



EDITORIAL COMMENT

Well, here we are again! Happy Spring! No more snow shoveling, the pool cover is off and the golf balls are flying. The beauty of train collecting is that it knows no season. We are all eagerly looking forward to our next METCA Meet with great expectations. A tremendous time was had by all at our February Meet, as we braved rain and cold to renew old acquaintances and admire the vast amount of trains that availed themselves at the Veteran's Hall. About 700 enthusiastic fans attended and we trust that our May Meet will be just as well received. Remember, this is our last meet until September, so come for a great time and be sure to bring along those trains and lets have a ball!!

Richard J. Denes Sr., Editor

SPECIAL NOTICE

Peter Bianco "lost" a brand new Elletren Coach Saturday night February 13th, at the last METCA Meet. Anyone having information concerning this item may kindly contact him.

GESTURE OF GOOD WILL

Joseph Francis, secretary-treasurer of METCA, announces that he would like the METCA MEDIA to acknowledge the fact that Alvin F. Stauffer of Medina, Ohio, donated one of his books as a door prize at the February METCA Meet. Additional door prizes given to the lucky persons holding the winning tickets, were TCA Box Cars and money.

NEWS OF THE 1971 LIONEL LINE

Lionel's new catalog for 1971 includes an introduction which boasts "And for 1971 Lionel introduces the most exciting and totally new idea in model railroading." The catalog cover itself is a marvelously colored effort with a review of Lionel's yesteryear catalogs. The beginning pages boast 6 sets, all of which consist of items new this year.

Of interest to collectors might be the fact that the Illinois Central GP Diesel is offered as a single unit without the dummy as promised last year. Of interest, only would be the offering of a dummy B unit with Santa Fe markings. The catalog also lists a D.T.&I. Deisel Switcher in orange and black markings. Also of interest would be a steam Loco and Tender with C.&O. markings with something new that Lionel refers to as the "mighty sound of steam."

Box Cars in the new offering a total of nine in the "O" gauge variety. New road names appear to be Canadian Pacific, Burlington Northern, Baltimore and Ohio, and Soo Line. The remaining five appear to be 1970 offerings with new numbers and color variations, except for the No. 9200 Illinois Central, which remains unchanged.

Other interesting additions include a new type of large box car called a "mini max car" with opening sides. Tank cars include a Gulf Chemical Car and a triple dome lettered GMCX. Hopper cars included in the line list a Norfolk & Western, last years B.&O., a T.A.&G., and last years Great Northern.

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Other miscellaneous rolling stock offerings include a Republic Steel gondola, a Chesapeake and Ohio caboose, a flat car with scraper, a crane car, and a Union Pacific flat car.

New accessory items shown depict a banjo signal, a new type of highway flasher and whistling freight shed.

Last minute word circulating about rumors that an improvement is being considered on the trucks used in the 1970 offering. It is also said that Lionel was very encouraged by the strong reception noted in last years offering. The inference being that the firm has recognized this and is continuing with a wider line in the future.

HELPFUL HINTS

Working with and Maintaining Lionel Track

Many have experienced the frustration of successfully removing pins from track and then painfully reshaping the rails. When setting up a layout of Lionel track it is frequently necessary to remove an indefinite number of track pins to facilitate the setup of a particular alignment of rails. Replacement of steel pins with fiber pins, replacement of steel pins, and the reshaping of distorted or enlarged rail openings all pose particular problems. As many of us know, a poor track layout can only result in poor traction and a multitude of electrical problems.

If you are fortunate enough to own a pair of Lionel service pliers you can remedy all of the above problems rather easily. Two pairs of these pliers were offered No. ST-342 for O27 track and No. ST-343 for O track. The plier jaws are shaped to round the rail and to successfully crimp pins tightly in the rails.

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To pull out track pins you simply grip the pin with the cutting edge and pry it out, using the rail flange as the fulcrum point. The same result can be accomplished with a pair of common needle point pliers. To reshape the rail with Lionel's special track pliers simply insert the distorted rail into the forming rail of the pliers and squeeze it into shape. Doing this before the pin is inserted will result in a tighter fitting pin.

To crimp a pin in the rail, insert the pin to the proper depth while lining up the little projections in the Lionel plier jaws with the groove in the pin and simply squeeze.

