

METCA WAYBILL

Metropolitan Division – Train Collectors Association

Season's Greetings and Happy Holidays!



METROPOLITAN DIVISION
TRAIN COLLECTORS ASSOCIATION™



Established 1961

BRIDGING THE TRI-STATE AREA

Metropolitan Division Waybill

Train Collectors Association

Vol. 35 Issue 8

Board of Directors 2014-2015

President~ Stu Rankin
Vice President~ Kevin Quinn
Secretary~ Robert Amling
Treasurer~ Jeffery Corrick
Director~ Larry Laskowski
Director~ Sam Deo
Director~ Ben Fioriello
Past President~ Scot Kienzlen

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.

CONTACT METCA

Website: www.METCA.org

Webmaster: METCA

Jeffery Corrick: <mailto:clint@clintjefferies.com>

Discussion: <http://groups.yahoo.com/group/METCA/>

METCA Kid's Club Chair:

<mailto:KidsClub@metca.org>

Correspondence, membership and mail issues:

METCA Secretary 5 East Warwick Ct, Farmingdale, NJ 07727

Phone: 718-541-8619

Fax: 732-938-2024

Email: <mailto:Secretary@metca.org>

Talk to me directly:

Stu Rankin, President: 917-593-3990

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

President	Wayne S. Sheriff, #99-49818
President-Elect	Charles R. Anyan, #69-2511
Vice President	Joseph Fanara, #82-17381
Secretary	Christie M. Wilson, #91-32878
Treasurer	Rick McKenny, #86-23260

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:

Frank Sinatra's layout, Larry and the Long Island Sound, Part 3 of the Lionel 42 and much more!

Coming in the next Waybill:

Merkur Church construction. Answer to abandoned 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:

Santa and His Trains

Credit: <http://toytrainworkshop.com/wp-content/uploads/2014/10/santa-and-his-trains.jpg>

Answer to Abandoned in METCA's previous cover:

The High Line was built as a set of elevated train tracks in Chelsea but was recently turned into an above-ground park

Source: <http://www.dailymail.co.uk/news/article-2468873/New-York-step-closer-building-55million-subterranean-park.html#ixzz3odqQegvt>

Follow us: [@MailOnline on Twitter](#) | [DailyMail on Facebook](#)

Coffee With Stu



METCA is BACK! OK, we never really went away, but running the 2015 TCA Convention really has consumed the Division over the past few years and we neglected some of the local stuff we should have been doing. That's all changing now. On Saturday November 21, we ran a train show at St. Helens in Howard Beach, NY. It was the first show we've ran in quite some time. The feedback from the vendors and attendees was nothing short of spectacular. It was what I miss most about our local events. It was hugely fun. Thanks go out to Bob Amling and the Holy Name Society for working together to make the show a reality.

The show also allowed most of the current and the incoming METCA Officers and Directors to get together face-to-face. This was really refreshing. However, what was even more refreshing was to hear and feel the energy that incoming President Kevin Quinn exhibits. He has some great plans to get us back in the saddle and reconnecting with the local train collecting community.

WOW ... and I mean WOW!!! It's hard to believe that I've been METCA President for 4 years. My term as President comes to an end December 31. On the one hand, I'm so proud to have had the opportunity to have held this position; it has brought me great joy and I feel that I've done a fair job at it. On the other hand, I'm slightly disappointed in my performance; there was so much more that I wanted to accomplish that I didn't get around to. Have no fear, I'm not going away completely, so I will stick around and try to check off a few more of those unaccomplished tasks.

Please join me in thanking the outgoing BOD members and in welcoming the incoming Board members. As we turn the page in the METCA history book, these guys are the ones who will be writing a new chapter. The future looks bright.

Greenberg's Guide to Lionel Trains Standard and 2 7/8" Gauges

Use this order form to get your copy of the recently released, most up to date, book on Lionel wide gauge trains. Well known author Bruce Greenberg has once again published an authoritative guide to Lionel Trains.

First Come-First Served. **Only limited quantities are available.** Order early, avoid disappointment.

All checks or money orders must be in U.S. funds. **Make checks payable to METCA.** Questions? Email: NYshows@METCA.org

----- cut here ----- cut here ----- cut here ----- cut here -----

I would like _____ Greenberg's Guide to Standard and 2 7/8" Gauge Books at \$100 ea \$ _____

Total \$ _____

SHIPPING INCLUDED

Name _____

Address _____ Phone No. _____

City _____ State _____ Zip Code _____

Email Address _____ (way)

Mail order form and payment payable to METCA to:
Bob Amling
METCA Greenberg Book
5 East Warwick Ct.
Farmingdale, NJ 07727

Editor's note

Where does the time go these days? It seems like just yesterday I was working on some ideas for the first waybill of 2015 and here we are, reading the last edition of the year. METCA had a great year with hosting the 2015 convention and I'm looking forward to 2016 to see what's in store for us MIGS! And one change actually starts with this waybill. We will now have two versions of the waybill, a paper copy that's about 16 pages long which some MIGS choose to have mailed to them and the new and improved e-waybill. The e-waybill contains everything in the paper version and then some. Special articles, more pictures and interactive web links that you can only get online. So why are we doing this? Simple, METCA is moving forward; we embrace technology and why not use it to create a better waybill. The idea is, the few folks who still receive the paper version will hopefully change their mind and move to the electronic version. So I hope you enjoy the new features of this waybill and let me know what you think, email me your comments, questions and concerns at eusdesa@yahoo.com

Sam Deo 05-59610

METCA Election Results 2016-2017 Term

Results provided by Rick Tedesco, Election Chairman, 80-15902

A total of fifty ballots were received. Five ballots with TCA numbers missing from the envelopes were not counted.

