

### SEPTEMBER 22ND JOINT MEET ALL SET UP . . .

The first joint New England - Metropolitan train meet is to be held Saturday, September 22, at Ponus Ridge Junior High School, off Hunters Lane, in Norwalk, Connecticut.

There will be ample parking, plus an ample supply of tables. Events will include an auction plus door prizes. Business will be kept to a bare minimum because of the two division sponsorship of the meet.

Carl and Emily Pieper will open the doors to their C&E Lines at 2PM. TCAers are urged to bring operational std. ga. equipment to run on this famous standard gauge rail road.

A hot pot roast of beef dinner is offered at \$2.00 per person. Since no other restaurants are convenient, we recommend you send in dinner reservations immediately so we know how many dinners to prepare. Dinners must be ordered in advance. Registration for members and guests is an additional \$1 per person, with no charge for family members. Please note: EACH dinner is \$2.00. A flyer is enclosed for ease in registering. Mail to Carl Pieper.

### TCA POLICY ON REFINISHING TRAINS

METCA has adopted, by action of METCA's Board of Directors, the official TCA policy on refinishing tinplate and the reprinting of catalogs. Note that this is recommended procedure and is not mandatory. However, in the event that abuse of these procedures results in any METCA member being victimized, the Board of Directors of METCA shall take such action as is deemed necessary to prevent recurrence.

INASMUCH as many restored and refinished trains are appearing in collections and on the market, to protect present and future collectors, the following is established as the policy of the Train Collectors Association, Inc.:

- 1- That no train should be refinished to represent something that it was not originally.
- 2- That all trains that are restored (in paint) to original condition or refinished in other than original paint should be permanently marked as such and by whom.
- 3- That no engraved plates or decals should be made or purchased by our members.
- 4- That any parts made as substitutes for original parts should be properly identified as to manufacture, and such replacement parts should be noted when item is offered for sale.
- 5- That any catalog reprint should be identified in the actual plates, stating year reprinted and by whom.

**AROUND METCA:** Bill Vagell attended the San Francisco convention, returned with a McCoy square 53 reproduction neatly painted in white and lettered "Vagell Special"... Vagell's new parts and paint catalog out Oct. 1 at \$1... Joe Levy cornering the market on orange Ives 3245 sets... Doc Robinson picked up an Ives scenic background at the recent near-Scranton auction. Among those attending were Levy, Ranker, Robinson and Al Roth. About 60 present... Friday nite bull sessions quite common at Vagell's store and also at Ranker's basement... Ben Smith nearly flooded out in spring rains that hit Brooklyn but except for loss of some original boxes, very little train damage... Start planning now for the 1963 TCA National Convention to be held in the Boston area June 28-29-30... Some METCA members starting to discuss possibilities of a 1964 National Convention in METCA territory, which would permit west coasters to tie in their 1964 TCA National with a visit to the 1964 New York World Fair, probably in northern New Jersey where motel accommodations would be more plentiful...

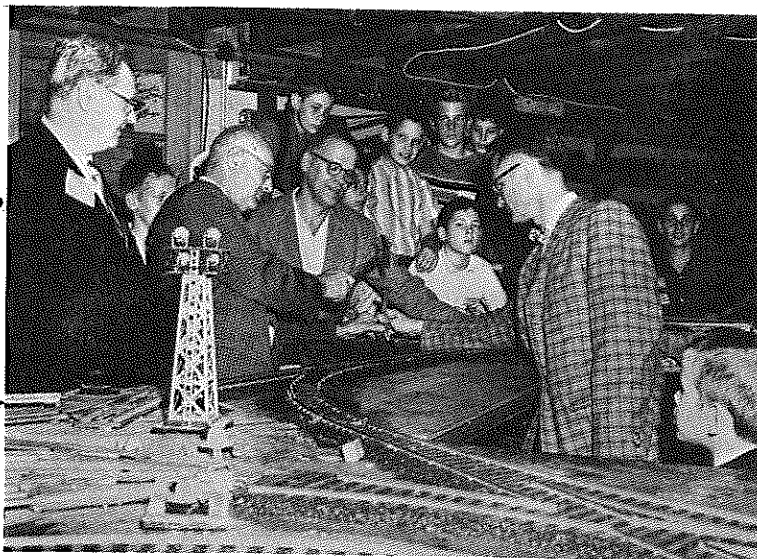
### COMING EVENTS . . .

