

# THE ATLANTIC DIVISION EXPRESS



T.C.A.

AUTUMN 1986

TRAIN COLLECTORS  
ASSOCIATION

DIVISION BOARD OF DIRECTORS

OFFICERS

DIRECTORS

President	- Nicholas B. Ladd	Stewart E. Bearn	Richard A. Trickel
Vice President	- Edward B. Pinsky		
Secretary	- Richard D. Heineman	Raymond M. Connolly	Andrew Weiss
Treasurer	- William E. Miles, Jr.	George M. Donze	Sid Weiss
Past A. D. Pres.	- Richard H. Knowles		
Past Nat'l. Pres.	- Robert C. Robinson, Jr.	William W. McKay	William J. Wilson

"Express" Editor - Edward B. Pinsky  
 Assistant Editor - Philip O. Ritter

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

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NEXT ATLANTIC DIVISION MEET

Sunday, January 18, 1987

Westover Country Club - Norristown, Pennsylvania

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

GIMBELS SPECIAL #1 SET. See Charles Weber's interesting article on page 7.

PRESIDENT'S POINT OF VIEW

By Nicholas B. Ladd

On the day I was born my Father went out and bought me a 226E Freight Set. Christmas was just 26 days past and how he found such a beautiful set left over from the holiday rush is a mystery to me. But, he did... and that is all that counts.

For the next few years he set the train up around the tree and I watched as he and his friends (scientists all) struggled to wire it correctly. They were usually successful around December 31st.

My Dad, a paleontologist with the U.S. National Museum of Natural History, was moved around the country a lot during my youth, and so the only constant in my Christmas was my 226E set. It saw a lot of Christmas trees in a variety of homes but the engineer remained the same... my Dad.

Once we settled in Washington, D.C., my

Father mellowed and allowed the train to live on a layout in the attic during the year, but at Christmastime it moved down stairs into his domain around the tree.

I suppose I love train collecting so much because of my Dad's love of trains, or perhaps it's because my train was his during my childhood.

Now I've got lots of trains and my 226E set is mine to enjoy anytime. Only...my Dad is not with me anymore and when I set up my trains at Christmas I wish I could see his hand on the throttle once again. It seems I can hear his voice asking, "Do you need any more coal for your train, Nicky?" And I find myself crying.

I miss you, Dad... and I'm taking good care of your train.

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ATLANTIC DIVISION ELECTION RESULTS - 1987/1988 TERM

Ballots were counted at the November 16th Westover Meet and the successful candidates for Director were Ray Connolly and Bill Wilson (incumbents) and George Kane and Joe Lehman (new). Terms of other incumbents are unexpired through 1987.

Appreciation is extended to all the other

candidates and to retiring Directors Dick Trickel and Andy Weiss. And a note of thanks goes to Chairman George Donze and his hard-working Nominating Committee of Ed DeVincentis, Mal Kates, Dick Knowles and Ed Pinsky.

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## LIONEL STANDARD GAUGE BILLBOARDS

By Warren F. Schuch

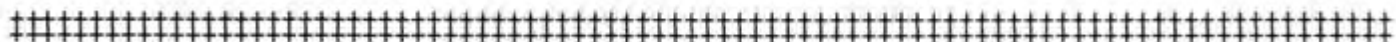
I recently came across a packet of Lionel Standard Gauge Billboards that I acquired around 1930. The set of four colorful billboards was mailed in a "plain brown envelop" from Lionel's 15 East 26th Street address in New York City.



LIONEL STANDARD GAUGE BILLBOARDS

(concluded)

Each of the heavy cardboard billboards is 10½" long x 6½" high. A fold-out easel on each back makes for free-standing. There are no Lionel markings whatsoever, only the advertisements as shown. I cannot recall whether they were giveaways, premiums or sold outright. Can anyone shed some light on these interesting Standard Gauge items?



## A. D. BOARD OF DIRECTORS

## SEPTEMBER 1986 MEETING

By Secretary Richard D. Heineman

SECRETARY'S REPORT: Report was approved as submitted by Secretary Dick Heineman.

TREASURER'S REPORT: Report was approved as submitted by Treasurer Bill Miles. A current door prize inventory was also reviewed.

MEET COMMITTEE: Chairman Sid Weiss reported good advance registration for the annual Mini-Meet. The date of the regular November Westover Meet appeared incorrectly in the ad placed in the NATIONAL HEADQUARTERS NEWS. Special publicity will be given to the correct date via announcements, flyers and early mailing of meet notices.

