Atlantic Division Express

Where the TCA Began

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

Fall 2020

Happy 50th Anniversary

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Need more information?

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

ADTCA.com

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Using Styrofoam for your railroad - N Scale under construction (BNSF Hi-Line Division)
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COVID-19 Update for Division & NTTM as of November 5, 2020

- January 3, 2021 Train Meet is canceled due to PA and Philadelphia restrictions.
- The March Train Meet may be held provided restrictions are lifted and the caterer is able to resume business.
- For current information on all Division events, go to our website, **ADTCA.com**.
- The National Toy Train Museum is open weekends through the end of the year. Current CDC guidelines are being followed.

President's Message

As we go into the fall season it appears that the COVID-19 virus will be with us for a while with the increase of infections. Based on this the Atlantic Division's Board of Directors has cancelled the November and January Train Shows to protect those that attend as well as the Table Holders. Also, we were notified by the TCA National Business Office that the insurance company that carries the insurance package for the organization does not cover any virus-related issues. All notifications are and will be listed on the TCA Website (**ADTCA.com**).

Fortunately, we all have enough of our own personal trains to keep us busy and happy, but it seems quite abnormal to miss two York Shows and several division shows. Hopefully April will get us back on track for a trip to York so we can acquire those pieces that we have been searching for and see our various friends from around the country, something that I always look forward to.

Do not forget that our National Toy Train Museum is open weekends through the Christmas Holidays. If you have never been there after Thanksgiving, it is worth the trip. The entire place gets decorated for the holidays. What else is better than holiday decorations and being surrounded by trains on shelves and six operating layouts. We now have a Live Steam engine and tender that was willed to us on display (no, it is not running). When we close for the season, after the holidays, we have plans for creating new displays. We can always use help so let us know if you want to be involved. We do observe CDC Guidelines to keep everyone safe whether visiting or working there.

The Atlantic Division is still in need of a Secretary for the Board of Directors. If you are interested and can spare some time or want to know what it involves, let us know.

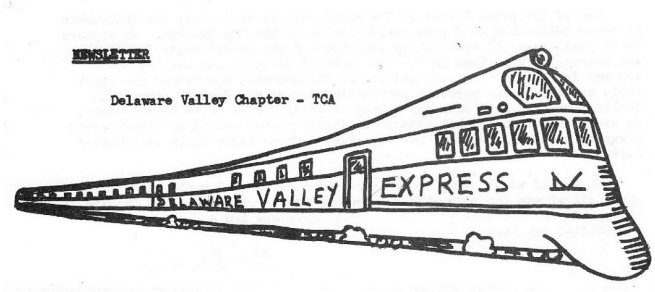
The TCA always welcomes new members. Do you know anyone that loves trains as we do? Introduce them to the TCA. There are various levels of membership available.

Our hope is that all of our members and their families are staying healthy and safe so that when we are able, we can get back to what we all enjoy the most with this hobby, collecting and running trains and getting together with good friends.

Stay Safe. If anyone needs a question answered or want to pass a comment call me at (856) 605- 9265 or email at bklubonski@gmail.com.

Bob Lubonski
President, Atlantic Division

50 Years of Publication — A Look Back Newsletter Articles



The first issue of this newsletter, "Volume 1, Number 1", was dated December 1970. At the time, our Division was known as Delaware Valley Chapter-TCA. Deciding on the scope of future articles and stories to be presented in this publication, the officers and directors, set as a goal '*...we begin a publication which will – hopefully – fill a few gaps not supplied by our national publication. We seek not to replace older, established newsletters but rather to supplement them by means of more personal and informal articles;* 'The first article, titled "*Lionel Name Trains"* was written by Ed Pinsky and is printed here.

From then to now the quality, quantity and the diversity has continued for the collector and now for the operator. Over 50 years of publication, the newsletter contained over 170 articles-some with many installments. You can find these on our website under 'Resources' then Newsletter Archive. There are gaps in the archive that hopefully can be filled. This part of our history is the subject of this installment of 'Looking Back'.