SEPT. 16 - Vancouver, Wash. Pacific N.W. Division. at Doc Champaign's, 7406 El Dan Mar Place, info from Jack French, PO Box 145, Midway, Wash.

OCT. 12-14 - Hershey, Pa. (Subject to change of location). Eastern Division Fall meet. Details from Eric Buckley, 501 Kissell Hill Road, Lititz, Pa.

SEPTEMBER (date not available) - Chicago, Ill. area. Midwest Division. Contact Herb Haertel for date, time, and place.

NOVEMBER (date not set) - Probably Leonia, NJ. METCA. Full details in next METCA Newsletter. Election of new officers.



A view of the famous standard gauge C&E Lines railroad of Carl and Emily Pieper which will be open to view at the joint NETCA-METCA meet on September 22.

NEW METCA MEMBERS, THRU August 8, 1962 . . .

(88) Richard H. Young.

### NATIONAL CONVENTION CAPSULE . . .

Ejected as TCA officers for 1962-1963 are President Bill Clapper, V. P. James Frye, Secy-Treas. Lou Redman, and Directors Frank Cox and John Wrona... Changes in the processing of applications for membership are pending. If approved by vote of all members, new members will be received into membership immediately as probationary members for a one year period.

A full report on the San Francisco meet appears in the June 1962 TCA Newsletter and Quarterly.

### METROPOLITAN DIVISION TRAIN COLLECTORS ASSOCIATION, INC.

President . . . . . Joseph O. Levy  
Secretary-Treasurer . . . . . Harold H. Carstens  
Directors: Joseph Ranker, John Marron, G. Robinson

## NEW ENGLAND DIVISION NEWS . . .

NETCA has voted to hold only two auctions per year, at their December and June meets (There will be an auction at the joint September NETCA-METCA meet at Norwalk)... Joe Collins who was laid up for open heart surgery has recovered nicely and was at the Lenox meet... Attendance at the NETCA June meet in Lenox was 59. The Ed Wichmanns were hosts. Present from Metropolitan Division were Joe Levy, Hal and Phyllis Carstens, Joe and Margaret Ranker, Doc Robinson, Bill Vagell, Ron Goldenbaum, and Carla and Emily Pieper. Attending their first meet were small fry Joey Ranker and Bekki Carstens.

## MIDWEST DIVISION NEWS . . .

Although not as large in membership as any of the three eastern divisions, Midwest is comprised of an eager TCA group who hold monthly meetings, usually in the homes of members on a rotating basis (one advantage of a small group). Recent speakers have included Simon Chaplans of the old Chicago American Flyer Mfg. Co. and Bob Colson of All-Nation Hobby Shop (Perhaps many collectors don't know that All-Nation kits are optionally available with tinplate wheels, drivers, and pickup? In O gauge).

## APPLICATIONS FOR TCA MEMBERSHIP THROUGH NATIONAL HQ

Viola Courtney, 205 Jessamine Ave., Yonkers, N. Y. Main interest O gauge. Has layout. Rec. by Bill Sommers. (PHONE 914-YO9-4897)

Walter F. Kelishek, 254 Red School House Rd., Spring Valley, N. Y. Lionel, AF, Dorfan O. Red. by Lou Redman. (PHONE PE 5-3704)

Nicholas Razza, 1870 E. 12th St., Brooklyn 29, N. Y. Lionel, AF, Std layout. Rec. by Bill Sommer. (PHONE DE9-5969)

George E. Tebolt, 130 Eastchester Rd., New Rochelle NY. Std Ga. HO layout. Rec. by John Marron. Phone EE5-0893) (BUS PHONE NE6-1860)

Above applicants can become METCA members upon payment of annual \$1 dues (thru Dec. 31, 1962) to METCA treasurer.

## METCA OKAYS FORMING OF DIVISION CHAPTERS

Following a decision that TCA chapters are the responsibility of the several local TCA divisions, the METCA BOD has approved the formation of local chapters within the division, either on a community basis or on a special interest basis. For official METCA sanction of chapter status, application must be made in writing to the METCA BOD with written signatures of five paid-up TCA-METCA members (or more).

AROUND METCA: ART PELLISSIER interested in forming a No. 1 Gauge Division in METCA. Interested parties please contact Art. See TCA Yearbook for address... Our ubiquitous national secretary Louis Edman, Esquire, says he will try to make our joint NETCA-METCA meet Sept. 22 at Norwalk...

