



Atlantic Division Express

Where the TCA Began



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

Spring 2021

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Find the latest information on our train shows, events, Newsletter archive and Division media at

ADTCA.com

President's Message

Spring has finally arrived after a winter of snow, cold weather and the effects of the COVID Virus. It was very unusual going into the winter holidays without train shows. It is hard to believe that the last show that the Atlantic Division had was a year ago.

But with little in the way of activities the Atlantic Division Board of Directors has continued to meet by telephone conference to plan for our next fund raisers that will come up in the future. We have been looking to when we can safely have our next train show. The dates set and the Penns Landing Caterer's Hall booked. It is just a matter of when it will be available for our type of event. We will announce the next show when it can be scheduled so keep an eye on the Atlantic Division website for the details.

How many of you have taken advantage of staying around the house to get those things done with your trains that have been put off? What new additions have you made? Soon we should be back to normal when things settle down and get together with our friends and talk trains, maybe even buy a few more.

The National Board of directors has authorized a new national website that is in the works and will offer more content and provide for easier navigation. It should also help in recruiting new members as it will explain what the TCA is and anyone with any interest in trains can benefit from becoming a member.

If you are looking for something to do, the TCA's National Toy train Museum opens for the season on April 2nd, weekends only until Memorial Day. We have been working at the museum while it is closed for the winter improving displays and layouts.

I hope it isn't too long before we can all get together to do what we all enjoy.

Bob Lubonski, Atlantic Division President

National Toy Train Museum—Bob Lubonski, Museum Committee Chair

The National Toy Train Museum opens for the season on April 2nd. The committee of volunteers has been working throughout the winter to set up new displays and add features to the layouts. If you are looking for a great trip for the family, take a ride to Strasburg.

Members get in for free. If you have never been there you will have a great train experience. The place is very kid friendly with a Lego display and all of the layouts are interactive. CDC Guidelines are in place so it is also a safe environment. You will be glad you went.

The Reading Crusader Story

THE READING CRUSADER STORY

By Chester Zmijewski and Art Bink

(Article from 2012-1 Spring, (page 4) *Atlantic Division Express*)

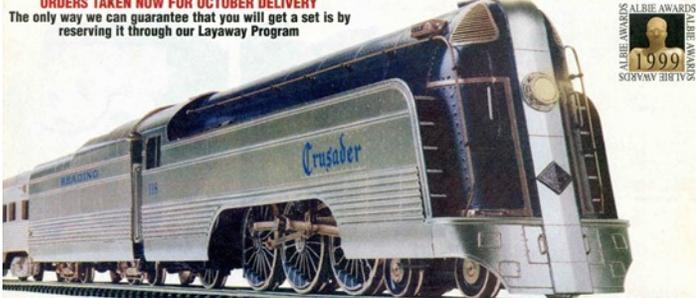
Lately, we have been seeing a lot of the Reading Crusader. This train is currently pictured as part of the Christmas display photos on the front page of the Winter 2011 issue, and it is also a major part of the Atlantic Division TCA Convention of 2014 logo. Finally, one of us, (CZ) after a long wait obtained a model of this beautiful train that is, by co-incidence, named after his Buffalo, NY, Jesuit High School's football team. For this reason, we thought that it might be a good idea to write an article about this train for the educational benefit of some of our newer members and for the pure pleasure of some of our older ones.

The Crusader was a beautifully streamlined train that ran on the Reading Railroad on a route from Philadelphia, PA to Jersey City, NJ. From there passengers could make a connection to New York City. This steam powered train was able to make the 90 mile journey in a little over 93 minutes. This was in 1937!

Reading powered the new train with two streamlined 19-year-old G-1sa "Pacific"- type 4-6-2 steam locomotives (Nos. 117 and 118) shrouded in gleaming fluted stainless steel created in its Reading shops by Reading's Motive Power Chief, A. K. Galloway and his young Assistant Engineer, Earnest Paul Gangewere, who would be taking over Galloway's job in 1941.

