



Atlantic Division EXPRESS

Where the TCA began



WINTER 2006

HAPPY HOLIDAYS



PRESIDENT'S MESSAGE

As I write this, I have just returned from "ATLANTIQUE" The large antique show held at the Atlantic City, NJ Convention Center. Although I saw one of our members, the train items were quite scarce. Now I'm getting ready for York where I'm sure the former will not be the case.

Our Division is in rather good shape. I am happy to report that Richard Zipin and John West are working hard to shape up the Kids' Club. Currently they are investigating the way in which we could offer a program that would enable our boys who are Scouts to earn a Boy Scouts of America merit badge in Model Railroading. At the September Meet they ran some contests that were well received. Their report appears elsewhere in this issue.

The September Meet was successful and there seemed to be many happy buyers and sellers. Even I, whose collecting interests are quite narrow by others' standards, managed to find a few choice items. Ed Kapuscinski once again orchestrated the Educational Exhibit. It consisted of passenger cars of every make, gauge, size and

color. Some pictures of the exhibit are shown here. As an aside, Ed prides himself as a lover of "Oddball Trains". This avocation earned him a feature story in this year's special issue of Classic Toy Trains called "More All Star Electric Trains". The story is entitled, "Odd Man In" and appears on page 30.



Part of the Educational Display



Second part of the display



Happy Buyers & Sellers

MEMBER'S MEET FOCUSES ON CHILDREN

Each September Member's Meet encourages family participation with special events for the children. This year was no exception as we had 18 would be engineers competing in drag races and hill climbing contests to win plaques for first place.

Contests were held in both "O" and Standard gauge and many of the engines used reflected unique experiments in locomotive design. Each participant looked like an engineer with their train whistle and engineer's cap provided thru the generosity of Paul Misuriello. Some children did not have locomotives and a number were made available by Norman Ridge. Shane Mapps, grandson of Ronald Mapps, directed each event under the supervision of John West, co-chair of the Kid's Club and with the invaluable assistance of Jack Nixon. Numerous other members pitched in to help the children operate the transformer and align engines on the track. With the help of these members, the kids had a great time.

John West & Richard Zipin, co-chairs, Kids Club



Drag Races

More Photos of Kids' Club Activities



Drag Race Continued



The Drag Races and the Hill Climb were popular with the kids. One in particular caught my eye. This was a little girl with a Pink locomotive. She was a serious contender and worked hard in one of the Drag Races.



Lauren and her Pink Locomotive



That Pink loco is FAST!

AN INTERESTING TRANSFORMER

A most interesting transformer was shown to Charlie Weber by Ken Laaken. The sterling feature of this object was not so much the transformer itself; but rather the way it was packaged.



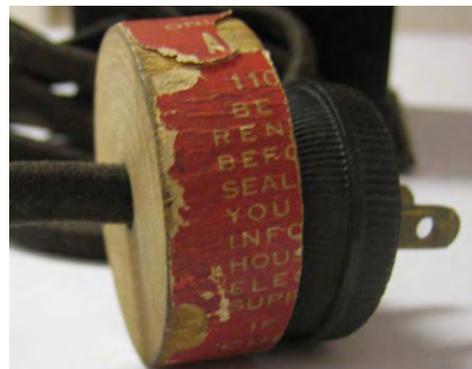
As you can see from the box, it is a regular Multivolt 60 cycle, 110 volt transformer producing 60 watts. However, looking into



the box you can see that a red wooden capsule is sandwiched in at the bottom. This capsule is shown in detail in the photo below.



The capsule comes in two parts and is meant to protect the plug.





As you can see, this is an ordinary Type B transformer. However this is one of a few remaining ones that has both parts of the plug protecting capsule as well as the original box.

The Wanderers – Part I – Weaver Models

By Charlie Weber

In the summer of 2005 Bob Robinson, Joe Lehman and I decided to do some wandering. Our first visit was to Weaver Models in Northumberland. If you know about trains being produced today you must be acquainted with Weaver Models. They have been putting out a line of scale, 2 and 3 rail 'O' gauge trains since 1965 under the "Quality Craft" name and since 1980 as "Weaver" that have gotten a wonderful reputation for being good performers with great, accurate graphics. In short, I think they are considered a good product for the current adult market.

Many industries today do not appreciate visitors for a variety of reasons, and Weaver does have bus loads of visitors (sometimes) in conjunction with the York Train Meet activities. So, if they had said "thanks, but no thanks" to Bob's telephone call to try to make arrangements for us to visit I would have not been surprised.

