



VOLUME 2 NUMBER 2

NOVEMBER 1971

HAPPY BIRTHDAY METCA!

This November marks the Tenth Anniversary of the Metropolitan Division of TCA. To mark this occasion, the board of directors of METCA with the help of the Lionel MPC Corporation have created a special 10th Anniversary F-3 Diesel Cab. This cab is done up in the blue and orange livery of the Jersey Central and should be welcome to both collectors and operators alike.

These anniversary cabs will be given to each paying TCA member attending the November METCA Meet. You must attend the meet to be eligible to receive the Anniversary Diesel Cab.

The registration fee at the November meet will be \$8.00 for TCA members, this includes the special Anniversary Diesel Cab. Women and children \$1.00 each; and guests \$3.00 each. Remember only TCA members will receive the Anniversary Diesel Cab.

We hope to make the forthcoming November Meet the finest in METCA'S 10 year History. Coffee and cake will be served on Sunday morning at no charge, so come in early.

From its modest start in 1961 by a small group of collectors with an almost country club familiarity, METCA now is one of the largest divisions in the TCA. METCA'S success has been made possible by the work of officers, past and present, and by interested members during its 10 year existence. Let's hope the next 10 years hold bigger and better things for all of us. For after all, it is the members of any organization that benefit from its success.

JOE FRANCIS

T.C.A. CONVENTION AT DISNEYLAND

T.C.A. members from all over the country made their way to the TCA Convention at Disneyland, California by almost every make of transportation currently available. Many members made the convention an excuse to see sunny California and the world famous Disneyland complex.

The California weather lived up to its reputation and was beautiful.

Many members arrived early and had many things to see and do before convention time. Using the Disneyland Hotel as a focal point, members ranged near and far, to Hollywood, the movie studios, early Spanish missions on the California coast, the California beaches, deep sea fishing, fabulous Las Vegas, even a couple went to Mexico, but that's another story.

The convention people put in a lot of time and effort to make the convention a success, which it surely was. To the delight of the children, large and small, both Mickey Mouse and Goofy spent time at the convention hall the first day.

There were many trains on display. Personally, I never saw so many Mickey-Minnie Mouse, Donald Duck, and Peter Rabbit Hand Cars at one time before. One of the highlights of the convention was the Disneyland T.C.A. Convention Box Car. Mr. Ward Kimball deserves a round of applause for his effort for making these possible.

The climax of the convention was the banquet and then all too soon the convention drew to a close with thoughts of returning home again.

Memories of this Disneyland Convention will linger a long time, for I am sure a good time was had by all.

JOE FRANCIS

ORDERLY LINE UP AGAIN OUTSIDE HALL AT THE NOVEMBER MEETING

The highly successful and well received single file line up outside the Kenilworth Hall at our September METCA meeting will be repeated at the November meeting with improvements in the event of bad weather. This time we expect to provide cards or tickets with numbers running in sequence to be given out to members in order of their place in line or time of arrival at the door, if the weather is too wet or too cold for even the beginning of a single file line. Members may then return to their cars to wait in comfort until time to line up alongside the building in order of their numbers.

Please remember that only members may claim tables in the hall; no child is permitted to do so and certainly cannot be allowed to run ahead of members entering the hall. Our single file line up provides a safe, fair, dignified entrance to our meeting and must not be marred by impatient youngsters who cannot be expected to discipline themselves.

Again, we plan to have plenty of extra tables to take care of everyone who wants a table, even if we end up with tables to spare as at the September meeting.

O. C. HOLLAND

REGISTERING NOTE

O.C. Hollands note above refers to those persons who have remembered to preregister early with their name tags waiting at the front entrance of the Kenilworth Veterans Hall. Those persons registering the day of the November meet line up on the left side of the building at the side door next to the lawn and flag pole. Don't forget to register early. Advance registration closes on November 10th.

OFFICER ELECTIONS TO BE HELD AT NOVEMBER METCA MEET

The new METCA officers elections will be held at the November meeting in Kenilworth. Please make an extra effort to attend so that all the officers elected will reflect the choice of as many members as possible.

Nominations may be submitted to the METCA Secretary C/O Nominating Chairman. However, please be sure that your nominees will accept their nominations and are willing to serve. Nominating a person without his prior consent may cause embarrassment to him and inconvenience to the members. Nominations close November 1st.

FREE ADMISSION FOR METCA ARTICLES

As mentioned previously in METCA MEDIA there is an urgent need for articles to insure the needed versatility a good publication should have.

In order to stimulate interest in submitting articles, the editor will recommend to the Board of Directors that the author of such articles be granted a free admission to the meet following publication of his article. This policy shall be initiated with the February Meet.

Copy deadline for the February Issue of METCA MEDIA will be on December 31st. Don't forget!!!!
RICHARD DENES, EDITOR

NOTE TO THE SEPTEMBER MEET

388 Members attended our last meet in September at the Veterans Hall. The entire attendance totaled approximately 750. Door prizes included 2 Lionel Phonographs that were won by members and two \$5.00 cash prizes that were won in the women and children category. The door prize can only be won if the number on your name tag is called and you are there in person to receive it. You may be the next lucky person!!

NEW PLUMBERS EPOXY IDEAL FOR MODEL TRAIN REPAIRS

Yes, it's true, a new product for plumbers turns out to be a boon to model train hobbyists. This improved epoxy cement and filler is sold in large tubes and thus costs about one tenth as much, per ounce, as epoxies sold in small tubes for household or hobby use. You can buy this product at almost any plumbing supply house or progressive hardware store or discount center. It is supposed to be made in both a clear, straight cement type and a cement filler variety with the latter being best suited for all around train work.

