



Atlantic Division Express

Where the TCA Began



OUR AIM: TO PROVIDE INFORMATION, INSPIRE PARTICIPATION & CONNECT WITH MEMBERS

Summer 2020

Happy 50th Anniversary

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Newsletter Contacts

Need more information?

Find the latest information on our train shows and other events at

ADTCA.com

Covid-19 Update for Division as of August 15, 2020

Atlantic Division Events

Train Meet, September 27, 2020	This show has been canceled due to the ongoing COVID pandemic and concern for the safety of others. It is not possible to maintain social distancing or the limited number of persons permitted in a location at one time.
Annual Members Luncheon and Business Meeting	On hold until restrictions are known and the restaurant is permitted to serve a luncheon indoors.
Train Meet, November 1, 2020	The Division will monitor the status of Covid restrictions and abide by regulations set forth by local governments as well as National TCA. Our most important guideline is to protect members and guests that may attend the AD Train Shows. Check the AD website for up to date information.
Annual Event-O or S gauge Locomotive	"The Annual Event (Raffle)" will be held sometime in the future when we know that we can hold a Train Show safely and in accordance with local regulations.

President's Message

First, I would like to thank Russ Keil for his hard work for the past four and a half years as president of the Atlantic Division. Russ has also taken on the position on Train Show Registration Chairman until we can find a member to take it over. In addition to that Russ served on the National Executive Committee as well as a few other committees of which he is still a member.

I would like to welcome our new BOD members, Chris Bogus and John Halajko.

I hope that everyone is staying safe during this unprecedented time. It was really a strange situation not to have York in April. I assume that

being cooped up at home has resulted in every train in the house being cleaned or run. Maybe even a new layout. The important issue is to stay safe during this time.

As previously stated (page 1), the Atlantic Division's September Train Show is canceled. We are looking to see if it is possible to have a safe November Train Show where people are comfortable attending. Announcements will be made on the AD's website. We will have to decide to have it or not sometime in late September.

Just announced by email from TCA News, the York Show in October has been canceled. The important thing is member's safety as well as their families.

On a National issue, the TCA is currently in the process of upping its brand to include all types of toy trains and collectables. This will not change anything as we know it but looking to increase membership including toy train operators. I know many people that have a major collection of running trains on a layout.

Another project that has been in the work for quite a while is a re-work of the TCA website to make it easier to look up information but also to spread the word of the TCA to non-members to assist in recruitment and help bring visitors to our museum.

We also can use some help at the museum. Once we are back open, we have ongoing maintenance that must be done on the six layouts and help keeping rolling stock operating. If you are interested in this contact me and we can set you up. Days and times are fairly flexible.

If anyone has any questions or suggestions let me know. I am available usually after 7 PM – 856 608 9265 or anytime by email – bkubonski@gmail.com

Stay Safe. Bob Lubonski

Officers, Directors. Committee Chairpersons for FY 2020

Currant AD BoD			
President Bob Lubonski 609-760-4082	Vice-President Mike Hudek 201-294-7057	Secretary (Interim) Bob Wittendorf 484-478-2470	Treasurer Mike Ramsey 610-324-9770
Past President, Russ Keil (609-320-3957)			
Directors			
Paul Fenn 267-229-5354	Ed Kapuscinski 215-880-6667	Steve Stevens 215-752-1490	Al Tuttle 215-990-5669
Chris Bogus 610-888-3115	Ron DeWitt 215-699-6566	John Halajko 609-372-7848	Bob Huppman 610-872-3309
Committees			
Fund-raising Cars: Bob Wittendorf & Bill Erskine, 610-308-0113			
Kids Club Coordinator: Leon Duminiak, 215-355-1647			
Layout Display: Mike Ramsey			
Newsletter Editor: Bob Wittendorf			
Scouting America Coord.: Walt Waholek, 215-725-6208			
Show Chair, Table Registration: Bob Lubonski, Russ Keil			

50 Years of Activities — A Look Back Member Participation

In this installment, I reviewed almost all of the archived issues of the Delaware Valley Local & Express/ Atlantic Division Express (ADTCA.com/Resources/Archive) and at our NTTM Reference Library, in order to list the members over the last 50 years that were identified in leadership roles, stories, and pictures. This issue lists the people who were Officers, Directors, committee leaders, layout displayers, writers, convention

activities managers, contests coordinators, youth involvement leaders that were involved for a half century. You will find that many names are repeated. My apologies if I've missed anyone. Bob Wittendorf, Editor

