



METCA says goodbye to 2022!



Metropolitan Division Waybill

Train Collectors Association

Vol. 39 Issue 4

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TCA MISSION STATEMENT

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

CONTACT METCA

Website: www.METCA.org

Jeffery Corrick: clint@clintjefferies.com

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

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	Jay Zschau #HE75-7858
Vice President	Kevin Quinn #98-47167
Secretary	Katie Elgar, #HE94-39348
Treasurer	Robert I. Mintz, #92-35064

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 Paper Issue:

Erecting a new bench work, turning a hobby into a side job? and much more!

Inside This E-Issue:

Bob talks tinplate, we get an old Bing back up and running and much more!

Coming in the next Waybill:

Updates from the shows as well as a recap of 2022

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:

The front face of Pennsylvania Railroad GG-1 4877 built in 1939 is seen at the Boonton Yard Restoration Facility of the United Railroad Historical Society of NJ, Sunday January 9th, 2022. [Boonton NJ United Railroad Historical Society repair shed opens \(northjersey.com\)](http://www.northjersey.com)

Answer to Abandoned in METCA's previous cover:

Photo of the CNJ right of way and overpass over Broad St. in Elizabeth NJ. This photo was taken from the NJ Transit Station Platform

<http://www.rrpicturearchives.net/showPicture.aspx?id=616251>

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



November 2022 – Andrew C. Hibell

President's Message:

Fall is here and with that, it brings a busy time for METCA. In October, METCA attended the York train show having tables in the orange hall. I got to see many of you there and glad you took some time to stop the METCA orange sunburst banner to say hello. A big thank you to Stu Rankin, Kevin and Renee Quinn and Craig Kasmin for helping man the tables. On November 5th we had our combination train show with NYSME in East Rutherford and as I write this message, we just wrapped up our November 12/13 Allentown show. Next up will be our November 19 Howard Beach show and finally we will wrap up November at the Greenberg Show in Edison on Thanksgiving weekend.

As you will see in the Waybill, we will start up again attending train shows in February and March, ending the Winter with the April York show.

The next National Convention will be hosted by the NETCA Division in Burlington Vermont from June 25 to July 2 2023. The host hotel will be the Burlington Doubletree Sheraton. Registration will begin after the first of the year. Please visit tcaconvention.org for more information.

This year, besides doing a joint train show with NYSME. Stu and I ventured out to team up with Mr. Muffin's Trains to produce the MTH Premier RS-11 Alco Demonstrator scheme, with METCA having 1 road number and Mr. Muffins having another. METCA also teamed up with TCA National to produce 2 different color MTH Pepsi-Cola reefers, with METCA producing the silver body and TCA National producing the white body. From engines, boxcars, reefers, tankers, flatcars and even producing our very own custom painted boxcars, METCA is the leading Division in producing engines and Rolling Stock. As long as the demand is still out there, we will continue producing.

Stuart Rankin, besides being the immediate Past TCA National President and the Chair of National 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 Mike, 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. 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.

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

REMINDER!!!

METCA Dues Notice

On November 1, 2022, our membership database will automatically debit every member's account \$5.00 to cover your 2023 dues. If there are not sufficient funds in your account at this time, your status will now change to delinquent. Please take a moment to check your membership card. If the expiration date is **December 31, 2022**, you need to make a payment to remain a METCA MIG. (Member in good standing) If you are not sure when your membership expires, please contact me at secretary@metca.org or 908-208-8134 and I will be happy to assist you. Payments can be submitted on our website www.metca.org using PayPal or checks can be mailed to METCA Secretary, 321 Lamberts Mill Road, Westfield, NJ 07090-4738.



Metropolitan Division, TCA

John Juther Casey

Jones

Regular

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Valid T : " - ,
12/31/20

Our Dues Schedule for 2023 has remained the same as last Year.

\$5.00	1 year dues with emailed Waybill
\$25.00	5 year dues ,6 th year free and emailed Waybill
\$15.00	1 year dues and USPS mailed Waybill
\$75.00	5 year dues, 6 th year free and USPS mailed Waybill



Welcome Aboard New METCA Members
who Joined in the 4th Quarter of 2022.

We hope to formally welcome and greet you at one of our
upcoming Events.

Fourth Quarter 2022 New Members

Samuel Coliciotti

John Eckrote

Daniel Paashaus

Dennis Clemente

Paul Peters

Salvatore Arena

Christopher Cipolla

Richard Navarra

Joseph Rudo

James Paglino

Jarrett Hesselbirg

Ken Hesselbirg

William Murphy

Russell Youens

Richard Silvia

James Castellano

Paul Dubuc

East Hanover, NJ

Londonderry, CT.

Cottkill, NY

Bronx, NY

Roslyn Estates, NY

Staten Island, NY

Staten Island, NY

Massapequa, NY

Clark, NJ

Canton, MI

Roseland, NJ

Roseland, NJ

Millington, NJ

Ashland, VA

Mahwah, NJ

Massapequa, NY

Cheshire, CT

Our 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, a diorama, a section of your layout decked out for the holidays or a simple circle or oval around the tree. We want to see how you decorate with your favorite trains and accessories for Christmas.

Please send your photos along with your name and a brief description to either

eusdesa@yahoo.com or secretary@metca.org



[This Photo](#) by Unknown Author is licensed under [CC BY-SA-NC](#)

Lionel train sets made before World War II hold collectible value over the long haul

By LITA and SALLY SOIJS-COHEN

How do I find out about old electric Lionel trains? My set, purchased in 1938, is in good running condition and has its original box and instructions. Is it valuable?

Many readers have inquired about getting started buying and selling old Lionel trains, the top of the class of collectible toy trains, and classic Christmas gifts for children of all ages.

Condition, age, rarity and demand help determine how much collectors might pay for a set, according to Lionel expert Ron Hollander, 197 Lincoln Ave., Newark, N.J. 07104, author of "All Aboard! The Story of Joshua Lionel Gowen & His Toy Train Company," (\$14.95 - paperback, Workman Publishing). He said your circa 1936-41 "Commodore Vanderbilt" set, named for the founder of the New York

Central Railroad, is a common model, worth around \$200.

The most sought-after Lionel models generally pre-date World War II and are "in as close to the same condition they were on Christmas, when trembling six-year old fingers unwrapped them," said Hollander, noting that extremely rare sets in their original boxes and with their original gift wrap can bring premium prices. A "Standard Gauge" (2 1/8-inches wide from rail-to-rail) Depression era "Blue Comet" steam engine with three passenger cars, which sold for \$75 new, today can zoom up to around \$4,000, depending on condition.

