



Atlantic Division EXPRESS

Where the TCA began



WINTER 2011

Happy Holidays



PICTURE CREDITS

Steve Goldberg 4 Pictures The little boy in the Santa hat is 2 year old Vallon Malone taken by Steve in 2007

Art Bink Crusader on Mantle 1 of 1000 made as a Boscov's Department Store Special

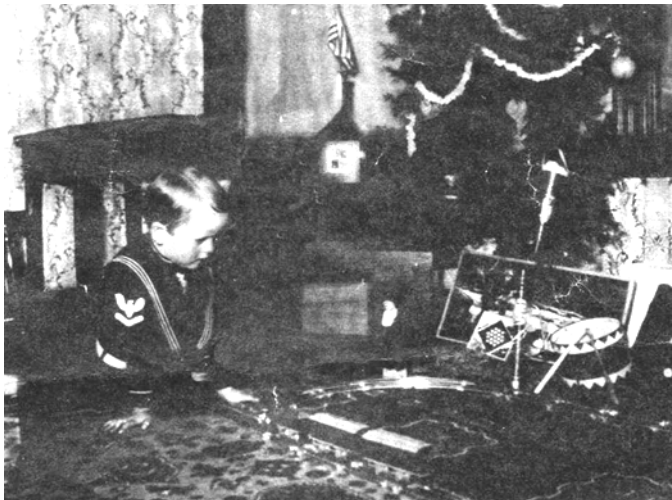
Bob Wittendorf Bill Leighton's Christmas layout 2010 courtesy of Mrs. Leighton

ADDITIONAL CHRISTMAS PICTURES

The following pictures were received after the front page was formatted.



This 1956 picture came from Ed. Stencler and shows him at 18 in Port Richmond. The mountain covers the gas meter. Pictured are a 736 loco with 2671W tender and a 2340 GG-1



Print made from a glass plate negative showing the young

The Editorial Staff sincerely thanks all members who submitted photos for this issue. Save this year's Christmas pictures for the next Winter issue.

PRESIDENT'S MESSAGE

It's Fall, and AD elections are being held. My term as AD President is nearing its end and I chose not to run again. It is time for a new AD President, one who will lead the division into the 2014 convention.

The AD's hosting of the 2014 convention is back on track with the signing of a contract with the Crowne Plaza in Cherry Hill, NJ, only 8 miles to downtown Philadelphia. The 2014 convention committee has looked at the site and has worked with the hotel staff and is convinced the hotel will provide the facilities needed for a great convention.

This summer the AD held a pre 70's Meet (items made before 1970) with the help and assistance of Bob Robinson and Ted Maurer with the proceeds going to a charity. The Shriners Hospital for Children was selected to receive the gift and a specific project was selected from a list provided by Shriners. This fall the AD made a gift of \$3625 to the Shriners Hospital of Philadelphia. The contribution was specifically designated for the repair of the C-Arm Radiologic equipment. The Atlantic Division Board of Directors approved the contribution and designated purpose on July 13, 2011. \$2812 represents the net proceeds of the June 4th train meet, and \$813 was donated the Atlantic Division.

This November the AD annual raffle will be a PRR BB-1 electric type locomotive. This is a locomotive that will run on normal "O" gauge track, not requiring large radius curves, O-42 or O-72. Let the AD BOD know if you like this smaller size locomotive, or if you prefer the larger size locomotive.

Garry

TRAVELING LAYOUT

Terry Trickel

The Atlantic Division Traveling Layout improvements are completed and ready to roll. The Layout was on display at our September meet. One of our Trolleys has worn out and a new replacement has been donated. Other than a few minor track adjustments, the layout looks and runs great.

Our next outing will be November 1st to the Shriners Hospital for Children. This will be on display and running for the Fall. There will be a Check Presentation to Shriners from the proceeds of our June Pre 70's Train meet. The Greenberg show original set for December 10-11 has been cancelled at the Valley Forge Location. The show is schedule in Lancaster which is out of our display area. We will not be displaying in Lancaster.

We are now taking reservations for the upcoming Holidays. There is no charge for the layout display. Call early, dates will be filling up quickly. Rules are simple;

1. Call me to see if your date is open. 484-924-9177
2. You make the arrangements for location and contacts.
3. I show up with the Layout and the one who made the arrangements must help set up and take down.

4. We always welcome members to help with the layout.

We are still looking for a Chair person to head up the traveling layout.



