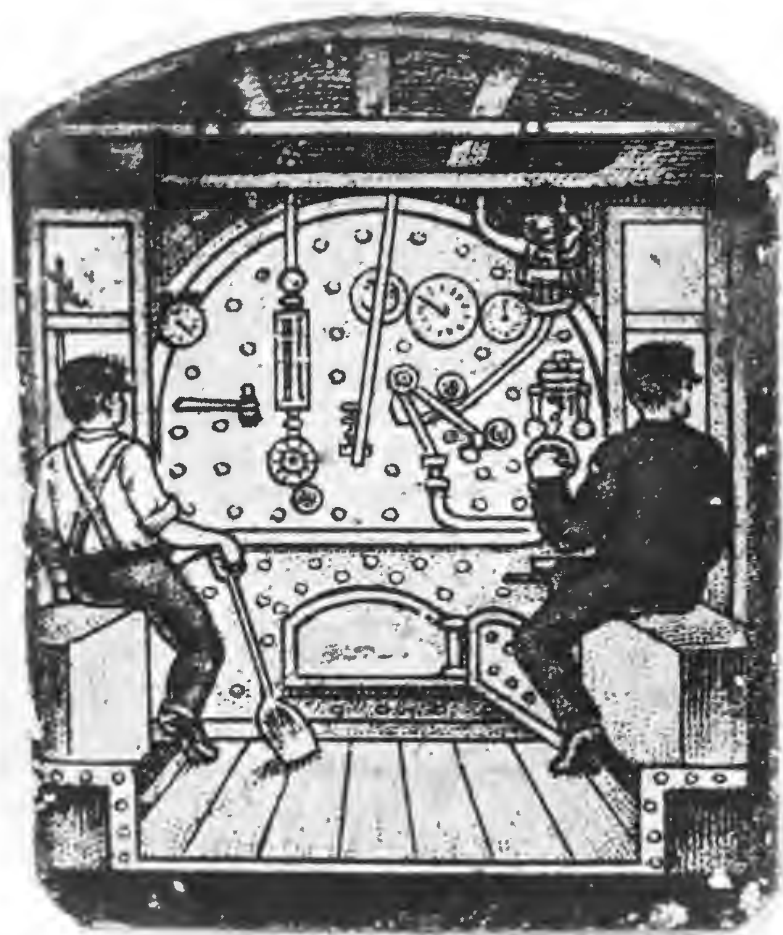


THE ATLANTIC DIVISION EXPRESS



SUMMER 1983

TRAIN COLLECTORS
ASSOCIATION

DIVISION BOARD OF DIRECTORS

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Assistant Editor - Philip O. Ritter

The Atlantic Division - Train Collectors Association
6304 Park Avenue, Philadelphia, PA 19141

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ATLANTIC DIVISION 1983 MEETS

July 17, 1983	Regular Meet	Westover Country Club	Norristown, PA
Sept. 25, 1983	Mini - Meet	The Hilton Inn	King of Prussia
Nov. 20, 1983	Regular Meet	Westover Country Club	Norristown, PA

CHANGE OF ADDRESS

Members are reminded to promptly notify both the Atlantic Division Secretary & the National Business Office of any address changes so as to insure timely receipt of all Division and National mailings.

FRONT COVER PHOTOGRAPH

Pictured is a cab interior in colorful tin litho. What loco is it from? See page 15.

I N K B L O T S

By Secretary Richard D. Heineman

This column has previously discussed the Atlantic Division voting record. Now in this major election year I would like to examine the importance of presenting a good ballot to the members.

At this writing the membership stands at 715, the largest in our Division history. With a membership of this magnitude, the problems of running the Division are magnified more than ever before.

This is the year we must think about electing a President, a Vice-President, a Secretary, a Treasurer and four (4) Directors. The Nominating Committee, led

by Chairman Dick Knowles, will need your support and help in formulating a ballot composed of the best possible candidates. If you are interested, or if you know a fellow collector who would qualify as a candidate, please contact Dick.

Our Division has always been a leader and an innovator in the Association and we should strive to maintain this tradition. We can do so only by presenting a ballot with highly qualified people who can get the job accomplished. I hope many of you will accept this challenge and step forward for your Division.

* * *

A. D. BOARD OF DIRECTORS

M I N U T E S O F M A R C H 9 , 1 9 8 3 M E E T I N G

By Secretary Richard D. Heineman

SECRETARY'S REPORT: Approved as submitted.

TREASURER'S REPORT: Approved as amended.

MODULAR LAYOUT: Phil Ritter reported on the Layout's travelling schedule. He also reported that the Layout is now being stored in a Store & Lock facility.

PUBLICATIONS COMMITTEE: Bill Wilson reported that the Spring EXPRESS will be mailed by month's end. Phil Ritter presented a letter, composed by Advertising Chairman Bob Haber, which will be sent to prospective EXPRESS advertisers.

DIVISION CARS: Ray Connolly reported that only one 1982 car remains at the Museum to be sold. As previously reported, all 1983 Wanamaker cars have been sold.

MEET COMMITTEE: Sid Weiss confirmed that the Division Mini-Meet will be held on Sunday, September 25, 1983 at the King of Prussia Holiday Inn.

MEMBERSHIP COMMITTEE: Nick Ladd reported on the last Committee meeting. He also presented a letter that the Secretary will send to all new TCA members living within A.D. boundaries. The letter describes Division history and benefits.

AUDITOR'S REPORT: Bill Miles presented the 1982 auditor's report.

NEW BUSINESS: Phil Ritter made a motion to nominate Ed Pinsky as Division Collector of the Year, following National guidelines. Motion passed.

* * *

INVENTIONS THAT MIGHT HAVE BEEN BUT NEVER WERE--OR WERE THEY?
THE INVENTIONS OF FRANCIS W. KRAMER OF PHILADELPHIA, PENNSYLVANIA.