Rare models painted in unusual colors also are high-ticket items. An original 1957 pink "Lady Lionel" passenger train, a commercial failure when new, cruises in at up to about \$1,000. It's one of the many Lionel sets which have been issued, so be from a knowledgeable and reliable dealer who guarantees authenticity is important.

Whence it's a real one - 1900 and 1M3, because me- was needed for military production. Lionel didn't make metal trains in 1936 and 1945, the market for post-war "O Gauge" (1 1/4-inch wide) trains has had high-speed growth recently as "forty-something" baby boomers wax nostalgic for relics of their childhood. A 1948 Santa Fe streamlined diesel engine and four passenger cars commands around \$500 to \$1,000 per set, up from about \$200 five years ago, according to Hollander.

Plentiful Lionel freight trains typically bring lower prices than passenger models which are scarcer. Early 1950s freight cost around \$75 each for inexpensive "Lionel Scouts," to about \$500 for a set with a standard steam locomotive and a few cars. Post-1958 trains generally are not yet valued as collectibles.

Serious model train collectors belong to the Train Collectors Association, P.O. Box 248, Strasburg, Pa. 17579, (717) 87-8623, which publishes a newsletter, organizes shows, and operates a toy train museum. There's a \$25 application fee to join, plus annual dues of \$20.

Ted Mauer Auctions, 1003 Brookwood Dr., Pottstown, Pa. 19464-3022, (215) 323-1573, specializes in toy trains and regularly sells Lionels.

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LEGAL NOTICES

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN THAT the New Jersey Radioactive Waste Advisory Committee has called a meeting on November 30, 1993 at 9:30 A.M. at the South Clinton Ave., 8th Floor, Conference Room, Trenton, New Jersey 08625.

purpose of this meeting will be to conduct routine business. Please note that action may be taken via motion of motions and resolutions.

Comments Invited.

\$17.00

PUBLIC NOTICE-MONMOUTH COUNTY SPECIAL MEETING

NORTHEAST MONMOUTH COUNTY REGIONAL SEWERAGE AUTHORITY

notice that on the 30th day of November 1993, the

LEGAL NOTICES

Northeast Monmouth County Regional Sewerage Authority will hold a special meeting at 7:30 P.M. at the main offices of the Authority located at one Highland Avenue, Monmouth Beach, New Jersey, concerning public business, formal action on which may or may not be taken. The presently known agenda is as follows:

EXECUTIVE SESSION, CLOSE TO THE PUBLIC

AS PER S. 10:4-12, (b), TO DISCUSS LEGAL MATTERS CONCERNING A CONSTRUCTION CONTRACT

Other matters not now known pertaining to public business may be placed on the agenda, considered at said meeting and formal action may or may not be taken thereon.

Northeast Monmouth County Regional Sewerage Authority
Michael J. Lyons
Executive Director
\$45.00

Nov. 26, 1993



METCA – TCA Train Show

Saturday March 4, 2023

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 ___ tables at the Show @ \$20.00. Each paid table includes 1 admission. \$ ____

– Yes! I want to GET a 4th Table for FREE!! Pay for 3 tables and the 4th 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 Bob Amling for availability.

E-Mail – metcamail@metca.org Table reservations will be confirmed once payment received.

Set up begins at **6:00 AM**. "Reserved tables" held until 9:00 AM.

Make registration checks payable to: METCA

Mail to: METCA, c/o Bob Amling, 5 East Warwick Ct, Farmingdale, NJ 07727-4318

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).

History of the Osage & Cardinal Railroad

Welcome to the Osage & Cardinal Railroad – *The Red Bird Route*, as we now celebrate our 50th year of operation.

In 1971, the Mountain Top & Shenipsit RR began operations in Ellington, Connecticut with its laying of track around a transplanted Blue Spruce tree that served as an indoor Christmas tree between its life cycles outdoors. An LGB Stainz #2 was acquired as our first locomotive, and it immediately went into year-round service on the right-of-way around the blue spruce.

In 1978, the MT&SRR property was sold, but all its equipment was transferred to the newly formed Osage and Cardinal Railroad. Along with the equipment, the blue spruce (then 22 feet tall) was also obtained by the O&CRR, dug up, transported and finally transplanted into its new home in Readington, New Jersey. The track for the first line of the O&CRR was built around that blue spruce (eventually dubbed the *Sacred Tree*), and the Stainz #2 pulled the first train. In fact, that same Stainz #2 is still pulling trains on the O&C today.

In its original heyday, the Osage & Cardinal boasted 9 lines of track – plus the original loop around the Sacred Tree. We also added a long loop straddling the walk to our front door that could be viewed and operated comfortably from indoors. [See photo below]

The longest of the nine lines was a 210 foot loop that ran along the border of the O&CRR island. Inside that Main Line, eight other lines had their own right-of-ways, including:

- The Inter-City Line that covers the North end of the O&CRR and included the 5 track Yard from which trains could exit to the first three of lines listed below.



The Yard - 2010

- The Silverton Line with its run up the mountain that overlooked the pond in Frogville;
- The Mapleton Line that encircled two now large maple trees;
- The Frogville Line that ultimately ran through a tunnel under the Silverton Line and then traversed a bridge across the pond, as it exited the tunnel;



Crossing the Frogville Pond



Exiting the Silverton Tunnel

- The Elevated Line;
- Three trolley lines:
 - One to Mason's Crossing from its Inter-City terminus;
 - A spur from the Mason's Crossing Line to Farmington;
 - A separate line – simply called TRIII – that ran from the Inter-City Yard crossing under the Elevated Line twice before reaching its other terminal at Mason's crossing.

TRIII Trolley heading toward mason's Crossing

Yard view / Bridge over TRIII line (upper right)



It was quite possible to catch trains running on all 9 of the lines at the same time on the O&C island PLUS one each on the Sacred Tree Line AND the Walkway Line.



Stainz # 2 on Walkway Line / Engineer Inside

Over the last few years, the weather, the herds of deer that loved the shelter of the island and drinking in the pond, the uncontrolled weed undergrowth caused the need for a major MOW project, which is now underway. Some of the highlights of this project in the Yard area are:

- A new switch tower was built over the Main Line and Inter-City tracks (in 2020).
- The Yard was rebuilt (2020) with a new, functional signal bridge spanning its 5 tracks.
- A 6th track will be installed that will lead to another first: a turntable with round house.
- The TRIII trolley line has been removed to make room for the turntable project.

The Elevated Line has been rejuvenated with a new, larger, custom made trestle, and the entire structure has now been painted in the Osage & Cardinal colors of red and green.



