



Atlantic Division Local



Fall 2002

DICK HEINEMAN TO RETIRE AS SECRETARY

FAITHFUL SCRIBE TURNS IN PEN FOR FISHING ROD



Dick Heineman, our Secretary for twenty-six years will be retiring from that office at the end of this year. Dick, who has been ably assisted in his duties by his wife Kae, has been responsible for the correspondence of the Division, sending out ballots and collating election returns and maintaining the minutes of the Board of Directors. As chairman of the Membership committee, Dick sent out dues notices, kept our membership records and established contact with new members of the TCA. Dick has been an invaluable member of Atlantic and we owe him and Kae a debt of gratitude for their hard work and dedication. Our best wishes on your retirement and Good Fishing to Dick

EDITOR'S NOTES

We have several new features in this issue that I hope will continue to grow. First of all there is a follow-up article on EBBE trains along with some pictures. As you remember this was initiated by Russell Schemp in the last issue. Secondly we have a new column on wind-up trains that was submitted by Hank Hermanns and finally a poem sent in by Howard Klumpp. I am

very happy to see that members are beginning to take an interest in the Local by sending in material for publication. Please keep it up.

In the last issue, we ran an article by Charlie Weber entitled "Homemade Models". Unfortunately due to reproduction problems with that issue the photograph that appeared was of very poor quality. Therefore it is my pleasure to reprint it in this issue.



Now you can appreciate this piece, though lacking somewhat in craftsmanship, (no rivets to count) certainly expresses ingenuity. By the way, in spite of the picture being bad, the story did inspire an editorial in the July issue of the TCA Quarterly; and brought notoriety to the Atlantic Division Local.

Finally at the last meeting of the Board of Directors, Dick Heineman, Membership Chairman reported that the Division has 953 paid members. This is the second highest number since the late 1980's. We are now trying to hit 1000. So if you have TCA friends who are not members of Atlantic Division urge them to sign up and join the fun.

Chester Zmijewski

PRESIDENT'S MESSAGE

The convention at St.Charles, Illinois was excellent. The facilities for the displays, trading pits and Board as well as Membership meetings were spacious and easily accessible. Our congratulations go to the Midwest Division for their hard work and hospitality. The National Board passed a motion providing membership in the Kids' Club to any child sponsored by a TCA member. The Kids' Club is essential to the growth and vitality of the TCA by introducing children to our hobby and providing future members. The importance of this is underlined by the fact that for the first time TCA experienced a decrease in total membership and new member applications.

The Members' Meet in September will; offer a different format than in the past. Attendance will be free to Atlantic Division members. There will be a membership meeting, Kids' activities and tables available for purchase. Additional details are given in the report from the Meet Steering committee.

Bill Miles and the Bylaws committee met this past May to suggest revisions to our existing by laws. These were brought before the Atlantic Division Board of Directors for discussion and further revision. They will now be submitted to National for review and then to Atlantic Division membership for vote and approval.

Our March Meet was held on the same day as the Gilbertsville Train Show. This resulted in a loss of attendees and table holders to both meets. We are currently working with the sponsors of the Gilbertsville and the Nur Temple meets to avoid our shows being on the same date.

Malcolm Kates

The NTTM Express
By
John V. Luppino
Operations Manager
Train Collectors Association

June, July and August are very busy months in Lancaster County. Many visitors elect to take a day for the "Railroad Thing." They ride the Strasburg Rail Road; visit the Choo Choo Barn, the Railroad Museum of Pennsylvania and The National Toy Train Museum. Visitors can easily do this as all

these are within one mile of each other. It provides both education and entertainment. Several very good dining establishments are also close by.

Currently the Strasburg Rail Road and the Railroad Museum are both turning the clock back to 1915, the peak year for railroad mileage in the United States. This complements the Victorian nature of The National Toy Train Museum, which has seen the addition of a Victorian era garden out front.

While I am a bit biased, I think visiting The National Toy Train Museum is the highlight of the day. It provides a friendly, pleasant atmosphere, air conditioning and a comfortable place to sit and relax after "pounding the cinders" elsewhere.

