



Atlantic Division Express

Where the TCA began



WINTER 2007

Happy Holidays

PRESIDENT'S MESSAGE

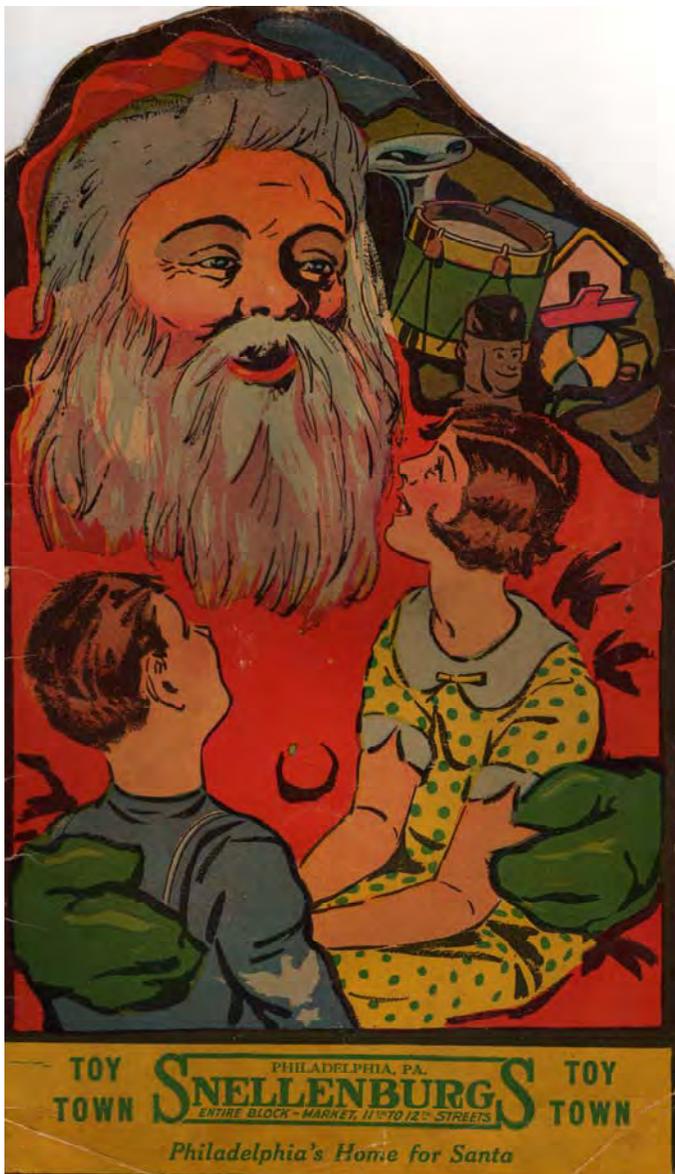
This has been a busy year for the Division. Our Nominating Committee worked hard to develop a slate of candidates representing a newer generation of our Division. In addition we campaigned hard to elect Bill Miles as National President elect. Unfortunately, that was not to be. He lost the election but by less than 150 votes. So at least our efforts did produce some results.

In a positive way, at its meeting in September, your Board of Directors unanimously passed a resolution to donate \$1500 to the Toy Train Reference Library at the National Toy Train Museum. These funds were earmarked for the purpose of purchasing an oversized Color Printer. This printer will be a companion piece to the oversized scanner previously purchased by the Fort Pitt Division. We have received thank you letters from Jane Boyce, Director of Development and from Jim Burke, President of the TCA thanking the Membership and the Board of Directors of the Atlantic Division for their generous gift.

The library now has the capability of scanning and printing documents up to 18" x 26" in size. All of this possible through the efforts of Divisions at both ends of the state. In his letter Jim said, "I would hope that we can look forward to a friendly and constructive rivalry between the Atlantic Division and the Fort Pitt Division in working on projects like this together for the benefit of TCA and its members."

One other item of some importance. We have been asked by the National Convention Guidelines Committee to consider hosting a National Convention in either 2014 or 2015. The concern of our own Board of Directors is that our Membership may be too old to take on such a task. I would really like to hear from some of our younger members as to how they feel. The folks who put on the Denver convention claimed that indeed it was a lot of work; but they all had fun doing it. Please share your thoughts with me on this issue. You can reach me at the Editorial Office.

Finally, I must apologize. The Winter issue of The Express is normally in full color. However the interesting story written by Malcom Kates and Charlie Weber contains material of an Historical nature that dates from the time before color photographs. Chester M. Zmijewski



Booklet containing, "T'was the Night Before Christmas" by Clement Moore. Given to children visiting Santa Claus at Snellenburgs Toy Town

DEPARTMENT STORES AND DEPARTMENT STORE SPECIALS

By: Malcolm Kates and Charlie Weber

The idea to do these articles began about a year ago when Gimbels and a Snellenburgs Department Store Special were sold at Ted Maurer's auction. At first we intended to write only about the sets; but decided to expand the content to include the Department Stores and photographs of Department Store layouts during the golden years of toy trains. Dave McEntarfer's book on prewar Lionel sets was used as reference. The advertisements and photographs were obtained at the Central Library of Philadelphia and the Urban Archives at the Library of Temple University.