We were expecting that the owner, Joe Hayter, would be our escort. However, he had some personal affairs to take care of that day so he fixed us up with David Benner who is one of their technicians. He was a wonderful host and showed us all around and did not appear to be rushing us at all. He made our visit a really interesting and educational experience. Near the end of the tour we came upon some shelves with relatively few pieces on them. They were leftover old stock and he offered any of them to us at prices that were hard to refuse!

We met in a front office that I suspect is primarily used for meetings and such. Photos No. 1, 2, and 3 show the "collection" around the walls. They are examples of current stock as well as older items that I suppose constitute a museum of sorts; absolutely wonderful looking stuff. Here Mr. Benner told us a little history of the company and an introduction to what we were about to see out in the manufacturing area as well as a discussion of the features found on some of the products.



Photo 1



Photo 2



Photo 4



Although picture #4 doesn't look like much as no one was painting at this time it shows one of a series of paint booths.....all well ventilated and well lit. You can make out a spray gun and a can for solvent. The little stool in the picture has a lazy Susan type device on it so the piece being sprayed can be rotated and the worker can spray everywhere needed. (I might try to adopt this idea for my own spray booth!) Picture #5 shows some of the paint masks. They are made of Copper and have to be cleaned often. I was impressed with the time, expense and effort needed to produce the magnificent paint jobs that we expect today. I suspect that this step contributes the largest fraction to the price of a piece of rolling stock. Weaver has made a number of relatively short run "custom cars" for various customers. Since they do the painting and lettering of cars here in Northumberland I suspect that it is easier to work with these people for such a project than with some manufacturer who has everything done overseas.

After the paint dries the decorations must be done. Here in Picture #6 we see Gay Brennen pad printing a house car. The lady puts the piece onto the jig which ensures that the pad print appears at the proper location on each car and then the pad comes down and places the lettering of a single color onto the car. De-



Photo 5

pending on the amount of decoration and the number of colors to be done this can be quite a time consuming project. I noticed that the worker checked each print before putting the car aside to dry. In picture #7 is Lucia Miller holding up a tank car that she has just put together. All this is done by hand. No robots for this company!

Any manufacturing assembly line will occasionally produce an item that is not quite up to snuff. Hopefully such an item will be found before it is shipped to a customer who could then become angry. In picture #8 we see Gary Hartman performing a minor repair to a Weaver locomotive which was caught with a flaw before it was shipped. If I remember correctly, this gentleman also repairs customer owned locomotives, but I am not sure about that.

Finally in picture #9 *On the next page* Ed. is a large (8' x 15') layout with several kinds and radii of track where the locomotives are test run. The "baby" shown was chuffing and smoking like crazy. The visit we had was really quite a lot of fun and the opportunity



Photo 6



Photo 7

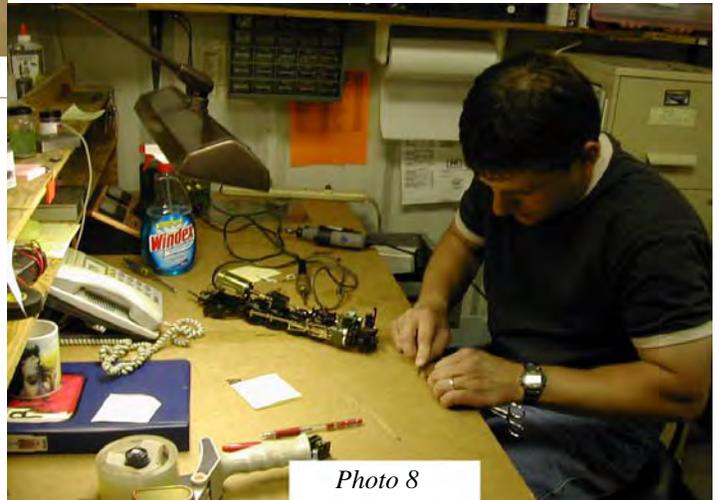


Photo 8

to see trains for my favorite gauge being made was quite an experience.

I heard of "pad printing" and had an idea what to expect but actually seeing the process was great. The masks for painting were a real eye opener. The Weaver people were really friendly and great hosts and I would suggest that if you are interested in such a tour, keep an eye open to "O Gauge Railroading magazine where

the trips from York to Weaver are always advertised. (My only complaint is that I couldn't find a coffee machine in the place!)



