



# Atlantic Division Express

Where the TCA began



FALL 2007

## PRESIDENT'S MESSAGE

My wife and I have just returned from a magnificently organized TCA convention in Denver. Ron Stowell and his crew deserve a hearty congratulations for a job well done. As you will see later on, the exhibits were great, the one layout tour we were able to take was outstanding and the outing to the Rocky Mountain Railroad Museum was a delight.

However, the exhibit that was most inspirational to me was put on by an independent Kids Club called Youth in Model Railroading, A national model railroad organization exclusively for kids. The organization was founded by Larry Price; and has two divisions, one in Colorado and another in Massachusetts. It has a web site at [www.YMR-online.org](http://www.YMR-online.org) that has all sorts of information. Basically, these kids construct their own modules that are taken to train shows. The kids assemble the modules and run the trains.

Pictures of some of the Convention events are included in a special section of this issue.

Several important issues were discussed by the Board of Directors and reported to the membership. First of all a \$500,000 expenditure was approved to construct the sewer system at the Museum. I for one am very happy that this issue will finally be resolved. Secondly, after some debate, it became quite clear that our by-laws are out of date. Consequently a committee has been appointed to include a by-laws expert to study our by-laws and make recommendations to bring them into the 21st century. Third Jane M. Boyse, our Director of Development, has drafted a master plan that has been formulated to meet the organization's need to attract new members and to retain existing ones. The master plan also outlines strategies to ensure an increased awareness of public relations to benefit a steady source of income to help support the Museum and other TCA activities. A pamphlet entitled, "Questions & Answers About Wills and Bequests" has been developed and is available from the National office.

Our own Division has been asked to consider the possibility of holding a National Convention in our area in 2015. I have received a copy of the National's Convention Guidelines from Dannie Martin, Chairman of the National Convention Committee. I have asked Joe Lehman to Chair a small committee composed of Malcolm Kates, Garry Spear, George Nelson and Terry Trickel to study the feasibility of carrying on this task. They plan on getting together at our next meet to discuss the situation.. Anyone interested is welcome to join them.

Finally, I would urge each and everyone of you to vote in this year's election of National officers. Two distinguished members of

our Division are on the ballot; Bill Miles for President Elect and Sarah Levinus for Secretary.

As an added note, in this issue we have two articles by authors new to this publication. One of them, Art Bink has a TCA No. that begins with 68-, the other Alex Weihmann has a number beginning with 06-. Welcome to The Atlantic Division Express.  
Chester M. Zmijewski

## SOME UNUSUAL "CABEESE"

By Charlie Weber

Recently Bob Robinson and I were visiting the collection of Phil Myers. In a junk box were the remnants of a little, more or less HO size battery operated train set from the orient (Japan ?) all slobbered up with paint. Here is the caboose shown in Photo #1. No manu-



Photo #1

facturers information nor even "made in Japan" are still visible. However, I never saw this caboose with the apparatus on the wheel to make the brakeman wiggle his flag as the car moved. (Photo #2.) Clever and different I thought. Phil donated it to the collection of



Photo #2 On the left the special cam on the wheel is shown and on the right the brakeman on the end platform.

Joe Lehman if he wanted it.

I took it to Joe's house to show it to him and see if he wanted it. (In case you don't know, Joe is the Atlantic Division's resident caboose guru.) Low and behold, Joe had four other variations of this car; none of which had the operating brakeman! Photo # 3 shows the caboose with no brakeman ; but the sides show the letters RHI Brand and on the right end is a "Y" inside of a fat star with the words "made in Japan". This logo is found on one side of all of the other cars.



Photo 3 The RHI car. Notice the Logo on the lower right.

An enlarged version of the distinctive logo is shown below.



Photo #4 shows a car with couplers at both ends. In addition, the windows at both ends are punched out. Photo #5 is similar to the car shown in Photo #4 except that the windows on both ends are not punched out.



Photo 4 Notice couplers at both ends and logo at lower right end.



End of Car 4 showing open windows

End of Car 5 showing unpunched windows



Photo 5 Same window arrangement and logo ; but silver end rails

The car in photo #6 has the same side view as the car in photo #5. However each end is different The end without a coupler has its windows punched out. The end with the coupler does not have its windows punched out and has a lithographed brakeman.