It may be difficult (for the younger collector) to fully appreciate the impact that toy trains and, in particular, the Holiday Season had on those of us who grew up in the 1920's through the 1960's. As the Holidays approached, toy train advertisements appeared in such magazines as "Boy's Life" and in Lionel and American Flyer sponsored radio and television programs. The long awaited catalogs were eagerly read cover to cover. But, it was the train displays which brought the catalogue illustrations to life. In the suburbs and smaller towns electric supply, hardware and hobby stores filled their windows with toys and trains. In cities such as Philadelphia, block-long Department stores had layouts of different gauges and manufacturers. Department store basements where low cost merchandise was sold, had mechanical train sets for \$1.00

There were (at least) seven Department stores along Market Street in Philadelphia. Three of them, Lit Brothers, Gimbels and Strawbridge & Clothier faced each other at the intersection of Eight and Market Streets; Stern's Frank & Seder, Wanamakers and Snellenburgs were nearby. All displayed trains.

Snellenburgs, whose slogan was, "The Thrifty Store for Thrifty People", started on South Street and moved to Market Street between 11th and 12th Streets. In 1889. Steven Girard, for whom the Lionel 425 Standard gauge passenger car is named, originally intended to build Girard College at this location. He set up a trust to provide for the economic support for businesses located at this site. Snellenburgs closed in 1963.



The Snellenburg Store, SE corner 12th and Market

Gimbels began in 1642 as a trading post near Vincennes, Indiana, opened their first Department store in Milwaukee, Wisconsin and came to Philadelphia in 1894. Gimbels remained at this location (Market Street between 8th and 9th) until 1977 when they moved to The Gallery.



Holiday Shoppers Passing Gimbels at 9th and Market



Lionel Display Sponsored by Lionel and Supplee-Biddle Hardware

This picture was taken on October 13, 1937 at the Benjamin Franklin Hotel showing a display of Lionel Sreamliners. The event was co-sponsored by the Supplee-Biddle Hardware Co. of Philadelphia. The event indicates that Hardware stores were an important outlet for toy trains. The hostess, "Miss Lionel from Supplee Biddle", is identified as Miss Rachel Stowe.

Following are a group of photographs showing some of the Department Store layouts. Photo 1 Was taken at Snellenburgs in December 1940. The exhibit shows Lionel, Ives and American Flyer Trains and accessories and scenery that may be scratch built or from kits.

The 1920's Ives Electric and the 392E and Liberty Bell cars are earlier suggesting Snellenburgs made up this display with trains from prior years .



Photo 1

Photo 2 was taken at Gimbels in December 1939. It shows children intently watching a display of Haffner trains. One little girl even brought her doll to see the trains.



Photo 2



Photo 3

Photo 3 Was taken at an unspecified location in December 1938. This is a display of Lionel trains including the Promotional Set

No. 6705E consisting of 259 Engine, 1689T tender , and cars 1717, 1719 and 1722. Even in 1938, boys were boys. Notice one of the braver ones touching the train while the clerk is occupied by a potential customer.

Photo 4 is from 1940 and again from an unknown location showing a display of Lionel trains. The clerk appears to be the same



Photo 4

fellow as in photo 3. In addition, the barrier seems to have been changed to glass rather than the mesh used previously. It would appear that even grandma has a question about one of the trains.



Photo 5

Photo 5 shows Junior, left alone as Mom and Dad are shopping, looking over a particular Marx train set he hopes Santa will bring him for Christmas.

According to the caption that accompanied this picture, it was taken in 1937 at a "Toyland". This suggests that it was a Gimbels display. Furthermore, this display has a barrier that appears to be identical to the ones in Photos 3 & 4. This would suggest that those photos were also taken at Gimbels.

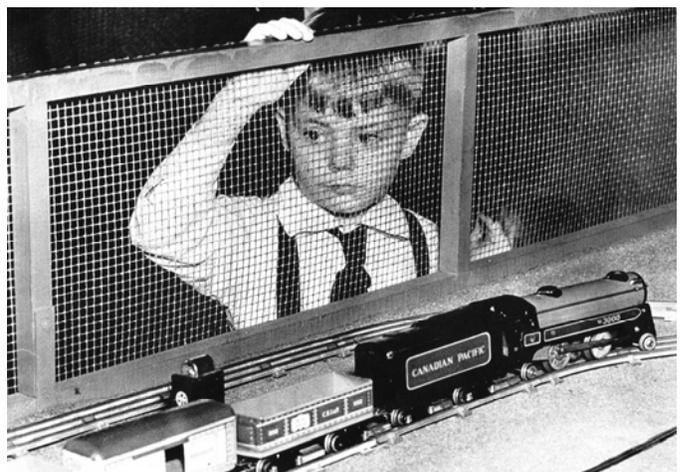


Photo 6 "I would love to have that train."

The last picture, Photo 6, shows a young boy lovingly admiring a Marx train. It seems to capture that very special moment in the lives of young boys at this time of year.

Now for a description of the sets that started this whole investigation. Within the last couple years Chris Gans decided to thin his collection a little and gave the Maurer Auctions these two sets to sell which were sold by local stores originally. We are glad he did.

One is a Gimbels Special #2 and the other is a Snellenberg Special #1. What the sets have in common are the passenger cars. Both sets contain the orange 603 and 604 of identical variation. The inserts are painted maroon rather than the more common lithographed mahogany inserts, the underbodies do not have an oiling label but, rather, are rubber stamped "the Lionel Corp. and etc." and all cars are lighted. They all have combination latch couplers. However the locomotives are different as one is a 252 and the other contains a late 152.

