

BIG METCA CONTINGENT AT DEDHAM NATIONAL MEET ?.

NEXT METCA MEET ON SUNDAY, SEPTEMBER 22

METCA was well represented at the largest TCA National Convention ever, held in June at Dedham, Mass. METCA-ites present included Doc Robinson, Joe Levy, Joe & Margaret Ranker, Hal and Phyllis Carstens, Les & Jean Morris, Bob Van Buskirk, Tommy Graham, Warren Schuch, Bill Vagell, Al Bennett, Dick Young, Walter Popek, Ken Dodson, and loads more. Among those who couldn't attend was John Marron, METCA prexy.

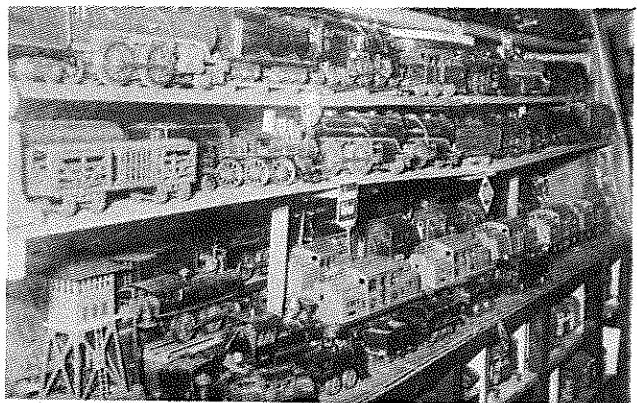
Redman's Newsletter covered most of the main items of business and these included several points which have been broached at recent METCA meets. Under the new membership rules adopted last year, it now takes only one dissenting note to keep out probationary members.

Lots of goodies came back from New England. On the return trip, many TCAers stopped off at Edaville for a glimpse of the narrow gauge and also a look at Burton Logan's collection at Edaville. Others stopped off in Connecticut for a look at Carl and Emily Pieper's C&E Lines. Hal and Phyl Carstens went up through New England for an inspection of the Kennebunkport Trolley Museum, a ride up Mount Washington's Cog Railway (It was 25° with a 68 mph gale that night), and picked up an 1890 vintage Issamayer O gauge set in original box in a Vermont antique shop (Hal needs a replacement driver and a part or two. Help?)

JOHN MARRON'S COLLECTION

One of the largest collections in our division is that of veteran collector John Marron, of Harrison, N. Y., and 1963 METCA president. John's collection is packed tight into his basement and is very strong on Lionel, Flyer, and Ives. Here are more 408s, 400Es, State Cars, and other rare items than most of us can ever hope to see. John specializes in variations and has them packed in so tight that he has them showing end first, to the frustration of those who would like to gaze fondly at each piece. Noteworthy is John's collection of Flyer and Ives litho O gauge passenger cars.

John recently revamped his basement so as to provide somewhat more room for an increasing number of visitors (always call first).



The photo shows a few of the items in Marron's collection. John also has an O gauge tinplate layout set up but there is so much new equipment on the track, that the juice is rarely turned on.

John has well over 500 locos, 1300 cars, and loads of accessories. Even Tootsietoy and other toy autos are on display. Oldest item is an 1880 Begg's engine and John has some interesting paper filed away, too. John's trade as a butcher has been put to good use when the collectors are in for open house. And John's wife is always quick to put up coffee (or tea for such as Robbie).

Next Metropolitan Division meet will be held on Sunday, September 22nd, in the American Legion Hall, Cedar Street, Garfield, New Jersey. Doors will open at 7 A.M. Hosting the meet is William Vagell, whose Treasure House will probably open Sunday afternoon for those who have never visited the establishment. Churches of most denominations are in the immediate area and a list will be posted for all interested in services.

The usual \$1.50 donation will be asked of all members, applicants, and guests accompanying TCA members. Ladies and children are free. There will be sandwiches, franks, milk, soda, coffee, and other light refreshment available. A bar will be open downstairs. There is ample parking and lots of table space.

HOW TO FIND IT

Garfield's American Legion Hall is easily reached from Route 46 (from New York) by turning onto Shaw Avenue (left) and proceeding to the end. Turn right 50 ft., then left to the first street. Turn right and head for the three large water tanks. The Legion Hall is next to the tanks.

