

METCA

MEDIA

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EDITORIAL COMMENT

With the advent of the Holiday Season upon us, your editor and the administrative staff wishes to graciously thank those who shared their knowledge and opinions in the form of articles in METCA MEDIA. Many positive comments were received from its readers throughout the past year. It is heartening to know that there are so many that are willing to give freely of their knowledge and time. For truly, is there any knowledge that, if cannot be shared with others, is truly worth knowing?

The whole concept of train collecting is based on the premise that ideas and insight must be shared and nurtured if true pleasure and satisfaction are to be an integral part of the hobby itself.

The editor continually solicits your support to sustain these objectives and ideals. The sharing of ideas is the life blood of our continuance in the endeavor of train collecting.

Your editor therefore urges its members to support METCA MEDIA in the coming year with articles or related comments.

As in the past, the author of each article used in publication is entitled to a free admission to a METCA MEET. Literary genius is not the prerequisite of publication. Interest, compassion and the sharing of knowledge reign supreme. Can your editor expect your early contribution?

In closing, we at METCA hope your Holiday Season will fulfill all your expectations and desires. Allow them to sustain and fulfill you throughout the coming year. R. DENES, EDITOR

AN OPEN LETTER

Metca Media and Marty Visnick
c/o Richard Denes, Editor

Dear Fellow Collectors:

Metca Media arrived today, and as usual, I took time out from everything to see what was new.

I particularly enjoyed your article, Marty, on the 408E's, ergp this letter. But I do have a few comments which I think may be appro-po.

As to the green 408E (State Car Green) variation, it may have been available from the factory to replace the 381E in the 4 car State sets, but it was ~~also~~ sold as original motive power in 4 car State sets also. A few years ago, I was visiting a collector in Houston, Texas who had an original boxed set 411E with four green State cars and a matching 408E. The set box contained labels on it of R.H. Macy Co., NYC. The locomotive box was marked 408E Sp Green. The state car boxes were also marked Sp Green (Special Green.) But of course all the green state boxes I've seen are marked Sp Green too, so there was nothing special about the boxes - this was apparently Lionel's designation for this shade of green. Lou Redman also turned up such a set a few years ago (without the boxes) so I think this was a legitimate uncatalogued set - maybe Max Knocklein would know. Whether it was sold by any other store than Macy's, I have no idea.

In your article, you also mentioned the two tone brown 408E.

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This may be knit-picking, but there were also at least two variations, maybe more, in this group - the early one with the dark brown roof, and the later one with roof the same color as the rest of the cab. The later ones I've seen all had Build-a-LoCo motors, but it seems to me in my travels I have seen the dark brown roof version with both Super Motors, and Build-a-LoCo motors. If so, this would make three different variations of the State Car brown 408E.

Congratulations on putting your observations in print. This is the type of article which I'm sure appeals to us old collectors.

While I've never gotten to a Metca Meet yet, I do enjoy the Metca Media when I get it out here where the tall corn grows and one of these days, I hope - to get to one of these magnificent Meets you all write about.

Best regards,
Ken Sherer T.C.A. 61-556

TRAVEL WITH DENNIS CONTINUES

Even with the curtailment of Railway Postal operations a large volume of mail still moves over the rails. This movement is - conducted, however, more efficiently by Piggyback or Flexivan.

Presorted by zip code mail is loaded on trailers, trucked to the local yard, and driven onto flat cars - Away it goes! What do you need to model it? Eleven or twelve #6430 Piggyback cars and a crew rider, perhaps a #6517 bay window caboose. If you like steampower, use a 736 Berkshire; for diesels 2 or 3 GP7 or GP9's will do.

If you have the time and the opportunity, visit the Linden, N.J. Penn Central Station any day between 2:45 and 3:15 P.M. Roaring by, New York-bound, will be the prototype.

Continued in next column

Idling across the platform from our mail train the combined Broadway Limited Spirit of St. Louis eagerly awaits its departure hour. Once the pride of Pennsy's Blue Ribbon Fleet, the Broadway is still a sight to behold. Today's Broadway might have 15 or 20 cars. Its consist which once was solid tuscan red may now contain bright orange yellow cars in Union Pacific livery.