BY HILLY LAZARUS*

With this article, we begin a short series of writings dealing with toy train inventions of people who once lived in what is now our own Atlantic Division area. Perhaps the trail of these old inventors and their inventions could still be traced through area telephone books. It would be worthwhile to locate the original models of their design. Perhaps family persons still live within Atlantic Divisions boundaries. Other inventors to be studied are Paul H. Egolf of Narberth, William E. Haupt of Philadelphia, Arthur E. Jones of Ridley Park, and James H. Knight of Westtown, Pennsylvania.

Francis W. Kramer must have been among the earliest inventors of automatic toy train couplers, obtaining his patent in 1916. He also had the novel idea of making a lever mechanism to provide means of un-coupling the cars without removing them from the track. I particularly like the drawings of the coaches with four-wheeled trucks, shown in Figure 1.

F. W. KRAMER.
TOY CAR COUPLING.
APPLICATION FILED MAR. 21, 1916.

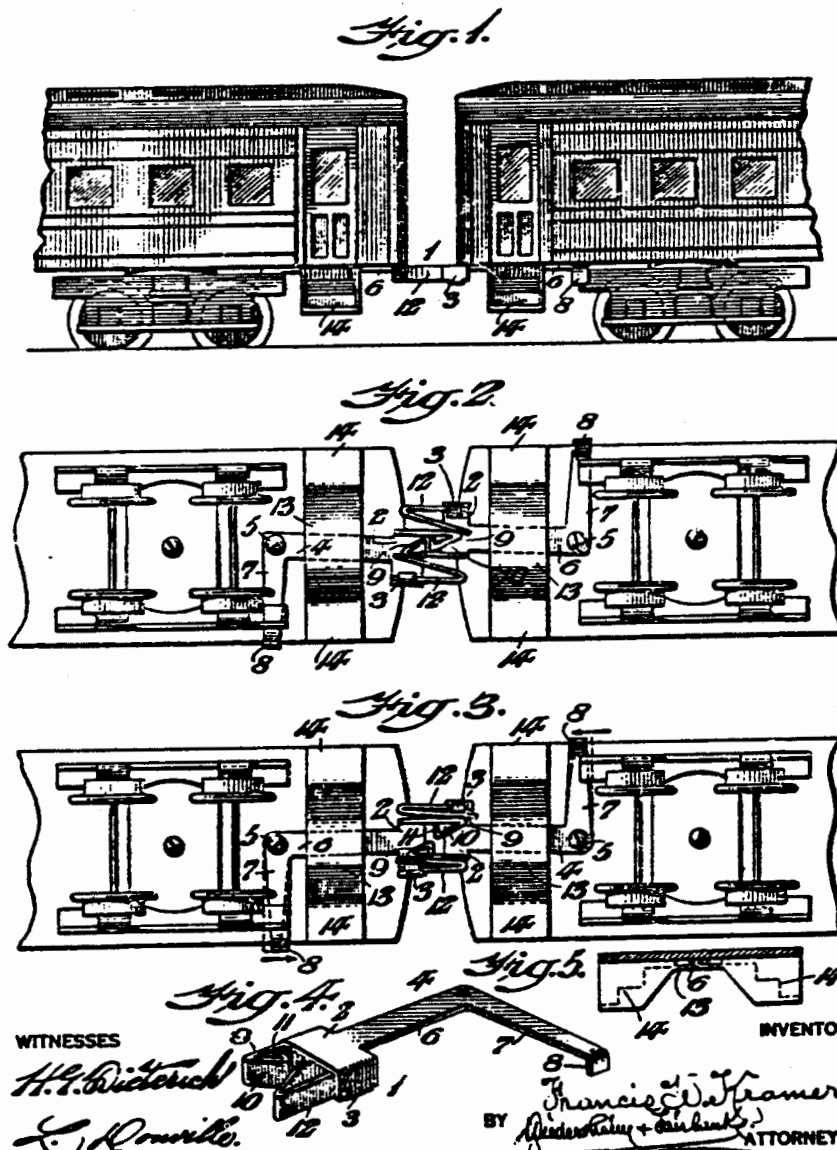
1,186,994.

Patented June 13, 1916.

Referring to Figure 4, we see the detailed but simple drawing for the whole coupling shank, the coupler itself and the handle-lever for uncoupling the cars. Kramer envisioned his idea to be both inexpensive to manufacture and durable in operation. Although not specifically mentioned, it seems that the material used would have to be of the spring-steel nature to offer the resiliency needed for the spring portion (12) to keep the two couplers firmly together. This spring was to be attached by rivets or other means to the rest of the coupler bar or "elbow lever (4)", which would have been ordinary non-spring steel or sheet metal.

Figure 2 is a bottom view showing the coupled cars. In this drawing, the springs are statically relaxed. In Figure 3, the uncoupling lever (8) is pushed, thereby disengaging the couplers and compressing the springs. Has anyone seen such a train?

This patent, and all others, is available for 50¢ from the Patent Office in Washington. Tell them the inventors name, patent title, patent date and patent number.



WITNESSES

H. L. ...
L. ...

INVENTOR

Francis W. Kramer
BY *A. ...* ATTORNEYS

Francis W. Kramer had an earlier invention called "Toy Railway" which really was a novel track and road-bed idea, best said in his own words: "My invention consists of a railroad more particularly designed as a toy, the same composing a body adapted to simulate a road bed, and raised portions thereon at intervals adapted to simulate railroad ties, said portions being provided with cheek pieces to clamp miniature railroad rails to inexpensive and comparatively unbreakable play thing for the purpose intended."

"Referring to the drawings:--1 designates a base which is made to simulate the road bed of a railway, and is formed preferably of sheet metal, arch-shaped in cross section for the purpose of strength. The plate is swaged and struck-up at intervals forming transversely-extending parallel ridges 2, which rise above what may be termed the crown of the arch shaped road bed and are flat at the top thereby simulating the cross ties of a railroad and are adapted to support the railroad rails 3 placed thereon. On said ridges are the lips 4 which are punched upwardly out of the material of said ridges and comprise chairs or cheek pieces which embrace opposite sides of the bases of the rails and clamp them to the ridges or ties 2, and preventing under ordinary circumstances, the displacement of the rails."

