



Atlantic Division Express

Where the TCA began



WINTER 2013

Happy Holidays





2014 CONVENTION REPORT

PRESIDENT'S MESSAGE

As I write this I can't believe that our major holidays are than two months away. I guess it proves that "Time sure flies when you are having fun".

The Atlantic Division is now in the home stretch for the 2014 National TCA Convention. We presented all of our fund raiser articles at the October York Meet. Judging from the amount of activity we had at the Convention Tables we probably are going to have a major turn out next June in Cherry Hill, NJ.

Our Fund Raiser items, if you haven't seen them consist of two styles of shirts with the Convention Logo embroidered on them, Tote Bags, Patches, Mugs and various freight Cars depicting Tastykake and The Philadelphia Pretzel Company so far. There will be more to come so keep looking out for more. By the time the Convention rolls around the AD should be in a great position financially to put on a great convention for the TCA membership. We are looking forward to showing the rest of the country our local area with many great tours planned.

As you probably know by now the Convention will be held at the Crowne Plaza in Cherry Hill, NJ. Even if you live in the area you might consider reserving a room in the recently renovated hotel. Some of the major events include a Welcome Party presented as "A Taste of Philly" with all of the foods that make the Philadelphia area famous and a River Cruise on the Delaware River aboard the "Spirit of Philadelphia". You should plan on attending these functions. Many members from other parts of the country have expressed that they are quite anxious to get out here and enjoy the things that we as residents take for granted.

Although we are the division hosting this wonderful event we still can't register for anything yet until January when National TCA opens registrations to all members. So wait for January 1st to come around and select the tours that you want and tables at the Trading Pits on Friday and Saturday.

We can still use more volunteers to help out the week of the Convention. We have various needs such as bus monitors on the tours, Convention Store, Trading Pits etc. You don't need to commit the entire week either. Just let us know when you would like to be there and if there is anything in particular that you would like to do. We can accommodate anyone wanting to help so let us know. In addition to help, we are still in need of donated items to be used for the Silent Auction at the Welcome Party and Banquet Auction. The AD shares in the proceeds from these auctions so the better the item the more the AD will make.

The clock is ticking and the calendar pages are turning. It won't be long before June 22nd is here.

Happy Holidays, Bob Lubonski

The TCA 60th National Convention plans continue with only about six months to the big event! At the TCA York meet, Atlantic Division volunteers distributed our convention buttons, brochures and provided information for the 2014 Convention. We even had a supply of Philly soft Pretzels to go along with the "0" and "S" gauge Philly Pretzel cars that we sold. We sold out of "S" gauge cars and almost the entire supply of "0" gauge cars. We also sold shirts and other convention-related souvenirs. The Atlantic Division anticipates the 2014 convention in Cherry Hill, NJ to be our largest TCA convention ever.

The National Convention board has voted to allow the Public admission to the trading pits on Saturday. The Trading pits will be open to members only on Friday and Saturday Mornings. The Public will be allowed to enter the trading pits area after 9:00 A.M on Saturday and they will be charged the day-pass fee for admission. The TCA hopes this will encourage new members in joining and give a sales boost for table holders. **The TCA National board must approve** this in order for the 2014 Convention to allow Public access to the trading pits. However the Public is allowed to visit our displays and layouts which will be in a public access area of the convention.

Our new National Convention Chairman, Fred Hunter made a visit to the Crowne Plaza convention site in Cherry Hill. Along with the Convention chair people, Fred was given updates of our progress and met Hotel management. So far we are still on schedule and ready to go. The January Headquarters News will have the registration and tour information. Registration will be available.

The 2014 Convention will have 27 different tours including layout tours. WOW! Big thanks to Mike Ramsey on doing an outstanding job in organizing and choosing the proper tour operator to make this TCA convention a shining success. We are now starting to assign volunteers to monitor and ride with each bus tour. If you have an interest in helping Mike out with the tours, please contact Mike (610-324-6770) or one of our convention staff members.

The Atlantic Division will have tables at the April TCA York show. We need to staff the tables and are looking for volunteers to spend an hour or more for the three day. Please contact Joe Fisher (215-659-3925) if you can help out. We are working on more fund-raising items. At York we sold coffee mugs and Philly Pretzels cars. (There might be a few "0" cars left in stock). We now have a new supply of Ed Alexander Barns (where the TCA began) to sell. For interested customers, we are working to produce another variety of Tastykake cars and possibly an A & P egg car reefer. Please check our web site www.adtca.com for updates.

We are still looking for more donations for the Welcome Party and Banquet. To volunteer or to donate, please contact any convention member.

