



FROM HERE ON IN

QUESTIONS ON LIONEL

Metca Media hopefully wants to serve its members in the best and most practical way possible.

It strives to be fair in its evaluation, open-minded in flavor, and truly devoted to its subscribers.

In meeting these important needs and aspirations, your editor wishes to remind its readers to be equally fair and genuinely responsive to basic needs.

One of these basic needs is the submission of articles of interest to nurture and sustain its publication.

Naturally, many of us are reluctant to submit information and data for a galaxy of different reasons.

The truly sad and frustrating aspect of it all is the underlying truth, that we have a host of intelligent and truly knowledgeable people among us.

Unfortunately Metca's circumstances are such, that we find it impossible to remunerate its contributors with cash. Your editor does submit, however, that proper recognition will be given to all who contribute.

Can the editor expect your "literary contribution" in the near future?

Copy deadline for November Issue is October 1st, 1971.

Richard J. Denes Sr., Editor

1. Did Lionel ever produce a 226? I have a locomotive with 226E on one side and a larger 226 on the other.

2. I recently saw on a list a grey 2226W tender with a 225E locomotive. Was a grey 2226W tender ever produced? Was a grey 226E ever produced?

3. What years did Lionel not produce catalogs?

4. I have a 1615 switcher with a metal bell tender. The tender has holes for the plugs and was probably meant to go with the 1656. Its number does match the tender number given in the catalog. The bell works off of a separate pick up roller, since there are no plugs. Any information???

5. What 6464 box cars were produced with plastic trucks only? Were the underframes different than those that came with the metal trucks?

6. Was the 1964 version of the 773 Hudson available with a 2426WT (6 wheel trucks)?

This is not a quiz. I would really like to know.

James W. Ferrone

NOTE OF THANKS

The Editor takes this opportunity to thank James W. Ferrone for his time in writing an article to be published by METCA MEDIA. James Ferrone is the only one to send an article in for this publication. Thank you again James Ferrone.

REMINDER - Advance registration closes September 11th, for the September 18th and 19th, 1971 METCA MEET at Kenilworth, N. J.

ELECTRIC LOCOMOTIVES

Part I of a Series

The first electric locomotives were put into service in America about the year 1901. Installation was expensive and the movement lagged until 1902, when the New York Legislature prohibited steam type locomotives from entering the heart of New York City.

Both the Pennsylvania and the roads later known as the New York Central and the New York, New Haven and Hartford had to electrify. Eventually, all of these lines were electrified for long distances.

The original electrics were boxlike engines and since they had little need for the glamor that lend charm to steam locomotives, they remained this way until the Pennsylvania Railroad later designed the famed GG-1. These locomotives operated equally well in either direction, with the only necessary effort being to move the engineer and to raise one pantograph and lower the other. In operation, the rear-most pantograph is always used. The reason for this is, if the pantograph should foul in the overhead catenary system, it will not carry away the other. Thusly, one is saved as a spare in case of need.

A miniature one, as we well know, was made by Lionel. It was a faithful reproduction of the original and includes working pantographs. These pantographs can be used as a third rail pick up for anyone who is ingenious enough to follow through with a functional catenary system.

Other types of electric trains, include the Multiple Unit (MU) cars which are familiar to all of us. These cars are individually powered by their own trucks and receive their power from their own third rail shoes or pantographs. Basically, all of these are controlled by one engineer. They are equipped to be operated in groups and have the particular ability to stop or start rather speedily.

Electric locomotives probably will continue in their importance for years to come. Electric power will probably be used in metropolitan and suburban service for a long time to come. The basic reasoning being the non-pollutant aspect of clean and odorless and efficient power.

HELPFUL HINTS

Model locomotives such as Lionel's are, of course, powered by an electric motor. Such a motor consists of an armature which revolves inside a field. The armature is a series of coils wound on a shaft. The field in turn is magnetically induced by a permanent magnet or a series of coils on a soft iron-core.

The ends of the armature coils are soldered to the commutator. The commutator is a ring which is split into several parts and brushes made of copper-graphite which ride against it.

The wiring is in series, which means that after the current passes through the coils it goes to the field windings before completing its circuit.

The principle is rather simple and is as follows: one core of the armature is attracted to one side of the field the instant current is introduced.

Thusly, an electromagnetic attraction is accomplished and the brushes are touching the commutator. As the coil nears the center of the magnetic field, that contact is broken. As this occurs the attraction no longer exists and that particular coil is free to be attracted by the opposite field.

Meanwhile, the coil that followed it in rotation was in turn attracted, and the attraction broken.

This process continues until the current ceases. On this type of motor, if the wires to the brushes are reversed, the motor rotates in the opposite direction.

In each Lionel locomotive made that uses remote control reverse-forward an "E" unit is used. The "E" units function is that of changing or reversing the current of the motor.

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Any interruption of the current energizes a small pawl and solenoid arrangement, which is wire so that the motorized unit changes from forward to neutral to reverse to neutral with successive interruptions of the current.

LANDSCAPING FOR THE OPERATOR

The Erection of an Oil Refinery

Building a model oil refinery into the context of model railway is comparatively easy.

The simple process of sawing off pieces of wood dowel and the rounding of tops with an ordinary pocket knife or modelers knife will give the appearance of the real thing after being arranged with the horizontal and partly-submerged tanks in context.

