



PRESIDENT'S COLUMN

FROM THE DESK OF THE SECRETARY

New members are the life blood of any organization and our Division has attracted even more than its fair share in the past year. Welcome to METCA and to the wonderful world of train collecting! On behalf of these newcomers I urge all old timers to make more tin plate items available at meets. Think of the days when you first began to collect and how much more plentiful good trains were then. All of us have loads of locos, cars and accessories squirreled away in our cellars, attics, and garages. Get them out. Let the other fellow enjoy them.

If an item is structurally sound but sad in the paint department, restore it. Give it new life. Remember that a well restored piece of tin plate is, in the opinion of many, far superior to any original that is not "mint." Restoration is relatively easy for simple things and well worth the cost of professional service for major items. Think of the pleasure of a beginner in finding that long sought loco, tender or particular baggage car to complete his set. Certain signals, lam standards, structures and bridges are just as worthy of restoration, especially to operators. Even some modern items justify saving from the junk pile if not too far gone.

In the words of Hugo Kuehn, our National President, "Train collecting is for fun." Let's help the late comers to have more of it. After all, Mr. Ives has been dead many years along with the others and where else can the new collector find the trains he has learned to cherish?

For the past five years, it has been my privilege and honor to be an officer of METCA. About two years ago, my company indicated they wanted me to go to Pittsburgh. "a. When I accepted reelection in November, I didn't know that I would be leaving as soon as I have. Those who knew about my transfer urged me to continue as your secretary. After giving it serious thought, I came up with two important reasons why I should step aside for the good of the organization.

1. METCA should have a secretary residing within its boundaries.
 2. A new secretary would have new ideas to improve the meets.
- I have recommended to the officers that Joe Francis be appointed to finish out my term. Joe has worked very closely with me through the years. The job has many details and requires someone familiar with the work to pick it up and follow it through. Joe, in my mind, is the best qualified person in METCA to handle the job and I hope that he will be appointed.

The growth of METCA has given me much satisfaction. However, I do not take credit for METCA'S success. The credit goes to the officers through the years and to each and every one of you who have attended the METCA Meets. A successful organization is dependent on its members' participation and for this I thank each of you. Also may I thank those who were kind enough to drop me personal notes during the years.

In closing, I wish METCA continued success and growth, and I hope that you will give your new secretary the same help and cooperation that I enjoyed. George F. Johnson

MESSAGE OF THANKS

A sincere thank you to the scores of members who sent get well wishes while I was in the hospital undergoing a serious lung operation.

I am especially glad to relate that the tumor caused by 25 years of teaching woodwork turned out to be non-malignant. Paul Sauls

NEWS ON 1970 LIONEL PRODUCTION

A limited amount of 1970 Lionel N.C. is showing up on dealers shelves here and there. Much of the stock now in evidence at this writing is found in rather small quantity. The best representation noticed at present by your writer was in evidence at a discount department store where 4 or 5 sets, a few individual cars and a few accessories were on display.

The two so-called "top" of the line sets, "The Mountaineer" and "The Midnight Express" are rumored to be available in January or February.

An interesting development in production has occurred. After creating approximately 400 Norfolk and Western large hoppers while testing some of the old Lionel dies, an overwhelming interest among collectors was noted. For the forgoe reason the company is understood to be considering the future production of more limited run items in its line. The test run Norfolk and Western Hoppers are said to have been produced in a royal blue and white color scheme with the original number 6446 on each side. In the past the car with that number had been produced in grey and black.

The informant also indicated that since the cars were just a test run and would not be sold to a dealer to cover the experimental production costs. The dealer is then understood to have sold off the lot to a collector who in turn has them for sale. Have you gotten yours?

