

ATLANTIC DIVISION LOCAL



Winter 2000

SEASON'S GREETINGS



PRESIDENT'S MESSAGE

In 1999, faced with declining attendance and loss of income at our meets, the board of directors looked at different means of changing our meets to address the varied interests of our membership. The March 2000 meet was devoted to trains made before 1970; our November meet was directed at the modern era collector, having K-Line and OK engines/Streamliners set up displays and layouts. To improve attendance, advertisements

were placed in the September and November issues of the National Headquarters News. Brochures were distributed to Hobby Stores and advertising for non-profit organizations was placed in local cable and newspapers.

We received questions from Atlantic Division members regarding changes in our meet locations. Most important is that a facility provide an environment that is pleasant to the collectors, that it be easily accessible by road, have good food service and be cost efficient. Holy Cross High

School and Westover Country Club cost \$1900 and \$2000 respectively for hall and table rental. The armory will cost approximately \$1100. We would welcome suggestions regarding new locations and means of increasing the attendance at our meets.

Plans are in progress for several division social events in the Spring, including a bus trip to the Atlantic City Antique Show in March and the Betzwood Film Festival in May.

The results of the election are as follows:

Secretary: Richard D. Heineman

Treasurer: George E. Nelson

Board of Directors – 2 Year Terms

Karl E. Bowers

Scott Forsythe

Robert J. Huppman

Robert Lubonski

Herbert Thomas will serve on the Board for One year, completing the term of office of George Donze who resigned in October.

The Board of Directors extends their best wishes to all for many years of health and happy collecting.

Malcolm Kates

THE NOVEMBER MEET

Our 30th anniversary meet was well received. Close to 400 people attended and 98 tables were sold. This was indeed most encouraging. As you



can see from the photos the crowd seemed pleased with the meet. This was a family meet and the traveling layout was exhibited. During this past summer it was completely refurbished and looks great.

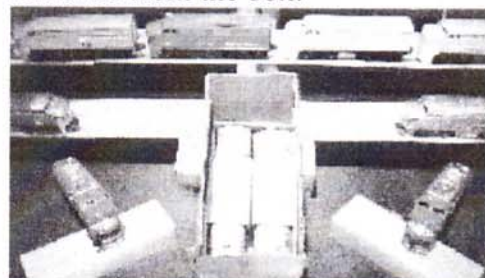


There were also games for the kids that were enjoyed by all participants. For the



first time we had two commercial exhibits and an illustrated seminar by Ted Brebeck of OK engines/streamliners on the history of his company and its relation to Kasiner and A. C. Gilbert. In addition, Nick Ladd had an operating display featuring their new GG1 and Santa Fe sets. He was kept busy answering questions about the new K-Line offerings. This was the first opportunity we had to see the prototype of the TCA GS4. It is a beauty.

Ed Kapuscinski had an exhibit of Alco engines. The highlight of the exhibit was a boxed Union Pacific 2033 that was still in its original wrapper, never having been removed from the box.



During the meet our annual drawing took place. The winner of the Crusader set was our own Junior Ames. The 253 set was won by Stan Petty and his wife won the Firefighter car. Garry Spear took home the Culvert Unloader. Congratulations to all.

Bob Lubonski, our Meet Chairman thanks all of the workers and especially the attendees who have played a role in putting this meet back on track.

Our next meet is scheduled for January 14th. It will be held at the Norristown Armory. The door prize will a Lionel 6-52142, a Mass Central MAXI STK 2 car set. This was the 1998 TCA Convention Car.



SHOP TIPS (Some things learned through experience)

Ever buy a train that has had self-adhesive price tags stuck on them or masking tape that has dried out and glued itself to the finish? 3M Company makes a product called, "General Purpose Adhesive Cleaner" their part #08984. It is sold through automotive paint supply houses. This product will dissolve and remove those labels, dried masking tape and other adhesives and will not harm the paint. It is also excellent for washing off electrical gear such as armatures and fields that have years of hard grease and oil on them. Surprisingly, it has very little odor and can be used indoors. The usual cautions about flammability etc. are printed on the can; but I've found it to be very neutral. It is also an excellent household spot remover but not sold for that purpose. It would be a worthwhile addition to any train tinkerer's work bench.