"It will be seen that the device is strong, inexpensive, durable and comparatively non-breakable toy, one that may be used by children for

running miniature cars on the rails thereof, and provides an enjoyable plaything for the purpose intended."

In the next part of this series, we will explore the inventions of

F. W. KRAMER.

TOY RAILWAY.

APPLICATION FILED JAN. 12, 1914.

1,096,632.

Patented May 12, 1914.

Fig. 2.

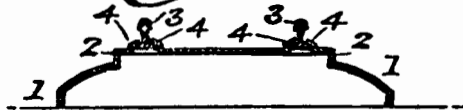


Fig. 1.

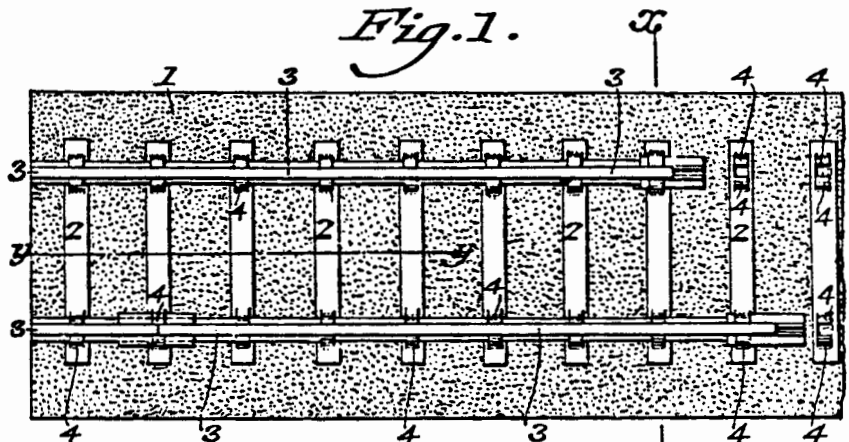
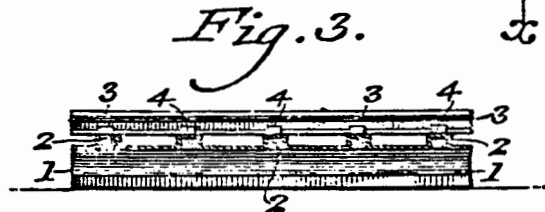


Fig. 3.



WITNESSES

P. F. Nagle.
H. C. Dietrich

INVENTOR

BY *Francis W. Kramer*
Dindorff & Fairbank
 ATTORNEYS

Paul Egolf who, among other things, patented similar track to that of Mr. Kramer but Egolf also visualized its use for electric trains.

If you have comments about this column, please write to Hilly Lazarus, 14547 Titus St., Suite 207, Panorama City, CA 91402. I hope that someone in the Atlantic Division will search the telephone directories and try to locate the descendants of these men.

" THE UNCATALOGUED SPECIALS "

By Al McDuffie

* * * * *

* Excerpt from GREENBERG'S GUIDE TO IVES, copyright 1983 by *

* Greenberg Publishing Company. Reprinted with permission. *

* * * * *

Like the other train makers, Ives provided sets to large retailers that differed from their catalogued sets. However, in the Ives case it is more difficult to identify the sets compared with Lionel. The better known special sets date from about 1923 until 1932. But we know very little about special sets prior to 1923, even though we expect that such sets were made.

The problem is largely due to the fact that without the original train set boxes it is usually impossible to know whether or not one has an uncatalogued special. Normally, the contents of these outfits are made from standard components shown in the regular catalogue, but sold in a different form. There may be a difference in the number of cars included or the manufacturer may have provided track or some accessories not included with the regular sets.

It is certain that Ives created special sets in their early years, but, we do not have any surviving records. Few sets actually turn up from that era still with their original boxes and as Ives undoubtedly put whatever identification they used for such purposes on the boxes, this has made the task of identification almost impossible. The few catalogue sheets the author has seen from distributors of the pre-World War I period seem to illustrate conventional catalogue outfits.

However, the first special set that we can prove, was made up for the famous F.A.O. Schwarz toy stores and dates from 1916-17. This is a #1 Gauge set and differs from the catalogued sets in only two ways. The cast iron electric type #3239 is conventionally ink stamped except for the special "F.A.O.S." identification stamped on its radiator sections. There are two stampings for each side and two stampings for each end, with a total of eight. The engine otherwise is standard black with red trim as per the catalogued versions. The engine comes with four steel lithographed Ives cars - a #71 Buffet, two #72 Parlor Cars and a #73 Observation Car. The cars are the same as the catalogued versions, but the packing of four cars to the set was not a standard Ives practice.

The next round of "specials" is much more extensive than the previous set. Ives contracted with the John Wanamaker Stores of Philadelphia to furnish them with uncatalogued equipment both for sale in their own stores and through the mails from their Christmas catalogues. This was apparently the largest sale of this kind by a train manufacturer until American Flyer sold a large quantity of special sets to J.C. Penney "Nation Wide Lines" in 1929 through 1932.

The Wanamaker equipment differs from regular Ives equipment in two ways. First, all

I V E S - T H E U N C A T A L O G U E D S P E C I A L S (continued)

engines, passenger cars and freight cars are finished in maroon. Secondly, all bear a special store lettering style which features a script design similar to that of the New York, New Haven and Hartford of the day. It reads "The Wanamaker Railway Lines." The passenger cars are marked "Pullman" above the windows and "Buffet" or "Parlor Car" or "Observation" (respectively) under the windows. On the Buffet Car, the Wanamaker logo appears beside the baggage door; on the Parlor Car and Observation Car, it appears under the lavatory window. These comments refer only to the Wide Gauge equipment, which initially was believed to be the only equipment included in this sale.

