VALLEY EXPRESS



TRAIN COLLECTORS
ASSOCIATION

AUTUMN, 1974

CHAPTER OFFICERS AND BOARD OF DIRECTORS

President	- Bob Robinson, Jr.	Director	- Stewart Bearn
Vice-President	- Charles Weber	Director	- Edward Pinsky
Treasurer	- Richard Knowles	Director	- James Singley
Secretary	- Nicholas Ladd	Director	- Richard Trickel
		Director	- Sid Weiss

Editor: Edward Pinsky, 6304 Park Avenue, Philadelphia, Pennsylvania, 19141

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PRESIDENT'S COLUMN

"No Man Is An Island" and "Time Marches On" are two very tired cliches that we have all heard repeatedly, yet they are appropriate now as I write my last column and reflect on the five years during which time I have had the opportunity and pleasure to serve as your President. It has been a tremendous maturing experience for me and has given me friends and memories which I will long remember.

All of the members, officers and directors of this Chapter have learned and experienced from working together to form what I believe is the best group within the fraternity of toy train collectors. Sure, we have had disagreements and obstacles to overcome but we were able to sit down and discuss them and work out solutions which were ultimately acceptable to all concerned, and from these discussions we have benefited by learning the proper course of action to take and the best way of taking care of the Chapter's business.

We have now come full cycle in the Chapter, with a complete change of officers and directors from the roster of five years ago. I sincerely believe that with the assistance of the membership, our established goal of fellowship in collecting will continue. It would be a terrible upset to all of those people who have worked so diligently for the Chapter to see it degenerate into the kind of "collecting-fellowship" displayed not so very far away from us. However, if the same expressed assurances, faith, trust and thanks are placed in our new officers and directors, we shall undoubtedly be able to continue as we have in the past.

The Chapter must now begin to brace for June, 1976 when we will host the 22nd National T.C.A. Convention. Plans are well underway for this occasion. Elsewhere in this issue is a list of existing Convention Committees and their chairmen. These people need your help, ideas and suggestions. Contact them and offer your assistance wherever you can. We estimate that we will have close to 200 Chapter members involved in the Convention - won't you help and be one of them?

In closing, let me say THANKS to all who have helped with their time, talent and encouragement.

COLLECTOR OF THE MONTH

By Nick Ladd

Although I've been collecting trains longer than I have been collecting old radio show tapes and records, it didn't take long before I began to associate old radio characters with old train characters I've met. For instance, were I casting the "Shadow" I would turn to Malcolm Kates in a flash. Were I looking for "Henry (Coming Mother!) Aldrich" I would certainly pick Charlie Weber. Who else could possibly play "Captain Midnight" besides the old Fox himself, Bob. "Jack Armstrong, the All American Boy" just has to be Bob Robinson. And...our subject this month was introduced on radio like this:

Soft Feminine Voice: "There he goes into that drug store... He's stepping on the scale..." (Sound of coin dropping into slot.) "Weight: 237 pounds... Fortune: DANGER!" (Sound of mysterious music.) "Who is it?"

Male Voice: "THE FAT MAN."

Crafty, adventurous and HEAVY... Sid Weiss is all. Known for his escapades throughout the Delaware Valley, the big fellow is at least as notorious as his counterpart on radio. I say notorious because Sid, underneath his expansive exterior, is a real rowdy. Only his close friends know that he once went driving around these parts nude...in a convertible filled with gladiolas. He has spent many a lost weekend dumping over outhouses - one of which was occupied at the time. Known as a real lady-killer in his youth, Sid's lovely wife, Elaine, now reads a lot.

Sid's collection resides beneath a handsome house in West Norriston, Penna. The trains also reside beneath an inch thick layer of dust. The dust (like Sid) is a product of years of accumulation. While most of us would insist upon cleaning up the collection, Sid has decided that the dust adds real character to the trains and especially to the Ives Prosperity Special in which he takes so much pride. He's proud because Harry Ives sold the set to Sid's Father many years ago. Of course, you remember the Louis Hertz story about the little boy who was abusing his Ives train and how Harry Ives told the little boy that unless he took care of his Ives train he (Harry Ives) wouldn't sell the boy's Dad any more trains to replace the broken ones? Well, can you guess who that little boy really was and IS? (Harry, wherever you are, I'm sorry to say your lesson was wasted on Sid.) Not only is he still abusing his Ives Prosperity, BUT he has the unmitigated gall to let his fantastic collection of Wanamaker Specials get dirty. As a John Wanamaker employee, I can hardly contain my rage. Sid, when are you going to learn to respect trains your own age?