Elevated Line – 2020



Phase I complete: The Elevated Line

- After the Yard gets powered, the Inter-City Line will get a trestle overhaul similar to the of the one for the Elevated. [This was completed in 2020 and survived the Winter very well.]



Inter-City (I-C) trestle being erected (2000)

I-C construction, Yard & View Control Tower

Inter-City first run

The Main Line had been a stand-alone line, but the new track design will allow for Main Line trains to also pull out of or return into the Yard. The Yard now has:

- 2 stubs – plus the spur to the roundhouse.
- 2 pass-through lines so trains can pull in or out from any direction.

At present, trains can leave the yard and – through a few switches – get directly onto the Mapleton Line (and the Mapleton Yard) and the Frogville Line.

- Currently, the trolley lines and the Silverton Lines are independent.
 - Plans are underway to make Silverton a spur line off of the Frogville run. This will also allow Silverton rolling stock and engine to go from the Yard all the way up to Silverton.

MOW Progress:

As of July 25, 2021, project status is as follows:

- A second Control Tower has been built and powered.
 - It will house controls for these lines:
 - Silverton
 - Mapleton
 - Frogville
 - Farmington Trolley
 - Bayview-Mason's Crossing Trolley
 - The Silverton Line will pass through this control tower.
 - Avalanche doors on each end can be closed for snow storms.
 - The Main Line passes through a tunnel below this tower.
- The Main Line trestle is under construction.
 - Trestle has been built and installed for about 75% of this line.
 - Trestles for the 25% balance should be constructed by July 28th.
 - Trestle installation should be completed by July 31st.
 - The inaugural run over the completed Main Line is schedule for August 1st.
- The Frogville Line is now 50% complete and reaches from the Yard to the end-of-line just before the Frogville Pond bridge on one end and the other EOL - just after Mapleton.
- The Bayview & Mason's Crossing trolley line is complete and operational (May 2021).
 - A timer circuit shuttles it between each terminus (Bayview and Mason's Crossing).
 - It's planned to have the trolley also switch over to a third terminus in Lincoln on the Bayview & Farmington Valley extension line.



Inter-City train passing an Elevated

NOTE: All trestle components are being made by hand, assembled and then installed.

Snow on the The Osage & Cardinal Railroad – February 2021



Signal bridge over 4 Yard tracks Yard Tower



Frogville Pond Bridge

Physical Details

The Osage & Cardinal Railroad System has the following features (**in scale**): either planned or installed as of July 2021:

Track Length of all branches = 4.54 miles

Track Length of yard = .57 miles

[Track Length TOTAL = 5.11 miles]

Land area encompassed = 77.75 acres (.12 square miles) Geometric shape is an irregular *dodecagon*

The Osage & Cardinal Railroad consists of:

- 8 Lines
 - Seven of these lines can be reached from the yard and/or various crossovers located at appropriate junctions.
 - A train can connect to and traverse fully these seven lines.
 - The 8th line is an elevated and isolated loop.
- 1-Pond
 - with an interior island and a kill
- 2-Tunnels
- Over 1 dozen Bridges
- 2-Control Towers (containing 10 transformers)
- 1-Mountain
- 3-Cross-overs (not counting those in the Yard)
- 5-Track Yard

- └ 8-Towns
- └ 3-Farms



Evergreen Valley Farm (2012)



Evergreen Valley Farm (July 2021)



Evergreen Valley renovation (2020)

- └ 3-Terminals
- └ 2-Whistle-stops
- └ Equipment & Structures
 - 50+ structures and counting
- └ Motive Power
 - 14 Steam engines
 - 6 Diesel engines
 - 1 Electric engine
 - 3 Hand cars
- └ Rolling stock
 - 23 Freight cars
 - 26 Coaches



Turning a Hobby into Art

Sam Deo

I know it's a strange title for this article, but I think it best describes my new endeavor. We're all here for the same thing, trains. Whether that's O gauge, live steam, G, etc. But there's another aspect to this, real trains. And I get that not every TCA member cares for real trains, but every TCA member should be able to appreciate what our models are based on. For me, I'm fascinated by machinery and mechanics, so steam locomotives in particular grab my attention. Several years ago, I was on a business trip in Snoqualmie, Washington. Unless you're a seasoned traveler or fan of the TV series Twin Peaks, you probably never heard of this town. It's about 30 minutes east of Seattle and deep in logging country. There's not much in Snoqualmie, a small downtown area, a lodge, Snoqualmie falls and a railroad museum. I had some downtime between meetings and decided to visit the museum which is more of a railroad graveyard. For me, that's right up my alley. Old rusty metal, dry rotted wood and history. At the same time, I started playing around with taking black and white photos. The camera I had for this trip was a Canon Powershot A520. Which compared to today's standards is pretty low resolution, even when put up against today's cell phone camera. Still, it's what I had and did the job. I took my photos, printed out a few and hung them in my train room, the rest sat on my hard drive moving from computer to computer. Fast-forward about 15 years and my wife and I stop by a local coffee shop. We've been there many times and enjoy the coffee and atmosphere, very laid back. They have open mic nights but they also display pieces for local artists. This might be paintings, sculptures, etc. Currently the artist is a photographer who shoots in black and white and focuses on architectural scenes. My wife jokingly mentioned that I should submit my railroad photos to be displayed. So, I did, and hopefully by the time this Waybill hits your inbox/mailbox I'll have an answer if they've been accepted for display.

Even if they aren't, I plan on selling them, I'm not sure where, but I bet I'm not the only person who enjoys looking at old rusty trains in black and white. Below are a few samples of the photos. If this does become something, I plan on visiting other locations, this time with a better camera. Enjoy them and if you want a print/copy, email me. I'm still working on the cost but I know they will be 8x10's and can be framed or not, depending on the buyer.

Email: eusdesa@yahoo.com Below are just a few samples of this series titled, "End of the Line". Prints will have watermarks removed



My Tinplate Room

Bob Amling 80-15029

My tinplate collection was sitting up high on the railrax in my Hirail room. It was hard to get a good look and they were becoming shelf queens because they don't run well or at all on Gargraves track and Ross switches.

A few months ago I invoked eminent domain and had the BR furniture in the loft BR moved to the first floor. I had the rug replaced with simulated wood vinyl flooring.



The room is 10x10. I decided that I could make a small tinplate layout with 072 curves. I ordered a 6'6" square bench work from Mianne bench work. I created a separate article on erecting the bench work to discuss the construction. While I was waiting for the bench work; I installed railrax and a sliding door shelf; which just about took care of all the tinplate and two KMT DC sets. My friends Vic Crecco and Leroy Kirchner provided the shelving.



