



Atlantic Division Local



Winter 2002

Seasons Greetings



Katie George along with Matt Ignarski and son Jonathan enjoying trains for the Holiday Season

President's Message

For the third time in as many years, it has become necessary to move our Meet to a new location.. The background for the move is as follows: On October 30th, the management of Painters' Union Hall informed Meet chairman, Bob Lubonski that we could not continue there after our November 17th train meet. The reason given was that our meets required the staff of Painters' Hall to come in overnight to clean the hall and set up our tables. They did not wish to continue to do this.

Several other facilities were contacted but were unable to accommodate our 2003 meet schedule. Bob Lubonski then obtained a tentative agreement for 2003 at Plumbers' Hall, several blocks West of Painters' Hall. Plumbers' Hall has approximately the same area for table holders but permits an easier table arrangement. The lobby and anteroom of Plumbers' Hall is larger which will allow the placement of displays, operating layout and Kids' Club activities without interfering with table holders. The cost

would be increased by \$150 for each meet in 2003 and \$250 per meet in 2004.

At its November 5th meeting, the Meet Steering Committee voted to recommend Plumbers' Union Hall as our 2003 Meet location. The Board of Directors approved this on November 13th.

Last spring, the Board voted to change the Members' Meet from one with a buffet luncheon as in 2001 to one with free admission for Atlantic Division Members. The results were disappointing. Only 81 members took advantage of the free admission. The cost of this Meet is underwritten by proceeds from our other meets. The three meets, November 2001, January and March 2002 netted \$1130. The increased cost (\$600) of Plumbers' Hall in 2003 will significantly diminish our meet income and our ability to fund our Members' Meet. For this reason, we will defer a decision on the 2003 Members' Meet until our financial status is clarified. I would appreciate hearing from you regarding the nature of our Members' Meet. My number is 215-923-5773.

As of December 31st, Karl Bowers, Scott Forsyth and Bob Lubonski will be leaving the Board of Directors. In addition to their Board responsibilities, Scott and Karl have been responsible for bringing our modular layout to the Airport, nursing homes and children's facilities. Scott chairs the Hall Search committee and Karl chaired the 2001 Nominating Committee. As Meet Chairman, Bob Lubonski has spent countless hours of his personal and professional time under very difficult circumstances. We owe Bob, Scott and Karl our deepest appreciation for their efforts.

Malcolm Kates

THE ANNUAL RAFFLE

The Division's annual raffle was once again a great success. It seems that large, Lionel locomotives are popular prizes. The raffle committee is currently making plans for next year's event. If you have any ideas for a prize please let us know.

The drawing for the Lionel T-1 locomotive was held at the conclusion of the November 17th Meet.



David and Luke Allen along with President Malcolm Kates preparing to draw the lucky winner.

David Allen's grandchildren were selected to do the drawing. Interestingly, when the winner was announced no one came forward. This was due to the fact that Malcolm had no microphone. Finally the name was announced over the PA system and a very happy Ron Mapps came up to claim his prize.



The lucky man and his prize.

MEMBER'S MEET

The annual meeting of the Atlantic Division was held in conjunction with the Member's meet. In addition to the reading of the minutes and presentation of the financial report; president Malcolm Kates presented several recognition awards.

The first was a plaque presented to Bill Thomas TCA# 67-1809 who at the young age of 88 is still very active in the organization. (Photo 1.)



Photo 1. Bill Thomas receiving his plaque of recognition from President Kates

For many years he has run the Test Track at our meets. Bill had worked for Lionel and he uses his

expertise to repair original Lionel motors. In addition he is noted for remotoring Standard Gauge engines.

The second was a plaque presented to our outgoing Secretary, Dick Heineman. He has performed this job for the past 26 years and has decided to sit back and do some fishing. To help him out, the Division presented him with a brand new fishing reel. (Photo 2.) In a surprise move, a gift was presented to Dick's wife, Kay whom we believe was probably the true working secretary of the Division..



Photo2. Dick Heineman and his brand new reel.



Photo 3. The Heineman family, Richie, Dick, Kay and Debbie.

The kids attending the Meet had a grand time. Our neighbor organization the TTOS set up two running layouts at our meet. One was in O gauge and the second in S gauge. The operating accessories were thoroughly enjoyed. In addition, Phil Ritter and Bob Huppman ran the Drag Races and the Hill Climb. The winners of the Drag Race were: First Place, Danny Ridge with a Marx 490; Second Place, Lucy Trautman with a Lionel 1061 and in Third Place, Dave Bowers with a Marx 490. The winners of the

Hill Climb were: in First Place, Danny Ridge with a Lionel 210 modified Alco; in Second Place, Lee Bussinger with a K-Line 2321, in Third Place, Steve Gerriton with a Lionel 2032 Alco, and a Special Award went to Lucy Trautman with a Lionel 1061.