Elections results are:

Officers

President	Kevin Quinn - 44 votes
Vice President	Stu Rankin - 45 votes
Treasurer	Jeff Corrick - 43 votes
Write in	Salvatore Buono
Secretary	Bob Amling - 45 votes

Directors

Larry Laskowski	- 39 votes
Sam Deo	- 37 votes
Andrew Hibell	- 23 votes
Rem Hunnewell	- 38 votes
Doug Schembs	- 37 votes

Bylaws change

Yes - 41 votes
No - 0 votes



Look familiar?

Try **DASH**
Collector-ModelTrains.com

DASH is a new web site just for model railroaders. Free collection management. Super deals on trains. A great place to sell your own items. Great price guide updated daily with real sales data. Mobile apps and more.

Just for Division Members!

Register on DASH as a division member and get full access of the DASH mobile apps, as well as discounts to everything on the site. DASH is free to use. Register today!

Collector-ModelTrains.com/dash/METCA

So I took a little break in the last waybill on the 42 restoration. But we're back again with the final installment. If you remember in part 1 I was guessing it would take 4 waybills to cover the restoration but things moved faster than I thought and I finished up the project ahead of schedule. The restoration is far from a professional job but I think it came out great for my first real tinplate rebuild. Besides picking up a few new skills during the process I ended up with a great engine that didn't cost a fortune. Because of its prior condition I got the locomotive for a very good price. Even with the parts and supplies needed, the total cost was well under what a restored dual motor 42 is currently selling for. Just a reminder this is what the train looked like when I brought it home.



When we last left off I just finished up applying the primer and wanted the engine to sit for a few days before top coating it. Unfortunately, I had a problem with my camera and lost several weeks of pictures from the top coating stage to beginning of the final assembly. I didn't find this out until after I completed the majority of the finishing work. However the process was quite simple, several lite, even coats of a black semi-gloss automotive paint. Once I was satisfied with the coating I baked the body under heat lamps for about 15 minutes. I than let the body sit undisturbed for about a month. This allows the paint to cure fully so there's no risk of messing up the new paint job by handling it. I then added the red trim

paint around the bottom of the body and window frames. This requires a steady hand and takes time. Even then, it didn't come out perfect but the end result is still acceptable in my opinion. Moving on from the paint job, I started to bend the new handrails for which I used brass wire from a hobby store. The grills were cleaned up and reinstalled and finally I applied the decals and remaining trim such as the bells and headlight. And that brings us to this.



Items like the hand rails on either side of the doors and the steps were painted with gold/brass colored model paint. Again a steady hand is key and this took a couple tries. This is where the cured paint really comes in handy. The black semi-gloss is a little more forgiving once it's dry and hard so it was easier to clean up any mistakes without ruining the finish.

The engine assembly is the last part. I just reversed the process of disassembly by connecting the hot lead for the light then mounting the motors back into their frame mounts. This is done with a couple of jamb nuts on each post so they don't work their way loose, yet still allow the motors to move freely.

And here's the final product sitting on my layout. The 42 looks right at home in front of my 124 Lionel Station. The train runs great for the most part. These engines were never known for pulling power so it has some limitations but for me it's perfect.



And finally a shot of the 42 in its new home with the rest of my standard gauge pieces, pulling a set of original 10 series freight cars.



All in all this was an extremely rewarding project and I can't wait until I find another train that needs some help.

Frank Sinatra: “All Aboard!”

By John Aaron
Posted July 2014

SINATRA THE ENIGMA. Frank Sinatra was vast, complex and controversial. Since his death in 1998 at age 82, it seems like a new book comes out every year outlining his remarkable career and promising that the author has gotten to the root of what Sinatra was really like. No one gets it entirely right because Frank was a many-faceted person, and people became familiar only with those aspects of his personality he chose to show them.



Over the years, I interacted with him as a musician, piano technician and fellow toy train enthusiast. I might just as well have been dealing with three different people. Add to this the legends and rumors that surrounded him—most of which he neither confirmed nor denied—and it's no wonder he was a hard character to nail down. I eventually decided not to attempt to do what so many others failed to accomplish. Therefore, I will confine my narrative to our mutual hobby of collecting and operating toy trains. All aboard!

SINATRA THE COLLECTOR. Frank collected and operated toy trains, a hobby that should not be confused with model railroading. Toy trains are the big, heavy, colorful, noisy electric trains that were most popular from the 1920s to 1960s and were a fixture under most families' Christmas trees. Almost every major department store had an operating layout on display during the holiday season. As a youngster growing up in Hoboken, N.J., Frank made the pilgrimage to Manhattan whenever possible to view the department store holiday layouts and the year-round showroom layouts at the Lionel and American Flyer headquarters.



The Chairman of the Board was also the CEO of a million-dollar train collection.

