



Atlantic Division Express

Where the TCA Began



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

Fall 2021

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Find the latest information
on our train shows, events,

Newsletter archive and

Division media at

ADTCA.com



One part of the O Gauge layout showing the use of LED Track-Heads here and on all the other layouts. These are controlled by an automatic system that sequentially creates sunsets and sunrises on each layout.

President's Message

Bob Wittendorf asked the Atlantic Division's Board of Directors members to send to him some thoughts on building a first layout. It got me thinking about my first layout. "Santa" decided that I needed a train somewhere around 1950 or '51. I remember the layout was probably about four feet or so square and I think the Christmas tree was on it; I was about three years old then. I could only have had a loop of track on it with my first train led by a Lionel 2035 Engine. The engine I remember because I still have it and the rest of the train that came with it.

That layout evolved pretty quickly into the layout that I do remember that in its first life, I believe, was a ping pong table. It turned into a four by eight layout and over time had two trains running, various accessories and the mandatory Plasticville structures. It eventually doubled in size with multiple trains on it with more

(Continued on Page 2)

accessories and scenery.

This story I would imagine is similar to how all of us TCA members got started. What about yours? Why not share how you got started in trains with us? The TCA is in the process of trying to cater to anyone with an interest in Toy Trains, whether by a collector of vintage trains, runners of trains, scale modelers, etc. What would you like to see in the TCA to enhance membership? What do you think would be of interest to people and entice them to join?

By now, the Atlantic Division will have had our September Train Show at Penns Landing Caterers in Philadelphia. After a year and a half, we are looking forward to resuming these and getting to see a lot of friends that we haven't seen for quite a while. We will report on it in the next issue.

Have you visited the TCA Museum and Library recently? If you haven't been there for a while, it is worth the trip since we are constantly changing and adjusting displays and running layouts. From now until the end of the year it is open every weekend. We are always looking for help out there to maintain the displays and layouts. If you have some free time and would like to help us, let us know.

Bob Lubonski, President – Atlantic Division - TCA

Division News

..# Division Membership

The 2022 Division's Membership Renewal/Application Card is included in this mailing. The dues remain at \$8.00 per member until January 31, 2022, then \$10.00 thereafter. **Note:** The person and address to return your card to has changed to Mike Hudek (Division VP), 370 Three Bridge Road, Monroeville, NJ.

Division membership requires that you are also a current TCA member. For Division membership, send check (payable to Atlantic Division-TCA) or cash; for TCA membership, contact TCA. Use the Renewal Card to update either your mailing address, contact phone number, or email address –if you use one- and delivery preference (USPS, email, both). *If you changed your mailing address, contact TCA Membership (717-687-8623) for their records.*

Upon receipt, a postcard containing your Membership Card (to be cut out) will be mailed to you. Per USPS rules, 1st Class mail (includes postcards) will be forwarded for 1 year from the date you submitted a 'Change of Address' form. If you do not receive your card, contact Mike Hudek at 201-294-7057, or email: 'mikeh0402@yahoo.com.'

..# Annual Event Tickets

Tickets for the Annual Event are included in this mailing. Fill in the small tear-off portion- retaining the larger part for your records-and include with your completed Renewal Form. Add the 'donation' to the same check or use another, your choice. All returned 'stubs' will be added to the drawing bowl at the November 7th show. The drawing will be held about Noon at the end of the show. You do not have to be there, the winner will be contacted to arrange for delivery/pickup.

Winner's choice of either:

Lionel Pennsylvania Y3, Cat.# 6-11447, O scale with Lionel Legacy Control System



American Flyer Penn Central, U33C, Cat.# 6-48193, S scale with Lionel Legacy Control System

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Background: The N&W Wandering Ys During World War II, the N&W sold several Y-3s to other railroads (PRR, Santa Fe, and Union Pacific) that needed freight locomotives, but could not build them because of wartime production constraints. The Pennsylvania bought N&W's first Y3, 2000, along with numbers 2008, 2027, 2034, 2036, and 2046 in 1943. (2046 was the only Baldwin-built Y3 sold; the others all came from Alco.) Reclassifying them HH1 and numbering them as 373-378, the PRR operated these six on drag freights between Hagerstown, Md and Harrisburg, Pa. After World War II, the HH1s were reassigned to the Columbus, Ohio area until they retired in 1947-1949.