Later, 0 Gauge equipment has turned up. The engines are also finished in the same maroon used for the other Wanamaker equipment. Some rare 9" passenger cars, stamp lettered for the store (instead of being lithographed as per catalogued versions) have been found. It is assumed that the freight cars in Wanamaker 0 Gauge sets were regular Ives catalogued cars. Both electric and clockwork 0 Gauge trains have turned up marked Wanamaker, in very limited numbers. These are quite rare.

I believe that most Wanamaker specials were passenger outfits. However, in Wide Gauge, particularly the freight cars were sold as extras by the store. This conclusion is based upon the fact that all Ives freight cars have been found in the special maroon finishes, but few sets have shown up composed of freight cars. As far as is known, Ives never sold Wanamaker equipment with brass nameplates, so the arrangement likely ended by the time that Ives began to install brass nameplates in 1925. While it is hard to exactly specify the dates of the Ives-Wanamaker agreement, it probably covered 1922-24.

All of the Ives Wide Gauge electric types were offered as Wanamaker specials. In addition, the lone steamer, the #1132, painted in conventional Ives black with the tender carrying the Wanamaker heraldry, was sold. The only 0 Gauge engines included in this program were electrics: the #3253, the #3250 and, possibly, the #3252. If readers have others not mentioned here, we would certainly like to hear about them. This is a very vague period in Ives history.

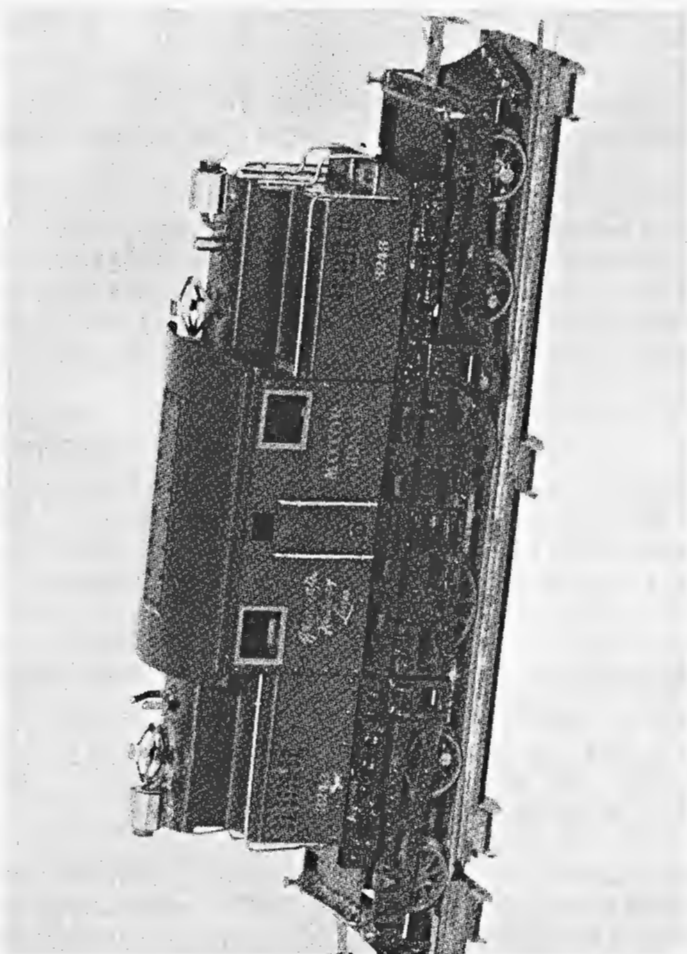
Wanamaker Wide Gauge train sets parallel the Ives 1922 catalogued sets, but differ in color and markings. Thus, there is a passenger set headed by the #3241 hauling a #184 Buffet and #186 Observation Car; the #3242 hauling a #187 Buffet, a #188 Pullman and a #189 Observation Car; the #1132 steamer hauling a coke car, a merchandise car and a caboose; and the #3242 with a four car freight outfit consisting of a coke car, a box car, a flat car and a caboose.

Information is sketchy regarding the Wanamaker 0 Gauge sets. We know there was a #3253 in maroon with three 9" maroon lithographed passenger cars marked "The Wanamaker Railway Lines" on their letterboards. There was another all maroon set consisting of a #3250 electric leading a #50 Baggage Car and a #51 Parlor Car (5" long). The cars were marked with Wanamaker identification on their letterboards.

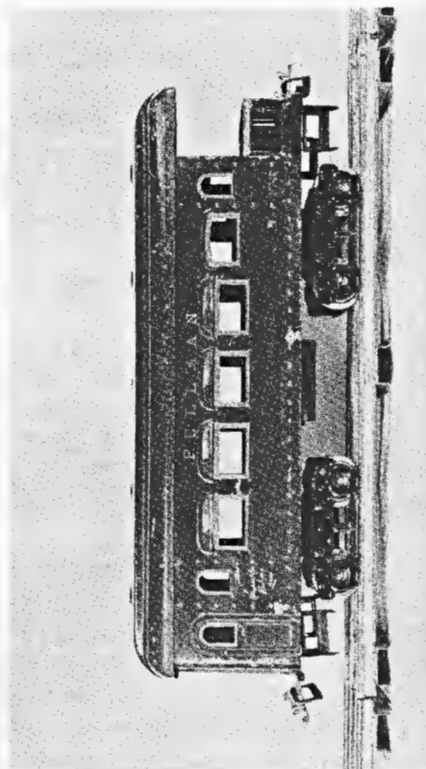
Thus we conclude our discussion of an unusual and interesting Ives program. Why the arrangement ended is not known. Possibly the appearance of brass nameplates made it no longer practical, or increasing production costs mitigated against further special sets. Nevertheless, the Wanamaker Specials are a most interesting chapter in the Ives tale and today this equipment is very sought after.