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LIONEL NAME TRAINS

By Ed Pinsky

Lionel, like other manufacturers, identified many of its passenger sets with specific names. These names (some real, some fictional) were in addition to the catalog numbers and code names by which the sets were designated. The practice appears to have started for standard gauge sets in 1929 and continued until 1939; for O gauge sets it started in 1935 and continued until 1941.

Although there was much uniformity, many inconsistencies appear in Lionel's roster of Name Trains. For example, the same combination of locomotive and cars can be listed under different names. (Example: 381 loco and State cars was called both "The Olympian" and the "Transcontinental Ltd."). Conversely, the same train name was assigned to different locomotive and cars combinations. (Example: the "Penna. Ltd." applied to both the 390 and 392 locos with Liberty Bell cars). Finally, the actual name designation did not always appear in the catalog for all years in which the loco-cars combination was offered. (Example: 408 loco and State cars is designated as the "Transcontinental Ltd." only in 1930 although the same loco-cars combination was cataloged in other years.

To further compound the inconsistencies, catalog numbers and code names assigned to the sets varied from year to year. In the following chart, the catalog number indicated is the one most frequently found in the catalogs.

Train Name	Loco	Cars	Cat.#	Yrs. Cataloged
Transcontinental Ltd.	408E	State	411E	1930
Transcontinental Ltd.	381E	State	411E	1929
The Olympian	381E	State	409E	1931 to 1934
Twentieth Century Ltd.	400E	State	433E	1931 to 1933
The Blue Comet (A.C.Exp.)	400E	Blue Comet	396E	1931 to 1939
The Blue Comet	390E	Blue Comet	396E	1930
Pennsylvania Ltd.	390E	Liberty Bell	368E	1931
Pennsylvania Ltd.	392E	Liberty Bell	375E	1932 to 1933
Broadway Ltd.	392E	Liberty Bell	378W	1935 to 1937
Washington Special	385E	Transition	367W	1935 to 1937
The Red Comet	264E	603-3-4	278E	1935 to 1936
North Shore Ltd.	253E	607-7-8	296E	1935 to 1936
The Blue Comet	263E	613-14-15	283W	1936 to 1939
The Pennsylvania Torpedo	238E	600-1-2	298W	1936 to 1938
The Commodore Vanderbilt	265E	600-1-2	274W	1935
The Blue Streak	265E	619-17-18	295E	1936 to 1938
The Flying Yankee	616E	617-17-18	267E	1935 to 1939
City of Denver (Overland)	636W	637-37-38	299W	1936 to 1939
City of Portland	752E	753-53-54	758W	1938 & 1941
The Hiawatha	250E	782-83-84	755W	1935 to 1941
Rail Chief	700E	792-93-93-94	709W	1937 to 1939

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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 shared by our NTTM Reference Library, in order to obtain a listing the stories and articles published over the last 50 years. There are many issues of the newsletter that are not present in the archive. At this time, there are over 170 published items and probably more. I have randomly selected some that represent the diversity of stories that are available for viewing/download.

The list below is only a small example of those available from our archive. Those that are available for viewing/download are identified with a 'year # season name' following the author. Those showing a 'V # year' are to be added. Scanned Issues from the 80's were received from our Reference Library but require adjustments for clarity. Newsletters from the 90's remain to be located; hopefully from the TCA. If you have copies of these, please let me know. Call or email me if you have any to complete our history. See Editor on page 8 for contact information.

Lionel Name Trains – Ed Pinsky, *V1 #1. 1970*

6465 Lionel Series Boxcar – Charles Weber and Robert Fox, *V1 #1, 1970,*

Collector's Guide to American Flyer S Gauge-1946 to 1960 – Dick Robinson, *V1 #5, 1971*

