

METCA

MEDIA

VOLUME 3 NUMBER 1

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EDITORIAL COMMENT

The September Meet - a time for renewing friendships and a time for retrospect. METCA has grown by leaps and bounds. Our record has been fantastic. Keen interest, worthy support and compassionate administration has sustained us to mountaintop prestige. A hearty welcome to all of our dedicated supporters!

Let us pause for a moment and look back at our proud accomplishments. Increased table accommodation, a fabulous METCA Commemorative Diesel Cab, the free meet for all members and their families in July, the free added bonus of cake and coffee on Sunday morning, the great support shown by many members with regard to attendance at the "snowbound" February Meet--all are tangible witness to the fact that METCA will not be outdone by any or all in the U.S.A.

We at the executive responsibility of METCA plan to continue our compassionate interest in our supporters. We will continue to pride ourselves as a viable and responsive entity in T.C.A. Our prime consideration will continually be to serve the best interests of METCA with strict adherence to the specific purposes and consideration that will sustain our objectives.

Richard Denes, Editor

SPECIAL NOTE

A great time was had by all who attended METCA'S free meet in July. Over 450 people were in attendance on a warm summer day. It will be planned again in July if possible.

METCA STAFF

PRESIDENT-----Frank Leslie
V. PRESIDENT----Paul Sauls
SEC.-TREAS.-----Joseph Francis
DIRECTORS-----Charles Feyh
 Hugh Laubis
 Pat Scuzorzo
 Richard Denes
LAST YEAR PRES.-O.C. Holland
HALL COMMITTEE -Arthur Rosenthal
 Tony Hodik
METCA MEDIA ED--Richard Denes
ITOR & PUBLISHER

DEBATE

DEALING TRAINS, RIGHT OR WRONG?

Lately I have heard many feelings concerning selling trains both pro and con. It seems that these people who are simply collecting trains have become quite mad at the fact that prices in general are steadily increasing and the items which they desire are just recently quite costly to them. They blame these prices all too often on "Train Dealers" or "Profiteers" who feel are ruining the hobby. I have heard people say, "These guys shouldn't use the hobby as a place to make an extra buck."

Let us examine this closely. In coin and stamp collecting we have many speculators who will hoard a quantity of a certain issue in hope that the price will rise. While these speculators initiate an increase in prices they also perform important services to the hobby which tend to be too hastily overlooked. The hoarded items will be kept in their original condition which means that new trains will remain new, excellent will stay excellent, etc.

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When in future years these items are sold at a profit the collectors who obtain these trains will feel very fortunate that their prized AB diesels, 6464 boxcars, or Blue Comet Sets are in such fabulous shape. In future years there will be many new collectors just beginning and while most collectors will not sell pieces out of their personal collection these beginners will be thankful that guys are around who have doubles and triples to sell to them.

Everyone should realize that as trains are handled and used their condition depreciates if they are not treated carefully. Therefore it is unlikely that a hundred fifty dollar diesel engine will find its way into the hands of a child. It is even more unlikely that a fifty dollar boxcar or a four hundred dollar standard gauge engine will be handled without the utmost of care by its owner. These high prices will insure the preservation of those items most rare and desirable and prolong the hobby of collecting trains for many years to come. While trains were made to be handled, used, and run, as many operators are complaining, they can paint a common road name (like a Santa Fe ABA) into any road name they want and the new MPC boxcars are actually better performers than are 6464's due to the new MPC wheels.

While prices may be comparatively high one must also realize that his train collection is an investment and one likely to increase in value. A particularly high price for an item usually means it is on the way up and so is worthy of investment. Dealing is all right with me for I feel in the long run it will help collecting and preserving trains, and train collecting is our prime objective. It will preserve the future of this hobby for years to come as there will still be trains available.

How do you feel about it? Agree? Disagree? Write to me care of Richard Denes, Editor of METCA
Howard Godel

GIANTS IN CAPTIVITY

Most every collector knows of the 408E. But how many know the colors which it came in?

The first 408E was cataloged in 1927 and 1928. The color was mojhave. This loco came with four long 6 wheel truck cars. The same cars that came with 402 and 402E sets. They are: combine #419, pullman #418, diner #431, and observation #490.

The most common 408E is the apple green color, found mostly in passenger sets. The same cars as above only they are painted apple green. This 408E also came with 200 series freight.

