

# METCA

# MEDIA

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## EDITORIAL COMMENT

Happy Spring to all! It will be great to see all the faces we missed seeing at our February Meet. The elements of winter proved to be a serious deterrent to many who had planned to be with us. Ice, snow and cold weather kept many of our faithful at home in the safe confines of their homes. As we approach the time of our May Meet we hope that you are planning to be with us. Our Board of Directors plan to continue the added bonus of offering coffee and buns on Sunday morning for the convenience and pleasure of our membership. The weather should be great so keep the weekend reserved on your calendar and plan to have a great time.

Richard Denes, Editor

## PREVIEW OF LIONEL FOR 1972

Collectors and operators of Lionel alike will look with continued and sustained interest upon Lionel's latest offering for 1972. The increasing line with various changes and improvements convinces your editor that Lionel MPC plans to continue in business and at the same time offering its dealers a lucrative field of endeavor. Here is a general run-down of the latest line that will be available at an early date.

- \* Republic Steel Gondola in blue
- \* Dockside Steam Switches in black
- \* Canadian National Hopper in red
- \* Norfolk & Western Hopper in red oxide
- \* Shell Chemical Car in yellow
- \* Santa Fe GP-9 in black and orange

- \* Santa Fe GP-9 Dummy unit in black and orange
- \* Canadian National GP-9 Dummy unit in 1971 color scheme
- \* Illinois Central GP-9 Dummy unit in 1971 color scheme
- \* Delaware and Hudson Alco Diesel A-B in blue, silver and yellow
- \* Ford Auto-lite Motorcraft Box Car in white
- \* Baltimore & Ohio Box Car in silver and black
- \* Soo Line Box Car in red, white and black
- \* C.P. Rail Box Car in orange, white and black
- \* Norfolk & Western Box Car in red oxide
- \* Rio Grande Box Car in orange and silver
- \* Chesapeake & Ohio Box Car in blue and yellow
- \* Katy Box Car in red, yellow and white
- \* United States Mail Car in red, white and blue

The following new accessory items will also be offered.

- \* Automatic Gateman
- \* Passenger Type Freight Station
- \* Rotary Beacon
- \* Microwave Relay Tower

Richard Denes

## NOW YOU CAN RESTORE BATTERY EATEN LIONEL DIESEL LOCOMOTIVE FRAMES

Now that we have the new METCA Jersey Central diesel loco cab and others may be in the offing, those old Santa Fe diesel junkers are suddenly in great demand. The rub is that most of these diesel frames are so badly corroded by battery leakage that the owners despair of ever making them look like new again.

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Luckily, with the new plumber's epoxy filler-cement or any similar product you can erase all signs of battery damage.

First, remove all attached parts from the loco frame including the battery well cover with its rivet and locking screw. Then remove all corrosion with a wire wheel, small wire brushes and even scrapers or sandpaper if needed. If the inside ring of the battery well is badly pitted, make a collar of masking tape or cardboard and fit it around the outside of the ring to hold the cement in place. Also have ready a piece of round wood tapering from about 3/4 of an inch to 1 1/2 inches. An old chair or table leg with a straight taper will do nicely.

Now, cover the pitted areas with properly mixed cement using a small spatula or similar tool and turpentine to thin the cement if it does not flow properly. Next, wrap the tapered rod with polyethylene film and insert it into the battery hole until it fits tightly. Fill the space between the collar and the rod with cement to proper depth to restore the original shape of the inside ring. Brush the applied cement with turpentine and smooth all surfaces with a finger which should also be wet with turps. The film of cement on flat or curved surfaces need be no thicker than the depth of the deepest pit. When dry or set, epoxy cement will not stick to tacky side of masking tape or to plastic films and may be sanded off of cardboard forms.

Finally, after at least 12 hrs. remove the collar and tapered rod and sand all surfaces smooth and to proper shape. Spray with paint to match the original color and you should have a like new loco frame. If the battery bracket is also badly corroded, clean and restore in the same manner.