They entered service in December, 1937. The train consisted of five cars whose interiors were designed by Paul Cret, a dining car, two coaches and two Observation cars. Yes two. It had one on each end of the train. In this way, the whole train did not have to be turned around for its return trip to Philadelphia. The locomotive was merely turned 180° on a turntable and coupled to what had been the Observation car at the rear of the train.

ORDERS TAKEN NOW FOR OCTOBER DELIVERY
The only way we can guarantee that you will get a set is by reserving it through our Layaway Program



ALBIE AWARDS
1999
SCHWAB BIRTHS
SCHWAB BIRTHS

The first model of this train was a semi-scale model made by K-Line and released in 1999 as a Special for Boscov's Department Store, a Philadelphia family owned enterprise. Only 1000 sets were produced and numbered. They sold for \$999.00 a princely sum in that year.

Unique Boscov's Exclusive! READING RAILROAD'S "CRUSADER" PASSENGER TRAIN Only 1000 sets available worldwide!

A gleaming stainless steel and heraldic blue streamlined steam engine with tender lead two coaches, a diner and 2 observation cars, one at each end

Train Set includes:

- 4-6-2 die cast steam engine with metal detailing, operating smoke unit and lights and real sounds
- Die cast tender with metal detailing, coal load and operating coupler and backup light
- Two coaches, two observation cars and diner with aluminum construction, opening doors, detailed interiors and overhead StreamLighting™

The K-Line® model of this beloved train features a die cast engine and tender, both produced in semi-scale size with all the details you've come to expect from a scale engine. Each 15-in. car features opening doors, overhead StreamLight™ illumination and prototypical interiors that are correct for each car. Look for a mix of single seats and double seats in the cars to match the real thing. The Crusader ran twice a day from Philadelphia to New York with a total seating capacity of 327 passengers covering the 90 miles in a mere 93 minutes. Train only - track and pack sold separately. Only 1000 sets available. *Not available in Franklin Mills and Godfrey Avenues.

SUPER K 42- x 92-IN. OVAL BLACK CENTER RAIL TRACK & TRANSFORMERS.....169.99

\$999

The set that CZ acquired is No. 480. The set as stated in the advertisement contains two coaches, a dining car and two observation cars. Just like the original, the tender is scooped out to receive the tail end of one of the observation cars. Most interesting thing that was found in this set was a complete set of replacement bulbs as well as two additional sets of locomotive trucks in addition to locomotive to tender "Drop Steps" or

walkways. These accessories enabled the owner to operate the set on tracks of different radii. Although many contemporary locomotives may be modified in the same way; any extra trucks must be purchased separately,

Models of the Crusader were also made by MTH and by Weaver. The



Continued on page 3

(Continued from page 2)

MTH model was produced as a locomotive and tender in the RailKing O gauge semi-scale line and was shown in its 1999 vol. III catalog. The consist of Crusader cars featuring the dual Observation cars was not produced. Rather, buyers were directed to a set of streamlined passenger cars that did not at all resemble the consist of the true Crusader. For example, it had only one observation car and of all things an astrodome car, that as far as we know, was never used on any of the Eastern railroads. The engine and tender were again produced in 2006.

In 2005, Weaver also offered a Streamlined Reading Crusader locomotive and tender but no matching cars. Finally, GHB is offering for pre-order an HO scale Crusader set that is to appear in 2012.



The pictures in this section were taken at the 2014 National TCA Convention in Philadelphia/Cherry Hill. The displays were organized by Bob Robinson and his committee using pieces from members' collections.



Collector's Corner

By Jeff Marchant

This month we start with a riddle: When is a hopper car not a hopper car? Answer: When it is numbered 6464!

