

METCA

MEDIA

VOLUME 3 NUMBER 3

FEBRUARY 1973

NOTICE

The new Saturday METCA hours will be from 2:00 P.M. to 11:00 P.M. At the November meet there were approximately 750 total attendance, which includes over 400 members.

EDITORIAL COMMENT

Welcome back again to METCA in February! Lets hope that mother nature doesn't pull one of her awesome tricks on us as she did last February.

By necessity your editor must once again heartily request that the membership submit articles for the continuance of our METCA MEDIA Newsletter. Many of our membership have a wealth of information that could be applied toward making our publication an increasingly interesting entity in T.C.A.

All types of train related articles are acceptable including personal features in terms of experiences, etc. Persons who submit articles must not feel that they need to be accomplished writers. The most important aspect is to share insight with fellow collectors. Can we at METCA expect an article from you at an early date. Remember that authors of articles used gain free admittance to the succeeding meet upon publication of an article. Hope to here from you soon!

Richard J. Denes

HOW TO REPLACE BROKEN SIDE FRAMES ON AMT DIECAST FREIGHT CAR TRUCKS

If you are lucky enough to own a set of those handsome freight cars made by American Model Toys Inc., the odds are ten to one you also have at least several trucks with

broken side frames. The pot metal from which most of these truck frames were cast often becomes so brittle with age that it crumbles or pops at the slightest blow or strain. Replacements haven't been made for many years and the design of the truck is unique as if to frustrate today's collector who wants to restore his aged cars.

However, there is a solution to this problem. It so happens that Walthers and other makers of scale "O" gauge cars made similar trucks with side frames which almost match the AMT style and are perfect for size. Do not try to use an entire truck as it will not fit. Just look through junk boxes or hobby store goody boxes for solid side frames with simulated springs and which are fastened to the bolster with inside threaded nipples. Remove the frames and file the nipples down to size if necessary. Fit them into the AMT bolsters, insert the holding screws, place wheels and axles in position and tighten the screws. That's all there is to it.

As a rule the pot metal used in Walther's side frames remains strong and bendable indefinitely but it would be wise to test each one that you plan to use before installing it. The AMT bolsters also seem to be made of good stuff as I have never seen one broken or in anyway damaged.

O. C. HOLLAND

TIP ON BUILDING AN EFFECTIVE LAYOUT

Many beginners to model railroading are readily discouraged by the thought of making scenery. Since a layout is never really definitely finished, everyone plans certain changes ahead to improve the layout or enlarge it. Scenery is thusly

postponed again and again.

One of the first accessories anyone buys is a station, so lets start with that. You have a station of some kind at a point along your track whether passenger or freight type. If it is a passenger station in a village or town it needs a parking lot near it. Draw on the board an area for the parking lot, cover it with glue or dark brown paint and sift ballast material, sand or crushed slate on it. With a pencil put in a few ruts, especially at the entrance. There should be a road that crosses the track to get to the parking lot. If so, it probably goes up a slight incline on either side of the track. This incline can be easily made with a piece of cardboard glued to the tabletop before road surface is applied. The space between the rails will then have to be filled in for the cars to pass over. You can effect this with a thin strip of wood or cardboard on wood strips glued to the ties beneath with airplane cement. Be sure there is enough space between this little platform and the rails, so that the flanges of wheels will not be obstructed. A little way from the station near the track pile some ties. Add such things as billboards, lighted signs, lampposts and road signs to fill out the effect.

In planning rolling hills and valleys for your layout remember that the railroad tracks themselves may rise and dip gently. Few railroad tracks are absolutely level. With slight elevations in the land, railroads can easily ride right over them because no serious grades are involved. Railroads make cuts through hills only if there is no short and easy way around them. If you have a fairly high hill, too wide to go around, make a cut through it only halfway to your basic track level. Then build up a section of fill leading to the cut so that you get a grade that is almost imperceptible.

In making cuts for tracks or highways, remember that rock cuts are steep, clay cuts are more gradual, earth cuts still more gradual. If your cuts have steep sides, make them of rock. If you want dirt and gravel on the cuts, they must be sloping, so they won't all wash down into the road with a rain. In any event there must be ditches.