MEET STEERING COMMITTEE NEWS

Our new location at the Painters Union Hall appears to serve all of our needs, plenty of parking, good lighting, enough table space, good food, and is easily accessible to all members of the Atlantic Division. The table capacity of the hall is 104 tables and we are approaching a near sell out with a few tables still available.

Future meet dates are September 22, November 17. September's meet should prove to be a good time for all especially Atlantic Division Members. All Division Members and their families will be admitted at No Charge. A short Atlantic Division Business Meeting will be followed by Train Races for the children, plenty of Door Prizes, and our Meet Raffle Prize.

Our meets have only 2 rules:

1. Come to the Meet
2. Enjoy

Our Train Meet Steering Committee has been working extremely hard to keep up the quality of the Atlantic Division Train Meets. We are in need of volunteers to help run our meets. Anyone interested can get details by contacting us at the number listed below. While we're on the subject I would like to acknowledge the members of the committee who contribute many hours of their time in order to manage the operation of the train meets.



Pictured above at a recent meeting are left to right: Malcolm Kates, Dick Heineman, Bob Huppman, Ed Kapuscinski, Meet Chairman Bob Lubonski Chester Zmijewski, Joe Fisher, and George Sottung. Junior Ames, Registration Chairman. Garry Spear, and Bill Wilson were not present.

Please address any suggestions or comments to Bob Lubonski 856 608 9265.

LIONEL SPECIAL #22

By Charlie Weber

In that wonderful book, Greenberg's Guide to Lionel Trains, 1901 – 1942, Volume IV, Prewar Sets by Dave McEntarfer there is a listing on page 125 for a Lionel #22 Special. Here Dave attributes the date of this set to "ca. 1934". He says that this set contains the following. "The locomotive for this set comes in Stephen Girard green with dark green roofs and cream inserts." The author indicates that the consist is 603, 603, and 604 and that the car boxes are all marked "X APPLE" after the number.

The end of March, I was visiting Marty Visnick and found that he also has a "SPECIAL #22" but it is somewhat earlier than the above set and different; so I thought I would report this set to you even though we have no photographs. (If you are interested in prewar sets you probably don't need pictures anyway.)

Marty's set also contains the same engine. The loco box is marked like the car boxes above, "253 APPLE X"; but the car boxes are normal. The cars are also 603, 603, 604 but they are the ones in orange with

terra cotta roofs and cream inserts. It is a darn colorful set. As is quite common with sets having these cars the trim is mixed; that is, the observation and one Pullman have nickel journal boxes while the other Pullman has copper journals. The locomotive has a "one slot frame" and a motor that is usually attributed to 1930/31 production. In addition, the set box has the manufacturer's date on it of 1931.

I suspect that this is another version of this uncatalogued set; although it may be a case of the orange cars being swapped for the green ones sometime along the way. Until more such sets show up we won't know.

MORE ON EBBE TRAINS

By Russell S. Schempp

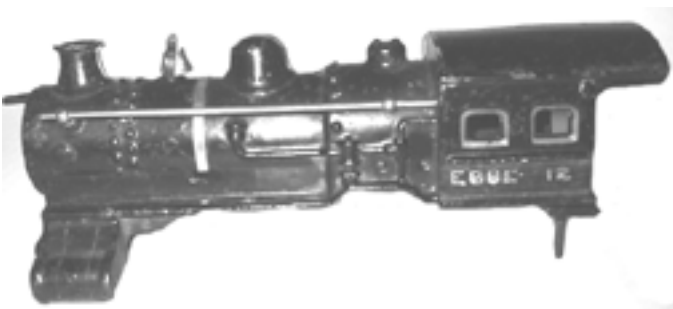
After seeing my article on EBBE trains in the Local, there are a few more things that might be added. At the close of WWII, Germany was not on everybody's favorite list. And Bing, being made in Germany, lost its popularity. Obviously this did not help business, hence the name change. We are not sure who did the printing; but we know that it was either my uncle Frank or my father. There was no change to the rolling stock, just the locomotive's name, BING was filed off and the name EBBE was painted on.

