

President's Perspective *The "Personal" history of TCA*

Every once in awhile I'll dig out an old copy or two of the Train Collectors Quarterly, just to see if I can find some stuff that I didn't pay any attention to the first time around. I don't know about you, but as I've gone forward in this wonderful hobby, I've found new interests that keep me collecting... and things that keep the hobby fresh. After all, when one attends a show, there are just so many 6464 boxcars or American Flyer accessories you can see without going, "got that... have that... seen that before... too expensive.... mine's better..."

It's always amazing to me that, when I look back and re-read these magazines, what new and wonderful information is there for me; whether I missed it the first time, or it's something about the 'new aspect' of the hobby I've 'discovered'.

What's been interesting to me is looking at the photos, too. As one moves forward in the hobby, one can't help (I hope) to make new friends and acquaintances. Whether it's in one-on-one conversations, talking about the new products, working a deal, or just sharing knowledge and/or experiences, we all interact in one way or another.

I recently grabbed an issue of the TCAQ from 1997. At that time, I was heavily into the 'new' MTH offerings, and wondering if the TCA was really for me. After all, 'those guys' were dealing with all that windup and old stuff~ MTH trains were NEW and EXCITING and they had SOUND and they were the trains of my (then) 4-year-old son's future (that's what I thought, but that's a column for another day). This time, I sat and *read* the magazine.

A two-page interview with Joe Ranker. I had no clue who Joe Ranker was back in '97! If you don't know, dig into your METCA history... you'll discover a goldmine. He mentions evenings with Bill Vagell. Who?? I've since learned about these two wonderful gentlemen (and their efforts to build this division) by doing a little research.... and I never knew either of them.

One photo that I consider 'rare' is the one with Lou Redman (Mr. TCA) WITHOUT his famous 'train suit'!

I never had the pleasure; but have met his daughter, Carol McGinnis. With him is Gordon Wilson~ ten years ago, I had NO idea who Gordon Wilson was! Who knew in '97 that Gordon would become a TCA National President and that he and I would eventually (in '04) debate the importance and validity of the 'two-signature' rule on the TTML... and become fast friends because of it!

Another name you'll coincidentally see in this Waybill issue is Frank Duke. I didn't know Frank in '97 when his 'remanufactured No. 8' would be featured in an article about automatic train control... but there he is... and today you can 'meet' him, too!

And here's Rich Melvin of OGR setting a camera shot; there's Dannie Martin of the Desert Division, who handles hotel reservations for our TCA conventions; Clem Clement (heard of him?) waxes rhapsodic about the wonder of a new attic discovery.

And on the back cover, the 1997 National Board of Directors. Former METCA President Steve Siniawa is pictured. Future TCA National Presidents Bob Keller and Brad Fuller are in the background. Since that 1997 shot, I've met them all.

The TCA is a great organization for building a collection and learning about toy train history. And for me, it's fun to see my friends 'back in the day'. Who knows; maybe someday you'll look back at a recent issue of the TCAQ, see some guy on the back cover in a photo with other division Presidents and you'll say, "I knew him when..."

Yes, by attending shows and meets, we collect trains, but we also collect friends... and memories.

Scot Kienzlen

METCA 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."



These new TCA members' names have appeared in the *“National Headquarters News”* since our last Waybill. If they live in a town near you, why not call them and welcome them to the TCA and METCA!

Kelvin L. Alfred, Brooklyn, NY (718) 624-5793
 Charles Bock, Staten Island, NY (718) 667-5007
 Robert Cafaro, Suffern, NY (845) 222-3260
 Joseph A. Covelli, Floral Park, NY (516) 353-4566
 Edward Fandrey, New York, NY (917) 582-9527
 Charles Graf Jr., Oakland, NJ (201) 337-8642
 Michael Holt, Milltown, NJ (732) 425-5236

Christopher Kubak, Cranbury, NJ (609) 443-5608
 Michael Rivera, Ardsley, NY (914) 693-9303
 Philip Rizzuto, Fishkill, NY (845) 590-1624
 Jay Sacco III, Patchogue, NY (631)475-2013
 Rick Trinkle, Blooming Grove, NY (845) 238-0584
 Hakon A. Wigeland, Rockville Center, NY (516) 705-5463