Those who have tried plumbers epoxy cement report that it seems to be much stronger than most other types, easier to work with and sets up quickly with more early strength. However, as with any new product, the user should try it out on various jobs first and learn for himself how to get best results. Above all, remember that to work well with any epoxy cement, the surface of the applied cement should be well wet with turpentine to keep it from sticking to everything in sight, including you. Or wet a finger with turps and then shape it as you want. Also, plumbers epoxy can be thinned with turpentine to get more flow for filling cracks or deep holes. And, until the cement begins to set, turpentine will wash it off of almost any surface where it is not wanted.

O. C. HOLLAND

DUMMY COUPLER REPLACEMENTS EASY TO MAKE FOR LIONEL DIESELS, OTHERS

What do you do to replace Lionel dummy couplers for a diesel, track cleaner or similar item when you have no spare in your parts box? The answer is that you use a regular Lionel coupler of the hand operated type with a few simple changes. Take the regular coupler and drill a small hole through the center of the shank from top to bottom, using a drill press if possible to avoid slanting hole. Then

grind or file the two vertical corner edges of the square shank to a rounded contour and replace the original coupler locking pin with a short wire or similar pin coated with plenty of epoxy cement. The coupler will be locked in closed position when the cement sets.

Next, insert the new coupler between the two mounting tabs on the diesel frame and secure with a small machine screw, pin or rivet of proper diameter and length. You can even replace the original spring action to keep the coupler centered by using a short piece of flat spring between the back of the coupler and the frame in the same manner that American Flyer did for years. The latter effect is not easy to accomplish but it has been done.

For Lionel track cleaners and similar items, procedure is the same except that usually the top coupler fastener tab is broken off. So you simply insert a machine screw or self tapping screw through the coupler shank into the lower tab which in this case is die cast into the frame and plenty strong enough to hold all by itself.

O. C. HOLLAND

LETTER TO THE EDITOR

Dear Mr. Denes:

In regards to your editorial in the latest METCA newsletter.

I have been a member of the TCA for about a year now and really feel comfortable when dealing with a fellow TCA man. I have met with and dealt with a number as I look in the directory to find one nearby and give him a call.

This past summer I went to Pennsylvania for my vacation and took along my writing directory. In a town nearby was a TCA member. Great I said. His alphabetical listing told me he had an operating layout--call first and visitors welcome. Well I did and want a layout. This fella had about 2 of everything. Well we played around with his layout and then he told me of his boss who had a layout. So off we went up the street.

His boss had a layout? Five or six levels with storage tracks underneath. He can store 16 full

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trains below the whole set up. Kris cars lined the walls. In fact, I wanted about 8 Lionel 6577 REX cars and a similar number of the REA cars by Kris. Its in an air-conditioned 3 car garage only no autos--just trains. Carpets and panels on the walls. Heat for the winter months. Five trains can run at one time without human control as the whole layout is governed by a block system. Easy chairs to sit and watch from. He is still building and plans to put in scenery. Imagine if you can to see the new Lionel IC pulling a string of Kris box cars across a trestle composed of 5 Lionel girder bridges. Boy what a sight.

The point of all this is--the directory has been a great asset to me. I plan to have it along on all summer vacations because you never know what you'll find.

Point two--I picked up some Hafner and find out that TCA has no more Hafner catalog reprints. How about a number list similar to the Ives number list?

How about one for Marklin also?

New collectors such as myself are at a loss when it comes to these. I have to rely on what I can find out from the men I know in TCA and sometimes its hard to get the info you need.

Out of print journals could also be reprinted as I find these very helpful.

Are there others who feel as I do and maybe we can get National Headquarters to do it?

Best of everything,
RICHARD SAPPELLI

HATS OFF!

Hats off to Richard Sappelli, a new collector, for his letter about his travels and experiences during the summer using his TCA Directory. The Editor especially takes this opportunity to thank Richard Sappelli for this time and talent in writing an article in regard to the editorial in Septembers newsletter, to be published by METCA MEDIA.

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HAVE: Coupler rivets for Lionel numbers 8, 9, 10, 402, 408, 33, 38, and others. Arthur Rosenthal

WANT: Lionel #2346 B. & M.; #58 snowplow; body for Ives 3257; A.F. "S" gauge #902 N.P. vista dome.

Fred Heimann

WANT: A.F. "S" diesel passenger sets in mint or like new; Penna. 0-6-0-; 0-6-0 dockside; passenger cars; European "O" & "S". Eboli

HAVE: Athearn HO freight cars built-up new. Marc Eboli

HAVE: Large list of Lionel engines, cars, and accessories, many new. Richard Denes

WANT: "O" scale. Joe Francis

WANT: Baltimore Convention Box Cars. George Johnson

HAVE: 4 car brown state set, with two tone 408E engine. Monteverdi

WANT: Nickel blue comet set.

John Monteverdi

HAVE: Large list of modern Lionel cars and accessories. Send large S.S.A.E. Scotty Askenas

HAVE: Large modern diesels.

Peter Charewicz

WANT: 800 and/or 2800 series freight cars. Any condition.

Richard Sappelli

HAVE: Replacement binding posts for repairing Lionel Trans. No special tools needed. A. Rosenthal

HAVE: Train mugs; 28 chip chart colors for restoration; lumber loads; Lionel L.C.L. labels.

Harry A. Osisek, Jr.

That's all folks!!