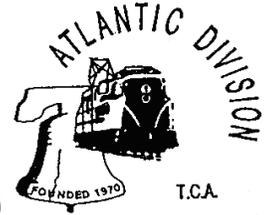




Atlantic Division EXPRESS

Where the TCA began



SPRING 2012

PRESIDENT'S MESSAGE

Happy New Year. As the year begins the Atlantic Division welcomes some new Board Members (Listed on page 5). With that we are expecting some new ideas on helping to move our division forward as our hobby is gradually changing from the pure collector to the collector/operator. We welcome new members as always especially those that are buying and collecting new trains to run. The AD also welcomes any and all suggestions to help improve our organization.

Last November the Atlantic Division made a donation to the Shriners Hospital in Philadelphia. The donation was based on money collected through the Pre Seventies Train Meet held at Ted Maurer's auction site last June. The meet was held in conjunction with Ted Maurer and Bob Robinson. The donation consisted of a specific amount that enabled the hospital to have a camera that is used in the Operating Room repaired. Some of the AD Board members attended the official presentation along with displaying the AD Traveling Layout. The hospital staff was truly appreciative of the contribution. Dr. Malcom Kates was responsible for making the arrangements with the hospital and has indicated to the AD Board of Directors that the AD should consider continuing a program of charitable donation. The BOD is looking into a means of doing this.

As you know the Atlantic Division is hosting the TCA National Convention in 2014. Since it is the year that represents the 60th anniversary of the TCA we hope to make it a very special event. Due to the changing status of the Valley Forge Convention Center in which gambling is to be in effect by 2014, the AD has moved the convention site to the Crowne Plaza Hotel in Cherry Hill, NJ. As we looked at the facility we found that it offers amenities not found in Valley Forge. It will allow the AD to provide easier access to and from Philadelphia as well as other sites that will be scheduled as tours.

The Convention Committee that is being managed by Terry Trickel and Joe Fisher is still in need of a few members to head up certain committees to perform tasks needed to present the best possible experience to our members. As we get closer to the convention date we also will need help to perform the tasks required such as registration, banquet, train meet etc. Contact Terry or Joe to get on board. Don't wait for "the other guy" to do it. We need you. The AD has almost 1000 paid members. We should be able to fill the needed positions easily. Although it seems like a long time from now, the AD needs to have its act together to present to National TCA in 2012. We will continue to talk about the convention as time goes on since it is an important event that we have committed to. We truly want that TCA membership to be able to say what great

time they had in Philadelphia/Cherry Hill. Help us out with this.

Along with the Convention come expenses. We are looking at these costs now to determine our budget and are also looking at ways to streamline the AD operating expenses and increase the AD Train Meet attendance to increase income. Our Train Meets have been well attended and we encourage all members to attend. Take advantage of the Free Meet Pass that accompanies your AD membership card.

Thanks to all who give their time to make the Atlantic Division one of the best that there is.

Bob Lubonski

SOME TIDBITS FROM THE NOVEMBER MEET



The Display



A Russian Crossing Guard



Unusual Crossing Gates



Clem's New Locomotive



Pulling the Winning Ticket



The lucky Winner is: Ed Marra

ATLANTIC DIVISION SUPPORTS SHRINERS HOSPITAL FOR CHILDREN

By Malcolm Kates & Bob Wittendorf

Your Board of Directors voted in 2010 to take on a local program of charitable giving in keeping with the National TCA's community outreach mission statement. In November of that year, the Division donated 20 new Hess trucks to the U.S. Marine's Toys for Tots program.

For 2011, the Shriners Hospital for Children in Philadelphia was nominated and then selected to be our program's beneficiary of the proceeds from a Pre-70's Train Meet-sponsored and significantly supported by Ted Maurer and Bob Robinson. To publicize the Meet, the Division obtained permission from Shriners Hospital to use their name in any advertisements for this event both locally and in the National Headquarters News. The Meet was held on Saturday, June 4th and several articles about it appeared in the fall run of the AD Express newsletter.