Photo 9

The Wanderers – part II – Steamtown By Charlie Weaver

During the week of the 4th of July we decided to take a buzz up to Scranton to Steamtown. We expected large crowds to be there. There was almost nobody there! This is a real shame. One of the reasons I am writing this blurb is because of the sparse crowd. This museum is trying to preserve an historical heritage and needs your support. Although I have no factual information about the funding for this museum, I do know that it is a Federal Government facility that is part of the National Park System. I would suspect that the more people who go there the more funding would be available. Believe me, this place needs your buck if we are going to be able to preserve this collection.

We got there in the morning and mostly toured the museums which were interesting. One is in a piece of rolling stock that has been adapted for a museum like atmosphere. It contains some interactive displays mostly about how railroads operate. The rest is in a building with several floors that appears to be part of the roundhouse/turntable complex. Old artifacts are found here along with some of the models that they own. Outside we were able to observe the turntable in operation as they brought out a diesel and coupled it to a train. We were expecting to take a long ride behind steam but there were none that day as they had not scheduled same. Apparently they ran these trips over the previous weekend. In any event, they “broke” the steam engine during these trips. Only this one steamer had been operational.

We hopped on this short diesel powered ride anyway. We trundled east to the end of the property and then backed to the western end and then back to the starting point. No big thrill but, hey, a train ride is a train ride! During this ride one is able to observe much of the equipment that is part of the museum's collection. The main impression that I was left with was the deplorable condition of much of this stuff. They really need time and money to restore these remnants of our history.

We then drove maybe a mile (?) just beyond where our train ride had ended the east bound leg where the beautifully restored Lackawanna Railroad station is found. We had a really nice buf-

fet lunch in the station (and a Manhattan or two) and then walked on down the main drag in downtown Scranton. We visited an old hobby shop (Scranton Hobby Shop ??) and a block or so away on the other side of the street Grzyboski's Trains. The old hobby shop had nothing for the old toy train collector, was cramped due to huge amounts of stock and displays and was not air conditioned. Since it was hotter than Hades on this day I was not too inclined to stay long there. On the other hand, Grzyboski's had a nice supply of postwar trains (no prewar) and a huge stock of “modern” trains. The isles were spacious enough and I actually found an item I could use. Nice place, nice people.

Next came the really good part of the trip. We had made an appointment for a guided tour of the roundhouse. (You can't go in the roundhouse unless you sign up for one of the guided tours.) Since the number of visitors was so small our guide had only the three of us to tour about the premises. This was fortuitous. Once the guide discovered that we were not the “normal” group of tourists and that we knew quite a lot about trains, steam, and railroading in general he really took his time and showed us everything up close and personal.

It also helped that the guide recognized that Bob Robinson knows an exceptional amount regarding metals, working with metals, machine shops, & etc. and that we were really interested. He showed us the work they were doing trying to repair the steam engine that “died” the previous weekend. The rod bearings were getting too hot. We saw the giant metal stamping machines, the lathes used to make new tires and other giant turned metal parts and he then clued us into the difficulties encountered in making steam locomotives operative again. We looked at some engines in various stages of restoration including a pacific (a PRR K-4 if I remember correctly) that is being repaired for some other excursion company. It was a fabulous tour. I strongly recommend it.

I didn't take many pictures; but here are a few. One of them shows Joe Lehman trying to pretend that he is Casey Jones at the throttle. Trouble is, he's wearing the wrong hat. The pictures of the tank car and the Reading 2124 T-1 are here to demonstrate to you how badly these objects are deteriorating and to implore you to visit Steamtown once in a while and tell some of your friends in order to do your part in showing the government that they really need to support this facility.



Joe “Casey” Lehman



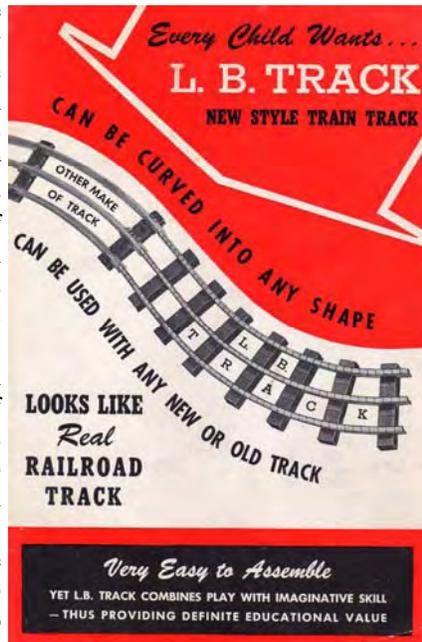
Reading Locomotive in need of Tender Loving Care



