

# Tis the Season in METCA





METROPOLITAN DIVISION
TRAIN COLLECTORS ASSOCIATION,



### Metropolitan Division Waybill Train Collectors Association Vol. 38 Issue 8

#### **Board of Directors 2021-2022**

President~ Andrew Hibell Vice President~ Vacant Secretary~ Doug Schembs Treasurer~ Craig Kasmin Director~ Sam Deo Director~ Bob Amling Director~ Joe Zimmerman Director~ Peter Fenzel

#### **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

Jeffery Corrick: <a href="mailto:clintjefferies.com">clintjefferies.com</a>

Facebook:

https://www.facebook.com/METCA-128942873789498/

#### Correspondence, membership and mail issues:

METCA Secretary 321 Lamberts Mill Road, Westfield, NJ 07090-4738

Email: Secretary@metca.org

#### **Train Collectors Association Application**

https://www.tcatrains.org/become-a-member/join-tca/apply-online/

#### **Metropolitan Division (METCA) Application**

http://www.metca.org/documents/2017-2018%20METCA%20DIVISION%20Application%20with% 20logo.pdf

#### **Train Collectors Association National Officers**

President Stuart Rankin, #87-25191

President-Elect Julius "Jay" Zschau, #HE75-7858

Vice President Kevin Quinn # 98-47167
Secretary Katie Elgar, #HE94-39348
Treasurer Robert I. Mintz, #92-35064

Past President E. James "Jim" Potts, #64-1063TCA

**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 Paper Issue:**

METCA turns 60! Long Island METCA at York, More updates on Long Island clubs and much more!

# **Inside This E-Issue:**

All the features of the paper issue plus A Lionel's Prewar 143 outfit, Holiday photo contest details and Bing oddities and much more!

# **Coming in the next Waybill:**

Holiday photo contest, American Flyer 9914 and so much more!

# **Asking for your help!**

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

# On The Cover:

Santa visiting the Black River & Western Railroad in Flemington.

Meet Santa On The Best Christmas Train Ride In New Jersey (onlyinyourstate.com)

#### Answer to Abandoned in METCA's previous cover:

A Stroll Through Neshanic Station

https://njspots.com/stroll-through-neshanic-station-central-jersey/

#### Has your contact information changed?

Please submit any changes, or pending changes in E-Mail, Phone, or Physical Address to the METCA Secretary at secretary.metca.org (Please include your full name when emailing) or

METCA Secretary 321 Lamberts Mill Road Westfield, NJ 07090-4738

#### President's Message:

I am the third different President in 2021, oh what a year it has been for METCA. January to June, I was a Director, July 1<sup>st</sup>, I became Vice-President and due to unforeseen



circumstances, I became President on November 1, not a good day, but more on that later. First, I would like to thank Jeff Corrick for his time as President and wish him and Steven all the best in Kansas. Stepping in as President was no easy task, but with the guidance from both the National TCA President and Vice President, Stuart Rankin and Kevin Quinn, I am starting to ride the METCA Presidency rails with ease.

This year was METCA's 60<sup>th</sup> Anniversary, but unless you lived under a rock, most activities and celebrations were on hold do to COVID. However, it did not stop METCA from producing boxcars and engines that sold in our web store. One exclusive product in our web store was our 60<sup>th</sup> Anniversary boxcar free to members and most of you ordered one. At the York show in October, we offered our 60<sup>th</sup> Anniversary boxcar free to any TCA member that joined METCA for 5 years and we had over two dozen TCA members join our Division.

Even though we were not able to get together in the first part of the year, train shows with social distance guidelines started to make a comeback by summertime and METCA took full advantage of promoting our products and getting our Division back on track. METCA had tables at the following shows, Greenberg Edison in August, York in October, our show with NYSME in November, Allentown in November and we wrapped up the year back at Greenberg Edison on thanksgiving weekend. Having tables at shows is more than just for selling products; it is the best way to interact with fellow train enthusiasts to talk track. If you go on YouTube and search METCA, you will see video clips of our tables and our products endorsed by fellow train railroaders that come out to the shows.

Stuart Rankin, besides being National President and the Chair of convention cars, still finds the time to be involved in METCA, he tirelessly continues to design, manage sales, pack and ship METCA cars and engines to make this Division one of the best in the TCA. Kevin Quinn continues to keep Facebook up to date with events, past and present and Jeff Corrick finds the time to manage our Division website all the way in Kansas. The Division would not be complete without the help of our Division officers Doug, Craig, Robert, Sam, Peter and Joe. Each one of them adds their own special expertise and knowledge to make your Division stay on track.

The first few months of 2022 will be full steam ahead; we will be promoting METCA by having tables at Allentown in February, our very own show is back in Howard Beach, Queens, NY in March, Greenberg Edison in March and York in April (METCA plans on hosting the York welcome dinner). Early in the year, we are planning to have our sit down 60<sup>th</sup> Anniversary banquet to celebrate and recognize, you the members that make this Division possible. The Dixie Division will be hosting their 68<sup>th</sup> National Convention in Nashville at the end of June.

As I said earlier, I became METCA President on November 1, that night; I lost my mother after a long illness. My mother and father who spent 53 years together are by far the biggest part of my life. By the time you read this, I will have hit it a milestone, turning 50 years old. For Christmas in 1971, I received the Yardmaster #1182 train set from my parents, which I still have to this day. I would not be in this hobby if not for them, so I dedicate my Presidency to them.