The **GE U33C** is a 6-axle diesel-electric locomotive built by GE Transportation Systems between January 1968 and January 1975. GE built 375 of this locomotive for 11 North American railroads and one construction contractor.

August 21-22, 2021 Greenberg Train Show, Oaks, PA

There was a steady stream of kids and parents enjoying the actions of the trains and accessories. The appearance of a 'strange' dinosaur locomotive and flat car (courtesy of John Halajko) fascinated the kids. Thanks to Ron DeWitt, Leon Duminiak, Ray Emenecker, John Halajko, Bob Huppman, Ed Kapuscinski, Bob Lubonski, and Mike Ramsey for showing our layout and introducing TCA and our Division to all who came by to see the trains in motion and the accessories in action.



2021 Fall Shows Schedule— * TCA Buy/Sell Rules Applicable

<u>DATE</u>	<u>SHOW</u>	<u>LOCATION</u>
Oct. 2-3, 2021	Great Scale Model Train Show	MD State Fairgrounds, 2200 York Rd., Timonium, MD 21093
Oct. 9, 2021	Delaware Train Show	Nur Shrine Ctr., Rte 13/198 South DuPont Hwy. New Castle, DE 19720
Oct. 10, 2021	Wayne Train Show	Wayne P.A.L. Hall, Wayne, NJ 07470
Oct. 16, 2021	Flash Model Train Meet	Renningers Flea Market, 740 Noble St., Kutztown, PA 19530
Oct. 21-23, 2021	*Eastern Division York	York Fairgrounds, 334 Carlisle Ave., York, PA
Nov. 7, 2021	Brick Train Meet	Brick Elk Lodge #2151, 2491 Hooper Ave., Brick, NJ 08723
Nov. 7, 2021	*Atlantic Div. Train Show	Sheet Metal Workers Hall, 1301 S. Columbus Blvd., Phila. PA 10147
Nov 13-14, 2021	First Frost Train Meet	Allentown Fairgrounds, 1925 Chew St. Allentown, PA 16104
Nov. 20, 2021	East Greenville Train Show	East Greenville Fire Co., 4 th & Washington Sts, East Greenville, PA 18041
Nov 27-28, 2021	Greenberg's Train & Toy Show	New Jersey Expo Center, Edison, NJ
Dec. 5, 2021	Hamburg Train Show	Hamburg Fire Co. Field House, Pine St., Hamburg, PA 19526

Have some spare time/want to help? Our Traveling Layout will be shown at the East Greenville Train show and you are invited to help with its setup (Friday) and operation on Saturday. Contact Mike Ramsey for details—610-324-6770

News from National Toy Train Museum

Did you know that our Division President has another TCA job - Museum Committee Chairman. He and many Division volunteers (Chris Bogus, Russ Keil, Mike Ransey, Dale Simpkins, Steve Stevens, Hank Worrell, and TCA members, Kenny Palmer, Ron Schon have been improving the displays, layouts, lighting, fixtures, and features to enhance the educational experience and enjoyment for new and returning visitors.

Shown below is information that is also available on the Museum's website, <https://www.nttmuseum.org>, but provided here for those who prefer a 'hard copy' version. The website provides 'In-cab videos' of the HO, S, O, G layouts, Exhibits, Visitor Information (directions, nearby attractions), Kids/Teens Info., Store, and Library (Catalog, Research, Duplicate books for sale).

