



THE VILLAGER

The Official Newsletter of the Plasticville Collectors Association
Volume 22 August 2023 Number 2

HOW MY FROSTY BAR GOT INTO A COMIC STRIP

MIKE MARMER

When I got back into American Flyer trains back in 1991, the goal also was to build a layout one day. Collecting American Flyer trains for the focus for next 16 years. In the process of collecting American Flyer trains I also purchased some Plasticville buildings. One of those buildings purchased was the Plasticville Frosty Bar, as both my wife and I had food service backgrounds.

After a near fatal bicycle crash on the C&O Canal in 2007, I got started with building the layout, I had no experience doing a full fledged layout, I had no ideal what I was doing! The table was based on the girder designed by Lynn Westcott, and was 9 feet by 13 feet.

This is the picture of the Frosty Bar that is on the layout, I decided to paint it.



Moo Moo's Ice Cream was a free-standing Ice Cream outlet like a Frosty Bar, located on U.S. 6 north of Scranton, PA. We were in Scranton PA in the mid 1990's for a minor league baseball game, and that is how we came across Moo Moo's. It was a 4th of July weekend and Moo Moo the cow was going to be at that stand, the night of July 4th. The game on July 4th ended early and we headed over to Moo Moo's for some ice cream and hopefully we would see Moo Moo the cow in action. Moo Moo was in action alright, as Moo Moo was done for the night, sitting behind the place with his Moo Moo head off, drinking a beer, the beverage preferred by 9 out of 10 cows everywhere. I was scarred for life after seeing this!

The Frosty Bar on the layout table, as the layout is starting to look like a real town. Baseball players from S Helper Field checking things out. Phone booths are big on my layout, there are 23 in total. Cell phones are forbidden in



The Villager

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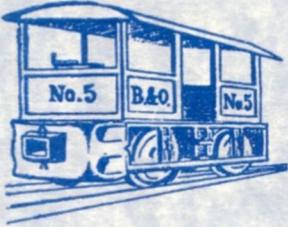
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Correction - From Vol. 22 No. 1, Bachmann bought Skyline in 1952 not 1953.

EDITOR'S COLUMN

Summer is half way over and we are headed into the fall train season. I hope to see many of you at the York meet in October. Please bring something to share with the group, new or old.

Do you collect Plasticville citizens molded in color? Bring your extras or duplicates to the York meeting and we can trade. These citizens are very difficult to find and trading 1 for 1 is a great way to fill in your gaps!

Matt Harvazinski, *The Villager* Editor
villagereditor@plasticvilleusa.org



WHITE FARM ANIMALS

JOHN NIEHAUS

Small farm animals were included as part of the Farm Building and animals sets. They came on a single sprue and were enclosed in a cellophane package. The majority of times they were a light brown. White animals are relatively rare. The most recent Bill Nole's guide currently advertised in *The Villager* notes to add \$50 for white animals. The animals in the photo were part of a collection that I recently purchased. They are part of the #1617-100

Farm Buildings & Animal set.

I can state with some certainty that they came with the buildings as there were no other animals in my purchase. I do not know whether white animals were also included in the #1981 Farm Buildings and Animals sets.

Maybe a reader can provide a photo of a #1981 set with white animals?



the town of the D&K Railroad. There is never a line of people waiting to use the phone booths to watch their favorite shows. WPLA has all the shows for all TV's with rabbit ears in the town of the D&K Railroad.

Although I had have building kits that contained a lot of small pieces of wood that were cut out and painted most of these are in the industrial area. I had trouble finding commercial buildings for the retail area and a railroad station that would fit into my layout. So, I turned to Plasticville for those buildings. But they look awful, with bland colors and very little detail. So, I painted these buildings, and now they look really good. The Plasticville tollbooth is now painted along with the Frosty Bar in great detail. Putting some paint on these very plain buildings makes a big difference on my layout.

It took hours to paint the frosty bar with the detail on the stools, the soda jerks, the condiment trays, the cash registers, and Juke boxes on the counter. The floor is concrete color with a black and white checker floor inside the unit. I added an s-scale counter person to the Frosty Bar.



I am a big fan of a comic strip called Zippy. I have been reading Zippy in the newspaper since the last century. Now its one of those comics that is only available on the Internet due to newspapers cutting down on how many comic strip they will print daily.

Zippy is a weird comic strip, most do not get the humor. Zippy is a character who loves old roadside attractions, and diners, especially in New Jersey, home to the most diners in the world. He loves to eat Hostess snack products like Ding Dongs, and donuts, as he has been to Maple Donuts in York, PA many times, home of the Eastern Division TCA meet, 2 times a year. And his beverage of choice is Taco Sauce.

Fans of the comic strip will send Bill Griffin the writer of Zippy pictures of places around the world, in hopes that he will used their photos in a strip for a visit by Zippy. And then you get a mention in a panel, as that would be known as a Tip. I have four Tips for the comic over the years. And its not easy getting a tip strip with Mr. Griffin.

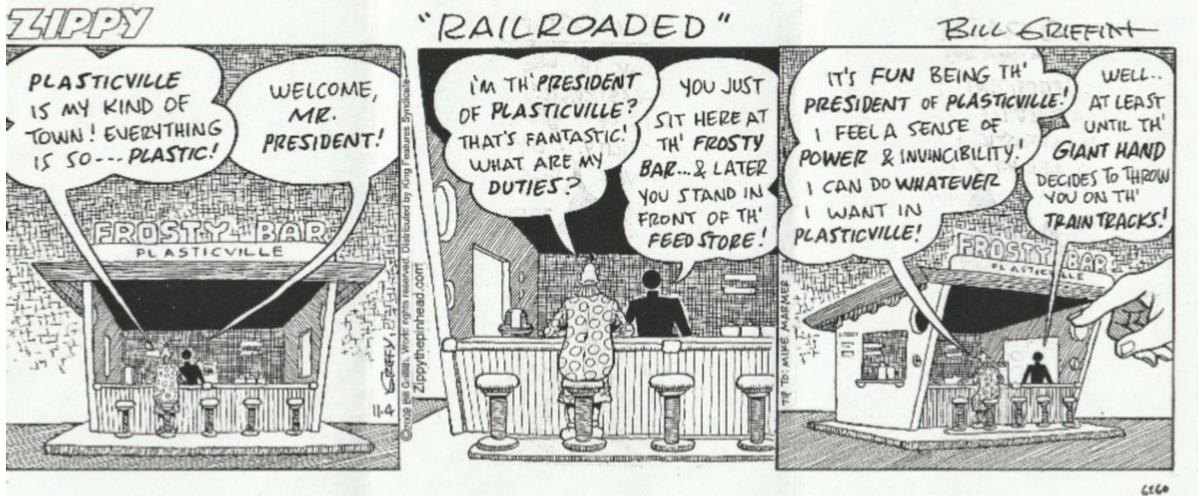
I knew Zippy loves ice cream too and visiting ice cream stands. So I spent hours detailing the Frosty Bar and when it was done, I emailed Bill pictures of the finished product.



