

METCA

MEDIA

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EDITORIAL COMMENT

Well, here we go again! Welcome back after holiday celebrating. How the days have a way of speeding on. It seems like only yesterday that we gathered together at November's METCA Meet in celebrating our tenth anniversary. It was a huge success and we contemplate continued fine support as we embark upon a new year. Our membership continues to swell as the art of train collecting grows with each passing year. The administrative board continually covet your support in the way of cooperation and dedication. As we work together as membership and board, let us always place in high priority the goals and aspirations of the entire membership. The needs of the majority must be served at all times as we contemplate continued successes in 1972.

In closing may I add my personal thanks to all that have supported and stood by us in the past.

Richard Denes, Editor

POINT OF INTEREST

Our November anniversary meet was a huge success as nearly 1000 people were in attendance. The board wishes to inform the membership that there were four tenth anniversary commemorative diesel cabs left. The remaining four cabs had imperfections of one sort or another. To dispose of these as fairly as possible it was decided that they will be offered as door prizes at the meet. Remember that you as a TCA Member must be a registered member at the February meet and also be present at the time of the drawing.

-HOW TO REPLACE ROLLER-CONTACTS ON LIONEL TYPE ZW TRANSFORMERS

Worn and broken roller contacts are about the only weak points in the design of Lionel ZW type transformers. Unfortunately replacement rollers have never been easy to get from Lionel and therefore many units stand or sit idle or are thrown out when the rollers fail. Actually the replacement is easy once you know the tricks involved.

To make new rollers, simply take the carbon rod from an old, large dry cell and saw off slices of proper thickness. Drill a small hole in the exact center of each slice and you have them. If the diameter is too large, mount the slice on a small machine screw, tighten the nut, place in your electric drill and rotate it against fine sandpaper until of proper size. Or you can use slices of soft copper rod or even stamp out discs of sheet copper and brass. For the latter, use two or more thicknesses if the sheet is too thin for one thickness to serve. Even aluminum will do in a pinch.

Now for installing the new rollers. The best method calls for removal of the roller arms but do this only if you have small hands, nimble fingers and a cool temper. Luckily it can be done with arms in place. Simply file off the heads of the small rivets holding the rollers and push the rivets through. A small grinding wheel on a flexible shaft does a better, faster job than a file. Next, insert the new rollers in place and use a brass or copper brad or a piece of #12 bare copper wire to serve as a new rivet. Bend the end of the brad or both ends of the copper wire to hold the rollers firmly but not too tightly and that's all there is to the job.

O.C. Holland

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 has recommended 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 this February publication.

Copy deadline for the May issue of METCA MEDIA will be on March 31st. Don't forget to send those articles in.

Richard Denes, Editor

HATS OFF!!

A most thankless job is that of being the editor of the METCA News. It seems that for a number of past issues our Richie Denes has been pleading for articles for the METCA News but to little avail. I do think we should get behind him 100% because whose paper is it, anyway? It's METCA'S, and I know we all enjoy reading it.

My suggestion would be to get a few volunteer reporters to cover different categories--for example:

Oddities	Fact or Fiction
Personalities	Squawks & Pleasants
New Items	ries
	Knick & Knacks
	Sway List Column

The above is just to mention a few. Not to frighten anyone about being a writer, I think that is secondary. Richie can edit and take care of that. The paper is an interesting medium for our own news and contains information from which we can all benefit.

"Scotty" Askenas

TRAVEL WITH DENNIS

One of the numerous benefits of being a rail fan as well as a tinplate operator is the ability of putting your rail knowledge to work on you Lionel layout. Not only is this true for track, yards, line-side equipment, and stations but also in train consist.

Whether you model a specific railroad or perhaps, an imaginary line which leases power from neighboring roads, Lionel has manufactured a host of locos and cars to satisfy either.