Most of us who collect toy trains got hooked on them as kids. Operating them on our home layouts now takes us back to our childhood times. The hobby has wide appeal to people in high stress professions. For example, of the nearly 30,000 active toy train enthusiasts in the United States, the largest single professional group represented is doctors, followed by corporate CEOs and CFOs, lawyers, business owners and clergymen. People in show business, although the smallest professional group, are naturally the most visible. Besides Mr. "S," there is Neil Young, Rod Stewart, Mandy Patinkin and Joe Regalbuto (“Frank” on the *Murphy Brown* TV

series). Now deceased, there was also Jackie Gleason, Tom Snyder, Ward Kimball, Dudley Moore, Arthur Godfrey, Tommy Dorsey and Gary Coleman. In my more than 50 years in the hobby, I have had the pleasure of visiting the home layouts of many of these famous collectors. Many celebrity train layouts can be viewed via the Internet.

SINATRA'S TRAIN LAYOUT. Hoboken is one of New Jersey's premier communities, but that was not the case in the Roaring Twenties when the youngster Frank Sinatra started to take an interest in toy trains. Hoboken was the low-rent district. In later life, Frank would quip, "I was born in Hoboken, but today, I couldn't afford to live there."

Most folks in his neighborhood could not buy electric trains which have always been costly, but so the story goes, Frank's mother pawned an old fox fur piece she had acquired and bought for him his first set of trains. Another often-heard tale has Frank and various friends jumping aboard a streetcar every now and then and traveling the dozen miles or so to the Lionel Train factory where they would rummage through the trash bins after hours in search of discarded train parts. From the parts, they would cobble together whole trains. Typical of the Sinatra mystique, Frank never confirmed or denied either story.



Frank Sinatra's train layout.

In his glory years, Sinatra would stroll the Lionel factory floors with Joshua Lionel Cowen himself as Frank picked out the latest Lionel offerings to add to his growing collection. Frank collected trains from almost all the major manufactures the world over. The value of his collection eventually exceeded a million dollars.

Of course, once the word got out that Sinatra loved toy trains, many came to him as gifts, including an antique locomotive courtesy of the Vatican. Tommy Dorsey, one of the first bandleaders Frank worked for, had a huge train layout in the basement of his Bernardsville, New Jersey, mansion which Frank enjoyed visiting and operating. Frank was also quite taken with the 1949 Macy's holiday display layout in New York. Sinatra's personal toy train layout not only surpassed both the Dorsey and Macy's layouts, but it also gave the Lionel Corporation's New York showroom layout a good run for the money!

The Sinatra collection and layout was not about owning the most toys. It was about fun. I never saw him more relaxed than when he was cleaning or oiling a locomotive or at the controls while four or five trains roared around his layout.

During the holidays, Frank often had neighborhood kids in to not only look at but to actually operate his layout. The fact that some trains were occasionally damaged by the overly enthusiastic kids did not upset him. Perhaps he remembered his childhood.

Frank's fabulous layout and collection were housed in a special building at his Rancho Mirage estate in Palm Springs, Calif., known simply as "The Compound." The two-plus acre, walled compound sat on the seventeenth fairway of the Tamarisk Country Club and as I recall, consisted of about eight buildings, tennis and handball courts, and a swimming pool. Some of the buildings were small houses for guests. One was Frank's art studio (another hobby). One was a replica of a Santa Fe railroad caboose that was built up from an actual railroad flat car. I think it was used as a barber shop and exercise room.



**Frank Sinatra and Grace Kelly
in *High Society*, 1956.**



**Frank Sinatra at Liederkrantz Hall,
N.Y., ca. 1947.**

(Photo: Gottlieb Collection, Library of Congress.)



Frank in the 1940s.

The trains resided in a replica of an actual railroad station that was located in Ramsey, N.J. Lionel also made a reasonable model of this same station. Sinatra crammed his station from the floor to the rafters with wooden display cases and shelves brimming with trains of every type and manufacturer. The huge layout dominated the center of the room. Five trains could be operated simultaneously on the layout while others ran on separate loops or around the ceiling. A prominent area of the layout depicted Frank's hometown of Hoboken. Another area of the station served as a library nook for Sinatra's many train books and periodicals.

MR. "S" AND ME. In the early '60s, I worked in Hollywood as a studio musician and songwriter for several major record labels. On occasion, I would have reason to interact with Sinatra, and we developed a nodding acquaintance. When I opted for the more quiet lifestyle of a piano technician, Frank's long-time pianist Bill Miller would call upon me for piano work, which eventually led me to occasionally service Frank's personal pianos.

At some point, Sinatra saw my photo in one of the train magazines he regularly read and made the connection. He looked me up in the national directory of the Train Collectors Association, of which we were both members, and the next time he was performing in my area, he called me to ask if he could visit my layout. Since we were both night owls, we agreed that a late-night visit

was best for security reasons. Frank arrived around midnight along with his driver and a bodyguard, and we wound up playing with trains till around dawn.

It is reasonable to ask why Sinatra would take an interest in me. Collecting toy trains has never been a hobby for the faint of wallet, and my income level was upper middle class at best. However, I could write, and so I did for almost all the major publications in the hobby. This led me to becoming a nationally recognized train "expert" and much in demand as a speaker and clinician at train conventions and shows. This brought many people, who wanted to sell the old trains they found in dad's attic after he passed away, to my door. Manufacturers also mailed me their latest new trains in hopes I would mention them in one of my articles. Technically, these trains were loaned to me for review and would be picked up by a representative of the company sometime in the future.