Lionel in the 2007 Volume 1 catalog shows an archive edition of a 6446-25 hopper car. The car is lettered for N&W and has a pink body color, die-cast metal trucks

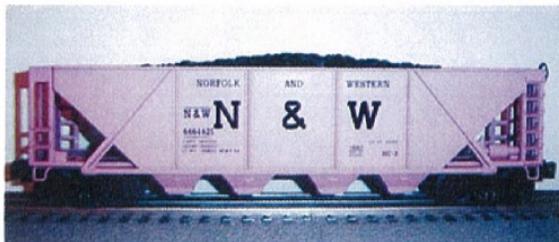


Catalog and box number 6-19357, note box has correct 6446-25 number.

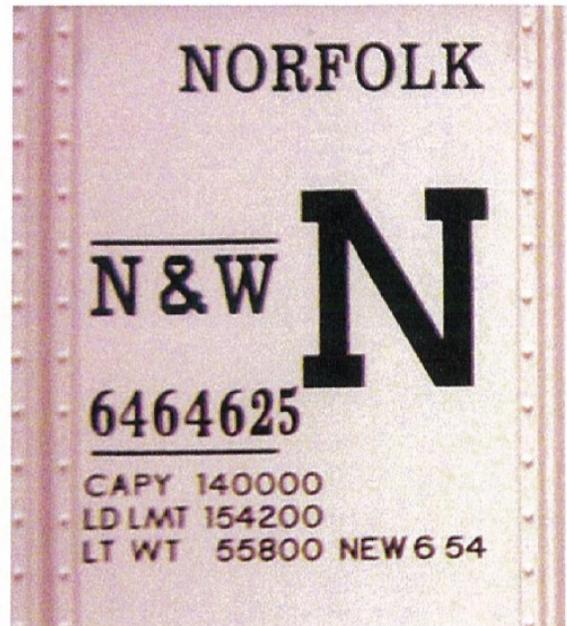
and a plastic simulated coal load. It is an add-on item for the famous Lionel Girls train (see February 2007 issue of the *Midwest TCA'er* for details) made in pastel colors. This car represents a hopper never produced for the set, but housed in the famous Lionel archives as a mockup or proposal.

The 6464 boxcars are a famous series of boxcars Lionel made starting in 1953. These were the first near-scale series of boxcars Lionel mass produced carrying the road names of many popular railroads of the day.

These two fabled Lionel legends intersect in the 6464 boxcars made in the original Girls train set included a 6464-510 NYC Pacemaker boxcar in pastel blue and 6464-515 MKT boxcar in pastel yellow. (The set also included a 2037-500 Steam engine and tender in pink, a 6462-500 gondola in pink, a 6436-500 Lehigh Valley hopper in lilac, and a 6427-500 caboose in sky blue.)



Lionel Archive Pink N&W hopper car.



Close-up of 6464-625 number on side of car.

So back to answer of the above stated riddle: In producing the newly issued 6446-25 N&W pink hopper car, Lionel (and/or their overseas supplier) mis-numbered the car 6464-625! So, we have the first ever produced 6464 series boxcar that is not a boxcar!

Further, the 6464-625 number has never been used before, adding to the mystique of this new car. As far as I know from viewing items for sale on the internet all the 6-19357 hopper cars produced are mis-numbered 6464-625. If anyone knows of one with the correct 6446-25 number, please contact me and I would love to feature it in a future collector's corner article. My email address is: tinplatejeff@comcast.net. *This article first appeared in the Midwest TCA'er and is reproduced with the permission of the author. (Ed)*

This article appeared in the Fall issue of the Express. For the complete article go to ADTCA/Resources then click on Division Newsletter Archive, and search for 2004-3 Fall. (page 7) The author is Charles Weber. [Ed. The article was reformatted to fit available space.]

The Beginning of 'S' Gauge

Almost everyone who knows about scale or toy trains knows that American Flyer was the major supplier of what we now call 'S' gauge trains, 3/16" = 1 ft. scale, from 1945 until they went out of business in the middle sixties. Most collectors also know that Flyer made 3/16" 'O' gauge trains just before WW II. But the other suppliers of 'S' gauge equipment remain relatively obscure. One of these is "C-D", otherwise known as "Cleveland Model & Supply Co."

