



Atlantic Division Express

Where the TCA Began



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

Summer 2023

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Find the latest information
on our train shows, events,

Newsletter archive and

Division media at

ADTCA.com



President's Message

We are heading into the time of year where other activities, yard work, vacations and such, seem to cut into our train time. It seems that Train Shows are not as plentiful this time of year either. But we still manage to get together with our friends and our trains. Perhaps it's a good time to take a ride on a real excursion train that can include the whole family.

The Atlantic Division Board of Directors is looking into finding a facility that can accommodate us for a Member's Luncheon. Hopefully, we will find a place soon that is accessible for all; so watch for a date on the AD website.

We are also working on next year's Train Show schedule. Do not forget that we still have two more shows this year —Sept. 24th and Nov. 5th The November show features our annual fund raising raffle. The winner has a choice of an "O" or "S" gauge

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President's Message (continued)

locomotive.

We are planning to display the AD train layout at the Greenburg show at Oaks, PA on July 8th & 9th and at the Railroad Museum of PA in Strasburg on Aug. 19th & 20th pending availability of adequate help. Please let Mike Ramsey know if you can join us (610)324-6770, mdramsey@comcast.net.

Recently a Ballot was included in the National Headquarters News that would change the national bylaws to hire an outside accounting firm to maintain the TCA finances and reduce the Treasurer to an oversight position. The motion to include the ballot had no accompanying cost impact to the TCA; which goes against the Rules and Regulations regarding the submission of a motion. The ballot passed with less than 300 members voting on it. We have yet to be informed as to how this will work or what it will cost. We will keep you informed about this as information is given to us.

Bob Lubonski
Atlantic Division President

Division News

Next Atlantic Division Train Meet is September 25, 2023 See you there

Penns Landing Caterers, (Sheet Metal Workers Union Hall)— 1301 S Columbus Blvd. Philadelphia, Doors open 8 am (AD members only), 9 am (public) to 12:30 pm. Food service (Breakfast/Lunch) available.

Traveling Layout Help Needed

The Layout Committee is looking for new members to help with displaying, (set-up and take-down), our layout at our Meets and other shows where we have been invited. Benefits of helping:—free admission to the show/event, catching-up with old friends and making new ones, getting ideas and fixes for your layout, and much more. Contact Mike Ramsey if interested at (610) 324-6770 or mdramsey@comcast.net.

Layout Displays

July 8 & 9, 2023, Greenberg Toy and Train Show, Greater Philadelphia Expo Center, Oaks, PA. [Layout set-up on Friday about 1pm and take-down on Sunday about 3:30pm). See above for details on helping-out.

August 19 & 20, 2023, Railroad Museum of Pennsylvania, Strasburg, PA. [Layout set-up Saturday morning about 8 am and take-down on Sunday about 3:30 pm). There is ample time to tour the Museum and assist with the running of our layout. See above for details. What's there? See below



Division News (continued)

Pictures from the March 5, 2023 Train Show, Philadelphia



2023 Summer Show Schedule

DATE	SHOW	LOCATION
June 24–July 2, 2023	TCA National Convention*	Doubletree by Hilton, 870 Williston Rd., South Burlington, VT 05403
July 8-9, 2023	Greenberg's Great Train & Toy Show	Greater Phila. EXPO Center, Oaks, PA
Aug 12-13, 2023	Greenberg's Great Train & Toy Show	Garden State Expo Center, Edison, NJ
Sept. 10, 2023	Hamburg Train Meet	Hamburg Fire Co. Field House, Pine St., Hamburg, PA
Sept. 24, 2023	Atlantic Div. - TCA Train Show*	1301 Columbus Blvd., Phila., PA 19147

Tour of Georgia State Railroad Museum

Mike Hudek, 90-32044

On a recent trip to Savannah GA, much to my wife's delight, I stumbled across the Georgia State Railroad Museum. As it turned out it was more about the history and architecture of the site and not just about trains.

The Central of Georgia Railroad started building the site in 1833 and by 1855, the repair shops were completed. The railroad was decimated during the Civil War and was rebuilt and running by 1872. As with most railroads in the U.S., it started to see a downturn in business and in 1963 the



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Tour of Georgia State Railroad Museum

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shops were closed. In 1978 the local historical society took over the property and started restoration. In 1989 the site opened as a museum.



The entire site operation was self-sufficient with its own blacksmith, machine, paint, and repair shops.

You may be wondering why I took a picture of the smokestack. All the smoke from the shops was fed underground to the smokestack. The large brick structure at the bottom of the stack was a cistern to collect water. The smoke heated the water and the workers could shower after their shift. They were using green energy before they knew what it was.

Notice the bent rail—it is not a giant AIDS Awareness ribbon—but the result of Union soldiers who would heat and bend the rails around a tree rendering them useless for repairing the tracks.