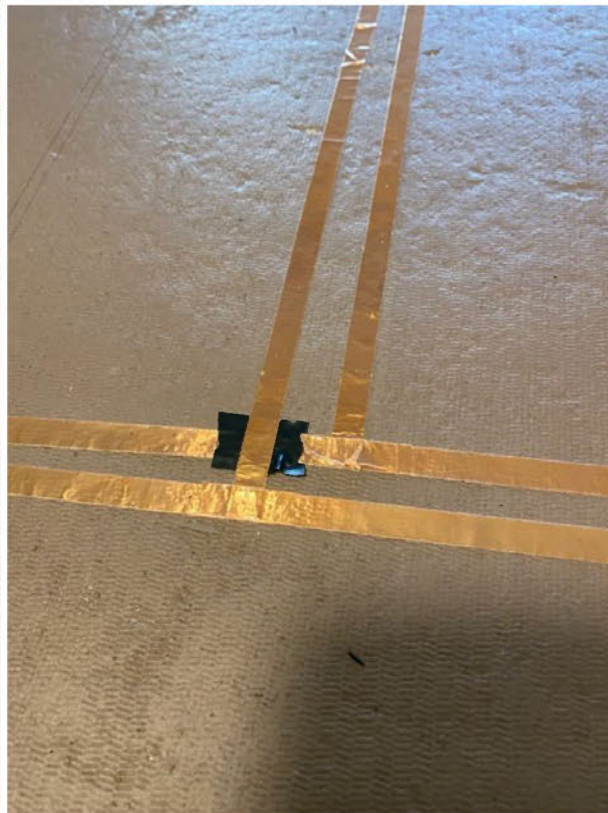
After putting the bench work up I covered it with some scrap plywood and then used Homasote on top of that. The table is on casters so it can be moved to the corner or moved out to access the shelves.



I painted the whole table a chocolate brown

I used self-adhesive copper tape to run a loop for lights. The tape was connected to the 14V accessory post on the transformer with 18 Gauge wire.

At the joints I folded over $\frac{1}{2}$ " so I has two clean sides mated; then I covered the joint with a short piece of the same tape to secure it. At the T I separated the leads with two layers of electrical tape.



I made an excavation under each house to connect the wiring. I was concerned that the heat from the soldering gun would be dissipated by the length of tape so I used a wire staple gun to attach the wires to the tape. I covered the connection with a piece of copper tape on each leg.



I picked up a set of MTH villas and picked up two original Lionel at an auction. I put down two simple loops; the 072 and a 2 rail DC loop. Here is the first test of the lighting circuit.



My son brought over this station (no name) that could be standard gauge but it works for me. I brought in the station platform from the Hirail layout. It's from my childhood; I'm not sure if my dad made it or

picked it up somewhere. It's made out of wood with some kind of wire mesh. I think it looks better in here.

I painted streets and sidewalks, then I used a roll of grass for ground cover. I am purposely not using scenery techniques used on the Hirail layout.

The flat black that I used for the streets was actually shiny; so I went over it with diluted India ink.



I installed a gazebo; but I couldn't find an O-gauge orchestra so I settled for a Jug Band.

<https://youtu.be/b7oIF9o-roc>

The jury is still out where to place the JEP windup set



I installed a drawer under the table for the power packs.

With the track down and the lighting completed; I ran several sets of the tinplate and the KMT space train.

Lionel City of Portland

<https://youtu.be/GCktnomTgCU>

Lionel 226E with blue 710 710 712 passenger cars

<https://youtu.be/2oLj9xGCMk>

Lionel 1689E with 600 series freight cars

<https://youtu.be/jr4ich-V-wo>

Lionel 259E with mixed freight

https://youtu.be/E1dw6rmbH_s

Lionel 258 with olive 529 529 530 passenger cars

<https://youtu.be/ituJ6X9Va9Q>

MTH Grey 263 with 800 Series freight cars

<https://youtu.be/BkhW6XOySwQ>

Lionel Green 254 with green 610 610 613 passenger cars orange trim.

<https://youtu.be/ZYUyXSxtJw>

Lionel Orange 256 with Orange 710 710 712 passenger cars

https://youtu.be/E_ugE3enUfw

Lionel 262 with blue 710 710 712 passenger cars and KMT Space train

<https://youtube.com/shorts/wzVm7hy3Cs4?feature=share>

KMT Space Train full consist after tire change.

<https://youtube.com/shorts/28qLc6hGzAU?feature=share>

I also realized that the clockmaker's workbench that was in the Hirail room (the loft) would fit in the double door closet in the tinplate room. This freed up space in the Hirail room and made it more comfortable for visitors.



Happy collecting and running.

Bringing a Bing Back to Life

Sam Deo

Warning, the following content is not suitable for all viewers. If you believe modifying a locomotive is a punishable offense, please disregard this article.

How that I have that out of the way, let's talk about my Bing 17293/1 4-4-0 1-gauge locomotive. I purchased it off of eBay from a seller in Germany. I was told by the seller that the locomotive was converted from a 48V style motor to a 20V style motor. Perfect! I can run this on my 1 Gauge loop without having to worry about running 48 volts of power to my track! It took some time to arrive from Germany, but when it did, I tore apart the box and did a quick inspection. I noticed that it was a little worse for wear. Still, I ran downstairs and put my new treasure on the tracks. Applied power and nothing, just a little buzzing. Ok, no problem, it could be dirty. I gave it a quick cleaning and tried again, and it moved, extremely slow and I had to push it. Needless to say, I wasn't happy. So, I stripped down the locomotive, took out the reversing unit, removed the armature, etc. Cleaned everything and started bench testing. Things didn't improve and actually got worse the more I cleaned things up.

At that point, I have a suspicious feeling that the motor was never converted to 20 volts. Without knowing how to find a replacement 20-volt motor for a 1930's German made locomotive, I resorted to a blasphemist act of converting to a DC can motor! I know, I should be tard and feather for this, but I have my reasons. First, my sons, 10 and 11 hang out with their friend's downstairs. All I need is one of them putting their hands on a track with 48 volts of juice running through it, that's not good. Second, I'd need another transformer, or a variac, which I have, but not something I want to set up for this (I use it for turning up old tube amps safely).