Despite his slovenly-glorious collection, Sid really is a first-class guy. Possessed of a quick wit, a biting sense of humor and a way with words (especially on telegrams), he has wormed his chubby little body into our hearts. We overlook his well-developed penchant for thrift. We overlook the cloud of cigarette smoke that hovers wherever he goes. We overlook his dog, Gaylord P. Dogg. We overlook his cat, Putrid P. Catt. And, we overlook his collection of neckties --- which combined with his suits remind us of the movie, "The Evil of Frankenstein." All we see is the big bear of a guy who is TCA #500 to the National Business Office. To my way of looking at it, that's a fitting number for Sid to have. He really is a cross between the Indy 500 and the now defunct Botany 500 clothing factory. And there isn't a finer guy within 500 miles - or 5,000 for that matter.

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1974 TOUR OF THE IVES FACTORY

By Glenn K. Stinson

A building is a building is a building unless it happens to be the building where Ives trains were manufactured from the early 1900's to 1930.

During a recent visit to Bridgeport, Connecticut, I had the privilege of touring this old factory building. The factory, as shown in Photo #1, is a plain, stone building fronting on Holland Avenue. The factory's outside appearance is virtually unchanged from the days of Ives. Inside, however, very little indication of the Ives occupancy remains. The building is currently occupied by an extremely busy printing company.

Artists' conceptions of the factory (as shown in some of the later catalogs and our Photo #2) were greatly exaggerated as to size, but were otherwise accurate.

High above an inner door, just off the main entrance, is an old Ives transformer rusted to the wall; this was apparently used to operate the doorbell. At the top of the third floor stairway landing, a label from a #105 Tunnel box is pasted to the wall. Also pasted to various places on the third floor wall are catalog numbers apparently signifying where items were either stored or assembled. (See Photos #3 and #4.)

Please note: the factory is not open to the public. My tour was arranged only after lengthy and complicated negotiations thru a friend of the current printing owner.

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Photo #1 - FACTORY BUILDING WHERE IVES TRAINS WERE MADE

