



ATLANTIC DIVISION EXPRESS

WHERE THE TCA BEGAN



FALL 2009

PRESIDENT'S MESSAGE

First of all, I would like to apologize for this issue being so late. There has been some conspiracy underfoot since both editors of the Express have spent a considerable amount of time in the hospital. I have been recuperating from gall bladder surgery in late July and am almost back to normal. Charlie Weber has not fared as well. He is still in the hospital and desperately needs our prayers and well wishes. Anyhow, you will now be treated to two issues in one mailing.

I am happy to report that after a six year hiatus we were finally able to hold an official Members Meeting. Previously, we tried to hold this meeting in conjunction with our September Train Meet. This did not work because, the members present were more interested in buying and selling trains than in conducting Division Business.

The meeting was held on May 17th as a luncheon at the Westover Country Club. Wives and significant others were invited as well. The luncheon was partially subsidized by the Division.

You can see from the photographs that the meeting was well attended.



The agenda called for a number of reports that gave the membership a feeling for what the Division was doing as an organization. As of May, our Division had 897 members out of the 2598 members residing within the boundaries of the Atlantic Division.

Bob Lubonski, our Meet Chairman, reported that our meets have been very successful in that we made a small profit on each of them.

The biggest discussion was centered on the 2014 convention. Numerous questions were raised based on members' experiences with past conventions. A special meeting of the most interested parties was then held with Clem Clement, National President. He pointed out that the National Organization now bears responsibility for many aspects of the convention. This appears to settle everyone's concerns.

You will see from the Chairman, Terry Trickel's report that the Convention planning is well underway.

I strongly feel that the annual meeting was a great success and urge future administrations to continue this practice.

Chester M. Zmijewski

ATLANTIC DIVISION 2014 UPDATE

The Atlantic Division has about four years till we host the 2014 National Convention. We currently are looking at the Valley Forge Convention Center as a location for the Convention. Despite the fact that a Slot Casino is moving in, we are confident that we will be able to use the available space at the Convention Center for our needs. We are expecting over 2400 people at the 2014 Convention. This will require a lot of extra volunteers to help out. We have recruited a number of Chair people to do various task and they in turn



will seek your Help. We still have a few more Chairs to fill. The Atlantic Division has over 900 members. This is our time to shine, and need to see some new faces to help out. Please help out.

On June 30th we held an informal meeting of the 2014 Convention Committee; planning various trips, layout tours, and other activities. We will be invited to one of WB&A Division Convention meetings. They are hosting the 2010 Convention held in Baltimore. The purpose of this meeting is to observe various activities of a convention first hand. We have a scheduled meeting with Dannie Martin (our National Convention Chairman) and The Valley Forge Convention Center in mid- October. This will be our third meeting where we hope to review meeting space and other options if the Casino Slots come into play. We hope to have a signed contract by then.

The Convention committee is working out the final details of our Convention Logo and Slogan. Bob Robinson came up with a great design using The Reading Crusader. With this information, Bob Robinson and Glen Stinson have volunteered to Chair the Seminar and Display rooms at the Convention. We want to provide an educational forum. We will need to come up with various interesting subjects and displays. If you have something to share, please contact Bob Robinson.

We will have a formal Convention Meeting late in November or December. At that point, all Chair positions will be secured. INTERESTED IN HELPING OUT? Contact Terry Trickel, (northernfinds@yahoo.com), 484-924-9177 or Joe Fisher, fisher70@verizon.net.

ATLANTIC DIVISION TRAVELING LAYOUT

In August, the Atlantic Division Layout made a trip to Greenberg's Train Show in Oaks, Pennsylvania. We did not have the same amount of people as we had at the Great American Show in January. The Layout was set up by Terry Trickel, Eric Trickel, and Ralph Trickel from Arizona. While I was riding the Rails on Saturday at the East Broad Top Railroad, Bob Lubonski, Ed Kapsucinski, and Ron Schmerfeld watched the Layout; passing out TCA information and having a great time. On Sunday, Mike Ramsey and Terry Trickel did the duties of entertaining customers of all ages. We want to thank these guys in helping out. We did sell two full TCA memberships at the show.

Our next outing will be at the November meet. We will honor any request to display the layout as long as we have the volunteers to man the Layout. Holiday season is fast approaching. We might be taking the Layout to various Hospitals and Childrens Homes to encourage the love of trains for the next generation.

We are looking for a Chair Person to take over the Layout responsibilities. The job is easy. Anyone with a Van, Trailer or pick-up truck is needed. We will supply the help. YOU JUST NEED TO TRANSPORT THE LAYOUT AND STORE IT which will be greatly appreciated by all. Please contact any board member or Terry Trickel (northernfinds@yahoo.com) if you are interested in helping.