From Garden State Parkway, use Exit 157 to the Garfield Traffic Circle and repeat above. If you get lost, ask any policeman for the Legion Hall.

BILL AND ANGIE KRAMES OFF TO MARKLIN PLANT

Bill and Angie Krames sailed Aug. 8 for a European Holiday, including an inspection of the Marklin plant at Göppingen, Germany. Bill says his No. 1 gauge layout is now operative although far from completed. Bill belongs to METCA altho residing in Eastern territory, is a charter TCA member, past national president, and owns the Trenton Hobby Centre.

IF THE SHOE FITS

It has been brought to the attention of METCAs BOD that one or more collectors at recent meets have been acting in a manner calculated to bring discredit to the organization. BOD is empowered to eject from its meetings any members or guests whose actions are such as to annoy, embarrass, or endanger any person or item at any meet, and to expel them from METCA if such action is deemed advisable.

MARRON APPOINTS LEVY, CARSTENS FOR NAT'L.

Prexy John Marron appointed Joe Levy and Hal Carstens to check into possible sites for the 1965 TCA National Convention in the NY-NJ area, as a tie-in with the 1965 New York World Fair. METCA relinquished claims to the 1964 National in deference to Midwest Division because the 1963 National had been held in near-by Dedham.

All METCA members are urged to contact Levy or Carstens if they know of a suitable convention site having adequate display space for 300 collectors, housing, food, parking; and all at moderate rates. Under consideration are sites in Ardsley, N. Y., and Ramsey, N. J. Both areas have adequate motel space. Both are convenient to major traffic arteries. Both are within one hour from the NYWF grounds yet are not in the immediate tourist area.

TRAIN COLLECTORS ASSOCIATION, INC.
METROPOLITAN DIVISION

President.....John Marroh
 Secretary-Treasurer..... Les Morris
 Secretary-Newsletter.....Hal Carstens
 Directors: G. Robinson, J. Levy, Warren Schuch, Joe Ranker.
 Address all communications to Les Morris

Some 75 collectors plus family members attended the METCA May Meet at the John Cabotta Club at Harrison, N. Y., on May 5. Attendance was off slightly from earlier meets but trading was brisk with many items trading hands. TCAers from New England and Eastern Divisions were present.

M E E T S C H E D U L L E

SEPT. 22 SUNDAY - METCA - American Legion Hall, Garfield, N. J.

SEPT. 28 SAT. - NEW ENGLAND, Lenox, Mass. Data from host Ed Wichmann.

See also current TCA Newsletter for other meets.

AROUND THE DIVISIONS

Eastern Division has been drawing crowds of up to 150 at its recent Hershey meets. Their last newsletter was also loaded with juicy tidbits. Eastern is parent division to METCA, Midwest, and METCA and all METCA members are cordially invited to Eastern meets (and to all TCA divisional activities)...Hal Carstens hopes that Midwest Division will act on a suggestion that it hold a Chicago area meet in February during HIAA Trade Show Time so that attending hobby people who also belong to TCA can attend (Attention Bill Krames, Carmen Webster, Chester Holley, Dick Elvey, Steve Varga, Frank Cox, Bob Beader, Eric Fuchs, and a number of others. But don't schedule it for a busy night...SGA drew 46 collectors to its recent Annville, Pa. meet, as of 5 P.M., a two day affair. Happy to note the group continues active. Among METCA members present were Ranker, Robinson, Levy Schuch, and others.

Les Morris finally has his orange Lionel 419 car and is now hunting for a 9E in orange to go with his 3 car passenger set. Les also picked up a 400E in black with 200 series work cars, a big power house, and a Hell Gate Bridge, along with a Winner Set and a Dorfan set sans engine in O gauge which Doc Robbie already has his eyes on...Bill Vagell has already sold most of the big and prized McKercher collection which included many early Lionel steamers, Flyer steamers, and Boucher steamers. A few are left...Joe Levy readying a new catalog and train list...Hal Carstens the proud owner of one of the cleanest Blue Comet sets yet found. He also has picked up not one but three very clean 10 or 10E sets and two Ives 184 Club Cars in orange at the recent Yankee Peddler Sale in Ramsey.