There is some discussion amongst collectors, about there being 2 distinctive shades of apple green. The first is the apple green we all know, then there is a darker shade, known as p. green - due to the fact the boxes are marked "P" green, which is believed to be "peach" green. Apple green 408's came with freight cars (200 series) also, and is cataloged in 1929 and 1930. The scarcest 408E is the dark green, which is the same color as the dark green on State Cars. This loco was cataloged in 1928 with 200 series freight cars.*

This loco could also be found with State Cars, due to the fact that, when Lionel put out a 4 car State Set the 381E would not pull the cars satisfactorily. When people complained they were given dark green 408E's in exchange for the 381's (there are several known cases of this happening) cataloged in 1928.

The most desirable color 408 is the brown State Set loco, the lighter brown of the cars, and also the two tone brown which matches the cars. Cataloged in 1930 to 1933 only in State Sets.

*This loco even though cataloged never found with freights.

On the next page is a small chart showing set numbers and cars behind 408E's.

GIANTS IN CAPTIVITY

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| YEAR | SET# | COLOR | CARS |
|------|------|------------------|--|
| 1927 | 409E | Mojhave | 418, 419, 431, 490 |
| 1928 | 403E | Mojhave | 418, 419, 490 |
| 1928 | 410E | Dk. Gr. | 211, 212, 213, 214, 215, 216, and 217. |
| 1928 | 410E | Ap. Gr. | 211, 212, 213, 214, 215, 216, and 217. |
| 1929 | 410E | Ap. Gr. | 211, 212, 213, 214, 215, 216, and 217. |
| 1929 | 409E | Ap. Gr. | 418, 419, 431, 490 |
| 1930 | 411E | T.T. Br. | 412, 413, 414, 416. |
| 1930 | 410E | Ap. Gr. | Same as 1929 |
| 1931 | 411E | T.T. Br. | Same as 1930 |
| 1932 | 411E | T.T. Br. | Same as 1930 |
| 1933 | 411E | T.T. Br. | Same as 1930 |
| 1934 | | <u>Loco Only</u> | T.T. Brown |

These variations sit side by side in Harrison N.Y. at John Marrons house.

Seeing these "Monsters" inspired me to write about them. Any corrections are gratefully accepted and appreciated.

Marty Visnick

TIPS FOR THE OPERATOR

A common happening for those who operate using 3 rail track is the slowing down of a train at particular spots of a layout.

The slowing down or sluggishness of a locomotive is due to voltage loss afforded by the resistance of track pins. This condition especially becomes bothersome if one has incorporated a large expanse of trackage into the context of his layout. The condition eventually presents itself even if the builder has used new track to begin with. Moisture finds its way to the joining pins and causes oxidation of the steel. The oxide formed offers a resistance to the flow of electricity. Loose pins can also cause the same condition.

There are several ways to overcome the situation. One well known method is to utilize several lock-ons at strategic points in the trackwork. Another method is to remove, clean and tighten all pins. Perhaps the best way to successfully accomplish same would be to solder across the faulty joints using a short strip of copper wire. An inexpensive voltmeter can be a great asset in locating voltage drop. One can be purchased from a radio supply outlet.

Richard Denes

FACT OR FICTION

1. Lionel's No. 6544 Missile Car is found in an uncataloged version with an olive colored frame?
2. Lionel's Submarine Car is known with four different numbers 3330, 3830, 3820, and 6830?
3. Lionel's No. 6434 Illuminated Poultry Car is found in red and also in tan?
4. Lionel's No. 3672 Bosco Car is found without the Bosco car normally found on each side?
5. Lionel's No. 3330 Submarine Car was never made with a black sub as pictured in the 1960 catalog?
6. Lionel's No. 6361 Timber Transport Car is found in an uncataloged version that deletes all the usual data as is found on all common versions?
7. Lionel's No. 6448 Exploding Box Car is known in 2 versions; one with red target sides, the other with white target sides?
8. Lionel's 1960 color catalog pictures a No. 6800 Helicopter Transport Car that in fact was never produced as listed?
9. Lionel's No. 55 Tie Jector Car is found without the usual Pennsylvania Herald?
10. Lionel's No. 6820 Aerial Missile Transport Car is one of the most difficult to find among the Space Age Cars?
11. Lionel's No. 6162 New York Central Gondola pictured in the 1961 catalog as black was made in a very limited run?

It comes as no surprise to anyone who understands anything at all about trains that the end car on a freight train is a caboose. Interestingly enough it serves as a combined living quarters, a location for business offices and finally serves as an observation post for the train crew.