• C. HOLLAND

As a poet may use "poetic license" to facilitate his prose, so may a model railroader employ his license in operating his layout. He may wish to establish his own operating procedures, or if he is a strict model railroad "constructionist," he may tread the path of the rulebook. This article will attempt to provide the "constructionist" with guidance in selecting appropriate motive power for a particular type of train.

Almost two decades have elapsed since steam operations on most mainline railroads were terminated. Yet on the tinsplate rails steam is as alive as it ever was. For our article we shall segregate steamers into 3 categories - switchers or shifters, freight haulers, and passenger locos. How do we distinguish between them?

A freight loco usually had smaller driving wheels than its passenger counter part. If you have ever seen a picture of a NY Central J-1 Hudson or a Pennsy K-4 Pacific, this fact is easily recognized. Because of heavier fire boxes on freight locos, an extra pair of wheels was required under the fire box. Passenger locomotives had steam generators to provide heat and light. Many passenger locos were streamlined as was the K-4 Pacific, J-1 Hudson, and a few Baltimore & Ohio Pacifics. We should also know that the primary distinguishing characteristic of a steam switcher, other than its size was the lack of leading and trailing trucks--Note the 1615, 1625 or the 203.

Let's spend a few minutes and apply the knowledge we have just discussed. Lionel's No. 221 and Flyer's 350 Royal Blue are prime examples of streamlined passenger power. The 773, 746, and 665 are also passenger types by virtue of their prototype driver size and two sets of leading trucks.

I have not meant to over simplify the roles and classes of these locos. These lines of demarcation are not as clear as I have presented.

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In many cases, there were dual-purpose locomotives such as Flyer's 332 4-8-4 Union Pacific steamers. Many times in a pinch passenger steam power hauled long strings of freight cars. Freight engines cannot be as easily assigned to passenger runs as passenger power can be to freight.

Our passengers must be supplied with heat and light. Perhaps a steam generator fashioned from an excess tender as the prototype did will allow a freighter to haul varnish. The problem can also be solved as the Penna RR did in the winter of 1966 by double heading freight and steam power.

In our next article we will examine and assemble a work train.

Dennis M. Landadio

### OPERATOR'S CORNER

#### Poor Man's Teledyne Couplers

Couple-uncouple anywhere on the track! This marvelous operational feature Lionel introduced in the 1940's can be easily incorporated into any 622, 623, etc. G.M. Switcher made by Lionel by using a DC horn relay to act as the contact for power to uncouple the electromagnetic couplers front and rear.

Take the horn relay and place it in between the E-unit and motor housing. Visual inspection will indicate the size of a U-shaped piece of metal which, mounted legs down, the DC relay will hang from. The legs of the metal "U" shape are bent so as to slip outside the metal ridge on the frame yet between the ridge and the plastic body when lowered into place.

With the E-unit mounted proceed to intercept both coupler wires with a wire to the normally open side of the DC horn relay. Then wire to the hot motor terminal the other side of the contactor. Also, of course, full circuit wire the coil of the DC relay.

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It's been a little while since I did this so I can't remember exactly if the DC relay needs to be insulated. Nevertheless it works, and if yours doesn't fuss with it--it's a great operational feature for yards. Just a shot of DC from a ZW horn relay and Presto! . . . uncouple loco from string of cars anywhere.

Coming next: "072 - 711 tubulars" and "trainmasters" . . . low speed operational problems (one end goes one way and the other end goes the other!!!)

Michael Dillman

### VERSATILE LIONEL

Modeling an existing or past existing known name train can in some instances be done using only Lionel trains, as an example, I have had it in mind, and am acquiring what's necessary, to display the California Zephyr. The Zephyr ran from Chicago to Denver on the tracks of the Burlington, Denver to Salt Lake City on the Denver and Rio Grande Western, and the final leg from Salt Lake City to San Francisco on the Western Pacific. So I propose to have three display tracks, on shelves, one above the other which will consist of the following;

Top Track: A Lionel Burlington GP7 heading up a 2350 baggage car and possibly a 6572 REA car followed by the four Silver series cars, (one thing good about this particular train is that Vista Domes were in the original consist.)