For those who have not heard, the contract with Valley Forge Convention Center was cancelled due to the expansion of a casino at that location. After we lost the space, we went back and tried to negotiate a new contract. But Valley Forge Convention Center would not guarantee the space that we reserved. We could not live with these terms.

We now have a signed contract with the Crowne Plaza Hotel located in Cherry Hill, New Jersey. This is a great Location. We are about 7 miles to center city Philadelphia. Two blocks from the Atlantic City rail lines. The Crowne Plaza is close to the Philadelphia Airport and Philadelphia Amtrak Station.

We have the same room rates of \$119.00 per night. The Hotel offers free parking. We have space for the trading pits, Banquet, meeting rooms and a great stepping stone for our Tours. Most Tours are closer than the Valley Forge Location and only one tour will take 20 more minutes than we planned. With the Cherry Hill location, we are only 45 minutes by rail to Atlantic City. Most of our previous plans are still in place. We look forward to showing our members a great time at the 2014 Convention.

The Convention Chair members are now shifting into high gear. We are working to finalize our Convention car designs. The Atlantic Division will be selling various cars and train accessories as fund raisers to offset some of the cost of the Convention. Shirts, patches, hats, coffee cups, and various items will be sold. Some of these items will be available by our November and January meets.

The Atlantic Division Web site is currently being designed and we should have this up and running soon. The web site will have Convention updates and our Atlantic Division Store listed on the site as well.

Take note of our Convention logo. We changed the word Valley Forge to Philadelphia. The Convention Board felt that Philadelphia is the center point of our Division. Thus the name change. The Convention is getting closer and we are seeking your help to put on the TCA 60th Anniversary Party. Please contact Joe Fisher 215-659-3925 or Terry Trickel 484-924-9177

1930's Trains Around a 21st century Christmas Tree

By Bob Wittendorf

When I entered the front room of Bill's and Ruth's home last

Christmas time, the room was almost empty of furniture, an end-table and lamp here and an arm-chair there. But in the center of the room and everywhere else, it seemed, was his 10 X 12 foot platform layout – it used to be even bigger in the past – about knee high off the floor. I didn't ask where all the furniture went but was just amazed at the grand site: six engines and assorted freight and passenger cars running through towns, bridges, under tree branches, and around a huge, fresh cut, Christmas tree loaded



with lights, balls, tinsel, icicles, and their favorite glass ornaments. What a fantastic sight.

Bill starts assembling this layout after Thanksgiving. The plat-



forms pieces are first fastened together and leveled (homasote over green painted plywood), next comes the tree in the center and decorations, then the track (five separate loops on the platform base and one loop that is elevated), followed by the wiring using pre-drilled holes and then all the accessories.

Bill said that on earlier layouts, there were turnouts connecting the loops but they took up too much platform real estate. Bill's first set arrived when he was 10 - an American Flyer set - since his Dad (a PRR engineer) said that 'real trains have only 2 rails'. Twenty some years later when he could afford what he really wanted, the big engines and cars with bright colors that made loud click-clack sound passing over the section breaks started to arrive. His first standard gauge set was the Lionel Green State set (381E) and from there the kinds of rolling stock and kinds of accessories (see the Lionel Power Plant, Hellgate Bridge) kept increasing and the platform, originally a 4 X 8 ft, expanded too.

The engines and rolling stock - about 40 pieces - are Lionel and

MTH standard gauge. Most are new but there are a few vintage pieces picked-up along the way. There's a Blue Comet passenger set, a Lionel Green State set, also on the lower level are two 408E's, one apple green and one two-tone brown - pulling 21 freight cars (200 series). A 384E locomotive with a 300 series passenger set is running in the center loop. On the lower level there is also a 155 freight shed, a 437 switch tower, and a 436 powerhouse, two 435 powerhouses. On the upper level, there is a 390E black steam engine with 500 series freight cars, many street

equivalents, home-based stretching exercises, and most important weight reduction programs – especially around the middle, there may be at least one more.

Thank you Bill and Ruth for making all our holidays a lot brighter with your fascinating winter village scenes and the sounds of trains running around the Christmas tree.