Division Members who have built the organization through the past five decades

1970's	1980's	1990's	2000's	2010's
Dave Allen	Walter Ames	Walter Ames	Ken Allen	Win Becker
Stuart Bearn	Stewart Bearn	Karl Bowers	Walter Ames	Art Bink
Art Bink	Art Bink	Roland Bowers	Art Bink	Chris Bogus
John Boyle	Al Brodhag	John Boyle	Karl Bowers	Jim Boylan
Eric Buckley	Oliver Clark	Al Brodhag	Neal Bradley	Alan Craig
Ray Connolly	Ollie Clark	Oliver Clark	John Cinque	Conrad Daniel
Robert Fox	Ray Connolly	Ray Connolly	Charles Clark	Ron DeWitt
Bruce Greenberg	Robert Grubb	Alan Craig	Alan Craig	Leon Duminiak
Robert Grubb	Dick Heineman	George Donza	George Donza	Ray Emenecker
Dick Heineman	George Kane	Scot Forsyth	Paul Fenn	Bill Erskine
Malcolm Kates	Malcolm Kates	Dick Heineman	Joe Fisher	Paul Fenn
Rick Knowles	Rick Knowles	George Kane	Jules Hamburg	Joe & Nancy Fisher
Nick Ladd	Nick Ladd	George Kane	Dick Heineman	John Halajko
Ted Mauer	Joe Lehman	Ed Kapuscinski	Henry Hermanns	Dick Heineman
Harry Osisek	Ken McCluskey	Malcolm Kates	Bob Huppman	Roger Holcombe
Ed Pinsky	William McKay	Rick Knowles	Ed Kapuscinski	Mike Hudek
Phil Ritter	William Miles, Jr	Joe Lehman	Malcolm Kates	Bob Huppman
Bob Robinson	Ed Pinsky	Bob Lubonski	Joe Lehman	Paul Hutchinson
Richard Robinson	Bob Preston	William McKay	Bob Lubonski	Ed Kapuscinski
George Scheibner	Phil Ritter	Ed Pinsky	Ron Mapps	Russ Keil
Robert Sell	Bob Robinson	Phil Ritter	Shawn Mapps	Joe Lehman
James Singley	Garry Spear	Bob Robinson	Jeff Marchant	Bob Lubonski
Garry Spear	Dick Stevenson	Garry Spear	Edward Marra	Ted Maurer
Glenn Stinson	Glenn Stinson	Dick Stevenson	Bill McKay	Rick McKenny
Richard Trickel	Spencer Stoughton	Glenn Stinson	George Nelson	Jack Nixon
Charles Weber	Bill Thomas	Spencer Stoughton	Jack Nixon	Paul Olsen
Andrew Weiss	Richard Trickel	Bill Thomas	Joe Petaccio	Joe Petrick Jr
Sid Weiss	Charles Weber	Charles Weber	Stan Petty	Dean Quest
Kau Yohe	Andrew Weiss	William Wilson	Mike Ramsey	Mike Ramsey
	Sid Weiss	Chester Zmijewski	Phil Ritter	Lou Redman
	William Wilson		Bob Robinson	Barbara Reed
			George Sottung	Bob Robinson
			Garry Spear	Dale Simpkins
			Dick Stevenson	Garry Spear
			Glenn Stinson	Steve Stevens
			Bill Thomas	Glenn Stinson
			Terry Trickel	Terry Trickel
			Charles Weaver	Fred Tucker
			Charles Weber	Al Tuttle
			Alex Weihmann	Tom Wagner
			John West	Bob Wittendorf
			Rich Zipin	Joe Zimmerman
			Chester Zmijewski	Rich Zipin
				Chester Zmijewski

Quarantine with Trains Mike Hudek,

The past several months has been difficult on everyone. Shutdowns, mask, social distancing, and quarantine. For those of us with trains the Quarantine has given us some time to enjoy our hobby. I am sure we all have the projects we have been meaning to get to but never find the time. I was no different. Always seemed to get sidetracked onto other projects. Being home for 8 weeks I needed something to do.



Down in the basement I started pulling out all the boxes under my layout. What an adventure! I never realized how much stuff accumulated under my layout. All those items I was going to fix or use for parts. Some have been under there for 10+ years. I realized I am never going to fix those items. I already have a dozen I do not need anymore. Therefore, I

sold them on eBay for another optimist to purchase and put in his "I will fix it pile". I did find a few surprises.



Several brand new in the box freight cars I forgot I purchased and purchased more of the same item. They also went for sale on eBay. Most of what was under the layout were empty boxes, some vintage, some modern. I made an executive decision and trashed some of the modern boxes. It was painful but, amazing how much room I picked up by getting rid of the boxes for the Lionel Carnival rides.

After I was done under the layout it was time to look at the shelves. Most of what is on the shelves is the story of my adventure in Train Collecting over the past 30 years.

Ninety percent of the items have a story and mean something to me. The items from my childhood are priceless. My wife has instructions to put them in the box with me if the kids do not want them. The other 10% that I've accumulated are items I had to buy to get the item(s) I really wanted.



I went through each item and after a week of arguing with myself I decided on about 20 items to



sell on eBay. They are gone and I do not miss them. Plus, I now have a few dollars to buy items that I want in my collection. Between sorting, I had a chance to play with my trains. Nothing like filling the basement with smoke and choo-choo sounds. I feel good about sorting my collection. The remaining items are important to me and I still enjoy looking and running them. Trains are a great hobby. It took a terrible situation to make me appreciate them even more.