I'm still waiting.

I also had many of my own trains from my youth. Trains were the only birthday or Christmas presents I ever asked for. They made a great foundation to build my collection on. During the 1970s and '80s, the general public had no interest in old toy trains, and piano-tuning clients often gifted me with boxes of trains they were anxious to rid their homes of.

For Sinatra's part, he had access to me, a knowledgeable train enthusiast with a first-class collection. More than that, however, we shared a lot of common interests. We both collected foreign trains from all over the world. Most collectors stick to American prototypes. Although most collectors prefer freight trains, both Frank and I favored passenger trains, and our collections were heavily weighted in their direction. Sinatra, of course, rode passenger trains frequently in the early years of his career.

Many enthusiasts have a lot of trains in their collections for display purposes only that do not work. Frank and I both agreed that every item in a collection should be operable, and we spent a lot of extra time and money restoring our trains to top-running condition.

Sinatra and I were also of the mind that no train was too rare or valuable to operate. We both owned the rare and highly coveted 1957 Lionel pink girl's train sets. Although they were beyond valuable, we both frequently operated them on our layouts. Neither of us was much into the mint, never-opened, boxed train sets so many collectors strive to acquire. We both felt that toy trains were made to be toys and made to be played with.

Over the years, we met up at train conventions, shows, swap meets, auctions, etc. We also frequented many hobby shops, after regular hours, of course, and visited numerous layouts of fellow train collectors. Toy trains transported Sinatra light years away from concerts, movies and his legendary Las Vegas Rat Pack.

No glitz. No glamour. Just lots of fun!

LIONEL OUTFIT No.2121WS, A CHRISTMAS STORY

Larry Laskowski

Hello Train Enthusiasts. Let me introduce myself. I am Lionel O Gauge outfit 2121WS, a three car steam freight set featured in the 1947 Lionel catalog as a new set offering. In actuality, my freight cars were in a 1946 set however I was headed by the all new Lionel 675 steam engine and tender with whistle and all new puffing smoke from an aluminum stack. My freight cars included #2555 Sunoco single dome tank car, the new #2452 Pennsylvania gondola with barrel load and #2457 illuminated Pennsylvania N5 caboose. In my set box were 8 sections of OC curve track, 3 sections of OS straight track, an RCS operating track, a 167 whistle controller, lockon, lubricant, instruction manual and a bottle of SP smoke pellets. For Christmas of 1947, I was a gift to a little boy, we'll call him Cy.



Over the years Cy took a great interest in Model Railroading and I guess for about a decade or so, me and my Lionel cousins which the young lad added to our set over the years enjoyed operating on layouts that he and his dad built. Cy was a regular holiday customer of Lou and Carl at Madison Hardware in those days, living close by at the time. Soon the attractiveness of HO trains caught young Cy's attention and we were relegated to storage for some time. We made appearances under Christmas trees over various years since those days. I had the good fortune to move to Long Island next to a fellow who knew many of my relatives. He treated me well making sure I was clean and lubed up just right so I could show my stuff under Cy's tree, for his youngsters.



Well, here it is 67 years later and I can still do my stuff as the boys at Lionel intended. All that I needed was a little oil and lube, a smoke pellet, some TLC and a track layout to run. Off we went and what a great feeling it is to be alive and well and running like a champ. Well my owner has a new chore for me after all these years. It seems that Cy has a grandson; we'll call him Luca. To Cy's

delight Luca took a great interest in trains very early, just like his Grandpa. When Luca would

visit, Grandpa was required to run the HO and S Scale layouts so that Luca could load and unload the cars. So for Christmas 2014, I am proud to say that I have once again taken on the role as Christmas present for a little boy fascinated with trains. I am helping him get started on the right track, you know the Lionel Track, the one with three rails. So far I am enjoying my new found relationship with Luca as his Dad, we'll call him Jim, he has set up a layout for me to run on at his home. We are having a great time, Luca and I. I plan on working well so that maybe I can be a Christmas present for a third time to Luca's little boy when that time comes. If you know Lionel Postwar, you know I will be still chugging away then, with a little TLC.

Cy's thoughts? "I could not have imagined that I would be handing over a 65 yr old Lionel set to my grandson! "



I hope you enjoy my little story. Best to you at METCA from Lionel Outfit 2121WS,





LONG ISLAND SOUNDS

Larry Laskowski



The Fall – Winter season is a great time for our Long Island Model railroad activities. Our clubs have been working on improving and adding to their layouts in preparation for the traditional Holiday season for Open Houses. It starts around the Thanksgiving Holiday and continues through the Christmas Holiday and beyond into early January. So there is a good chance that you can catch some of these events. Make it a point to visit these clubs and let the members know what a great job they are doing on the club layouts. Here is a list of upcoming open houses at our clubs.