Over the last several years I (*Charlie Weber ed. note*) have been studying all of Lionel's "O" gauge passenger cars of the 1915-1925 period in respect to the clear plastic material that is sometimes affixed to the window inserts to see if there is a pattern or not. I was expecting to find that there was some year when Lionel started to put clear plastic into the cars. It is starting to look like there is no pattern. I think that they put the clear plastic into the more expensive sets but left it out of "Promotionals" and the cheaper sets. In any event, none of the five cars in these two sets have any clear plastic material. I suspect the cars never had the material but there is no way to tell definitively whether the window plastic was never present or it is missing from all 5 of these cars.



Photo 8 The Gimbels Set

Let us look at the Gimbels Special #2 first. Photo 7 is part of the advertisement for this set. The set is shown in Photo 8, where we



Photo 7

see that it is a two car set. The 152 is painted in dark green and has the late 152 details. The loco has a Type IV motor, strap headlight, bell, hook couplers, and stamped nickel handrails rather than the earlier wire handrails. The box is shown in Photos 9, 10 and 11. Here we see the top label, a portion of the end label, the Special stamping and the box manufacturer's stamp where the "7" shows us that the box was made in 1927. The box labels are a "Type IV c 1" and

is dated in Dave McEntarfer's book as from 1925-26. No track was still present but I think we can assume that it probably con-



Photo 9, Gimbels Set Box Top



Photo 10, Box Label

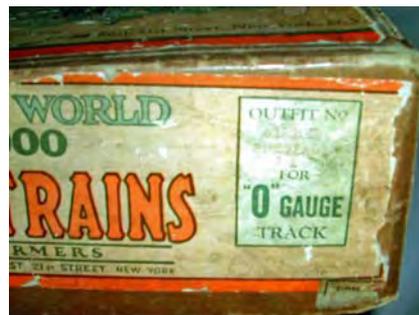


Photo 11, Box End

tained the usual loop of track. Since the box was normally used for a bigger set it is possible that it also contained a small transformer. This was not the norm for sets at the time but since the space is present in the box and it is a "Special", maybe there was one sold with this set.

By the way, a Gimbels Special #1 was covered in the Autumn, 1986 issue of the Atlantic Division Express (Vol. XVI, #4, Issue 64).

The second Promotional set is called a "Snellenburg Special No. 1". It is briefly mentioned in Dave



Photo 12

Photo 13

McEntarfer's book on page 124 along with an almost identical set called a "Rosenbaum Special #1". The advertisement for this set is shown in Photo 12 and an enlarged view in Photo 13. Photos 14, 15 and 16 show the box top, the 4 internal boxes and the special



Photo 14, Set Box Top



Photo 15, Inside Boxes



Photo 16, End Label



Photo 17, The Cars



Photo 18, The Locomotive

stamp on the end label. This is a type “IV c 2” and is dated as 1927-28 in the McEntarfer book. Photo 17 shows the cars and the Photo 18 shows the locomotive.

The loco is light olive and has all of the features of a 1927 produced engine. It has a 1926-27 Type IV motor, spoke drivers, tall flag stanchions, strap headlight and the reverse lever on the opposite end from the headlight. Also on the reverse lever end are two slots that could have been used to affix a second strap headlight but the paint completely fills in these slots so, at first glance, it appears that there are no slots on this end. No track nor transformer were found with this set but there was probably a loop of

track.

So, there you have it; two very similar promotional sets that were probably sold in 1927 to move out left over 1925 stock as marketed by local department stores.

Sometime in the near future we will be showing you what we can about another local store “promotional”, a set from 1964 from Lit Brothers!

Bibliography:

1. Greenberg’s Guide to Lionel Trains, 1901-1942, Volume IV, Prewar Sets, Dave McEntarfer, Kalmbach Pub. Co., Waukesha, Wisconsin, 1995
2. Greenberg’s Guide to Lionel Trains, 1901-1942, Volume II, O and OO Gauges, Bruce Greenberg, Kalmbach Pub. Co., Waukesha, Wisconsin, 2001

PRR MANHATTAN CARS

By Charlie Weber

Any Lionel postwar collectors are well aware of Lionel's versions of so called "Heavyweight" Pullmans that us collectors variously refer to as "2625, Madisons" or "Manhattans". A number of variations exist and they make a fun group of cars to collect. But, there are no common, significant coloring variations.

Among the truly rare variations are the dark green versions of these cars. I have only seen a couple sets in my life. Also, a few years back Classic Toy Trains magazine did an article about some red and silver cars, but the authenticity as having actually been made by Lionel remains in doubt.

The other variation is shown here. The lore of toy train collecting was that Madison Hardware had gotten a pile of Manhattan car bodies in such poor condition that they didn't think they could sell them. So, supposedly they blew a fresh coat of tuscan paint onto the bodies, re-lettered them for "Pennsylvania"; then assembled them in the store and sold them. If this is true, then the set shown in this article (sold at the Maurer auctions in 2005) is probably an example. The cars shown here have been over-



The Three Cars



Painted with no attempt to fill in the hot pressed lettering before painting. Yellowish/Gold decals were made and affixed to the cars. Of course, these could also just

be something that some collector put together for their own enjoyment. I don't know. In the Photos at the left

you can see a closer view of the Irvington car at the top and in the bottom Photo a close-up of the decal. The impressions of the heat stamped "M and A" are clearly visible. We present them

here for your perusal.