From the Division Secretary's Desk

Currently METCA paid membership is at 450. We are over halfway on reaching our goal of 800 paid members by the end of the 2009 year, keep spreading the word about the new METCA. I was not able to attend the Howard Beach show this past February so those of you who did not receive membership cards at the show will find them included in this newsletter. Those of you who have not renewed your METCA membership will find the word “Delinquent” on your mailing label, this will be your last edition of the Waybill that you receive. Dues are still only \$5.00 per calendar year and may be paid to any division officer or Meet Chairman. You may also pay your dues by going to <http://www.metca.org> and clicking on the members section, or as always, they may be sent directly to me at:
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Long Island Sounds

By Bob Amling - 80-15029

I have been thinking about the “Cross Pollination” of train clubs on Long Island. I am sure that many of us belong to more than 1 of the major clubs or associations, e.g., Train Collectors Association (TCA), Lionel Collectors Club of America (LCCA), Lionel Operating Train Society (LOTS), Toy Train Operating Society (TTOS), etc.

How about the clubs that have a real presence on Long Island? Personally I belong to a group of men that have gathered every Tuesday night for approximately the last 29 years. Many of us can trace our roots in the group to one man, Walter Koob, 72-4295. Walter introduced most of us to the late John Forcenito; who hosted the group for almost 20 years. We have a fine group of fellows; but this column is more about the organized clubs; how they came to existence and what they are working on. How many METCA members are also members of organized Long Island clubs? While doing the research for this column I was put in touch with Ray Troiola. Ray wrote that you can't talk about train clubs on Long Island without recognizing the late Ernie Knudson. Ray's point is that none of these clubs would have been started without Ernie Knudson. He was the reason that Central Operating Lines and Train Masters came into being. The clubs that I am familiar with are the:

Central Operating Lines (COL) <http://www.trainweb.org/centoplins/index.html>; was formed in 1976. The present layout includes four block-controlled mainlines, a bi-level passenger terminal, an engine terminal with working turntable and the Lionel Command Control system. No less than half a dozen new projects are underway including the addition of the DCS command control system. The club and its membership are active members of the Model Railroading Museum of Long Island. The club also has a Junior Member program and both of these efforts are part of the clubs work to encourage growth of the model railroading hobby. Several members of COL are participating in the METCA Modules Group. The club has six open houses during the season and visitors are always welcome on a Friday evening when many members frequent the layout for operating, building or camaraderie.

The Nassau Lionel Operating Engineers (NLOE), located in Levittown, NY, <http://www.nloe.org/> is currently constructing their new layout. This layout measures approximately 80" x 35". Track work and wiring is complete on all mainlines, and scenery is approximately 25% complete. Track is Gargraves with a combination of nearly 150 Curtiss and Ross switches. All curves are in excess of O-120 and are laid out with easements for smooth operation. There are three different levels, with four mainlines on the primary level, a mountain line, trolley line, and multiple freight yards. In the works are multiple passenger stations, an intermodal yard, operating turntable with roundhouse, and a harbor. The layout is equipped with TMCC. Members operate everything from prewar through postwar to the latest available offerings. Scenery is highly detailed, reflecting the best of high-rail possibilities. Members share their individual expertise in all phases of electronics, scenery, track laying, collecting, repairing, and operating trains, including the prototypes. The NLOE is expanding and is open to new members.

Nassau O Gauge Model Railroad Club -Ray Troiola reports that he was the founding father of both the NLOE and the NMRRC. The NMRRC has built a 25'x45' O gauge layout on Commercial Ave in Garden City Park. The NMRRC club runs both the MTH DCS System and the TMCC System. The club has 15 members (12 active) and they enjoy the closeness of the group.

Railroad Museum of Long Island (RMLI) at www.rmli.org includes their Toy Trains project and Long Island Toy Train Locomotive Engineers (LITTLE). The Railroad Museum of Long Island was established in 1990, and is dedicated to the restoration, preservation and interpretation of the history and artifacts pertaining to the railroads which participated in the growth of Long Island. The museum has two sites on Long Island; one at Riverhead, and the other at Greenport.

TMB Train Club <http://www.tmbmodeltrainclub.com/> is a group of about 55 members that work on a 3000 sq ft. O gauge layout. It is capable of supporting the running of 4 trains on 2 different mainlines and a subway line. The curves are a large radius and can support any engine. Current activities include more work on various scenery projects and adding a logging line. The TMB Train Club supports METCA Long Island shows by providing modular layouts for attendees to enjoy.

I hope that this brief synopsis whet your appetite enough to seek out a club, that just might have the activity of interest to you. By working together and exchanging ideas we can grow the hobby on Long Island and the rest of the NY Metropolitan area. If you know of a club that was not mentioned, please email nysshows@metca.org and we will write it up in a future issue.