PUBLICATIONS COMMITTEE: Editor Ed Pinsky reported that the EXPRESS is catching up to schedule. Articles are always needed. Election ballots will be mailed on schedule.

NOMINATING COMMITTEE: Chairman George Donze announced the following slate of candidates to compete for the four 1987/1988 Director seats: Walter Ames, Ray Connolly, Edward Demberger, George Kane, Joe Lehman, Spence Stoughton, Terry Trickel and Bill Wilson. [See Election Results elsewhere in this issue.]

MODULAR LAYOUT: Charles Weber received approval for the Layout to be displayed at the Delaware Valley College in May 1987.

VIDEO EQUIPMENT: George Donze questioned National's handling and care of the video equipment donated by Atlantic Division. President Nick Ladd will contact National.

NATIONAL BY-LAW CHANGE: President Nick Ladd read some letters he received in response to his editorial in the EXPRESS in which he opposed the proposed by-law change requiring any candidate running for National Office to have first served as President of a Division. [The by-law was subsequently passed.]

DIVISION MEMBERSHIP: There were 875 members as of September.

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## GIMBELS SPECIAL #1

By Charles W. Weber

Not very long ago I was lucky enough to acquire a Lionel Set that is rather unusual to someone who is interested in pre-war variations and in the dating of older sets and pieces. Therefore, I've written this little blurb.

If you look in the TCA book, LIONEL: STANDARD OF THE WORLD on page 119 under the topic of Specials, you will find the following listing:

253 Elec. - dk green/black/br; 610, 612 dk green/dk green/maroon (cataloged set had 3 cars). K. & B. #2. KAUFMANN & BAER, Pittsburgh or also GIMBELS SPECIAL #1. Circa 1925. DSS.

I have picked up this set (boxed) and find that the date of 1925 is wrong and that there are some variations that some one may be interested in when it is compared to the "normal" 3-car 253 set from about 1924-25.

First, in the square on the right end of the box label where the outfit number is found, the box is rubber stamped: "1 FOR G. B. SPECIAL" in four lines. The price tag is still affixed and, although faint, the price appears to have been \$16.95. The box lid has "294T" and "27" stamped on the inside, implying that a 252 set box was used and that the box was made in 1927. The inside locomotive box is also stamped "27" on the end. See front cover for photograph of set box.

The individual boxes for the loco and cars are not labelled as being anything "special" (253 - D.GREEN, 610 PULLMAN and 612 OBSERVATION). Once these boxes are placed in the set box with an oval of track, there is no room left over for a transformer (although I got one with it) or an 068 RR crossing sign as normally found, so I have no way of determining

-continued on next page-



GIMBELS SPECIAL #1 SET: 253, 610, 612

GIMBELS SPECIAL #1

(continued)

for sure if the set price included these items.

However, since one could purchase a 3-car 253 set with intermediate 610 cars for a couple bucks less (complete) and a 3-car 254 set for a couple bucks more, I suspect the price must have included the transformer and maybe some other things that have since disappeared. Also included with my set was an instruction booklet which a recent article in the TCA QUARTERLY dated as 1927.

The 610 and 612 cars are absolutely identical to those found in my regular 1925 set: New York Central lettering, painted maroon inserts, latch couplers, blue "window" material, no celluloid in actual windows, 10 series oiling sticker, etc. Where the differences lie are in the comparison of the 253 locomotives.

<u>ITEM</u>	<u>G.B. SPECIAL</u>	<u>1925 LOCO</u>
Motor	1928	1918-1925
Wheels	Disc	Spoke
Headlights	Cast	Strap
All Trim	Brass	Nickel
Couplers	Combination	Combination

The locos are otherwise identical except that the numbering in the plates is "finer" or less bulky on the G.B.#1 loco than on my earlier regular 253 loco.

My conclusion: In late 1927 or early 1928 Lionel probably found that they had an inventory of unsold earlier 610, 612 cars that were no longer in the catalog. (For reasons that will be explored in another article, I suspect that some old assembled 253 frames were also around.) In order to move out this old merchandise, they painted and assembled current tops and motors, put them together, and then offered them as "specials" to the trade.

(Added Note: The price tag indicated above bothers me as being too high. The most illegible digit is the second one which I think is a "6" but it is also possible that it is an "0" which would make the price \$10.95, which sounds better to me than \$16.95.)