AN ATTRACTIVE STATION

By Charlie Weber

An item that was sold early in 2006 at the Maurer Auctions that piqued my interest is the little 'O' gauge sized lithographed station. I have no particular interest in it except for the fact that I



The Station



The Base at the Rear Marked, "KBN"

found the litho design and coloring, bluish gray base, red shingled roof with gray and orange bricks, to be very attractive so I thought I would bring it to your attention. About all I know about it is that it was made by Karl Bub. Perhaps one of our readers is a Bub fan and can tell us the catalog number and years of manufacture.

AN UNUSUAL TRANSFORMER

Our member, Ken Laaken, has an uncanny ability to find strange transformers. At our September meet he brought in the unusual beauty shown here.



Transformer Side



Transformer Top

The transformer was made by GE whose logo is prominently displayed. It is Labeled as a Toy Transformer. According to the plate connecting the appropriate binding post can produce a variable voltage controlled by the handle at the top; or a set of different fixed voltages. If any of our readers can identify this transformer, please let us know.

with the members who were present. I'm sorry to say that there was no discussion from the floor as most members seemed to be anxious for trading to begin. Perhaps it is time to investigate a new venue for this important meeting.

Ed Kapuscinski once again put on an impressive educational display of Lamp Posts.



Display Part 2



Display Part 3

Glenn Stinson brought our attention to the advertisement shown above. It is a 15 x 21 inch full page ad from among the comic pages of a 1933 newspaper. It was sold on eBay for \$511.99. Both Glenn and Charlie Weber feel that This may be a world record price for a Lionel advertisement.

The buyers had a large selection of goodies to choose from and the camaraderie was at a high level.

OUR SEPTEMBER MEET

The September Meet was our usual Member meet opening with a membership meeting at 8:00 AM. Recent events were discussed



Recognize Joe Lehman in his distinctive hat!



Display Part 1

Traditionally at this meet we have special events for the Kids. This meet was no exception, and thanks to the efforts of Richard Zipin we had brand new MTH catalogues for all of the kids. In addition each received a gift. The kids raffle was also an event appreciated by the winners. Richard was also kept busy throughout the meet supervising the kids games.



The Train Races

The girl in the photo with her back to the camera appears to be Lauren who last year competed with her pink locomotive. The



The Brio Set

divisions Brio set still fascinates the future TCA members. All in all, it seems to be safe to say that the September Meet was a success.

MORE INFORMATION ON CABEESÉ

In the Fall issue of the Express there was an article about a series of small tin lithographed cabooses of Japanese manufacture. Our expert on “off beat/weird” toy trains, Good ol’ Phil Ritter has come though with some information.

The key to the information lies with the logo of a ‘Y’ in a star like design seen in several of the pictures. And reprinted here.

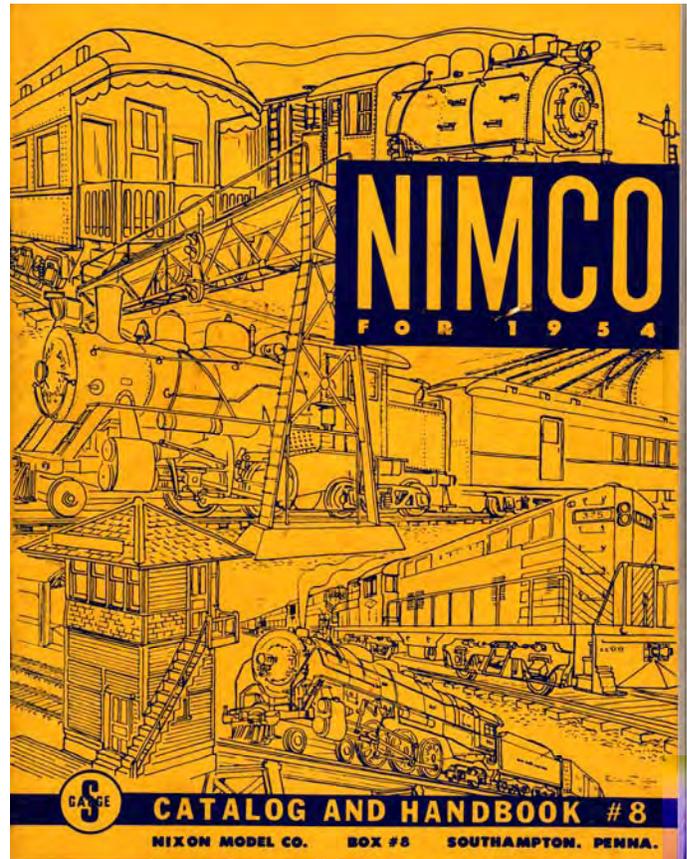


Phil tells us that the ‘Y’ means that the trains were made by a well known Japanese tin toy manufacturer during the early postwar period. The logo is for “Yonezanowa Jangu” aka “Yenez Toys Co. Limited”. The ‘Y’ was apparently used because the owner of the company was Mr. Y. Zonewa.

