



Atlantic Division Express

WHERE THE TCA BEGAN



FALL 2012

PRESIDENT'S MESSAGE

I just returned from the TCA Convention in Atlanta. The Dixie Division planned a great time for all of those that attended. It is less than two years that The Atlantic Division will host the National Convention in the Philadelphia area (Cherry Hill, NJ). The Convention Committee is continuing to iron out the details so it can be a memorable event. As we get closer we will need to recruit more help but it isn't too early to volunteer. If you have any ideas that we may want to consider let us know.

Speaking of volunteers, The Atlantic Division still is looking for someone to manage the activities of the Traveling Layout. Terry Trickel must soon devote more time to his duties as Convention Chairman and we would like to keep up the presentation and display of our layout for others to enjoy.

In addition to the above activities we also are looking for someone to head up the Atlantic Division Kid's Club. All that is required is an interest in working with the kids on related train topics and have some ideas that will help them generate an interest in become a future collector. We have a long list of names on the AD Kid's Club and need to keep this going. The activities include running the Train Races for the kids at the AD September Meet.

We also invite anyone that has an interesting article or story on a train related topic to send it our Newsletter Editor for inclusion in our Atlantic Division Express. Your story can be for any vintage or gauge of train or anything else that pertains to trains. We welcome some articles on the newer trains on the market.

At our Members Meeting in May The Atlantic Division Board of Directors presented one of our members, Paul Fenn and his wife Roseanne with a hopper car that was sent to us by the wife of Joe Steele following Joe's passing. The intent is to present these cars to anyone that we feel represents the true meaning of collecting and friendship. If you know such a person in the Atlantic Division let me know so perhaps we can honor that member in the same way.

Please remember that The Atlantic Division belongs to the members. We appreciate any comments, criticisms, or suggestions that you might have. Let any of the board members know and we will take it under advisement.

Thanks
Bob Lubonski

CHANGES TO THE OCTOBER MAILING

Each October the Atlantic Division sends a mailing to approximately 4,000 TCA members living within a 50 mile radius of the division's boundaries. This mailing includes the meet notice for November, member dues notice, a ticket for the annual fund raiser, meet calendar, as well as several other items. From this mailing the division receives a large volume of mail from our members with payments and other documents.

In past years there has been a lot of confusion over where members are to send payments and the items that need to be returned to the division. To alleviate some of the confusion and expedite processing, the Board has decided that for the **October mailing only**, all items should be sent to our secretary, Ken Allen. Ken will process all payments and membership renewals, then forward Meet registrations and the annual drawing tickets to the appropriate individuals.

ATLANTIC DIVISION LAUNCHES WEB SITE

The Atlantic Division has released our own web site during May, 2012. The web site has been under development and testing for more than six months. This site was made possible with the generous assistance of Ken Allen, our AD Secretary, and his staff at CSRI.

The site is a work in progress with additional features planned, including the ability to purchase AD and Convention Merchandise online and AD Members Only content. Currently, you can view and/or download Announcements, Meet Notices, Meet Flyers, newsletters from the AD Express Archive (1998-2012) and other information about the TCA and the Atlantic Division. There are also games and coloring books, (from Lionel and Thomas) that you can download for the kids (see Resources, Kid's Club).

Visit the Atlantic Division web site at www.ADTCA.com or from the link on the TCA National web site. If you have any comments or problems with the site, please contact Russ Keil:

JRKEIL@comcast.net

TRAVELING LAYOUT READY TO GO

The traveling Layout is ready to go. We are now taking reservation for the fall train season. The Atlantic

Division is always adding more accessories and improving the looks of our Layout. We welcome your suggestions and input to make our layout fantastic looking. We are seeking donations for the layout. We could use a few trees and landscaping. The layout is lacking figures and people accessories. This will be our next project. We are also looking for a chairperson for the Traveling Layout. You will need a Van to transport the layout. We have plenty of helpers, but no leader. Please contact any of our Board Members if you can help.



2014 CONVENTION REPORT

The 2014 National Convention members are working very hard to bring a week of fun and activities for visiting TCA members. We have started our fund raising off with the pre-orders of the Ed Alexander Barn, **WHERE THE TCA BEGAN**. Be sure to check out the Alexander story of the barn at our web site and order form.

We have ordered a supply of Lionel Box Cars to be decorated by Weaver. We are looking at the Tastykake design for the box car and with the variety of Tastykake products, more than one car might be considered.

