



PRESIDENTS COLUMN

In looking back over the Past year as President of METCA, I would like to thank all the officers and members for making it a successful year. Most People take an organization for granted. Train collectors being no different, will go to a train meet and as long as they trade a few items and talk to a few old friends, are satisfied until the next meet.

There is a lot of time and work involved to put on any successful event, METCA meetings included. We try to protect our members both inside and outside of the hall, as can be noted by the number of uniformed Police officers on duty.

So only by your continued support of METCA, can it continue to grow. For it is the members who really benefit by a strong organization. Every dollar METCA takes in, goes right back to benefit the membership.

Unfortunately there are a few people, who for personal gain, would like to see METCA flounder. So if you go to a gypsy train meet, be on guard!!!! Most of the complaints we have had during the Past year were from members who attended non TCA train meets, and were burned by bad checks, misrepresented items, etc., and then turned to METCA for help and not the person or persons involved in running the non TCA meet. This should be some kind of a lesson in itself.

Happy train collecting in the forthcoming year.

Joe Francis

NOTE: REGISTER EARLY! ADVANCE REGISTRATION CLOSING NOVEMBER 13.

EDITORIAL COMMENT

Well, here we are again! The leaves have fallen, the weather is keenly brisk and many of us are contemplating the joys of the forthcoming holiday season. Fond remembrances, family gatherings and nostalgic thoughts, all go together to make up what living really should be like in the coming year.

In this day and age with all the turmoil of rebellion and strife, riots and misunderstandings, it becomes increasingly difficult to perceive of true brotherhood between one another. One must look so very deeply within himself to be truly tolerant of all that goes on in our world. Sometimes this appears to be impossible.

Yet, at the holiday season especially, we are more aware of brotherhood, friendship and tolerance. As a nation, I trust that perhaps the great majority of Americans, regardless of race, creed or color, would concede that "United we stand, divided we fall, and if our backs should ever be against the wall we will be together - you and I."

With the foregone thought, I close wishing you and yours a very Merry Christmas and a Happy New Year!!!!!!

Richard J. Denes Sr.

HONORABLE MENTION

Sincere compliments go out to the Southern Division of TCA for their fine newsletter published quarterly. Seemingly, long hours of work and active participation by their membership has made their newsletter a worthy contribution to their number and TCA as a whole.

If interested in membership get in touch with the Southern Division and get on their mailing list. The dues are \$5.00 a year.

Another success was reported by METCA officers with regard to our September meet at Kenilworth, New Jersey.

Attendance was up over last September and a usual fine time was had by most.

It was explained at our business meeting, held on Sunday September 20th, that the usual drawing for door Prizes would be suspended for this meet only due to expenses that would be realized because of the purchase of a new typewriter for the publication of our new METCA MEDIA newsletter.

We sincerely trust that all of our membership have thoughtfully understood our situation and recognize the need for this worthy investment.

Our directors have in the past and will in the future, appraise and thoughtfully consider all circumstances that appear to be in the best interest of METCA and its supporting members.

We shall continue to trust in your future support and confidences in us to serve METCA with regard to the best interests of all.

THE EDITOR

HELPFUL HINTS

Fainting and Repainting

An increasing number of collectors are now fancying the art of repainting. Rather than having a scratched or war-torn looking piece on the wall, some collectors are inclined to either repaint the article themselves or have it repainted by another source.

Of course, there are many who frown on this and would never consider such an unethical thing to do as repaint an item.

Once again, this is what makes us different and yet competitive in our endeavors as collectors. At the same time, let us all be reminded of TCA rules which state: that a restoration should be marked as such. This rule is especially in effect, when an item that has been restored is traded away and/or Passes from one hand

to another.

If you are then, inclined to restore a badly scratched piece, let us look at some of the tips that might be followed in attaining a high degree of success.

First of all, a good Paint job can cover a lot of defects and a poor one will magnify even the smallest ones. It is, therefore, wise to give a little thought to the painting of the item before you begin.