I hope to see all of you at one of our upcoming train shows. Stop by our tables and let us know you are a METCA member, together we can make this Division the best it can be.

Riding the rails together,

Andrew

#### LONG ISLANDTRAIN CLUBS ARE OPEN

#### By Larry Laskowski 91-33858

Greet news folks! Model Railroading is back on Long Island.

Visit our club events. See schedule below. Please note that Masking and Social Distancing may still be required so be prepared. Note Covid and its variants can be fickle so check the club websites before you go to confirm events and Covid restrictions.

**Central Operating Lines** has resumed its Swap Meets at a new location, The Amvets Hall Post 18 located at 141 Carleton Avenue, East Islip New York, 11730. Next meet on Sunday Dec 12<sup>th</sup> at 8:30 Am. More meets scheduled, Jan 9, Feb 12 and Mar 13. There's more! The club has announced Open House events as well. Next Event Saturday/Sunday December 4-5 11:00 am-4:00 pm. The club We will be collecting a new unwrapped toy for the John Theissen Foundation at these Open Houses. Admission is FREE. The club is located at 50 A Carlough Road Bohemia, NY 11716. Follow them at Central Operating Lines LTD (coltrains.com)

**Nassau Lionel Operating Engineers** Plan on visiting them at their Fall/winter open house event, Friday, Dec.3<sup>rd</sup> ,8-10pm, Saturday/Sunday Dec.4-5 h from 1PM to 4PM. Visit at 2953 Hempstead Turnpike, Levittown New York, 11756. The club is featured in a DVD from TM productions and has available Three Long Island Railroad Themed Three Rail O gauge maintenance of way NLOE club cars from Lionel for purchase. Follow NLOE on Facebook and the Web at Nassau Lionel Operating Engineers (nloe.org)

**Train Masters of Babylon** is on Facebook. The club has announced a full schedule of open house events. Dates are Nov. 27-28, Dec.11-12, Jan.8-9,22-23 and Feb 5-6. All events are from 11am tp 4pm and will be at the clubroom at 120 Schmitt Blvd. Farmingdale, NY 11735 behind Chimcap. Follow the club for additional information and updates for Fall open Houses at <a href="IMB Model Train Club - Farmingdale">IMB Model Train Club - Farmingdale</a>, NY 11735

**The Railroad Museum of Long Island** will have Holiday open houses at Riverhead Saturday/Sunday Dec 4/5<sup>th</sup> from 11:30Am to 3PM and at Greenport Saturday/Sunday Dec 11/12<sup>th</sup> from 10:30 to 2PM admission is free. Santa arrives at Noon in Riverhead and 11 AM in Greenport. Riverhead features the ride on Long Island Railroad train from the 1964 World's Fair exhibit and the Lionel Visitors center layout from Lionel's former Chesterfield Michigan location. Check with them before visiting. see them on Facebook and at Railroad Museum of Long Island – Preserving Long Island's Rich Railroading Heritage (rmli.org)

**The St James Model Railroad Club** as of now the club located at The Mill Pond House660 Route 25a, St. James, N.Y. 11780 will not have a Holiday open house event. You can follow them for the latest info on Facebook and at St James Model Railroad Club - Home (weebly.com)

**The East End HiRailers** are a new O gauge Long Island club. Check to see what they are up to at <a href="https://eastendhighrailers.com/">https://eastendhighrailers.com/</a>



# Welcome Aboard New METCA Members That Joined in the 4th Quarter of 2021. We hope to formally welcome and greet you at one of our upcoming Events.

Michael Ballard

Steven Bouhadana

Philip Capion

Carl Chancey Kevin Davis

Jonathan Epple

Michael Fabrizio

Chris Ferreira

Zach Ferreira

Chuck Janiga

Bill Kanyuck

Kevin Mahoney

Walter Matuch

Lance Miller

**David Rossow** 

**Duane Schulte** 

Brandon Sleight

Allan Szirony

Frank Urbany

Mark Van Dort

Tim Wewer

George Werderich

Walter Werderich

John Wilson

Staten Island, NY

Morganville, NJ

Wixom, MI

Marshfield, MA

Gales Ferry, CT

Staten Island, NY

Providence, RI

Whitehouse Station, NJ

Whitehouse Station, NJ

North Collins, NY

Warren, NJ

Annandale, NJ

Bloomsbury, NJ

Yonkers, NY

Berlin, WI

Homestead, PA

Hewitt, NJ

Gates Mills, OH

Feasterville, PA

Midland, MI

Chaumont, NY

Yorkville, IL

Yorkville, IL

Inwood, WV

#### Metropolitan Division at York 2021

After a 2-year hiatus on account of covid restrictions, Eastern Division's York train show happened in October. The Metropolitan Division was there with an expanded METCA table. We had 3 tables of very cool trains exclusively produced by and for METCA. Our orange/blue tablecloths and banners adorned the yellow hall right next to TCA's deaccession tables. New to the York show was digital advertising which we took part in. We had two ads running on the big screen in the blue hall. Working the tables were METCA VP Andy Hibell and METCA member Renee Quinn. Also pitching in were national officers Stu Rankin and Kevin Quinn who are both former METCA Presidents. Huge thank you goes to them for making our York so successful. It was great to be back at York and it was great to see all of our members and friends again. We will have tables in York in April of 2022.