Terry L. Trickel co-Chairman

Joe Fisher co-Chairman

TRAVELING LAYOUT REPORT

The World Greatest Hobby on Tour is coming back to Oaks, Pennsylvania. The dates will be January 18, and 19. If you remember we attended this show a couple of years ago. They had over 40,000 people attending this show and our Layout was located near the entrance. The AD board of director's will decide if we plan to do this show again. National TCA had set a booth up next to our layout to sign-up new members. We will need additional help if we plan to do this show.

The Atlantic Division Traveling Layout will be making a number of visits to various locations. Below is our layout schedule. If you have a suggestion or request to display the layout at your event please let us know. We are looking for volunteers to attend some of the schedule dates. Please contact Terry Trickel, 484-924-9177, northernfinds@yahoo.com.

November 17, 2013	Plumbers Union Hall
December ??, 2013	Quaker City String Band
	Greenberg Show,
	Oaks, PA
January 12, 2014	Plumbers Union Hall
January 18-19 2014	WGH on Tour
February 15-16, 2014	Greenberg Show
	Reading, PA
March 9, 2014	Plumbers Union Hall
March 15-16, 2014	Greenberg Show,
	Wilmington, De.
April- 2014	Rods & Rail Show,
	Bensalem, Pa.

AN EVENT AT ST. CHRISTOPHER'S HOSPITAL FOR CHILDREN

Recently the Atlantic Division received 36 of the "Cub boose" bears that were on sale at the National Toy Train Museum in Strasburg. It was suggested that we give these bears away at a local Children's Hospital.

With the help of Paul Fenn and the people of the Ronald McDonald House arrangements were made for this event at St. Christopher's Hospital for Children in Philadelphia.

On August 28th Russ Keil, Paul Fenn, Marie Campbell, and me set up the Atlantic Division Traveling Layout in the Oncology Area of the hospital. It is a toss-up what was the bigger hit with the kids, the layout or the bears dressed in their railroad gear.

As was the case when the AD visited the Shriner's Hospital, the kids with major medical issues were all smiles. They seem to accept their situations and take them in stride while receiving their treatment. One of the kids was taking a nap but told his mother that he wanted to be awakened when the trains came because he was anxious to see them. We waited for the little guy to finish his nap.

The kids weren't the only ones who enjoyed themselves. The hospital staff appeared to enjoy the trains and a few talked about the trains they had as a kid. We had a great time knowing that we could bring a little joy to these young patients. One little girl

asked me if she could have another bear for "her friend in ICU". It was our pleasure to accommodate her.

Our thanks to St. Christophers and the Ronald McDonald House for making this possible.

THE SEPTEMBER MEET

The display consisted of Box Cars and was assembled by Dick Heineman and Ed Kapuscinski.



Interestingly, there were no games or contests set up for the Kids

as was customary at the September Meet. The reason for this was that it was noticed in the past that very few members brought children to participate. The vast majority of participants consisted of youngsters brought in by the public. After winning a game, they usually left. In addition it was apparent that some of the same kids were winning the same games year after year. This activity will be carefully considered when more members bring their kids, grandkids, nieces and nephews to the Meet.

THE ARIZONA SILVER MINE SANITARY CAR

By Art Bink

Too often we ignore the necessities of life. With that in mind there are a number of subjects worth discussing, like WINE, WOMEN, & SONG, and also TOY TRAINS. I have no mind to safely discuss the first three, but toy trains I could talk about all day and all night. Now I believe Lionel and the rest of the toy train manufacturers missed the boat when they failed to produce a model of the original and very real *'sanitary car'*.

Did you ever wonder where miners go potty when working in the mine shafts 1200 feet underground? You can't just "run" to the surface and use the outhouse. I never thought much about it until the answer to this question revealed itself to me recently while watching a TV documentary on silver mines of Arizona. You just don't "go anywhere" in the mine shaft, as there would be chaos, among "other things". The answer is the "Sanitary Car". A photo of a real narrow gauge "Sanitary Car" inspired me to grab my Lionel, MTH, Weaver, and Atlas toy train catalogs and look for a model of a "Sanitary Car". To my consternation, and having no success, I decided to build a model myself. The accompanying photo shows the result, which is fairly true to the prototype. My model of the real car I made close to On2 gauge, and it is a bit less than 2 inches long.



If the mining company is an "Equal Opportunity" employer, and since the *real* "Sanitary Car", like the model, is a "two-holer", both male miners AND female miners (to be politically correct) must be accommodated, and can share facilities. As the old song goes, *"Ain't Nothin' Like Holdin' Hands with yer Sweetie on the Silver Mine Sanitary Car"*. Clothespin anyone?