The close up of the front of the Frosty Bar shows the detail of the paint work on the details inside a Frosty Bar. I used a very thin paint brush. Touching up where the color bled onto a different color.



MIKE - THANKS AGAIN FOR THE PHOTOS!
 - Bill Griffint

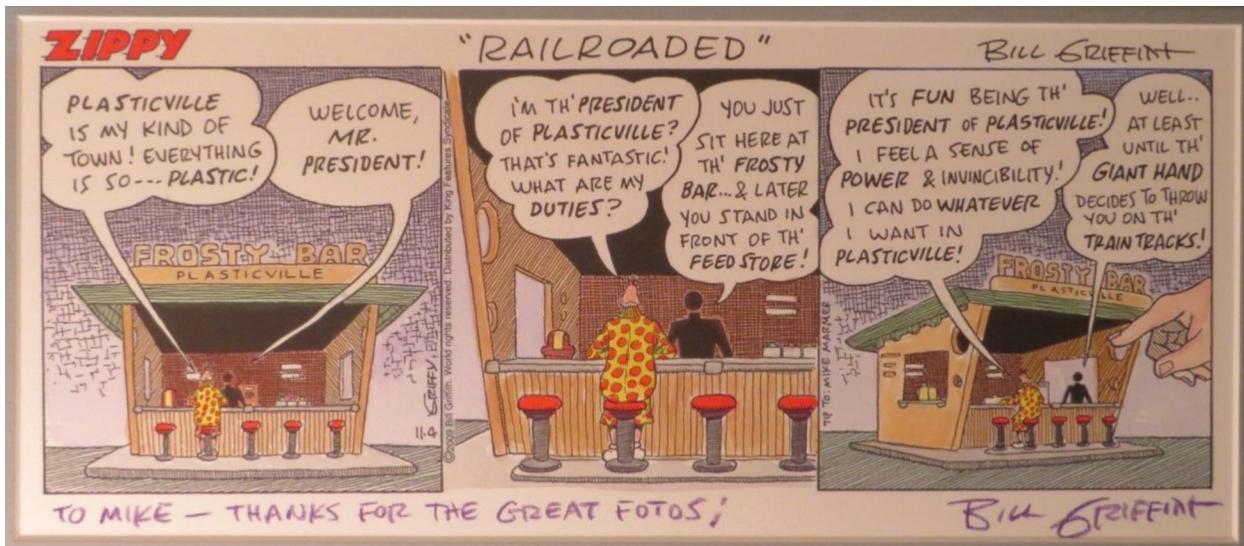


He wrote back, QUICKLY, wanted to use the photos in a future strip and I said that would be great. I have sent him pictures of many things over the years and I never got a bite from Bill for a possible future Zippy strip. But a toy building, made the cut. I think this is the first fictitious place Bill ever included in a comic strip. I later learned that Bill had Plasticville buildings as a kid, so I must have hit the right button with him.

The Plasticville newsletter in 2009 did put the print in a newsletter, as Bill said that would be okay.

I have a signed colorized print framed in the train room with 3 other Tip comics that I have credit for, none are train related, however. I am still trying for tip number 5. A close up of the signed print framed is shown below.

This has a number on it of 6260. Maybe it's the strip number, as that would be 17 years of Zippy comics, since at least 1992. I believe the comic goes further back in time.



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Charles Siegel is president and buyer for Train City, Inc.

REQUESTING INFORMATION ON 2 OZ BACHMANN PAINTING FLUID BOTTLE

STU ANTHONY

I received this bottle as a Christmas gift. The person didn't know anything about it but knew I do collect Plasticville. The label on this bottle is Bachmann Styrene Painting Fluid and Glue. Cost 29 cent. Style 9999. (2 Fluid Oz). I have never seen this bottle however I do know Bachmann had smaller bottles in sets that needed painting. Any information would be helpful. Thank you for your time.

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K-LINE'S MOST CREATIVE VARIATION



DONALD W. HUOVINEN

Most commonly K-Line's building and accessory variations are due differences in the color of the plastic used to mold the item. For example, the numerous color combinations of the K-4120 Ranch House. Additionally there are variations due to changes in decorations. K-4105 True Value Hardware Store became K-4105-1606 High Ground Hardware Store with the addition of the High Ground Hardware sticker. And of course many variations are due to changes both in the color of the plastic but changes in decorations and painting as well. Witness the dozen variations of the Suburban Station.



Photo 1



Photo 2

unique Christmas Village is decorated for Santa's distribution operation at the North Pole". 5 buildings were included. The K-402102 Reindeer Residence & Flight School, based on K-4021, was discussed in the previous Villager. But what good is an airport without a control tower? So K-Line also included the K-012103 North Pole Control Flight Tower. Based upon the K-121 Switchman's Tower, this is not an operating accessory. Nor is it illuminated. The walls are unpainted red, the roof unpainted green, the standards and footings unpainted black, the

But perhaps the most creative variation was the transformation of the K-121 Switchman's Tower. The K-121 Switchman's Tower was K-Line's version of the Marx No. 2940 Automatic Switchman's Tower. The K-121 was cataloged from the 1986 Regular Catalog through the 2000 Second Edition Catalog. The K-121 Switchman's Tower is an operating accessory. "As the train approaches this brightly illuminated Switchman's Tower, one man moves to the control panel, and the other moves out onto the deck to observe... Automatically. When the train passes, they return to their original position". It has unpainted black legs; unpainted chocolate brown platform, railings, stairs, windows, and door; unpainted white walls; unpainted green roof; and unpainted blue men. The accessory requires minimal assembly; no gluing is required. This is shown in Photos 1 and 2.

On the 2004 Fall Fair Days catalog cover the K-012103A North Pole Village was prominently featured. "This



Photo 3

Solid White Standing Cow



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window frames unpainted white and the stairs, platform, and platform support are painted silver. A very colorful building. Stickers were included to be affixed to the Tower. The stickers are humorous in nature, e.g. "Wear shades when "The Nose" is in the area", and "Elves, be careful when looking up". Unlike the K-121 Switchman's Tower this building requires total assembly, including gluing the parts together. A couple of other items of note. The thickness of the silver paint makes assembly of the stairs difficult. Also note that the building itself is not identical to the building used on the K-121. Rather it is taller and has an enlarged opening on the right side wall. These changes were made when the K-121 building was modified for use on the K-42418 Operating Loading Platform first shown in the 2003 First Edition Catalog. Photos 3 and 4 show the K-012103 North Pole Control Flight Tower. Photo 5 shows some of the stickers supplied and Photo 6 shows the suggested placement of them on the Tower. Certainly it can be said the designers at K-Line were thinking outside of the box when they came up with this new accessory.