▶ OCTOBER 2021 ◀						
SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

▶ NOVEMBER 2021 ◀						
SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



Left Side of "Mint Car" (Replica of Lionel "Mint Car")



Part of the Standard gauge layout



Very vintage trains of various manufacturers. Starts the time-line of trains

- ...# TCA Members Free with Membership card
- ...# TCA Kids and Teens Club members admitted free WITH CLUB MEMBERSHIP CARD ONLY. (If card has been lost, it cannot be replaced day of visit; contact membership@traincollectors.org in advance for a replacement.)
- ...# Below age 4—Free
- ...# Children ages 4 to 11, \$4.50 each; if in a Group, then \$3.75 each

Admission Fee Schedule

- ...# Adults (12 to 64) \$7.50; (Group \$6.00)
- ...# Senior Citizen Discount (65+) \$7.00 (Group \$6.00)
- ...# Family Ticket: \$24.00 (Two adults and 3 or more children) OR one adult and 4 or more children)
- ...# Military Discount (Active or Retired) \$6.50 with proper ID
- ...# Season Pass (per person) \$22.50; Valid for Pass Holder Only, April to December

HO Layout of Franklinville NJ owner & Division Member, Chris Jones TCA #20 74704

By: Mike Hudek, 90 32044`

Chris started building his layout in 2017, taking 6 months to get trains running and as with all layouts is still being fine-tuned. The layout is 8' X 14' with five main lines. Two of the main lines are



DCC. Chris likes to pull long trains; he and his son have pulled 100+ cars. The scenery is 99% complete with over 30 buildings, mountains, tunnels, and bridges.

Chris scratch built all the bridges and mountains on the layout. The layout is post steam and currently is freight only. I say currently because days after I took the pictures Chris moved the layout to a larger area where he is building a new larger layout to include passenger service and intermodal service. The new layout will be four times the size of the current layout.

Chris is optimistic he will be running trains by the end of September. As an aside Chris and I will be participating in the NMRA open houses on November 20th.

You can get the full schedule at www.phillynmra.org after October 1.



[Ed. This article originally appeared in an issue of *The Model Craftsman* in the 1930s. Several photos were removed to fit the available space. The basic guidance provided here, almost 90 years ago, seems fitting for those who are getting started with their first of many layouts]

Building and Equipping Model Railroads

By: Edwin P. Alexander

Starting very slowly but in the last year gathering considerable momentum, the branch of model making devoted to miniature railroads has gained large numbers of newcomers for its ranks. By model railroads, we refer, of course to true scale replicas, not the commonly seen toy trains. These new thousands of fans have joined their older or more experienced members of the fraternity for various reasons. One is no doubt because they want something more realistic than toys, another is because it provides outlets for their mechanical ability in wood, metal, cardboard and all materials. Another side appeals to the electrically minded in the field of control and signaling which is really identical with actual practice. Still another aspect draws the artistically inclined where scenic effects and background provide them with something to create. Fundamentally, of course, all have a liking for railroads, motive power, rolling stock and accessories. Naturally then with so many different phases to draw and hold the interest, this hobby is growing rapidly.

There are a number of gauges and scales in use of which $\frac{1}{4}$ scale is by far the most popular. This is used for $1\frac{1}{4}$ " gauge. Others are $\frac{3}{8}$ " scale for $1\frac{3}{4}$ " gauge, (also used for the toy "standard" gauge although actually it should be $\frac{7}{16}$ "), $\frac{1}{2}$ " scale for the $2\frac{1}{2}$ " gauge and $\frac{3}{4}$ " for $3\frac{1}{2}$ " gauge as well as several larger sizes. The writer has in various articles described $\frac{1}{4}$ " scale models due to its popularity and universality and the following remarks accordingly apply to it.

Planning a Layout

Laying out a model railroad is, except of course, in its space limitations and roadbed, like planning a real one. In other words, model track material does not come like toy sections. The rail is solid steel (easily bent, however) and must be laid on real ties. Splice bars for the rail ends, cast switch points or blades, cast frogs and guide rails, brass 3rd rail, connectors and chairs are available. Therefore, your railroad can be planned, following actual practice as far as possible, to suit yourself as no arbitrarily fixed curves or track sections will limit its realism. The radius for curves on your model line should be 3'

absolute minimum and 4' for main line curves, always more if space permits. Keep the main line towards the wall of the room and the yards, extra sidings, etc., towards the center so you will not have to reach across the main line on which trains may be running to operate switches or yard engines. Do not lay the tracks on the floor but always use a specially built table, baseboard or shelving.