I have two passenger sets in excellent and running condition; but I have no idea of the set numbers or what else was in the box. I also have the original instruction booklet for hooking up the set to batteries or transformer.





Several months ago at the Lancaster TCA meet, I found another EBBE chassis with no motor in a box of odd parts. (After about 80 years I was really surprised.)



I CAN'T REMEMBER

Submitted by Howard A. Klumpp Jr.

Just a line to say I'm living, that I'm not among the dead

Though I'm getting more forgetful and mixed up in my head.

I got use to my arthritis, to my dentures I'm resigned,
I can manage my bifocals, but, God I miss my mind.

For sometimes I can't remember when I stand at the stairs

If I must go up for something or I just come down from there.

And before the fridge so often, my poor mind filled with doubt

Have I just put food away, or come to take something out.

And there are times when it is dark, with nightcap on my head

I don't know if I'm retiring, or just getting out of bed.

So if it's my turn to write, there's no need for getting sore

I may think that I have written, and don't want to be a bore.

So remember that I miss you and wish that you were here

So now it's nearly mail time, so I must raise another beer.

P.S. Here I stand at the mailbox with a face so red
Instead of mailing you my letter, I opened it instead.

WIND-UP ROUND-HOUSE



By Henry (Hank) Hermanns 94-39031

Wind-up trains have preceded electric powered trains by many years. Some wind-ups are over 100 years old, many over 80 years old. They are scarce. Go to any train meet and you will notice that there may be hundreds of electrics on display for every single wind-up. And yet, the wind-up prices have not escalated as much as the electric train prices. Of course, I'm talking about the tinsplate wind-up trains made up through the 1940s. If you are collecting wind-ups you know all of this; if not, you may want to start collecting them.

Because of their scarcity, there is relatively little information on the repair of the clockwork mechanisms. Of course, the clockwork units were not made to be disassembled and repaired in the first place; so it requires a bit of ingenuity to do it.

Wind-ups are rarely in a prominent place at train meets so you have to poke around under the tables and ask a lot of questions before you uncover something. We hope that devoting a section of the Atlantic Division Local for the sharing of wind-up information will make our wind-up collecting more productive and more fun.

I will start the Wind-Up Round-House by bringing up two issues. First of all, the clockwork units frequently fail due to the fact that the coil spring breaks in the center where it is attached to the winding shaft. We would like to hear from anyone who has successfully made this repair.

Secondly, in the early 19302 Woolworth's sold the Joy Line trains. The cars were .10 and the wind up locomotive was .25. The locomotive was semi-streamlined somewhat like the Hafner 1010 locomotive but not quite as elaborate. It was yellow, the same color as the 351 "Koal Kar". "Joy Line" was printed on each side of the loco. Has anyone seen this locomotive?

If you have answers, we would appreciate a reply. If you have questions, send them in since someone may have the answer. Are you looking for some specific or elusive item? Send in your request. Someone out there may have what you are looking for. Remember, all items must be wind-up related. Send your correspondence to:

Wind-up Roundhouse
1119 Yardley Road
Cherry Hill, NJ 08034

You may contact me at hhermanns@iopener.net but all correspondence should go the Cherry Hill Address. Let's hear from you wind-up collectors and make the Wind-up Round-house a success.

TRAVELING LAYOUT

The Atlantic Division traveling Layout is alive and.O.K. Karl Bowers is stepping down as co-chair of the layout in December. Karl was responsible for coordinating the crews, stored the layout and acted as permanent chauffeur and crew. His shoes will be hard to fill and all are welcome to apply. Scott Forsyth will continue as co-chair for another year but mounting responsibilities are limiting the time he can devote to the layout.

Both Karl and Scott thank the Division and the B.O.D. for their support of this worthwhile project over the past six years they have served as co-chairs. They will continue to help as crewmembers and render any assistance to the layout that they can.