400 Series Standard Gauge Passenger Cars-Bob Robinson, *Jan. 1972.*

Manufacturers of Lionel Boxes – Glenn Stinson, *Summer 1975*

Restoration Tips: Repainting Tinplate Trains – Bob Robinson, *Summer 1975*

Restoration Tips: Repainting Tinplate Trains, #3 – Bob Robinson, 1976-4 Winter

New York City Toy Fair – Nick Ladd, *Winter 1977*

Mixed Marx – Art Bink, *Winter 1978*

Lionel Colors from 1939 Parts Manual – Glenn Stinson, 1978-3 Fall

Ives Wide Gauge Freight Cars – Gerald Wagner, 1980-3 Fall

Wanamaker Railway Lines Car – Nick Ladd, 1983-4 Winter

Lionel Paint – Charles Weber, 1988-3 Fall

Origins of the Toonerville Trolley and Connection with Betzwood Studio – H. Lazarus, 1988-3 Fall

Lionel Trestle Sets – Charles Weber, 1990-2 Summer

*** Did you see article about why US gauge is 4 ft, 8½ inches? Answer is the width of the behinds of 2 horses when pulling a Roman Chariot – Anonymous, 2001-3 Fall**

Baby B6 Switchers – Chester Zmijewski, 2004-1 Spring

Beginning of S Gauge, Gilbert & Cleveland Model & Supply Co. – Charles Weber, 2004-3 Fall

Unusual Lionel Orange 710 Series Cars – Charles Weber, 2006-2 Summer

Department Stores and Store Special Sets – Malcolm Kates & Charles Weber, 2007-4 Winter & Supplement.

Buying from eBay – Art Bink, 2008-2 Summer

An Interesting Station-Lionel #121 – Bob Huppman, 2010-2 Summer

Mystery of the Maroon #8 Tinplate Passenger Car – Glenn Stinson, Malcolm Kates & Bob Isset, 2010-4 Winter

Trains that Ain't in the TCA Book-The Orange Stripped 262 – Malcolm Kates, 2011-1 Spring

Cabooses – Joe Lehman, 2011-2 Summer

The Mysterious Lionel OO Gauge Boxcar – Chester Zmijewski & Dick Kuehoemund, 2011-3 Fall

The Reading Crusader Story – Chester Zmijewski & Art Bink, 2012-1 Spring

What is the Difference Between Flying Shoe and Sliding Shoe Coupler – Dan Eskeklson, 2012-2 Summer

NBT RR – "Nothing But Track" – Bill Erskine, 2013-3 Summer

Book Review—" Clockwork, Steam and Electric – The History of Model Railroads up to 1939" , By Gustav Reder – Bob Robinson, Fall 2015

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Legacy Train Shops - Sattler's Trains and Hobbies, Haddon Twp. NJ - Mike Hudek, 2017-3 Fall

Using Styrofoam for your railroad - N Scale under construction (BNSF Hi-Line Division) - Dan Pantaleo, 2018-1 Spring

Limited Space, Give N Gauge a Try – Mike Hudek, 2018-3 Fall

Hallmark Christmas Ornaments-A New Lionel Collectable – Terry Trickel, 2018-4 Winter

Thoughts on Going from O Gauge to N Scale – Dan Pantaleo, 2019-1 Spring

Building a 4 X 8 Train Platform – Terry Trickel, 2019-4 Winter

* The true answer can be found at: https://www.truthorfiction.com/railwidth/

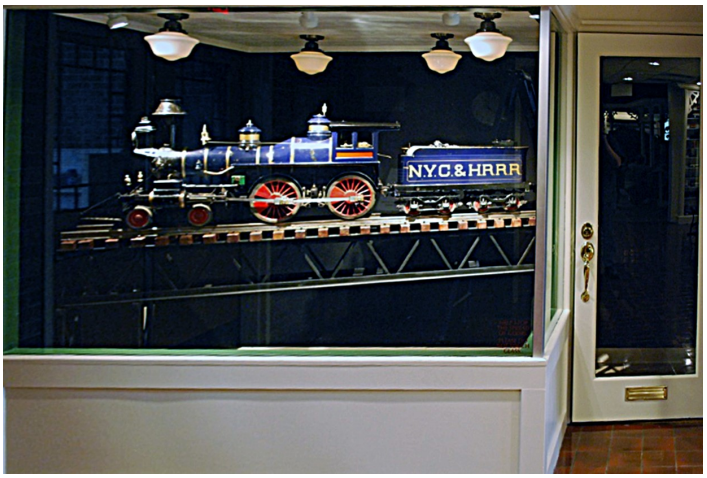
News from the National Toy Train Museum

The Museum is open on weekends through the Christmas holidays. The Museum is 'holiday' decorated for the season to brighten one's spirits. The schedule is shown on 'www.nttmuseum.org.