Laying out a model railroad is not merely putting down a lot of toy track hit or miss. It should be carefully planned and built. Every main detail should be gone over before actual construction is begun.

While these remarks refer chiefly to 'O' gauge or quarter-inch scale, as most model railroads are in this size, they apply also to any one working in a larger or smaller scale if the available space is proportionately larger or smaller, radius of curves being a main consideration.

Figure 1 shows a suggested layout for a smaller space, 10 by 12 feet. In this case, as in the other plans, 4-foot radius is the minimum of mainline curves, although larger is used where possible; 3-foot radius curves may be used for the yards if necessary.

The plans I have given here are only suggestions; the individual should design his own layout to suit the size and the shape of the room at his disposal.

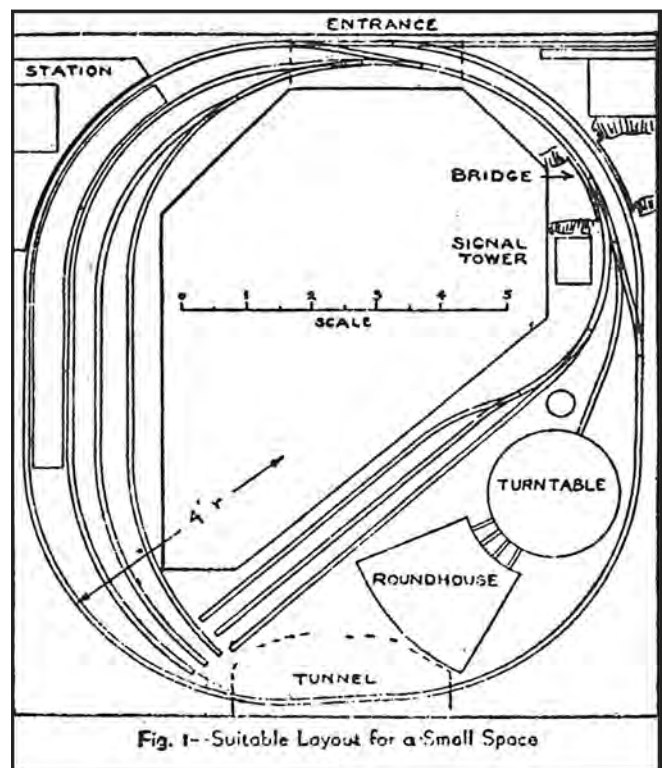


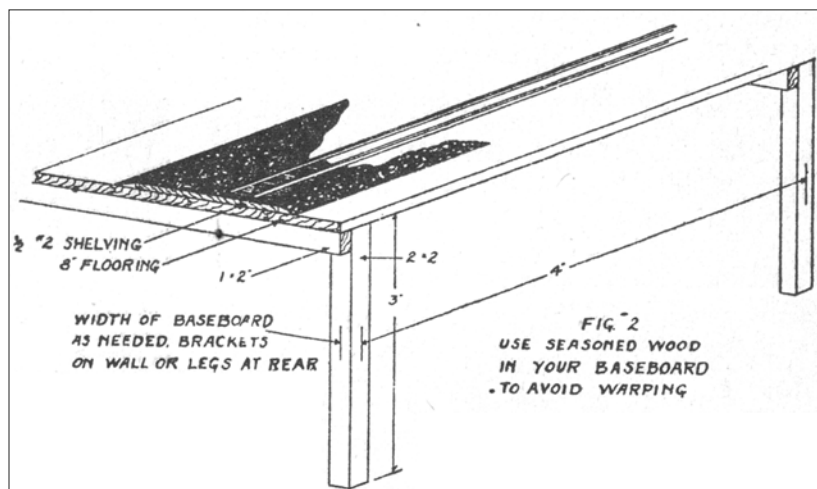
Fig. 1--Suitable Layout for a Small Space

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Figure 2 gives an idea of baseboard construction. Seasoned wood should be used to avoid warping.