Let's consider the Pennsylvania Railroad! Lionel made a great deal of rolling stock modeled on Pennsy prototypes, the GGL, Congressional Set, the Madison, Manhattan series, the GP7, the 2352 (which never had a Pennsy prototype,) the 2035 steam locos, and the steam turbine series 2020, 681 etc.

Passenger trains will be our consideration in this article.

Appropriate motive power could be the GGL in mainline electrified areas. Only in recent years has the GGL appeared at the head end of freight trains. The GP7 is ideally suited for branch line passenger service, even on secondary mainline, for example on the PRSL from Philadelphia to Atlantic City. The 2035, Lionel's version of the famous K4 Pacific, is strictly a passenger loco. The real K4's lived their final years in passenger service on the New York and Long Branch. The steam turbines, though experimental saw freight and passenger duty on the Chicago-Crestline, Ohio high iron.

Head end cars were (and in some trains still are) an integral part of a consist. The streamlined baggage car 2350 is well-suited. Consider also the KMT REA Car and don't forget the Lionel 6572 REA Reefer, or a 6454 car or two.

For our passenger cars our selection ranges from 2400 series 027 cars to Congressional cars to 2600 six wheelers. We could have a solid train, or realistically a mixture especially if our train has interchange with other lines.

Now that we have examined train consist, let's put one together--a New York-Washington express.

Since the line is electrified, a tuscan-red GGL would be our locomotive choice. Head end traffic is heavy in the Northeast. Add a 2530 and our REA reefer. Since one of our cars is being forwarded to a Florida bound train, a streamlined Congressional Pullman or 2

are in order. For normal traffic a 2600 series 6 wheeler would be just fine. No vista dome on this train. Tunnel restrictions at New York and Baltimore prohibit it. No observation--too many switching movements along the line. Lastly a 6454 Pennsy box simulating a mail storage car which must be dropped off at Baltimore carries our marker light.

As our "miniature" conductor waves "all aboard" our train slowly disappears into the Hudson River tunnel to begin its 226 mile jaunt to our Nation's Capital.

In subsequent articles our trip will be continued.

Dennis Landadio

YE OLDE RAILROAD LINGO

Trailing Switch-A turnout in which the points face away from prevailing traffic.

Passing Siding-A siding specifically for the passing of trains in the same or opposite directions.

Bad Order Track-A track on which cars are set out for repairs.

Bill of Lading-A form describing freight, its charges and destination in detail.

Clear Board-A go-ahead signal.

Brownies-Demerits issued by the superintendent for infractions of rules. A certain number means suspension and a greater number may mean dismissal.

Hump-An elevated section of track down which freight cars can be coasted for classification in the yards below.

Dispatcher-An employee who coordinates all train movements in his area, usually one division. He may also issue special orders to keep traffic moving.

Double-header-A train pulled by two locomotives.

Running Board-The walkway along the boiler of an engine.

Spur-A divergent track having only one entry. May also be a branch line over which irregular service is offered.

Way Freight-A freight making all local stops for which shipments are carried.

Right-of-Way-The land on which the railroad is built.

Mallet-An articulated locomotive named after the designer. The term is often used for any articulated locomotive.

SWAPPER'S COLUMN

WANT: Lionel electric locos 700, 703, 156, 156X; 2nd series 256, 253 in dark green and two tone green. Also cars 820, 821, 822; first series 601, 602, 610, 612 passenger cars, orange 710, 712 with Mohogany doors and trim. Also 023 bumpers, 060 telegraph posts. Will pay top prices for prime condition. Ted Sommer

HAVE: Surplus 4 build-a-loco engines, one gray & one orange.

Ted Sommer

HAVE: Athearn HO freight cars built-up, new; Kris model A & P Stock, Borden's Reefer, Alaska Box. All mint in original boxes. Eboli

WANT: Mint or like new A.F. "S" gauge diesel passenger cars, Silver Bullet Passenger Sets; Pennsy 0-6-0, Dockside 0-6-0, European "O" timplate.