As always I welcome your additions, corrections or comments. This is a work in progress and if you are interested in K-Line buildings and wish to assist please e-mail me at dhuov@aol.com.

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Photo 4

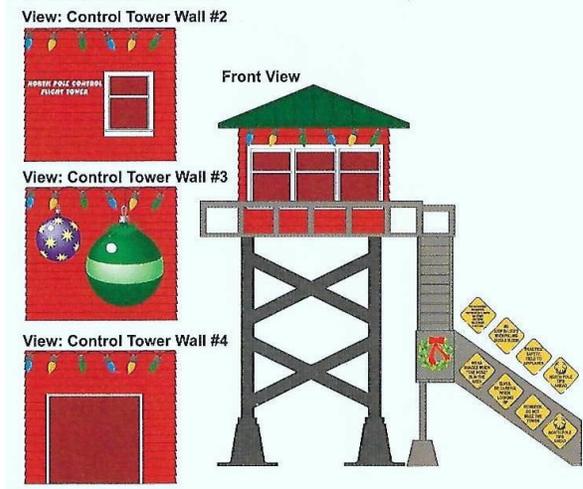


Photo 6

K-012103 "North Pole Control" Flight Tower



Photo 5

A BRIEF HISTORY OF BLOCK CITY / TRI-STATE PLASTICS

ANDY GERMAN

Don Huovinen suggested that I'd be interested in the Plasticville Collectors Newsletter and indeed I am.

In looking over past issues, your article on Block City caught my eye. I had—and still have—several sets I received in the 1950s. In case you haven't seen it, attached is an (the link to an) article giving the history of Tri-State Plastics based on an interview with its founder, Robert K. Gibbs.

According to the article, Tri-State was founded in 1942 for the purpose of manufacturing parts for slot machines. The earliest reference to Block City that I have found is in the 1952 Montgomery Ward Christmas catalog. I believe the blocks were first produced with a round "key" on top, which was soon replaced with a square key block. If you have tried to build a wall with the round key block, I'm sure you'll agree that the square key was a great improvement.

A few years after Block City Tri-State introduced Brick Town. The Brick Town "brick" was the same length and width as the standard Block City block but was half the height, and was brown in color. I believe the similar Block City block was introduced after Brick Town came out. I also believe the simulated double hung windows first appeared in the Brick Town sets.

Gibbs apparently sold his interest to his partner in 1955 and started the Gibbs Automatic Molding Company, also located in Henderson, Kentucky. Intriguingly, Gibbs brought out new plastic building sets a year or two later. The new sets, called Main Street, each produced a specific commercial building: a supermarket, a car dealership, a movie theater, a bakery, and a shoe store. They are shown in the 1957 Sears Wish Book. A jumbo set built all five.

The Main Street blocks have the same dimensions as the Block City blocks but were molded in soft red plastic. The top of the blocks were open with two "U" shaped ridges on each end of the block, the open end of the U facing inward. The ridges locked the blocks in place. Entrance and garage doors were molded in clear plastic. Also included were four pane windows, horizontal louvered windows, picture windows and doors. The windows could be opened, as could the doors, and were similar in size to their Block City counterparts.

Unique to these sets were one piece store fronts. Curved clear plastic "windows" were snapped into the store fronts

to form display windows. Walls fit into slots in the store front. Plastic or printed signs specific to each set completed the effect.

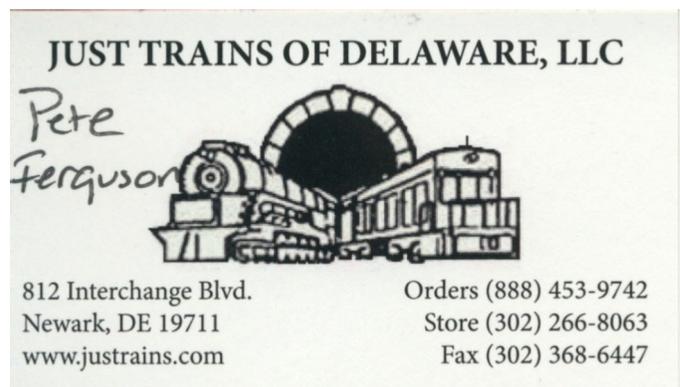
Main Street sets are seen every now and then. I have a few, including a sealed bakery set and the jumbo set. Unfortunately, the store fronts are usually found to be broken, as is the case with my jumbo set.

In 1959 Greysaw of Georgia, Inc., introduced a plastic block set that is essentially a copy of Block City down to the fence sections. The blocks have two parallel ridges on each end to lock them in place. I received a couple of the smaller sets, called Town and Country, USA, around 1961. One set seems to have included a wind up motor. Town and Country set don't turn up very often, probably because they weren't distributed by Wards or Sears.

All of these sets included a roll of cardboard roofing. The Block City and Town and Country cardboard had printed roof shingles. The Main Street roll had a skylight printed on it in keeping with the commercial theme. I find foam board works better. As shown in the Main Street instruction book, you turn a few blocks perpendicular to the wall at the top to provide support. You could create floors using the same technique.

As to your question about using Block City on a train layout, I used both Block City and Main Street buildings on a former layout (along with Auburn bricks and American Plastic Bricks). Doors and windows scale to 32:1, so these sets work well with Standard Gauge, 1 Gauge, and even O Gauge.

<https://www.thegleaner.com/story/news/columnists/frank-boyett/2017/01/30/frank-boyett-gambling-plastics-industry-were-linked-long-ago-henderson/97001502/>



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1814 SWITCH TOWER BOX VARIATIONS & THEIR CONTENTS

JOHN NIEHAUS

The #1814 switch tower was marketed in at least three different boxes. The first two boxes or the early boxes are nearly identical but with different contents.