#### METCA HISTORY.... From the collection of Joe Ranker Jr.

These photographs are from the collection of Joe Ranker Jr. The ones in Joe's basement were taken by Paul Bionde after the November 1961 METCA meet. the pictures could have been possibly developed later, hence why the pics are dated Nov. 1962. There are some very cool trains on those shelves including Ives, Ives, and more Ives. Looks like an O gauge Ives 25. Various Ives 3243's, an Ives Tiger set. Ives 1 gauge. Several transition sets. Amazing stuff. also, toward the bottom of the shelves it looks like there are steam tractors. Very cool.

Some notable faces and names in these pictures such as Joe Ranker, Harvey Roe, Dr. Robinson, Jim Fry, Les Morris, and Joe Levy amongst a few others. Great pictures documenting the early days of METCA. Thank you to Joe Ranker Jr. for sending these pictures to us. They are also posted on METCA'S Facebook. If anybody has early pictures of METCA we would love to see them. Thank you again Joe.



This is great documentation on how train collectors went to train shows. Look at the men in suits, hats, and ties. The ladies in dresses. Photos above from the November 1963 METCA meet in Livingston NJ. lot of tin on those tables.





Myself, Warren Schuch & Jim Fry, National Pres.
Les Morris, myself, Jim, Jeannie, Lou Redman,
Warren Schuch and Joe Levy.



#### METCA & NYSME Train Show

# Saturday, April 9, 2022 St. Joseph's School 120 Hoboken Rd., East Rutherford, NJ 07073



Coupled up for a Great New Jersey Show



#### METCA/TCA/NYSME members admitted at 8 AM Public at 9 AM Show Runs until 2 PM

New Vendors! Door prizes! New Friends! Great trains!

Entrance to School and spacious parking lot off Hoboken Rd. (Road signs will be posted)

Easy access from Rt. 17 north & south

Going south on Rt. 17, make right onto Hoboken Rd., three short blocks to school on left. Going north on Rt. 17, take exit for Rt. 120, make left at top of ramp, cross over Rt. 17, make 1<sup>st</sup> right towards Hoboken Rd., make left onto Hoboken Rd., three short blocks to school on left.

Added attraction: NYSME Club layouts will be open (at 12 noon) FREE to attendees.

Please reserve tables at the Show @ \$25.00. Each <u>paid table</u> includes 1 admission. Additional Admission fee(s) @ \$5.00 each. Children younger than 16 and wives are admitted free. Yes! I want to <u>GET a 4<sup>th</sup> Table for FREE!!</u> Pay for 3 tables and the 4<sup>th</sup> one is FREE.

Total of Check or Money Order:

#### NOTE: RESERVED TABLES MUST BE PAID FOR TWO WEEKS PRIOR TO SHOW

Waiting list will be filled from unpaid tables. Contact NYSME Office 201-939-9212 for availability. E-Mail - <a href="mailto:contact@modelengineers.org">contact@modelengineers.org</a> Table reservations will be confirmed once received. Set up begins at 7:00 AM. "Reserved tables" held until 9:00 AM.

Make registration checks payable to: NYSN'IE Mail to: NYSVE, 341 Hoboken Road, Carlstadt, NJ 07072

Name:	Phone: ()				
Address:	City:	State: Zip+4:			
Email Address		TCA#			

Standards Statement: By applying for tables, I agree to comply with all of the rules and regulations of the Train Collector's Association (TCA).

Next Show Date: Saturday, November 5, 2022

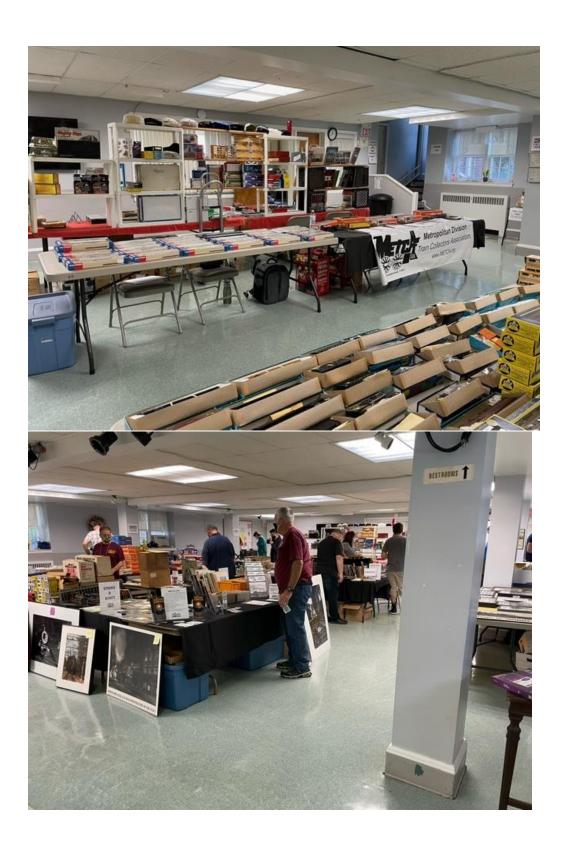
METCA at the Tri-State Railway Historical Society Railroadania Sale

On September 18, the Tri-State Railway Historical Society held a sale in Union, NJ of the railroadania collection donated to the society by its late director,

Andy Dick. Mr. Dick's collection included books, photos, lamps, small sculptures and some models. Several independent vendors were present including METCA represented by yours truly. We set up a table to showcase some of our current division car offerings and to promote the club's upcoming shows and meets. The event was well attended and attendees were buying.