By the way, good luck in locating one or both of these special Lionel track pliers!!!

HOW TO "BLIND-CLIP" HANDRAILS ON LIONEL TIN PLATE EQUIPMENT

The task of fastening handrails to Lionel cars and locos can be frustrating enough when both sides of the car or loco are easily accessible. But how about the same job when only one side is available to fingers and hands of ordinary size? For instance, how many tank cars and large passenger cars (of the State & Blue Comet variety, especially) have you seen with either missing hand rails or clips or both? Often a collector temporarily solves his problem by spreading clip tabs as far as he can and depending on tension to hold the clip and hand rail in place.

Actually, it is easy to fasten clips firmly from one side once you learn the trick and make a few practice runs. This is what to do. First, straighten the clip tabs and shape the clip body to about a 120 degree angle and drill a small hole (about five sixths of an inch in diameter) in the center of the fat part of one side of the base. (Con't. on page 3)

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Use a center punch to mark the location of the hole and drill from the inside. Hold the clip with long nosed pliers and work on a wood block. File the outside of the clip base smooth if the bit leaves burrs as it usually does. Next, close the clip on the handrail, bend the tab which is on the same side as the hole so that it will hold and insert it first into the slot with the other tab remaining straight. Then carefully force the straight tab into the slot and seat the clip in position. Now, push a stiff, strong wire or rod through the hole in the clip base against the straight tab and force it into a locked or bent position. The shank of the bit used to drill the hole can be used for this but take care not to break it. A drop of aluminum colored cement nicely covers the hole and only you know about it.

O. C. HOLLAND

MEMBERS HEED GUEST RULES

Please read and heed these rules about guests.

1. A guest is a male over 13 years old.
2. He must pay registration fees and show identification, such as drivers license.
3. He can only attend if it is his first time at a METCA Meet.
4. He must be ACCOMPANIED by you when registering; please do not send a guest in on his own.
5. He will be checked against prior attendance records.
6. If your guest wishes to join the METCA DIVISION he can get his application at the registering desk.

Tables are on a first come, first serve basis. A maximum of 1 table per member. Please use table space sparingly.

JOSEPH F. FRANCIS
SECRETARY-TREASURER

Epoxy resins have been around for a long time and many toy train buffs have used them for mechanical repairs with great success. However, very few of us have ever realized the full potentialities of these products or how many different types and forms of such resins are now available. One of the drawbacks of epoxies is its very stickyness which prevents the smoothing or forming of the resins after application - unless you know the secret. For that reason the various epoxy cements and fillers have not been used for repairing holes and replacing small parts although they are ideally suited for such purposes.

To get good results with epoxies, all you need is a little patience, the will to experiment and a small bottle of turpentine. Strangely enough, the latter is the most important. Start out by buying a supply of regular, clear epoxy cement, tubes or cans of paste epoxy cement and filler plus a small amount of 5-Minute epoxy cement. Use the paste type for filling holes and depressions or building up broken parts and mix with a little clear cement if slight flexibility is needed. A bit of the 5-Minute variety added to the paste epoxy will speed up the setting time yet permit ample latitude in working time before it starts to set. Use masking tape to contain the resin in the working area and to form it when filling in a missing part. The tape peels off readily when the epoxy is dry or completely set.

Now for the real trick. After the properly mixed resin is applied, dip a small artist's brush in turpentine and coat the resin thoroughly with the "turps." Then you can shape or form the epoxy readily with a finger tip without the slightest sticking or harm to the cement. Repeat the turpentine treatment as often as needed until the proper result is obtained. Then you can clean off any excess cement with the same solvent.

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Paint thinners can also be used in place of turpentine but they will harm most plastics and many finishes and are generally far more toxic.

When joining metal or plastics with epoxy cements or fillers, use steel pins if possible for mechanical strength. To get more "flow" in the cement, thin with a small amount of turpentine. Gentle heat speeds the curing and strengthens the bond.