If you read the literature of the 1930's you will see that 'O' was the most predominant gauge for modelers. The "scale" (as opposed to tinplate) crowd was even arguing as to whether to use 1/4" = 1 ft., in which a 1.25" track gauge is too wide, or 17/64" = 1 ft scale, which is a better track gauge match but is more of a pain in the rear in which to model.

In 1935 HO gauge was in its infancy and there were just a few people using it. For the technology of the day HO was just too darn small. In particular, motors that would fit into smaller HO engines were just not available. Some modelers even put the motor in a boxcar (or whatever) and pushed a dummy loco about. By the time the late thirties and WW II arrived tiny motors became available, the scale was growing, and when Johnny came marching home and moved into some of the diminutive Levittownstyle houses, HO quickly supplanted the larger scales.

Cleveland was already a major hobby shop selling lots of lines of hobby supplies but were

C-D Operating Equipment Has Revolutionized Model Railroading

Thousands of New Model Railroaders Have Already Started, Chiefly Because These Fine Kits and Materials Better Suited Their Purposes — and Purses

The Quality of C-D Model Railroad Equipment Is Unbelievably High, Whether of the "Rep" or Operating Type Locos Are Easier to Build Than the "Reps." Hundreds of Other Gagers Have Already "Switched" Too! Start Yours Today!

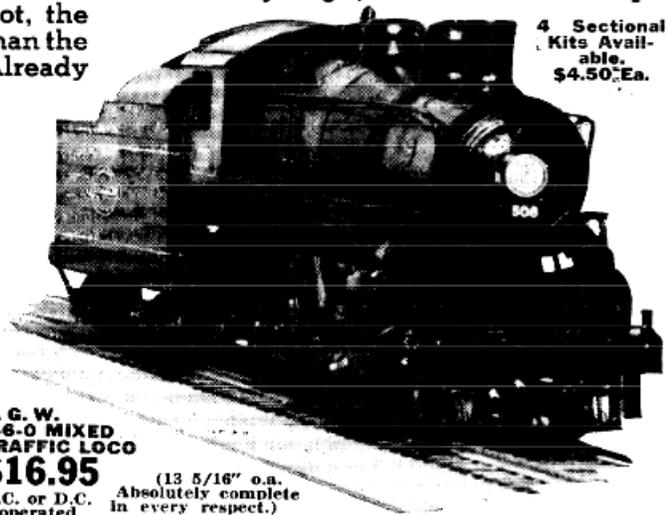
THE "Representative" type equipment, which first made its appearance on May 25, 1937, started a revolutionary new spirit in the model railroad world by making it possible for the average model railroad builder, or the young boy with just a few pennies in his pocket, to build model railroad equipment, both cars and locomotives alike. They were advertised from the outset as being "Representative" material only — and not to be compared with the Operating type which we planned on introducing later.

C-D SUPER OPERATING EQUIPMENT

So when our Operating locomotives were announced, many "old timers" believed they would see a slightly modified repetition of the former all-wood "Representative" models. BUT after they had the opportunity of inspecting this Operating equipment, they were very, VERY delightfully surprised. They are simply amazed at the beautiful and fine detailed die castings supplied to scale — yet made for precision operating equipment.

Such features as the new assembled drive wheels split at the rims for two-rail operation (at least three counter-balances for wheels supplied, to be easily inserted separately) — the highly detailed main and side rods — the accurate valve gear parts, cylinder block — and numerous other die cast parts were far more than they expected at the amazingly low prices put on this equipment. The reverse switch kit has pleased so many "dyed in the wool" model railroaders that they are now using this as standard equipment for all their future locomotive work.