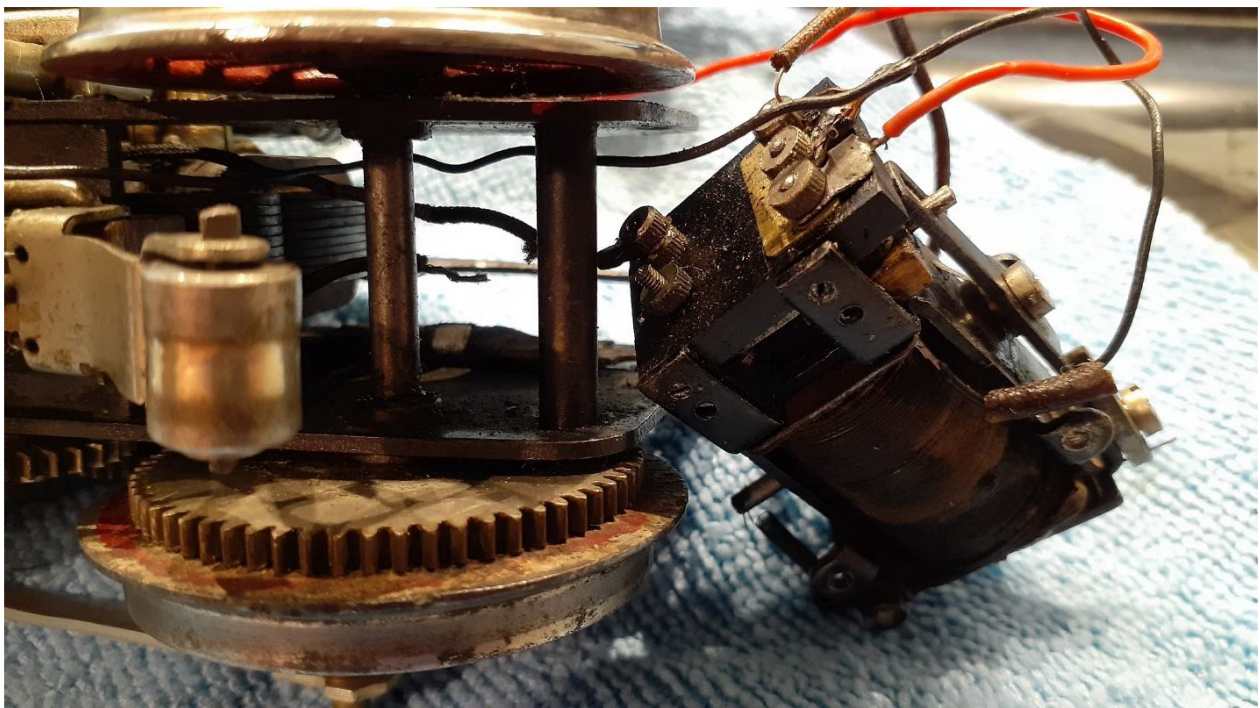
The pictures below show what I was working with, how I installed a new DC Can motor and finally a link to a video showing start to finish of the troubleshooting and final results.



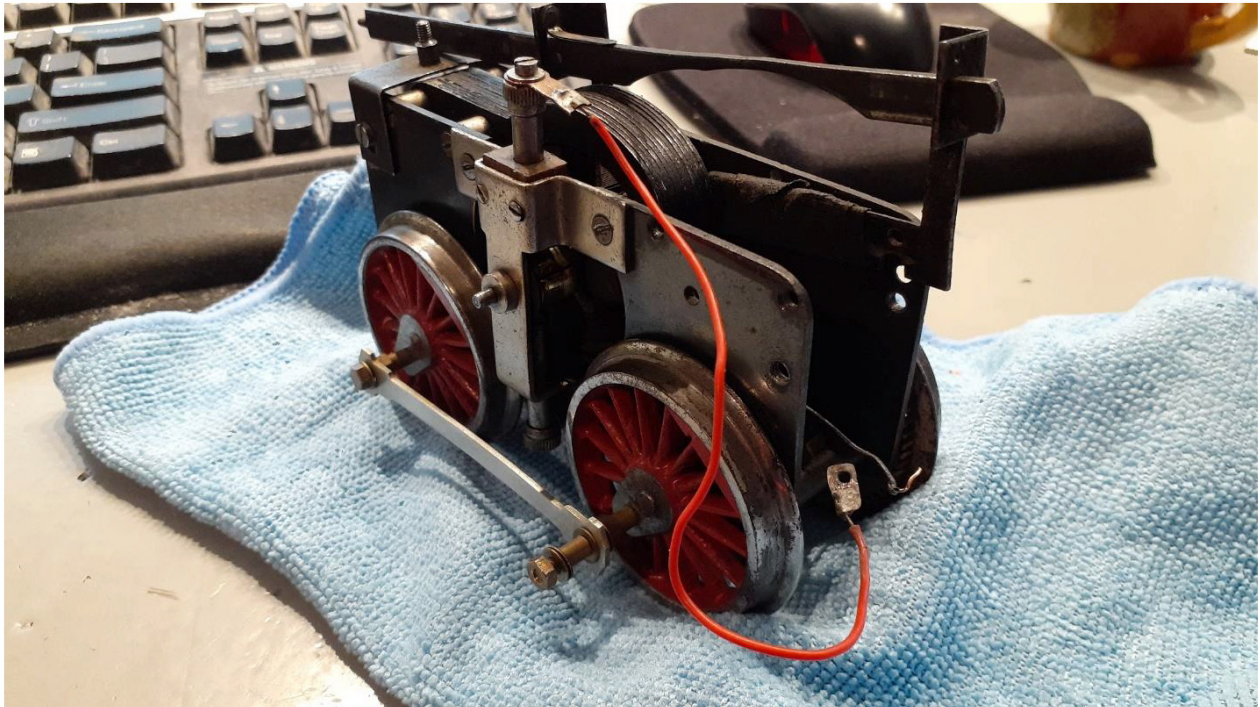
Here's what a Bing 17293/1 4-4-0 1-gauge locomotive looks like.



Another view of the locomotive and tender.