Date	Club open House	Address	Hours
Nov.21-22nd	Central Operating Lines	50A Carlough Ave Bohemia NY.	10AM-4PM
Nov. 28-29 th	Trainmasters of Babylon	120 Schmitt Blvd Farmingdale NY	12 -4PM
Dec. 4th	Nassau Lionel Op. Engrs.	2953 Hempstead Tpk. Levittown NY	8-10PM
Dec.4th	St James Model RR	RTE 25A & Mills Pond Rd St James NY	6-9PM
Dec.5-6th	St James Model RR	RTE 25A & Mills Pond Rd St James NY	11AM-5PM
Dec. 5-6th	Nassau Lionel Op. Engrs	2953 Hempstead Tpk. Levittown NY	1-4PM
Dec.11th	Nassau Lionel Op. Engrs	2953 Hempstead Tpk. Levittown NY	8-10PM
Dec.12-13th	Central Operating Lines	50A Carlough Ave Bohemia NY	10AM-4PM
Dec.12-13th	Trainmasters of Babylon	120 Schmitt Blvd Farmingdale NY	12 -4PM
Dec.12-13th	Nassau Lionel Op. Engrs.	2953 Hempstead Tpk. Levittown NY	1-4PM
January2-3rd	Trainmasters of Babylon	120 Schmitt Blvd Farmingdale NY	12 -4PM
January 24th	Central Operating Lines	50A Carlough Ave Bohemia NY	10AM-4PM

At the **Trainmasters of Babylon** club, see the new 4000Sq.ft layout with up to 10 trains operating over 19 scale miles of main and branch line, There are new subways and Logging lines operating as well as the layout from the Hit series “The Sopranos” They are at 120 Schmitt Blvd in Farmingdale, just off rte. 110. Info at www.tmbmodeltrainclub.com

Central Operating Lines has a new layout operating with 4 mains, a narrow gauge logging line and an operating engine terminal and roundhouse. There are some great animated scenic features for you to see at their new layout at 50A Carlough Road in Bohemia NY, just off Johnson Ave and South of the Long Island MacArthur airport. A New York City Elevated rapid transit train plies through a NYC



urban scene. Info at www.coltrains.com

The **Nassau Lionel Operating Engineers** layout is in an 80’ x 35’ area and has something for everyone; three different levels, four mainlines on the primary level, a mountain line, subway, trolley line, multiple freight yards, multiple passenger stations, intermodal yard, operating turntable with roundhouse, harbor, and much, much more. See them at 2953 Hempstead Turnpike in Levittown NY. Club info at <http://nl oe.org/>

The **St James Model Railroad Club** is a 38” by 48” layout with mains, yards and subway. Club info at <http://stjamesmodelrailroadclub.weebly.com/> they are at the Mills Pond House, 660 Route 25A, and Saint James, NY. Well that’s the news from Long Island. See you here soon at our clubs.



Equestra Train Club Christmas Layout

Bob Amling 80-15029



My Wife and I moved into our new home at Equestra on September 28, 2014. Equestra is a 55+ community at the southern end of Monmouth County, in NJ. Sometime within the first two weeks I was asked to join a group of men that was forming a train club to construct a Christmas layout for the community clubhouse. Of course I said yes!

At the first meeting we got to know about one another and explored the various levels of interest of model railroading within the group. There were a few men that had trains stored for years. A few that set up a loop around the Christmas tree. A few that never had trains but were interested in helping. One man had a layout under construction at his home and there was another man like me that had taken down a layout in his former home and was planning a new one. The gauges of interest ranged from HO to G. We agreed early on that this was a Christmas layout, and as such We would not worry too much about scale buildings and structures.

We discussed the amount of space that we expected would be allocated by the clubhouse manager and decided on a 4' X 12" layout that would be constructed with 3 tables 4' X 4'. This size also took into consideration the proposed storage space after the holidays. Unfortunately the table did not accommodate the G scale. The final design was to have two independent loops of 0 Gauge and a 4X4 table above one end for an HO loop. Our resident carpenter, Sal set out to build

Equestra Train Club Christmas Layout

Bob Amling 80-15029

the tables in his garage. In the meantime we took stock of available track and buildings. We had to purchase additional Fastrack and had an email sent to all residents asking for loans or donations of Dept 56 type buildings and figures. When we went to Sal's home to pick up the tables; I wanted to take them home for a dining room table, they were beautiful. Also of special note was the backdrops created by Ray Aronne, and the table drapes by Ellen Tyrell.



By the beginning of November we were on track, on time, and over budget. We had a loosely designed work schedule; and members showed up on their schedule to complete tasks that they signed up for. Creativity was running wild. By the beginning of December we were ready. On Saturday, December 6th we had a champagne brunch for the members and their families to dedicate the layout. Sunday afternoon was the inaugural run for the community.

We ran the trains every W/E through January 17, and also before special clubhouse functions. We received many compliments from the community and dazzled many a grandchild.

I can't say enough about the camaraderie that developed in those few weeks; what a welcome to the neighborhood!

Equestra Train Club Christmas Layout

Bob Amling 80-15029



This beautiful layout came together in under six weeks only by the dedication and teamwork of the following members; Tony Abruzzo, Pete Albanese, Bob Amling, Ray Aronne, Lenny Cargiulo, Tom Clark, Bob Hradil, Leroy Kirchner, Paul Maniscalco, Frank Mastriani, Bob Melendes, Tony Morro, Jim Silverman, Sal Straniero, and Ellen Tyrell.



Holiday photo's!

These pictures come from our treasurer, Jeff Corrick 08-62417



#6 under the tree



Bachmann On30 Shay



Marx Monorail (very cool!!)

Whether you build a scale modeled layout or go with a tinplate style, at the end of the day we are creating a miniature world of sorts. We look at this world, usually from an elevated perspective as if we are flying over it. So what if we change up that view. What happens when you change that perspective and get on the same level? For some time now I've been looking into ideas on recording a Point of View (POV) of my trains running on the layout. I wanted to document what I did as well as share a few videos of the end result.