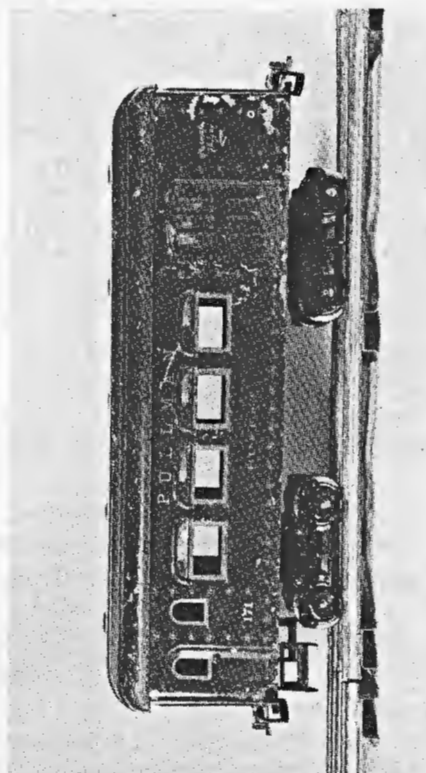
Logo Close-up



3243-R Locomotive

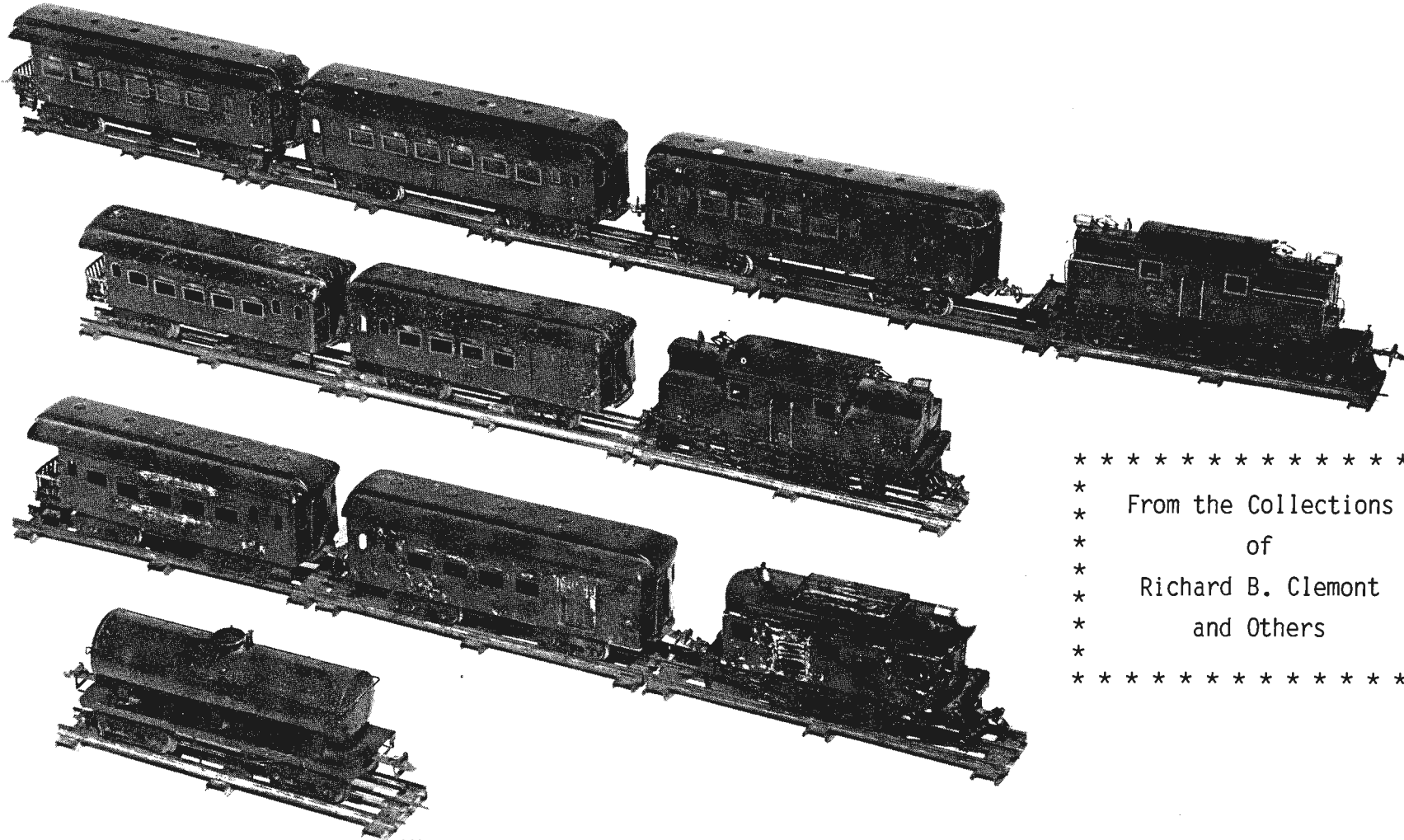


173-3 Observation Car



171-3 Buffet Car

Top Row	189-3 Observation	188-3 Pullman Car	187-3 Buffet Car	3243-R Loco
2nd Row		186-3 Observation	184-3 Buffet Car	3241 Loco
3rd Row		173-3 Observation	171-3 Buffet Car	3235-R Loco
4th Row	190 Tank Car			



* * * * *
 * From the Collections *
 * of *
 * Richard B. Clemont *
 * and Others *
 * * * * *

WANAMAKER SPECIALS - IVES WIDE GAUGE

SUMMERTIME

By Richard L. Stafford

The photographs on the next page show an open summer trolley similar to, but not exactly like, the ones which ran in Indianapolis in the 1920's. My father was a conductor on one of these, walking along the running board to collect the fares. The actual Indianapolis cars were used in single-end operation and had on the left side of the cars, in addition to the side curtains, a rigid heavy metal net about the size of chain link fence (1½" or 2" squares), which protected the passengers from cars passing on the opposite track. The model car does not have this feature since it is double-ended with a swivel trolley pole for use in either direction of travel. Car seat backs on the actual cars could be thrown either way so that people in the same party could face each other - or so that all seats could face in the direction of travel.