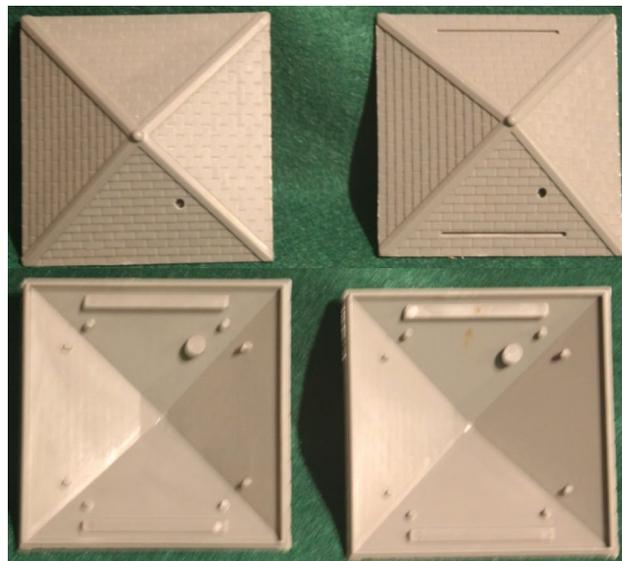
The tops of the early boxes are the same except for the lack of a white rectangle with contents information on the lower box in photo 1. I would characterize the text in the rectangle on the upper box as bold face. The lower box does not have the white rectangle.



The ends of the boxes are also different. The upper box again has bold face type as seen in photo 2 reading SWITCH TOWER / 1814 : 150 in all capital letters in the rectangular box. The lower box has the text *Switch Tower / 1814:150* in first cap non-bold text in the rectangular box.

Upon examination of the contents of the box with the bold text I found that the roof does not have slots for the PLASTICVILLE JUNCTION signs. Photo 3 shows the differences in the roofs. The roof still has the protrusions on its

underside as seen on the roof on the left in photo 3. Why they were not removed is a mystery if the slots for the signs were being eliminated. Removing them would have resulted in a reasonable amount of material savings.



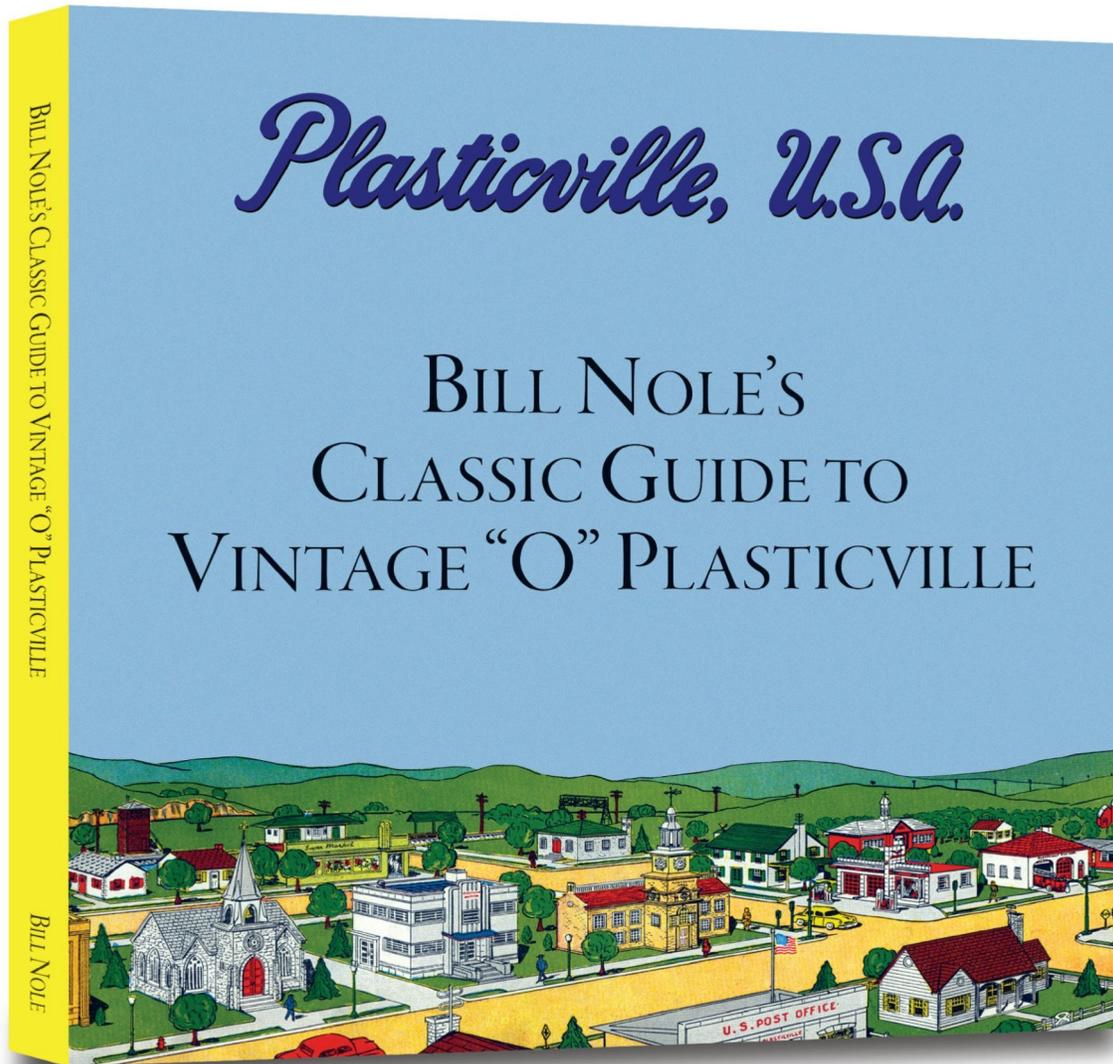
Why the removal of the slots? It is possible that the mold may have gotten damaged and the part of the mold that created the sign cavities was removed. Regardless of what happened the entire roof now shows shingles.

The box with the non-bold text is the earliest of the three as the roof has the sign slots. It is followed by the similar looking box with the bold text. The roof in this box does not have the sign pockets. Last is the different box design in which the roof also does not have the sign slots. I am basing the above presumption of box progression on their contents. The later box is seen in photo 4. Does anyone have a later verifiable catalogued piece with roof slots?

Photos 1 - 3 are the author's. Photo 4 courtesy of Tandem Associates: <https://www.tandem-associates.com>



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Bill Nole's Classic Guide to Vintage "O" Plasticville is a must-have for all Plasticville, Lionel, American Flyer and Marx collectors. Long considered the definitive work on this collectible category, Bill's book features an item-by-item look at every Plasticville O gauge item ever created by Bachmann during the postwar period. In addition, the book covers 50th anniversary releases, King Distributing Collector Series, Make'N'Play, Lionel Plasticville, and much more. This new edition contains current values plus updates from previous editions. Softcover, 204 pages, color. Order now at PlasticvilleGuide.com for just \$32.95 plus shipping (and tax where applicable).