A UNIQUE DORFAN BOX

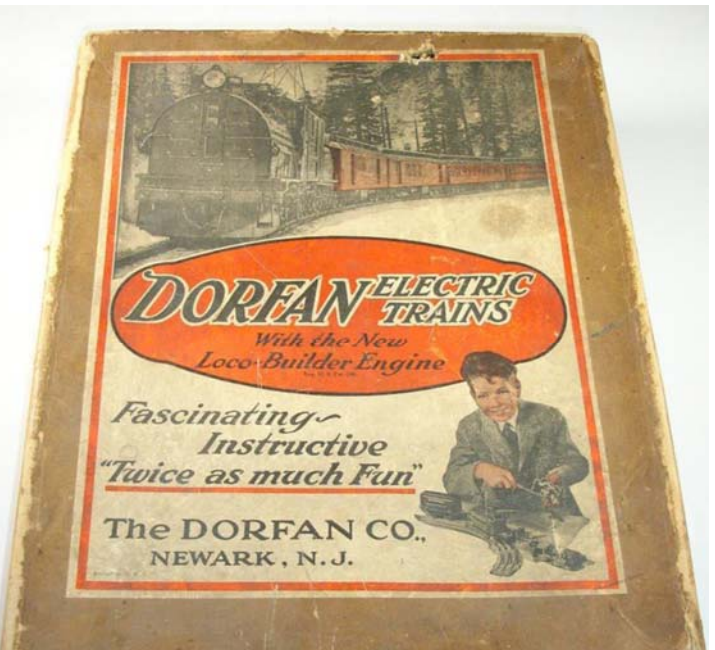
The pictures of an interesting Dorfan box shown below were submitted by Glenn Stinson. He claims it unusual to see so much decoration on the inside of a set box. He said that he used to



lights, telephone poles, trees, and houses. The set-up takes about three weeks to finish with some time spent on helping Ruth with assembling her platforms for an eye-stopping, elaborate and amazing Department 56 display - with a train or two of course – in another room. These spectacular scenes are recreated and somewhat rearranged each year as new items are added to the



collection. The displays are up and running to the joy and amazement of neighbors, friends and family until January 5th or so; then everything goes back into the original boxes, maybe for the last time – trains only - this time. As many of us either know by now or are learning, kneeling and bending is getting harder to do as time goes by. And the layout - photographed in January 2011 - may be the last one. But who knows for sure. With successful knee replacement operations – about 20 really good train set



have several standard gauge Dorfan sets with set boxes but none had the inside art work, such as this one. However, some early Lionel boxes had instructions printed on the inside.

1941 - A TRUE STORY

by Art Bink

It was a dark and stormy night...the depression raged on, and the year was 1933 in Chicago. Dad had just gotten notified that his company was closing, but he was offered a job at a branch in Elmora, NJ if he wanted to move. Mom and Dad, who were new-

lyweds, headed East in an old Nash automobile, \$60 in their pocket and never looked back. Dad's new friends, Art and Kate Lange in Union, NJ helped make the transitional life more comfortable for the young Binks from Illinois. While Dad settled in to his new job, Art Lange started a plastics company. Named *Park Plastics*, after the street it was on in Linden, NJ, Art Lange's company began to do well. Soon Art Lange offered Dad a position at his start-up company in Linden. Not being a gambling man, Dad opted not to accept a position at Park Plastics, since he felt secure at his current job in Elmora. Most people had the "depression jitters", and felt better staying in a currently stable position. It wasn't the time to go job-jumping.

In time Art Lange was making new small hand-held plastic pencil sharpeners, spring-loaded plastic 'flying saucers', plastic water guns, paper weights, combs, flashlights, toy fireman hats, parachute rockets, two stage water rockets, Arthur Godfrey ukuleles and other items out of this new material, plastics.

I was born in 1934 in Jersey City, NJ, and the Langes became my godparents. The Langes from Union and the Binks from Westfield became fast friends and the families made the short trips to each others homes to visit often. I loved these visits because my sister and I always wound up with lots of plastic "sample" toys. On one visit to the Lange's home in 1941, as a 7 year old I saw something that almost made my eyes pop! Art Lange took Dad and me down his basement to see rows of unpainted metal Lionel locomotive shells sitting on shelves along the basement walls. There were probably 60 or 70 of these zinc diecast shells still with metal flashing all over them, and more loco shells in boxes. They were a bright silver color and looked as if they had just come out of a mold. I especially remember the Lionel streamlined torpedo 1668/1688/238 shells, as I loved streamlined bullet-nose locomotives. I remember seeing 1666 type shells and other steam outline locos, though I knew nothing about locomotive