Recently Amtrack purchased cars from the Union Pacific, some of which were destined for "Broadway" service.

As far west as Pittsburgh the Broadway is combined with the Spirit of St. Louis. At the steel city the last 8 or 9 cars are uncoupled given a pair of E units and dispatched to the Gateway City.

From New York to Harrisburg the PC main is electrified. Needless to say the magnificent GGI heads up the Broadway. Because of excessive train length and the necessity of providing additional heat and light during winter months, an additional GGI might be required.

Lets put our prototype knowledge to work on our layout.

Our "Lionel" Broadway has just arrived for loading on track 4 of our Penna Station. Headed by a 2340 GGI, we also find a #2530 Baggage Car, two Pullman cars (a 2543 and 2544) and lastly 3 Union Pacific cars from the 1950 anniversary set (a 2481 and 2-2482's).

The dwarf signal flashes green and our journey has begun. After stops at Newark, North Philadelphia, and Paoli, the appearance of a - glided dome on a city skyline indicates our arrival in Harrisburg.

Our GGI is replaced by a 3 unit Diesel Engine #2344 still in New York Central paint scheme. After an "all-aboard", our train is again thundering along the high iron.

(2) Continued on Page (3) column (1)

"In the morning" we had hardly noticed that the last three cars of our train had been uncoupled in Pittsburgh and given to a Pennsy GP7 #2028 for the final leg of their journey to St. Louis. We did notice that these St. Louis cars were replaced by 2 - REA Express Cars #6672 Chicago-bound with an important shipment of medicine on board, that leased Seaboard switcher stationed at Pittsburgh had to nussle to complete all those switching moves during the 10 minute stop!

Shortly our train has entered the "Chicago" Union Station and come to a halt on track 3. Another happy, fun-filled trip completed.

Dennis M.-Landadio
T.C.A. 69-2456

SAILMAKERS HAVE NEW WHEEL BEARINGS FOR LIONEL TIN PLATE LOCOMOTIVES

Yes, strange as it seems, sailmakers now have plenty of new wheel bearings for Lionel tin plate locomotives, both standard and "O" gauge, although they don't know it. So do their first cousins, the makers of awnings and tarpaulins who don't know it either. Of course they don't call them bearings. In the trade these items are known as hollow brass rivets or evelets which are the central or fastening parts of grommets. However, they make ideal replacement wheel or more properly "axle" bearings.

To get the right size rivet, take a Lionel tin plate loco axle to the nearest user of grommets and try the rivets on for size. The short variety is best but a long rivet works almost as well. To install these replacements simply pull out the old, worn bearings with pliers and insert the rivets into the mounting holes. They fit perfectly. Fasten with a drop of solder close to the motor side plate and lubricate with light grease before inserting the axle.

Continued n next column

If these brass rivet bearings are oiled regularly they will last as long or longer than the rest of a locomotive even with constant operation. Grommets are also stocked by the larger hardware stores but usually the smallest quantity sold is a gross, enough to last you into the next century.

O. C. HOLLAND

FACT OR FICTION

1. Lionel's No. 229 Minneapolis & St. Louis Diesel was produced as a single unit but is also known as having appeared with a No. 229C Dummy "B" unit?
2. Lionel's Cities Service 2 Dome Tank Car is known in two different number versions? The cataloged No. 6465 and the uncataloged and very rare No. 6045?
3. Lionel pictures in the 1961 color catalog a No. 6162 Black Gondola lettered "Lionel" that was never produced as such?
4. Lionel's No. 6475 Pickle Vat Car rumored as having been produced with 3 Pickle Vats is a misconception?
5. Lionel's No. 6416 Boat Transport Car, rather scarce in itself, comes in no color scheme variations relative to the boats?
6. Lionel's No. 6440 Twin Piggyback Van Car comes with two white vans that have no data at all appearing on the sides?
7. Lionel's No. 3362 Helium Tank unloading Car is not known in the exact shade of green as pictured in the 1961 catalog?
8. Lionel's No. 6242 Barrel Ramp Car is known in two variations; both have red underframes but differ in ramp colors? One ramp, the relatively common grey, the other, the very scarce cream?
9. Lionel's No. 6440 Piggyback - Twin Van Car comes in two different colored underframes, one is the common red, the other blue?
10. Lionel's No. 6416 Boat Transport Car never came with boats colored other than blue and white pictured in several catalogs?
11. Lionel's No. 6512 Cherry Picker Car was in fact never produced with a blue frame as pictured in the 1962 color catalog?