You can find more information about the museum at www.chsgeorgia.org.



Feature Article: How to Wire 'cross-overs' on the NBT Layout

(Ed. Bill Erskine's layout has been featured in the *Express* many times on a variety of subjects. See past issues for exciting photos. In this article, Bill describes his solutions to unique problems on his 'Nothing But Track (NBT)' layout that may help with your layout plans/development. Thanks Bill for all the activities that you do for the Division.)

Bill Erskine (86-24379).

I run both conventional (post WWII) and TMCC engines. I use 3 MRC transformers to run one passenger line, two freight lines and a yard circuit. When I have to move a engine from the engine yard to the freight yard, I have to cross over the passenger line and freight line to get there and, ***I don't want to be grabbing three throttles while other trains are running.***

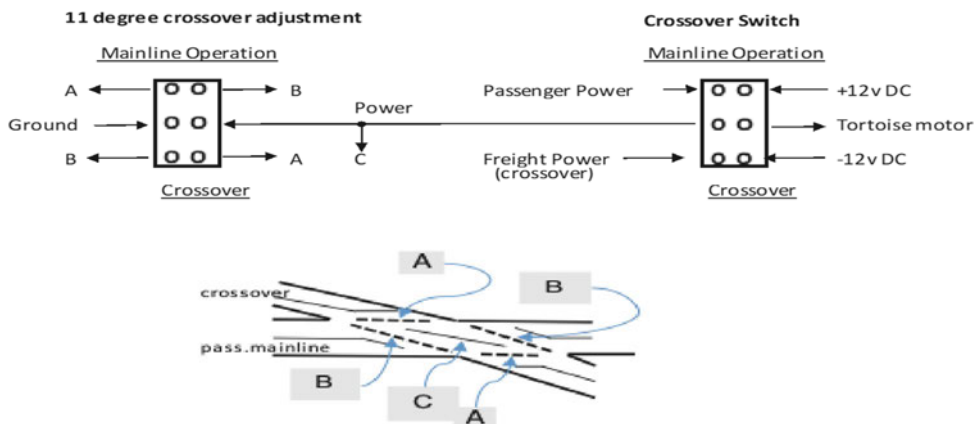
Track plan situation: Top track is Secondary freight line. Middle track is freight mainline. Bottom is passenger mainline.



Problem: Some of my conventional post war and TMCC engines drop into neutral traveling over the Ross 11-degree crossover. Fortunately, it only happens when I am moving a train from one mainline to another or crossing over a mainline to get to the engine yard or freight yard. These are special operations.

Solution: I wired some of the neutral rails either hot or ground depending on the orientation of travel. This approach will not work if the crossover is in constant use in both directions. (Ok, it will work, but you will have to be constantly alert to avoid shorting out an engine). My solution also allows me to switch the power on the crossover track and allows me to use only one throttle.

Two DPDTs (in the diagram below) are needed for the 11 degree crossover on the passenger mainline. Engines leaving the engine yard need to cross over the passenger mainline to the freight line.



Note: Tortoise motors can be installed in two different orientations so the +/- notations may be backwards so you need to test the turnout orientation before soldering any wires.

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Other solutions for other problems:

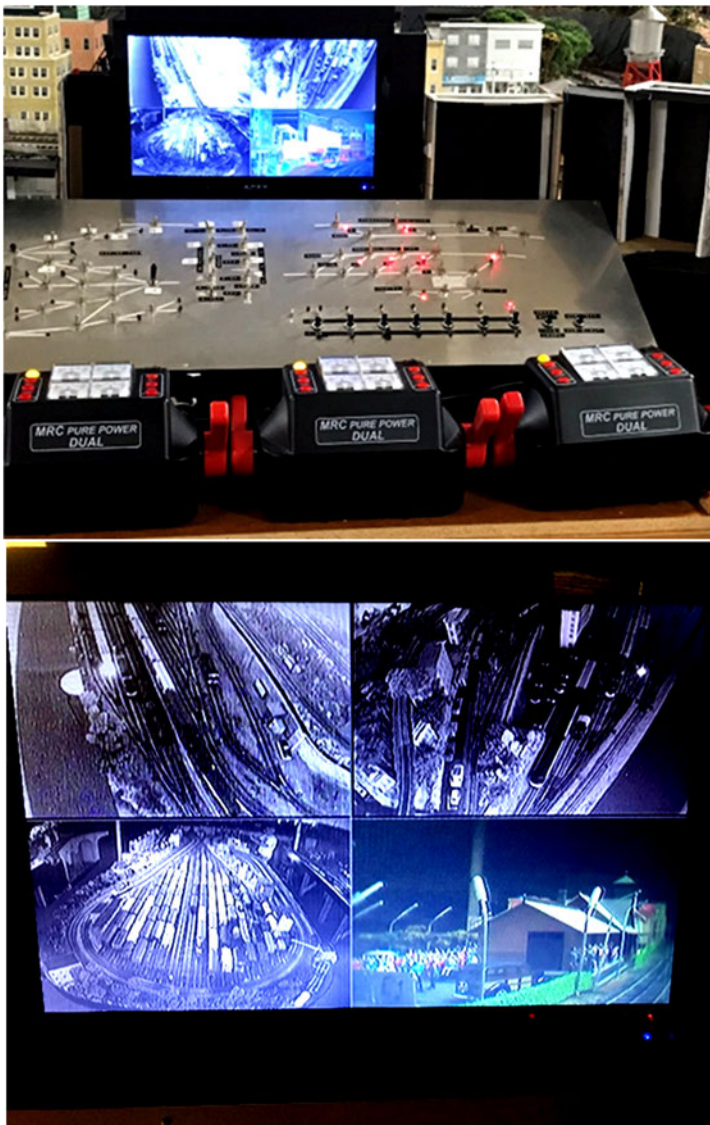
Problem: Sometimes the DPDT contacts will oxidize with non-use and fail to work. When I am making up or breaking down a train in the freight yard, I need to verify that the correct track is aligned in the yards.

