

METCALANDIA

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EDITORIAL COMMENT

By Richard J. Denes

HO-ELAWN - Now that the torrid days of summer are on the wane, our thoughts turn toward the cooler, more comfortable days of Autumn. With this our thoughts more keenly turn toward our collecting endeavors of trains. Perhaps during the forthcoming months those long sought after pieces might reveal themselves.

Most of us during the summer months reflect back over the past year and happily recall the choice items we have attained some way or another. Perhaps lying on the beach, relaxing in an easy chair, or glancing through a railroad publication, we all take stock in what our fortunes have brought us as collectors. What a fine hobby this is!

Let us also reflect back on our fine METCA organization. Let us remember the great attendances we've been witness to. METCA has grown because of the interest in our organization. Without your interest in our meets we could have never grown to what we are now. Let us continue to grow successfully, not only with your continued attendance at our meets, but also with your future support and co-operation, to insure that indeed METCA shall continue to grow and be an unparalleled leader in T.C.A.

METCA HOLDS FREE MEET

Last May METCA made History by holding its first free meet. It seemed roundly received by all. There were over 600 people attending this free meet.

THE COLLECTABILITY OF MODERN LIONEL

It is very interesting to note that only about eight or ten short years ago so-called modern Lionel was considered dead wood. Many older collectors found humor in the idea that brightly colored plastics would ever be categorized as sought after items. Much to their surprise a goodly number of those "dead" items have caught fire and demand attention.

Items that were last produced as few as five years ago are now prime in the interest of the modern collectors. Many of these enthusiasts have begun to specialize in such things as the variations of the caboose, box car, gondola, tank car etc.

Even the 027 diesels and passenger cars have caught the fancy of some of us. This might be attributed in-part to their color and in some cases relative scarcity.

It is amazing to realize how the large variety of modern Lionel really is. One can easily fill the collection room with only the so-called better items of Lionel modern.

Examples of some of the more collectable items that are really sought after currently are the large passenger car series, including the Pennsylvanias, Santa Fe's, and Canadian Pacifics. The scarce box cars including Monon, Soo Line, Alaska Railroad, M.K.T., etc. The electrics which include Milwaukee Road, Pennsylvania, and Great Northern.

Perhaps this is what keeps us going as collectors. Our interests and desires are constantly changing. We remain flexible and are willing and eager to learn.

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MODERN LIONEL

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Most of all, we're able to lose ourselves into a world of fun and creativity. How important this is in an age of pressure and tension.

FACT OR FICTION?

1. Lionel produced a No. 6167-50 yellow caboose lettered D.& R. G.
2. Lionel produced the No. 6436-110 red Lehigh Valley Hopper with and without a hatched cover.
3. Lionel No. 6076 grey Lehigh Valley Hopper is an uncataloged item.
4. Lionel's No. 6342 New York Central culvert car came separately in grey with black letters.
5. Lionel produced No. 6352 reef-er car in white without the "Pacific Fruit Express" data.
6. Lionel's No. 2350 New Haven Electric came in two basic color variations.
7. Lionel's No. 461 Trailer Platform Set was produced for Sears-Roebuck and Allstate Trains.
8. Lionel's No. 6464-125 "New York Central" box car comes in two distinct letter variations.
9. Lionel's No. 2534 "Silver Flat er" Pullman was never in-fact produced as cataloged.
10. Lionel produced a No. 6025 single dome tank car in silver.
11. Lionel's No. 6059 Minneapolis & St. Louis caboose in brown is in-fact an uncataloged item.
12. Lionel's No. 60 Trolley came in one version with a movable man.
13. Lionel's No. 2378 Milwaukee Road F-3 Diesel is the most difficult one to locate of all the F-3 types.
14. Lionel's No. 614 Alaskan Switcher came with and without the yellow supercharger tanks.
15. Lionel never put the No. 622 Diesel Switcher with the "New York Central" markings into production.
16. Lionel's No. 53 "Rio Grande" Snowplow came with an operating front coupler minus the plow.
17. Lionel's No. 247 "Baltimore & Ohio" steam loco and tender is the sc̄arcest of the plastic body model types.
18. Lionel's No. 6024 "Nabisco Shredded Wheat" box car comes in a distinct red color.
19. Lionel produced the 6017-100 "Boston and Maine" caboose in two shades of blue.
20. Lionel's No. 6044 "Airex" box car was made in three color variations.
21. Lionel never produced the cataloged No. 6429 "D.L.&W." work caboose in grey.
22. Lionel's No. 3386 version of the "Bronx Zoo" giraffe car was an uncataloged item.
23. Lionel's No. 3424 "Wabash" brakeman car has no known variations except for the color of the man on top.
24. Lionel's No. 2436 silver observation car came lettered in both "Mooseheart" and "Summit."
25. Lionel produced the No. 6257 caboose in a spelled out "Southern Pacific" version.
26. Lionel produced the No. 3361-55 in a tuscan red color.

THE FUTURE OF METCA MEDIA

The editor strongly urges all readers to feel free to comment or contribute articles that would help to make our publication a worthwhile newsletter. It is felt that many in our membership have had an interesting experience in their collecting endeavors. Since it is difficult to secure interesting and readable literature in this area on a large scale, feel free to share your knowledge with others in our organization.

Please do not feel you must be a literary genius to make it truly readable, yet basically informal.

Contributions should strictly deal however, with articles that deal with collecting or operation.

Swapper Column Ads must strictly conform to the T.C.A. ruling of no pricing in the ad.

November deadline for publication is September 30th.

LANDSCAPING FOR THE OPERATOR

Much has been written and said about the pros and cons of styling on a model railway system. No amount of trackage around the four sides of a room can make a model railroad.