LANDSCAPING FOR THE OPERATOR

"LAKES AND RIVERS"

It is possible to facilitate the use of a river or lake on any model train layout large or small. No special apparatus is necessary and no water is involved. Varnish, cellophane, rocks, and glue are the only necessary items.

The lake or river should be planned with regard to the lowest area on the landscape scene. Banks are raised on each side of the lowland by taking down a framework of chicken wire and covering same with burlap.

If a river has its imaginary source in a hilly or mountainous area be sure the landscape is sloped gently to promote realism. When locating the course of the river be sure to reduce the width as it travels away from the spectators. The foregone will greatly enhance perspective.

In order that the river not end abruptly at a wall, the river might have a waterfall with painted scenery above or its ending might be camouflaged by having it disappear behind a hill or mountain.

A modeler might also consider using rapids in a river or stream for added effect. To do this, one must consider that a particular section of the river must be raised a few inches higher than the rest. Rocks varying in size should be placed where the rapids are desired. Rocks should be placed here and there in the river bed, but only if the nearby landscape suggests them.

As the components are arranged the river bed is painted using a light blue shade in the very center overshadowed by a very thin film of dull aluminum shading. A light brown shading near the banks will suggest shallow areas at the shoreline.

Continued in the next column.

REGISTER EARLY! ADVANCE REGISTRATION CLOSES NOVEMBER 8TH, 1972.

The illusion of water is facilitated by using clear cellophane. Be sure to wrinkle or crumple the cellophane to suggest water movement or water current. To enhance the suggestion of water current, use several strips of cellophane in varying lengths that have been stretched smooth and place them in position and locate firmly. Several sheets that have been crumpled and moistened are used to cover the whole surface of the river from shore to shore. These sheets must not be bumpy and should lie flat in position.

Be sure to wrinkle the cellophane with regard to waver direction -- around rocks in the river to promote obvious realism. Rocks in the river bed are made to appear wet by using varnish. Be sure, however, to use a clear varnish so as not to destroy the natural color or the rocks.

Using these ideas and incorporating the modelers own creativity should result in having a modestly realistic river effect.

RICHARD DENES

SWAPPER'S COLUMN

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

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

Richard Denes

HAVE: New Items Ready Now!!!!!!
GG1 ladders; 0 and Standard gauge latch couplers; Valve gear, side rods; main rod and screws for 255 and 260; Front and rear trucks for 255 and 260; 0 gauge pantograph with top bar. Arthur Rosenthal

SURPRISE NOTE

COME ONE COME ALL to METCA'S MEET Saturday November 18th, 1972, 5P.M. to 11P.M. and Sunday November 19th, 1972 from 8A.M. to 4P.M. at the Kenilworth Veterans Hall, South 21st Street, Kenilworth, N.J. There will be two women and children prizes, one on Sat. and one on Sun. The special prizes given are going to be two Television sets, for members only, one on Sat. and one on Sun. Coffee and cake free Sunday morning. You get the best from METCA including the clock police protector

METCA MEET

WHEN: SATURDAY NOVEMBER 18, 1972 5P.M. TO 11P.M.
SUNDAY NOVEMBER 19, 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 women 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.

METCA dues are due for 1973. Please forward \$1.00 either with this registration (check appropriate space) or please plan to pay at this meet. Membership cards will be given to all paid up members and Newsletters 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 November 18th, and
November 19th, 1972. I am enclosing \$1.00 for METCA dues.

TCA or METCA Members _____ \$4.00EACH

Address _____

City _____ Zip Code # _____

Women and children (Show address, if different than yours.)

_____ \$1.00EACH

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

Name _____ \$5.00EACH

Address _____

City _____ Zip Code # _____

PLEASE MAIL THIS EARLY! ADVANCE REGISTRATION CLOSSES NOV. 8, 1972.