As you can see, the two floor toy trolleys (A & B) were "melded" together to make the rebuilt car (C). Remember that these toys were, in the 1950's, easily acquired both new and used, so that it was not "butchery of a priceless heirloom" to re-work them any way a person

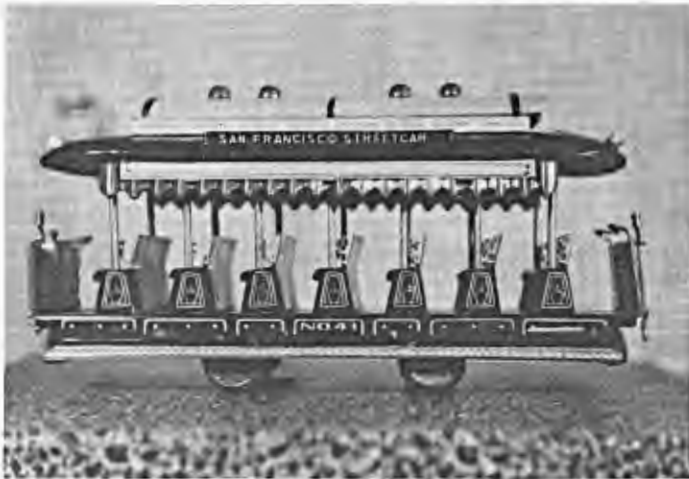
might wish. It was the only way to get a needed item.

What a treat it was to ride the real open cars to an amusement or ball park - or just to ride them to the downtown area for business or shopping! The most fun, of course, was to get the "front seat" and feel the wind when the car reached the private right-of-way leading to the parks. Somehow, although the speed probably never exceeded 30 or 40 miles an hour, with the car "nosing" (swaying in a kind of elongated figure-eight, side to side) it seemed like real speed. Even the sound of the wheels was different on rails above ground on open cross-ties. Alongside the river one could see row boats, canoes, or an occasional "motor launch" (a multi-passenger, slow moving craft for sight-seeing or just taking the air). There were not many private motorboats around at that time - certainly no Chris Craft or Gar Wood types. And one could swim at the river beaches (which had nets, guards, bathhouses, and the lot) in clean water. What price Progress!

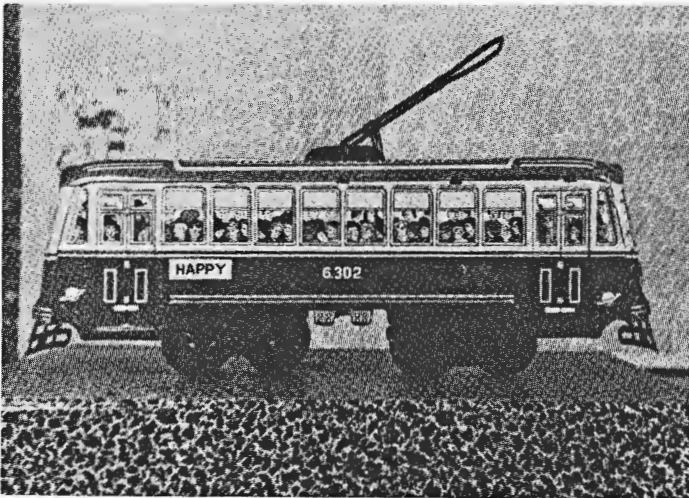
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SUMMERTIME

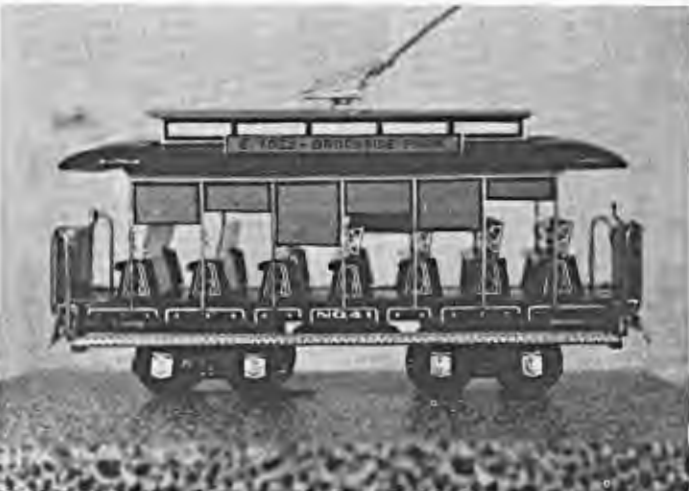
(concluded)



P L U S



E Q U A L S

CAR A

Japanese friction floor toy cable car with ringing bell action on one pair of wheels. Roughly #1 gauge, approximately 10" long, 3" wide and 4" high. "Alps" trademark, made early 1950's.

CAR B

Japanese friction floor toy trolley with rigid double trucks, bow type collector and "slatted" front and rear fenders. Roughly 0 gauge, approximately 10½" long, 2½" wide and 4" high. "Hadson" trademark, made early 1950's.

CAR C

Build of above floor toys, using slatted body of CAR A and trucks & fenders of CAR B. Trucks swivel and have track-type flanged wheels, but no power. Trolley pole and added tail are handmade. Conversion by author in early 1950's.

R A R E S T L I O N E L C A T A L O G E D I T E M S A N D S E T S

P A R T I I

By Philip O. Ritter

In the last installment, we indicated a few general categories of always rare Lionel cataloged items. Now we get down to specific items in roughly chronological order. Date in parenthesis after each item indicates the first year cataloged, often the only year.