TO BE OR NOT TO BE (A Lionel Purist)

By Art Bink TCA 68-2088

I recently received my new 50 page 2009 LIONEL ELECTRIC



Figure 1

Trains catalog of Lionel Corporation tinplate (see Fig. 1). This appears to be the first actual LIONEL full catalog of pre-war tinplate trains since the early 1940s, and it is not to be confused with MTH "Tinplate Traditions" catalogs (see Fig. 2) of the past few years (which are quite similar to the new 2009 LIONEL ELECTRIC TRAINS catalog).



Figure 2

Most of us know that MTH and Lionel have been recently engaged in some fierce legal battles, but these two companies appear to have resolved their differences for the time being. As stated in my new Lionel 2009 catalog, "Reflecting the cooperative nature of the Lionel Corporation, a collaboration between Lionel Electric Trains and MTH, our products will be available from both Lionel and MTH authorized dealers". So now all tinplate Lionel type trains that MTH has been manufacturing will contain Lionel rather than MTH nameplates (or railroad road names).

Does this mean that there are REAL LIONEL tinplate trains now available? If you look thru the new 2009 catalog, all the neat old

trains have brass **LIONEL** nameplates all over the place, and most look just like the tinplate of the 1920s and 1930s. I liked the MTH tinplate, but as a purist I had a hard time accepting MTH labels on an apparent Lionel train and refrained from purchasing any of this. In 1989 when the Lionel Corporation itself brought out the 4-car #381 State Set for 1 year (with brochure to match), I made up my mind that it was “now or never” and I bought the new set, complete with Lionel (rather than MTH) boxes. A year or so after that I asked a Lionel rep at TCA York when they were coming out with more standard gauge tinplate and was told, “never again.....it didn’t go over”. Reason given? The newer guys entering he TCA were too young what standard gauge & tinplate were and couldn’t relate to it, and older guys who did know old standard gauge & tinplate were dying off. Also interests among the younger set are leaning toward the “currently technologically advanced” for their time).

But it seems that MTH picked up the ball and ran with it, and has been successfully selling tinplate trains and accessories. Things change. Now Lionel is back in the tinplate game, and this time the magic is there with Lionel nameplates, which I do believe will make a difference relative to interests and sales. Aside of new colors, proto-sounds etc. with some sets, Lionel is also producing “traditional” sets just like the originals (with open frame motors instead of can motors, E-units and the like).

Again, are these REAL lionel trains? Hmmmm. I think so, but that is my opinion. To me there is no reason why a line discontinued in 1939 can’t be continued in 2009, especially if it’s exactly like the original model, and be labeled a Lionel train. *(As we know, MTH has been the manufacturer of these modern tinplate trains, and I’m sure will continue to do so, but Lionel appears to have now licensed them to now go ahead and use Lionel nameplates. I believe cooperation breeds success).*

There is obviously a lot more to this story than has been briefly stated here. A potential buyer for these new LIONEL tinplate trains will have to make peace with himself and in his own mind decide if the new train will, at fairly high prices, and in this economy, work for him.

CORRESPONDENCE WITH OUR READERS

By Charlie Weber

Ed’s Note. This is the last article Charlie submitted to the Express.

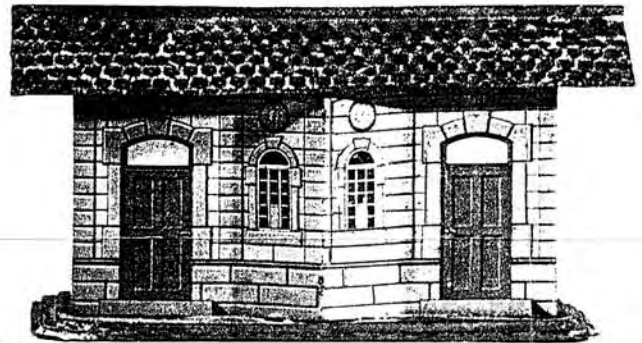
One of the articles in the Winter 2007 issue of the “Atlantic Division Express” dealt with some Manhattan type cars that had been redone (poorly) with gold decals bearing the usual 3 car names, numbers and “Pennsylvania” legends in place of the original “Lionel Lines” lettering. In this article I related the legend that these were probably Madison Hardware re-do-s.