As for the beautiful detail on the loco superstructure, they admit it would be impossible to make a better looking boiler, cab and details of metal than from the materials we supply, properly finished. And the same applies to the tender, to which



**C. G. W.
4-6-0 MIXED
TRAFFIC LOCO**
\$16.95 (13 5/16" o.a.)
A.C. or D.C. Absolutely complete
operated. in every respect.)

C-D GAGE OPERATING R. R. PARTS

3/16" SCALE, 7/8" GAGE, FOR 2-RAIL OPERATION

(Continued on page 6)

particularly well known for their model airplane kits and supplies. They had well over 100 different wooden airplane kits by the 1938 catalog. Around 1935 Cleveland had a better idea and they launched 'S' gauge in the form of wooden kits for trains scaled to 3/16" = 1 ft. and came out with quite a line. The drawback to the early kits was that they were not powered. I don't know how long it took to motorize their locomotive kits, but by 1938 they had done so.

Copied on the next two pages are some sheets from 1938 telling about their line and we see that the engines were powered by then. Hope you enjoy these sheets from the predecessor to AF in 'S' gauge. Interestingly you should note that they referred to their scale as, "Gage". Even though this is an archaic variant of gauge its original Teutonic meaning is, "a defiant challenge". Perhaps Cleveland is challenging HO and O gauge. to point out this fact. I guess that this information was provided in tag format so that a dealer could attach the tag to a locomotive used for display.

[Ed. Below is a continuation from the previous page—C-D Operating Equipment...]

the same applies to the tender, to which embossed sides are cemented giving exact scale reproduction of every rivet seen on the prototype!

Those who think our operating equipment is "just another all-wood locomotive" are due for the surprise of their lives. Just order one—or a section, and see for yourself! Four sections to each—the 0-6-0 at \$4.00 ea., the 4-6-0 at \$4.50 ea., postfree.

AND MORE COMING SOON!

We are now busily engaged in designing other types of Operating equipment—locomotives, passenger cars, reefers, boxes and other type freight cars as well as everything needed for right-of-way equipment offering at first (as C-D may always be expected to do), the most necessary items to be followed later with those less important.

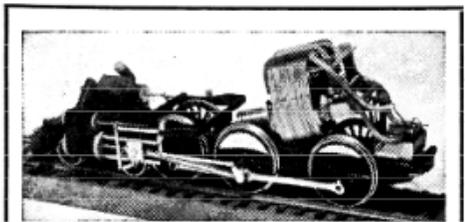
BUT WITHOUT YOUR ASSISTANCE WE CAN ACCOMPLISH LITTLE

So, modelbuilders, even with this brand new C-D gage to the 3/16" scale (exact gage of 7/8") we can accomplish very little unless we have your support, both in the way of purchases, and also for suggestions as to what you would like to see us produce right along.

Buy a few items today, just to see for yourself that we have something really worth while. We list a wide variety of kits and materials below—perhaps for making up your own free lance equipment. And send your suggestions, but please refrain from asking questions which will only delay our production of new equipment for you.

DON'T WAIT—ORDER SOME KITS TODAY!

Before you invest further in any other gage, investigate the C-D gage. By all means, build a few of these C-D R.R. models. You'll find them intensely fascinating in the realistic construction, and the finished models will be a real source of pride to you.



This illustration of the C-D Operating C.G.W. Mechanism could not possibly do justice to the quality of C-D all metal mechanisms, now being supplied with either A.C. or D.C. motors at the same price. The beauty of their authentic die cast detail MUST be seen to be appreciated—all easily assembled.

AUTHENTIC TRACK MATERIAL

Sample Kit—This kit contains samples of our straight and curved roadbed, rail, spikes, ties, ballast, wheels, axles, bushings, wood turnings and die castings. All parts may be used as repair parts. **Special kit price, postpaid, .50**

Special C-D Gage Scale Rail—This brass running rail section has been specially designed by Cleveland. It may be used for HO as well as OO gage and for 3rd rail on O gage. Size .115" high, .094" width of base, .045" head width. The tinned rail is a good imitation steel rail and is very easy to solder. Comes in straight 3 ft. lengths only. **Per ft., \$.03 100 ft. \$2.50** (Postage extra. Shipping weight for 100 ft. of rail 2 3/4 lbs., figure smaller quantity weights from this.)