BILL KRAMES and AL SCHRADER did a dandy job on writing up and photographing the famous 4-4-0 type in the annals of tinplate history in Sept. issue of RMC... All meet notices for Sept. meet mailed from Ramsey NJ; Mae Wrona having addressed all her members' envelopes for forwarding, thus avoiding duplication of mailing among members belonging to both divisions... Bill Vagell took min the Midwest Meet Aug. 12 in Chicago... President (METCA) Levy traveling heavily in south of late on business, stopping off in Pittsburgh to see the boys on current trip... Hal Carstens attending NMRA National at Montreal naturally had to take TCA both ways (Trans Canada Airlines)... Levy, Ranker, Robinson among members attending auction near Scranton last month... Wish we had more news notes from more of our members... Next month a photo of Frank Leslie's collection. Frank specializes in loco. builders plates and number plates...

## AMERICAN FLYER WIDE GAUGE TRAINS by Harrison Bemis (Reprinted from TCA Bulletin So. Cal. Chap, West. Div)

Truly, American Flyer's finest miniature railroad train of the Golden era of tinplate and one of the most magnificent and realistic tinplate models ever imagined was the President's Special. Rich and beyond mere words to express its fascinating beauty, the President's Special, a four car train, stands out in bold relief, distinctive and individual against all other miniature trains. This masterpiece included all the features in demand during this great period of standard gauge train manufacture. This forty pound giant with matchless beauty and smartness of lines, radiates richness in color scheme with its array of shining brass and polished nickel trim. Those of you fortunate enough to have a catalog in which the center spread depicts this beautiful train on a curve in mountainous country are indeed lucky. This artistically drawn mural is thrilling in its presentation of this marvelous set.

This set was finished in rich two-tone Rolls Royce blue the roofs of the engine and cars being a darker shade than the sides. The blues were set off beautifully by the 60 red wheels on which this train rolled. Red pilots and red sand domes colored the front and rear of the locomotive. The "President's Special" trim, the doors, window frames, louvers, railings, steps, tanks, name plates, ladders, journals and chains were shining brass, while truck side frames, head life covers and couplers were of nickel trim.

The most distinctive feature of this gorgeous set was the big American Eagle with spread wings mounted on a gold pedestal on the forward platform of the loco.

The 4689 12-wheeled New York Central type electric loco, 4-4-4, measures 20" long and has patented ringing bell and automatic reverse. The most elaborate version has 8 brass louvers inset in depressions, four per side. The center plate bore the inscription "The Commander" while the others bore the number "4689" and "Built by American Flyer Lines".

Once seen, no one could forget the beautiful passenger coaches with all their elegance and massive size. Here was created the only type of car which in their set of 4 were distinctive Pullman car types. Yes, these cars came with sets in other finishes but not as a complete set in a center page attraction. One exception: the "Minute Man" with the No. 4694 loco.

Coupled next to the engine was the multi windowed combination (or half baggage). This 4390 Club Car had 28 rather narrow windows, two baggage, and two passenger entry doors. The baggage doors in the forward section of the car were set off like all the passenger car doors by brass hand rails on either side. The brass steps for passenger boarding were of course located only at the passenger doors. The car was garnished with 8 brass name plates four per side reading "American Flyer" and "Club 4390" at either end with the center plate bearing the name of the car, as "West Point". The 4th plate was over the windows proudly proclaiming the words "President's Special".

Following this combo was the 4393 Diner "Annapolis". Here we have a definite change in window design. Just under the "President's Special" nameplate we find 8 rather long and distinctive windows divided into very small upper section and a large lower section. Near the ends were the same high narrow windows, one each end, as on the combo. The plates on this car read "American Flyer", "Annapolis" and "Diner 4393".

Following the diner was the 4391 Pullman "Academy" which was nearly joined to the diner by a beautiful door hitch of brass, a feature of note in this aristocratic set. The car had the narrow windows 36 in number. The brass steps, tanks, and battery box contrast beautifully with the nickel truck side frames and crimson wheels. These big 8-wheel trucks were of the high speed type and were designed and proportioned to enhance the beauty of the cars.

PART 2 describing the observation car and the history of this famous Flyer set will appear in the Oct. METCA Newsletter No. 7.