



METCA is getting ready for 2015



METROPOLITAN DIVISION
TRAIN COLLECTORS ASSOCIATION™



Metropolitan Division Waybill

Train Collectors Association

Vol. 35 Issue 2

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TCA MISSION STATEMENT

To develop an appreciation of and to preserve an important segment of history~ Tinplate Toy Trains~ through research, education, community outreach, fellowship, establishment of collecting standards, and to promote the growth and enjoyment of collecting and operating toy, model, and scale trains.

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Train Collector's Association Application

www.tcamembers.org/membership/application.pdf

Metropolitan Division (METCA) Application

www.metca.org/documents/application.pdf

Train Collectors Association National Officers

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TCA National Website

<http://www.traincollectors.org/>

The views expressed by the contributors to this publication are their own and not necessarily those of the Waybill editor or of the Train Collectors Association



Inside This Issue:

We have the first part of a 3 part standard gauge mini layout build. A great write up from Night at the Museum in Long Island. METCA at Greenberg and much more!

Coming in the next Waybill:

2014 Convention stories. Updates on the 2015 TCA Convention hosted by METCA. Part 2 of the standard gauge build up. Answer to abandon in METCA as well as the next mystery location.

Asking for your help!

...This is your Waybill Folks! We want to hear from our MIGS about what they are doing in this hobby. Send us news, a photo(s), or a story. I want to see your name in the byline! Send your info to eusdesa@yahoo.com

On The Cover:

"*New York Central 4-6-4 Hudson*" -

New York Central 4-6-4 Hudson, J3a class, streamlined art deco steam locomotive # 5451, was designed for the 20th Century Limited, and is seen in the roundhouse at Harmon, New York, 1940. The name of the photographer that took this photo is unknown. Source: <https://www.flickr.com/photos/alcomike/6977752947/>

Answer to Abandon in METCA's previous cover:

The closed DB Drawbridge on the former Boonton Line from Hoboken to Montclair. The drawbridge was closed in 2002 when the line was closed and has remained in the open position since. Credited to David Pfeffer.

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Coffee With Stu



We all know Stu is a busy man but we caught up with him for a few minutes to find out what he has going in. Of course the hop topic is the 2015 Convention. Check out a couple of “teasers” in this issue.

Come and join me, along with the 2015 Convention Committee, at our Convention Preview Booth at the upcoming convention in Cherry Hill, NJ. Be among the first to get an inside peak at what's in the works for the 2015 Convention that we'll be hosting. Please make sure to stop by to pick up some of the freebies that we'll be handing out.



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Collector-ModelTrains.com/dash/METCA

From the O Gauge forum, a note from Kevin Quinn

Hello all,

This is my first post on the forum. Of course I have to pick the hottest topic that just not plagues TCA but most volunteer organizations and clubs, membership. As I skimmed most of the postings here on this topic I sense many a frustration and disappointment with TCA. There were valid concerns brought up about membership of TCA and its future. Without rehashing all of them posted here, I want to say joining TCA & METCA is one of the best things I have done to continue to enjoy my hobby..... collecting trains. I have never been to York... yet. Since I have joined TCA, I have met some really great people and made some great friendships. My father got me started with trains when I was 4 years old. I am 48 now and I thought I knew trains. I found out I didn't. Over the years as a TCA member I learned so much more about this hobby. I learned that this organization is a great resource of the hobby. The TCA opens you up to a plethora of information and knowledge and people who know the hobby inside and out. TCA is a great organization, does it need help? Yes it does. You the hobbyist, the collector, the modeler, the operator can make it better. Someone mentioned that TCA is all about old tin plate stuff. Not true. All gauges are welcome. All types of trains are welcome. Those who said that articles are only about pre or postwar, my response.....is if you are an HO guy, write an HO article or G, or N, submit your articles to the Quarterly, promote your interests. Another big issue is about future members. The younger generation is going to be tough to persuade. They are buried in their cell phones and digital games. One of the ways we at METCA are trying to combat that is doing what my METCA President posted earlier. We man what we call the METCA table at train shows. We promote TCA and METCA by showing visitors what TCA & METCA is all about. We talk about the hobby. We talk about trains. We talk about anything just to show how friendly the hobby and TCA is. Let's promote the hobby and TCA. Let's make it better. Those that join because it's a business to them, well, they are motivated by different reasons. We, who enjoy the hobby of trains should promote and pass it along to everybody and anybody we can. I know we at METCA do.