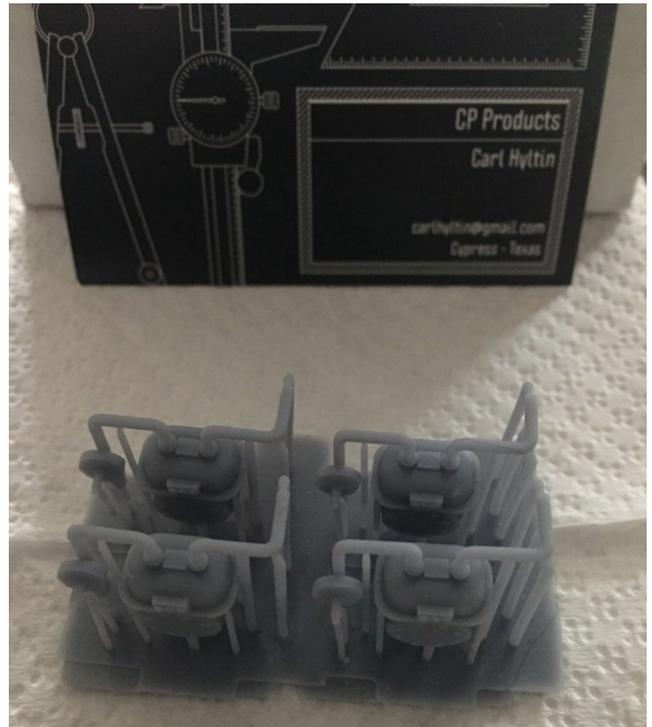
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ADDING DETAIL - A GAS METER

JIM BENNETT

I am always looking for ways to add a little more detail to my Christmas platform. I came across these Gas Meters from "cp.products" on E-Bay. These 3D resin printed items come as a quantity of 4 on a single base. They can easily be separated with common scissors. After separating use diagonal cutters or and x-acto knife to remove the sprues. They can either be painted or left in their original gray color.

I applied a small dab of wax to the bottom of the Gas Meter and positioned it on the side of this yellow, Little-town ranch house. As you can see the result is very aesthetic and adds a refreshing touch of detail and realism to the structure.



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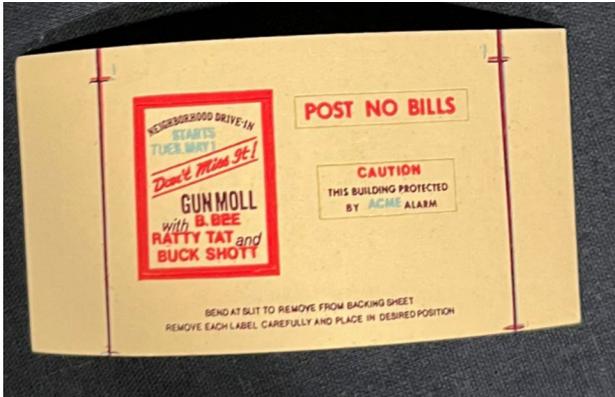


The Villager is looking for new contributors. Contact the editor to find out how to participate and share your knowledge.

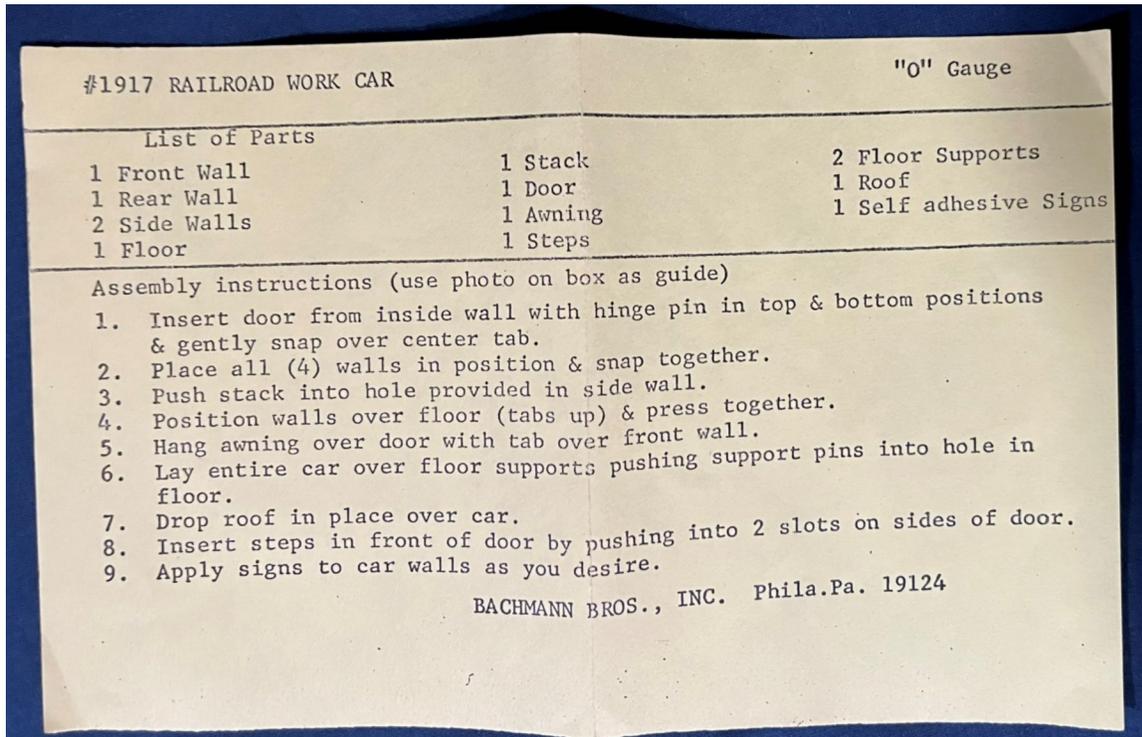
RAILROAD WORK CAR STICKERS

MATTHEW HARVAZINSKI

Years ago I found a 1917 railroad work car with stickers applied to it. They were a perfect fit for the structure and I always assumed that someone had added them after the fact. Some time later I found a sealed 1917 that contained stickers. There are three stickers, a "POST NO BILLS", an ACME alarm warning, and drive-in movie ad. These are shown below still on the sheet.



The direction sheet lists the parts which include "1 Self adhesive Signs". Step 9 tells you to place them on the walls as you desire. How many other vintage Plasticville kits came with stickers? One that comes to mind is the Cheltenham version of the large gas station.