Photo 4. The drag race.



Photo 5. The Drag Racers.



Photo6. The Hill Climb.



Photo 7. Danny Rich on the left and Lucy Trautman on the right

All of the kids had fun participating in the activities. It was especially great to see a little Lucy running trains. Maybe there is still some hope for the future of this hobby.

Chester Zmijewski

WIND-UP ROUND-HOUSE



We have received two letters in response to Henry Hermanns request for information in the last issue. The first comes from Steven Clarke, also known as the Toy Trainsmith.

Dear Mr. Hermanns, Having been repairing clockwork trains for the past 27 years, I must say that I find it curious that the subject should warrant a special interest. One simply repairs them, just as electric trains are repaired. Many of the parts are standard clock parts. (mainsprings and click wheels for instance) Many of the gears are shared by the electric versions. Some gears and governors are special of course, but I must say that I've never lost a patient.

Suggest you consult our Hornby brethren- they've long dealt with clockwork mechanisms. The column should be called, Wound-up Roundhouse.

The second comes from Bill McKay that he sent in the form of an article entitled: **Are you Broken Hearted Over a Broken Spring?** In his recent clockwork column, Henry Hermanns asked if anyone

had successfully repaired springs that had broken near the ends. When faced with this problem I used a method described in a magazine article (long ago) on how to drill or file spring steel.

The area to be worked on must be heated red hot and then allowed to cool naturally. This process removes the temper from the spring so that it can be drilled, bent or filed to shape. When you are satisfied that you have duplicated the original shape of the spring's end; it must be reheated to red hot and then immediately quenched in oil. This re-temperes the spring steel.

Obviously, this work should be done with the greatest of care and observing all safety precautions. My heat sources were a Bernz-o-Matic™ torch with the smallest nozzle and a small pencil-type torch that was more suitable for working in the small area necessary.

Perhaps someone with a background in metallurgy or metal-working could be more specific and hopefully describe this process at the molecular level. However, the process, as described above worked for me.

Anyone repairing or running clockwork trains should visit Merritts in Douglasville, PA. They have replacement springs and well-made winding cranks for all sizes as well as a myriad of parts and antiques. They are located just off Route 422 West. When going from King of Prussia on 422, turn right at Mitchell's Restaurant onto 662 North. Travel north for 3 ½ to 4 miles. Bear left at a fork onto Douglasville Road for about one-half mile. They will be on the left. Their phone number is: 610-689-9541.

Bill McKay

POEMS

Hal Ashley HR 57-231 submitted the following two poems. The first is by Margaret Rorke and appeared in the 1985 issue of IDEALS CHRISTMAS.

Just for Little Boys

My husband stood and watched the train
 That ran around the track.
 His rapt expression made it plain
 Its journey moved him back
 Along the route of many years

To when he was a boy
And in the ranks of engineers
That guided such a toy.

The little boxcars didn't know
How full of thought their load.
The red caboose would never show
The stowaway who rode
And followed every dip and climb.
Who says the world of toys
(Especially at Christmastime)
Is just for little boys?

The second is by Rowena Bastin Bennett and first appeared in her book, "Songs From Around a Toadstool Table". It later appeared in Better Homes and Gardens Christmas 1984.

Come Ride with Me to Toyland

Come ride with me to toy land,
For this is Christmas Eve,
And just beyond the Dream Road
(Where all is make-believe)
There lies a truly Toyland,
A real and wondrous Joyland,
A Little-Girl-and-Boy Land,
Too lovely to conceive!

There Christmas fairies plant a tree
That blossoms forth in stars
And comes to fruit in sugarplums;
There dolls and ball and painted
drums
And little trains of cars
All stand and wait for you and me
Beneath the shining wonder-tree.

So saddle up your hobbyhorse
And ride across the night.
The thundering of our coursers' hoofs
Will put the moon to flight;
And when the east is kitten-gray
We'll sight the wondrous Joyland,
And at the break of Christmas Day
We'll gallop into Toyland!

PAUL EGOLF'S "MAIN LINE" SCALE BALLASTED TRACK

By Bill McKay

Long ago in the Autumn 1983 issue of the Atlantic Division Express, Hilly Lazarus wrote an interesting

article about the inventions patented by Paul H. Egolf, a pioneer model maker and kit manufacturer. Included were details of a sectional sheet metal roadbed and track system as well as a very nice Pacific locomotive. Dan Henon responded in the Winter 1984 issue mentioning an excellent biography of Mr. Egolf that he along with Harry Albrecht had prepared for the January/February 1977 issue of Dan's "0" Scale News, 48/ft. Temple Nieter and Doug Spear also corresponded; but I am unable to locate any of this material.

Dan and I had many conversations about Mr. Egolf; partly because I have an Egolf PRR D-16sb, and partly because I was trying to pry other Egolf locomotives loose from Dan's collection.