Kevin Quinn

VP METCA Division

98-47167

The original thread can be seen here in the link below.

<http://ogrforum.ogaugerr.com/topic/tca-membership-2?page=4>

Fugetaboutit!

Depending on your generation, you will probably recall one of these phrases: “What a revoltin’ development this is”, “One of these days, bang, zoom!” or perhaps “Up your nose with a rubber hose”. They were all uttered by famous TV characters who all hailed from Brooklyn, NY, the fourth largest city in America!!



Today you are in for a special treat as you embark on the *Slice of Brooklyn Pizza Tour*.

The tour starts in Manhattan and for the next 4 ½ will experience not only pizza, but Brooklyn from one end to the other. It includes stops at two famous pizzerias in Brooklyn that serve distinct and different styles of pizza: Grimaldi’s under the Brooklyn Bridge for the Neapolitan Margherita-style pizza and L&B Spumoni Gardens in Bensonhurst for their award winning Sicilian-style pizza. Everyone will receive 2 slices and a soda at each of the two locations. The tour also includes a visit to Brooklyn Bridge Park in DUMBO, Red Hook, Sunset Park, Bay Ridge, Bath Beach, Bensonhurst, Brighton Beach and a walk along the famous Coney Island Boardwalk. In between, you’ll visit famous Brooklyn movie locations like Saturday Night Fever, Goodfellas, Scent of a Woman, Annie Hall and more.

This is a not to be missed experience.

Mangia!!

One Small Step for Man, One Giant Leap for Mankind

Who can forget these immortal words spoken by Neil Armstrong as he descended the stairs of Lunar Module 5, used in the Apollo 11 mission? At its Bethpage, N.Y. facility, Grumman Corporation designed, assembled, integrated and tested the Lunar Module (better known as the LM), the famed Eagle of the Apollo program. Between 1969 and 1972, six Grumman lunar modules carried 12 astronauts to and from the surface of the moon and one – Aquarius – served as a lifeboat for three astronauts during the ill-fated Apollo 13 mission. Long Island’s association with aviation history goes back even earlier. Charles A. Lindbergh took off for his famed transatlantic flight from Roosevelt



Field on Long Island. Our first stop this morning will be at The Cradle of Aviation Museum located on the grounds of the former Mitchel Field. You will be able to explore over 150,000 square feet featuring 75 air and spacecraft from a hot air balloon to an actual Lunar Module and learn about Long Island's role and why we are called the Cradle of Aviation. The eight exhibit galleries are in chronological order and throughout the museum volunteer docents are there to share their aerospace experience. There are over 30 hands-on exhibits, a half dozen cockpits to climb into and many short films through-out the exhibits.

Lunch will be on your own at the food court located at the Roosevelt Field Shopping Center which is built on the site of; you guessed it, the original Roosevelt Field.

Following lunch, we take a glimpse into the lifestyle led by New York’s rich and famous at the turn of the 20th century. Old Westbury Gardens, listed on the National Register of



Historic Places, is the former home of John S. Phipps, his wife, Margarita Grace Phipps and their four children. Completed in 1906 by the English designer, George A. Crawley, the magnificent Charles II-style mansion is nestled amid 200 acres of formal gardens, landscaped grounds, woodlands, ponds and lakes. Westbury House is furnished with fine English antiques and decorative arts

from the more than fifty years of the family's residence. We will have a docent-led tour of the house and the gardens.

Night at the Museum
April 5th 2014

Article and pictures courtesy of Don Fisher and Steve Musso

Many thanks to Steve, Gary, Mike and Bill from TrainMasters of Babylon and METCA for handling the scenery sessions. We had six youngsters and eight parents for a total of fourteen participants. (One mom and son came all the way from Pennsylvania after seeing the event posted online.