The 'live steamer & tender' (7¼" ga, 4-4-0 NYC & HRRR, built by J.G.S Clarke & Co. of the UK, in the late 1980s) was donated by a TCA member and hauled from West Virginia (very heavy) to the museum. The trestle and pedestals were restored by Atlantic Division members.

Improvements to the displays have been on-going while obeying the required restrictions. These include the displays of vintage trains as in a 'Mint Car' presentation, enhanced lighting in all the layouts using LED track lighting, and upgraded and improved electronic controlling systems for continuous operations of trains and accessories at the 'push of a button'.

All the work was completed by the museum's group of volunteers and many Division members (Chris Bogus, Russ Keil, Bob Lubonski and Steve Stevens) to name a few.



Member / Community Connection-Feature Article

[Ed. This story describes the operational advances that are available to the model train hobbyist. It is shown here as an example of how a train layout can be completely computerized. Today's throttle controls can now be a hand-held smart phone or a laptop computer. TCA's on-line magazine often has technical information written by members on computerizing your layout. It is an extraordinarily rich assortment of articles that span all aspects of our hobby with links to websites and videos that complement ***Train Collectors Quarterly*** . Visit **TCAeTrain.org,**

I visited my friend, Joe DeAngelo, to see how available computer technology can be used for operating a large layout. It is impressive and astounding to watch the simultaneous activities-literally hand's free. The article, *Jolanda City & Western Railroad,* provides a guide for today's computer savvy operator to build into his/her layout the technology that is available-coupled with the scenery and accessories that have been the foundation of train boards for decades. The photos were taken by me. Mike Hudek, 90-32044

Jolanda City & Western Railroad by J. DeAngelo

The Jolanda City & Western Railroad is a 26' x 10' HO layout. The main grade level is 42" above the floor, and some track runs six inches below the main grade. The layout was designed with R&S Enterprises' RR-Track, is powered by NCE, and is controlled by CTI Train Control Language (TCL) software. It is built in thirteen sections that can be disassembled if necessary, relocated, and re-assembled at the new location. A major part of the layout was built over a 4½ year period. Once it was generally operative, detail work commenced, and is still going on today.

The design concept was to simulate prototypical main line and signaling operations as closely as possible, yet still allow for manual operation in the yards, in the engine and back shop services, and in passenger terminal movements. Operations consists of a commuter local passenger line, which features a single track that is used in both directions by two commuter trains. At one end of the layout there is a suburban passenger station, complemented by a main terminal at the other end which services both commuter and long-distance passenger trains. Numerous sounds and announcements emanate from the main terminal with respect to arrivals, departures, boarding instructions, express trains, and background noises. The passenger line also has a yard, back shop services, and storage tracks.

In addition to the passenger line, the main freight line services both long-distance passenger trains and freight trains. It consists of six blocks, and up to five trains can run simultaneously. In one complete circuit of the main line, a train travels the length of the layout six times, both above and below grade, allowing for a round trip time of almost 7 minutes. Most turnarounds are camouflaged in tunnels, below grade, or in mountainous areas to give the impression of viewing real train operations.