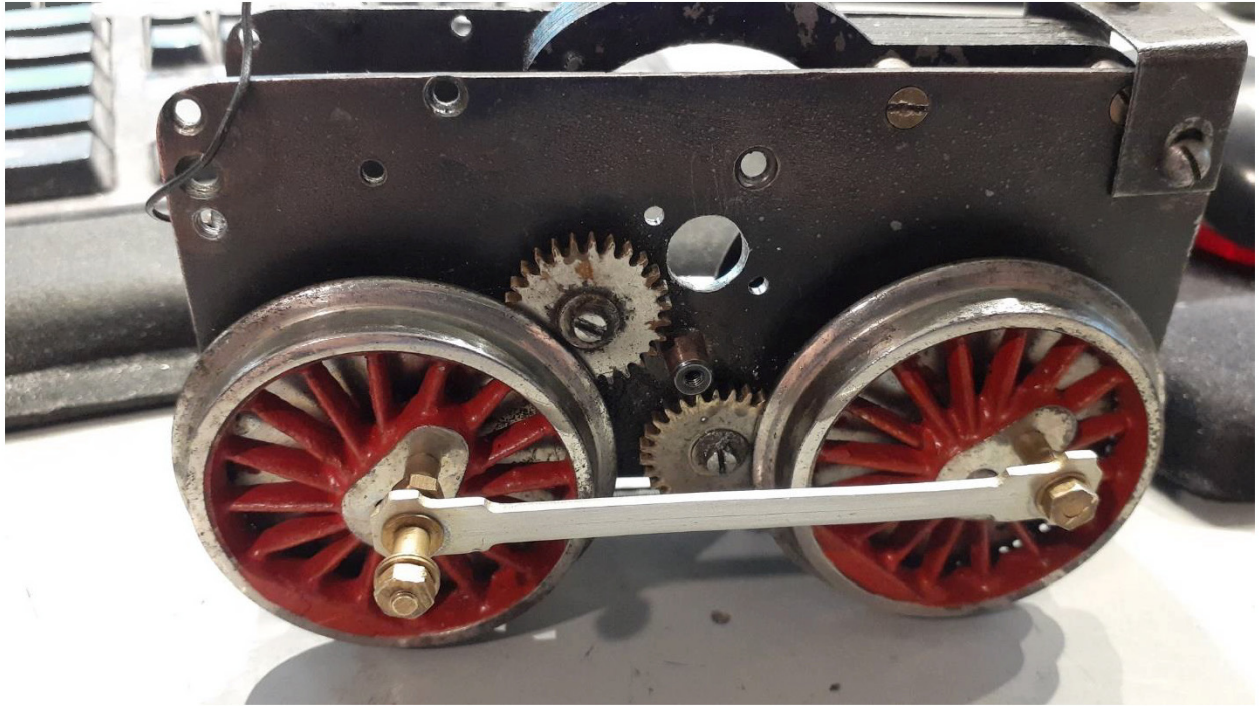
Close up of the reversing mechanism



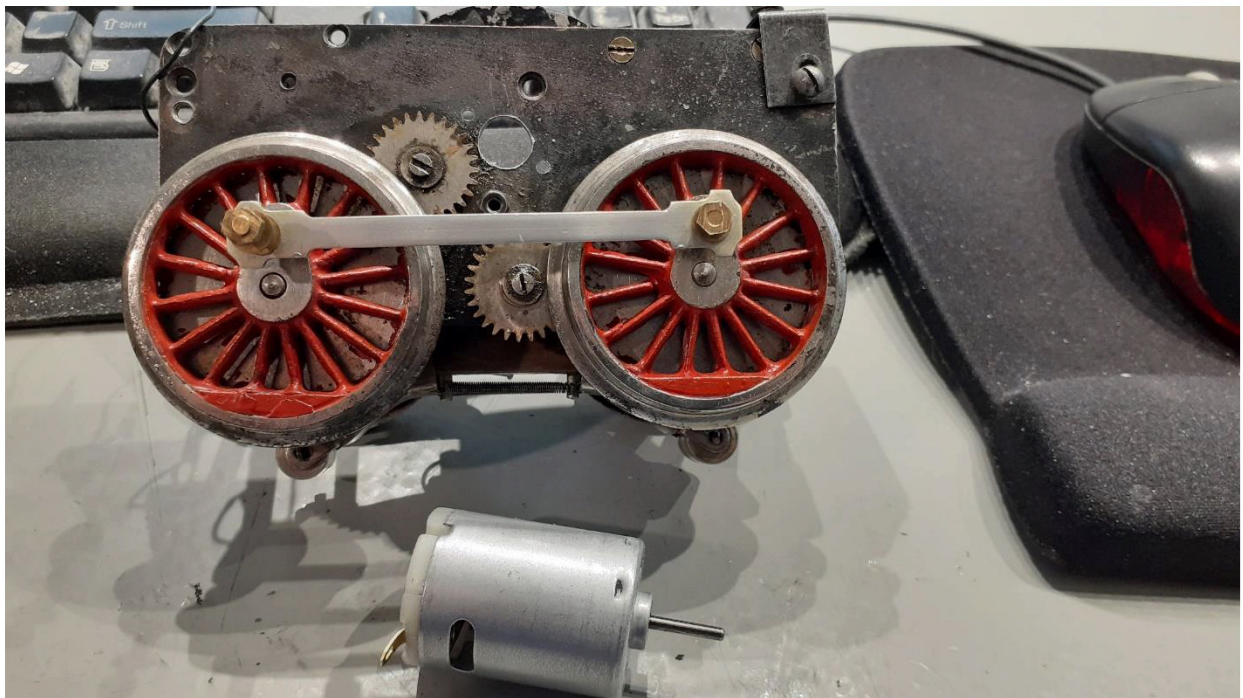
The motor with the reversing mechanism removed. This was my first attempt to hardwire the locomotive to run in one direction and bypass the complex reversing assembly. This didn't work as you will see in the video.