When building the baseboard, it is a good idea to allow places about 8 inches deep wherever bridges or trestles will be wanted later. For the roadbed proper $\frac{1}{2}$ inch pine (No. 2 shelving dress down) is best. For single track lines it should be 3 $\frac{1}{2}$ inches wide and for two track lines 7 inches.

The edges may be beveled slightly so that when the slate-surfaced roofing used for ballast is laid over



this and nailed down, it will not have a tendency to crack along these edges. Cut the roofing 2 inch wider than the roadbed. When this is laid, the projecting inch on each side should be nailed to the baseboard, thus forming a small bank on each side.

Curves can be laid out on baseboard and roadbed with railroad curves (used for drafting), a template or a trammel. After roofing has been put in place, a colored pencil or tailor's chalk can be used to show where the rails will come. After these lines have been drawn, ties may be laid.

Ties should not be more than $\frac{3}{8}$ -inch apart. Ties should be $\frac{1}{4}$ -inch by $\frac{1}{8}$ -inch by 2 $\frac{1}{4}$ -inches and third rail ties should be $\frac{1}{2}$ -inch or $\frac{3}{4}$ -inch longer.

As rails come only in straight lengths, curves can be laid to any radius. Rail is best bent by hand rather than bent while laying, because it is too springy.

One rail should be laid for a good stretch before the other is aligned with it. On curves this should be the inside rail and the apex or track gauge placed on this when laying the other running rail.

The builder naturally desires to have something running as soon as possible, and as the completed plan will probably mean months of work before its culmination, I suggest that only

one track or loop be laid first, rather than build simultaneously two tracks of a double track system.

An important thing to consider while laying track is the signal system. The length of blocks, locations of signals and similar problems should be decided on.

I will not go into automatic block signal circuits at the time, for if the railroad is only now being started, there is plenty to do before the signaling stage is reached. However, I will say that a complete block can be connected within an hour, provided track work is already done, including relay, signal and batteries at a cost less than \$9.00.

Many model builders hesitate about making switches, although actually they are not difficult. Fig. 4 shows the layout of a switch. Cast frogs are used, doing away with the necessity of filing end of rails to points and troublesome fitting formerly done. The outside rails should be filed vertically on the inner side to take the points of the switch when thrown.

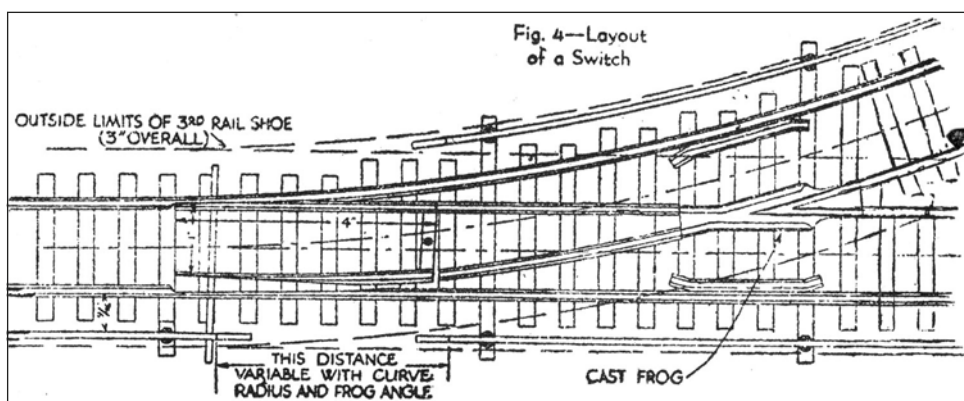
The points should be filed down and soldered 1 inch apart to a small bar (to connect with stand, rodding or switch motor). The heel of the switch is similarly soldered, only the bar is wide enough to be

drilled at center for a wood screw used as a pivot. This the movable rails are in one rigid piece.

Rails abutting the frog should not touch it if they are at the end of blocks. The outside limits of the third rail collectors are shown on the drawing and switches of different frog angles will mean different lengths in the gap in the third rail.