Now, we all know what a hopper car is.....or do we? The term "hopper car" now takes on a whole new meaning. If your train-collector buddy comes up to you and asks if you have any hopper cars for sale, now you have to ask, "what kind?".

Life always seems to get more complicated.

THE RAILROAD STATION CLOCK, AND THE ORGAN

By Art Bink

Let me for a moment take you back to the days of the early 1900s, when steam trains were king. Big beautiful, impressive 4-faced, often spherical, clocks with bulging convex faces and huge graceful curving hands hung from the ceiling of hundreds of large railroad stations and train terminals all over the world in those days long ago, and these giant clocks were getting harder and harder to reach when it came time to wind them. Many of these ornate clocks were made of, or trimmed in, highly polished brass, and to shine and keep them lacquered also became a problem. As these railroad station time pieces began to show signs of wear and fail, servicing those complex mechanisms high up "in the clouds" became a serious issue. Most of those huge grand-looking and ornamental timepieces seen high up in the stations were made by the Hammond Company. One night while experimenting in his laboratory with early "things electrical", Laurens Hammond hoped to improve on his clock mechanisms, and perhaps design a mechanism that would lengthen the time between windings, and go longer periods of time between servicing, so the workman doing the winding or servicing was hopefully at less risk high up near the ceiling. Can you imagine erecting a scaffold just to get up to and wind a clock? Folks in charge of the railroad station operations were beginning to remove those high-up clocks, and place them on ticket counters and information desks.

One day while applying electrical current to some of his equipment, Laurens noticed stray sounds emanating from his equipment, and had an idea. Laurens harnessed some of these items together, made a keyboard of crude switches, and tweaked them sound-wise until he had produced a very crude musical instrument. Development of this discovery led to the introduction of the first electric organ in 1935, and Laurens Hammond never looked back. The Hammond Organ, or electric organ (not "electronic"), was born, and these beautifully sounding instruments eventually wound up in every ice skating and roller rink, fancy restaurant, hotel lobby, theater, chapel, and ball park stadium where thousands of Hammond organs still reside today. Also, you no longer needed to shell out a fortune to buy a pipe organ, or pump organ as was found in many a rich old Victorian home; thousands of people could now afford a personal electric organ in their home.

I would be remiss if I did not mention the "King of Organists", the great Ken Griffin, whose renditions of *CHATTANOOGA CHOO CHOO*, *FREIGHT TRAIN BOOGIE*, and *SENTIMENTAL JOURNEY* were so wonderful and enjoyable.

Perhaps the next time you look at the little tinplate clock standing on your layout, you'll think of the short "time" you spent reading

about what's represented by those neat little toys. Like Paul Harvey used to say, "...and now you know the rest of the story".



The photo above shows Richard Ives Schreiber, TCA member 63-974. He is a member of the Atlantic Division. Last year, he celebrated his 75th birthday and this Spring he received his certificate for being a TCA member for 50 years. CONGRATULATIONS RICHARD

MORE ON LATE PRE-WAR COUPLERS

By Chester M. Zmijewski

As I mentioned in my articles in The Express of Spring 2004 and Winter of 2008, I am fascinated with Lionel couplers. The reason for this is that I received my first set from Santa on the Christmas morning of 1941. It was the switcher outfit No.905B. It had a Switcher engine and tender with 3 scale detailed freight cars.

The logic in getting this set was that it was new, had very few cars and it looked great. Santa believed that this was a great starter set that could be added to each year. That was not to be the case. World War II started before Christmas came and I got the set.

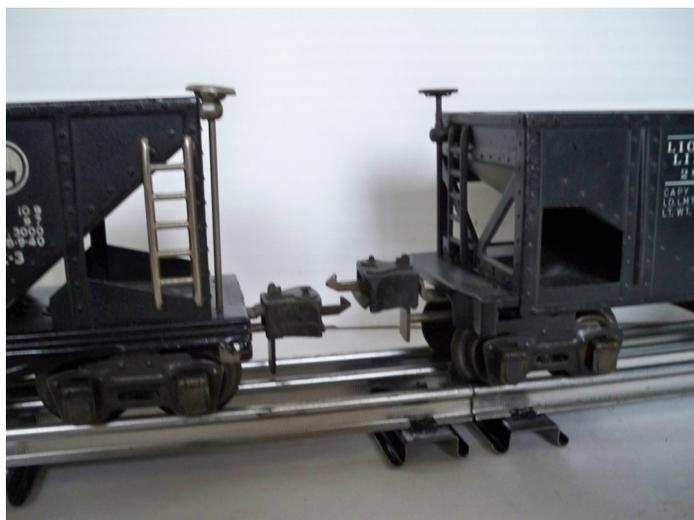
Shortly thereafter Lionel started fooling with couplers. Shown below is an example of the coupler style on my original cabooses.