Here are a few early items:

- #820 boxcar in dark olive green, marked ATSF but cataloged as NYNH&H. Car is normally found in orange with Union Pacific or Illinois Central lettering. (1915, p.16)
- #821 cattle car, marked NYC Lines. Shown in Outfit 92 with a #701 loco and the above #820 boxcar, but both cars were NM. Car was made c.1925 with Union Stock Lines lettering. (1915, p.16)
- #203 gray armored loco shown in Outfit 214 with two #900 "ammunition" boxcars and in Outfit 215 with two #702 "supply" baggage cars. (1917, p.15)

And now some small accessories from the same early period:

- #32 set of twelve miniature figures for the early trolleys. (1915, p.33)
- #27/217/270/271 Pullman Interior Illuminating Outfits (each outfit consisting of three clip-in lamps on wires for early standard gauge trains, powered from the loco). (1917, p.37)
- #60/62 "trips" to catch the side reversing levers of standard gauge locos. #60 was Style A (1906, p.7), also Style B (1909, p.17) and #62 was Style C (1914, p.13)

Next let's skip to the decade of the 1930's and consider some depression period gems:

- #1560 lithographed station for CW trains (a #48W whistle station without the whistle, like a #1027 Lionel Jr. transformer station, but empty and without slots). (1933)
- #809 four-wheel dump car with a white or silver bin shown individually in 1931-34 catalogs, but NM. Described as "light yellow" (1933) and "rich yellow" (1934). It appears that most #809's had orange bins as shown in the 1933 & 1934 sets, using two different RS letterings. They were not cataloged before 1931, were shown in sets of 1933 & 1934 only, were replaced by the green bin #659 in 1935, but returned uncataloged in green in 1939-41.
- #917 & #918 "scenic hillside" mountains (1932, p.36). Also, #920 & #921 scenic parks [2 section & 3 section, respectively]. (1933, p.38)

continued on next page

C A T A L O G E D L I O N E L R A R I T I E S

(continued)

#107 direct current reducer for cutting down NY State 110V DC power to toy train voltage (1931, p.28) and the later #171 DC inverter to permit AC train operation and use of the new whistle on DC house power. (1936, p.25)

#1678 Lionel-Ives lithographed cattle car to go with the #1677 gondola, #1679 boxcar, #1680 tank car and #1682 caboose. Cattle car is not known (NM). I wonder why, and what a #1681 might have become, possibly a hopper? (1933, p.14)

Moving on to the pre-war period, some interesting cataloged rarities are:

The late rubber stamped (RS) 650/2650 and 810/2810 series cars in general, and the following in particular:

#813 tuscan RS cattle car does exist, but the #2813 tuscan RS does not (NM). (1939-41)

#812 burnt orange RS gondola was listed but NM, while the #2812 burnt orange RS is common. (1941, p.42)

#2812 black RS gondola also was NM by Lionel (1940, p.46). This color had to wait for the post-war #3459 operating dump car.

#2816 black RS hopper is available but tough (1940, p.46). A similar #816 is also known (1941, p.42).

#653 & #2653 black RS hoppers are listed only one year, but #653 was NM. (1940, p.47)

#656 & #2656 burnt orange/tuscan RS cattle cars both exist. #656 was cataloged only in 1940, #2656 was cataloged in 1940 (p.47) & 1941 (p.40).

#655 & #2655 cream/tuscan RS boxcars both exist and were shown in 1940 & 1941.

#814R & #2814R white/tuscan RS reefers were shown along with the rarer #813 & #2813 RS cattle cars in 1940 & 1941. (In the 1939 catalog, the white/blue nickel trim reefer description is inadvertently interchanged with that of the #814/2814 box car, leading some collectors to look for 0 gauge reefers without the "R" as in the late color standard gauge #514.)

Along with these we should put some light on the late #620, #2620 and #2820 cars with die-cast searchlights:

#620 red frame car (1938, p.41) is harder to find than the #2620 red frame (1939, p.33) but not as hard as the #620 green frame (1940, p.45) which was NM. These all had a single light which was die-cast, not the brass/nickel stamped metal type.

#2820 green base car with two die-cast lights on a special base definitely exists, but was not in the catalogs as such.

continued on next page

CATALOGED LIONEL RARITIES

(concluded)

Another cataloged item which is not known to exist is the #3652 operating gondola in green. This is shown separately and in Set 145W in the 1939 catalog. It is known only in yellow with nickel plates or RS with red or black letters.

An interesting note on Lionel's production of 1939-41 cars appears in their statement on pages 34-35 of the 1939 catalog about the non-interchangability of the 2651 series & 2800 series cars due to coupler height difference. As the war shortages closed in, however, the policy of different coupler heights did not deter Lionel in 1941 from mixing a lowered coupler #2812x tuscan gondola into Sets 841W & 843W with 2651 & 2750 series cars. I wonder how much truck swapping and coupler bending this caused later.

In the first five years after World War II, Lionel Corporation consumer catalogs showed several items we very seldom see or never will:

- #3459 silver bin operating dump car. (1946, p.3)
- #6520 green generator searchlight car. (1949, p.28)
- #454 and #565 construction sets. (1948, p.36)
- #397 coal loader with a #70 yard light. (1948, p.27)
- #2333 red and black SF Diesel AA loco (NM). (1948, p.22)
- #154 highway flasher with orange or red base. (1946, p.14)
- #213 railroad lift bridge (trial piece only - NM). (1950, p.35)

To conclude this installment, we will list some similarly difficult to find items which did NOT get into the catalogs, but which do exist and are fun to look for:

- #2815 green tank car on a maroon frame.
- #814 3-color boxcar (cream sides, orange roof and peacock or apple-green door guides).
- #813 all-orange cattle car (LC, bt, bj). Also, a similar all-orange #806 cattle car.
- #831 black flat car with eight stakes.
- #656 gray & red cattle car with red doors is harder to find than the gray door version.
- #811/2811 and #814R/2814R with aluminum frames. Why flats and reefers, but no others? The #2811 was cataloged in black in 1938, 1940 & 1941, but was NM.