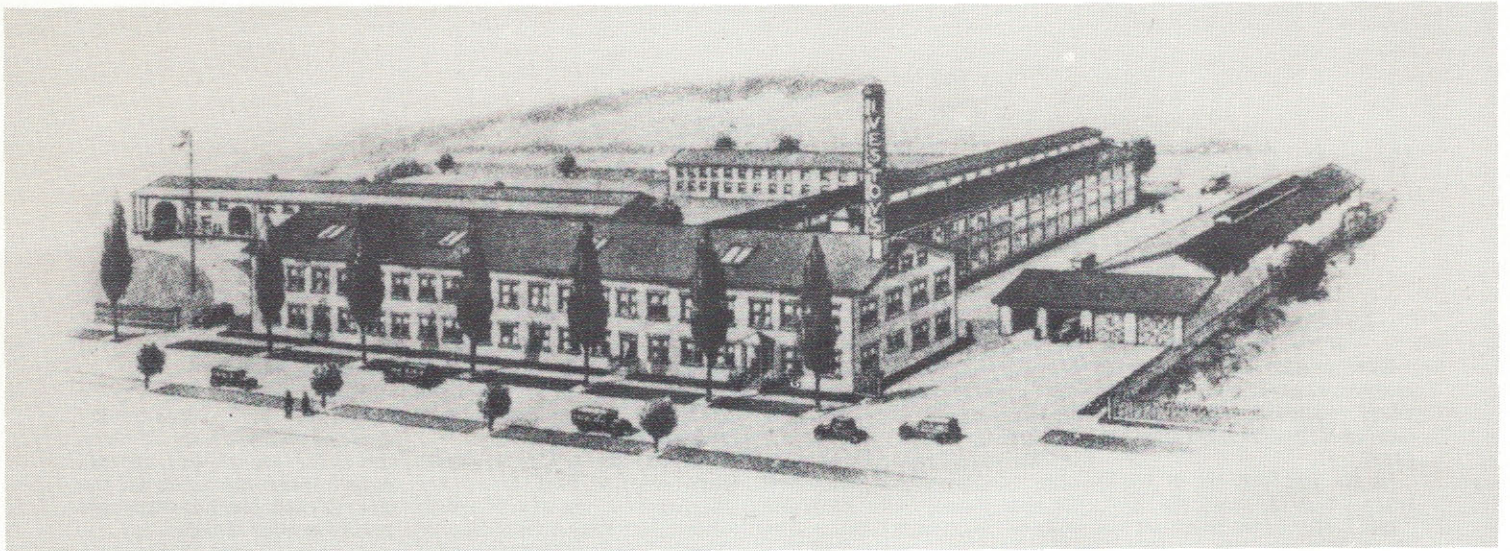


Photo #2 - ARTIST'S RENDITION OF IVES FACTORY IN 1929 CATALOG

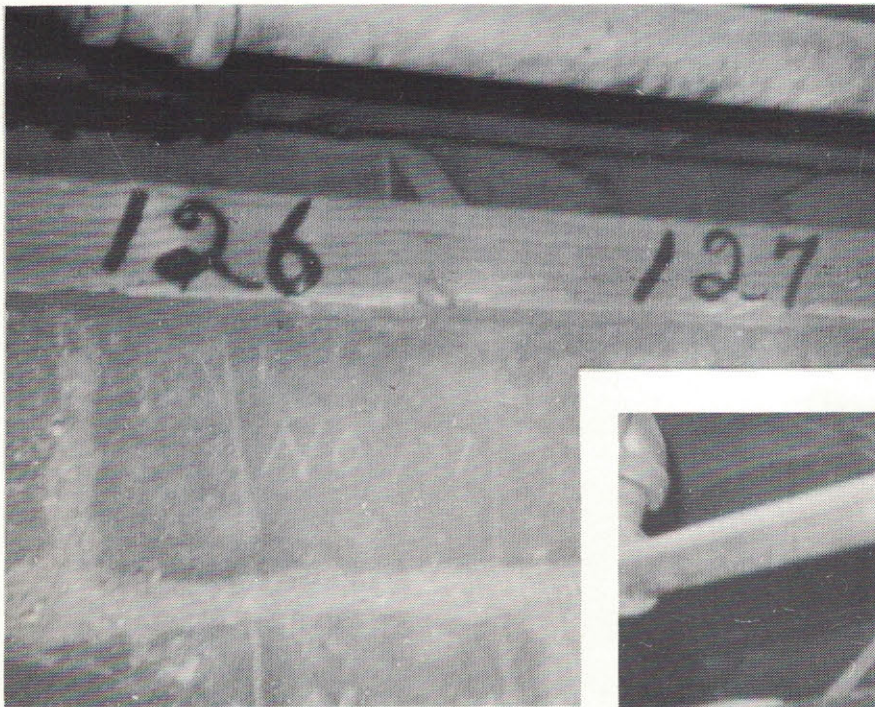
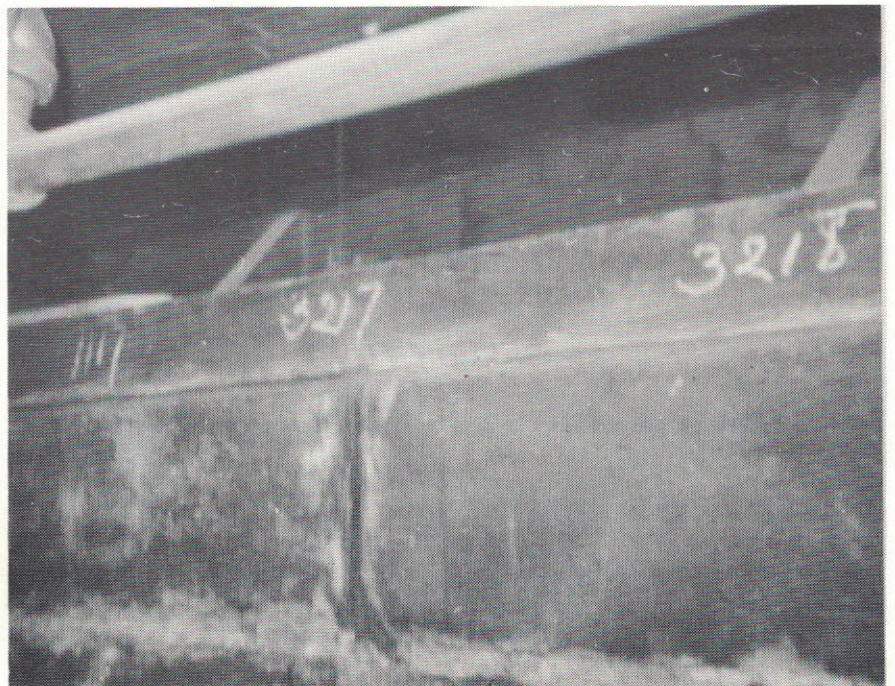