The end of the car shown in photo #6 . The brakeman resembles the operating brakeman on the car shown in photo #2

Both of the last two cars have plastic rather than metal frames. The frame of the car with the lithographed brakeman is stamped, "MADE IN JAPAN"; while the frame of the car with the unpunched windows is stamped, "MADE IN JAPAN 2"

And you thought that only the big manufacturers made variations. Since the car with the operating brakeman is lopped over with paint, Joe and/or the editors would really like to hear from any of you who have a good one and/or the rest of the set it came with.

## GENTRIFICATION

By Charlie Weber

In recent years the subject of aging of the membership of TCA has occurred both in print and in general "bull sessions". People have hypothesized all sorts of possibilities of what this will mean to the toy train collecting/operating hobby. Most of the conclusions seem to be bad.

Recently, while perusing back issues of the Atlantic Division Express, I ran into a blurb about the beginning of what is now the Atlantic Division of TCA (1970). Here were listed the 94 people who would now be called the founding members. My new 2007 issue of the Directory had arrived recently. So, I decided to look up all 94 members to see how many and who were still members of National TCA. I did not ask the Secretary of the Atlantic Division to cross-check the list with the current Atlantic Division membership; although this would be interesting. Note that the drop-outs were mostly due to death; but I am sure some have lost interest. In any event, there are now 40 of the original 94 members still in TCA. This corresponds to about 42.5%. Interesting isn't it? I think so.

### **THE DIE IS CAST!**

By Art Bink TCA 68-2088

This article is mainly aimed at newer train collectors, as seasoned train collectors know all about crumbling die castings. I remember over 60 years ago when one day I saw that the domes on my HO gauge red and silver REPUBLIC Mantua tank car had grown little cracks all over them. I wondered what was going on. I tried to brush them away as if the domes were covered with cob webs, which they weren't. I wondered if I did anything to cause this. Of course my mother said it was because I didn't take care of my trains! Like anything else, train collecting has its problems, and often if you can recognize it, you can live with it or do something about it.

I'd hate to spend \$1399 or \$1499 on a die cast locomotive and wonder if it's going to crumble away in 5 or 10 years. With the sad quality of stuff coming in from China (a pair of flower clippers from China crumbled the first time I used them), I would be in a heightened state of anxiety over this model train die casting situation, and for those who spend megabucks on their trains I think it's a reasonably fair subject to think about. This is certainly not the first time this subject has been the object of the printed word, and I'm sure it won't be the last.

Unfortunately, there really isn't any way to tell whether or not your engine is going to "blow out", warp, or anything else. Sadly this article isn't going to solve the problem. The manufacturers do have something to say about it. Their offering is that in these modern days, since we know a lot more about metallurgy than we used to, crumbling won't happen. But I 'wowed' the auctioneer of my train collection by showing him new replacement standard gauge wheels on locomotives that were blowing out, and these were made around 1990. He said he hadn't seen 'new' die cast items blow out, but here was the proof. Some people say post-war trains don't blow out, but I've seen a lot of them do so. I bought a post war Lionel set from a man in Burlington, N.J. The set he took down out of the attic was like new. Each piece was pristine, and in its own original box. He was shocked when he pulled a depressed center flat car which had crumbled away, out of its box. He went into a tirade, yelling that the kids had gotten into the trains, and he was going to beat the hell out of them after I left. After I calmed him down I explained what had happened, and that it was NOT the kids fault (everything else was mint-in-the-box). I will say (but not with certainty) that it seems to me newer trains don't appear to blow out with the frequency of the

older trains.