Remove the trucks and paint them separately. Sand carefully all rough spots and fill cracks, dents or hollows with a good brand of filler soluble in water, but not in paint solvents.

Be sure to clean the item to be repainted by removing all grease, oil, dust, and dirt. This can be accomplished by using either alcohol, carbon tetrachloride (careful!!) or lighter fluid. Be sure to check these fluids carefully on plastics!

An old toothbrush is a handy item to help get into corners. Use a good Primer spray. When ready for the final coat, remember that several thin coats are better than one heavy coat. Be sure that the first coat is dry before applying the second coat.

Decal stripes are handy short cuts to aid with final design. If you are using masking tape, be doubly sure that your paint is perfectly dry and hard before applying the tape or decals.

With a bit of luck and careful planning, a reasonably attractive product should have been attained.

LANDSCAPING FOR THE OPERATOR

Using the two-level System

Last issue we discussed the art of using effective background illusion. This issue we shall touch upon some of the criteria of effective construction of two-level track systems.

The first question to answer might be why to use a two-level system at all. From past experiences, many operators feel that two-level elevations permit more track in a given place. They also permit the illusion of irregular ground levels and break the monotony of a large, perfectly flat surface.

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LANDSCAPING

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As a second consideration, two-level trackage can be arranged to appear as though there are two competing railroads in the area. Lastly, and perhaps most important, a two-level system gives the operator opportunity to utilize his creativity in constructing embankments, concrete retaining walls and irregular supports for track on the upper levels. Mountains, bridges, trestles, tunnels, etc., all fit into a layout much more naturally if two track levels are used.

Space consideration is another aspect to contemplate. If little space can be had, two-levels can be designed, operating independently and not connected in any manner. By pursuing this course of construction, the need for a long space to climb to the upper level can be eliminated. With adequate space, an unlimited number of design variations are possible, such as a line running from lower to upper level on a gradual slope.

Concrete abutments, walls and bridges might best be imitated by using plaster and sand. Embankments, hills or mountains, can be made by first covering framework with window screen and then plastering with plaster and asbestos. As the construction dries to a hard consistency, it can be painted to meet the particular needs of the landscape involved.

Trackage is also an important consideration that must be pondered seriously, before any grading or landscaping can be accomplished. Curves should be sufficiently banked and adequately secured. Be sure that the grading of trackage is not to severe in elevation.

The use of preparations and paints afford the operator with the tool for effective design and realism. Be sure to plan carefully and effectively before securing your materials. This will cut cost and waste to the bare minimum.

THE MODERN GONDOLA COLLECTOR

Specialization is now the fad among many toy train collectors at present. Perhaps it is because of lack of room or the utter improbability of attaining all of what was produced by a particular manufacturer, that leads many in the direction of choice specialization.

The box car collectors have long been at it and have put together some magnificent displays of color and style variations.

Caboose collecting has since caught on and many of our members are taking a second look at the surprising number of style and color variations that exist here.

(An article on caboose variation will appear in a forthcoming issue of the METCA MEDIA.)

Getting back to the subject at hand - modern gondolas - there are quite a number of them that are colorful and different. I have prepared what probably is a partial list of the types and styles that I have noticed.

Please note that no reference will be made to coupler or truck styles. There are, however, a host of variations that might catch the Gondola Collectors fancy right here among the cars listed.

- 2452 Penn.
- 6452 Penn.
- 6462 Penn.
- 6112 Lionel Lines Blue
- 6112 Black
- 6112 no number Blue
- 6112 Lionel Lines White
- 6112 Lionel Lines Green
- 6032 Lionel Lines Black
- 6112 Lionel Lines Black
- 6042 Lionel Lines Green
- 6042 Lionel Lines Blue
- 6042 Lionel Lines Black
- 6162-110 N. Y. C. Blue
- 6162-50 N. Y. C. Black
- 6162-60 Alaska Yellow
- 6462 N. Y. C. Black
- 6342 N. Y. C. Culvert Red
- 6462 N. Y. C. Red
- 6462 N. Y. C. Green
- 6462 N. Y. C. Grey
- 6462 N. Y. C. Pink
- 6562 N. Y. C. Black
- 6562 N. Y. C. Red
- 6562 N. Y. C. Green
- 6062 N. Y. C. Black, also Green

FACT OR FICTION?