ELECTRONIC NEWSLETTER ALERT

Do you want to read the WAYBILL in living color and save yourself some extra paper at the same time? You may opt to receive your quarterly WAYBILL via email as a PDF instead of in your mailbox.

If you wish to receive the newsletter electronically, please fill out the bottom section of this page and return it to:

Rem Hunnewell, 160 Belmar Ave, Oakhurst, NJ 07755 or email Secretary@metca.org

Name: _____ TCA Number: _____ E-Mail: _____

Notes From National

Jane Boyce, Director of Development

TCA Legacy Cruise News Flash!!!

I'm excited to announce that we have been advised by our friends at AAA that the cost for our latest cruise offering from Baltimore to the Bahamas for November 1-8, 2009 has just been lowered!!! So, if you weren't sure about going, this may be just the incentive you need to sign up today! New price details are below

Cabin Type	NEW Price	NEW Price WITH Bus from Strasburg!
Category 4A-Inside Cabin	\$739	\$799
Category 6A-Outside Cabin	\$859	\$919
Category 8A-Balcony	\$999	\$1,059

*Rates include port charges and taxes and are subject to change without notice due to fuel charges and other vendor charges.

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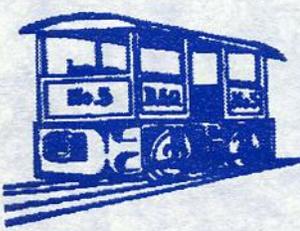
We now have a photo of the proposed new Cruise Car offering. Each person who goes on this cruise with the TCA will get one of these special, limited edition cars! That is the only way you can get one of these cars. In addition, we'll have several other special gift items for those who join us.



Call Kim Winemiller at AAA to make your reservations today at 1-800-222-1469 ext. 342. Or call me at 717-687-8623 for a flyer..

TCA NEWS ALERT!!!!

In accordance with the Board Policy Book and the discussion that took place at the General Membership Meeting in 2008 at the Convention in Burlington, VT, the Association has begun to de-accession items from the collection of donated items to the National Toy Train Museum. These items were selected and priced by the members of the Education & Museum Committee and are listed for sale in the Interchange Point of the March 2009 issue of the *National Headquarters News* using membership number 99999. They are also listed on the TCA X-change on the Internet. To ensure fairness to all members, the Internet listings were posted only as the printed magazine began to deliver to the membership.



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Howard Beach Show Report for February 14, 2009

By Bob Amling - 80-15029

This show was the first METCA Show on Long Island for 2009. I went into the prep for this show with great trepidation; what effect will the economy have on the show? How about Valentine's Day? A few sellers said that they wouldn't be at the show because of Valentine's Day; but apparently the majority didn't have a problem, because all the tables were reserved before the show. We did recognize the day by presenting the first 25 ladies with a heart box of chocolates. Three of those boxes were redeemable for a bottle of wine.



Photo 1

The gate was brisk all day, and the aisles were busy [Photo 1]. METCA member, Mario Ciliotta [Photo 2 on the right] has been our gate keeper for the past three shows; and in the past only had brief respites by me or METCA President Scot Kienzlen. One of our newer members, John Belpanno [Photo 2 on the left] stepped up for this show and gave us a big hand on Friday night with the setup and helped Mario with the gate at the show. Thanks again John for all your help! We need a few more members like Mario and John to keep this momentum rolling!



Photo 2

~ Continued on next page

Howard Beach Show Report for February 14, 2009



Photo 3

METCA member Mark Ranzie and TCA Member Dan Trembinski traveled in on Friday night to set up the [Photo 3] Drag Races that the kids like so much. Mark ran the drag races all day Saturday with the help of his lovely wife Michelle on the finish line, his daughter Amanda [Photo 4] handling the signup and order of racing, and his son Nick [Photo 5] showing the younger kids how to use the buttons. Thank you Mark and company! These kids [Photo 6] really enjoyed the fruits of your labor.



Photo 4



Photo 5

The majority of door prizes for this show were provided by ATLAS Model Railroad Company Inc. Four lucky members received a copy of the 2007 Atlas "O" Scale catalog. Laura Kolnoski, Atlas Marketing Consultant advises that these catalogs are becoming collectable since current Atlas catalogs contain all their product lines. Laura and Atlas also provided two Atlas "O" Scale Reefer Guides. The guides were won by METCA Member Ray Molina and TCA member Sal Esposito. Jerry Lewis won the Atlas "O" scale reefer and Ed Klinger won the Atlas "O" scale gondola. Ed [left Photo 7] accepted the Atlas gondola from METCA Show Chairman, Bob Amling. Richard Garcynski snagged the framed toy locomotive drawing that was donated by Ike's Trains. Ike has been a great supporter of our METCA NY Shows! Mike O'Leary picked up a bottle of wine as an impromptu door prize; and Dan Trembinski ended the day with a \$15 METCA Money certificate.