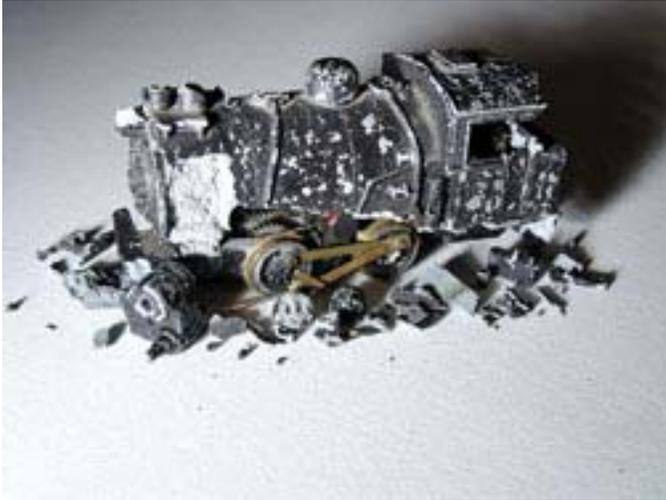
At one time in my train room there were 2800 pieces of pre-war O and Standard Gauge. Just about all were auctioned off some 10 years ago when I retired, and I went back into HO gauge where I began in that scale in 1939. In 1937 I had gotten a Lionel 249 passenger set and a big American Flyer 447 'Hudson' work train set (both O gauge) for Christmas. The big 12 wheel American Flyer tender never blew out, but it was cast aluminum (aluminum, steel, and iron don't blow out). Five of the six drive wheels on my AF Hudson are fine, but one blew out. I'm not alone when I say that I was among a large number of train collectors who recognized that there were problems with die castings used in toy train production through the years. But, as was said by manufacturers in their defense, "these were just toy trains, and if you got 10 years out of them, you got your money's worth". Most of us expected (or wanted) trains to last 60, 70, or 80 years, or even long enough to be passed on to the next generation.

We know the stuff in question as "pot metal" or "white metal" in die castings, and "slush metal" in hollow castings, and by a whole host of other names. "White metal" as defined by Brady & Clauser in MATERIALS HANDBOOK refers to a great variety of combinations of zinc, lead, tin, and antimony, normally employed for use in toys, ornaments, etc. Some mixes contain copper, bismuth, cadmium, and even silver. The cost of tin and silver has restricted its use in modern times, especially for toys. Much of the problem lies in the fact that proportions of the various metals are quite critical when alloyed, and they're also easily contaminated by the addition of foreign substances (like a workman throwing a foil chewing gum wrapper into a molten batch). It takes very little to contaminate the batch. If foreign materials like dirt, clay, etc., are present, their particles may expand at a different rates than metal particles, and therefore break away from each other during temperature changes. Some people say the problem is that the metal "crystallizes", but this is a misnomer, as the metal becomes in a crystalline state as soon as it cools & becomes solid from the molten state when new. Some folks use the term, "metal rot", which doesn't mean a whole lot. A common term for the malady is "crazing". Some call it 'metal fatigue' or 'metal deterioration'. There are those who say to just coat the bad casting with epoxy, and that'll stop it... not really; things will continue to expand and contract. Keeping air or oxygen away from the metal by coating it with epoxy won't stop it from crumbling, as the problem comes from within. I doubt if it'll even slow it down. If it's going to go, it's going to go.

We in HO scale are certainly not immune from the crumbling die castings problem, and I certainly wish there was a way to predict whether or not your locomotive was going to come down with this disease. I don't mean to scare you out of buying new trains (I'm still buying die cast HO locomotives), but like they say, 'nothing is forever'. Often you'll hear someone say, "my locomotive has existed half a century without crazing, so I think it'll last". I tend to go along with this line of reasoning. When is the "cut-off" date? If your locomotive has lasted for 7 or 8 years without a problem, is it good forever? Or maybe 10 or 15 years? Who knows? I'll bet most of you have asked yourself these questions at one time or another, especially when an important purchase is imminent.

Some people say, "just be careful". How can you do this? In the case of potential purchase of an older locomotive you can inspect it with a jeweler's loupe, but what about a new locomotive? Inspecting a new locomotive closely won't tell you anything about its future. And again, I'm sure there isn't a manufacturer out there who won't say, "our castings will never blow out".

Today a small box arrived in the mail; an 0-4-0 Mantua booster loco that I bought on EBAY, and guess what? The crazed frame of the loco was broken into 4 pieces! Go figure!