Photo #3

Photo #4



Work Of A Lifetime: 400 Sets

King Of The Train Buffs

By VIRGIL RENZULLI
Of The Times Staff

Ever wonder what happened to those electric trains you had when you were a kid? Maybe George Koff of Penn Wynae has them.

"I got my first set of trains when I was 13," said Mr. Koff, "and I still have them on the shelf. The cost six bucks and that was a lot of money back in the thirties."

Mr. Koff has been collecting electric trains for 40 years and now has more than 400 of them, neatly stacked on shelves that fill an entire room. He has so many of them that there is no room to run any, except for a four-car monorail that runs on the ceiling.

He has all types of trains, steamers, electrics and deisels from the '30's, '40's and '50's, and a variety of accessories, including cars, trucks, buses and trolley cars.

"The oldest set goes back to 1910," he said. "It's a thin-wheel six that an old man gave me with the provision that I take care of it and never sell it. The rarest one I have was made for the New York World's Fair of 1939. There were very few made, and they were only for display purposes."

The trains vary in size, the largest engine being a foot long and the smallest only two inches. Some have special features.

"This set is a collectors

item," said Mr. Koff, pointing out an average looking train. "It has a miniature radio set in each car. You can uncouple any car at any point on the track by pushing a button."

One strange looking set had a pink engine and box cars painted in a variety of pastel colors. Mr. Koff explained that it was model specifically made for girls, and although they didn't sell when new, they are now in great demand.

Perhaps the strangest thing that Mr. Koff owns is not a train but a piece of art - a locomotive, of course. He explained that a friend of his son took the pieces of a broken typewriter and mounted them on a board to form a very recognizable 3-D engine.

Mr. Koff is always on the lookout for trains. "I go to train meets in Baltimore; Wayne, N. J.; Hamburg, Pa.; and York, Pa. These meets are like bingo sessions. The room is full of tables, as many tables as it can hold. You set your stuff up, put

price tags on what you want to sell and go around looking at everything else."

Often there is a lot of price haggling, but occasionally someone will see a set he likes, and if the owner isn't around, simply leave the price on the table in cash. Neither trains nor money is ever stolen.

It isn't always that easy, however. "One set I had to go down a manhole," Mr. Koff recalled with a smile. "I got a call from this fellow. He said, 'I hear you buy trains.' He worked for the telephone company. 'I'll be down the manhole at 16th and Market,' he says. 'Ask for me'." "Well, I went down the manhole. The guy hands me a package. 'These are the trains.' I paid him 25 bucks and beat it out of there. They just happened to be a terrific set of trains."

The collection has been the work of a lifetime. Even during the depression Mr. Koff would save his money to buy more trains, often foregoing a decent lunch.

"It's more than collecting them," he said. "Mostly I enjoy buying junkers, repair them, repaint them, restore them." He also enjoys just talking about trains and has left room in his basement display room for visitors to come and take a long look at his collection.

Is there any train set he is missing? Any final item that still has to be added to his collection? Mr. Koff shook his head. "I've got almost all of them now. There's hardly anything I can use."

That may seem like an amazing accomplishment to those of us who were never able to complete even one set of bubble gum cards.

GEORGE KOFF - T.C.A. #65-1399
Member of Delaware Valley Chapter

Newspaper article reprinted from
Main Line Times (Pennsylvania)
Issue of December 20, 1973

See photos on next page.