When the Division learned that there was a specific need by the Hospital for the repair of a portable radiological device that allows physicians to see the exact placement of hardware, wires, and hip casts during surgery, all of the Meet's proceeds, amounting to \$2812.00 and an additional amount of \$813.00 was donated to the hospital to cover the total repair cost.

As a token of their appreciation of our support, Mr. Mario Salvati, Director of Financial Services at Shriners, sent a letter on August 2, 2011 to Gary Spear and arranged for a plaque to be given to the Division as a small token of their appreciation.



The letter says "We are extremely appreciative of your generosity. With donations like yours, we have been

able to provide state-of-the-art medical care to over half a million children since our first hospital opened in 1922". He goes on to say that the TCA-Atlantic Division will be added to their Gold Book of special donors on August 18, 2011.

In November, we continued our association with the hospital by taking our traveling layout to the hospital for the children to see and play with. As you can see in the pictures below, they pushed all the accessory buttons to operate the gateman, announcement board, whistle and horn and the K-Line street track vehicles. Their faces show the thrill and surprise of the sounds and colors of the locomotives and cars and the action of the yellow school bus and Peanuts characters hand-car as they raced around the loops. The most amazing aspect of our visit to the Shriners Hospital was the grit and determination shown by the disabled children in operating the Atlantic Division layout. The Division will continue to use our resources for community projects. If you have any suggestions for projects that would benefit from our outreach program, please let us know.



Presenting the check. (Left to Right) Mike Ramsey, Bob Lubonski, Garry Spear, Bob Robinson

THE SKY IS THE LIMIT

By Art Bink

For a considerable part of the 1920s and 1930s the Lionel catalog used "code names" as well as "item numbers" which distributors, dealers, and the public could use for ordering. A typical catalog description for Lionel locomotive #254 read like this:

No. 254 - Super-Motor Locomotive, equipped with reversing control and two electric headlights. 9 1/2 inches long, 4 1/4 inches high. Can be used with Cars Nos. 610, 612, and 810 to 817. Code Word MANY." Price, \$12

Code words had nothing to do with the item itself. For example the Lionel catalog code word for a #253 locomotive was "FINE". The code word for a #248 locomotive was "REGAL". The code word for a #252 locomotive was "ELECT". The code word for a #258 locomotive was "HINDU". The code word for the #89 flagpole was "ARTHUR". The code word for the #191 villa was "SOLID". The code word for the #85 telegraph post with extension arm was "QUART". The code word for the #438 signal tower was "CARP"....and so on. Check your old Lionel catalogs; it's kind of interesting!

It was felt that there wouldn't be as many ordering mistakes if both a word AND a number were included. Mistakes were easily made back then if just numbers were telegraphed or phoned across the United States. Whether or not Lionel thought this an original idea or not, I don't know. However, this I do know: the idea of using both names AND numbers isn't new. It was used as long ago as 1852 for identifying asteroids. I collect meteorites as well as trains (to date I have 160 meteorites). Asteroids are identified the same way Lionel trains were, with both names AND numbers. For example, there's 951 Gaspra, 243 Ida, 4 Vesta, 253 Mathilde, 433 Eros, and 59 Elpis, to name a few.

Asteroid names have been the subject of interest and controversy, and as the number of found asteroids increased (over 10,000 were identified by 1999) it got tricky. In the years Lionel used the name/number identification system, there weren't enough train items to cause problems. But asteroids started out being named after classical subjects like Greek Gods, and there weren't enough names to accommodate all those asteroids. After a while all hell broke loose, and names of cities, countries, islands, scientists, writers, and then people's relatives, and even names of comic book heroes & comedians were assigned. This did upset the serious-minded folks. Unlike human names, the Lionel and asteroid record keepers couldn't use a name more than once (you couldn't have thousands of Georges and Jims like humans do). I often wondered if the Lionel "code name pickers" originally tried to match the code name with a train item, and then at some point gave up and adopted an "anything goes policy".