The Tri-State Railway Historical Society, Inc. was formed in 1964 as a non-profit educational organization dedicated to the preservation of New Jersey's rich railroad heritage. The group actively restores and operates historic rail equipment, publishes The Block Line magazine and other railroad books, and holds railroad events to involve the public in New Jersey railroad history. <a href="https://www.TriStaterail.org">www.TriStaterail.org</a>





#### **METCA / NYSME show November 2021**

November 6<sup>th</sup> was our fall show with NYSME. It was a brisk morning, 34 degrees out, but when the sun came out so did our customers. 80+ tables filled St. Joes auditorium. Those tables were covered in all types of trains. Prewar, post war, HO, O, and standard gauge. Examples from every manufacturer. Our vendors did not disappoint. Including vendors there were approximately 200 attendees. METCA director Joe Zimmerman brought his postwar O gauge layout. As always, it's a hit with our members. Watching operating accessories and seeing 60+ year old trains make laps around the layout. Thank you, Joe, for bringing your layout.





The METCA table was set up and our exclusives adorned the tables. Brand new offerings of patriotic locomotives were on display. Our new exclusive car, Middletown & NJ, which was introduced at York was on the table as well as previous exclusives. These colorful cars are a favorite with our members who operate. Also on the table were our Atlas PRR tank cars. All of these can be seen at the METCA store. www.metca.org



As always, a huge thank you goes out to our show partners, NYSME. plus, the METCA members who helped in making this show so successful. Thank you. The prep work and logistics of this popular show is a daunting task. Here are a few pictures of the results of both club's hard work and dedication.



















#### **Lionel's Prewar O Gauge Outfit Number 143**

By lawrence Laskowski 91-33858

The Year 1939 would be pivotal in the Toy Train industry for both American Flyer and Lionel. The American Flyer brand had been acquired by the AC Gilbert company of Connecticut. They would embark on creating a line of S scale Proportioned trains, (3/16), with realistic locomotives and rolling stock not seen on a large scale in the industry to this point. Although S scale in size, the American Flyer lineup would continue to run on its 3 rail O gauge track system up until World War 2 necessitated suspension of toy train production.

At the same time, The Lionel Corporation was also moving ahead on its journey to realism in its train offering's. Having brought out the Union Pacific M 10000, the Hiawatha and the 700E Hudson as O scale (1/48) proportions. For 1939, Lionel's steam engine lineup for O gauge consisted of the Numbers 224E,225E and 226E die cast steam locomotives based on and resembling prototype steam locomotives used on the New York Central and New Haven Railroads. They were equipped with Die Cast, New York Central style tenders with realistic coal loads. They could be had with and without whistle equipment, mostly in the black color although the Gun Metal variation was available early in 1939 for the 224E and 225E.

Recently, I came across a Lionel set Number 143 from 1939. It Includes a 224E steam Locomotive; number 2224W cast tender; number 3651 log car with stained logs and bin; number 2654 Shell tank car; number 2652 gondola with 2 split drums and number; 2657 caboose



Lionel's marketing approach for sets at this time seemed to be to offer each locomotive with one of three types of consists, freight, passenger or Work Train. Set 143 was one step up in the hierarchy in that it included one of its operating cars of the period, in this case, the Number 3651 operating log car. Some observations about this set. Lionel was on its way toward realism with the die cast locomotive and tender. This one still has the 224E cab number on a plate but it is in a realistic light color. The cars had blackened trucks and journals. Truck height was lowered for a more realistic appearance. The Shell branding on the Number 2654 tank car was new in 1939. Lionel would use the Shell branding and colors on tank cars in all scales and lines it offered for a short two-year period, returning to Sunoco in 1941.



Changes that were on the horizon for the Lionel Lineup included modifying its rolling stock, eliminating the metal number plates replacing them with rubber stamping and decal markings for a more realistic look. The colors and paint of the cars would change to more realistic, matte finished railroad like colors. In addition, Lionel's truck and coupler design would change from ribbed boxes to box couplers with a simulated knuckle coupler design. Many of these changes would occur during the 1939-1940 production period.

This Set Number 143 has box couplers of the ribbed box style. It was likely produced early during 1939. One last observation was that the set box contents included the diecast tender with whistle equipment along with a 167 whistle controller accessory. A Lionel set outfit box which included the whistle feature would normally be marked with a W suffix. One is left to wonder if Lionel actually assembled this outfit with the upgraded whistle feature or perhaps a prior owner performed the upgrade after purchase.



Lionel set offerings during the period 1939 through 1942 can be quite interesting as Lionel changed and improved its products. It was a fascinating period for toy trains. we hope you enjoyed this look back into the prewar era.



# METCA – TCA Train Show Saturday March 5, 2022 St Helen's Church Hall 8309 157 Ave, Howard Beach NY 11414

METCA/TCA members admitted at 8 AM ~ Public at 9 AM ~ Show Runs until 2 PM METCA Members admitted FREE, Everyone else 16+ \$5.00

New Vendors! Door prizes! New Friends! Great trains! Operating Layouts! Entrance to hall across from spacious parking lot

All table holders must be TCA members, no exceptions. Pre-registration (non-refundable fee) received 10 days prior to the show with S.S.A.E. will be mailed out; all other tags will be available the day of the show. Reserved tables held until 9AM.