The job is really complete when a carefully modeled foreground blends into an equally accurate pictorial background. One can easily forget the presence of ceiling and walls when one is mysteriously lured into the presence of far horizons. In short, the trackage becomes a railroad, when one completes the background detail.

The background need not be painted at all. It can be put together - that is - made-up of many things clipped out of posters or colored magazine advertisements and glued on the wall to form a patchwork wallpaper effect. This is an art in itself, widely practiced by model railroaders. It requires a certain ingenuity and an eye for color and good taste.

But whether we "paste-up" the background or paint it, the planning is the same. Some things, however, must be avoided. Never, in a painted background, should a building be shown unless the building is set on an angle. If, for example, a factory might be wanted, build a model of it. Then from every angle it will exhibit its proper size and depth.

It must be remembered, not to allow your painted background to meet your modeled foreground anywhere. You cannot model a hill and hope to continue the other half into the painting. It is, therefore, important to leave an interval of about 3 inches or so between the modeled foreground and the painted background. Secondly, raise the foreground high enough to hide the line where the wall and tabletop come together.

Speaking generally, you must arrange things so that you will never see the painted background

except as you would view it at a great distance.

Another important rule to remember, is to never use enamels or glossy colors. The use of flat or weathered appearing colors are highly effective in bringing about a sense of authenticity.

IVES: A MYTH OR TRUE GREATNESS?

Much has been written about the Ives family, the Ives factory, and the Ives equipment. Ives fans number some collecting greats, yet an objective look at Ives equipment can make any collector stop and wonder if the entire Ives picture is just the perpetration of a hoax of a few who themselves subscribe to what is increasingly known as the "Ives Myth."

In the very beginning, one quickly realizes that the Ives people went out of their way to confuse later generations of collectors. They did this by using the same numbers on equipment made in 1910 as in 1925 and later. Thus the No. 1 loco and tender of 1905 bears absolutely no similarity to the No. 1 loco manufactured and cataloged in 1923, for example.

Other samples of organized confusion all follow much the same pattern. Even when the Ives Corporation started on the long sunset trail, they continued in the same numbering snafu, giving age old Ives numbers to brand new locos utilizing Lionel bodies and other parts. Not until production moved into the Lionel plant at Irvington, did some semblance of order come about and by then it was far too late.

Ives standard gauge equipment generally does not seem to be on a par with that made by Lionel or Flyer, yet the big 3253 electric loco had a classic design equal to any of the locos made by Lionel, Flyer, or even Dorfan.

Yet there is no doubt that genius did exist at the Ives plant. It was one of the few items.

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Yet there was genius at the Ives Plant. Lionel eagerly took over the Ives sequence reversing unit. Early Ives lithographed cars, especially back in the earliest No. 1 gauge and 0 gauge days, were superb and almost on a par with the outstanding Marklin equipment. Ives achieved its peak, in our opinion, in 1931 and 1932, using the big Lionel Plant in New Jersey.

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HELPFUL HINTS

Many of us who desire our most prized items to be operational are often puzzled by a locomotive that is sluggish. One of the most common faults of this situation is a dirty motor. Most of the Lionel motors can easily be taken apart and checked-out rather simply. The most inexpensive and most commonly used items around the house can be used for this task.

The most important part to be cleaned is the commutator. This is easily identified as a segmented copper surface on which the carbon brushes make contact. The commutator can easily be reached by removing the two screws that commonly hold the brush plate in place.

After removing the screws & brush plate, the commutator is now readily accessible. To clean and polish the commutator use a piece of fine sandpaper. Be sure to clean out the grooves or slots in the commutator with a small rigid stick with a point. A toothpick works very well.

Many collectors and operators do not bother to remove the brushplate at all. This can be accomplished by just removing the steam or diesel cab and with the motor turning accomplish the same thing through a hole provided in the brushplate.

It is a worthy investment of time, however, to inspect the brushes and brush springs for wear

and proper tension. This can only effectively be done by removing the brushplate.

As a final note check for distortion of the commutator and brushplate as well as for any tiny exterior breaks in the coil of copper wire. Always remember to replace worn carbon brushes.

SWAPPER'S COLUMN

WANT: No. 421 Westphall; No. 424 Liberty Bell; No. 425 Stephen Girard; No. 426 Coral Isle. Cars must be in excellent or better condition. Charles F. Ro, Sr.

HAVE: 2000 items For Sale or Trade. Lists printed quarterly-\$1.00 per list. Need Lionel, A.F., & Ives.

Richard R. Corser

WANT: Buddy L Caboose in good condition; will buy same.

Warren Norcross

WANT: Illinois State Car in green, excellent or better. Also need Ives 3237. Norm Schmidt

WANT: Louis Marx Trains, any age. Advise condition and prices.

Hal Ashley

HAVE: Lionel Electric Stove. Good condition & operates. Trade for what have you. George Johnson

HAVE: Large list of modern Lionel items. Send large S.S.A.E.

Richard J. Denes, Sr.

Remember to send all ads or articles of interest by September 30th to be published in the November issue to the Editor: Richard Denes, 9 Lee Street, Hopelawn, N.J. 08861

FEATURE COLLECTOR---PETE CHAREWYCZ

Pete joined T.C.A. and METCA in August 1968. Although a relatively new collector, Pete has put together a very modest collection of mostly modern Lionel.

Among Pete's favorite items are the Lionel GG-I's, of which he has several, and Lionel 0 gauge diesels, of which he has almost all, including the tough ones. Colorful box cars and aluminum Pullmans are, in particular, a favorite of this collector, as many of them are new and in original boxes.

Pete Plans to use gargraves track for his future layout and would like to know if you can help him out.