1. Lionel's 2348 Minneapolis & St. Louis Diesel is the most scarce among the G-P-9 models?
2. Lionel's No. 6015 Sunoco Single Dome Tank Car in yellow was cataloged in 1955 only?
3. Lionel's No. 3494-550 Monon Box Car came with the No. 205 Missouri Pacific Set in 1958?
4. Lionel Produced a Double Dome Silver Tank Car numbered 6465 with the Gulf Herald?
5. Lionel's famed red door State of Maine was made in limited Production in the No. 3494 series?
6. Lionel never Produced No. 6014 Bosco Box Car in white?
7. Lionel's No. 216 Burlington Alco Diesel is the most difficult to find among the small 027 Diesels?
8. Lionel's No 6810 Single Cooper-Jarrett Van Car was in fact never Produced as cataloged?
9. Lionel's No 2429 "Livingston" Pullman with black lettering is far and away the most scarce of the 027 Pullmans?
10. Lionel Produced the No. 40 & 50 series Gas Turbine Diesels with two distinct railing style variations.
11. Lionel's Norfolk and Western large Hopper is found in two distinct number variations in both black and grey?
12. Lionel never Produced No. 3662 Milk Car as Pictured in the advance 1955 catalog in the Santa Fe Chief style?
13. Lionel Produced the No. 60 Trolley with at least two variations with regard to bumper style?
14. Lionel's famed No. 2341 Jersey Central F-M, although Pictured as coming in a Passenger set, never in fact was?
15. Lionel's No. 50 Section Gang Car is found in two variations with regard to the orange body color?
16. Lionel's No. 6419 Norfolk and Western Work Type Caboose was never described as N. & W. with regard to catalog reference?
17. Lionel's No. 70 Yard Light Produced around 1950 in the most scarce of all lamp accessories?
18. Lionel Produced the No. 2530 Baggage Car with two structural variations—a large and a small door type?

19. Lionel's No. 2016 2-6-4 Steam Engine never in fact was stamped with the above cataloged number?
20. Lionel's No. 682 4-8-4 Steam Turbine is one of the most difficult to find among the modern Steam Locomotives?

SWAPPER'S COLUMN

HAVE: Platform railing for Lionel No. 416 Observation State Car.

NEED: Two roofs for Ives 180 series 17 inch Passenger Cars, any color. - Abel E. Helfrich

WANT: Lionel No. 260E Locomotives, one with green underframe, the other with orange stripe on running board. Also need Lionel No. 840 Large Power Station and Lionel No. 814R Reefer. Must be in excellent or better condition.

Ted Sommer

WANT: Scale "0" Gauge and "00" track and switches. HAVE: Modern Lionel and various Standard Gauge.

Joe Francis

WANT: To get in touch with the collector who had an Ives Standard Gauge motor with American Flyer Pick-ups at the last September METCA meet. I wish to purchase same. - Gene C. Roberts

WANT: Two Pilot wheels and one axle for American Flyer Erector locomotive. - Emerson P. Green

WANT: Buddy L Caboose in good condition. Wish to buy same.

Warren L. Norcross

HAVE: 2000 Items for sale or trade. Lists Printed quarterly \$1.00 Per list. NEED: American Flyer and Ives. - Richard R. Corser

WANT: Large "0" Gauge Diesels and Passenger cars by Lionel. Please send lists of same. - Peter Charewycz

WANT: Lionel Blue General uncataloged coach. - George Johnson

HAVE: Modern Locomotives and cars both new and used. NEED: Drive washers for No. 3620 Searchlight cars. Send large S.S.A.E. for list. - Richard J. Denes, Sr.

Remember to send all ads or articles of interest by December 31st to be Published in the February issue to the Editor: Richard Denes, 9 Lee Street, HoPelawn, N.J. 08861.