Table holders admitted at 6:00 AM for set-up.

## Not to miss GREAT Food from St. Helen's Kitchen!

Please reserve tal	bles at the Show @ \$20	.00. Each paid	table include	es 1 admission.	<b>5</b>
Yes! I want to GET a	4th Table for FREE!! Pa	ay for 3 tables a	nd the 4th or	ne is FREE.	
				k or Money Order:	\$
Waiting list will be fille E-Mail – metcamail@ Set up Make registration ch	d from unpaid tables. Ometca.org Table reso begins at 6:00 AM. ecks payable to: METO	Contact Bob Am servations will "Reserved tab CA	nling for ava be confirm les" held u	ilability. ed once payment ntil 9:00 AM.	received.
		558 25			
Address:	City:	State:	Zip+4:	<u></u>	
			TCA#	TO SHARE THE STATE OF	
Standards Statement: By a Association (TCA).	applying for tables, I agree to	comply with all of	the rules and	regulations of the Train	Collector's

DIRECTION: East Bound Belt Parkway Exit 17 - Take exit 17 toward Cross Bay Blvd/Woodhaven/Rockaways. Turn right at Cross Bay Blvd -proceed 2 blocks to 157 Av. Make right on to 157 Av. Proceed to 83-09 157 Av. Hall is on corner of 157<sup>th</sup> and 84<sup>th</sup> St. Westbound BP use 175, Rockaways follow Cross Bay Blvd S. as above.

#### Past President Gift

At METCA's membership meeting during the METCA/NYSME train meet on November 6, current president Andy Hibell presented past president Kevin Quinn with a custom jacket emblazoned with METCA's 60<sup>th</sup> anniversary logo as a token of gratitude for serving as president of METCA from 2016-2021.



Kevin has been a member of the TCA since 1998. He first joined the METCA board as a director in 2005, in which capacity he served for six years. After a short break, he was again elected to the board as vice-president in 2015, then as president in 2016. During his tenure as a director and officer, he held other positions including Garfield show chairman, 2015 TCA convention committee member, national TCA's Kid's Club committee chairman and national TCA board member.



Kevin achieved many milestones during his term of service to METCA, including: starting the METCA table at regional shows and continually manning it through the present, partnering with NYSME to host train meets; establishing the agreement with the Somerset County 4-H Club Trainmasters to operate as METCA's Kids Club; began investing METCA's assets with its financial advisor; partnering with LCCA's Kids Creek Railroad to augment METCA's exposure and kids activities; working with METCA's Jeff Corrick to renew the website; improving membership outreach and helping to make METCA the TCA powerhouse that it is today.



In 2020, Kevin stepped down as METCA president to serve the TCA as national vice-president, but remains unduly influential with the METCA board of directors (APQ). He deserves the highest praise and gratitude for making METCA the leading champion of toy train collecting in the metropolitan area and providing a platform for collectors to swap trains, stories and great friendships. Thanks Kev!



#### **Your Christmas Train Photos Wanted**

METCA wants pictures of your Christmas layout for publication in a future issue of "The Waybill." Be it a large empire or a simple circle we want to see how you decorate with your trains and accessories for Christmas.

Please send your photos along with your name and a brief description to either <a href="mailto:eusdesa@yahoo.com">eusdesa@yahoo.com</a> or <a href="mailto:secretary@metca.org">secretary@metca.org</a>

#### Are your METCA Dues Due?

Your 2021 METCA dues and paper "Waybill subscription are due November 1, 2021. The database automatically debits every member's account \$5.00 on that day as long as there is still money in the account Your member card indicates when your membership expires and needs to be renewed.

1-year dues and emailed Waybill \$5.00

5-year dues with 6<sup>th</sup> year free and emailed Waybill \$25.00

1-year dues and USPS mailed Waybill \$15.00

\$75.00 for 5 years dues with the 6<sup>th</sup> year free and USPS mailed Waybill

Renewals can be made either on the METCA website at

www.metca.org

or a check payable to METCA and mailed to:

METCA Secretary, 321 Lamberts Mill Road, Westfield, NJ 07090-4738

Any questions can be directed to me at secretary@metca.org or phone 908-208-8134

Thank You,

**Doug Schembs** 

**METCA Secretary** 

#### **METCA Elections 2022**

Online voting for the METCA Board of Directors will be coming soon. All nominations from the membership will be considered by the Election Committee. The 8 positions to be filled are President, Vice President, Secretary, Treasurer and 4 Directors. All candidates must submit a resume with photo to the Election Committee using the following suggested format.

**Objective:** To serve as (name of office) of the Metropolitan Division, TCA.

Work Experience METCA Experience Organizations METCA Goals

All resumes must be received no later than January 15, 2022, to be considered. Candidate bios will be published in the 1<sup>st</sup> quarter, 2022 issue of "The Waybill." Instructions on voting procedures will be published prior to the voting period which begins on April 1<sup>st</sup> and ends on April 30<sup>th</sup> at midnight.

If you do not have a computer, mail in ballots will be available.