NIMCO

Glenn Stinson has loaned us a catalog from 1954 that is a little

different as it contains mostly ‘S’ gauge equipment, some of which I suspect are relatively hard to locate. Certainly they have rarely shown up at the meets I attend. This scarcity may not be due to them being “rare” but due to them being oriented toward



Nimco Catalog

the “scale” modeler. In any event, NIMCO was a local firm. The

<p>AMBROID</p> <p>One of the best cements for Model Railroad and general use. Does not pull or twist small parts like many fast drying cements. Holds wood, glass, metal or plastic parts securely.</p> <p>AM-1 2 ounce tube.....30 AM-2 4 ounce tube.....60</p> <p>AMBROID car kits; Fully detailed authentic scale models. Precision Basswood parts supplied by Northeastern Scale Models. Kits include Scale trucks and couplers. Your choice of Scale or Tinplate wheels.</p> <p>ACL Watermelon Car TBS Tinplate5.95 SBS Scale.....5.95</p> <p>Stock Car TSL M K T Tinplate...5.95 SSL M K T Scale.....5.95 TSL0 Southern Tinplate...5.95 SSL0 Southern Scale.....5.95</p> <p>Letterboards for Stock Car in Southern and MKT. Kits complete with preprinted lettered sides, scale or tinplate trucks. Same realistic construction featured as in all Ambroid Kits.</p>	<p>BAKER MFG. CO.</p> <p>The Baker automatic coupler and uncoupler is an efficient device for remote control of your coupling. Lifting lever is designed to have the appearance of an Air Hose. Freight couplers may be used with or without coupler pockets on Freight cars or locomotives. Passenger couplers have centering springs and coupler pockets and may be used on Passenger cars, long Freight cars, Interurban and Trolley cars. Uncoupling Ramps are mounted between the rails and can be controlled with a cable, manually or with a Solenoid.</p> <p>BA-1 Freight couplers, per pr...50 BA-2 Un-coupling Ramp, each....20 BA-3 Passenger couplers, per pr.60</p>
<p>ARIZONA PRODUCTS</p> <p>Cuts metal or wood equally well. Blade is only .008" thick, very fine teeth. Saws tiny irregular shapes without flattening or splitting. Eliminates the need of sanding ends after sawing. Saws Rail, thin wall tubing, screws, etc. without tearing or leaving rough edges.</p> <p>ZONA SAW</p> <p>Z-1 Zona sawPRICE EACH...\$1.00 Z-2 Zona Sabre saw; Thin pointed carbon steel blade, for cutting curved contours and enlarging holes. each.....75¢ Z-3 Zona Homecraft saw. each.....\$1.50 Z-4 Extra blades for Zona saw. each......50 Z-5 Extra blades for Sabre saw. each......10 Z-6 Extra blades for Homecraft saw.. each......75</p> <p>Homecraft saw 5" blade cuts 1" deep Sabre saw 1½" tapered blade Zona saw 4½" blade cuts ¾" deep</p>	

Page 15 of the Catalog Shows an Ad for Ambroid Kits

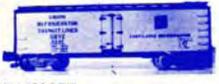
name and address was Nixon Model Company, Second Street Pike, Route 232, Southampton, PA. Even if the ad was only an inch high and one column wide the firm was advertising for many years in MR and RMC magazines, Presumably they started in 1937 and went through at least the 1950s. If any of you can provide more info regarding dates of being in business and/or the owner(s), please respond.

Pages 4 through 12 show that they offered the entire 1954 American Flyer Line followed by services and equipment for converting AF to scale DC operation. On Page 15 some kits are listed as coming from Ambroid. I always thought Ambroid was strictly an HO firm. Anyone know if these are actually "S" kits? Page 16

Page 16 NIXON MODEL COMPANY Catalog #8 1954

ARDEN SCALE MODELS

Low price, easy assembly and realistic appearance combined for the first time in S gauge. Real wood sides, scribed, painted and lettered. A pair of tinplate trucks completes the car, or they may be used for scale operation. Complete wood body kit with plastic hardware. . . . \$1.95

BOX CARS	REFRIGERATOR CARS
 <p>BW-1 CHICAGO & NORTH WESTERN Lots of lettering on this car.</p>	 <p>RW-1 SOO LINE Owned by URTX, assigned to SOO.</p>
 <p>BW-2 SOUTHERN Very large herald.</p>	 <p>RW-2 GREAT NORTHERN Large mountain goat herald.</p>
 <p>BW-3 WABASH Road name in 18" letters.</p>	 <p>RW-3 MERCHANTS DESPATCH Now uses yellow sides.</p>
 <p>BW-4 NICKEL PLATE ROAD Road name is special design.</p>	 <p>RW-4 FRUIT GROWERS EXPRESS Big Block lettering.</p>
 <p>BW-5 CHICAGO & EASTERN ILLINOIS C & EI in 30" letters.</p>	 <p>RW-5 NORTH AMERICAN DESPATCH Yellow sides with black letters.</p>

Page 16 Arden Models

shows where rolling stock from "Arden Scale Models" kits are listed. Never heard of them! Can anyone bring one or a few of these to a meet for us to look at and photograph and show in a future issue of the Express?

What appears to be the whole Plasticville line of buildings is found on 4 pages; and more "stuff" on various sets of decals follows. Information is needed as well on the "Enhorning F-7 units shown on page 28, Kansas City Kits and North Jersey Model Car Co. kits shown on page 32, Nimco Freight car kits shown on page 40 and Rex Engineering shown on page 50.

The catalog also contains 4 pages of advertising for Perma-Bilt kits which we already looked at in 1994.

Well, let's hear from you; so that we can include any new information about some of these obscure manufacturers in future issues of the Express.

Page 28 NIXON MODEL COMPANY Catalog #8 1954

ENHORNING INDUSTRIES

S GAUGE EMD F-7 DUAL ROAD DIESEL



These units are expertly and exactly copied from the drawings of the F-7 diesel built by the Electro Motive Division of the General Motors Corp. The trucks are of 4 wheel type, fully sprung and equalized. Drive trucks have all four wheels driven.