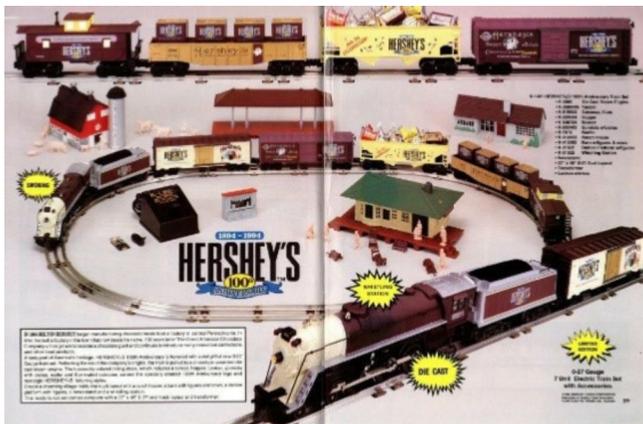


K-LINE KRONICLES: -LINE #K-01022 HERSHEY'S TRAIN SET PASSENGER PLATFORM AND NEWSSTAND

ED BERG



One of the really great attributes of K-Line was its use of 'villages' to support their train sets. Using the old Marx tooling, K-Line produced villages for Coca-Cola, The North Carolina Tar Heels basketball team tribute set, Campbell's Soup, a village just for the Little Girls Train Set, Christmas, and of course – Hershey's Chocolate Town. Of the approximately 20 buildings that made up the original 'Marxville', K-Line would choose a handful and produce a small town which would then be included in their train sets. Often, additional buildings were added as separate sale items. To make things more interesting, each little town would have different buildings in it and appropriate lettering using peel-&-stick appliques would be included. One village may have the church but not the barn, or another would have the barn but not the church. Some villages had factories or barrel loaders, others not. While most had at least a passenger station some went without one. This is what makes collecting K-Line so much fun! All that being said, the three largest of these collections were their Christmas Village (three separate sets utilizing nearly every one of the old Marxville molds), Coca-Cola, and Hershey's.



The genesis for this article was me pulling out my K-Line No. K-1401 Hershey's 100th Anniversary Set from 1994. I hadn't run this train in many years and wanted to set it up again and what fun it was! The train set includes a Passenger Shelter, Newsstand, Whistling Station, Barn, Ranch House, and various figures and accessories.

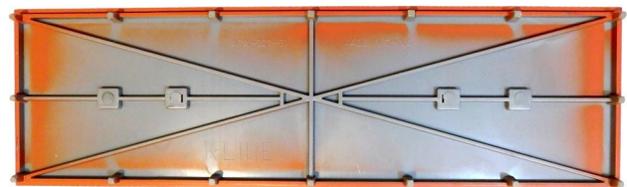
Additional buildings available as separate sale were; Factory, Water Tower, Confection & Fountain Store, Diner, Barrel Loader, and Passenger Station without whistle (and in different colors than that which came in the train set). With eleven separate structures this was a premier offering for K-Line!

The buildings included in the train set were packaged simply in clear plastic bags – no boxes. While most buildings consisted of parts that were molded in appropriate colors, this station platform and newsstand had painted pieces to more closely match the milk chocolate brown of the candy.

The station platform is brown when viewed from the top.



In this photo you can clearly see the gray of the molded plastic showing behind the brown over spray.



The roof of the newsstand appears brown.



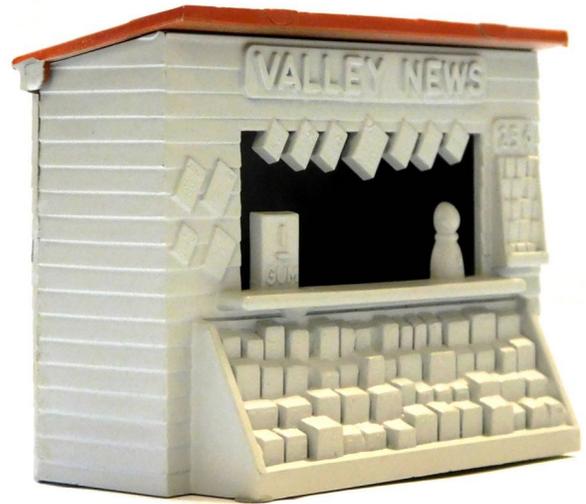
However, the roof (which is part of the back wall piece as one casting) has been spray painted brown. The original gray casting can barely be seen in this photo.

The passenger shelter measures 13"W x 3 7/8"D x 4 3/4"H

The newsstand measures 3 1/4"W (at the offline) x 1 3/8"D x 2 1/4"H

Ed "ICE" Berg

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WHAT READERS ARE SAYING

Is there an HO price guide in existence? Lud Spinelli *To the best of my knowledge there has not been an HO price guide ever created.* John Niehaus

This reply is in response to questions raised by Jim Bennett in the April edition of *The Villager* regarding repairs to plastic village pieces. I do not feel that it is unethical to repair a plastic village piece with reproduction or fabricated parts if a note is made as to what was done to the piece to "make it whole". It is my policy that if I sell something that has fabricated or reproduction pieces I note that when I sell the item. I note that when I sell the item it has un-repaired damage such as a broken roof corner. I don't feel that a note is necessary if a piece that was missing pieces is completed with original parts.

My rating for a piece with reproduction pieces would probably be a 5. I would also inform the buyer that the piece contains reproduction parts and suggest that it is a good piece for a layout but not really collectible. John Niehaus

What do you know about the HO gas station 45196 being discontinued? Anthony Pagano *Item number 45196 was the stock number assigned to the 75th anniversary gas station in the 2022 New Releases flyer. It was not shown in Bachmann's ad*

on the last page of the April Villager. I checked with my contact at Bachmann and was informed that the HO Gas Station will not be produced due to the unavailability of the molding equipment. It seems as if all four of the O scale pieces will be produced though. John Niehaus

I heard that the Plasticville 75th Anniversary pieces I preordered will now be delivered at the end of August instead of the beginning of May as I was originally told. Maybe we'll get them by the 77th Anniversary! Just wanted to let you know. - Jim Bennett

In the latest What Readers are Saying column someone asked where they could purchase puck lights. I get mine from Amazon. They're great for lighting Plasticville up. I use them on my platform every year. - Jim Bennett

Please feel free to send comments or questions to our editor or any of the other people listed on our Contacts web page.



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BACK IN THE BOX / A CONTINUING SERIES ON REPACKING PLASTICVILLE

MH-2 New England Ranch

JOHN L. NIEHAUS

It is not uncommon to see this building sticking out of the top of its box. I sometimes wonder how the production workers at Bachmann were able to get the pieces into the box.

Place the box in front of you with it open and the top folded away from you.