Rail Connectors, brass, doz. 15c; 100 \$1.00

Steel Spikes—9/32" long, .032" sq. head .045"x.075". 1000 .25

Ties—Stained, 3/64"x1/8"x1 11/16", non-splitting soft wood. 1000 ties will do for 20 to 30 ft. of single track according to spacing. 250 for 20c—1000. .75

Ties—Stained, 3/64" x 1/8" x 18", for switches, 7 pcs. (plenty for any switch) .05

Track Gage, die cast, automatically widens track on curves, Each. .25

C-D Straight Roadbed Section—Straight sections of composition board are 1/4" high, 2 7/16" wide, and have the correct ballast slope on both sides. When making double track or wider systems, they are laid side by side giving the scale 13 ft. center to center distance to which ties, ballast and rail are added to complete the desired effect of real scale track. (Shipping weight 1/2 lb. per 3 ft. length.) **Per each 3 ft. length .15**

C-D Curved Roadbed Section—For curved section 24" radii and larger turnouts, crossovers, etc., employ this slotted roadbed section of the same composition board which is cut to the same angle as the straight roadbed section. Simply curve to the radius desired or any "easement" curves laid out so cars would not strike in passing and nail down. This is the simplest and most inexpensive way yet of making realistic curved scale tracks. Slots not seen when covered with ties. (Shipping weight 1/2 lb. per 3 ft. length.) **Per each 3 ft. length .20**

C-D Roadbed for Crossovers—24" long, 4 7/8" wide with ballast slope on outside edges. Shipping weight for each one ordered 3/4 lb. **Each .20**

C-D Roadbed for No. 6 Switch or Turnout—11 1/2" long with straight ballast slope on one side and curved ballast slope of correct radius on the other. Made for righthand and lefthand turnouts; please state which one is desired when ordering. **Each (shipping weight 1/4 lb.) .15**

C-D Ballast, suitable for any scales 3/16"

or less, 5 lbs. will cover approx. 50 ft. of single track. **Approx. 5 lbs. (shipping weight 5 1/2 lbs.) .75**

Fine Green Fired Sand, approx. 5 lbs. .75

Coarse Green Fired Sand, approx. 5 lbs. .75

Fine Red Fired Sand, approx. 5 lbs. .75

Coarse Red Fired Sand, approx. 5 lbs. .75

NOTE: When applying ballast, coat surface with transparent glue, then sprinkle ballast on (a salt shaker may be used for this if desired) and leave until dry, then shake or blow off surplus, but on roadbed wipe off the top of ties with the edge of a piece of tin before it dries.

Transparent Ballast Glue (not waterproof) for gluing ties and ballast to roadbed. Also used to glue red and green sand to boards, etc. One pint will glue ties and ballast to approx. 50 ft. of single track. **Per pint (shipping weight 1 3/4 lbs.) .40**
Per Qt. (shipping weight 3 1/2 lbs.) .75

C-D GAGE TRACK KITS

(You save approximately 10% on track laying by buying kits.)

No. 1—24 ft. Track Kit—Consists of 48 ft. of new C-D gage tinned brass rail, 18 rail joiners, 1250 wood ties and 1000 steel spikes. (Shipping weight 2 lbs.) **Special kit price .275**

No. 2—48 ft. Track Kit—Consists of 96 ft. of new C-D gage tinned brass rail, 36 rail joiners, 2500 ties and 2000 steel spikes. (Shipping weight 4 lbs.) **Special kit price .475**

(Following Are Super Detail Track Kits)

No. 3—24 ft. Track Kit—Same as No. 1 but with the following material added: 24 ft. straight roadbed, 1/2 pt. ballast and tie glue, 2 1/2 lbs. ballast. (Shipping weight 10 lbs.) **Special kit price... 4.45**

No. 3A—24 ft. Track Kit—Same as No. 3 but with curved roadbed instead of straight. (Shipping weight 10 lbs.) **4.85**

No. 3B—24 ft. Track Kit—Same as No.