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-continued on next page-



LEFT: GIMBELS SPECIAL 253 LOCO; RIGHT: REGULAR 1925 253 LOCO



GIMBELS SPECIAL #1

(concluded)



BOXED GIMBELS SPECIAL #1 SET

## FINANCIAL REPORT FOR FISCAL YEAR - NOVEMBER 1, 1985 TO OCTOBER 31, 1986

## THE ATLANTIC DIVISION, T.C.A.

<u>Balance</u>	11/01/85		\$ 24,607
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Receipts

Membership Dues		\$ 4,371	
Interest		1,964	
Division Car		3,130	
Raffles (net)		77	
Meet Plaques (net)		702	
Miscellaneous		-0-	
Meets			
Fall	11/17/85	4,652	
Polar Bear	1/19/86	8,281	
Spring	5/25/86	6,754	
Summer	7/20/86	6,377	
Fall	11/16/86	2,683	
1987 Meets		-0-	
Total Receipts			<u>38,991</u>
			\$ 63,598

Disbursements

Administration		\$ 3,700	
Quarterly		4,119	
Division Car		2,707	
Division Layout		861	
Prize Inventory		-0-	
Mini-Meet		2,395	
Meet Enhancement		145	
Miscellaneous		73	
Meets			
Fall	11/17/85	3,242	
Polar Bear	1/19/86	4,592	
Spring	5/25/86	4,616	
Summer	7/20/86	4,250	
Fall	11/16/86	1,260	
1987 Meets		120	
Total Disbursements			<u>32,080</u>

<u>Balance</u>	10/31/86		<u>\$ 31,518</u>
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## Consisting of:

Checking Account	\$ 1,065
Savings Account	917
Money Market A/C	29,536
	<u>\$ 31,518</u>

William E. Miles, Jr.  
Treasurer, Atlantic Division

Audited and Verified Correct

SOUTHERN PACIFIC SPECIAL TRAIN  
LOS ANGELES TO SAN FRANCISCO

SEPTEMBER 20, 1959

HIS EXCELLENCY NIKITA S. KHRUSHCHEV

CHAIRMAN OF THE COUNCIL OF  
MINISTERS OF THE UNION OF SOVIET  
SOCIALIST REPUBLICS

AND MRS. KHRUSHCHEVA



## УТРЕННИЙ ЗАВТРАК КАФЭ

Пожалуйста напишите на заказной карточке каждое отдельное блюдо, которое Вы желаете получить.  
Официантам не разрешается принимать устные заказы.

### СПЕЦИАЛЬНЫЙ КЛУБНЫЙ УТРЕННИЙ ЗАВТРАК.

Каждый нижеперечисленный заказ включает, по выбору, фрукты, сок или Segeal гренки или булочки, кофе, чай или молоко.

- |   |      |
|---|------|
| 1. ЖАРЕНАЯ ВЕТЧИНА НА УГЛЯХ, С ДВУМЯ ЯЙЦАМИ   | 1.85 |
| 2. ЖАРЕНЫЙ БЭКОН (КОПЧЕНАЯ СВИНАЯ ГРУДИНКА) НА РАШПЕРЕ или СОСИСКИ, С ДВУМЯ ЯЙЦАМИ      | 1.80 |
| 3. ЖАРЕНАЯ ВЕТЧИНА НА УГЛЯХ, БЭКОН (КОПЧЕНАЯ СВИНАЯ ГРУДИНКА) или СОСИСКИ С ОДНИМ ЯЙЦОМ | 1.70 |
| 4. ВЗБИТАЯ ЯИЧНИЦА С РУБЛЕННОЙ ВЕТЧИНОЙ   | 1.60 |
| 5. ЯЙЦА ВСМЯТКУ, В МЕШОЧКЕ или ВКРУТУЮ  | 1.35 |

### A LA CARTE ПО ЗАКАЗУ

ЯЙЦА ВЕРСУ (ЯЙЦА ВАРЕННЫЕ В МАСЛЕ, СОСИСКИ, ПОМИДОРНЫЙ СОУС) 1.80

ЖАРЕНАЯ РЫБА НА РАШПЕРЕ, ПО СЕЗОНУ 1.90

ЖАРЕНЫЙ БЭКОН (СВИНАЯ КОПЧЕНАЯ ГРУДИНКА) или СОСИСКИ С ДВУМЯ ЯЙЦАМИ 1.45

ЖАРЕНАЯ ВЕТЧИНА НА УГЛЯХ, С ДВУМЯ ЯЙЦАМИ 1.70

ЯЙЦА ВАРЕННЫЕ, ЯИЧНИЦА ГЛАЗУНЬЯ или ВЗБИТАЯ .90  
(включая, по выбору, ГРЕНКИ или БУЛОЧКИ и МАСЛО)