Photo 1: Place the back wall, face up, against the upper right hand corner of the box with its bottom touching the back of the box - sorry for the poor illustration. Place the two short walls and the front porch floor face up and against the front right corner of the box as shown. Note that the pin side of the porch floor should be towards the front of the box.



Photo 2: Place the long front wall face up against the back wall with its bottom towards the back of the box. Place the short roof section on top of the porch floor to the left of the wall with the window.



Photo 3: Place the chimney section wall face up on top of the front wall with the top of the chimney touching the right front corner of the box. Place the front entry wall over the small roof section.



Photo 4: Place the small side wall over the chimney section. Place the large side wall over the front entry wall.



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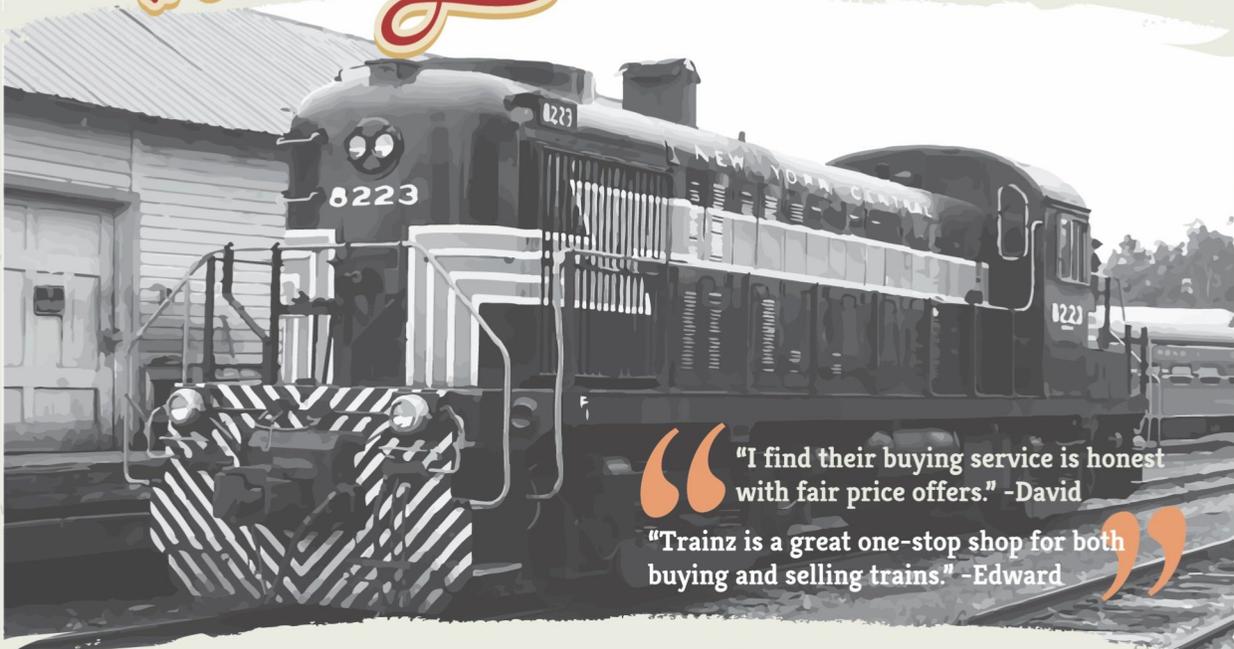
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THE PCA CORNER STORE



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Send a description of item you wish to purchase and a check or money order, payable to Plasticville Collectors Association for the total amount to Plasticville Collectors Association, 601 SE Second Street, Ankeny, IA 50021-3207.

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PCA silver barrel with blue soft grip, black ink ballpoint pen with silver accents. The pen is imprinted *Plasticville Collectors Assn, www.plasticvilleusa.org* in two lines in blue lettering. \$4.00, postpaid.

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Did You Know?

Recently I received a question about which issue a specific article appeared in. While I am happy to help, there is also a self-help option. On the PCA website hover over the 'Newsletter' tab then pick 'Article



PRODUCT REVIEW

JOHN L. NIEHAUS

New Jersey's Trolley Heritage, Kenneth C Springirth, 128 pages, softcover, 8 1/2×11 inch format, \$28.99. Published by America Through Time. Color and black and white photos nicely captioned throughout. It is in the same format as that of Arcadia Publishing's *Images Of* series of books in that the majority of the content is photos with captions. This book is one of eleven books from this author related to streetcars or trolleys of specific cities.

The book contains acknowledgments, an introduction, and seven chapters. The acknowledgments contain one photo while the introduction contains another ten photos. Each chapter is dedicated to a specific trolley line and is prefaced by a one to two page introduction. Some of the introductions also contain a route map.

The chapters include Shore Fast Line (Atlantic City & Shore Railroad), Atlantic City Trolley Cars, Five Mile Beach Electric Railway, Pennsylvania-Reading Seashore Lines, Route 7 City Subway in New York, Hudson-Bergen Light Rail Line, and River Line. The initial four chapters are dedicated to early lines while the remaining three discuss lines that are late twentieth century and early twenty first century lines, some of which are still in operation.

Norfolk Southern in Hampton Roads, Elizabeth Ownley Cooper, 127 pages, softcover, 6 1/2×9 1/4 format, \$21.99. Published by Arcadia Publishing as part of their *Images of America* series. Black and white photos and illustrations throughout, heavily captioned and attributed. I was surprised to find this book published as part of the *Images of America* series rather than as part of the *Images of Rail* series.

I lived in Virginia Beach while in the Navy but never understood the term Hampton Roads. I decided to research what it meant as I was certain that there was no city named Hampton Roads in the area although there is a city named Hampton. My research revealed that Hampton refers to Henry Wriothesley, 3rd Earl of Southampton who was a strong supporter of the colonization of Virginia. Roads or more accurately roadstead refers to a body of water sheltered from rip currents, spring tides, or ocean swell where ships can lie reasonably safely at anchor. There are a few others around the world including one in Hawaii.

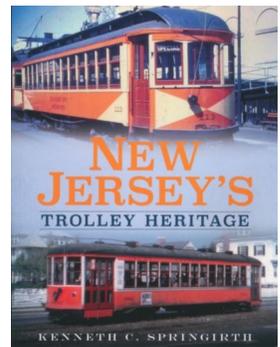
The book begins with the usual acknowledgements and introduction, followed by seven chapters. Each chapter is prefaced with a single page introduction. Three different railroads have their own chapter. They are the Norfolk &

This was a very interesting book to me as I have always been interested in trolleys and avail myself of a ride on any that I happen across. Because of that one of my favorite cities is San Francisco. I hope you will enjoy this book as much as I did.