FRONT COVER PHOTOGRAPH

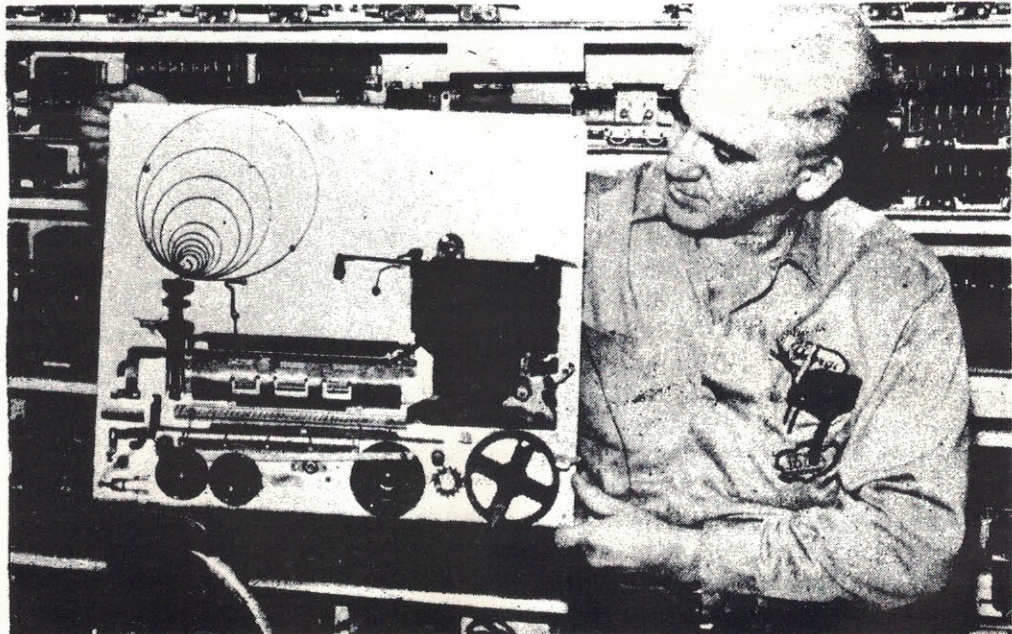
Marx #200 Floor Trolley. Clockwork. Bell. Nine inches long. Red, green and cream litho. Front wheels can be set for either straight or circular direction. Marked: "Rapid Transit Co. - 12th St." Circa 1933?

Ed Pinsky Collection



GEORGE KOFF holds one of the larger locomotives in his vast collection. In the background are some of the others. They are arranged according to type and model and vary from being very streamlined to very boxy.

SEE GEORGE KOFF ARTICLE ON PRECEDING PAGE



ONE OF A KIND—Knowing his interest in trains, George Koff's friends often give him presents related to his hobby. The most unusual gift he has gotten is a 3-D locomotive that was made from the pieces of a broken typewriter.

PRIZE WINNERS - MARCH 17, 1974 CHAPTER MINI MEETDRAG RACE WINNERS:

"O" Gauge "The Marx Special" by Andy Weiss.
Nothing could beat this plastic whiz.

Std Gauge "The Flying Motor" by Glenn Stinson.
A real stripped down.

DESTRUCTION DERBY:

"O" Gauge "The Marx Monster" by Nick Ladd.
Beat everyone into the ground, especially the "Silver Streak" entered by Bob Robinson and the "Flow" entered by John Boyle. The "Monster" was an Erector Set creation atop an old Commodore Vanderbilt - even had a cow on the cow-catcher. A true marvel of construction by a brilliant mind, the "Monster" is now retired undefeated.

DOOR PRIZES:

	<u>Won By</u>	<u>Donated By</u>
Lady's "Cute" Station	Rita Putari	Chapter
Child's Yellow Train	Doug McKeon	Bill Vagell
Skyline Freight Station	Robert Huber	Chapter
1940 Boxed Marx Set	Bob Billings	Chapter
Hornby Crossing	Malcolm Kates	Chapter
Lionel Instruction Book	Dick Rex	Sam Battista
Lionel Jr. Boxed Set	Paul Andrien	Chapter
Train Lights & Candles	Roger Beekley	Bill McCluskey

IVES TRIVIA BY GLENN

Late Std Ga Electrics using the wide type motors always used steam type wheels.

Frames used on the 3237 and late 3242's were identical.

Ives always put couplers on the rear of their Observation Cars.

The 1132 came in white.

The 3245 Long Cab Loco came in black & red in a set with the "Chief" Cars.