Bob Robinson

CONTEST

Well, postwar Lionel collectors, here are the answers to our most recent contest as published in the Fall, 2000 issue of the Atlantic Division Local. First of all, we made an error. We asked the same two questions in both contests; so all you had to do was look across the page and there were the answers to #8 and #13. The answer to

#8 in the current contest is found directly across the page as #4 in the first contest and deals with the No. 3672 Bosco car; while #13 about the PRR Herald on the Tie Ejector car is found as #13 in the last contest.

1. Fact. There is no Norfolk & Western work caboose, so, of course, the # 6219 Chesapeake & Ohio work caboose would be less scarce as long as it really exists which it does!
2. Fiction. There is no #3465 Cities Service tank car.
3. True. Yes there is a relatively scarce #6045 Cities Service double dome tank car in green. And I couldn't find it pictured in my catalogs. If I overlooked same, kindly let me know where to find it.
4. True, I think. Yes there is a brown M&St L Caboose #6059. It is not listed in the guides that I own; but said that I have seen these. So, I called Joe "Mister Caboose" Lehman, and Sho nuff, he has one. However, I do not know if it was made in 1969 or not.
5. False, as far as I know. I have not been able to find any reference to the #6544 Missile car being produced with an olive frame.
6. Yes, there are four different numbers for submarine cars.
7. Fiction, The #6434 Poultry car is found only in red, not tan
8. See Introduction above
9. Fiction, The submarine is found only in gray, not black; although some pre-production prototypes are known to contain some black parts.
10. Fact. Yes the last runs of the #6361 Timber Transport car were made without the usual side data.
11. Fact. The #6448 Exploding Boxcar is found with either red or white sides.
12. Fact. The #6800 is an Airplane car. The 1960 catalog shows the #6819 and 3419 Helicopter cars in several places. On page 25 a helicopter car is pictured with 6800 on the sides; but the text identifies it as the normal #6819. The helicopter car was not actually produced as a 6800.
13. See introduction above.

14. Ya got me, Sherlock!! The #6820 Aerial Missile Transport Car is darn scarce; but, "the most difficult to find?". Any opinions?
15. Fiction. The #6162 gondola is not known to have been made in black.

Congratulations go to Alfred Miller (94-39962) who submitted the winning entry to last issue's Fact or Fiction Contest. He has received a free admission to the January Meet.
Charlie Weber

Some thoughts about Dick Knowles

I was grieved today to learn about Dick's passing. I began my days in TCA in the Delaware Valley Chapter of the Eastern Division, now the Atlantic Division. The two men who most stand out in my mind from those days are Sid Weiss and Dick Knowles, and now, regrettably, they are both gone. He was a perfect gentleman who had an inner sense of being able to glean a silver lining out of the darkest cloud. His is a loss not just to the TCA, but to mankind. He was held in the highest regard and esteem by everyone I knew. He will be missed by many, and at least one of them now lives in Arizona.

Sincerely,

Gordon Wilson, Immediate Past President of the TCA.

When I was Division President.

I don't remember when I met Dick, it was way back in time. Dick was the type of person you couldn't help but like. He volunteered for any task you asked and did it well. He was our division President, Treasurer, on the Meet and By-laws Committees; Nationally as a Board Member and on the Personnel Policy Committee. He did all of these things for thru a period of over 30 years. It was however on a more personal basis that I knew him. We both enjoyed the camaraderie of the "Monday Night Group" where we got to play with trains and socialize. Dick had a sense of humor and a cantankerous streak. He could be passionate about an issue or stoic. He created a fictitious character called Malcolm B. Smith to whom all Divisional problems, mischief and mayhem were attributed. His practical jokes and humor were legendary among his close friends. At a 4th of July picnic several years ago he managed to arrive late – with a grand entrance

in his Pontiac convertible – top down and a huge American flag flying from a stand in the rear seat. That was Dick, fun to be with, serious when needed, sincere in his words and thoughts and a friend.