I got a call from Jim Haffall of Delanco, New Jersey. He told me a very nice story that in March of 1965 he had gone to Madison and purchased a then new

Lionel 773 with a Pennsylvania tender. While there Carl Shaw showed him the re-done cars and Jim purchased 5 of them to be hauled by the 773. This was a real deal as the list price on the cars was \$40. The cars were \$12.95 each and Jim believes that they were exact matches for the cars shown in the article. So, it appears that the legend is true. (Unfortunately, Jim was Burglarized a few years later and the set disappeared at that time.)

On the same page as the Madison Hardware cars article mentioned above, there was pictured a Karl Bub station that I had photographed just because I thought that it was really neat. Well, by golly, our old friend Bill McKay investigated this piece.

Bill searched through one of his books and found the following picture in Volume 9.



Bahnhof aus Zugpackungen 462 R, 6034 oder 6056 (1925 - 1933)

As you can see, under the picture, the author of the book indicates that it is #462R and that it was offered from 1925-1933. However, Bill could find no descriptive information in that particular part of the book. Interestingly, the page showing the picture of this station has pictures of other stations. They are numbered 1664, 1653 and 1025. In addition, a listing of many other BuB stations shows all of them with 4 digit numbers. This led Bill to believe that the number 462R was the number of the train set (Zugpackungen) that contained the station, whose number was 6034 or 6056.

Bill sends more information that might be of interest to some of our readers. It seems that there is an eleven volume set of books about German toy trains. The set is called, “unentbehrliche Nachschlagewerke für Ihr Hobby”. The eleven volumes cover the trains and accessories of Märklin, Bing, Carette, Plank, Schoenner, Doll, Bub, Kraus-Fandor, Fleischmann, Falk, Issmayer, Kibri and Cabo.

I don't know whether Herr Schiffmann will object to copies of his material appearing in print. Perhaps TCA exposure would be agreeable as free advertising. His address, phone and 1999 FAX numbers are given below.

His books are not inexpensive, as I recall, but are over 400 pages long with many clear black and white photos covering about 1/4 of his extensive listings.... All in German, of course.

Contact information: Verlag, Reinhard Schiffmann, Hauptstrasse 54, D-91301, Forchheim, Germany, Telephone: 09191/80977 and the FAX is 09109—8036.

NEWS JUST RECEIVED

From The Times Herald of Norristown, PA

Dr. Charles Weber

Charles W. Weber of Norristown, passed away on Sept. 1 2009, he was 66 years old.

Charles received his doctorate from Philadelphia College of Pharmaceutical Sciences and was Professor of Analytical Chemistry at Delaware Valley College for 40 years, retiring earlier this year.

He was an avid collector of antique trains and a member of the Train Collectors Association.

Charles shared his knowledge and enthusiasm of trains by editing the TCA Quarterly and co-editing for Greenberg Train Guide.

Along with his late wife, he was a member of Schoen-hut Collectors Club.

Born Jan. 16 1943 in Phoenixville, he was the son of the late Harry and Mildred (Cullum) and the beloved husband of the late Cheryl (Knauer) Weber.

Charles is survived by his daughter Candice L. Weber and her life partner Christina Andrews of Reading and his Granddaughter Caitlyn Andrews-Weber.

Interestingly, Charlie was the elected alternate who took my place at the National Board of Director's meeting in Phoenix, AZ during this past National Convention. I was sick and could not attend. Upon his return he too ended up in the Hospital with a series of very serious complications that led to his death.

The Spring issue of the Express will be devoted to Charlie. *(Chester Zmijewski)*

MORE SAD NEWS

On August 1, 2009, Joseph Petaccio, Jr. from the Port Richmond section of Philadelphia passed away. At the time of his death, Joe was an active member of the Board of Directors of the Atlantic Division of TCA. Joe also was the President of the Southern Railroad of New Jersey. As far as I know, he was the only member of TCA who owned a real railroad.

The SRNJ operates freight service between Winslow Junction and Atlantic City over the Atlantic City Line 30.7 miles to Pleasantville, NJ. The railroad serves four lumber yards and A&E Stone. The SRNJ also operated over Conrail's Beesley's Point Branch to Tucka-

hoe and then over the Cape May Branch to Cape May Courthouse.

The SRNJ operates the Salem Branch from a connection with Conrail at Swedesboro to Salem and Port Salem (18 miles). Rail is 85-130

pound. Traffic includes soda ash, grain, poles, lumber, and chemicals.



ATLANTIC DIVISION EXPRESS

The Atlantic Division Express is published four times a year. The editor is very actively seeking new articles for publication. Anyone having material they would like published should submit it to the Editorial Office. The articles need not be grammatically correct and we will put them into the proper format.

Chester Zmijewski, Editor