Speaking of asteroids, you might like to see the *oldest flat car load ever carried* by a model train (Figure 1). The load is a genuine **5 billion** year old meteorite from the time of the origin of the solar system. It was found by nomads in the Sahara Desert in Libya. One might say, "my train hauls coal; isn't coal an old rock?". It's old, but not THAT old. Most coal is from the Carboniferous (Mississippian & Pennsylvanian periods), and is about 250-265 million years old (that's MILLION, not BILLION). Coal is from plants, and when the solar system began forming,

there were no plants (or ANY life). We might say this flat car load is going to a natural history museum somewhere.

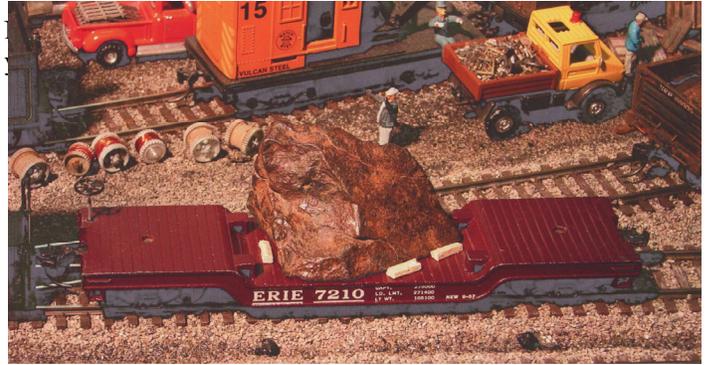


Figure 1.

Now, watch out for the big asteroid that's coming, but don't sell your trains just yet!

THE READING CRUSADER STORY

By Chester Zmijewski and Art Bink

Lately, we have been seeing a lot of the Reading Crusader. This train is currently pictured as part of the Christmas display photos on the front page of the Winter 2011 issue and it is also a major part of the Atlantic Division TCA Convention of 2014 logo. Finally one of us, (CZ) after a long wait obtained a model of this beautiful train that is, by co-incidence, named after his Buffalo, NY, Jesuit High School's football team.

For this reason, we thought that it might be a good idea to write an article about this train for the educational benefit of some of our newer members and for the pure pleasure of some of our older ones.

The Crusader was a beautifully streamlined train that ran on the Reading Railroad on a route from Philadelphia, PA to Jersey City, NJ. From there passengers could make a connection to New York City. This steam powered train was able to make the 90 mile journey in a little over 93 minutes. This was in 1937!

Reading powered the new train with two streamlined 19-year-old G-1sa "Pacific"- type 4-6-2 steam locomotives (Nos. 117 and 118) shrouded in gleaming fluted stainless steel created in its Reading shops by Reading's Motive Power Chief, A. K. Galloway and his young Assistant Engineer, Earnest Paul Gangewere, who would be taking over Galloway's job in 1941. They entered service in December, 1937. The train consisted of five cars whose interiors were designed by Paul Cret, a dining car, two coaches and two Observation cars. Yes two. It had one on each end of the train. In this way, the whole train did not have to be turned around for its return trip to Philadelphia. The locomotive was merely turned 180° on a turntable and coupled to what had been the Observation car at the rear of the train

The first model of this train was a semi-scale model made by K-Line and released in 1999 as a Special for Boscov's Department Store, a Philadelphia family owned enterprise. Only 1000 sets were produced and numbered. They sold for \$999.00 a princely sum in that year.

The set that CZ acquired is No. 480. The set as stated in the ad-

vertisement contains two coaches, a dining car and two observation cars. Just like the original, the tender is scooped out to receive the tail end of one of the observation cars

Cars was produced by Ed Kapuscinski and Dick Heineman.