A caboose may have bunks where the men can sleep and lockers for the storage of personal belongings. It is not uncommon to find a caboose equipped with kitchen facilities.

Much of the paper work peculiar to the operation of a rail transportation business is completed here. Every shipment of freight is accompanied by a waybill that tells what the shipment is, where it is going, who has shipped it, and who shall receive reports.

Many caboose roofs have raised sections called cupolas with windows all around them. A caboose not having cupolas usually have bay windows which extend out from both sides of the body. From one of these vantage points the brakeman in the caboose can keep an eye on the freight cars ahead. Should he become aware of some malfunction in the operation he can immediately signal to the brakeman riding in the front of the train.

It must be said in closing that train crews have a special place in their hearts for the caboose. Accordingly they have afforded the caboose a host of nicknames such as "palaces," "glory wagons," "crummies" and "brainboxes."

Richard Denes

YE OLDE RAILROAD LINGO

Rectifier-A device for converting AC electric current to DC current.

Pantograph-The collapsible and adjustable structure which provides contact with overhead wires on an electric locomotive.

WANT: AF "S" gauge No. 902 N.P. Vista Dome, No. 963 Red Stripe Observation, No. 477 Silver Flash "A" shell only. Also any A-B or GP in Lionel or Flyer for parts.

Fred Heimann

WANT: Baltimore Convention Cars and Scale "O".

Joe Francis

WANT: Collections large or small.

George Johnson

HAVE: Rear trucks for Lionel No. 263. Custom made. Bruno Borzone

HAVE: Lionel 2332, 2360, 2530, 2367C, 2523, many others. Send Large SSAE for listing.

Richard Denes

*HAVE: Lionel GG1 ladders.

*No. 255 and 260 side rods, main drive rod with crosshead, valve gear, spacers, screws with four cuts to match original.

*O gauge latch coupler with straight and bent shaft.

*Standard gauge latch coupler and standard gauge combination latch coupler.

*O gauge pantograph with crossbar.

*Coming! Lead and trailing truck with crossbar. Arthur Rosenthal

YE OLDE RAILROAD LINGO CONTINUED

Timetable-A printed schedule of train movements. An employees timetable is a large bulky affair, much longer than a passenger's timetable.

Spotting-The placing and shifting of cars.

Pier-A support for the center section of a bridge.

Markers-Flags or lights used on trains to indicate special status or to warn of a following section.

Ladder Track-A track connecting a number of parallel sidings or stubs in a yard or terminal.

Hot-box-An overheated journal or bearing on a freight car wheel.

Drawbar-The bar connecting an engine with the tender.

Horsepower-The measuring unit of power; the power necessary to continuously raise 550 pounds one foot in one second.

Flange-A protruding lip on a girder or wheel; the edging of the wheel which keeps it on the track.

METCA MEET

WHEN: SATURDAY SEPT. 16, 1972 5P.M. TO 11P.M.
SUNDAY SEPT. 17, 1972 8A.M. TO 4P.M.

WHERE: KENILWORTH VETERANS CENTER
SOUTH 21ST STREET
KENILWORTH, NEW JERSEY
(PARKWAY EXIT # 138)

ADMISSIONS: ADVANCE MEMBERS \$4.00 GUESTS \$5.00
OR WOMEN AND CHILDREN \$1.00
AT DOOR (MEMBERS FAMILY ONLY)

Remember pre-registration line up outside of the front doors of the Veterans Hall does not include women and children, unless a woman is a member. Those members who have not pre-registered will please line up outside the side door entrance on left side of the Veterans Hall where you see the flag.

PLEASE READ AND HEED THESE RULES ABOUT GUESTS! A guest is a male over 18. He must pay registration fees and show identification. He must be ACCOMPANIED by you when registering. Please do not send a guest in on his own. He will also be checked against prior attendance records.

If you have not paid your 1972 dues for METCA membership, please plan to pay your \$1.00 at this meet. Membership cards will be given to all paid up members and Newsletter mailed.

MAIL TO: JOSEPH FRANCIS, 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 September 16th and
September 17th, 1972.

TCA or METCA Members _____ \$4.00 EACH

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 _____ \$5.00 EACH

Address _____

City _____ Zip Code # _____

PLEASE MAIL THIS EARLY! ADVANCE REGISTRATION CLOSSES SEPT. 8 th.