*Art's Purchase*

## **INTRODUCING THE YOUNGER GENERATION**

By Alex Weihmann TCA: 06-60013

Model Railroading has long been a pastime of the American child. Whether it started out with that desired Lionel set under the Christmas tree, or saving up all one's money, trains sparked a great passion in many of us. Sadly, young model railroaders are not as abundant as they once were. Due to video games and other forms of media, children would rather not play with those "toy trains", but reach the next level of their video games. We can reverse this trend and introduce new life and blood to the greatest hobby in the world, but all of us need to contribute to this task. Modelers, set up displays in malls, libraries, and schools. Have an open house; invite local families to view your layout or collection. Capture the spirit of the hobby and share it with others, pool money with other model railroaders and donate a small train set to the Salvation Army.

The key to the hobby growing is the young. That is where the work needs to be done. Not only does the hobby's future stand in the hands of the average modeler, but also in the manufactures. As a young modeler, it takes months to save up for that certain locomotive, even if it's an entry level locomotive. Kids can't afford to buy five hundred dollar trains, let alone a two thousand dollar Lionel Acela Express. I salute manufactures that are starting to produce lower cost starter sets aimed towards children, but more items need to be aimed towards the young. Go and open up a Lionel or MTH catalog, the product selection for children is scarce; aiming more items to children, will cause more widespread interest in the hobby. As a well known song states that "I believe children are our future," children are the future to the model railroading hobby.

## **Kids Club Looking for Advisors to Participate in BSA Railroading Merit Badge**

The Atlantic Division Kids Club is developing a program with the Boy Scouts of America (BSA) to present the merit badge in Railroading at one of our meets. This program has been operating successfully in the Rocky Mountain Division and we hope to duplicate their success.

The Railroading Merit Badge requires scouts to answer specific questions in the eight following requirement areas: Railroad History, Railroad Company Organization, Rolling Stock, Railroad Safety, Operation Lifesaver, Railroad Marking Devices, Train Warning Devices, and Model Railroading or Railfanning.

Atlantic Division advisors will be provided a table at the meet to which is affixed a balloon with a number corresponding to the relevant requirement area. Scouts will be allowed to roam the meet and complete the interviews at their own pace. Those children that have studied the merit badge book in advance will take about two hours to complete all of the requirements while others may take up to four hours to visit all eight stations. Scouts and their family as well as the Atlantic Division advisors will be provided with free admission to the meet.

We are looking for members who are interested in participating in this program and working with the scouts. You need not be an expert in any of the areas as a copy of the BSA Railroad Merit Badge book will be provided. The merit badge book provides a detailed explanation of the requirements, a checklist as well as supporting information. It will require your interest and enthusiasm in reviewing the checklist and relaying the requirement information enhanced by your experience and knowledge. Depending upon the scout's interest, it will take about fifteen minutes with each individual/group. Participating in this event to enlighten our youth is an extremely rewarding experience that you should consider. If you have questions or are interested in participating as an advisor, kindly contact one of the Kids Club chair persons below.

I would also like to take this opportunity to welcome Mr. John (Jack) Nixon as a new co-chair of the Kids Club. Jack can be found at his table at any of our meets where he is usually repairing a Lionel or American Flyer engine. Please extend to him the support you have so generously provided to the Kids Club in the past.

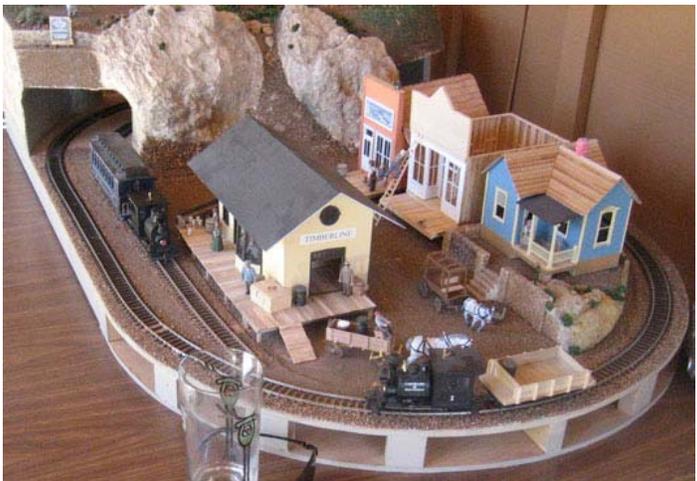
Jack Nixon, Co-Chair, [JJNIX03@verizon.net](mailto:JJNIX03@verizon.net)