The schedule as of now is as follows:

August 3rd	Variety Club Camp
September	St. Christopher's Hospital
November	Open
December 1st	NICU reunion Bryn Mawr Hospital
December 7th	Inglis House
December 11 & 18	Philadelphia International Airport

As always, we are looking for volunteers and donations.

Karl and Scott

FINANCIAL REPORT

The Atlantic Division fiscal year is from 1 November thru 31 October. As of 10 July, 2002 we have had income in the amount of \$22,756 with expenses of \$18,450. The current bank balances in round numbers are \$931.49 in checking and \$14,703.62 in savings. All bills have been paid in accordance with the approved budget.

George E. Nelson

TRAINS AND PLANES AT THE AIRPORT

Once again we have been invited to exhibit a display of trains during the Holiday season at the Philadelphia International Airport. Since 1995, the Atlantic Division has been building running layouts for the entertainment of passengers using the airport during the holidays. Thus far this has been a labor of love for just a very few members whose knees and other joints are experiencing the test of time. Assistance with building this layout is sorely (pun intended) needed.

We could use help in scenery, wiring, layout design and anything else that is needed to build a quality layout. Remember that this layout supports trains running constantly for about twelve hours a day for almost four weeks.

You don't have to be an expert; just enjoy building something we can all be proud of. The layout is up and running the week before Thanksgiving and time for building is flexible.

If you enjoy trains and would like to be involved please give us a call.

Ed Kapuscinski	Day	215-288-6012
	Evening	856-461-8253
Richard Heineman	Day	215-288-6012
	Evening	215-332-5028

ANNUAL RAFFLE

Our annual raffle is about to begin under the leadership of Garry Spears. The tickets have been printed and will be available at the September Meet. The price is \$5.00/ticket and the prize is once again a beautiful Lionel Pennsy T-1.



Of course if you can't wait to get a ticket you can contact Garry.

NOMINATING COMMITTEE

Once again the time has come to nominate candidates for office. This year we need to fill a number of offices. We will be electing a Secretary, Treasurer, four Directors and one Convention Alternate. In addition, Charlie Weber has stepped down as Vice President, so we need to elect another individual to complete one year of Charlie's term. The four Directors to be replaced include Karl Bowers, Scott Forsyth, Bob Huppman and Bob Lubonski. Each of these has served their maximum of two consecutive terms and are not eligible for re-election

If any of you are interested in running for any of these offices, please contact any member of the Nominating Committee. They are: Chester Zmijewski, Chairman, 856-429-0591, Joe Lehman 610-666-9266, George Kane 215-355-7862, Jules Hamburg 215-355-0165 and Neal Bradley 215-643-3412.

A HISTORY OF TOY TRIVIA

From the Orange County Register, Date unknown via The NorWest Logger Feb 1992

Trivia about toys through the century, based on information from Toy Manufacturers of America:

- Lincoln Logs were invented in 1916 by John Lloyd Wright, son of architect Frank Lloyd Wright. (*eds Note: In Virginia they are called American Logs*)
- Parker Brothers has made more than 3 billion little green houses for Monopoly since it was introduced in 1935
- In 1934, LEGO creator Ole Kirk Christiansen combined two Danish words, "led godt" (play well) to create the name of his building blocks.
- Holiday toy production almost was banned in 1917 to save resources for the war effort. Then toy makers armed themselves with their wares and visited the U.S. Council for National Defense. The Secretary of Defense reportedly was smitten with a toy submarine. And the toy makers were back in business. (*eds Note: Apparently no one was smitten with toy trains during WWII.*)
- Nearly 2,00 miles of steel are used each year to produce Lionel train tracks.
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PEARLS OF WISDOM

Love is grand; divorce is a hundred grand.

I am in shape. Round is a shape.

Talk is cheap because supply exceeds demand

ATLANTIC DIVISION LOCAL

Barring derailments or other unforeseen Obstacles to normal operations, the Atlantic Division Local is published four times a year. The editors are actively seeking new articles for publication. Anyone having material they would like published should submit it to the Editorial Office. The material need not be in polished form. We need your material and will accept Want adds and For Sale adds from individual members.

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