Years ago Lionel offered something called Rail Scope. This was a black and white video camera built into a locomotive. The camera would send a signal via the track to a remote control which would display the picture on a small TV screen. I've always been fascinated with the concept but never liked the equipment that was available. Recently I was at a train show and saw a contemporary version of this concept. It used track power as a feed and power source, so dirty rails cause the picture to have static. It also had a hefty price tag but it was in color.

This got me thinking, with all the advances in digital cameras there's got to be a way of doing this on the cheap. After a quick search on Amazon, I found the Mini 808 micro camera. Built in a key FOB you might have for your car alarm, the video camera can do 720P and records sound as well. The cost was about \$5 which included free shipping. That's hard to beat and my first thought was it won't work or the picture quality will be garbage. However it works just fine and although the picture quality isn't 1080P, it does the job very well. Unlike Rail Scope, this doesn't stream live video. Instead the camera records the video and you then pull it off the camera via a micro USB cable. It's an extra step and you're not viewing real time but I was able to get that different perspective. Below is a picture of the camera.



The camera lens is a small pin hole that is the larger "rear" section of the unit. Laying the unit flat on a table gives you the correct orientation for the camera to work properly. Because of the design it has a wide base to use for mounting. This came in handy when I was testing different mounting locations. Originally I wanted to mount the camera in the or near the cab. The idea being you get the perspective of the engineer. This had a few issues, between a small window to view out of in the cab and an angled surface, this idea didn't work. I decided to mount the camera to the top of the cab.

The video from this test is the first link. I like that you can see the entire engine as well as smoke coming out of the stack but it's loud from this perspective as the tender has the sound module and it over powers everything else.



Another thing I didn't like about this angle was it's so high up; you miss much of the detail on the layout.

With that test complete I moved the camera to the front of the engine right below the headlight. The idea being the lower mount should give you a better shot of the detail and being so close to the headlight, going through the tunnel won't be so dark.



The results from this angle are slightly better. You can see that the placement does help seeing in the tunnel better but not by much. Also the sound is still over powering. What I do like about this angle is you see the details at track level. The result of this test is the second link. From this test I know that a few changes need to be made, either turn down the sound on the train or insulate/isolate the camera from the train. I think part of the issue is you hear the motor being picked up by the camera which gives an unwanted sound.

This brings me to my next test, running the camera on top of the caboose. For lighting and sound, this seemed to have the best results. As you can see from the video in the third link, placing the camera all the way to the rear allows the camera to pick up the light from the searchlight car. The sound on the motor is almost gone and all you can really hear is the chugging of the locomotive. However, as with the first video we lose a lot of track level detail. I do however like the effect of seeing the entire train in front of the camera. Right now I think this is the best example for this project.



The fourth video has a lot of promise. Instead of mounting the camera to the train, I mounted it to a flat car that would be pushed by the train. I got the track level detail I was after, I reduced the noise from the engine but can still hear the chugging of the locomotive. The downside is, because the car is not connected to the locomotive directly (the flat car is being pushed via the cow catcher) the movement is choppy. You can see in the video where the flat car rolls ahead of the train and gets a jolt when the locomotive catches up. Also the light is fairly bad in the tunnel as the camera is far away from the headlight.



But even with these issues I think the flat car idea may work. It's not going to take much to couple the flat car to the locomotive. And the light issue is easily rectified with a small flash light mounted near camera.

The last test I ran was mounting the camera backwards on the caboose.



The idea behind this was to get the perspective of someone standing at the end of the train. The effect worked and I like the way this came out. As you can see in the 5th video the camera placement isn't perfect as the end of the roof is getting in the shot. However the tunnel section works well with the camera mounted this way as the light from the tunnel entrance can be seen almost the entire way through the tunnel.

And here are the links for the test videos. In the next waybill I'll be posting the final clips with the entire layout running. If you have any questions, comments or suggestions please let me know, email me at eusdesa@yahoo.com

<https://www.youtube.com/watch?v=enFmb74MrwU>

<https://www.youtube.com/watch?v=yk5YelkL0d0>

<https://www.youtube.com/watch?v=RheQAHVVjXI>

https://www.youtube.com/watch?v=9WcgSxd_H94

https://www.youtube.com/watch?v=41F5wysX_LY



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 have, click Add to Collection. 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

From 1955 to 2015

Scot Kienzlen 90-30653

Scot sent us these two pictures. The first is from 1955 when he was 2. The picture is the holiday layout his family had around the tree.



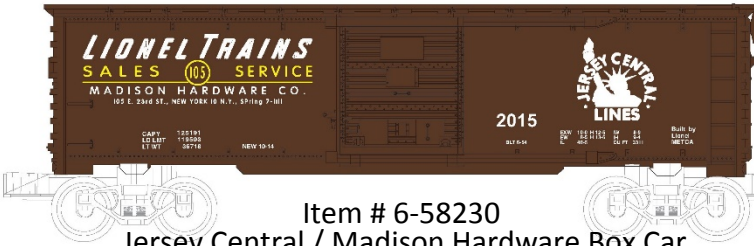
The next picture is the recreation Scot made for this upcoming Christmas. Talk about detail! Way to go Scot for not only capturing the feeling but making an exact replica of the trains when you were young!