Picture 6

Brooklyn Ntrak members [Photo 8] once again provided their N scale modular layout for everyone's enjoyment. Brooklyn NTrak has supported our METCA Long Island shows with their great layouts since the first Long Island METCA show. TMB Train Club Members [Photo 9] have also supported the METCA shows since the first show in Marine Park. Steve Musso has provided help to many operators with TMCC problems or questions. Steve also assisted the other members with the TMB modular setup. Steve was ready to provide DCS upgrades at this show; but didn't have any takers.



Photo 7



Photo 8

St Helen's HNS provided all the show support under the leadership of James Baglino. Sal [center, Photo 10] provided an excellent breakfast; and as if Sausage & Pepper sandwiches weren't enough, he made Chili and Chili dogs as well. Thank you again James, Sal and all the men of the HNS for all your help and great food.



Photo 9

Thanks to all the vendors and participants for a great show!

If you are thinking about tables for November 21, don't procrastinate! I already have several table reservations.



Photo 10

Meet 'n' Greet

Our next Meet 'n' Greet will be at **TreatStation** in Peekskill, NY on April 5 from 2PM to 5PM. These Meet 'n' Greets are the perfect way for you to meet the members of the METCA BOD and offer some input or just make a couple of new friends. There will be in store discounts, prizes, operating layout, ice cream, soda fountain specials and candy. We **always** have a good time!

See what **TreatStation's** all about at www.treatstation.com.

You can also get directions and additional info at the division's website, www.metca.org.

METCA dues – still just \$5.00 for 2009!
Pay yours today!

Reflections on my Youth

Frank Duke, TCA #88-28276

(Editor's note: Frank is one of our METCA MIGS and regularly attends our Garfield shows. He brings smiles to everyone with the trains he runs, simply, on a few tables at our shows. Always willing to talk about trains and the hobby in general, Frank gives us an insight to the early days of the hobby... and makes us appreciate what we have today!)

Someone mentioned using coffee grounds for scenery at a recent meet, and a flood of memories gripped me. The genesis of an article was born: How a Poor Kid Built a Model Railroad in the Forties. My dad put legs on a 4 x 8 sheet of plywood, and I was on my own with my beautiful 1666 freight set. The cost in 1946 was probably a week's wage. At age ten I knew it would not be prudent to ask for a type R transformer, a pair of 027 switches OR anything else!

My methods of earning money are laughed at by our children today. I would bring garbage cans in from the curb for neighbors and ring their doorbells. Pennies were the usual reward, but sometimes, a nickel! I would deliver eggs and fresh killed chickens for Mrs. Weir on the next block. I also fetched newspapers and magazines for her. This experience propelled me into working every Saturday for the local grocer-butcher where I delivered "orders" on my Roadmaster with a big wire basket. Being a child of the Depression, I was a frugal saver. Instead of keeping my eye on the ball, I kept it on the type R and a 622 Switcher and a pair of switches. A local pottery distributor needed help unloading box cars filled with birdbaths and miscellaneous pottery. They were packed in straw, which we saved for shipping goods out. Besides a few local lads, they would also hire an occasional hobo. These 'philosophers of the rail' would always encourage us to stay in school and study. We were paid 75 cents (and then a dollar an hour!) for this work in 95 degree weather. Lawn work was fun since I used the customers' push-reel mowers and clippers. Since I spent some time down at the Lackawanna station, the agent soon put me to work loading mail on the west bound locals. How a skinny eleven year old moved the heavy REA wagons is beyond me. Fifty cents in less than an hour, WOW! Almost died on the tracks when unlocking the gate with an unheard FT freight drifting eastward toward me~ scared me silly. I had nightmares for months; but I still loved trains.

Any lumber I needed came from local industries, loaded onto my homemade bike trailer. Vegetable and fruit boxes were an excellent source of wood. The 3/4 inch ends were cut with a coping saw for risers and mountain contours. The 1/4 inch sides had myriad model building possibilities. Discarded window screen (copper) was scrounged to build hills with plaster. Real earth and stones were sifted for scenery. Phragmites were dyed with clothing dye for interesting bushes and trees. Old wreaths made of a type of moss were also gathered. I always studied plant life in our nearby woods and garden; now I have the luxury of using matte spray paint on my miniature flora. When I built a model of the local lumber yard office, I used salt on old white paint to simulate stucco.