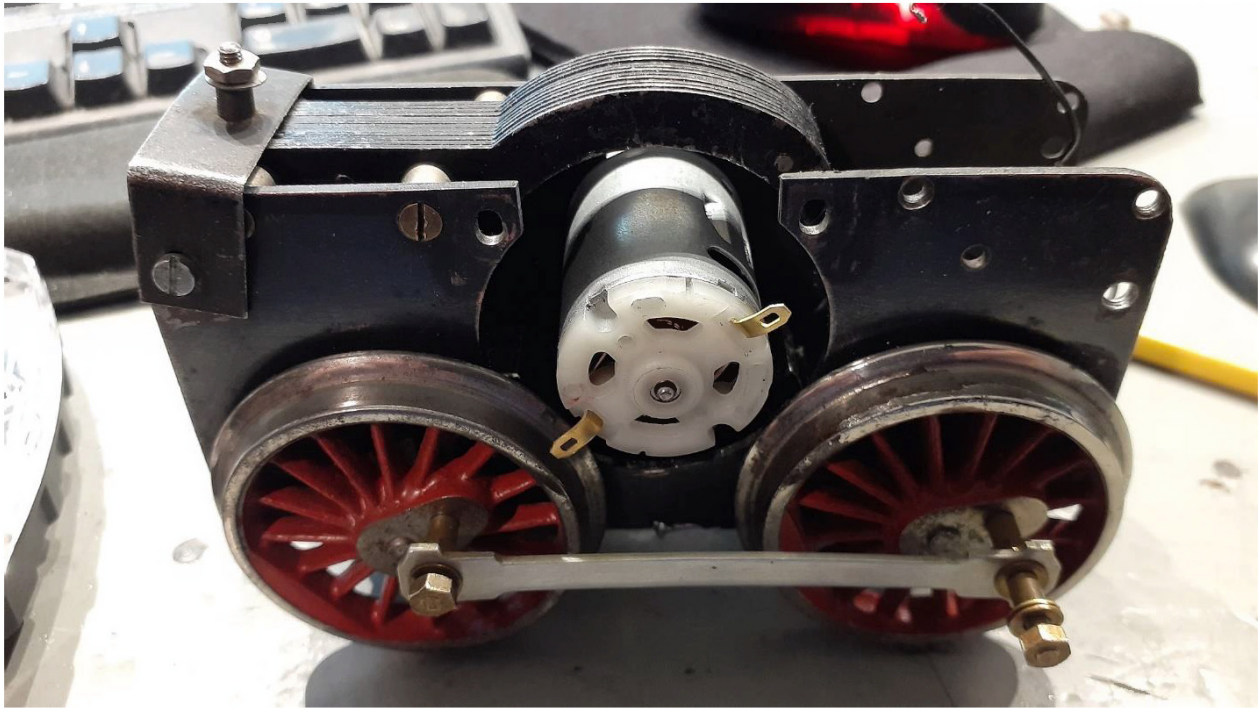
I tested the armature several times and came up with different results, but at the end, I believe the armature is ok.



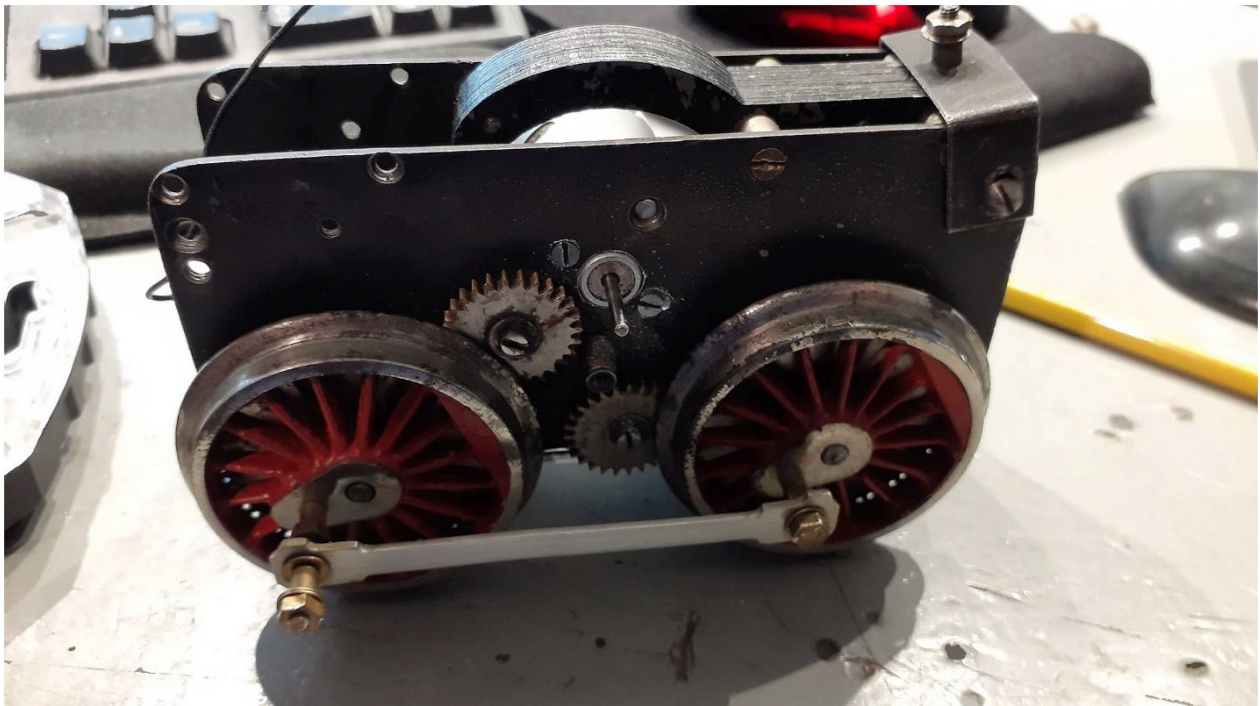
Going to extremes, I removed the armature as well as the motor plate that holds the brushes. At this point my only choice was to install a DC can motor.



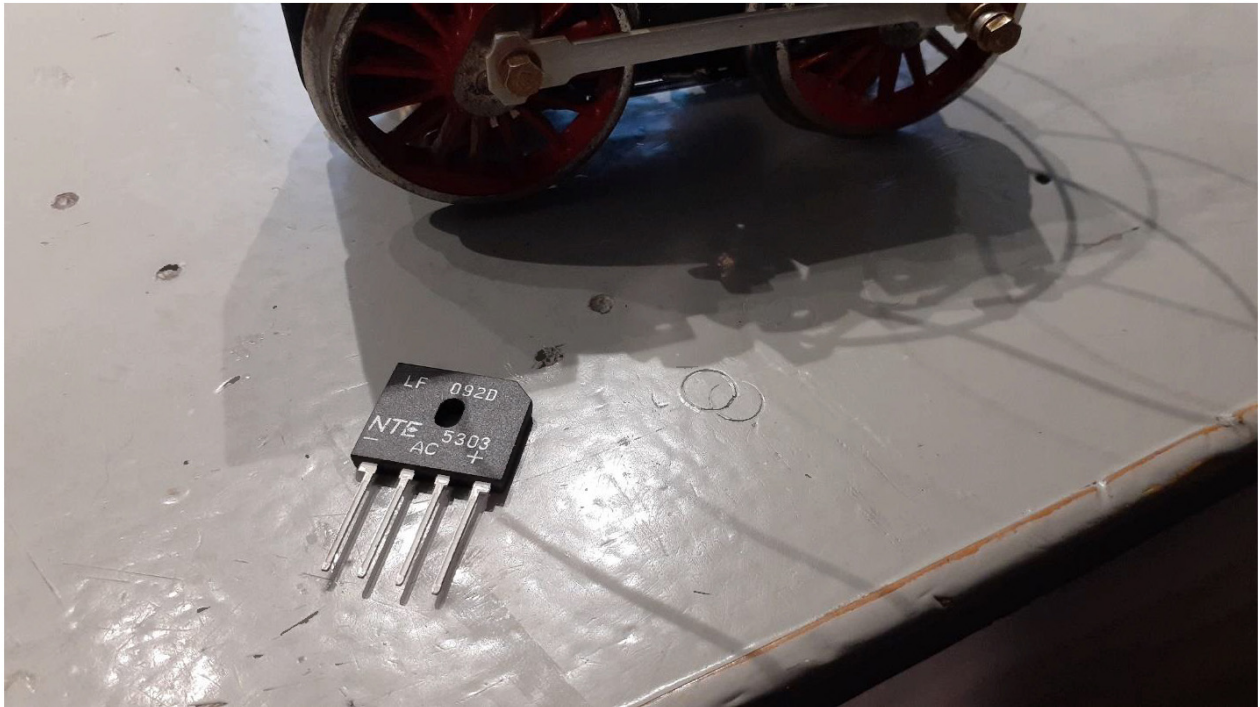
The motor picked is a smaller can motor designed for model cars. It's rated 12VDC, however most of these motors do have some flexibility in their input requirements. Plus, I had space restrictions because of the frame and body.