Tank Car in need of the same

L. B. TRACK

Ed Kapuscinski recently dug up an unusual advertising brochure for *L. B. Track* which we present here. It is very much reminiscent of the famous *Parfait Track* and I wonder if this was invented and then *Parfait* decided to start producing it. *Parfait* track, of course, is ready-to run and only in 'O' gauge as far as I know but this stuff was sold as a "kit". Like *Parfait* track each rail seems to be made of a bazillion little sections so you can bend it to most any shape and down to incredibly sharp radii. Notice that the ties have five slots cut into them so one can mate the track to any to any 'O' gauge track, electric or windup, as well as *American Flyer* 'S' gauge track. So, they sell you a package with rails and ties and then you construct the track yourself.



I would love to see some of this track and know more about the

company and whether or not there is a *Parfait* tie in. If you can help, please contact one of the editors or bring what you have or know to one of the Atlantic Division meets at the Plumber's Hall in Philadelphia. (Thanks, Ed.)

Lionel Set #X-592

By Charlie Weber

As our regular readers know, we continue to bring forward uncataloged train sets. Here is an interesting post war set to continue our series.

Several years ago this set appeared for sale on the internet from a seller in Manheim. Unlike many such listings, the seller showed a copy of the original ad for this set from a store called "Lerner's Department Store" in Northampton. I assume this is in Pennsylvania. (Anyone out there know for sure?) As ads of this type frequently show, the retail value of the set contents is \$70.95 and the store is selling it for only \$29.88. The ad says that one will get a No.204 Santa Fe Alco loco. Note that there is no dummy unit as is usually found. The cars include a lovely bright red No.6111 flat with pipes, a light blue No.6112 gondola with a set of white



(black lettered) canisters, a non operating reefer, No.6482, and what appears to be a tile red No.6017 caboose. The 027 track is missing along with the 90° crossover but are listed in the ad as components. The uncoupling track appears to be the commonly used No.6029 rather than the No.6019. The identity of the little transformer cannot be seen and the seller didn't list its number. The usual supporting paper and lockon are still with the set. The seller was also including a black No.6476 LV hopper of the same vintage but it is not listed in the ad as really being part of the uncataloged set.

Besides the lack of a dummy loco trailer what makes this set really unusual and interesting is the inclusion of a No.465 Dispatching station. Although including an accessory or two in a "special" is not unknown it is rather uncommon to find a set with an accessory like we have here. According to the sellers description, Set No.X-589 in its original set box fits inside the No.X-592

set box. Also included in this larger box is the No.465 Dispatch-



ing Station. Thus it would seem that Lionel Uncataloged set No.X-592 contains Uncataloged Set No.X-589 and a No.465 Dispatching Station.



However, to further the mystery, I (CMZ) in getting ready to publish this story searched the internet for any information on Set No.X-589. I found this set as part of a Stout's auction site for February of this year.



Another Special X-589

The description says that the set contains a 204 Santa Fe Alco A No.6024 Whirlpool Box Car, a No.6111 Yellow (not red) Pipe Flatcar and a No.6017 caboose. Obviously, this set was made as a Whirlpool promotion. (Does this mean that if a special set contains a Santa Fe Alco diesel, a pipe car, a box or refrigerator car and a caboose it was called No.X-589? Ed.)

Anyway, based on the components and the AAR plastic trucks found on all of the rolling stock as well as the Instruction booklet, Charlie dated the No.X-589 set as 1957.

THE INTERNET

There truly is a remarkable amount of information available via the internet. Chris Allen of the Desert division recommends one site in particular that is loaded with some of the real oddities of the engineering world. He points out that there are several wonderful examples of early steam locomotives including plans by Baldwin locomotive company to introduce not only a Quadraplex but a huge 2-10-10-10-10-2 Quituplex with an articulated boiler. To see all sorts of oddities go to: <www.dself.dsl.pipex.com>. If you are interested in only the locomotives then go to: <www.dself.dsl.pipex.com/MUSEUM/LOCOLOCO/locoloco/htm>

The following illustrations show some of the locomotive described on this site.