Marc Eboli

WANT: Small 4 wheel Ives, Lionel-Ives, Lionel lithographed freight or passenger sets, electric or wind-up. Also need name and address of T.C.A. member who had a streamlined 4-4-2 Atlantic painted black at the November meet. He had his table downstairs. I am interested in that loco.

Richard Sappelli

HAVE: Large wheels for rear trucks of American Flyer standard gauge steam engines.

Arthur Rosenthal

WANT: Engine only from Lionel Mickey Mouse Circus Train.

Russell Lucy

HAVE: Large listing of modern Lionel "O" & "O27". Send large S.S.A.E. for list.

Richard Denes

WANT: "O" scale. Joe Francis

WANT: Baltimore Convention Box Cars.

George Johnson

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

Scotty Askenas

HAVE: Large modern diesels.

Peter Charewicz

SCARCE LIONEL LIGHT UNITS HIDING IN ODD ACCESSORIES

Almost all collectors have seen those beautiful Lionel aluminum passenger cars with one or more interior light units missing. But has anyone ever seen replacements offered by dealers or even by the old Lionel factory? If they ever were offered in the past, they are certainly not in the train or hobby stores today.

Fortunately you can find those scarce light units for SILVER CLOUD, SILVER RANGE and similar cars in almost any junk box or odd lot of Lionel accessories if you just know where to look. For instance, take a #252 Crossing Gate, turn it upside down and there you are. That desirable little unit is hiding in the base and needs only to be plucked out.

According to a former Lionel plant foreman, this same lighting assembly was used in at least several different accessories and even in some cabooses but not in every production run of any one item. The factory simply used what was on hand as most toy makers still do today. Ordinarily Lionel "bay window" cabooses have a similar light unit but with a wire for the center socket contact instead of a brass disk as in the passenger version. On occasion they show up with both wire and disk as if to prove that one type was adapted for the other.

Before you throw any item out, look it over for hidden goodies such light units, plastic "jewels" and even screws and nuts. Lionel made and used many standard parts which appear repeatedly in different applications.

O. C. Holland

REFLECTIONS UPON LIONEL PAST AND FUTURE

Those of us who have been collecting modern Lionel in the past years have noticed with keen interest the seemingly renewed interest that has been breathed into the desirability of Lionel Trains.

Continued in next column

Now the Lionel has been produced again in modest quantity the public has again seemingly become inspired with the idea of again using their creative talents in modeling around the context of Lionel Trains.

Perhaps some of the renewed interest stems from the dollars spent by Lionel in mass media advertising. Perhaps some reflects the nostalgia inborn in many people with emphasis upon past years and the "good old days." People remember the name Lionel with fond memories. Lionel Trains meant happiness and pleasure. They served as a vehicle to express creativity and imagination.

We as collectors have always shared these feelings. Hopefully Lionel will continue to stimulate these expressions with continued ideas and products that will attract future generations of all ages.

Richard Denes

FACT OR FICTION

1. Lionel produced a #6076 Lehigh Valley Hopper Car in yellow?
2. Lionel produced a #6042 Lionel Lines Gondola in yellow?
3. Lionel's #3349 Turbo Missile Firing Car in fact never appeared in a numbered version?
4. Lionel never produced the #6473 Rodeo Car in orange as it appears in the 1962 color catalog?
5. Lionel never produced the Swift Box Car in red with the catalog listed number 6050-110?
6. Lionel produced a #6017 Marine Cab in olive drab to match the #45 U.S.M.C. Missile Launcher Locomotive?
7. Lionel never produced the 6017-235 A.T. & S.F. Caboose with the full number as pictured in the 1962 catalog in red?
8. Lionel never produced the #6500 Beachcraft Bonanza Car with a white and red airplane?
9. Lionel produced the #6445 Fort Knox Gold Reserve Car in red to match the 1872 General Locomotive?
10. Lionel's #6440 Twin Van Car was in fact never made with a blue flat car?
11. Lionel produced a # 6057 yellow caboose with no data other than the number itself?

Richard Denes