Member / Community Connection-Feature Article

Creating Scenery from Foam Board Dan Pantaleo

Those who have read the prior articles about building my N scale BNSF Montana Division, Hi Line Subdivision running from East Glacier to Whitefish, Montana know that I am new to N scale and new to building with foam. One of the main reasons for going with N scale was to emphasize the scope and scale of the Rocky Mountain scenery compared to the trains that run through them.



Photo 1

Photo 1 shows one of the iconic scenes on the layout where the main line exits tunnel #4 west of Essex, Montana and crosses the middle fork of the Flathead River. Having visited the location a few times, I had several photos to work from but the challenge was to create the scene from 2" foam insulation board. Earlier sections of scenery were built by horizontally stacking layers of foam then carving and shaping the stack. Those early results were mixed because I had not yet developed the techniques needed to camouflage the 2" layers. Those efforts, however, were helpful in learning how to hide the layers with other smaller pieces of foam and with scenery materials. Knowing that this was to be a key scene on the layout I considered several alternatives to best create this section.

Photo 2 shows an overview of the scene in the raw foam condition. The curved section to the right of the mainline was best created using the layering method. But to create the taller vertical scene to the left of the

mainline I decided to use foam as vertical pieces “stacking” them back to front.



Photo 2

Let's first look at the curved section to the right of the mainline as shown in **Photo 3**.



Photo 3

Starting with the base piece for that section, the desired curve was drawn on a piece of 2" foam to parallel the track and then cut on an angle using the saw shown on the left of **Photo 4**. A note about tools is helpful here. That saw creates a textured cut that nicely mimics the texture of vertical rock faces. The serrated knife in **Photo 4** is used for cleaner, less textured cuts such as for rock clefts and ravines. The wire brush serves to rough up smooth surfaces of the foam.



Photo 4

Once the first base layer is cut, that piece is used to mark and cut the piece for the second layer so that the second layer is sloped back and up from the first layer. This process was done on a workbench off of the layout and repeated to create five layers. The layers were then glued together using *Liquid Nails*. Once the *Liquid Nails* was dry, the segment was test fitted in place on the layout and trimmed to fit. The segment was

moved back to the workbench where irregular blocks of foam were added to the top layer to create an uneven profile. Smaller foam blocks were also carved, shaped and added to the face of the layers to create rock outcrops. The segment was painted with a flat black/green base and dry brushed with gray and tan to bring out the texture of “rock”.

Photo 5 shows the segment on the workbench with trees and other scenery materials added. From the photo, one can see the rock outcroppings made from the smaller pieces of foam and the effect of the dry brush technique to bring out rock layering and texture. The completed segment was set in place on the layout and is shown in place in **Photo 6**.



Photo 5

Turning now to the section to the left of the main line, **Photo 7** shows the foam composition of that segment. This section is composed of several separate components.



Photo 6

While the foreground elements next to the riverbed are horizontally layered look more closely at the rear sections that were formed from vertical pieces. The left center of **Photo 7** shows the



Photo 7

marks (arrows) that were used to align the left and right segments of the rear vertical section. Each of these two main sections was composed of multiple pieces of foam layered vertically with lower, smaller pieces in the front of the scene.

Photo 8 shows the left section being developed on the workbench. One can see that the section is composed of four vertical layers of different heights of foam shaped, carved and glued together. Smaller blocks of foam have been shaped, carved and glued onto the larger vertical pieces to camouflage the joins between the larger pieces. These along with painting and added scenery



Photo 8

materials created the effect that I was looking for in this section. **Photo 9** shows the right hand section being worked on. For orientation purposes, note the tunnel portal in this section and compare it to the location of the same tunnel portal in **Photo 7**. This section is composed of only two vertical pieces that have been shaped, carved, textured, glued together and painted. Scenery materials of trees, lichens, twigs, ground foam and sawdust are being added. As they were being carved and shaped, the left and right hand sections were regularly test fitted in place together on the layout. A lot of back-and-forth from workbench to layout and back again was needed!



Photo 9

Photo 10 shows the left and right hand sections interlocked on the workbench. With these two pieces and the pieces behind them shown in **Photo 7** there are five sections that comprise this scene. Each section was developed in a manner just as those used to create these left and right sections.

Photo 11 shows these two sections in place on the layout – once again note the location of the tunnel portal. The horizontally stacked foam in the foreground was developed as a separate piece to “smooth” the vertical surfaces down to the riverbank.

Photo 1 shows the end result of the several weeks of work it took to complete this scene.

My confidence and ability to work with the foam to create the scenic effect I was looking for has grown. With the methods and techniques developed in the scenes described here, I was able to complete the second part of the scenery of the layout over the last winter months.

Photo 12 shows the results created using the methods described to build the sight-blocking ridgeline scene where there was only flat foam before. I hope this has encouraged others to experiment and develop their own techniques for developing scenery from foam.



Photo 10



Photo 11



Photo 12

Editor note: Thanks Dan for taking all of us on your journey in making this impressive craftsmanship and outstanding series of articles.

Wanted / For Sale / For Trade Advertising (next issue deadline—September 15, 2020)

There are no listings for this issue. Send your listing to Bob Wittendorf (see below) for inclusion in the next issue. There is no charge for this service to members.

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