Solution: In the freight and engine yards, I installed a light on every bumper and on my control panel which has a schematic of the yards. I wired the Tortoise motors so they can pass power to these lights using their internal electric switch. This electric switch only functions after the Tortoise motor has stopped moving thus confirming that the switch points moved.

Problem: I can't see the staging yards from my control panel and I need to confirm if trains in the staging yards are not blocking another siding and which one has access to the mainline.

Solution 1: I put occupancy lights on the staging tracks. I isolated one outside rail about 12 inches from the exit switch. I installed a light on my control panel and powered one wire and the other wire went to the isolated rail. When the train entered this section, the wheels closed the circuit, thereby causing a light to come on (occupancy)--and I can stop the train hopefully in time.

Solution 2: The occupancy light solution however, is a bit flawed. Some engines coasted further than others and after a few disasters, I installed cameras overlooking the exits of the freight and passenger yards. As a remedy, I installed a light in the ballast several inches from the exit turnout on each of the staging yard sidings. I used the internal electric switch of the Tortoise motor to pass on the current based on the disposition of the exit switch of each siding. Beginning on the mainline at the end of yard exit, I worked my way backwards.

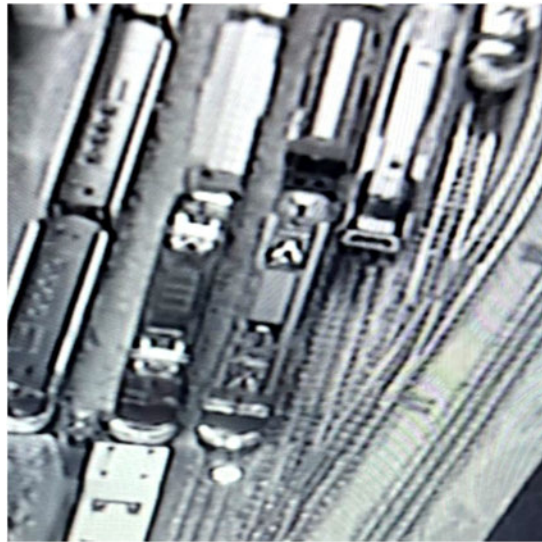


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If the exit turnout was set to the yard, the power for the light went to that siding and its occupancy light, if not, it was passed on to the next turnout, and so on. Then I could see which siding has access to the mainline and which engine would start up when I turned on the power.



The track power was passed onto the sidings in the same fashion. The occupancy light also told me where to stop the engine when it finished its journey.

(What shows on the
monitor's
screen)

Wanted / For Sale / For Trade Advertising (next issue deadline—July 1, 2023)

FOR SALE

After 65 years, the TRICKEL CAST PARTS business will be sold. Included in this sale are over \$10,000 of inventory parts, molds, and casting supplies. Included in the sale is our WEEDEN STEAM LINE. We produce parts for most major companies such as American Flyer, Lionel, Ives, Dorfan, and many foreign manufactures. This is a great business adventure. Interested parties can respond by mail, email, or phone. We will need an address to send the proposal. (TCA: C-2)

Terry L Trickel, 79-13707
119 Ridge Road, Phoenixville, Pa. 19460
484-920-8129, email to northernfinds@yahoo.com

FOR SALE

American Flyer HO trains, most from 1948-1950. Boxed sets, boxed cars, Bakelite track and switches. Over a dozen engines. TCA C6 to C7.

Mike Hudek, 90-32044
Call 201 294 7057 for more info.

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

The newsletter welcomes your articles on any subject related to trains for sharing with our members. Email these with and pictures, charts, drawings, spreadsheets to the Bob Wittendorf at the address below.

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