#### **Qualifications for Office**

The officers shall all be age 21 or over and members in good standing of the National Train Collector's Association (TCA) and of the Metropolitan Division (METCA).

#### **President**

Has served on the METCA Board of Directors for at least one term before the beginning of the term for which nominated.

#### **Vice President, Secretary and Treasurer**

To be eligible for the office of Vice President,

Secretary or Treasurer, a candidate must have been a member of the Train Collector's Association for at least 3 years immediately before the beginning of the term for which they are nominated and be a Member in Good Standing of METCA for 1 year.

#### **Directors**

Candidates for Director shall be at least 18 years of age, a current member in good standing of TCA and a member of METCA for at least one year prior to beginning the term for which nominated.

Bing Oddities: The Snail Drum Magazine

Sam Deo

Besides model trains I have a few other hobbies, classic car, guitars, watches and firearms. My firearm collection mostly deals with WWII rifles and pistols, although I have pieces older than the 40's and some modern pieces for the range. When I can combine two hobbies together in an article, it's a win win for me. In this issue we look at the German company Bing, also known as Gebrüder Bing (Bing Brothers).

During WWI, many toy companies switched production to military and defense output. Bing was no exception. Bing had the stamping needed to make magazines for firearms. What they were contracted to make was the snail drum or trommel magazine. And as the name sounds, it looks like a snail. Designed to be used on the Luger, it held 32 rounds which is a substantial amount of ammo for a pistol. Never seeing one myself, I know of a few people who have and they all said it was well made but cumbersome and as you used up rounds, it would offset the balance and your accuracy would decrease. Plus 32 rounds on 9mm isn't light, so the extra ammo is handy but there's a price to pay for all that added weight. Below is a detailed description of the snail drum.

#### **BACKGROUND**

The German Army and Navy used the Lange Pistole 08 (LP.08) from the years of 1914 until 1918. During the First World War the LP.08 was developed into a Combat Assault System that was issued to the Army Sturmbataillon (Storm Troopers) and the Navy Marine-Infanterie (F:99).

In the years of 1915 to 1916 the German military developed a 32 round magazine to enhance the firepower capability of the LP.08 (A:1008). The Trommelmagazin 08 (TM.08) was manufactured and supplied to the German Army in 1917 and 1918.

The use of the title Trommelmagazin 08 incorporates the descriptive German meaning of trommel indicating a cylinder or drum. Because of the physical configuration collectors refer to this device as a snail drum magazine.

The utilization of the TM.08 enhanced the assault capability of the LP.08 in the service of the Sturmbataillone. The WWI German military were impressed with the success of the LP.08 system as a trench assault weapon in the hands of the Stosstruppen (Shock Troops) (A:1007). This weapon combination was truly the forerunner of today's submachine gun (F:99).



The LP.08 Assault System.

The following is a group photograph of a German Army unit with drawn LP.08 Assault Systems and a suspended empty carry pouch. The TM.08 is clearly evident with the two front row soldiers.



The LP.08 utilized the TM.08.

#### TROMMEL MAGAZINE

Friedrich Blum designed the TM.08. Blum was an Engineer from Budapest, Hungary. He was issued a patent for the TM.08 on 8 July 1916. The patent stipulates this device is "meant to be attached to the Parabellum Pistol" (A:1007).

The standard Luger magazine incorporates a locking groove and cartridge feeder guide knob. The TM.08 magazine stem neck attached to the drum portion duplicates the Luger magazine fit and function. The Luger magazine guide knob activates the pistol hold open device when the magazine is empty. This relationship is established with the trommel magazine stem spring loaded hold open pin and locking groove. The trommel single column stem neck is inserted into the LP.08 grip and locked in place with the magazine latch. The top plate of the snail drum is adjacent to the pistol grip. The winding mechanisms are mounted on the lower cover plate of the TM.08 on the opposite side.

There are two obvious recognizable variations of the TM.08. The significant difference in each variation is in the winding lever mechanism. The earliest trommel variations utilize a sliding steel pin winding lever. Subsequent trommel variations utilize a stamped steel folding winding lever.

These following photographs illustrate the functional features of the trommel magazine (TM.08).

This view is the spring loaded stem hold open pin at the end of the single column stem neck. The spring loaded hold open pin is mounted on the magazine cartridge feeder and serves as the Luger magazine guide knob. As the trommel magazine is loaded with rounds the cartridge feeder is forced into the stem neck. The restricted inside clearance of the stem neck pushes the spring loaded hold open pin into the cartridge feeder. When the trommel magazine is empty the spring loaded pin pops out of the stem and actuates the LP.08 hold open device.



Trommel Magazine Stem Neck Hold Open Pin & Locking Groove

Inserting the magazine into the LP.08 positions the winding lever or crank plate on the lower side or bottom of the snail drum. The drum lower crank plate is marked around the outer diameter 17, 22, 27 and 32. These numbers indicate the number of loaded rounds. The maximum number of rounds in the loaded trommel magazine is 32.

Mounted in the center of the drum lower plate is the crank lever. The crank in this case is an early TM.08 variation incorporating a sliding steel pin winding lever. The later TM.08 variation incorporates a stamped steel folding winding lever. Mounted on the crank arm is a detent pin with a knurled button face. The detent pin is spring biased in the unlocked position. The detent pin is mounted on the same diameter as a retainer slot to restrain the magazine in the locked position for loading.