22ND NATIONAL T.C.A. CONVENTION
1976 - PHILADELPHIA, PENNSYLVANIA
HOSTED BY DELAWARE VALLEY CHAPTER

GENERAL CHAIRMAN - BOB ROBINSON

COMMITTEES

Advertising..... Bob Fox, Art Bink
Art Work..... Art Bink
Auction..... Ted Mauer
Banquet..... Bob Robinson, Glenn Stinson
Hotel & Site Arrangements.. Glenn Stinson
Hotel Liaison..... Ed Pinsky
Printing..... Dick Trickel, Art Bink
Registration & Finance..... Dick Robinson, George Yohe
Security..... Ed Pinsky
Souvenirs..... Nick Ladd
Women's Activities..... Kae Yohe

Surprise Committees - For those secret projects we want to do but don't want others to learn about and jump the gun on us (Florida '75!!!)

S.C. #1..... Bob Robinson
S.C. #2..... Glenn Stinson
S.C. #3..... Chuck Weber

Other committees to be announced as they are formed. Where two names are shown above, first is Chairman, the second is Assistant Chairman. See your TCA Directory for addresses and phone numbers of committee personnel. Contact them and offer your services or suggestions for the area in which you are interested.

ELECTION RESULTS - OFFICERS AND DIRECTORS FOR 1974-1975 TERM

Bob Robinson, our first and only Chapter President to date, decided not to run again in order that some "new blood" could step in and gain the experience which comes from heading the Chapter. Bob will, of course, remain active in Chapter affairs and will, among other chores, become a Director. Nick Ladd, our only Secretary since the formation of the Chapter, also decided to step down. To both Bob and Nick, our grateful appreciation for untold hours of work devoted to the Chapter's affairs.

Newly elected Officers and Directors:

Doctor Charles Weber - President
Stewart Bearn - Vice-President
Garry Spear - Secretary
Arthur Bink - Director
Robert Sell - Director
Robert Robinson - Director

Re-elected to another term:

Richard Knowles - Treasurer

Still serving unexpired terms:

Edward Pinsky - Director
Richard Trickel - Director
Sid Weiss - Director

LIONEL'S #392 LOCOMOTIVE

By Glenn K. Stinson

In 1932, Lionel upgraded its Standard Gauge line by replacing the mis-priced 390 (2-4-2) with the 392 (4-4-2).

392's came in two color variations: black or gunmetal. The black was made from 1932 until 1935; the gunmetal was made from 1935 until 1939.

A breakdown of variations by year is as follows:

1932 - First year of production. Black with copper and brass trim. Red wheels. Regular Bild-A-Loce motor mounted with clips. Came with 384 type tender with green stripes, stamped 384T on bottom. Draw bar $\frac{1}{4}$ " longer than normal.

1933 - Same as 1932. However, now equipped with "Chugger" (switch slot in cab). Tender not striped, no number on bottom. (Quite possible to find with leftover green striped tender.) See photo on back cover.

1934 - Same as 1933.

1935 - First year for 12-wheel tender, equipped with whistle. Catalog describes loco as being available with trim in "copper or nickel finish." This implies that both black (copper finish) and gunmetal (nickel finish) were available. This would be the year of the black, 12-wheel tender. Gunmetal would have brass keystone herald. "Standard" motor (side brushes) held in by screws. Black wheels, black oxidized lead truck.

1936 - Same as 1935. However, gunmetal only.

1937 - Same as 1936. However, no longer with "Chugger" (whistle only). Nickel keystone.

1938 - Same as 1937.

1939 - Same as 1938. However, tires on pony wheels in lieu of rims.



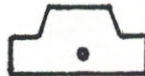
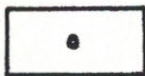
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LIONEL'S #392 LOCOMOTIVE

(Concluded)

Special notes and minor variations:

1. Green striped tenders: nickel journal boxes. No strip tenders: copper boxes.
2. 12-wheel tenders had ladders on either left or right side (see photo).
3. 12-wheel tenders had stamping on bottom in at least two different lettering styles. Also, available in black or gold.
4. Coupler and draw bar retainers on 12-wheel tenders came two ways:



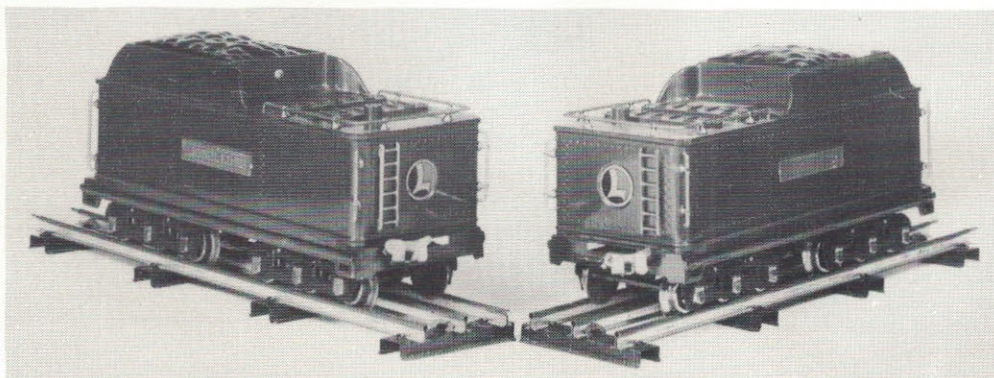
5. Lead truck not the same as on 400's. Point ground off front edge and top part flattened.
6. Although cannot confirm authenticity, many gunmetal locos seen with 385 type tenders.
7. Black with 12-wheel tender is by far the rarest.
8. Unusual variation recently obtained from original owner: 1932 version but with orange striped tender.
9. Box for 384 type tender is marked 384TX.

Catalog notes:

1. Cataloged 1932 to 1939.
2. Price relatively constant: \$35.00 to \$37.50 .
3. 1933 - first year for chugger.
4. 1935 - first year for whistle.
5. 1935 - shown black with nickel - never made.
6. 1936 - no longer 392E - now 392EW.
7. 1935-1939 tender available separately: \$12.50 .

Cataloged sets:

<u>CAT. #</u>	<u>YRS. MFG.</u>	<u>SET NAME</u>	<u>CARS</u>	<u>SET PRICE</u>
370E	1932	None	Tu-Tone Brown 309-10-12	\$45.00
371E	1932-34	None	500 Series Freights	\$47.50-\$50.00
371W	1935-39	None	500 Series Freights	\$50.00-\$55.00
372E	1932	Penna. Ltd.	Liberty Bell	\$55.00
376E	1933	None	Blue Comet	\$60.00
378E	1934	None	Liberty Bell	\$45.00
378W	1935-38	Broadway Ltd.	Liberty Bell	\$45.00-\$50.00

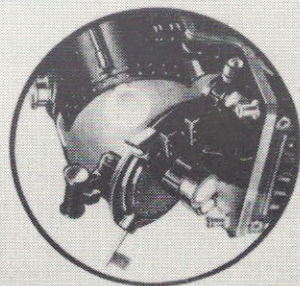


THERE'S BEAUTY IN ITS LINES AND POWER IN ITS MOTOR



No. 392 "DISTANT CONTROL" LOCOMOTIVE AND TENDER

GIVE this flashy model the once-over and you'll decide it's just the one you want, that no other model will do. Why? Because it's fashioned after the greatest coal burners going. Because every detail in the real locomotives is here, too, with striking, realistic effect. And because the motor is the finest Lionel makes—sturdy—built to last—and powerful enough to haul many loaded cars at a fast clip. Supplied with a rheostat for "Distant Control" operation. Built-in "Chugger" device for giving realistic sound effects. Piercing headlight. Colored pilot lights. Illuminated number plate. Amber lamp in fire box casting a furrow glow in the wake of the engine. Smoke stack, sand dome, and pipes, steam dome, and support bands are made of solid copper or brass lacquered. The headlight casing, flag holders, foot guard rail and horizontal hand railing are polished brass. The "cow catcher" and the wheel spokes are enameled red. The body of the locomotive is made of cold rolled steel with embossed details and brilliant black baked enamel finish. Tender has imitation coal, brass hand rail, foot guard rail and water cap. It is enameled to match the locomotive. Locomotive is 16½ inches long, 6 inches high. Tender is 8½ inches long. For use with passenger cars Nos. 424, 425, 426, 420, 421 and 422, and with the 500 series freight cars. Price, \$35.00



The headlight bulb is concealed inside the boiler front. It casts a penetrating beam of light through an optical lens, illuminating the track for more than ten feet. Colored signal lights and the number plate are illuminated by the same lamp. The boiler front is hinged and has a catch lock. It can be swung open for lamp replacement. The hinged boiler front is an exclusive Lionel feature and is patented.