LES MORRIS APPOINTED SECRETARY-TREASURER

Because of increased pressure of business, Hal Carstens has turned over METCA's secretarial chores to Les (and Jean) Morris. Hal continues as editor of METCA's newsletter and says that the Newsletter will again appear regularly now that RMC is settled in its new offices near the Erie-Lackawanna mainline. TCAers visiting the RMC offices recently included Charlie Brewer, of State College, Pa. (Eastern), and Bill Vagell.

Issamayer locomotives can be identified by the letters "J.M.J." printed on the side of the cab. Issamayer made both 4 and wheel whl. cars.

Don't get stuck with a phoney Ives 1760 or 1770 loco which is actually a converted Lionel 384 or 390 steamer with a fictitious cab number plate. The real Ives loco must also have Ives tender plate and Ives plate on bottom of motor.

Rare and unusual and almost weird looking was the red Lionel 254 turned up by Bill Vagell.

Before Lionel started making its scale locos, best proportioned O gauge loco was the famous 260E 2-4-2 with its Vanderbilt tender. Early modelers converted many of these to other type locos.

Carmen Webster of Model Railroad Equipment Corp. now a member of METCA and carries old trains in her 45th St. shop in New York.

METCA's Board of Directors at several recent meetings has expressed concern regarding the possibility of fraud being perpetrated on new and veteran collectors, either by intent or by ignorance of the facts, in regards the sale or trade of restored pieces offered for sale at METCA meets.

Old time collectors such as John Marron are generally opposed to restoration on the grounds that such pieces when offered for sale to future generations of collectors may be fraudulently represented as being originals. Another problem arises in the sale of repainted pieces which are sometimes painted in colors other than original. For example, a Lionel 390E badly battered may have originally been painted black but in restoration may be repainted in the more desirable green or blue, colors which in the original would make these locos worth about twice that of the black original. Obviously such repaints are not worth more than the black original and depending on the "artist" would actually be worth about the same as the black original or less.

In some cases it is also possible to convert Lionel locos to somewhat scarcer Ives duplicates thru substitution of plates. Where original plates are used taken from a battered Ives engine, the end result is authentic but when new manufactured plates are used, the result could be fraudulent. TCA rules state that such parts should be identified by the names of the maker or otherwise be identified as not original.

Many collectors today realize that the limited supply of rare pieces makes it mandatory that battered relics be restored, not only to a presentable appearance but to a like new condition when possible. To this end, the work of skilled mechanics such as Bill Vagell, or of skilled painters and restorers such as Bill MacFarlane are of importance to collectors who appreciate good work and are willing to pay the cost involved in such restoration. MacFarlane's trolley restorations have become a hobby standard.

To eliminate as far as possible the possibilities of fraud, METCA's BOD recommends that the following practices be observed at train meets sponsored by METCA:

- 1- All pieces be tagged with the asking price. Items not for sale but only for trade to be so marked. Items for display only to be so marked.
- 2- Restored pieces should be marked as restored or repainted as the case may be. The METCA Board of Directors reserves the right to remove items from sale at meets when it feels such items may be sold with fraudulent intent, or it may demand that such items be tagged for what they are.
- 3- New members and all members are urged to contact any METCA BOD member for advise on proposed purchases in case of doubt as to the originality of the piece in question. President John Marron will gladly advise members in this respect. BOD members, however, cannot be expected to appraise items as to their value although various METCA or TCA members can usually be found to confirm asking prices.

RECENT LISTS

- 1- JAMES MCKERCHER COLLECTION of Boucher, Lionel, Flyer, and others. Sold thru Treasure House (Vagell).
- 2- A. C. PITTMAN COLLECTION of trolleys (not old Lionel), Mærklin, Ives, etc. Sold by Lou Redman.
- 3- JOE LEVY JUNE 1963 LIST. Direct for SAE.

NEW COLLECTORS ARTICLE SERIES IN RMC

A new series of collectors articles started with the May 1963 issue of Railroad Model Craftsmen magazine. May issue covered the Lionel late series small and medium size passenger cars. In June there was a rundown of the Lionel 500 series freight cars. July covered the late series electric types: 8, 9, 10, 318, 380, 381, 402, & 408. August covered the early steamers: 5, 6, 7, 51. September features the classic period passenger cars: 418-419-490-428-429-430-431. Each major item is shown in a photograph of an actual sample.