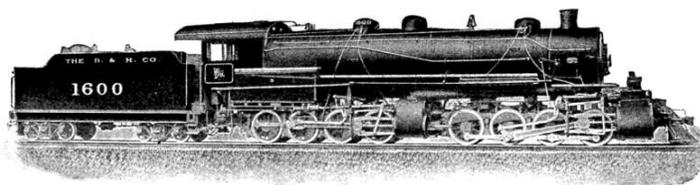
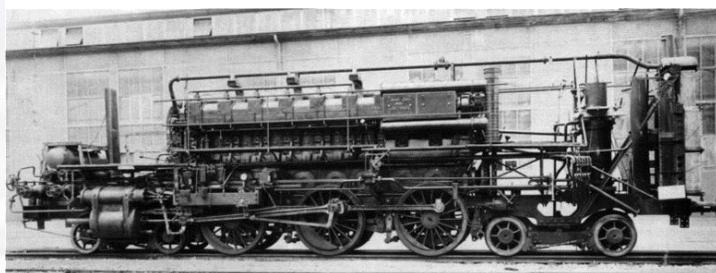
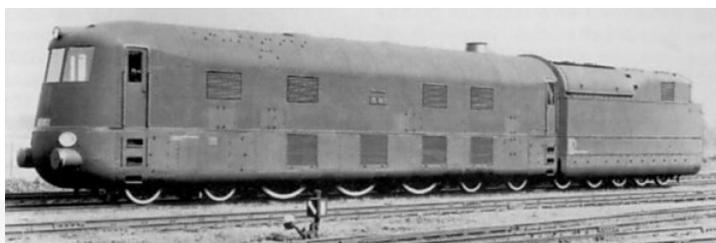


FIG. 1. MALLET ARTICULATED COMPOUND LOCOMOTIVE.



Another great site to visit is the main National TCA site. This can be reached from <www.traincollectors.org> from this click on "Links". From there, you will be able view "e-Train" the online magazine of the TCA, with many interesting articles as well as the web sites of many of the other divisions. If instead you click on Toy Train Mailing List you will be able to subscribe to the Toy Trains Mailing list. This is a forum for discussing all sorts of things about trains. You may also click on Toy Train Trading list. This is a site devoted to the buying and selling of trains. However, only TCA members can list trains for sale. It is a supplement to the Interchange Point.

I feel that visiting this site will make your membership in the TCA more entertaining and enjoyable.

THE CABOOSE

By Werner Hennig, TCA 95-42155

My knowledge of model trains is limited and I am surprised when I talk to veteran collectors and they can't tell me, "What was the purpose of the caboose?" It was not there primarily for the conductor and brakeman to play checkers, although that was the most popular pastime among railroad crews.

During the height of railroading many of the primary freight routes were single track with sidings or turnouts. Freight trains were required to go onto sidings when a passenger train was coming through from the opposite direction. During the steam engine era, every freight train had a four-man crew: an engineer, a fireman, a conductor, and a brakeman. The procedure for the train to pull onto a siding was for the train to stop at the entrance of the siding. The brakeman would walk forward from the caboose to the head of the train with his red and green lanterns. He would unlock the siding switch and throw the large lever that would open the siding. He would signal the engineer to proceed and the train would go onto the siding. When the entire train was in the siding, the brakeman would signal with his red lantern, the train would stop, and he would close and lock the switch so the main line was open. He would then walk to the front of the train and wait until the passenger train had passed. He would then unlock the switch at the head of the train, which would then proceed back onto the main line. When the entire train was back on the main line, the brakeman would signal with his red lantern for the train to stop. He would then close the siding switch, climb into the caboose, and signal with his green lantern for the train to proceed.

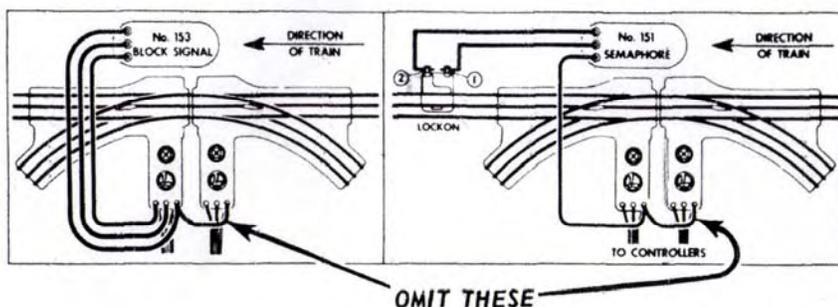
When the train was moving, the conductor and brakeman would climb up into the cupola of the caboose, one at each side, and look out their front windows for "Hot Boxes." In the days before the development of the Timkin railroad car roller bearing, wheel bearings were metal against metal. At each end of a car axle, there was a door. When the cars were parked in a yard, it was the job of the "greaser crews" to go from car to car and inspect each axle to make sure there was enough grease. The grease was held in place with a rope-like material called Oakum. The old oakum was removed, a large amount of grease was pushed into the bearing box, and new oakum was installed. Occasionally, if the bearing box was not properly packed and sealed, the bearing box would overheat and catch on fire. You could not drive a train very far with a "hot box" because the axle and bearing block would seize and then the wheel wouldn't turn. When a hot box was seen, the brakeman would go onto the rear platform of the caboose and signal with his red lantern for the train to stop. He would then take both lanterns, a five-gallon pail of grease, and some oakum and walk to the problem car, where he would repack the axle with grease and oakum, and signal with his green lantern for the train to proceed. When the caboose arrived where he was standing, he would signal with his red lantern for the train to stop, climb onto the caboose, and signal with his green lantern for the train to proceed.