Bob Robinson

A Captain in World War II, Dick was a forward observer for the artillery; pinpointing enemy positions and radioing this information back to our gun emplacements. This was hazardous duty since observers were prime targets for German snipers. Dick received the Bronze Star for his actions.

In a sense, Dick Knowles was the Patriarch of the Atlantic Division being instrumental in its growth and development. Dick served as president 1982 to 1984. What had been remarkable was his continued efforts after his presidency. At the age of 84 he regularly attended board meetings, was responsible for mailing our publications and was, until his death, Chairman of the Bylaws Committee. I visited Dick on October 30th, asking his opinions on several bylaws issues. His answers were clear and incisive as ever.

Malcolm Kates

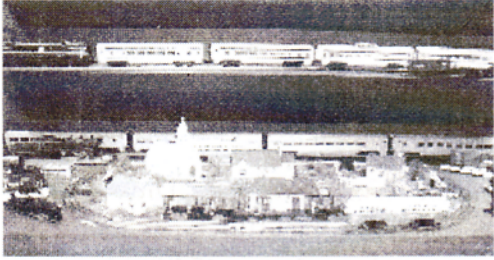
HOLIDAY DISPLAY

Once again our division is organizing a Holiday display at the Philadelphia International Airport. As of the writing the static or artistic display is already in place in terminal E just outside of the airport administrative offices.



The photo shows Ed and Dick installing the exhibit. The theme is local rail transport and features equipment from the Pennsylvania and Reading railroads.

In addition the central portion has two SEPTA trolleys running around a central village.



The complete display will include an operating Large Scale layout in the area between terminals D and C as well as an operating O gauge layout in terminal A. Finally our traveling layout will be exhibited on two separate days.

AN OPEN LETTER TO THE MEMBERSHIP

Dear Atlantic Division Member,

As many of you know, the Atlantic Division is going through some troubled times. What you don't know is that only you can save it. As board member for five years I've seen and learned a lot. The meets have changed in many ways. The locations have changed and several members won't cross the river to "enemy territory". This is counterproductive to the Division's health. Jersey or Pennsy trains both run on the same track so give the other hall a try. We have dropped some meets, hopefully to be restored later, due to budget constraints. The cost of running the meets has spiraled up as table holders and attendees have gone down. Rules are listed as a reason not to attend; but our meet rules are less stringent than those of the Eastern Division. The only way to keep them running; is to help the meet committee in any way you can.

One major concern of mine is that any survey of members or poll taken at the meets often is all criticism. We on the board can't be expected to read the minds of the collective conscience of the division. We can't be the only ones who care enough to be involved. New ideas take new people, new minds and new hearts to make them work.

The newsletter is another item of concern. Chester has taken it over and hopefully it will recover. To do it he will need articles, items of interest etc. Some people have stepped forward to do this in the past and although they tried were unsuccessful in the endeavor. If you have any

interesting trains or stories, contact any board member to get it to Chester.

The Atlantic Division is not alone in our problems; but we can recover and become a first class division if WE all work together and resolve that WE want to keep the Atlantic Division as an active organization.

I know about time constraints. I have three kids 11, 9, and 6. I run a volleyball program for a township, coach volleyball for a high school and I am a Deputy Chief for a volunteer fire company averaging 500 calls a year. I am also co-chair of the traveling layout. It would be a boost to the B.O.D. if people became involved in some way so we'd know that we serve an organization that wants to be a vital force in the realm of train collecting.

Scott Forsythe

WANT ADS

Wanted: Individuals interested in working to update a layout with new track and wiring. The layout is L shaped about 12' x 8' x 4' and is located in Lower Merion. The work can be done on either a full time or part time basis. Contact Tom Donatucci at 215-545-2727

Wanted: Lionel Std. GA. #310 Baggage car. Tu-Tone Brown in VG or better condition. Bill Wilson 244 Woodlake Dr., Holland, PA 18966, 215-860-0266

Wanted: Ives #184 brass plate Std. GA. Coach to restore – any condition. Ives Box Car – Std. GA. To restore. Trucks for pre-war 2226 Lionel Tender. Bob Robinson, 610-489-1716 anytime.