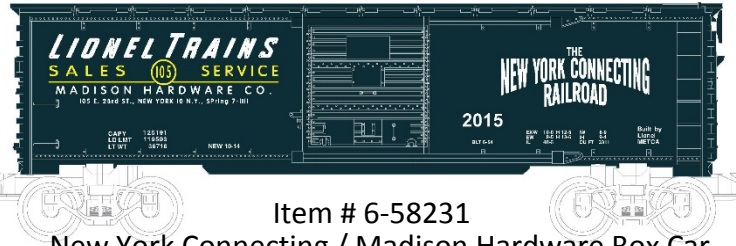
METCA Madison Hardware Box Car Set

Madison Hardware, New York City's world renowned Lionel Service Station #1, is considered by many to be the mecca of train stores. The neon sign above the former store is an iconic symbol of the heyday of train collecting. In honor of that, we are proud to offer these Box Cars which capture the essence of the former New York City store sign. These cars are each painted different colors, each carry the road name of a local area railroad, and each has a unique Lionel SKU. The cars feature metal frames and die-cast sprung trucks. These cars were released in support of METCA's hosting the 2015 TCA National Convention. Originally offered in person at the convention promotion booth, very few remain available. Now available as 4-car sets or Lionel Lines/PRR pairs. Individuals may be available after sets sell out.

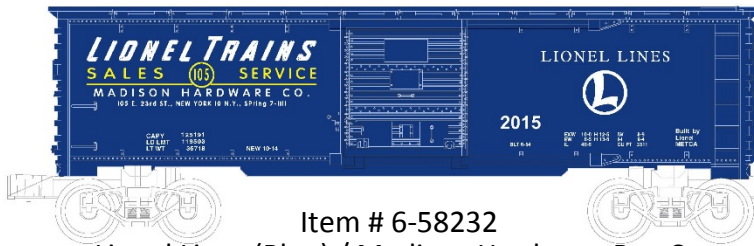
Available exclusively from METCA Division.



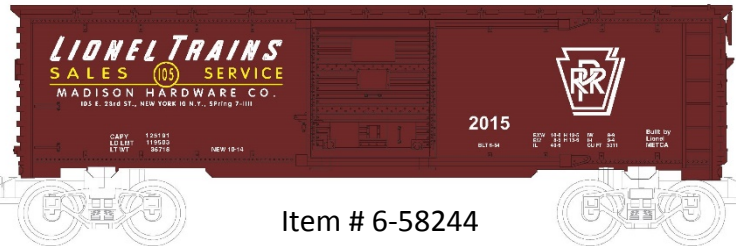
Item # 6-58230
Jersey Central / Madison Hardware Box Car



Item # 6-58231
New York Connecting / Madison Hardware Box Car



Item # 6-58232
Lionel Lines (Blue) / Madison Hardware Box Car



Item # 6-58244
Pennsylvania Railroad / Madison Hardware Box Car

Parts manufactured by Lionel® LLC. Assembled and decorated by Weaver Models to specifications of METCA. Used with permission of Lionel® LLC.
Prototype Artwork Shown - actual graphics may vary

Production quantity limited to 80 sets. Less than 16 sets remain.

First Come-First Served. **Only limited quantities have been made.** Order early, avoid disappointment.

All checks or money orders must be in U.S. funds. **Make checks payable to METCA.**

Questions? Email: DivisionCar@METCA.org To see other cars offered visit www.METCA.org

Mail to: METCA Box Cars
c/o Stuart Rankin
6 Packard Drive
Middletown, NJ 07748

Your cancelled check will be your only receipt.
Please return the below form with payment.
Delivery expected by October 2015.
Please print clearly.



----- cut here ----- cut here ----- cut here ----- cut here -----

**SHIPPING
INCLUDED**

I would like 1 Lionel Lines and Pennsylvania Railroad Box Car Pair at \$165 ea \$ _____
I would like 1 Madison Hardware 4-Car Box Car Set at \$325 ea \$ _____

Total \$ _____

Name _____
Address _____ Phone No. _____
City _____ State _____ Zip Code _____
Email Address _____



(WAY)

METCA and Greenberg!

METCA is an authorized distributor of Bruce Greenberg's latest book which has received a very favorable review from the Editor of OGR Magazine, Allan Miller. We also received favorable comments from METCA MIGS, Ken Morgan. Ken is an avid Standard Gauge collector and is well recognized for his column "The Tinsplate Cannonball" in The Lion Roars. Ken does substantial research for his columns and he has found Bruce's book to be an excellent resource. To receive a copy of the OGR review or excerpts from a few chapters, send an e-mail to nyshows@metca.org. See page 3 for an order form.

Greenberg's® Guide to Lionel® Trains

Standard and 2⁷/₈" Gauges



1901-1940
Bruce C. Greenberg, Ph.D.

Lionel's Baltimore Trolleys



"No. 1 Curtis Bay" - a small car with open platforms.



"No. 2 Edmondson Ave." - medium size car.



No. 100 Linden Ave." - a small car with enclosed platforms.



"No. 202 Preston St." - a summer car.



"No. 303 Madison Ave." - the largest summer car.

*In 1911
Lionel® specially rubber stamped
a small number of streetcars
for sale by
Maryland Electrical Supply.
The cars were named
for Baltimore streetcar lines.*

*Photographs courtesy of
Ed Prendeville and
John DeSantis.*

**Brinkmann Publishing LLC
Alexandria, Virginia
703-461-6991**



"No. 3 Bay Shore" - a larger car with enclosed platforms.