The body of the A and B units consist of one integral plastic casting. Attached are diaphragms (molded sponge rubber) and horns (on A unit only). The floor consists of one piece plastic casting with oil and water tanks and coupler pockets. Also included with the A unit are light bulb, socket and contact shoes. Devore couplers are standard equipment.

The power used is a standard 1/8" stack "O" gauge motor with either wound or permag fields (Wound motors have dpdt switch for reversing furnished).

Overall length of A unit is 9 1/2"; B unit is 9 1/4".
Overall height is 2 1/4" for both units.
Overall width is 1 1/4" for both units.
Weight of either unit without weights or power is approx. 1 pound.
Weights used are 2 pounds weight of motor is 1 pound; weight per truck drive is negligible.
Minimum recommended radius is 18".

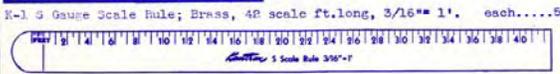
PRICES (Unpainted)

250A-T "A" Unit assembled with two trailing trucks	\$13.50
250A-P "A" Unit assembled with two drive trucks	\$8.00
250B-T "B" Unit assembled with two trailing trucks	\$11.50
250B-P "B" Unit assembled with two drive trucks	\$6.00
250AB Two Unit Diesel Locomotive, powered A, trailing B	\$25.00
33-0198-PO EMD F-7 truck without drive	\$3.00

Note: Above prices do not include paint or decals. Use only oil base paints for coloring. Specify when ordering if wound or permag motor is wanted, and if units with tinplate or scale flanges are wanted.

KEMTRON PRODUCTS SCALE RULE

S-1 S Gauge Scale Rule; Brass, 48 scale ft. long, 3/16" x 1". each.....\$5



Page 28 Enhorning F-7

Page 32 NIXON MODEL COMPANY Catalog #8 1954

KANSAS CITY KITS

KANSAS CITY KITS: For the budget minded Model Railroadist. Wood body kits of excellent quality and workmanship. Paint, hardware and decals needed to complete car. Cars can be mounted on scale, tinplate or American Flyer trucks.

Tank Car Kits	Price
KTS-16 1 dome 5,000 gal.	\$8.00
KTS-24 2 dome 6,000 gal.	.85
KTS-18 1 dome 8,000 gal.	.90
KTS-22 2 dome 8,000 gal.	.90
KTS-38 3 dome 8,000 gal.	1.00
KTS-1 1 dome 10,000 gal.	1.50
KTS-2 2 dome 10,000 gal.	1.05
KTS-3 3 dome 10,000 gal.	1.10

KCS Stock Car kit. 40 ft. .85

KSB Boom Car kit. 44 ft. .75

KCKS-4 Box Car kit. 40 ft. .80

KCKS-5 Box Car kit. 50 ft. .90

Make your selection from NIMCO hardware and CHAMPION Decals, Scale or AMERICAN FLYER trucks to complete these cars.

Old car trucks, Northeastern structural shapes or odds and ends from your scrap box make realistic Flat car loads.

KGS 50' gondola, low side	.50
KGSH 50' gondola, high side	.50
KFS flat car kit	.35
KFSP flat car, planked floor	.45

NORTH JERSEY MODEL CAR CO.

WORK TRAIN EQUIPMENT: Car kits complete with all hardware and detailed assembly instructions, less trucks and Decals. To complete car order Champion Decals and American Flyer or Scale trucks.

SC-401 Tool Car for work train, Complete kit less trucks	\$3.75
SC-402 Boom Car for work train, Complete kit less trucks	3.75
SC-403 Store Car for work train, Complete kit less trucks	3.75
SC-404 Recreation Car for work train, Complete kit less trucks	3.75

Page 32 Kansas City and North Jersey Kits

ON A SAD NOTE

This issue apart from the Winter Supplement represents the last issue for this year. Although we managed to accomplish a great deal, I am sorry to say that we must end on a sad note. In the middle of September, Richard Trickel TCA # HR-67-1905 passed away. Richard was a long time member of the Atlantic Division and the father of Terry Trickel, one of our current members of the

division's Board of Directors and Eric Trickle who carries on his dad's business of selling cast parts at our meets. of Trains in Chicago, IL.

On September 29th, Sarah Reed Lavinus, our National Secretary passed away after a rapidly progressing illness. Sarah will be missed by all. A tribute to Sarah written by Dr. Paul Wasserman, Past National President. Follows.

A Tribute to Sarah

On the day after she passed away, Paul Wasserman, Past President of TCA wrote a message on the TTML web site. With his permission, it is being reprinted here.

Sarah, of course, was such a remarkable person who devoted so many years of service to the TCA. We have all lost something very treasured in her passing. This past TCA national convention, Sarah approached me to assist her with the possible purchase of "my first train". I was amazed to realize that she hadn't, in all the years of TCA membership, accumulated any toy trains of her own. Clearly her focus had been the national organization and Gary Lavinus.

But now she wanted a train! She had found a Lionel 253 apple green passenger set that appealed to her and she wanted my opinion. I inspected the train, advised her it was all original and in nice condition; but I thought she could negotiate a better price. Later in the day she came to me, beaming with excitement and said the train was hers. Even the next day, as we were preparing to depart Denver, she exclaimed how thrilled she was with her purchase. I don't think I can recall another time that an individual was brought more pleasure by a toy train acquisition. Sadly, her first train was probably her last; but I know that her "toy train collection" was as important and as meaningful to her as even the first train was probably her last; but I know that her "toy train collection" was as important and as meaningful to her as even the largest, most comprehensive collection is to the advanced collector.