FOR SALE

Remco Mighty Casey Ride "Em Diesel, 28 wheel Std. GAS. CMStP7P bi-polar display model. Lionel Rock Island Express set 6-1386, hand cars, CTT magazines, Disney items, etc. SASE for list. Hal Ashley, 41 Anderson Ave., Scarsdale, NY 10583

Since the new addition to our museum was dedicated this past Fall, I thought it would be neat to reprint this page from our Spring 1977 Delaware Valley Express.

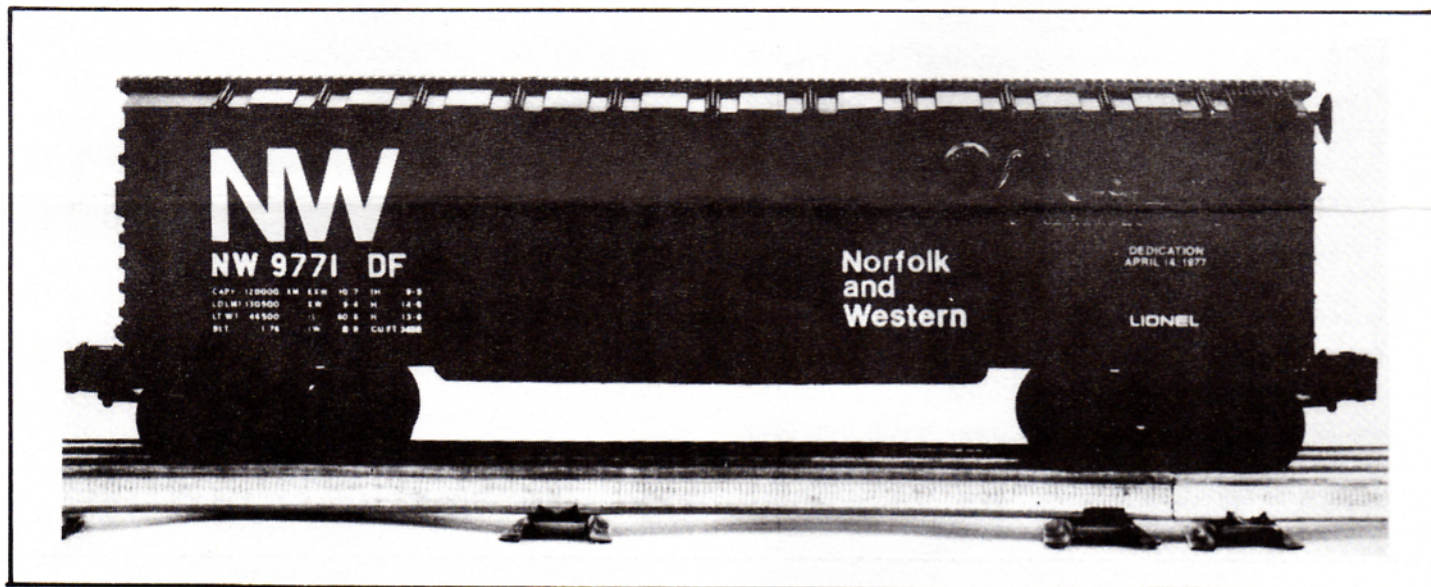
T.C.A. MUSEUM AND NATIONAL HEADQUARTERS - A REALITY!

At long last, a goal attained. The Dedication Ceremony for the Museum and National Headquarters complex was held on April 14, 1977 and the Grand Opening for the public took place on May 14, 1977. If you were unfortunate enough to miss either or both events, you can read the details in the Spring, 1977 TCA Quarterly. In any case, the Museum is now open daily and it is everything -- and more -- you could expect. Plan a visit soon. You will be surprised, pleased and proud!



**I ATTENDED T.C.A. MUSEUM
DEDICATION .. APRIL 14, 1977
STRASBURG, PENNSYLVANIA**

SOUVENIR BUMPER STICKER



SOUVENIR MUSEUM BOX CAR

The photograph does not adequately show the handsome silver printing on the upper right of car which reads, "Museum & National Headquarters." Check with Museum or Business Office for availability.