ORDERS TAKEN NOW FOR OCTOBER DELIVERY
The only way we can guarantee that you will get a set is by reserving it through our Layaway Program



ALBIE AWARDS
1999
ALBIE AWARDS

Unique Boscov's Exclusive! READING RAILROAD'S "CRUSADER" PASSENGER TRAIN Only 1000 sets available worldwide!

A gleaming stainless steel and heraldic blue streamlined steam engine with tender lead two coaches, a diner and 2 observation cars, one at each end

Train Set includes:

- 4-6-2 die cast steam engine with metal detailing, operating smoke unit and lights and real sounds
- Die cast tender with metal detailing, coal load and operating coupler and backup light
- Two coaches, two observation cars and other with aluminum construction, opening doors, detailed interiors and overhead StreamLighting™
- The "Lionel" model of this beloved train features a die cast engine and tender, both produced in semi scale size with all the details you've come to expect from a scale engine. Each 15-in. car features opening doors, overhead StreamLight™ illumination and prototypical interiors that are correct for each car. Look for a mix of single seats and double seats in the cars to match the real thing. The Crusader ran twice a day from Philadelphia to New York with a total seating capacity of 327 passengers covering the 90 miles in a mere 93 minutes. Train only - track and pack sold separately. Only 1000 sets available. **Not available in Franklin Mills and Godfrey Avenue.**

\$999

SUPER K 42- x 92-IN. OVAL BLACK CENTER RAIL TRACK & TRANSFORMERS.....169.99

An advertisement for the train



The two Observation Cars



The Rear of the Tender

The most interesting thing that was found in this set was a complete set of replacement bulbs as well as two additional sets of locomotive trucks in addition to locomotive to tender "Drop Steps" or walkways. These accessories enabled the owner to operate the set on tracks of different radii. Although many contemporary locomotives may be modified in the same way; any extra trucks must be purchased separately.

Models of the Crusader were also made by MTH and by Weaver. The MTH model was produced as a locomotive and tender in the RailKing O gauge semi-scale line and was shown in its 1999 vol. III catalog. The consist of Crusader cars featuring the dual Observation cars was not produced. Rather, buyers were directed to a set of streamlined passenger cars that did not at all resemble the consist of the true Crusader. For example, it had only one observation car and of all things an astrodome car, that as far as we know, was never used on any of the Eastern railroads. The engine and tender were again produced in 2006.

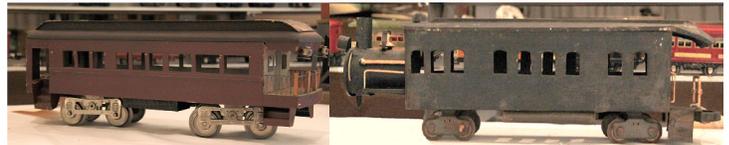
In 2005, Weaver also offered a Streamlined Reading Crusader locomotive and tender but no matching cars. Finally, GHB is offering for pre-order an HO scale Crusader set that is to appear in 2012.

THE JANUARY MEET

The January 8th AD Train Meet was well attended with over 500 attendees. All 125 Tables were sold out. A display of Observation



Overall View of the Display



Clem brought in several interesting observation cars. Two are shown here.

This Lionel Standard Gauge No.123 Station and the unusual Mazda Eveready bulb that illuminated it were brought to the meet by Herb Brandt. The station, according to Ed Kapuscinski, is very rare, being manufactured for only two years during the early teens. Although not shown, the inside bracket has a slot on one side that allows for the socket and bulb assembly to be removed for bulb replacement.



The No.123 Station



The bulb used for interior illumination. It is described as being the size of a lemon. The right hand picture clearly shows the name, "MAZDA", indicating it to be an Eveready 15 W 115 v

ATLANTIC DIVISION LAYOUT HOLIDAY TRAVELS

The Atlantic Division Layout made the traditional Holiday appearance in the Philadelphia area. We made a visit to the Shiners

Hospital, as mentioned previously, that was enjoyed by over 60 children and their families.