Middle Track: A Lionel Rio Grande F3 AB units followed by the same cars as above.

Bottom Track: A Lionel Western Pacific followed by the same cars. (F3's)

Naturally the trains won't be as long, in number of cars, as the original but space must be considered and I figure roughly that ten foot display shelves should suffice. There were many famous name trains that could be put together using Lionel rolling stock only.

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At this time I can only think of trans-continental trains such as the UP "City of -----," using the Alco Lionel Diesels, and if you're lucky enough to have them, the Milwaukee F3's for the leg from Chicago to Omaha, and then go really wild and head up the New York to Chicago section with a 700E NYC Hudson, (OK so we will settle for a 773, but on the other hand if you want it all Diesel, the NYC F3's will do nicely,) or How about the North Coast Limited of the Northern Pacific, NYC or Penn from NY to Chicago, Burlington from Chicago to St. Paul and NP from St. Paul to Seattle. You wanna stretch it out? Start the train at Boston and use the New Haven F3 or E3 to New York. Heres a beauty, the Southerner, (no domes,) starts at Boston to NY via NH, NY to Washington DC. via Penn, Wash. DC to New Orleans via, (and wouldn't this be a beauty,) the Southern. I have a June 1967 Official Guide of the Railways and thats where I got it from. The railroads still had some great trains in that year, somewhat like Lionel. The last one that I will mention is the ever popular, Santa Fe all the way, Chiefs, Capitans and the rest. I'm sure there are many, many more and if any one wants to write to me I'll consult my Guide for them and come up with more. These trains are in addition to the ones that Lionel made completely such as the Flying Yankee and Hiawatha's etc. I just had a lovely thought, imagine if you will owning a layout of such size as to be able to have two or three terminals so that you could run the train from each point and change engines at each terminal. Forget it, the layout would have to stretch from Hoboken to Montauk Point.

If anyone wants info on the DRGW or the UP or the WP, just write me!  
 Manuel A. Lopez  
 ADDRESS CHANGE: 1759 Osage Orange  
 Salt Lake City  
 Utah, 84117 Apt. A

HAVE: Large list of Modern Lionel mostly new. Send a Large Stamp Addressed Envelope. Richard Denes

WANT: Large or small collections of Standard Gauge parts or broken engines. Arthur Rosenthal

HAVE: 4/36 x 1/4 screws for fixed voltage plugs. These screws have many other uses also! A. Rosenthal

WANT: Collections large or small. George Johnson

HAVE: Rear Trucks for Lionel No. 263; Custom made. Limited quantity. Bruno Borzone

WANT: Baltimore Convention Cars and Scale "0" Gauge. Joe Francis

### YE OLDE RAILROAD LINGO

Turnout-A British term used for a switch often used in this country.

Steam Chest-A box containing the valve gear mechanisms for the cylinders.

Articulated Locomotive-An engine in which two sets of wheels and cylinders are used and pivoted on separate frames.

Balloon Stack-A wide flaring stack used to prevent sparks from escaping.

Block-A section of track which is controlled as a unit.

Brakeman-A member of a freight or passenger train crew. His duties are to assist the conductor in any way necessary.

Camelback-A locomotive with the cab astride the boiler. The fireman rides under a hood at the rear.

Section Hand-A track worker.

Piston Rod-The rod attached to a piston which transmits power to the connecting rod.

Spar-The wooden rod used in poling operations.

Transformer-A device for changing high voltage AC into low voltage AC. It also performs the reverse function.

Ballast-The cinders or crushed rock or gravel used to hold ties in place.

Class-Groups into which trains are divided from two to four, depending on the railroad.

Butcher-A person selling papers, candy, etc. in passenger cars.