The motor from the back view



And the front. In order to install the motor, I needed to drill additional holes into the original Bing frame. I also needed to enlarge the hole where the bushing was for the armature. This allowed the motor to seat into the frame and the two screws keep it from moving.



Because I'm running this on an AC track, I needed a bridge rectifier to convert the DC can to accept and AC feed.



And the rectifier wired into the locomotive. You might be able to make out the pinion gear from the above picture. This was taken from a slot car which was press fit and soldered on to the motor shaft.



This last picture is how the train looks today. I was able to locate another passenger car. The original set would include a sleeper, dining and baggage car. The baggage car seems to be the most difficult to locate.

Below is the link to the video which shows the process I went through to get the locomotive up and running. Take a look at it and comment, let me know what you would have done differently. And thanks for watching!



<https://youtu.be/wDd0tMA2Z9Q>

Erecting Mianne Bench Work

Bob Amling 80-15029

A few observations and hints when setting up your Mianne Bench Work.

Open the boxes and check your inventory. Get familiar with the sizes of the I beams and the various **hardware items. Read over the booklet that's provided and check out the schematic. Taking time to do this will make the job go a lot smoother.**

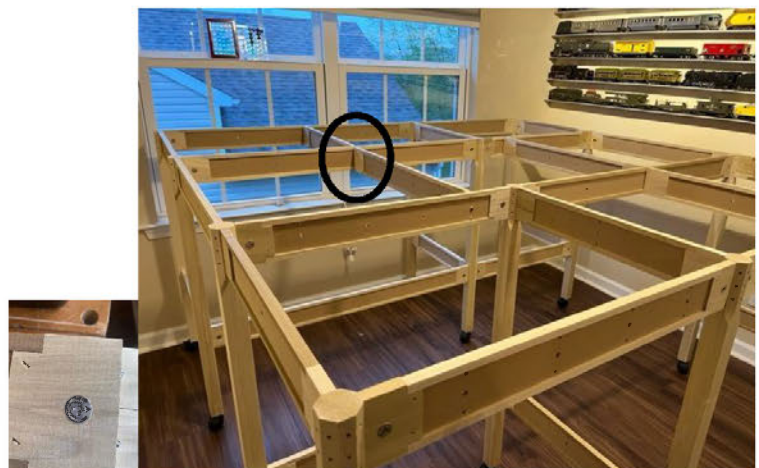
I found that it helps to prepare sub-assemblies. Before doing that I create a comfortable work spot using my workmate portable work bench and a stool. Repetitive actions are much quicker when you **don't keep changing tools. So in preparing the legs; I group them by corners, ends, or** internal pieces. Some will have hardware on two or more sides.

While you can accomplish all the prep work running solo; you'll need another set of hands for the complete assembly.

I opened the hardware bags and put them in leftover containers.

Out of the picture I had the legs stacked against the wall and brought them up a few at a time inserting the pins and screws. For the screws I use a palm size screw gun. Too much power will overdrive the screw. That said the screw must have the shoulder bottomed out on the leg. The slightest amount of space will cause a weak joint. If there is ANY movement of the I beam when you attach it to the leg; you must take it off a give the screw that last little turn. When you reattach it; it will be snug.

When preassembling the cams in the I beams; make sure that the arrow is always pointing out.



This joint has several components, wood spacers, Long pins short pins, screw, and cams. Take a second look at the booklet!



I picked up a drawer on Amazon to use for the transformer and power pack. The width was a little shy of the space so I added a few shims.



A happy customer! I hope that your project turns out as well!

Happy Railroading

METCA & NYSME Train Show

Saturday, March 25, 2023

St. Joseph's School

120 Hoboken Rd., East Rutherford, NJ 07073

Less than 1 mile from MetLife Stadium



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 1st 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 paid table includes 1 admission. \$ _____
- ☐ Additional Admission fee(s) @ \$5.00 each. Children younger than 16 and wives are admitted free. \$ _____
- ☐ Yes! I want to GET a 4th Table for FREE!! Pay for 3 tables and the 4th 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 - contact@modelengineers.org 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: NYSME

Mail to: NYSME, 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:
November 4, 2023

Howard Trains Oddities?

Sam Deo

In this issue of Oddities, we're going to look at Howard trains, which itself is an odd model train company that most have probably never heard of. So, let's look at the history of the company first, then their non train related production.

From the TCA Western Division Manufactures list: The Howard Electric Novelty Company of New York, later the Howard Miniature Lamp Co. of East Orange, New Jersey (invented electric Christmas tree lights), produced an amazing amount of toy train equipment between 1904 and 1906. The company was founded in 1904 by Harvey Wilson Harper and brothers Herbert E. and Herbert C. Plass. The company name was derived from the street in Manhattan where it was initially located - Howard Street. No other 2 inch 2 rail company introduced so many models within so short a period. It is ironic that the company ceased all train production 5 years later in 1911 in order to concentrate on production of bulbs and radio tubes.

Below is an example of one of their locomotives.



Howard #6 0-4-0 2" gauge #897

And what oddity will we look at today? Vacuum tubes of course. As we learned from reading above, Howard didn't stay in toy production that long and shifted to bulbs and tubes. Here we have a Type 41 tube, which was used for radio and TV. For the tube geeks like me, here are some details: The 41 is an indirectly heated cathode type power amplifier pentode designed for service in the output stages of AC, AC/DC and storage battery operated receivers.



Abandoned in METCA

Go ahead, take a guess



SLO Architecture