The Layout was out for our November meet. For the December activities, Bob Lubonski took the Traveling Layout to a Christmas party at his South Jersey Church. We completed the Holiday travel at the Quaker City Mummies for the second year in a row.

We had a great time and thanks to all the members in donating their time helping out. I want to thank Jack Nixon and Paul Bernard in helping Bob Lubonski and Myself in delivering and setting the Layout up at the Mummies Christmas Party. We needed a few more members to help out, but we were able to manage the Mummies party. The January Meet was a great success. And we look forward to a great 2012 season.

We are now in the process in making a new sign for the layout and to replace some of the screws and fasteners that hold the layout together while traveling. Bob Lubonski made a traveling box for the transformers and we have put in a request to have a matching box made to hold the Trains and Buildings.

Our next event will be at our March meet and the layout will be traveling to the Rods and Rail Show in Bensalem on APRIL 15, 2012.

The Atlantic Division Traveling Layout is seeking a new Chairman to take over. I am unable to serve as chairman of the Traveling Layout due to my busy schedule with the 2014 Convention. We are always seeking help with the layout at our various events that we attend. If you have interest in serving as Chairman or help in general, please let me or a the board members know.

Terry L. Trickel
484-924-9177

2014 CONVENTION REPORT

The 2014 National Convention is now shifting into high gear. This convention will be the best Convention in the History of the TCA. This is the birth place of not only our country but of the TCA. The Atlantic Division convention planning committee is working on submitting to the National TCA board our final selection for Convention Cars. Pictured below are two



cars that have been suggested so far. We are also making final plans for Fund raising cars for the Convention. We are looking to raise about \$25,000 to pay for the Atlantic Division party and other expenses. In addition, we are working in securing bus company and tour contracts.

The 2014 Convention planners are looking for a few more Key Chairpersons to help make this a successful convention. The following Positions need to be filled:

- 1. RAFFEL/DOOR PRIZES CHAIR.** Chair person responsible to obtain donations for raffle prizes for the trading pits. Items for both our silent Auction and the live auction at the banquet.
- 2. AUCTION CHAIR.** Chair person responsible to create and set up a silent auction for the Atlantic Division party. Obtain items for the Auctions. Write description of auction items. We need an auctioneer for the Live Auction at the Banquet.
- 3. PUBLIC DISPLAY CHAIRMAN.** Chair responsible to contact vendors such as Lionel, MTH and others manufactures to display at the 2014 Convention. Also contact Train operating clubs to display their layouts. Contact the TCA Museum for a 60th Anniversary display. Provide display cases for collection as part of a Public Display.
- 4. SEMINAR CHAIRPERSON.** Chairperson to organize seminars and talks on train related subjects that would be interesting to our visiting members. Contact various clubs such as The Ives club, Marx clubs and others to offer them use of seminar rooms.
- 5. AMBASSADOR CHAIR.** Person Responsible to submit to the National TCA Headquarter News our convention activities and advertising for our convention. This is a very important position with national deadlines that need to be met. Person should have strong writing abilities.

ATLANTIC DIVISION BOARD FOR 2012

As a result of the election held last October, the following members have been elected to serve on the Board of Directors of the Atlantic Division for this year:

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The editorial Staff wishes the new Board a successful term and a High Ball Ahead at the throttle of the Atlantic Division.

The Editor would like to express his thanks to Russ Keil who served as my eyes and ears in the Philadelphia area while I assembled this issue during my Winter stay in Honolulu.

Atlantic Division Express

The Atlantic Division Express is published four times a year. The editorial staff actively solicits contributions of materials from TCA members for publications. Materials submitted need not be editorially correct.

Please submit all manuscripts and photographs to the editorial office @ 1119 Yardley Rd, Cherry Hill, NJ 08034

Chester M. Zmijewski, Editor in Chief, Art Bink and Bob Wittendorf, Associate Editors