Read What Others Are Saying!

"The C-D Gage is the best gage that ever came on the Model Railroad Market."

"This will be the first time I ever attempted to build a system because the price of other engines and cars and supplies made me whistle, and how!"

"I do believe you have developed the best average man scale, and have done more for the fellows who have heretofore wanted to, but could not afford to build model railroads than all the other model companies put together. Cleveland Model & Supply Co. is a pal to all the heavy hearted 'used-to-stand-by-and-watchers'."

[Ed. The original article contained a second page showing a detailed parts listing of available equipment. See the entire article in the archived issue—2004-3 Fall-at ADTCA.com/Resources/Division Newsletter Archives. This run is found on page 7.]

THE MYSTERIOUS LIONEL OO GAUGE BOXCAR

By Chester Zmijewski and Dick Kuehnemund

Lionel introduced its OO gauge line in 1938 with a set of cars drawn by a full scale Hudson locomotive. One of the cars in this set was the No. 0014 Box car shown in *Photo 1*. This car was painted Yellow with Tuscan roof walk, ladders, grab irons and door glides. In addition it had a large Lionel logo on its side. This



Photo 1

car was not very prototypical and didn't really fit with the rest of the cars in the set. The following year, the 0014 box car was a scale model of a Tuscan Pennsylvania box car. It is shown in *Photo 2*. Interestingly, the caboose in the 1938 set was a typical



Photo 2

Pennsylvania Caboose that was labeled Pennsylvania. A strange idea since the locomotive was NYC. The management must have thought that it was strange as well and the lettering on the 1939 caboose was changed to NYC even though it was still a typical Pennsylvania Cabin Car.

This brings us to the interesting car show in Photos 3 and 4.. This

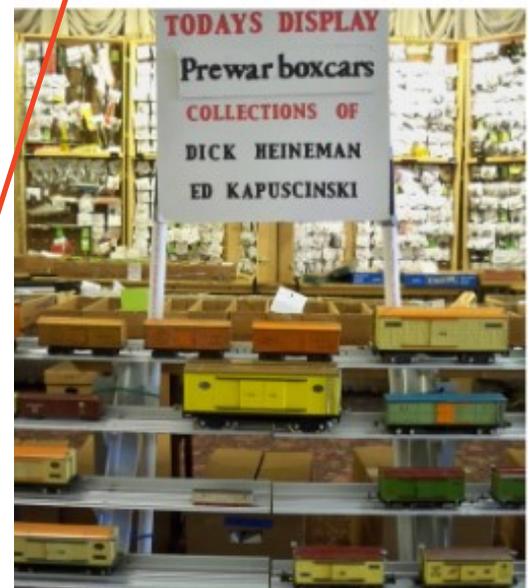


Photo 3

This article appeared in the Fall 2011 issue of the *Express*..

THE SEPTEMBER MEET

The display consisted of Box Cars and was assembled by Dick Heineman and Ed Kapuscinski.



[Ed. Educational Displays as shown above were a continuous feature of our train meets from 2000 to 2015. They contained ALCO engines, pre & post war cabooses, orange boxcars, hopper cars, passenger cars, signals, lamp posts, refrigerator cars, 4 wheel cars, structures, crane cars, tank cars, observation cars, modern tank cars, flat cars, red and green passenger cars, gang cars, trolleys, MOW, various switchers, autocar, mickey mouse, goofy & pluto, snoopy motorized units. Thanks Ed and Dick for all your work through the years.]