The Atlantic Division has ordered shirts with our Convention Logo. We hope to have these in time for our September meet. The shirts will start advertising our Convention to the general membership, and public. There will be an assortment of sizes for you to choose from.

We have received more auction donations. Allen Craig donated a Lionel #460-135 Trailers set and a rare Davy Crockett Log Cabin from Plasticville and Tom Wagner donated a Lionel John Bull Set. They

will make a great auction items for the Convention. We have two auctions at the 2014 Convention. The first will be at our Taste of Philadelphia party. There will be a silent and a live auction held. The second auction will be at the National Banquet Saturday Night. We are still seeking donations. Auction items will help offset our convention expenses. We are also looking for prizes to be given out at the trading pits and other events for the Convention week.

The Convention planning is now moving at a faster speed. The various chairmen will need additional help. We are now starting to determine where and when we will need volunteers to help out for the week of the Convention. In addition to the Convention, we will have a Convention Table at the 2013 St Louis National Convention and for both October and April York meets. Anyone interested in helping out, please contact any Atlantic Board Member or Convention members.

Terry Trickel
Joe Fisher
Convention Co-Chairman

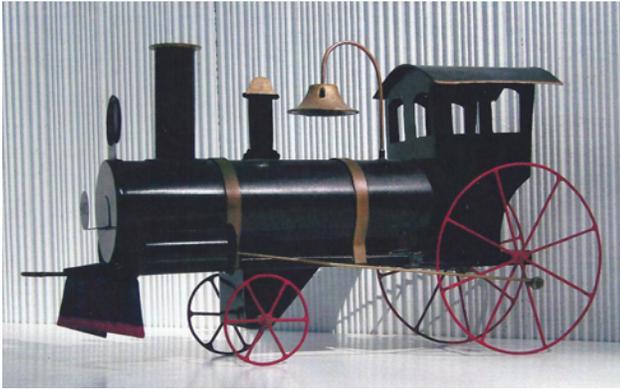
TRAINS, TANK TRUCKS AND TINSNIPS

By Art Bink

When my daughter graduated from Trenton State College, she taught elementary schoolchildren how to make trains out of cardboard oatmeal boxes. Not being one to sit on my laurels, I knew if I put my mind to it I could top that feat.

I always admired those old pre-1900 floor trains, mainly because of the primitive "lacy" appearance of especially the locomotives with those delicate wheels, rods, and other dainty accoutrements. These neat old trains can be seen in the Louis Hertz book, *Messrs. Ives of Bridgeport*, and other old railroad books and catalogs that show trains of the pre-1900 era. Today these locos and trains are expensive, and if you can't afford one, or can't find one, MAKE ONE! I thought an old loco would look nice on the top shelf of a bookcase, and some thirty-five years ago, when I had much more energy, I figured making one would be quite the challenge. So, off to the hardware store to buy a few pairs of tinsnips I went. Raw material was plentiful, in the form of used pineapple juice cans and some lengths of brass rod and strap stock.

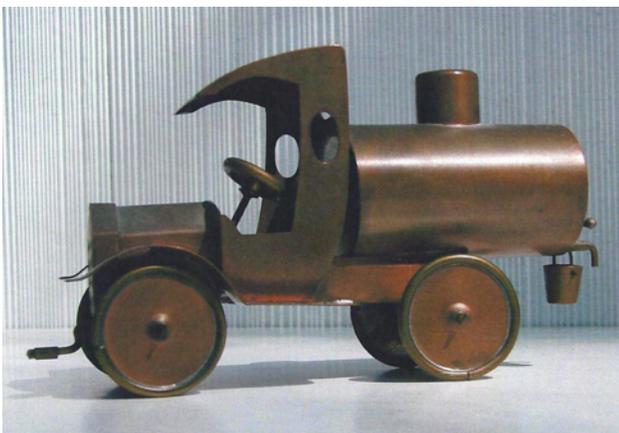
Now, the generic model loco I built has only one part that I didn't fabricate; the bell is a lampshade from a Lionel lamp. Other than that it's 100% "thought up". Everything is 3-dimensional except for the dome on



The Engine

top of the boiler, which is *flat*, like on many of the models of the day. Actually, cutting the pieces from thin gauge sheet steel wasn't as hard as I thought it would be, though it was moderately time consuming.... and FUN! The finished piece stands 5" high by 9" long. Of course the wheels turn and the rods go in and out of the steam chest. I was tempted, using my imagination, to make a tender (& maybe some cars), but I never got that far. Most of the time one only sees a solitary locomotive sitting on a shelf or in a display case. The project gave me an excuse to buy a bunch of miniature file sets and other small tools. If you can solder, you're one step ahead. If I can do it, YOU can do it!