Besides the commuter and freight main lines, there are a classification yard, diesel and steam engine services, storage tracks, and industrial sidings which service six freight depots. Finally, there

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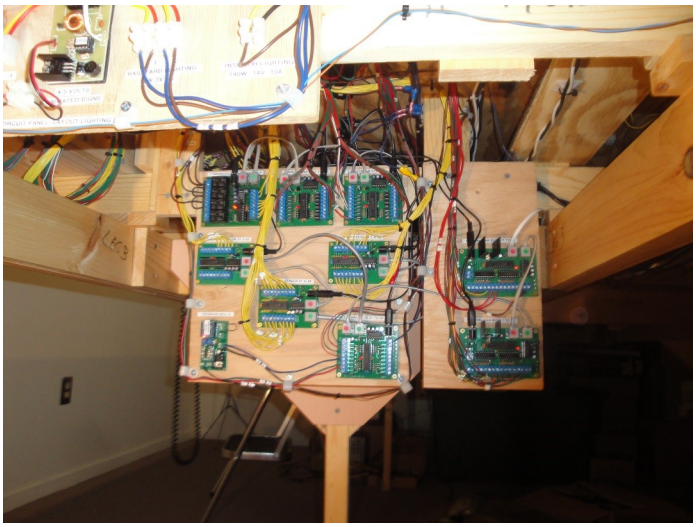
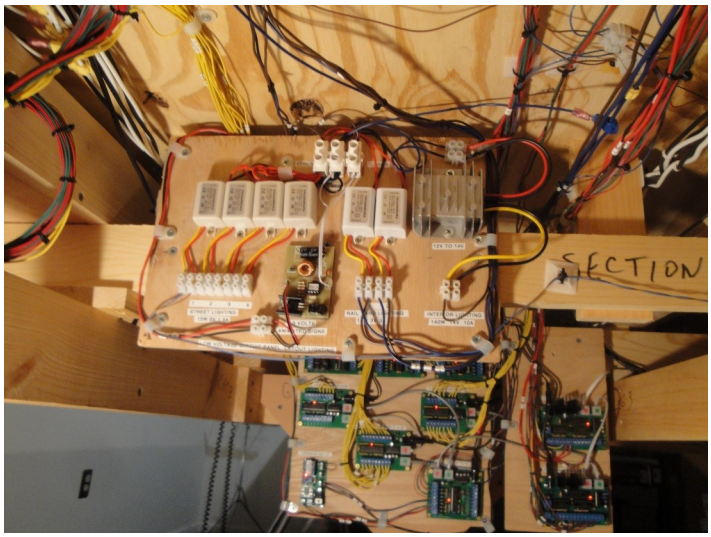
is long reversing loop which can reverse individual engines, as well as entire trains.

General operations are performed under computer control. The software controls the commuter line and the freight main line. Interacting with control panels and the software, the yardmaster dispatches trains to these lines, and once the trains are under program control, they require no attention by the operator, simulating prototypical operations. This then frees up the operator(s) to perform other engine and train movements using four other control panels which are mounted in drawers. With enough operators, the layout provides for a lot of action. An interesting feature of the layout is the businesses that are serviced by the industrial sidings. There are arrival and departure tracks, as well as staging, delivery, and lead tracks. Access to the stub-end delivery tracks is from different directions, which makes for challenging switcher movements and car handling. This exactly mirrors authentic business operations and represents the real work train crews do to deliver product and retrieve empties.



As mentioned prior, the layout is controlled by CTI TCL. This product consists of software and a series of electronic boards connected to a laptop by way of a local area network with telephone line. These include TBrain, Switchman, Sentry, and Signalman boards. TCL is a multi-tasking, event-driven system. Program instructions are not executed sequentially from the top of the program to the bottom. Instead, TCL monitors sensors many times per second. It is only when a sensor is activated that TCL executes the program code associated with that sensor. Sensors include momentary contact switches, magnetic reed switches, photocells, track occupancy detectors, etc. For train control, small reed switches were used mounted between the rails, and magnets mounted on the underside of engines or specifically designated cars coupled directly to an engine. The capabilities of TCL to control engines, lighting, sounds, switching movements, blocking, repetitious actions, etc. are virtually endless. For example, with a simple right or left click of the mouse, the smoke units on all engines can be turned on or off. Or all sounds can be silenced with another mouse click if one wants to operate the layout late at night.



TCL is a powerful application that provides almost endless control of trains. The main line features two passing sidings, one above and one below the main grade. If a passenger train or high-priority freight train catches a slower freight, the slower freight is automatically routed to a siding and stopped. The priority train then passes on the main track. Once the priority train clears the block, the slower freight moves back out to the main line. The main line is logically and electrically blocked so that no train can inadvertently overtake another one. As it is in prototypical railroads, trains do not run at a constant speed. Trains slow around curves, blow horns when crossing bridges or passing through heavy traffic areas, obey speed limits through yards, etc.