ПОМИДОРНЫЙ, ГРЕЙПФРУТНЫЙ или СЛИВОВЫЙ СО ЛЬДА СОК 30

СВЕЖЕ ВЫЖАТЫЙ АПЕЛЬСИННЫЙ СОК 35

КОМПОТ ИЗ СЛИВ, ГРУШ или ПЕРСИКОВ 40

ПОЛОВИНА ГРЕЙПФРУТА 35

КАША или СУХОЙ СЕРЕАЛ со СЛИВКАМИ 35

ЯЙЦА в МЕШОЧКЕ на ГРЕНКЕ 90

ЖАРЕНАЯ КОПЧЕНАЯ ГРУДИНКА или СОСИСКИ 1.25

ЖАРЕНАЯ ВЕТЧИНА НА УГЛЯХ 1.45

КАРТОФЕЛЬ, МЕЛКО НАРЕЗАННЫЙ и ПОДЖАРЕННЫЙ или SAUTE 35

ГРЕНКИ СУХИЕ или с МАСЛОМ 30

ГРЕНКИ из ХЛЕБА с КОРИЦЕЙ и ИЗЮМОМ 40

ГОРЯЧИЕ БУЛОЧКИ 30

ПОДЖАРЕННЫЕ ГРЕНКИ в ЯЙЦЕ 80

Апельсиновое или фруктовое варенье подается с вышеупомянутым заказом.

КОФЕ 35      МОЛОКО 25      ЧАЙ 30

## BREAKFAST COFFEE SHOP

*Please write each item on meal check. Waiters are not permitted to accept orders given orally.*

### SPECIAL CLUB BREAKFASTS

*Each Selection includes choice of Fruit, Juice or Cereal listed below,  
Toast or Muffins, Coffee, Tea or Milk*

- |  |      |
|--|------|
| 1. CHARCOAL BROILED HAM WITH TWO EGGS . . . . .                          | 1.85 |
| 2. GRILLED BACON OR LINK SAUSAGE WITH TWO EGGS . . . . .                 | 1.80 |
| 3. CHARCOAL BROILED HAM, BACON<br>OR LINK SAUSAGE WITH ONE EGG . . . . . | 1.70 |
| 4. SCRAMBLED EGGS WITH DICED HAM . . . . .                               | 1.60 |
| 5. TWO EGGS: ANY STYLE . . . . .   | 1.45 |

### A LA CARTE SUGGESTIONS

- |   |      |
|---|------|
| SHIRRED EGGS, BERCY (EGGS SHIRRED IN BUTTER,<br>LINK SAUSAGE, TOMATO SAUCE) . . . . . | 1.80 |
| GRILLED SEASONAL FISH . . . . .   | 1.90 |
| GRILLED BACON OR LINK SAUSAGE WITH TWO EGGS . . . . .                                 | 1.45 |
| CHARCOAL BROILED HAM WITH TWO EGGS . . . . .  | 1.70 |
| BOILED, FRIED OR SCRAMBLED EGGS (2) . . . . .   | .90  |
| <i>(Includes choice of Toast or Muffins and Butter)</i>                               |      |
| CHILLED TOMATO, PRUNE OR GRAPEFRUIT JUICE . . . . .                                   | .40  |
| FRESHLY SQUEEZED ORANGE JUICE . . . . .   | .35  |
| PRUNES, PEARS OR PEACHES IN SYRUP . . . . .   | .40  |
| GRAPEFRUIT (HALF) . . . . .   | .35  |
| DRY OR COOKED CEREALS WITH CREAM . . . . .  | .35  |
| POACHED EGGS (2) ON TOAST . . . . .   | .90  |
| GRILLED BACON OR LINK SAUSAGE 1.25; REDUCED PORTION . . . . .                         | .80  |
| CHARCOAL BROILED HAM 1.45; REDUCED PORTION . . . . .                                  | .90  |
| POTATOES: HASHED AND BROWNED OR SAUTE . . . . .                                       | .35  |
| DRY OR BUTTERED TOAST . . . . .   | .30  |
| CINNAMON RAISIN BREAD TOAST . . . . .   | .40  |
| HOT BRAN MUFFINS .30; FRENCH TOAST . . . . .  | .80  |
| <i>(Marmalade or Jelly served with above orders)</i>                                  |      |
| COFFEE (POT) .35      MILK .25      TEA (POT) .30                                     |      |