HANDRAIL CLIPS—HOW TO USE THEM

Handrail clips are said to be the weakest part of tin plate trains. So before replacing broken, missing or pulled out clips, reinforce the old or new clips with solder. It's easy to do and well worth the trouble. Just open the clip to about a 120 degree angle, straighten the tabs carefully, clean the inside surface with a rotary wire brush until "bright" and hold firmly in a small clamp or jig. Then, with rosin core solder and soldering gun, "tin" the inside of the base and tabs with at least a medium thick coat of solder. Use extra rosin paste if needed. Work on a wood block and do not wofry if you get too much solder in the base, but keep it away from the center of the clip and the outside surface.

The solder coating greatly strengthens the tabs and prevents their breaking when bent. This same technique, slightly modified, is used to replace missing tabs on clips in emergencies. Simply cut thin strips of brass the same width as the tabs and long enough to handle easily. Bend a short "dogleg" at one end of the strip just long enough to fit into the clip base. Clean and tin the dogleg and the inside of the clip base and join with soldering gun. Cut the new tabs extra long for fastening handrails to locos and standard gauge tenders. In fact, replacement tabs should always be made at least twice as long as the originals.

When replacing handrails on your trains, protect the paint from scratches with a small piece of old Postcard or similar stock. Cut or punch small holes just large enough to receive the clip tabs and hold in place with masking tape after slitting the card from one edge to the hole or holes. Insert clips singly and remove the card before bending tabs from within. The slit lets you remove the card easily.

C.C. Holland

NOTE: REGISTER EARLY! ADVANCE REGISTRATION CLOSSES FEBRUARY 6th.

PLEASE SEND ANY ARTICLES OF INTEREST TO THE EDITOR FOR PUBLICATION.

Voltage Drop

The fixed voltages marked on a transformer are almost never the actual voltages delivered to your track or your accessories. The reasons for these deviations are several.

The voltages marked on the transformer are nominal. By this we mean, they are accurate only under certain specified conditions: when the line voltage fed into a 115 volt transformer is just 115 volts; and when no current is drawn from the transformer. Actually, the line voltages may vary from 125 to 110 volts, or even lower, depending on the particular standards in your locality and on how much electricity is being used at a particular time. This variation normally results in the same percentage reduction of the output voltage of the transformer. If your train seems to run slower toward the evening, it's probably because hundreds of people in your neighborhood had switched on their lights and household appliances and so depressed the line voltage.

In the same way a heavy demand for power may lower the voltage in your neighborhood, a heavy load on your transformer lowers its output voltage as well. For example, the fixed binding posts, which are marked 14 volts, may under actual operating conditions deliver only 12 volts or less.

In the case of a severe overload, such as caused by a short circuit on the track, so much current is drawn from the transformer that its voltage drops 2 or 3 volts, which would be too low to operate the train or even light the lamps effectively.

FACT OR FICTION?

1. Lionel's No. 6062 New York Central gondola in red and pictured in the 1959 catalog was never produced?
2. Lionel's unique operating aquarium car comes in three distinct letter color variations; yellow, gold, and white?
3. Lionel produced an uncataloged No. 6076 Lehigh Valley hooper in a drab olive color?

HAVE: Large listing of soft metal reproduction parts for Lionel, Ives, Flyer. New items include #250E Hiawatha eccentric cranks; #782 Hiawatha or #792 Railchief underframes for headend car. SAE&25¢ C. Rossbach

HAVE: Water pumps for making waterfalls. Stainless steel construction with fittings included. New.

Arthur Rosenthal

HAVE: Roof for #418-419 series passenger cars. Will swap for roof for #424-425 passenger cars.

Russ Steele

HAVE: Large listing of Lionel engines, cars, transformers, and accessories.

Joe Francis

HAVE: Large listing of modern "O" gauge cars and locomotives.

Richard Denes

WANT: Baltimore Convention cars.

George Johnson

HAVE: Train Mugs for drinks; 28 chi chart colors for restoration; Lionel L.C.L. Labels; Lumber Loads;

Harry A. Osisek, Jr.