Richard Zipin, Co-Chair, [Rzipin@verizon.net](mailto:Rzipin@verizon.net)

## **OILING INSTRUCTIONS**

Several times in the Atlantic Division Express we have shown and reviewed pieces of paper memorabilia that were oiling instructions that came with Lionel trains, telling the reader to use

# SCENES FROM THE DENVER CONVENTION



Scenes from the layout of Edward Mularz, Estes Park, CO. The last picture is a table top Narrow Gauge layout built for a local contest to build the smallest layout.



Display of Disneyland Monorail by Schuco



Scenes from the Kids Display. Notice the unique guard rail in the lower right photo. Made from O gauge track.



Scenes from the picnic at the Railroad Museum. The Picture at the lower left shows part of a G gauge Garden Railway at the Museum

Helen Zmijewski , Proud winner of a Banquet Car.

Three-in-1 Oil. A glass tube with a cork stopper containing oil accompanied the sheet and the train set. One of the articles was reprinted in the National TCA Quarterly after a gentleman reported finding a similar sheet for American Flyer trains. In addition, he and I were advised that a man from Texas had a similar sheet showing Ives trains. The old 3-in-1 really got around!

Here is another one. Figures #1 and 2 are photographs of the front and rear covers of the instruction booklet. They are similar to one of the others that we already printed.

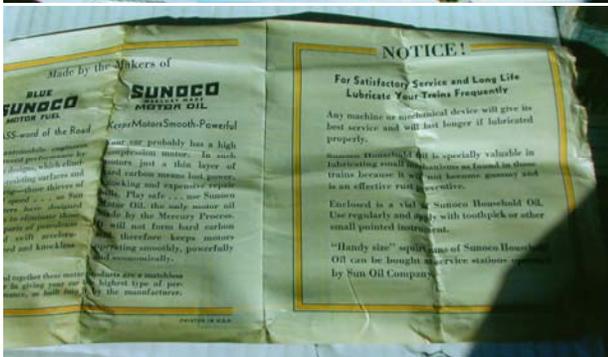


Front Cover



Back Cover

Figure #3 and 4 show the middle pages of this booklet where in can be seen that "Sunoco" also was put in some Lionel sets.



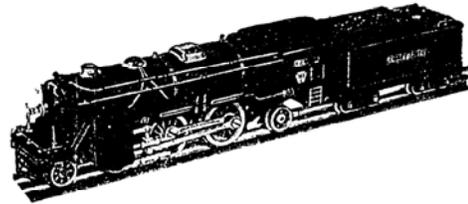
Figures 3 & 4



Figure 5 shows the little bottle of oil, appropriately labeled for Sunoco. Something different, huh?

Unfortunately I don't remember who brought these items to our attention. Many thanks to whoever did this and my apologies to this contributor for losing my notes. If you contact us we will give you credit in a future issue of the Express.

In addition, we have reprinted below issue another 3-in-1 oiling instruction sheet that has come to light that we have not printed in the past.



## Lubrication is Important

A drop of oil applied at the right time and in the right place will double the life of your electric train. It is essential that very light oil be used.

Enclosed is a vial of "3-in-One" Oil. We chose "3-in-One" Oil because it is one of the best lubricating oils for electric train motors. Apply regularly as described in the instruction booklet which accompanies each outfit.

By giving your electric train such careful attention it will serve you for a long time and give you all the enjoyment and fun which you deserve.



Goes further  
than ordinary  
oils  
does more good

Following the plan that 3-in-One originated, many other oils today are put up in handy cans as well as bottles. But just because their packages are similar, don't assume that these oils are just as good!

To be as good as 3-in-One, an oil would have to be blended every bit as carefully. Just as scientifically. And no ordinary oil is!