Once the loco project was finished, I got an idea for a standard gauge tank truck. This time, instead of sheet steel, I thought I'd use "roofing copper" sheet. Once again this truck is a generic piece, and not a copy of any known toy. In this case there are TWO off-the-shelf items incorporated in the model; one is the steering wheel (a brake wheel from an American Flyer dump car), and the other is the dome on top of the



The Truck

tank (a stock end cap for 1/2" copper tubing). All else is cut out of copper sheet with tin snips, plus brass rod for tires. In the past 35 years since I built this, it has developed a nice patina, and this stopped me from painting it. I did learn a few tricks relative to shaping the metal, such as making wheels that don't wobble, and making brass rod tires ROUND (not egg shaped

where the rods join end-to-end to make circles). I've really come a long way since those early metal cutting and brass-bending days. Now I'm thinking of carving a 1/2 scale GG1 out of a house-sized block of stainless steelmaybe later.

THE END AND THE BEGINNING

By Chester Zmijewski

This is a story of a train set. I was always interested in attending train shows. I fell in love with trains long before receiving my first Lionel train for Christmas in 1941. It was the O Gauge switcher set No.865B . I enjoyed the set dearly and was sad to find out that after the WW II, I could not get anymore cars for the set because Lionel changed its couplers. Eventually, I sold this set and started in HO gauge because they offered trains of this gauge in kits that were fun to build. By the way, some time ago I was able to purchase another 865B set in its original box with a Christmas sticker pasted on its cover along with all of the internal boxes.

Long after College and marrying my sweetheart, who incidentally owned a Standard Gauge Blue Comet, that we sold so I could get a microscope to use in my schooling, I still enjoyed going to local train shows.

At one of these shows in 1988 at the Moorestown Mall in Moorestown, NJ, I found something that I just



The Caboose that was the Beginning but be-

had to have. It was a Lionel four wheel caboose No. 807 . This very cute car caught my eye because in my adventures with toy trains I had never seen a car with only four wheels. This prompted me to search for additional four wheeled cars.

To help me in this endeavor, I managed to join the TCA after a great deal of effort to find a sponsor. For-

tunately, this happened in 1989.

Eventually, I was able to acquire all of the four wheeled cars that Lionel made in the early thirties. These cars I proudly display in what I like to call my War Room. (after the famous Situation Rooms of World War II) Now, on with the story. Two months ago, I spotted a 262 Lionel locomotive and 262T tender being offered on eBay. Somehow, this engine begged me to offer a bid. I did so and lo and behold, I got the engine. Then I began to find out the history associated with it.



The 262, the End that formed the Beginning

Much to my surprise, this particular locomotive turned out to be the head end of Lionel set No. 1139 A special Promotional set that was made for Macy's Department Store in 1932, the year in which I was born.** The caboose in this set was No. 612, the very first car in my collection. The remaining cars in this set consisted of a 831 Lumber car and an 809 Dump car



The Complete Set

both of which I had already owned.

So I started with the caboose, but now almost 24 years later, I have the beginning of the whole train. Keep on collecting!!

***Lionel Trains Standard of the World, Second Edition, TCA Lionel Book Committee.*

A VERY USEFUL SIGN

Quite sometime ago, my wife and I took the TCA bustrip to visit the NJ Hi- Railers Train Club layout. This was a very interesting trip and the layout is more than spectacular. If any of you have a chance to visit this layout, I would encourage you to do so. They also have a large number of exhibits. One of the most fascinating is the Standard Gauge

layout that had been owned by Tom Snyder. It is fully operational using contemporary Lionel equipment.

One of the interesting signs that might be useful to all of us who have frequent visitors with no collectable train experience is shown below.



LI-

ONEL SET 5000

Recently, while dusting my trains I noticed a set that I acquired piecemeal in 1992. It consists of a 261/261T, two 610 coaches in red with silver roofs and a 612 observation in the same colors.

According to McEntarfer's book, this is set 5000 made in 1934-35 as a Promotional Set. If anyone has any additional information regarding what this set promoted, please contact the editorial office.

CMZ

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. Currently we need stories for the Winter issue. Materials submitted need not be editorially correct. Once again, if you are able and would be willing to receive the Express electronically, please let the Editorial Office know.

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