#### The Sliding Steel Pin Winding Lever Early TM.08 Variation

Internal construction of the trommel magazine incorporates two springs. Within the drum is a coiled clock spring to apply force to an auxiliary elliptical compression spring. To load the trommel magazine the crank lever must be extended and rotated clockwise into position to allow pushing the knurled button face detent pin into the retainer slot. This action locks the compressed the clock spring. The TM.08 in the locked position can receive pistol rounds for loading.

The following picture illustrates a later TM.08 variation with the stamped steel folding winding lever.



#### Trommel Magazine Folding Winding Crank Lower Plate Features

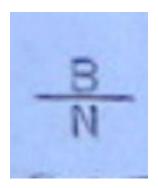
The restrained detent pin locks the coiled clock spring in a compressed condition allowing the complete loading of the magazine drum. When the trommel is loaded and the detent pin is released from the retainer slot the two springs work in tandem. The coiled clock spring applies force to the elliptical compression spring. The clock spring applied force drives the loaded rounds out of the drum while the elliptical compression spring pushes the rounds into the magazine column neck. The loaded TM.08 is ready for insertion into the LP.08.

There were two manufacturers of the TM.08, Gebruder Bing and Allgemeins ElektricitatsGesellschaft. Allgemeine Elektricitäts-Gesellschaft (AEG) was located in Berlin. Gebruder Bing (B/N) was located in Nuremberg. Gebruder Bing A.G. was a manufacturer of sheet metal toys. The Bing Brothers magazines were marked with a B/N. Bing manufactured approximately 800,000 TM.08 magazines. The AEG makers

mark is a hexagon surrounding three nested hexagons. AEG manufactured approximately 70,000 TM.08 magazines. AEG manufacturing of the magazine ended in early 1917 (A:1009).



AEG Makers Mark



Bing Brothers Makers Mark

Officially there were three contractors for the TM.08. The two known manufacturers of the snail drum magazine are AEG and Bing Brothers. Vereinigten Automaten-Fabriken Pelzer & Cie (VAF/C) are listed as an additional magazine supplier. However, examples of the VAF/C have never been found, as if production of the TM.08 never started (A:1009.

While the previous illustrations display the two variations of the winding mechanisms, there are eight variations of the TM.08. AEG was an early manufacturer of the snail drum with only one version, the telescoping winding rod. Bing Brothers (B/N) manufactured seven variations of the TM.08. Initial Bing Brothers production was the telescoping winding rod; subsequent variations incorporated the steel folding winding lever. Additional Bing variations include circular reinforcing ribs on the lower crank plate and top plate of the drum, assembly screw change to magazine insert bottom end, strengthening the crank plate closure reinforcement and relocation of the serial number (B:Website)

#### **TM.08 VARIATIONS**

All of the AEG magazines were manufactured with a reinforcing ring on the lower cover crank plate. This implies that AEG started production of the TM.08 after Being Brothers had manufactured their first variation of approximately 5,000 magazines.

The following Bing Brothers snail drum magazine variations are presented in chronological order of manufacturing. The pictures are numbered in pairs to present the lower crank plate and the upper plate

per each variation. Observe that the snail drum magazine serial numbers are the same for each pair of photos.

#### **AEG**

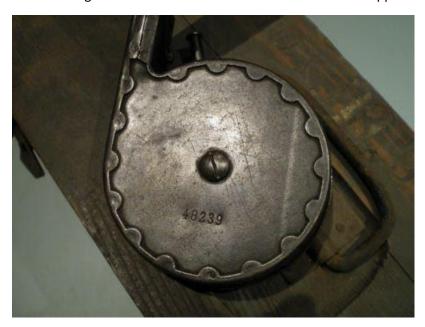
#### **#1 AEG Variation**

The following photos illustrate the AEG TM.08 with the telescoping rod crank mechanism. The telescoping rod is in the extended position with the button detent locking the clock spring in the compressed position for loading the trommel. The AEG magazine has a reinforcing ring on the lower crank plate. Also note the square tab on the end of closure-reinforcement of the lower crank plate.



1a. AEG Telescoping Bottom Crank Plate With Reinforcing Ring

The AEG magazine was manufactured with an unreinforced upper flat top plate.



1b. AEG Telescoping Crank Unreinforced Top Plate

This is the only variation of the TM.08 that AEG produced. AEG manufactured approximately 70,000 TM.08 magazines. AEG manufacturing of the magazine ended in early 1917.

#### Bing

#### **#2 Bing Variation**

These photos illustrate the Bing Brothers (B/N) TM.08 with the telescoping rod crank mechanism. Note the two screws used to retain the lower crank plate square end closure reinforcement to the magazine stem neck column (A:1017).



2a. Bing Brothers Telescoping Crank Bottom Plate With Retainer Screws

Bing Brothers manufactured less than 5,000 TM.08 magazines with the flat unreinforced upper and lower plates.



2b. Bing Brothers Telescoping Crank Top Plate

#### **#3 Bing Variation**

The following photos illustrate the Bing Brothers (B/N) TM.08 with the telescoping rod crank mechanism and the two screws used to retain the lower crank plate square end closure reinforcement to the magazine stem neck column (A:1017).