With the decline of passenger service, it was no longer necessary for freight trains to go onto waiting sidings. In the few instances where a passenger and freight train come in opposite directions, the usual procedure is to hold one of the trains at a station where there are multiple tracks. Since there was no longer any need for a brakeman and a conductor, all that was required was an engine crew of two, and the caboose passed into history.

All railroad crews were required to own two official railroad watches because once a year a watch had to go to a registered railroad watch repair service for cleaning, adjustment, and timing, as a railroad watch could not lose or gain more than a few minutes in a year. These pocket watches were unlike standard pocket watches. You could not pull out the stem to set the watch. The stem was sealed against dirt and dust. To set the watch, you had to unscrew the bezel or glass and there would be a tiny lever at the edge of the dial. You would raise this lever with your fingernail, turn the stem to set the time, push the lever back into the case, and replace the bezel.

At the height of railroading, the Pennsylvania Railroad was the largest railroad in the world. If you are interested in the history of American railroads, I recommend:

1. The Great Railroads of North America by Bill Yenne, published in 1992.
2. More Classic American Railroads by Mike Schafer, published in 2000.



CORRECTION

When the non-derailing mechanism of these switches is used to operate track signals or accessories, as illustrated in Figures 8 and 9, the wire 'jumper' shown connecting the outside posts of the switch boxes should be omitted. Otherwise, when the train is on both switches at once, derailing will result.

AN ERROR SHEET

Ed Kapuscinski, the famous collector of “odd ball things” (*See President’s Message Eds.*) has brought to our attention what might be an unusual piece of postwar Lionel paper memorabilia. The 2-53 instruction sheet for 022 switches has a wiring diagram in it that, if followed, will, according to Lionel, cause a train to derail. Rather than reprint a bazillion instruction sheets they put this little **CORRECTION** sheet (shown on the previous page) in the sets containing the instructions with the error. We present it here for your perusal.

Toy Trains and Christmas

By Chester Zmijewski

It is evident from Jim Morrison’s book, “A Vintage View of Christmas Past” that toy trains have been part of the Christmas tradition for a very long time. The current issue of Classic Toy Trains has a nice article on how to make a Christmas train. However, not only were they used around the tree or as part of a Christmas village; but they also were a popular gifts for the children. Toy trains, especially the electric ones, were expensive toys. Therefore gifts of such toys were usually given at Christmas. The train shown below delighted some child on Christmas day in 1941.



These are photographs of my exhibit in the Museum Showcase at the recent convention of The Golden Glow of Christmas Past. One of our other members, Ken Hartshorn 68-2332 had an exhibit as well.

A FAMOUS MEMBER OF THE ATLANTIC DIVISION

This story appeared in the Philadelphia Inquirer in May of this year. Your Editor apologizes for the tardiness in bringing it to your attention. However It is important and this was the only available space. One of our members and a great supporter of the Atlantic Division, Ray Connolly, worked hard to get the Purple

Heart medal he was entitled to as a result of being wounded in World War II. In order to get the decoration he needed an affidavit from the Medic who treated him. The remarkable thing is that he was able to remember his name after 62 years, track the guy down and get the document. It is my personal belief that remembering all those catalog numbers sharpens the mind. Congratulations Ray!



TREASURER’S REPORT

As of October 25, 2006

Checking Account	\$ 2551.11
Savings Account	19718.38
Cash	300.00
<hr/>	
Total	\$22569.49

All bills have been paid. George Nelson, Treasurer

ATLANTIC DIVISION EXPRESS

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

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LAST BUT NOT LEAST



On behalf of The officers and

board of directors of the

Atlantic division I wish each and

everyone of you a healthy and

happy holiday season. May the

new year bring you

the train of your dreams.

Chester M. Zmijewski, president