Three-in-One costs more to produce than these cheaper household oils. A few cents more to buy. But much less

to use! A little goes a long way. It does not evaporate, so it protects better, protects longer. And it actually resists gumming.

You can get 3-in-One Oil in five convenient sizes for household and office use. The big 3-ounce Handy Can. The 1-ounce Oilright Can. And in bottles containing 1 ounce, 3 ounces or a full half-pint.

Always look for the big red "One" on the can or carton.

# 3-IN-ONE OIL

PRINTED IN U. S. A.

## RECAP OF THE MARCH MEET

Several hundred members and guests enjoyed the March show that had a great variety of trains and related items. Everyone seemed to show great interest in the items on our Member's table.

Attendance and interest has been increasing with each meet. Members and guests had a great interaction about trains and collecting. Our raffle prize, a Lionel Pennsylvania Flyer Freight set was won by one of our attendees, Mark Lemmo.

The Kids Club had a Brio Thomas the Tank display that the children attending enjoyed enthusiastically. TTOS had their "O" and "S" running layouts that entertained everyone who passed by. Many children and spouses of members and guests attended with the children signing up for the Atlantic Division's Kids club to bring our total to over 100 members.

Bob Lubonski

## HELP NEEDED

Help in the form of strong bodies willing to work is needed in the tear down of our meets. Compensation is available. Contact Bob Lubonski at 856-608-9265 or sas@scientificapparatus.com.

## AN ADDITION

In the Winter, 2005 issue of the *Atlantic Division Express* we did an article about the *Ideal* line of HO structure kits. John Harmon (Mifflinberg, PA) called and we "chinned" for a while about the article and *Authenticast/Comet* products. First, John is looking for some *Ideal* hedge, #B-42. Secondly, he tells me we missed a structure in the list on P. 9. The missing item is a B-43 Papermill. He also related that some of the structures in the *American Flyer* HO line in the 1950's were made by *Ideal*. Anyone out there willing to write up a list or discussion of these accessories?

Charlie Weber

## BIG CHANGES IN SELLING TRAINS

By  
John V. Luppino

After a lot of hard work by Paul Olekson, Ron Morris and Frank Samaritano of the Internet Committee and Nicole Berninger, IT Manager the TCA X-change is finally a reality. You can set up and manage your own account and list up to 100 items you wish to buy, sell or trade. You can even avoid filling out those pesky Interchange Forms that are so quickly outdated.

To find out all this happens log on to [www.tcabuysell.org](http://www.tcabuysell.org) and follow the simple registration instructions.

*Eds Note: I have found this to be a great way to sell trains. I was able to sell several pieces that didn't get a bite on e-bay. CMZ*

## BILL MILES FOR PRESIDENT ELECT

One of our own is running for this important National office. Bill, a loyal member of the Atlantic Division has devoted over 20 years to our National organization He thoroughly understands the inner workings of our organization and has the knowledge and foresight to keep it on track for the future.

Atlantic Division also endorses Sarah Reed Levinus, a member of the Atlantic Division for National Secretary. Sarah has devoted a large portion of her life to the betterment of TCA. She has ably helped our National TCA Presidents in carrying out the wishes of the Board in a timely and efficient manner.

The most important thing is for every member to vote in the upcoming National election. Ballots will be included in the September Quarterly.

## ANNUAL RAFFLE

Our annual raffle this year will once again feature a beautiful Lionel Pennsylvania K-4. The tickets will be \$5.00 each as usual and will be on sale during our September and November Meets. Be sure to get your ticket early. Early purchasers can contact Garry Spears at 215-628-8652. The raffle will take place at the November meet. Good Luck to All!!



## SAD NEWS

As we write this issue, we have just learned of the deaths of two TCA Greats George Yohe and Lenny Dean. George, twice National President was also known as Mr. York. He and his wife Kaye were instrumental in setting the bar for our Eastern Division York Meets. Lenny Dean a devoted employee of Lionel was involved in helping design many of the marvelous Lionel pieces we have grown to love. Our heartfelt sympathies to their families.

## 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 articles need not be grammatically correct and we will put them into the proper format. Charlie Weber & Chester Zmijewski, Co-editors  
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cmzmijewski@comcast.net