3a. Bing Brothers Telescoping Crank Reinforced Bottom Plate With Retainer Screws

Bing Brothers manufactured the first 30,000 TM.08 magazines with the square tab on the end of closure-reinforcement of the lower crank plate. Within this grouping the reinforcing ring was added to the lower plate and the upper flat plate remained unreinforced (A:1015).



3b. Bing Brothers Telescoping Crank Unreinforced Top Plate

#### **#4 Bing Variation**

These photographs illustrate the transition of the Bing TM.08s above serial number 30,000. The strengthened spear pointed tab on the end of closure reinforcement of the lower crank plate was incorporated (A:1016). A through bolt with nut for retaining the lower crank plate with the spear pointed tab closure reinforcement to the magazine stem neck column was also incorporated.



4a. Bing Brothers Telescoping Crank Bottom Plate With Retainer Through Bolt & Nut

Within this grouping the reinforcing ring was added to the lower plate and upper flat plate remained unreinforced (A:1015).



4b. Bing Brothers Telescoping Crank Unreinforced Top Plate

#### **#5 Bing Variation**

The following photos illustrate the Bing Brothers (B/N) TM.08 with the stamped folding crank mechanism and the through bolt with nut for retaining the lower crank plate with the modified closure reinforcement to the magazine stem neck column. Observe the strengthened spear pointed tab on the end of closure reinforcement of the lower crank plate. This closure reinforcement appears on all Bing TM.08s after serial number 30,000 (A:1016).



5a. Bing Brothers Folding Crank Bottom Plate

These TM.08 magazines with the reinforcing ring lower plate and flat unreinforced upper plate appear in serial number ranges above 80,000.



5b. Bing Brothers Folding Crank Top Plate

#### **#6 Bing Variation**

These photos illustrate the Bing Brothers (B/N) TM.08 with the stamped folding crank mechanism and the through bolt with nut for retaining the lower crank plate with the spear pointed tab closure reinforcement to the magazine stem neck column (A:1017)



6a. Bing Brothers Folding Crank Bottom Plate

These TM.08 magazines with the reinforcing ring lower plate and two reinforcing rings on the upper plate appear in serial number ranges above 210,000.



6b. Bing Brothers Folding Crank Top Plate

#### **#7 Bing Variation**

The following photo illustrates the repositioning of the serial numbers on the TM.08 lower crank plate.



7. Bing Brothers Folding Crank Serial Number Repositioned

Summarizing Bing Brothers, there are two operational crank models with five production variations presented here in the chronological order of manufacture. Which provides seven "B/N" collectible variations of the nearly 800,000 manufactured pieces, ten times more than the AEG manufactured pieces.

#### **ACCESSORIES & TOOLS**

This photograph illustrates the accessories used with the trommel magazine. The upper left corner is the magazine with the dust cover and adapter in place. In the upper right corner the dust cover is removed from the magazine. The lower two magazines depict different views with both the dust cover and adapter removed. The adapter does not have an application with the LP.08. Use of the adapter will be explained further in this narrative.



TM.08 With Accessories

#### **Dust Covers**

The Dust Cover or "Schutzkappe" protects the end of the magazine stem neck from damage, helps to retain the loaded rounds and keeps out dirt and debris. The dust cover variations were primarily fabrication differences.

There are several variations of the Dust Cover. The earliest dust covers were pressed sheet steel, folded and spot welded. Later production dust covers were pressed sheet steel, folded and stacked together with body tabs. Early dust covers were blued, a majority of the later covers were black japanned.



Early Dust Cover Folded & Welded Body

The folded and staked in place pressed sheet steel dust cover is illustrated in the following two pictures. The rear spine and cover top are stacked with integral body tabs.



Dust Cover Rear Spine Body Panel Tabs

The dust cover top end tab of pressed sheet steel is folded and staked in place with body tabs.



**Dust Cover Folded Top Tabs** 

The following picture compares the different variations of the dust cover side grooves. The upper dust cover has a single channel rib for covering the magazine assembly rib and the hold open pin. The lower

dust cover incorporates two channel ribs to separately cover the magazine assembly rib and the hold open pin (A:1018).



Dust Cover Magazine Grooves (B:Photo)

This next picture compares the rear spine difference of the folded welded cover body in the upper view versus the folded and stacked displayed in the lower view.



Dust Cover Magazine Fabrication Details (B:Photo)

#### **Loading Tools**

The loading tools or magazine loaders were manufactured by both Bing and AEG. The loaders were issued on a scale of one to five magazines

The loading tool's major components include a pressed sheet steel folded and welded housing, a yoke handle, a cartridge pusher and a spring biased magazine catch. The yoke is joined to the cartridge pusher by a pair of links. The yoke is attached to and pivots on the housing which contains the magazine catch.

The Bing loader cartridge pusher is joined to the yoke outside with a pair of bent links. The AEG loader cartridge pusher is joined to the yoke inside with a pair of flat links. The links are riveted to the yokes separately with through spacers to the pusher.

<img

src="https://lh5.googleusercontent.com/luJEAkQUcBHNM30DwaR3Ulnl7GkQg\_QzUPZ\_HMLLwXB13oWbWTg\_QmKgqxKguXxOmu34KbcvsEG7ZvgdCftxN6trCll8RVUZudx\_TXDPLHLgv-9R85sCwwohTuHi1E4

Source: THE SNAIL DRUM MAGAZINE (collectorsfirearms.com)

# **Abandoned in METCA**

Ok, this is going to be a tough one!