A supply of ties cut in successively $\frac{1}{4}$ -inch longer lengths and kept in separate containers is very handy so that cutting the ties for each individual switch will not be necessary. It is well, too, to have a piece rolling stock with accurately spaced wheels ($\frac{1}{16}$ -inch to $\frac{1}{32}$ -inch back to back on axles) with which to try out the switches.

Besides being easy to connect with switch points, rodding looks very realistic. Model electro-pneumatic controls also may be had (only electric contacts) for



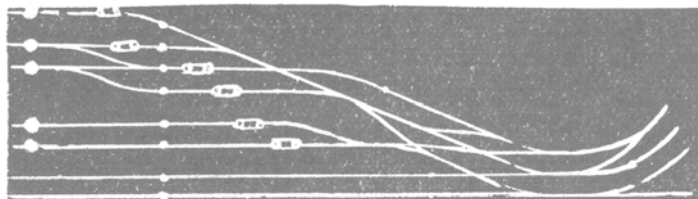
Continued on Page 8

electrically controlled switches. These also provide extra contacts for interlocking.

Signal diagram boards serve the same purpose as in actual practice, and some switches may be mounted directly on them. Colored lamp caps, which may be had for ten cents each, come in red, green, amber, white and blue; they may be used to designate signals, switches, and track, whether or not occupied.

These boards may be wood, bakelite or similar material with narrow paper strips glued on and painted white to represent the tracks. Switches or push buttons can be mounted directly on tracks they control. Switches, signals, and tracks should be numbered to correspond with the levers in you signal tower.

Rolling Stock



One of the reasons for the large radius curves mentioned is that scale models of the latest types of locomotives will not negotiate a small curve. Such engines run up to and over 26" in $\frac{1}{4}$ " scale. Pullman cars and coaches are 18" to 21" in length and these too require a large curve for their long wheelbase trucks and to prevent excessive overhang. Model railroad supply firms can supply models of practically any company's motive power although most models seen to be of Pennsylvania equipment at present. The distinctive "Tuscan" red of this line's passenger stock seems to appeal to many although other road's yellows, blues and greens are also attractive. It seems usually true that most enthusiasts model equipment of the roads serving their communities.

All locomotives are entirely of metal, bronze castings entering to a large extent into their construction. Passenger cars have been built of nearly all kinds of material, the commonest being with wood roof, floor and ends and mounting board sides. To the uninitiated this may seem flimsy, but in the last six or seven years the writer has yet to see one of the cars break up or come apart, the construction being surprisingly strong. However, a new type of construction is now appearing—an all cast aluminum Pullman with practically every detail cast on. The price runs somewhat more than the others, of course, but is no doubt worth it. Freight cars are of wood or metal, box cars wood although cast aluminum cars will soon appear. Other cast cars are hopper, gondola, flat and container. Cabooses are mostly sheet brass. Of course, model supply companies have a hard time trying to standardize such equipment, in fact it is almost impossible. The reason is that every railroad has its own distinctive designs in rolling stock and model firms cannot afford to list hundreds of types of equipment. They have, therefore, put out first the most commonly seen items of the most important roads. Pullmans, for instance, are standard everywhere.

The subject of miniature railroads is much too extensive to go into detail in such an article as this but it is hoped these remarks provide a general idea of their possibilities. Innumerable hours of pleasure for years are what they offer and after all that is what one pursues a hobby for.

[Ed. Well said Mr. Alexander.]

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

WANTED — Bob Robinson, : Contact at carolsfancy@gmail.com
Penn Line Trains from parts to perfect, Alexander structures, Kits

FOR SALE — John Halajko, 84-20653: Contact at 609-372-7848, or jshalajko@comcast.net
GarGraves Track, all C7/C8: O72, \$80/circle, O108, \$100/circle , O-Gauge Straight Sections, \$3/section

Send your listing to Bob Wittendorf (see below) for inclusion in the next issue by August 31, 2021. This is available to only AD members.

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