Lionel 238 image courtesy of HSL (Lionel Consumer Catalog Digital Archive 1925 - 1942)"

numbers at that time. I remember bending the flashing back and forth until it broke clear of the locomotives. Apparently, Lionel had approached Art Lange to see if he could mold the locos in this new material, plastic. Lionel often subcontracted diecast molding and manufacturing out to companies like Doehler-Jarvis (Div. of National Lead Co.) who sometimes made some pretty bad castings. Some of these subcontracting companies were quite a distance away (Connecticut, etc), but Park Plastics was only a short distance away in Linden. As everyone knows, Lionel DID make *plastic* shelled 2224, 2235, & 2666 "O" gauge TENDERS before WWII (1938-1942), and it looked like now they were exploring the possibility of making steam LOCOMOTIVES out of this new material too. Because of the light weight of plastic, obviously traction and weight issues had yet to be addressed. America's entrance into WWII put a stop to toy train production and its advancing technology as toy companies geared up to

make goods for the war effort. Dad's company switched from making printing presses to tanks

Apparently when toy train production resumed after the war, new changes, ideas, and philosophies arose, and Park Plastics was not included in Lionel's postwar production plans. After WWII ended, none of the 3 Lange children ever saw anything remotely looking like a train in their Dad's basement .

It was a while before plastic locomotives of any sort came upon the scene in Irvington and Hillside. I wonder if Lionel around 1940-1941 had approached Park Plastics to see if the metal molds could be used to mold *plastics* with minimum modification. As said before, WWII caused all discourse to cease relative to toy production, so at that time even a positive answer would have been shelved. I remember asking "Uncle" Art if I could have one of the shells to take home and play with, and he said that without motors and wheels, they would be useless to me. Also he said they belonged to Lionel. I never did find out what ever happened to all of those neat shells.

.As we know, American Flyer converted its die cast "S" gauge #350 Royal Blue loco and #353 Circus loco bodies to plastic for use in the #354/356 American Flyer Silver Bullet locos in 1953 (even the circus loco eventually went to plastic). I wonder what the Lionel 1668 & 1688 streamlined locos would have been like in plastic.



I contacted Art Lange's 3 children, Joan and Robert in Florida, and Art, Jr. in California to see if they could shed any light on the pre-war enterprise, but they were all born in the early 1940s, and were too young at the time to know what the connection was between Park Plastics and Lionel. They did, however, make my previously mentioned list of toys longer!

This story could have changed in many ways. WWII altered the courses of many events, people, and industries. I wonder what the relationship between Parks Plastics and the Lionel Corporation would have been if WWII hadn't interfered. I wonder how it would have affected my train collection of later years. Would I have met some of the "big boys" at the top of the toy train manufacturing world? Would I have had a few "special" sets or prototypes in my collection? Who knows?

THE SEPTEMBER MEET

The following are some pictures taken during this exciting Meet. All of the attendees seemed to be having a grand time. There was only one disappointment. Our old friend and Past TCA President Clem Clement was missing. So no outstanding displays at his table and no friendly chit chat. We learned later that he was suf-

fering from some minor malady. Luckily it cleared up in time for York.

We were privileged to have visitors from the Franklin Institute , Hillary Olson, Jeremiah and Piper Overton,. They seemed to be having a good time.



Notice, Heineman and Kapuscinski, no Joe Caboose, however we were assured that the cabooses are authentic.



Piper Overton with Travelling Layout



Hillary Olson with Piper after receiving a TCA gift



Jeremiah Overton, Grace Gudnecht and Walter Waholek in a Drag Race



Finally a boy wins the O Gauge Drag Race. Walter Wahler



Valerie Luniewski Watching the Hill Climb



Our Sunday September 25 Meet Raffle Prize won by Joe Engelhaart



Amanda Luniewski at the controls of the Hill Climb

The following are pictures of the “ACE” Hardware Special train produced in 2006. It was submitted by Art Bink who does not collect this type of train, however , he received it as a gift from a friend and put it under his tree.



THE NOVEMBER MEET & RAFFLE

The November meet will be held November 20th at the Plumber’s Hall. During the meet we will hold our annual raffle. This year it is a beautiful PRR BB1 shown below. Be sure to come to



the Meet and get your tickets. Just to make sure that I don’t win it, I have not put any of my tickets into the box.

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, 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 §