TCA will not be the same without Sarah. We have so much to be grateful for her participation in our society.

JUNIOR BRIDGE

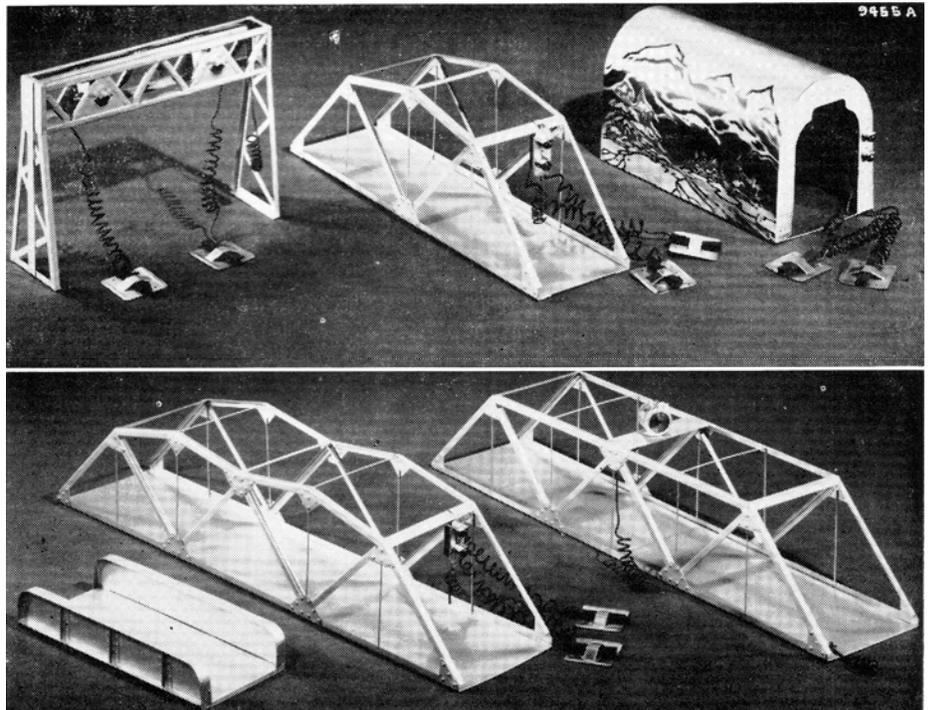
By Charlie Weber

Another of the scarce (but not expensive) lines of tinplate accessories made in the late 1940's and early 1950's is the line from the "Junior Bridge Co." . Some of these accessories show up at meets from time to time; usually with a tag of something like, "Who dun it ?". Anyway, here is an excerpt of a contemporary review originally published in "The Whistle Stop" of March 1952, pages 17 -18. The article mentions the Junior Bridge company; but gives no location. Instead they refer the readers to the House

The 1952 line consisted of four different sized bridges, a signal bridge and a tunnel. The signal bridges came in two styles, one fitted with a two color light signal head that bears the letter "L" and the deluxe version lettered "B" that is fitted with a revolving aircraft beacon similar to the common styles produced by almost every tinplate manufacturer of the time.

The bridges were available in 11", 18", and 27" lengths. Apparently the 27" bridge came in two different styles.

Interestingly, the author of the article states that the metal tunnel and even the signal bridge that is erroneously listed in their catalog as a "Signal Tower" will not be of any interest. (We presume to the Serious model railroader). He goes on to say that they were designed strictly for the "kiddie" trade. In 1952 the firm plans to introduce a Suspension Bridge. The author goes on to say that



The complete line of the Junior Bridge Company. In upper left corner is shown the 401 Signal Bridge; in the center, the 102L bridge (18") and the 301L Tunnel. In the lower portion from left to right are the 201 Girder Bridge, the 101L Trestle Bridge (27") and the 103B Trestle Bridge (27") which is also available with color light signals instead of the beacon. . All models are also made without lights (tunnels and bridges).

this will be the first time in American train history that such a model has been offered to the public.

MORE WHISTLE STOP

This is a truly interesting little Magazine. The article on which the previous story was based appeared in the March 1952. In planning the next issue of the Express, I was looking through some of the other issues that my co-editor, Charlie Weber provided for me to peruse. I came across an article on Garden Railroads that most of you readers by now know is one of my passions. (Continued page after next. Ed.)

A CHRISTMAS DISPLAY

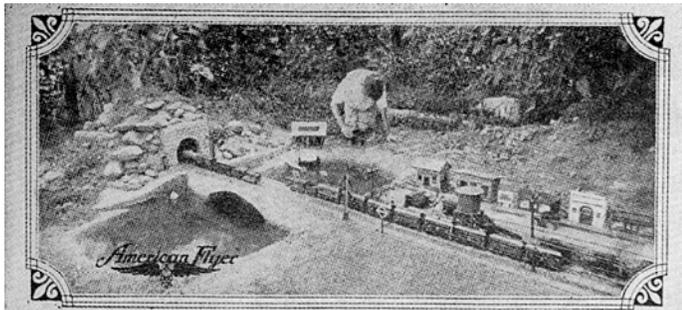
By Charlie Weber

After having a Christmas train layout for my entire first 17 years, it is the one thing I miss today about Christmas. My house simply does not have room for anything more than a 3.5" x 6' layout and even that makes the living room too tight. The Christmas of 2005 brought a visit to a home that "does Christmas right" like I wish I could do.