Considering all of the above, I wasn't prepared for the surprise Larry Rosell handed me at a York Meet. It was a nice "0" scale two rail display track with a 2 1/2" x 3/8" x 18" plywood base. A 4 1/4" wide by 18" long piece of small stone covered roofing material was bent over the plywood base. The two rails were aluminum on a heavy fiber tie strip that should familiar to anyone who worked on scale trains in the 1930's and 40's. See Photo 8.



Photo 8. The track section

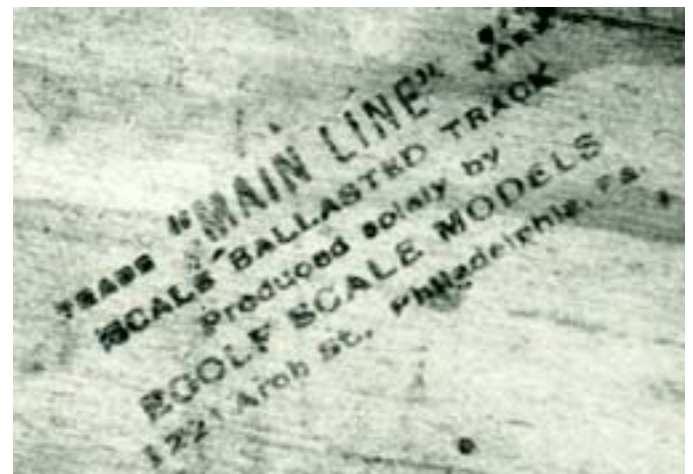


Photo 9. Manufacturer's label

When I turned this display track over , the stamping shown in Photo 9. was visible. Gary Spear, Doug's son has some track manufactured by his dad and Bob Taffel. When we compared Gary's track with the Egolf stamped track, they matched perfectly. Obviously this two rail track was produced by Paul Egolf as well as Doug Spear and his partner.

I must apologize that this article has not been about a warehouse cache of original 1930's Lionel Crimson and red state sets or the discovery of the elusive Lionel 710 steam locomotive. However it's the best that I could come up with right now. Suppose you readers put pen to paper or finger to keyboard and send something more exciting to our editor.

THE NTTM EXPRESS

By John V. Luppino Operations Manager
Train Collectors Association

A major responsibility of those working here at the Museum is answering questions. They can get interesting and just when you think you heard them all along come some you never even dreamed people would ask. Many people have a train set in the attic or closet and seeing our collection makes them curious as to the value of that old set. Many are disappointed to find it will not finance their retirement or children's college education.

Some questions test the ability of our folks to keep a straight face. The Harry's Hardware exhibit has two signs that add authenticity. One says, "Keys 15¢ While you wait" and the other says, "Donald Fraley, M. D. Upstairs, also train Collector and Editor." Seldom does a day go by that a visitor wants to know when the man who makes keys will return. Recently, some visitors tried the door to the exhibit because they wanted to see the trains that were "upstairs." A few people expressed disappointment that the hardware store was not open. There is never a dull moment at The National Toy Train Museum.

REGISTRATION CHAIRMAN

Since 1987, Junior Ames has served as Registration Chairman for our Meets. We have had other registrars along the way but none with Junior's dedication and knowledge of the position. Junior has also permitted us to use his home for our mailings.

Junior is an avid car racing buff with an extensive library of automotive literature that provides us with interesting reading while at his home. We wish Junior "HAPPY MOTORING".

Junior's stepping down as Registration Chairman leaves us with an opening at this position. There is a quarterly stipend of \$150. If you are interested in filling this important position, contact Bob Lubonski at 856-608-9265.

ELECTION RESULTS

Vice President: Bob Huppman

Secretary: Charlie Weber

Board of Directors:

Bill McKay
Ed Kapuscinski
Alan Craig
George Sottung

FOR SALE

Send a S.S.A.E. for a list of train models, books, postcards, and etc.to: Hal Ashley, 41 Anderson Ave., Scarsdale, NY 10583-5215.

WANTED

A token collecting buddy from Pittsburgh is looking for some information on a possible toll bridge "token" from the Philadelphia area.. He wrote the following: What I need is a route for the "Upper Merion & Plymouth Railroad" especially any bridges that they may have charged tolls to use. This would be around 1907. Any leads on libraries or museums or super RR experts would be useful. Contact: Mr. Michael Jones, 1361 Patrick Henry Dr., Phoenixville PA 19460-2743, Phone 610-935-2120

ATLANTIC DIVISION LOCAL

The Atlantic Division Local is published four times a year. Anyone having material they would like published should submit it to the Editorial Office.

The material need not be in polished form
Charlie Weber & Chester Zmijewski, Co-editors

Editorial Office

1119 Yardley Rd.

Cherry Hill, NJ 08034

e-mail: chesterz@bellatlantic.net