\$100.00
ISBN 978-09678905-5-5
10000>



9 780967 890555

METCA Madison Hardware Trailer on Flat Car Order Form

Madison Hardware, New York City's world renowned Lionel Service Station #1, is considered by many to be the mecca of train stores. The neon sign above the former store is an iconic symbol of the heyday of train collecting. In honor of that, we are proud to offer this Trailer on Flat Car (TOFC) Piggyback car [Lionel SKU 6-58504] which captures the essence of the former New York City store sign. This car is the 4th and final car in our limited Lionel TOFC series and compliments the first 3 cars released in 2013 to support METCA's hosting of the 2015 TCA National Convention.

Available exclusively from METCA Division.



Prototype Artwork Shown
actual graphics may vary

Parts manufactured by Lionel® LLC. Assembled and decorated by Weaver Models to specifications of METCA. Used with permission of Lionel® LLC.

Production quantity limited to 100 units, to match our previous TOFC offerings.

Only 40 cars remain available for sale. First Come, First Served.

First Come-First Served. **Only limited quantities have been made.** Order early, avoid disappointment.

All checks or money orders must be in U.S. funds. **Make checks payable to METCA.**

Questions? Email: DivisionCar@METCA.org To see other cars offered visit www.METCA.org

Mail to: METCA TOFC
c/o Stuart Rankin
6 Packard Drive
Middletown, NJ 07748

Your cancelled check will be your only receipt.
Please return the below form with payment.
Delivery expected by November 2015.
Please print clearly.



----- cut here ----- cut here ----- cut here ----- cut here -----

**SHIPPING
INCLUDED**


I would like 1 Madison Hardware Trailer on Flat Car (TOFC) at \$94 ea \$ 94.00
Total \$ 94.00

Name _____
Address _____ Phone No. _____
City _____ State _____ Zip Code _____
Email Address _____

(WAY)



1915 that is. While working on the Waybill I stumbled across this add for Christmas of 1915 and just had to include it in this edition. Besides the fact that it's 100 years old, we are running a story on Frank Sinatra who also would be 100 this December and the train in the ad is a #42. The ad perfectly wraps up this Waybill!



ALL ABOARD, BOYS for a MERRY XMAS!

XMAS MORNING! Big, sturdy, handsome Lionel "Limited," complete from Locomotive to Observation Car, standing on its wonderful system of tracks and switches of shining steel, awaiting "orders." Wide-eyed, happy boy in a dressing gown reaches out and excitedly throws on the current, from his Lionel "Multivolt" Transformer. Whir-r-r! away bounds his "Limited" from the gaily painted station, past semaphores, through tunnels, around curves and out onto the main line—just like a real train.

Do you want to be in that boy's place—and enjoy all the thrills of genuine railroading, not merely on Xmas, but every day in the year? You can. Just tell Dad to get you a Lionel Electric Train instead of a lot of little toys that soon go to pieces. He'll understand when he reads this and gets the big, new Lionel Xmas catalog offered free below.

LIONEL ELECTRIC TOY TRAINS
& Multivolt Transformers

Reasonably Priced "MULTIVOLT" Transformer SAVES BATTERIES

Enables you to run all makes of electric trains, toys and appliances—direct from your house-current at less than the cost of using batteries. Entirely enclosed in handsome steel case. Type 18, shown above, has voltage range from 3 to 25 in ten-step steps. 75 Watt capacity. Also other styles. Patent in National Board of Fire Underwriters.

Every part of a Lionel Train is mechanically and electrically correct. Every detail is faithfully reproduced from real trains. Built entirely of heavy-gauge steel (not brittle cast iron), driven by specially wound high-power motors. The weight is close to the track. They can't derail, even at the highest speed. Just like those great trains that run daily in and out of New York City and over the Rockies. Beautifully finished in bright, non-chipping colors. Seats inside for little "passengers." Operate from your lamp socket when used with a Lionel "Multivolt" Transformer, or on dry or storage batteries.

Look Boys! These Little Lamp Posts and Semaphores contain electric lights and add much to the realism of your Lionel Railroad System. They are distinct Lionel items.

6

Different Styles Shown in Colors in the Catalog

SEND FOR BIG, NEW CATALOG

Full of Beautiful Colored Pictures

It shows the complete Lionel line in natural colors—many types of Locomotives, Pullmans, Observation Cars, Mail Cars, Baggage Cars, Day Coaches, and all kinds of Freight Cars—electric lighted Stations, Semaphores and Lamp Posts—everything to start a first-class railroad system. Well over a hundred fascinating illustrations! Send for it now so you and Dad can decide on your train. Then get it from your dealer. If he hasn't it, I'll ship prepaid on receipt of price.

J. Lionel Cowen
Friend of the Boys
Pres. The LIONEL Corp.
48-A East 21st Street
New York, N. Y.

All Trains and Transformers Are Reasonably Priced

Just Like the Ones You See on the Railroad

LIONEL ELECTRIC TRAINS ARE MINIATURE DUPLICATES OF REAL TRAINS

Abandoned in METCA

Welcome to the last mystery location of the year. Are we all ready to play? I think this one is going to stump you, but let me know if you can identify this location.