Send your ads or articles for next issue before April 1, 1971 to the editor: Richard J. Denes, Sr., 9 Lee Street, Melawm, N. J. -08861

4. Lionel's No. 3672 Bosco operating car comes in variations with and without the picture of the Bosco jar on the sides?
5. Lionel's No. 6464 poultry dispatch car in red is found with the data missing on one side of the lower portion of the car?
6. Lionel's relatively scarce No. 6464-825 Alaska box car exists with no known color or style variations?
7. Lionel's No. 3366 operating circus car is probably the most scarce among the operating box car types?
8. Lionel produced the No. 3349 turbo missile car in an olive drab color with no data on the entire body?
9. Lionel's attractive No. 2023 Union Pacific yellow anniversary special came in a very limited run with the grey sideframes on the trucks and once more, a grey nose on the body?
10. Lionel's famed 746 Norfolk and Western steamer comes with a tender variation; a long stripe across the complete side and a very noticeable shorter stripe?

RAILWAY RAMBLINGS

1. Many years ago the Missouri Pacific ran long haul trains. So many stops for water were necessary that the railroad converted old tank cars to supply the locomotive.
2. Boston is no more than two hundred miles from New York. Yet, back in 1880, when the first express business was started, it required more than a day to travel the distance. First, you boarded a train then transferred to a stagecoach and finally to a steamboat before you arrived in New York. In the year of 1839, a passenger conductor on the train which ran part of that distance, gave up his job and advertised the first express service. Packages would be delivered by a messenger from Boston to New York four times a week. Business didn't prosper immediately, so the first express shipments were carried by the conductor himself in a conspicuous carpetbag.
3. During the inauguration ceremonies of the late Franklin Roosevelt the railroads serving Washington, D.C. agreed to park some 88 Pullman cars in the yards. They were used as hotels to accommodate the great number of visitors who were present.
4. In the days of the Civil War and during the years of the Reconstruction, express service and railroad service grew side by side and expanded in every direction. Wood burning locomotives, with billowing clouds of smoke, replaced the stagecoaches and steamboats as carriers of express and mail.
5. In days of yore, trains on the Morristown and Erie Railroad stopped at each crossing to allow automobiles go by. It was an 11 mile road between Essex Falls and Morristown.
6. At Boston in the year 1850, the purpose of the Sunday train was to carry passengers to church only. Persons were required to sign a pledge that they would use the train for no other reason. Tickets for the train, incidently, couldn't be purchased on Sunday.
7. The average American made steam locomotive contained more than 7500 separate parts.

8. In pioneer railroading days huge herds of buffalo often got in the way of trains crossing our vast Western Plains. Stubborn stragglers that refused to leave the track were persuaded to get off by means of a powerful stream of hot water from the locomotive.
9. In earlier times, yard facilities of the Canadian National Railroad were so limited, especially in reversing wyes, that a queer looking contraction was built which resembled a double ended snow plow that could be operated in either direction.

THE OLDE RAILROAD LINGO

1. Alley--A clear track, usually in a yard.
2. Baggage Smasher--A baggage handler.
3. Cap--A torpedo put on the tracks for signaling purposes.
4. Cut--A number of cars coupled together; an excavated section through a hill so that tracks remain level.
5. Dome--A round protrusion on the boiler of a locomotive; it houses steam controls or sand.
6. Flag--To protect the rear of the train by having a brakeman walk back with a flag while it is halted.
7. Low Iron--Yard tracks; anything not the main line.
8. Muzzle Loader--Any hand-fired locomotive.
9. Road Engine--Locomotive used regularly for main-line service.
10. Smoking & Meet--Sending up a column of black smoke to signal an approaching train that another is present.
11. Stoker--An automatic firing device; a fireman.
12. Tea Kettle--Any old locomotive, especially a leaky one.
13. Throat--Entrance tracks to a yard or terminal.
14. Wildcat--A runaway locomotive.
15. Yardmaster--A railroad employee in charge of a yard operation.

CORRECTION

The editor stated in September's newsletter that last May's free METCA meet was its first. It was the second in METCA'S history.