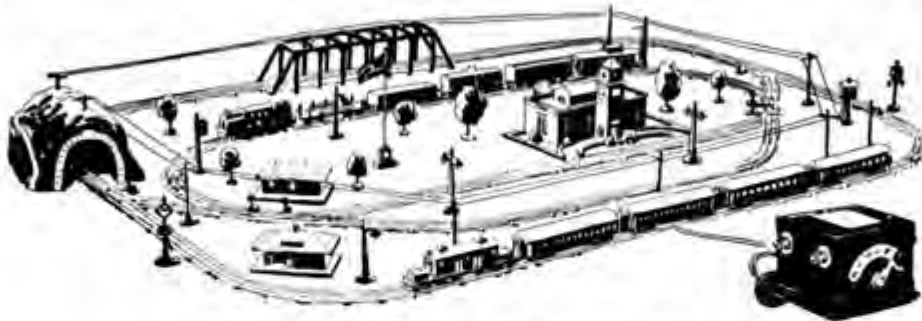
## JEFFERSON TRANSFORMERS

At least up to the early 1960's, the name JEFFERSON ELECTRIC COMPANY was a familiar one to users of "ballasts" for fluorescent lighting fixtures. Much earlier, the company manufactured a full line of toy train transformers. The two PLAYTHINGS magazine ads shown here are just a sampling - Jefferson was a prolific advertiser in a variety

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PLAYTHINGS

March, 1930



## WHY BIG TOY BUYERS Select Jefferson Toy Transformers

**B**IG toy buyers buy Jefferson toy transformers because:

1. The four models will operate all makes, models of electrical trains and toy motors.
2. Each transformer is packed in an individual carton, which is plainly marked on the outside to show make and models of trains it will operate.
3. New clerks can easily select the proper transformer for each train, eliminating chance of mistakes.
4. They are guaranteed to deliver full rated capacity and will easily stand a 25% overload.
5. Ruggedly constructed to withstand hard use and long service.
6. Built to Underwriters' specifications.
7. They are quality clear through and priced consistent with their quality.

If you have been using Jefferson toy transformers you know these facts and their benefits in keeping your customers satisfied. If you haven't, write today for complete data and prices.

JEFFERSON ELECTRIC COMPANY  
1504 South Laflin St. Chicago, Illinois

# JEFFERSON

## UNIVERSAL TOY TRANSFORMERS

We will appreciate your courtesy in returning PLAYTHINGS.

## JEFFERSON TRANSFORMERS

(concluded)

of publications in the 1930's. (And how about that A. F. wide gauge "Colonial City" outfit in the 1930 advertisement!) Did Jefferson manufacture any other train-related products or components? Is the company still in business? Watch future issues for more about the Jefferson Electric Company of Chicago, Illinois.

September, 1931

PLAYTHINGS

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## What Size Transformer ????????

Clerks stop  
guessing with  
JEFFERSONS

The CARTON  
TELLS PLAINLY

There is no chance even of your newest clerk handing out the wrong Jefferson Toy Transformer. For the carton it comes in shows plainly just what toy motors and trains it will operate. And he won't spend a lot of time reading cartons either—for the 4 sizes of Jefferson Transformers are guaranteed to operate every make, model and size of electric train and toy motor.

Jefferson realizes that it takes this accurate quick service to spread satisfaction and goodwill among your customers. And after the right transformer is supplied with the proper toy, Jefferson also makes sure that this satisfaction will continue to grow. Jefferson builds every transformer to last, to stand rough usage, to perform so that the user gets full enjoyment from his electric toy. This construction superiority is a result of the many years Jefferson has specialized in small transformers of every type.