Joe Rose is a Norristown toy train collector who allowed me to visit. He has a good sized basement and he filled it with a Standard gauge layout. Here are the pictures that I took. What was "new" to me was the fact that it contained all reproduction trains, mostly via MTH. I have seen traditional standard gauge layouts lots of time but this was different and most impressive. The difference was the filling of the basement with sounds and a ton of smoke. Even the electric types had sounds which I was not expecting. (As you can see, I don't pay much attention to brand new equipment.) I hope the pictures will show what can be done with modern trains if you want. Unfortunately this quarterly can not transmit to the reader the cacophony of sounds, and smell of this wonderful layout. Then to top the visit off we went to the living room to see the 'O' gauge Christmas layout. It is a mixture of vintage and brand new equipment and, like the basement layout, the trains ran like tops, some with sounds. It was nice to be able to visit someone who still carries on what is to me a Christmas tradition. (Perhaps I will bring you pictures of Joe's brother Jimmy's layout next year.)



According to this article, "What began as a simple advertising contest in 1922 soon became nationally popular." Two of these ads are shown below. We will have more of this very interesting story in the next issue.



Build an "American Flyer" Backyard Railroad

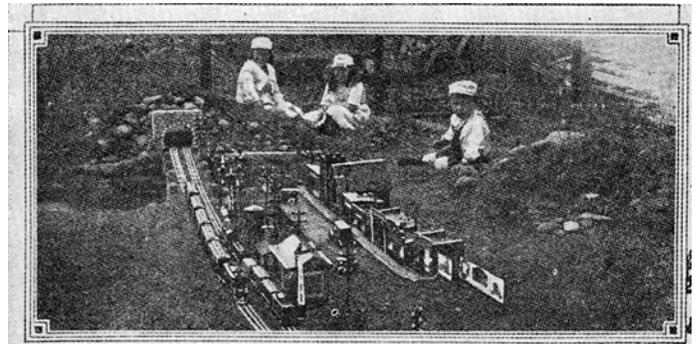
The greatest sport of all for vacation days. Lay track, build bridges, make tunnels, operate your miniature railroad outdoors. An extension wire from the house gives you power.

Big Prize Contest

Send us photos of the Backyard Railroad you build and we will send you FREE an Engineer's Cap and an order on your dealer for 50c. You may also win one of the cash prizes. Use any equipment you have.

Write for particulars and instructions on building Backyard Railroads

AMERICAN FLYER MFG. CO.
2219 So. Halsted Street
CHICAGO

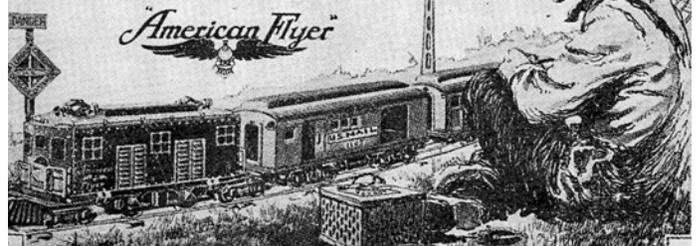


Build an "American Flyer" Backyard Railroad

There's lots of fun in operating your miniature electric or mechanical railroad outdoors. You can get extra track and equipment from your dealer. Build tunnels, bridges and solve all the problems of railroading.

Big Prize Contest: \$100 in cash prizes. Send us photos of the railroad you build. Every one gets an Engineer's Cap and 50c worth of equipment. Write for particulars and booklet "How to Build a Backyard Railroad." Use any equipment.

AMERICAN FLYER MFG. CO.
2219 South Halsted Street Chicago



TREASURER'S REPORT

The Treasurer's Report is not available at this time.

It will be included in the Winter Issue Supplement.

The report will include data from the end of the Fiscal Year that occurs on October 31st

WANTED

NEED two YOUNG, STRONG men for Meet teardown 12:30-1:30. Free admission plus \$25.00 CASH. Contact Bob Lubonski. 856-608-9265.

Wanted O-27 straight track. Need not be nice. Want to paint it anyway. Bob Robinson. 610-489-1462 or 610-489-1716 daily.

Wanted U & R O-27 streamliner cars in Lackawanna livery. Have a couple Pennsylvanias to trade if you prefer, Grey 606 observation. with NYC lettering, NICE 2340 and 2360 in green, 2360 in maroon with stripes. Empty boxes: Lionel 6413 and 3672. Also want box for 3413 or box and car with nice, unbroken superstruc-

ture. Charlie Weber 610-272-5588

ATLANTIC DIVISION EXPRESS

The Atlantic Division Express is published four times a year. The editors are actively seeking new articles for publication. Anyone having material they would like published should submit it to the Editorial Office. The material need not be in polished form. We need your material and will accept Want Ads and For Sale items from individual members.

Charlie Weber & Chester Zmijewski, Co-editors
Editorial Office e-mail: cmzmijewski@comcast.net
1119 Yardley Rd.
Cherry Hill, NJ 08034

On behalf of the Officers and Board of Directors of the Atlantic Division I wish each and everyone of you a Healthy and Happy Holiday Season. May the New Year bring you the train of your dreams.



Chester M. Zmijewski, President

