



SPRING 1999



ATLANTIC DIVISION LOCAL

MAY MEET AT HOLY CROSS GETS PUBLICITY

Thanks to your dedicated Meet Committee members and other volunteers, our May meet not only went off as planned, but several local newspapers covered the event and we received both written and photo coverage. Several of our members and other attendees (remember, the public was invited to attend) were interviewed and quoted in the Courier-Post reporter's story complete with a color photo of a 3-year-old guest! Our Meet Chairman, Chester Zmijewski, was quoted by the reporter as saying "...we need new blood." (More on this aspect elsewhere).

Now, let's hear from Chester on the May meet: Held at Holy Cross High School in Delran, this was our first meet to which the general public was invited. We did run free ads in the local press and as a result received a lot of good press from the Courier-Post and the Burlington County Times.

Both papers ran color photographs along with complimentary articles that explained the goals and activities of the Atlantic Division of TCA and its members. Such articles can go a long way toward promoting our hobby and reviving the interest in toy trains.

In spite of the publicity, Chester feels disappointed with the turnout. Only 55 of the public showed up; albeit with some excited youngsters, yet this was outweighed by only 244 members and 13 guests attending-many of whom were not our division members! Even though many expressed having a good time, this poor showing indicates a lack of support for this activity.

Attendance at our meets has been on a steady decline the past several years. The causes are many and often intangible. Nevertheless, the money and amount of labor expended by your Meet Committee to organize and put on these meets hasn't diminished.

Our meets are an important function of the division and one of the few sources of revenue that supports all of our activities. Moreso, they are educational, social, and enjoyable.

There are some committee members who feel we should have fewer meets at selected times of the year when attendance is higher. Over the next few months your Board of Directors (BOD) will be exploring these and other possibilities.

ATLANTIC DIVISION PRESIDENT'S REPORT

Winter has come and gone and Spring is scurrying away, too. The Polar Bear, pre-70's and May meets will be history by the time you read this. This is a pivotal year for the division as we try to balance the budget. During the past couple of years we have lost money while having to reduce our entrance fee to match public shows.

By admitting the public to the May Meet we were responding to a poll taken showing a strong trend to do so. Initial results seem to hold promise of introducing new people to TCA with hope and expectation of signing new members. Not all members and friends agree with this policy ;but, change we must or we will perish.

New meet opening times are now in effect for Atlantic Division. A single member purchasing 4 or more tables will be admitted at 7 a.m. (or as hall is ready), all others admitted at 8 a.m. for set up and trading. When we were selling upwards of 300 tables, rules were established to control the confusion and door crush. As the meets have been getting smaller, revisions have been made including a floor layout with sellers between the tables in their own aisles. This eases congestion in buyers' aisles.

The AD again had operating displays at the Phila. airport for the Christmas holidays that were seen by thousands of travelers. Our thanks to Ed Kapuscinski, Dick Heineman, and the rest of the Holiday Layout committee for a job well done!

The division appreciates your attendance and support in order to continue successful support of our educational efforts.

Gary Spear, President RAFFLE NEWS

Our special raffle prize this year is the outstanding "Reading Crusader" 5-car passenger set with sound, by **Weaver**. This set will be sold by special tickets at all meets. For information, talk to any officer of the division or Raffle Chairman, **Joe Lehman**.

TRAVELLING LAYOUT SETS EARLY SCHEDULE

The schedule for the travelling layout has been established through August as follows:

May - visited Hairston Hall and appeared at the Jersey Devil Meet

June - work on layout maintenance, additions, and upgrades and plan a gift layout

July - visit the Variety Club facilities

August - return visit to the Variety Club

On behalf of the Layout Committee and the Atlantic Division, Chairman **Scott Forsythe** extends sincere thanks to K-Line trains and Nick Ladd for the donation of a Campbell's Soup train set to the ADTL: and to the Philadelphia Airport for the very generous \$500.00 donation given to the AD.

Scott reminds us that the ADTL is still looking for volunteers, as well as donations of standard and O-gauge equipment. (cont'd. ADTL next column)

ED KAPUSCINSKI RECAPS DIVISION'S AIRPORT HOLIDAY DISPLAY

Another successful holiday season at the Philadelphia airport!

Due to redecorating at the airport, we had only one fixed site layout but ran "G"-scale and MTH O"-scale equipment on it which worked out quite well.

A lot of smiling faces and positive reports from airport patrons and workers gave attending club members satisfaction that their efforts had been appreciated. The layout ran without a failure for 12 hours every day for 6 weeks with only an hour out each day to cool off.

Congratulations to our member volunteers and to the manufacturers!

Our travelling layout was set up on two Wednesdays in December at the food court and attracted people all day to make this the best year yet.

It is surprising how many people are interested in toy trains yet have no idea TCA exists! (Is there a message here?) Our club's future depends on the younger generations, let's find a way to let them know who we are and what we are about!

We are still looking for a secure site for a static display at that time of the year. Any member with an idea of such a site contact **Ed K.** This is another appeal for volunteers to help at the airport this coming year. The more who volunteer, the less work for each. You will enjoy the time spent and meet many interesting people.