Everyone had a great time learning the basics of training," riding the LIRR World's Fair G-16 Park Train and eating fresh Brick Oven Pizza!



Thanks to RMLI members John, Joe, Evan and Don for handling the photography, park train, dinner and wiring sessions. Thanks also to all the TCA/METCA members at the Museum who care for the Historic Lionel layout, a wonderful backdrop and learning exhibit for our young engineers!



Another great event! We look forward to offering this program again in 2015!!



Don Fisher, President, Railroad Museum of Long Island

As some of you may now I collect and run original and reproduction prewar O gauge. My home layout is a decent size, 10'x15' and that gives me plenty of space to run and enjoy my trains. But I also collect prewar standard gauge. I only have a couple sets but I'm always looking for a deal on another to add to my collection. Right now my two sets sit on a shelf in the train room which is also our finished basement. Both have rebuilt motors and run like a champ but without a layout they just don't get the attention they deserve. With my O gauge layout taking up the majority of basement I'm left with a small portion that will fit a 4'x6' table. This might be a little small for most standard gauge trains but for my 384 and 33 locomotives and passenger cars it should do nicely. When I built my O gauge layout I didn't hold back, new track, new accessories, custom wiring, you name it. But for this layout I want something simple, something true to the age of these trains. So what I intend to do over the next three way bills is walk you through the process of building a small standard gauge layout, loosely designed after a prewar Lionel factory built layout. I'm sure all of you MIGS have built a layout or two over the years and I'm not suggesting I plan to teach you anything you don't already know. Instead I want to show you my process in the design, budgeting and construction of this endeavor. I will be forcing myself to stick with some very simple and basic rules.

1. Only use original prewar accessories and trains. This is a personal challenge more than anything else as I like all the bells and whistles. I will however purchase new track and a modern transformer. Cleaning 70 year old track might build character but it's definitely not fun, at least for me. And a new transformer is just being safe.
2. Stay within my size constraints. When I built my O gauge layout I kept adding to the original footprint by moving things around in the basement. This time if I spread out I will take away the play area for my boys, that can't happen.
3. Keep it simple Sam! As I mentioned above I want to base it on a factory built layout, number 199 to be exact. But it will only have the "feel" of the 199, it's not going to be a dead on recreation. The 199 is my starting point.
4. Last but not least keep a budget. This doesn't mean to stay within a set budget, although I will. Instead it means to record what I spend and share it with you, the reader. My wife lets me have my hobbies, she knows I enjoy them. But she also reminds me that collecting trains, high end guitars and vintage cars costs an arm and a leg. So with this I want to see how much this layout will cost, start to finish. I'll also include how long I worked on it as time is money.

As I stated above there will be three installments to this article. This one being the first will discuss the layout I'm using as a reference, the location of the layout and the planning of the table that will be used.

So let's start with the Lionel 199 layout. For the most part it's extremely simple, an oval made up of eight 42" radius curves and six 14" straight tracks. The station looks to be a

#124 and behind the scenic plots you can see a tunnel which I think is a #120. Some of the other accessories include a few bungalows, telegraph poles, signals and flag pole.



I like the idea of the station and tunnel, so they are staying. I also want to add a bridge just for a little something extra. I think my #45 Gateman would also work nicely on this and as well as my #69 crossing. I'm also going to remove two of the straight tracks to fit the layout onto the 4'x6' table, remember rule #2, space is limited.

Moving on lets take a look at the space we will use for the layout. This is the most difficult part of the build as space is at a premium in my basement. The area in the picture below is my only spot where I can set up this layout. It's actually an alcove where I have a drum kit my son plays with. The drums will be relocated to another area for now. As much as my son likes to play on the drums, he likes playing with trains more. The advantage I have with this layout is it will be short so both of my boys will have no problem walking up to the table and watch the trains from a child's perspective. Even with this table being small I will still need to have it on wheels. As you can see from the picture I have a few access panels that I can't block off. Giving the layout some degree of mobility will help with servicing the mechanics of the house behind these walls.