The painting of these pieces has a large part to do with the actual appearance of the railway setting. Refinery colors of tanks and shafts are usually of a silvery tint with blacks and greys sprinkled through.

Many of the buildings or structures may be constructed of cardboard remnants or of buff colored brick board, which can be purchased, perhaps, at model or stationary shops.

Pipeline connections are conveniently made of rubber coated wire and wood dowel sticks and can be painted in aluminum color. Other similar lines may be carried off to simulate connections with crude oil fields, etc.

Railing built of toothpicks with small upright posts of wood, which can be painted and thusly serve as restrictions around tower platforms.

Trackage can then lead up to any position as needed in the refinery area.

NOVEMBER PREVIEW

In the November issue of Metca Media, Joe Francis will elaborate on his trip to Disneyland in June at the Train Collectors National Convention.

1. Trainmaster--A railroad employee who co-ordinates the work of the yardmaster and roundhouse foreman.
2. Wye--A track system with three switches and three legs which enables a train to turn around.
3. Rule G--The railroad rule against drinking.
4. Poling--Moving cars on an adjoining track by using a long spar which is placed in a socket of the car end beam and a socket on the locomotive pilot beam.
5. Gangway--The space between the locomotive and the tender through which the crew enters and leaves.
6. Dead Man's Control--Automatic control which an engineer must hold in "on" position against a spring. If he should die or become disabled, the control automatically is released and the train stops.
7. Home Signal--The signal protecting the immediate block.
8. Johnson Bar--The reversing lever of a locomotive.
9. Classification Yards--A freight yard where trains are broken up and made up by shifting cars around.
10. Bolster--A plate or beam across the top of trucks to which the body or chassis is attached.
11. Ash Cat--A locomotive fireman.
12. Belt Line--A connecting line between two or more railroads, so-called because it often encircles a city like a belt.
13. Tractive Effort--The force with which a locomotive can pull under controlled conditions.
14. Service Track--Track on which engines take on coal and water.
15. Train Order--A written order on a form which gives directions for train movements not on the schedule; train orders usually come from the dispatcher.
16. Blind Siding--A siding without telephone or telegraph connections to the dispatcher; no order can be received on it.
17. Big Hook--A wrecking crane.
18. Hoop--A cane loop used to pass orders up to moving trains; the fireman puts his arm through the large loop.

FACT OR FICTION?

1. Lionel produced the No. 6361 timber transport car with the data missing on both sides of the lower portion of the car.
2. Lionel's 2400 series pullmans with the blue stripes came set boxed with and without the No. 1640-100 presidential kit.
3. Lionel's AEC security car came with the No. 3535 data on the body and in others only on the under-frame sides.
4. Lionel produced a blue gondola with the No. 6162-25 with the Lionel name in 1960.
5. Lionel never produced the No. 6062 New York Central black gondola as pictured in the 1961 catalog.
6. Lionel produced a 6045 Cities Service tank car in green as an uncataloged item.
7. Lionel never in fact put into production a black gondola with the number 6162 with the Lionel Herald as pictured in the 1961 catalog.
8. Lionel produced a No. 3376 giraffe car in a green color.
9. Lionel's No. 6445 Fort Knox gold bullion car is one of the least often found in the post 1960 period.
10. Lionel's No. 6361 timber car comes in an uncataloged version with all the data missing on both sides.
11. Lionel's minuteman missile car comes in a No. 3666 version which is a cataloged item.
12. Lionel's No. 6343 barrel ramp car actually came as pictured in the 1961 catalog with a cream colored ramp.
13. Lionel's No. 2363 Illinois Central F-3 diesel was produced with the name Panama Limited.
14. Lionel's large 2500 series aluminum pullmans were produced with blue stripes through the windows to match the No. 2367 Wabash F-3.
15. Lionel's 2400 series pullmans show a No. 2433 vista dome lettered "Orange".
16. Lionel's No. 6436 hopper in black was produced in the Norfolk & Western road name.
17. Lionel's No. 6436 hopper was also produced in grey with the Norfolk & Western Herald.

18. Lionel's No. 2338 GP-7 diesel was produced using the Lackawanna road name.
19. Lionel produced its No. 2328 using the Milwaukee road name instead of the usual Burlington Herald.
20. Lionel's No. 6446 Norfolk & Western covered hopper came with round hatches on top.
21. Lionel's No. 6352-1 icing car is pictured as being available using the Western Pacific feature of a small feather.
22. Lionel's No. 2367C Wabash "B" unit is pictured as having produced with the numerical data above the word "Wabash" in the blue stripe.
23. Lionel's famous No. 2321 Lackawanna F.M. was shown as existing with wire screens on its top.
24. Lionel's No. 2367P & No. 2367C is pictured as being produced with a solid white stripe above port-holes.

SWAPPER'S COLUMN

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

WANT: Nickel blue comet set.

Call 513-757-3084 John Monteverdi

HAVE: Large list of Lionel "0" gauge. Send large S.S.A.E.

Richard Denes

WANT: Baltimore Convention Cars.

George Johnson

HAVE: Large modern diesels.

Peter Charewicz

WANT: Scale "0" gauge.

Joseph Francis

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

Scotty Askenas

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

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

Fred Heimann

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

Harry A. Osisek, Jr.