ADTL(cont'd)

Co-Chair **Karl Bowers** tells us the layout entertained residents of the Peter Becker Home, Harleyville; Ingless House; and Shriners Hospital as well as the airport this past Nov. and Dec. Previous visits this past year included Montgomery Geriatric Rehab Center, Elm Terrace Gardens, Hairston Hall and the Variety Club. It's a wonderful experience to bring back memories for the residents of the retirement homes or to see child's face light up when they watch the trains run. Karl echoes the need for more volunteers and also thanks those who have donated time expertise and equipment.

Editorial comment:

Meet attendance -

Being a resident of NJ and a longtime member of the AD, it comes to mind that we members in NJ have often complained that the division activities were always in PA. Now, with several meets in NJ we fail to support the division with an increase in presence - how hypocritical! Not only are there NJ members on the BOD, but they have influence otherwise we wouldn't have the Holy Cross HS facilities or meet. This is an easy to reach site in South Jersey with lots of room and good food - what more do we want to have a good meet?

The one aspect of the division that we tend to forget is that there is more to our meets than the raw buy / sell attitude of outside shows. Our members can interact with one another and the public in our base of operations, which is more conducive to relaxation and education as well as exchanges of stories and information. If members come to the AD meets only to buy or sell, they can do that at least once a month at any show within a hundred miles.

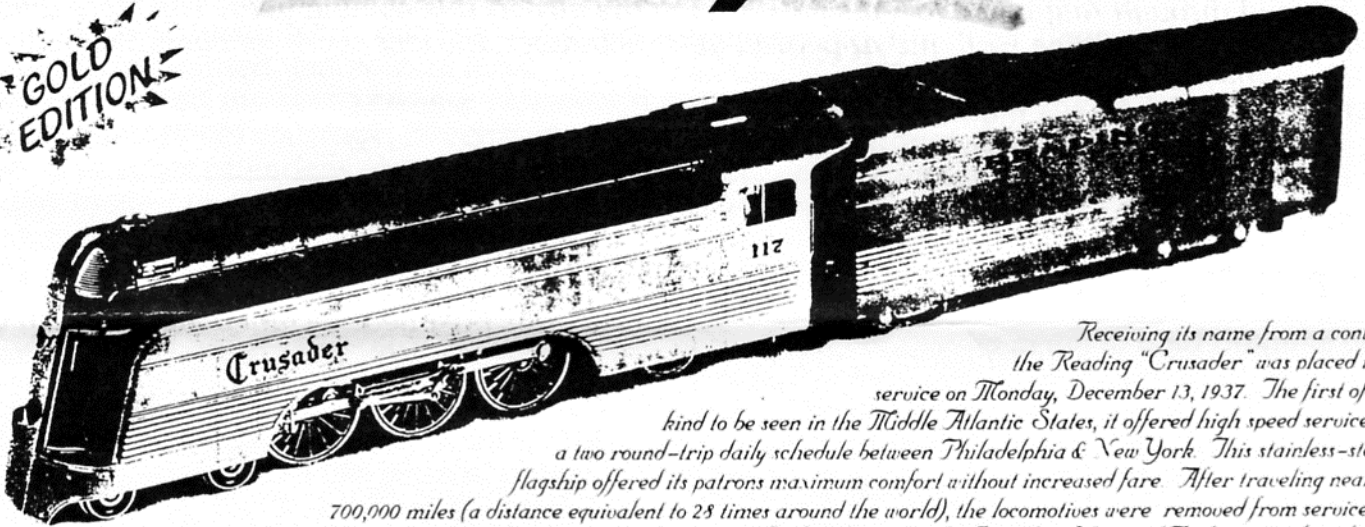
I have been in the TCA for over 30 years and still enjoy talking and learning about trains.

Let's go NJ members, we are on this side of the Delaware now-sign up and show up at your AD meets in NJ. Bring a guest!

Alan Craig
Editor

The Reading Crusader

GOLD EDITION

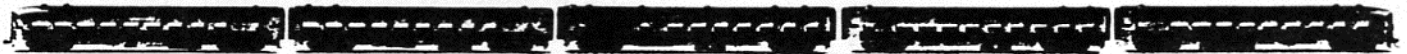


Receiving its name from a contest, the Reading "Crusader" was placed into service on Monday, December 13, 1937. The first of its kind to be seen in the Middle Atlantic States, it offered high speed service on a two round-trip daily schedule between Philadelphia & New York. This stainless-steel flagship offered its patrons maximum comfort without increased fare. After traveling nearly 700,000 miles (a distance equivalent to 28 times around the world), the locomotives were removed from service in 1951. They were cleaned and stored for future use. In October, 1963, the Canadian National Railway purchased the coaches and diner which later became the "Le Champlain" and operated between Montreal and Quebec.

Matching Heavy Weight Passenger Car Set

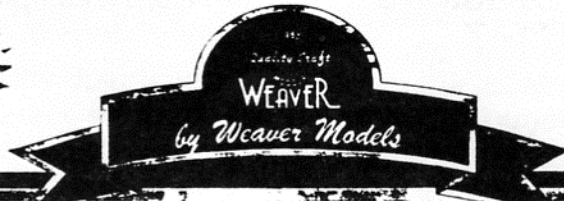
Each Set Consists Of: Two Observation Cars, Two Passenger Cars & One Diner.

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