(continued on page 8)

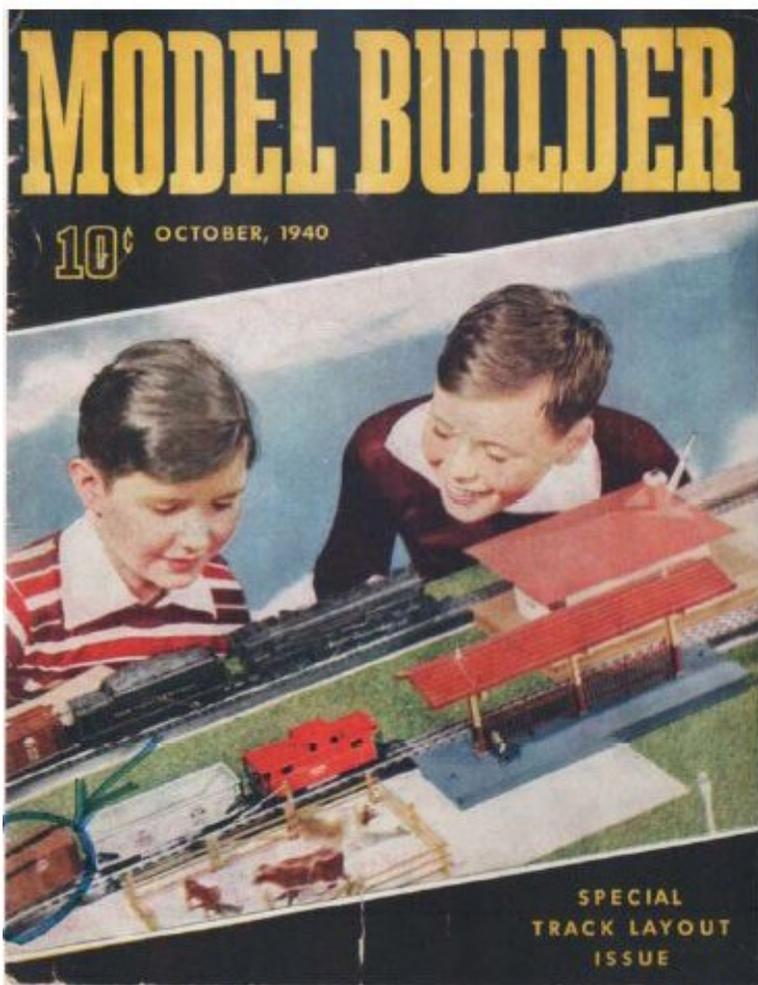
(Continued from page 7)



Photo 4

car was found by one of us, (D.K.) .This car, as you can see, is Tuscan yet it sports the large Lionel logo and is numbered 0014. In addition, the catwalk, ladders and door rails are a dark Tuscan similar to the 1938 caboose.

The fact that it is really a Lionel product and not the result of some individual's painting aptitude is proven beyond a doubt by its picture as part of the front cover of the October 1940 issue of Model Builder Magazine, a Lionel publication (See circled). The



same car is shown again on the cover of the November 1940 issue. However this time it is alongside the production version of the Pennsylvania 0014. It also appeared in the October 1939 issue.

Was this car designed as a one possibility for replacing the yellow 0014? It possibly was not accepted for production since the brown was so dark that the black lettering barely showed off at all. Does anyone out there have any idea? Or will this remain the Mysterious Lionel 0014 Box Car.

Wanted / For Sale / For Trade Advertising
(next issue deadline—June 15, 2021)

John Halajko, 84-20653: Contact at 609-372-7848, or jshalajko@comcast.net

C7/C8 GarGraves O72 , \$80/circle
C7/C8 GarGraves O108 Circle of Track,
\$100/circle
C7/C8 GarGraves O-Gauge Straight
Sections, \$3/section

Send your listing to Bob Wittendorf (see below) for inclusion in the next issue. This is available to only AD members.

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