You can have Jefferson Toy Transformers with the out-

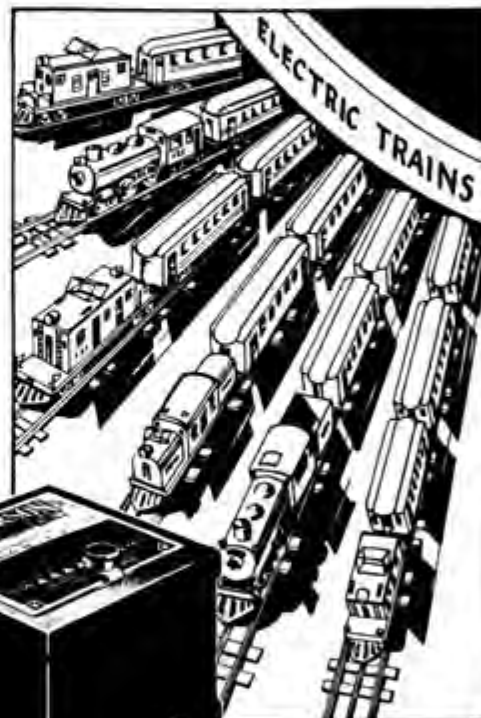


side lever and contacts for advancing the voltage up—as shown in the illustration—with the sliding arrowhead on top of the case.

Write for full information today.

**JEFFERSON  
ELECTRIC  
COMPANY**

1504 So. Laflin St.  
Chicago, Ill.



NOTE: Jefferson's latest transformers feature advanced 50 sliding arrowheads on top of case. Controls inside case, free from dirt and dust. Long life electrical contacts during life of transformer. One-year terminal post contacts are enclosed in permanent case.

**4 SIZES  
operate any  
toy or train**

**JEFFERSON**  
UNIVERSAL TOY TRANSFORMERS

INVENTIONS THAT MIGHT HAVE BEEN BUT NEVER WERE -- OR WERE THEY?

THE "GRAVITY TOY RAILROAD" OF ARTHUR E. JONES OF RIDLEY PARK, PENNSYLVANIA

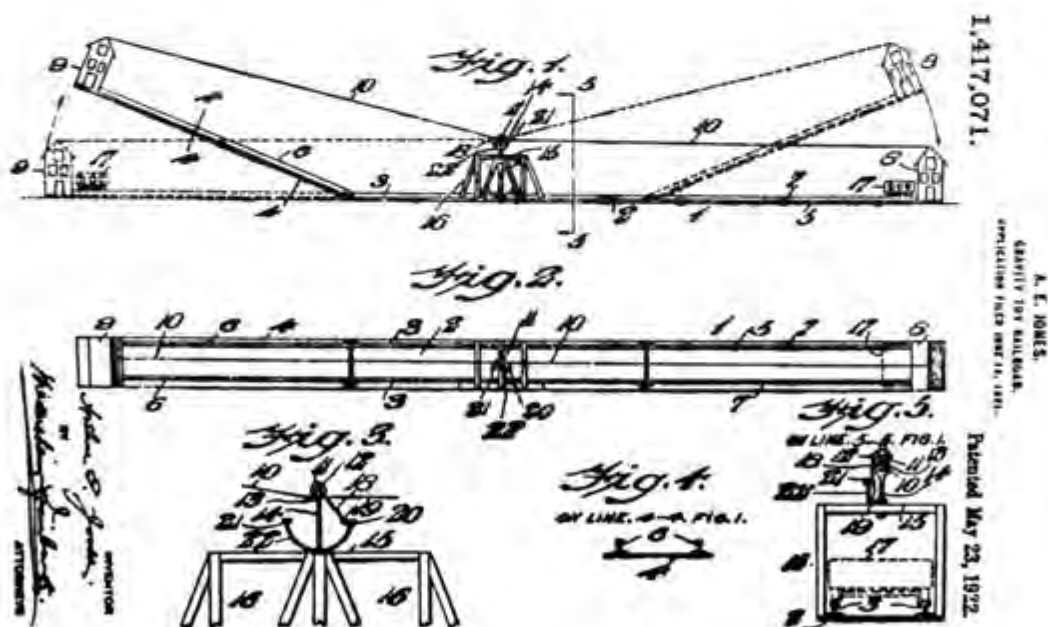
BY HILLY LAZARUS\*

Mr. Jones designed a three-section bridge. The central base section contained a bell and had an ornamental trestle on it. Each of the other sections contained small buildings at their ends and these acted as buffer stops.

The buildings at each end were connected by a string through a pulley to the central section and this rang a bell as each bridge end section was raised or lowered, sending a little railway car scooting down hill to the other end.

Although not specified in the patent, I assume that a child would alternately grab one or the other of the ends and lift it to cause the little train to run down hill by gravity.

All in all, a boring invention, with play value lasting about five minutes. I'd be surprised if this ever went into production.



You may obtain a copy of the original patent by sending \$1.00 to the Commissioner of Patents in Washington, D.C. Be sure to indicate the patent number, inventor's name and the date of the patent.

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