New Jersey's Trolley Heritage

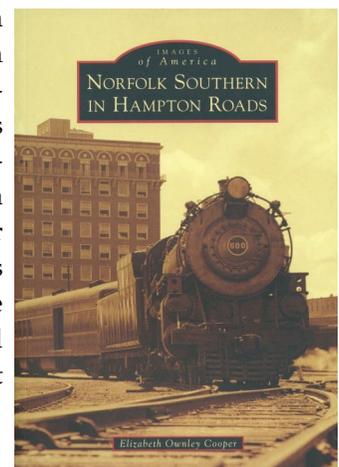
may be ordered for \$28.99 from America Through Time using their website at www.through-time.com. It is also available from Arcadia Publishing at <https://arcadiapublishing.com> for \$20.29. Arcadia handles distribution of America Through Time's titles in the U.S.

To order from Arcadia: click on the magnifying glass near the top of the home page at arcadiapublishing.com, type in the book name, and click on the magnifying glass again to be directed to the book. Both Barnes and Noble's and Amazon's website list the book but at the publisher's list price of \$28.99.



Western Railway, Southern Railway, and the Virginian Railway. The second chapter discusses and illustrates with heavily captioned photos how Norfolk, Virginia became the top coal exporter on the East Coast. It was interesting to read that more than one railroad competed for the lucrative coal export trade.

Chapter four bears the title, *Building a Resort at Virginia Beach*. I never thought of Virginia Beach as a resort when I was stationed at the nearby Oceana Naval Air Station. Virginia Beach was mostly homes by then with a few name motels and other businesses along the oceanfront. A narrow gauge rail line was completed in 1890 to a newly constructed hotel in Virginia Beach. Rail service continued until about 1940 when roads became the preferred way to travel.



This book was somewhat of a revisiting of where I spent my time in the Navy. I enjoyed the book due to the rekindling of old memories but believe that you will also enjoy it. The photos and their captions tell the story quite well. Those and the illustrations, maps, and reproduced architectural drawings are well worth the asking price.

Norfolk Southern in Hampton Roads is available from Arcadia Publishing at <https://arcadiapublishing.com>. Click on the magnifying glass near the top of the home page, type in the book name, and click on the magnifying

The Rise and Fall Of Pennsylvania Station, Gregory Biloto, 127 pages, softcover, 6 1/2x9 1/4 format, \$21.99. Published by Arcadia Publishing as part of their *Images of Rail* series. Black and white photos and illustrations throughout, heavily captioned and attributed.

Pennsylvania Station was built by the Pennsylvania Railroad during the gilded age when ostentation was in vogue. It was by far the more ostentatious than its' rival the New York Central's Grand Central Terminal. Both were built mainly to outshine each other and to flaunt each railroad's wealth.

This book has but five chapters with each chapter having a single page prologue. These follow the customary acknowledgements and introduction. The first chapter includes stereoscope slides as well as photos of pre-Pennsylvania Station and pre-Grand Central Terminal New York. It explains how most rail travelers had to ferry across the Hudson due to the monopoly over rail travel by the NYCHRR in New York City. There are also photos of the Vanderbilt home in NYC. The second chapter, *The Construction Of Pennsylvania Station* begins with photos of the main architects. It also contains photos of buildings that these gentlemen designed prior to Pennsylvania Station. It also contains a photo of a woman by the name of Evelyn Nesbit. The caption on the photo references the book *The Great Gatsby* but does little more to tell why her photo is included. A quick Google search revealed that she was married and carrying on an affair with Stanford White, one of the Pennsylvania Station architects. White was killed by her husband in 1906.

Chapter three is twenty six pages of views of the completed station. Pennsylvania Station offered such amenities as a barber shop, snack bar, ladies private waiting room to name a few. The General Post Office was also connected to the station.

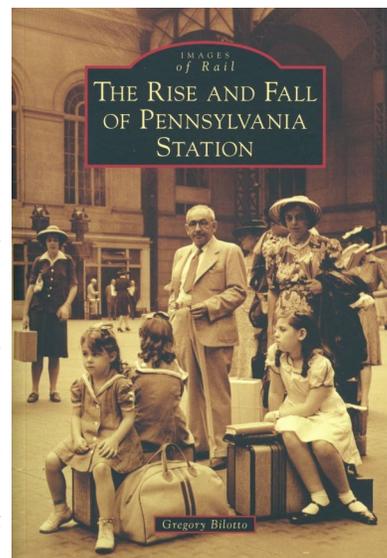
Later Years And Destruction, the title of chapter four defines the decline in the use of and deterioration of Pennsylvania Station. The photos sadly show this but not before pro-

viding photos of the Station's war efforts. One fact noted in this chapter is that the Station was designed without escalators but was retrofit with many in later years. Grand Central Terminal was initially designed with escalators. There are numerous photos of the Station's destruction as well as the partial construction of the first Madison Square Gardens.

The final chapter notes that a sad remnant of Pennsylvania Station resides under the current Madison Square Garden. There are also photos of proposals for the redevelopment of it and the nearby Post Office.

A bibliography and index follows the chapters. Many architectural terms are used in the first two chapters of this book. A brief dictionary of those terms would have been a great addition. Regardless of the lack of an architectural term dictionary I found this to be a very interesting book and definitely recommend it.

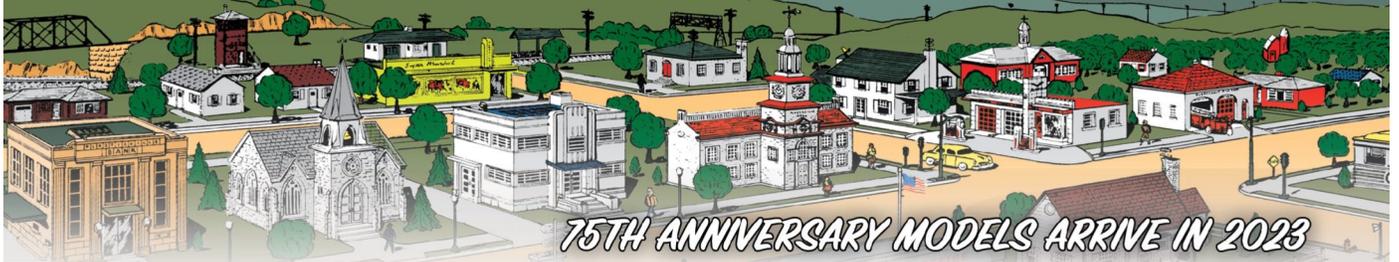
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