The final step with this segment is the planning of the table. This for me is the easiest part. Spending some time in construction I try to use some of the skills I learned while swinging a hammer to help with projects like this. Building a floor or a deck can be easily



translated into a structural table for a layout. Some adjustments are needed to reduce cost and weight but the process remains the same. I plan on making a basic structure similar to a small deck. Joists will be supported by ledger boards on either end. The tables legs will act as the posts to support the structure. This is my preferred method of building a layout, it's sturdy, easy to build and relatively inexpensive. Normally I would use a 16" on center construction made up of 2x4 material but I want to reduce the weight and the smaller size of the table should allow for the use of 2x3 stock. The legs will be 2x2 pine with a small elevated base made up of 1x4 pine. My original idea was to paint the table base, legs and frame white to dress it up. Then I will install 4 heavy duty casters so it can be moved around. One requirement for these casters will be locks. When dealing with an 18 month old and 3 year old, anything on wheels that moves is either a new toy or ride!

So stay tuned for the next issue where I will construct the table, paint it and start the planning of the track layout.

The METROPOLITAN DIVISION attended Greenberg's Toy and Train Show on March 29th & 30th in Edison NJ. Our METCA table was in full glory and received many visitors. Across the front of the table were TCA & METCA publications. Displayed on the table was Kevin Quinn's METCA train, showing all of the beautiful mint cars our division had made up starting in 2008.



By adding some shelving to the table we were able to display our TOFC cars (Trailer On FlatCar) and our 1976 NYC boxcar & our 1978 NH bay window caboose. The top shelf was reserved for our 2013 CNJ pair & 2014 EL mint cars. The vibrant colors of the CNJ cars attracted many, many on lookers. As the EL car attracted a more focused group of collectors.



On a whole we got many compliments on all of our cars in the mint car series. As the show progressed we had many people stop by to talk TCA & METCA. We answered many questions about TCA and handed out about 25 applications just on Saturday alone. A wide range of visitors stopped to say hello. There were people who never heard of us to collectors that were there in the beginning of the division. It didn't matter we all spoke one language.....trains.



It was a good show METCA. There was a lot of networking and good conversation amongst friends and hobbyists. For those who are following the traveling METCA table, the next spot will probably be at the 2014 TCA convention. See you there.



Let's face it – model railroading can be an expensive hobby! Keeping track of your trains isn't the most fun thing to do, but it is smart – both for you and your family.

Here are some tips to help you get organized. Rather than taking out a notepad and pencil, do yourself a favor and use your computer. Hey, it's what computers are good for! And rather than just opening a spreadsheet and starting to type, there is a new free web site just for this called DASH (www.Collector-ModelTrains.com).

Click to register for a free account. Then, click on the Catalog tab. You can click on the links to find your items, or you can search. (Hint: Try searching for manufacturer's model number first.) When you find an item you have, click Add to Collection. If you see an item you want, click Add to Wanted. If you see an item you want, click Add to Wanted. DASH records this info in your "My Collection" area (you'll see the tab for that too next to Catalog.)



*The Catalog has more than 90,000 model train items.
Find your item and click Add to Collection.
You can see that other people have or want your item.*

In the My Collection area, you can upload your own photos, put in the grade and condition of your item (new/used, C-7, scratched, etc.) as well as recording private info such as your cost. This is only the beginning of what you can do with your collection on DASH, but it is a good start. You can click on the Contact form on the site if you get stuck and you should look at the quick videos on the site too.

Just for Division Members! Included for free with your METCA membership is a free upgrade to DASH Club level. This gives you full access to the mobile apps in DASH, as well as waives Community fees and gives a discount to DASH's price guide. To get your free upgrade, go to: Collector-ModelTrains.com/dash/METCA

Abandon in METCA

So did you figure it out last time? What about the picture below? Good luck MIGS!

The picture below is from an abandon railroad relate item within the METCA region. Do you know what and where it is? If not don't worry, the answer will be in the next waybill so stay tuned!