In Part III, we will begin to examine some rare cataloged sets.

End of Part II

ADVANCE NOTICE

ANNUAL ATLANTIC DIVISION MINI-MEET

Sunday, September 25, 1983

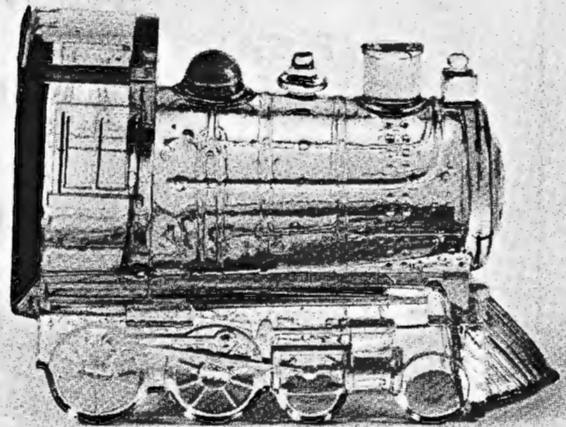
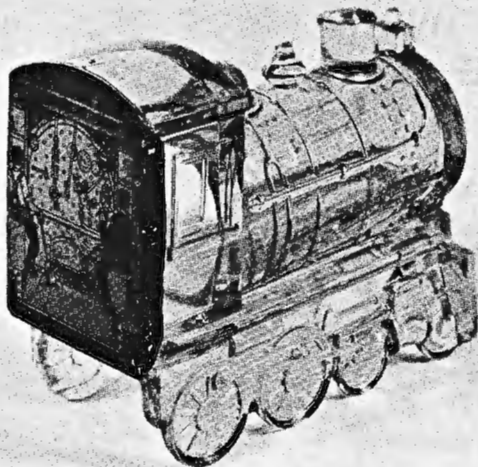
 *
 * This year's Mini-Meet will be held at the Holiday Inn on Goddard Boulevard *
 * in King of Prussia, Pennsylvania. As usual, only Atlantic Division members *
 * and their immediate families may attend. Our customary full-course, sit-down *
 * dinner will be featured. Meet notice with full details will be mailed in *
 * August - watch for it. Mark the date on your calendar and plan to attend. *
 *

Mini-Meet is contest time - prepare a winner and join in the fun. Enter the Drag Race, the Hill Climb or the Demolition Derby in O, S or Std Gauge. New prizes and re-worked race courses await your loco. See the Summer, 1981 EXPRESS for rules and helpful hints. P. S. We expect our improved Modular Layout to visit the Mini-Meet too. Bring the children and something to run - come prepared for great toy train fun.

CAB INTERIOR

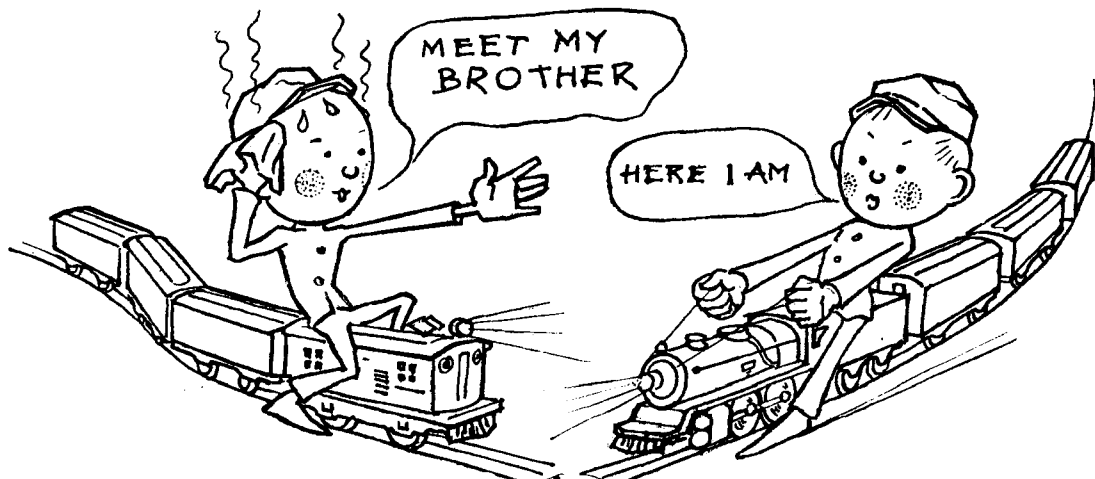
The cab interior pictured on the front cover is indeed made of lithographed tin but its locomotive is a glass candy container. The metal cab functioned as the

retaining cover for the candy which originally filled the hollow toy. Loco dimensions: 4" long, 2 3/4" wide, 1 3/4" high. Can anyone date it?



February, 1931

PLAYTHINGS



GEE WHIZZ!!

STILL OUT OF BREATH!

MY, MY!.. WHAT A RUN TO GET HERE IN TIME
LAST XMAS!

BET YOU'RE GLAD YOU'VE MET ME JUDGING
BY ALL THE NICE THINGS MY FRIENDS SAID ABOUT ME.
NOW, MEET MY BROTHER "STEAM LOCO" WHO
JUST BLEW IN IN TIME FOR THE FAIR.

COME AND LOOK UP AT THE BIG LIONEL
SHOWROOMS WHERE WE'RE STOPPING.
WE'LL WAIT FOR YOU IN A LITTLE SIDE SHOW
READY TO START AT ANY MINUTE AND SHOW YOU
HOW WE ACT AND WHAT STUFF WE'RE MADE OF.

WE CAN BEAT ANY ONE OF OUR SIZE
AND PRICE. YOU'LL WONDER HOW WE
CAN DO IT.

YOUR VERY TRULY

WINNER ELECTRIC TRAINS

NOW AT THE LIONEL SHOWROOMS 15 EAST 26th ST
ADMISSION FREE  NEW YORK

We will appreciate your courtesy in mentioning PLAYTHINGS.