A tiny child's telescope with a small level taped to it was my transit as I built a timber trestle across a valley. A major highway was built in '46 not far from home and it was my original source of wire. Dynamiters would leave the red and yellow detonating wire in the mud. I eagerly collected this single-strand treasure, probably 20 gauge. After the construction was over I relied on Ma Bell's workers to supply me with their scraps. I clearly remember scavenging electrical switches from abandoned buses and trucks on the edge of junk yards.

Once I expanded the layout to sixteen feet I turned to model building projects. I craved an RDC but couldn't afford one. I bought a scale passenger car kit for under three dollars and found an old open-frame dc motor. The hobby shop sold me a gearbox with scale wheels. I used balsa and copper wire to form the ends and roof. A piece of window screen was used in the roof area. I used scraps of thin galvanized metal and tiny screws salvaged from many sources to form a switch box under the car to operate lights with onboard batteries. I ran this marvelous vehicle by holding down the whistle button.

Model Railroader magazine had plans for a seventy ton loco with six wheel drive in the late forties or early fifties. A salvaged Lionel mechanism was perfect for the drive. The metal I needed for the ends, stack, and steps came from my Dad's Prince Albert cans with the paint sanded off; it soldered beautifully. A filler cap was a spent .22 shell. Again the trusty screening made a dandy grille.

The MR again inspired me with plans for an 1853 Camelback. It was a static model made from a chrome towel rack for the boiler, Prince Albert metal for the stack, step and small details, sequins for the steam valves and caps; the frame material started life as a yard stick from a flooring company, and the journals on the completely scratch-built tender were cut from old Lionel trucks. Simulated leaf springs on the loco were made from index cards. It was a good thing I saved everything that was remotely serviceable!

In the twenty first century, I retain my Depression-era mentality when scratch building for my grandsons' interest. Recently I cut up cast aluminum sides of an old O scale passenger car and made Annie and Clarabel for a homemade Thomas. The British equipment needed buffers for their endsills. I recalled seeing the perfect size and shape popping out of chickens and turkeys. These popout thermometers are available in dollar stores. Thomas was made from a plastic whistle and Lionel six wheel mechanism inspired by a Classic Toy Trains article. The boys suggested I build a model of Toby, a tram loco. He started life as a cut up junk baggage car from the General set. I finally used some sheet styrene I bought twenty years ago. The roofs of the passenger cars and Toby came from sections of four inch PVC pipe. The grandsons now want me to build Henrietta, a coach for Toby. After 62 years in the hobby I'm still building!

Collectors Corner

Stuart Rankin, 87-25191

All Lionel SD70ACe's are Not Created Equal

I have all of the Lionel Union Pacific Heritage SD70ACe's. Well, OK, the Southern Pacific isn't out yet, but I have the first 5. I even have the UP flag unit, even though it's not technically a "Heritage" unit. These are AWESOME locomotives. The ones I have are:

28261 Union Pacific Heritage Missouri Pacific SD70ACe

28262 Union Pacific Heritage Western Pacific SD70ACe

28263 Union Pacific Heritage Missouri Kansas Texas SD70ACe

28264 Union Pacific SD70ACe

28279 Union Pacific Heritage Rio Grande SD70ACe

28280 Union Pacific Heritage Chicago & Northwestern SD70ACe

I have the 28281 Union Pacific Heritage Southern Pacific SD70ACe on order.

I figured that all of the Lionel Heritage SD70ACe's would be the same, except for the paint job. Guess what, I figured wrong. Very recently I was at eye level, watching the smoke and lights on these units, and I noticed a difference in the body shells.

The first 3 units released, the MP, Katy, and WP have a small projection at the rear of the loco, directly above the rear light.

The most recent 2 unit's don't have this projection, but instead have 2 recessed sand filler hatches on either side of the rear light

Below, the first 2 photos show the first 3 locos with the projection and without the sand filler hatches.



First 3 locos without sand filler hatch



Another view of the first 3 locos

The second 2 photos below show the most recent 2 locos, without the projection but with the sand filler hatches.



Next 2 locos with sand filler hatch



Another view of the next 2 locos

Anyone care to guess how the SP loco will come? I'll guess that it'll come like the last 2. Why do I say this? Because so far, the details on all these units have matched the real life prototype and the real life Southern Pacific unit was made like the Rio Grande and the C&NW.