It is the long shank box coupler with a real coupler design on top with a replica of an uncoupling pin. This was the new coupler

introduced by Lionel in 1940 and carried over to 1941.

To make life more difficult. Lionel introduced the 2800 series of cars specifically intended for its O-72 Gauge line of sets. These



cars were more massive and were equipped with long shank couplers that were elevated. These couplers would not mate at all with those found on 2600 cars as shown below.

In some cases the 1941 catalog shows O gauge sets pulled by larger engines from the O-72 line. These engines are equipped with tenders whose number carries an X. A typical example is outfit 190W that (*in spite of what the catalog says*) carries tender 226WX.

In 1942, in order to save metal or to make the cars seem more closely coupled, they introduced the short shank coupler. Santa, "My Parents", not Knowing anything about Lionel trains refused to buy any new cars for my train because they felt that I would not be able to couple them to my existing cars. That assumption, I



found much later in life was not correct. In fact, the long shank and the short shank couplers interact just fine as shown below.

Of course, I could never get anymore cars for this train since after the War, Lionel switched to the present day knuckle couplers. I made the mistake of selling it and going into HO. Fortunately, in my later years, I was able to buy an outfit just like the one I had and in its original box.

A TIME OF SADNESS



Malcolm Kates, M.D., HR-62-677 passed away on October 2, 2013, at his home in Philadelphia. Malcolm was one of the founding members and a past President of the Atlantic Division of the Train Collectors Association (TCA). He had been a member of the TCA for more than 50 years. He volunteered at the National Toy Train Museum Reference Library.

Malcolm was very active in the Atlantic Division, serving on the Convention, Meet and Charitable Giving Committees. He attended every board of directors meeting and was present at all Atlantic Division meets and events. Members of the Atlantic Division, in particular, will really miss Malcolm, as I am sure that many in the train collecting community will as well.

REMEMBERING MALCOLM KATES

By Bob Robinson

I first met Mal sometime in 1965 at one of the first Monday Night meetings. He was a newly minted doctor working for the City of Philadelphia at a health clinic on S. Broad St. I was a very young newly minted train collector. We became friends from that first hello to yesterdays last good-bye. Mal was the real thing. There were no pretensions about him. He frequently invited Carol and I to dinner with him at some special place he found in town. His quiet serious caring manner gave confidence to all who met him and enjoyed his company and friendship.

The "Monday night group" of train collectors was the heart of our collecting and social life. We were a great bunch of guys enjoying ourselves. Mal was always there telling a joke, bragging about what he just found or sharing his cannoli which he claimed were the best in the Philadelphia area. Beneath the surface was the same person. He always inquired how you and your family were doing.

As a physician he was always available to help and always followed thru to make sure you were well. His contributions to TCA were invaluable. He always attended Board meetings and our meets. He served two terms as President of Atlantic Division and was a member of the TCA National Library Committee. Mal was also an antique Toy Collector and in his free time an avid fisherman.

His trains and toys were a delight to see. Mal, had a twinkle in his eyes a sense of humor and a confident quiet demeanor. His passing is a loss to us all. We are all richer for having known him. When I told my daughter Elizabeth that Dr. Kates had died she was visibly saddened. Her memory of his visits to our home speaks volumes to Mal's impact on others.

Elizabeth said that as a young child on the Monday night group meetings Mal would always come over and talk with her and be genuinely interested in what she had to say. Even as a young

child she felt his warmth and compassion. There are no words that need to be written or said that could better define the man.

ELECTION RESULTS

PRESIDENT	Bob Lubonski
VICE PRESIDENT	Russ Keil
DIRECTORS	Al Tuttle Ed Kapuscinski Leon Duminiak Tom Wagner

Congratulations to all those who won and thanks to all those who also ran but did not win this time.

ATLANTIC DIVISION EXPRESS

The Atlantic Division Express is published four times a year. The editorial staff is actively seeking new articles for publication. Anyone having material that they would like published should submit it to the Editorial Office. The articles need not be grammatically correct. We will put them into the proper format. We need your material and will accept Want Ads and For Sale items from individual members.

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On behalf of the Officers and Board of Directors of the Atlantic Division and The Editorial Staff of The Express, 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 Zee §