Much effort was put into the planning and design of the electrical circuitry. Every circuit board port is identified and associated with a unique function. Wiring is meticulously documented by both color coding, as well as wire size, if for some reason the same color is used for more than one purpose. Fused circuits are used extensively to help control shorts, and to help identify and solve problems.

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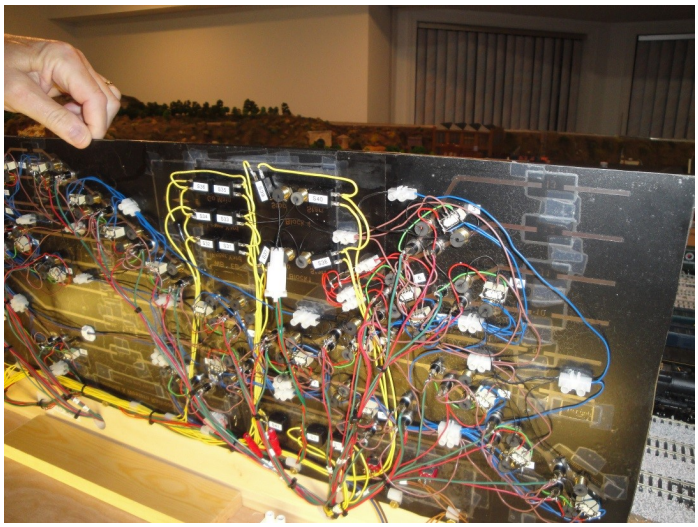
Track power is provided by an NCE Power Pro 5-Amp system command station, and two additional power boosters. All other electrical power is supplied by two 12-volt 10-amp power packs. One is dedicated to the control panels and the powering of turnouts, and the other to lighting and other accessories. I used a different method of powering low-voltage accessories such as 3-volt LED's and 6-volt incandescent lighting. Instead of soldering resistors to every LED or light bulb, I incorporated DC converters, 12V to 3V, and 12V to 6V. The accessories could then be wired directly to the power source, making wiring much simpler, and reducing the number of electronic components on the layout. There are over 300 LED's and 6-volt incandescent bulbs and lighted accessories on the layout, making for an exciting and interesting nighttime scene.

The four control panels are made from 1/8" plexiglass, and slide into the side of the layout in drawers. The track plan for each section a panel controls is transferred onto the panel, and amber lights mark the route for each turnout. Toggle and momentary contact switches are mounted and labeled, and the entire panel is backlit. Additional lighting on the panels indicate block occupancy, and various other settings for train movements.



A complete Operational Procedures Manual was written to trouble shoot any problems that might occur. It includes instructions for every user-controlled function, as well as documentation regarding all other aspects of the layout.

This large layout and its prototypical operations, sounds, and lighting provides hours of enjoyment for up to four operators, in addition to the yardmaster who oversees the computer operations. So much more function is built into the layout than what has been described here. If interested in seeing it in operation, an 11-minute video-at a point about a year before it was completed-can be viewed on YouTube at *https://www.youtube.com/watch?v=1eyVVz2gp9I*. Or you can search YouTube for "deangelo HO computer controlled layout." Questions and inquiries are welcome. Call me at (856) 430-7820.

Wanted / For Sale / For Trade Advertising (next issue deadline—November 25, 2020)

John Halajko, 84-20653: Contact at 609-372-7848, or jahalajko@comcast.net
C7/C8 GarGraves O72 or O89 Circles of Track, $80/circle
C7/C8 GarGraves O108 Circle of Track, $100/circle
C7/C8 GarGraves O-Gauge Straight Sections, $3/section
C7/C8 ARISTO CRAFT G-Gauge 3' Sections, 9 pieces, $100
C7/C8 ARISTO CRAFT G-Gauge 2' Sections, 12 pieces, $100

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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