O. C. HOLLAND

YE OLDE RAILROAD LINGO

1. Tie Plate--The steel shoes in which the rail sits when spiked to the wooden tie.
2. Lead Track--Trackage connecting a yard with the main line.
3. Prototype--The actual thing from which a model is patterned.
4. OS--Means "entered on the sheet;" often used as a verb to indicate reporting of a train which has passed a tower.
5. Siding--An auxiliary track which may be entered from either end.
6. Way Car--A freight car carrying local shipments.
7. Stub--A short diverging track ending in a bumper usually with a switch only at one end.
8. High Iron--A main line meaning a track on which travel is only by schedule or order.
9. Dinky--Usually considered a small, undersized locomotive.
10. Hostler--A roundhouse worker whose job it is to care for locomotives after each have arrived.
11. Departure yard--A particular arrangement of yard tracks from which cars are forwarded.
12. Car Knocks--A railroad employee who acts as an inspector; the name is so given by the men who tap the wheels of cars to test soundness.
13. Caboose-Way Car--A caboose with a section for freight.
14. Abutment--A type of anchoring foundation supporting the end-thrust of a bridge.

1. Lionel's most difficult to find landscape accessory among the modern offerings is the No. 980-2 tunnel portal set.
2. Lionel's most unique and most difficult to find accessory in the lighted signal variety is the No. 143 dwarf signal.
3. Lionel's No. 55 tie-jector car in red is found with and without the Pennsylvania Herald on the side.
4. Lionel never produced the No. 6476 Lehigh Valley hopper car in a tuscan red as pictured in the 1960 catalog.
5. Lionel's very scarce No. 6219 Chesapeake & Ohio is probably a close second in scarcity to the Norfolk & Western work type.
6. Lionel's No. 6465 Cities Service double dome tank car is the scarcest among the post 1960 tank cars.
7. Lionel in fact produced an uncataloged No. 6045 Cities Service double dome car in green.
8. Lionel produced in 1969 a brown Minneapolis & St. Paul caboose.

SWAPPER'S COLUMN

WANT: 300 and/or 2800 Series freight cars. Any condition.

Richard Sappelli

WANT: Lionel #2348 Minn. & St. Louis; No. 2346 or No. 2359 Boston & Maine; No. 58 Great Northern Snow Plow.

Fred Heimann

HAVE: Lionel listing of modern rolling stock. Many new. Send large S.S.A.E.

Richard Denes

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.

WANT: Balt. Conv. Cars. G. Johnson

WANT: "0" Scale. Joseph Francis.

METCAL Swapper ads really work. Take advantage of this free service to help fulfill your needs! Send yours ads or articles before August 1st for copy in the Sept. METCAL MEDIA to the editor: R. Denes, 9 Lee St., Hopelawn, N.J.

METCA MEET

WHEN: : SATURDAY MAY 15TH, 1971 5P.M. TO 11P.M.
 SUNDAY MAY 16TH, 1971 8A.M. TO 4P.M.

WHERE: KENILWORTH VETERANS CENTER
 SOUTH 21ST STREET
 KENILWORTH, NEW JERSEY

ADMISSION: ADVANCE MEMBERS AND GUESTS \$3.00
 OR WOMEN AND CHILDREN \$1.00
 AT DOOR (MEMBERS FAMILY ONLY)

TABLES are on a first come, first serve basis. A maximum of 1 table per member. Please use table space sparingly.

PLEASE READ AND HEED THESE RULES ABOUT GUESTS! A guest is a male over 18. He must pay registration fees and show identification. He can only attend if it is his first time at an METCA Meet. He must be ACCOMPANIED by you when registering, please do not send a guest in on his own. He will be checked against prior attendance records.

CUT HERE. PLEASE RETURN FULL HALF OF PAGE. DO NOT TRIM!!!!

MAIL TO: JOSEPH FRANCES, P.O. BOX 207, SOUTH AMBOY, N.J. 08879

Enclosed is check made out to METCA in the amount of \$_____ for the following advance registration for May 15th and May 16th, 1971.

TCA or METCA Members _____

Address _____

City _____ Zip Code # _____

Women and Children (show address, if different than yours.)

_____ \$1.00 EACH

Guests (non-TCA members) may attend only one METCA MEET!!!!

Name _____ \$3.00 EACH

Address _____

City _____ Zip Code # _____

PLEASE MAIL THIS EARLY! ADVANCE REGISTRATION CLOSES MAY 8TH.