Remember also that highways are usually banked on curves. The sharper the curve the steeper the banking. Be sure to include guard rails and warning signs. When a road or railroad track passes along the bottom of a hill, there is usually a culvert beneath the road or tracks to carry away water that runs down the hill. If you plan to use a stream or brook plan to use a small bridge or two for increased effect.

In planning roadways and highways on the layout use different colored construction compounds to give the effect of highway or rural road. The more variety in landscape that you incorporate the greater the natural lifelike effect. An illusion of expansive territory is the effect that one wishes to display because the layout must of necessity be far out of scale with a real layout in reality.

Richard J. Denes

FURTHER NEWS FROM LIONEL

Lionel has produced a number of items not appearing in the current 1972-73 catalog. These items are currently available from many retailers in Lionel.

They are listed as follows:

- # 9301 U.S. Mail operating Mail Car
- # 9122 Auto Carrier Car
- # 2260 Illuminated Bumper
- # 8025 Canadian National Twin Alco Diesel
- # 9065 Canadian National Caboose
- # ???? Canadian National Gondola
- # 9852 Millers Reefer
- # 9854 Baby Ruth Reefer
- # 9855 Swift & Company Reefer
- # 9853 Cracker Jacks Reefer
- # 9850 Budweiser Reefer
- # 9851 Schlitz Reefer
- # 9302 Operating Searchlight Car

PANEL BOARD CONTROL

As a model railroad grows with the addition of switches, remote control accessories and illuminated buildings, the opportunity comes to group all of the accumulated levers, buttons and knobs on one central operating panel. A well planned control panel will in fact reduce the complexity of operating a model railroad.

A neat and workable control panel can be made by screwing your controllers and transformers to a board. This type of arrangement is, however, somewhat impractical. A control box arrangement gives a chance to centralize many different contact switches used in track sectionalization and train control. All wiring is out of the way as only the tops of controllers appear.

The first step in constructing the box is to decide how the controls and transformers are to be arranged on the panel board. Allowance should be made for controls that may be added in the future as the system grows.

In a large layout system where the trains cannot be seen all the time, it is a good idea to have a track diagram on the same switch board which includes the various switch controls and sectionalizing toggle switches.

The rear of the control box is drilled for the various wires before the panel box is assembled. Binding posts may be used instead of running the wires through the holes. This is advisable if the control panel is to be used in a layout that is to be picked up and put down again. Having the wires come through holes in the back is suitable on a permanent system, but the wires would soon break if the system were moved frequently.

Richard J. Denes

YE OLDE RAILROAD LINGO

TRESTLE - A bridge structure of regularly placed bents.
REEFER - A refrigerator car.
MAIN LINE - A railroad track restricted by rules to travel only by scheduled trains or those with train orders.

SHUNT-- To shift or drill cars.
GOAT - A locomotive, almost always a small yard engine.

EXTRA - A train not shown on schedule; it operates on train orders.

PILOT - A structure at the front of a locomotive for sweeping the tracks; often called a cowcatcher.

DIVISION - That portion of a railroad managed by a superintendent.

CONVERTER - An electrical device for changing direct currents to alternating current.

BUG - A telegraph key.

ASH PAN - A tray under the firebox which accumulates ashes until an ash pit is reached.

BLIND SIDING - A siding without telephone or telegraph connections to the dispatcher. Thusly, no order can be received on a blind siding.

BLOCK SIGNAL - A signal, usually automatic, which controls a block area.

CONDUCTOR - A crew member on freight or passenger trains in charge of trains at all stops or while the train is at terminals or stations.

ENGINEER - A crew member who controls the locomotive.

HORSEPOWER - The measuring unit of power which is used in determining the power necessary to continuously raise 550 pound one foot in one second.

PASSING SIDING - A siding specifically used for the passing of trains in the same or opposite directions.

SWAPPER'S COLUMN

WANT: No. 1875 General Pullman; No. 6469 Liquefied Gas Transport; No. 6475 Heinz Pickle Car; No. 6417 Tuscan Lehigh Valley Caboose; No. 192 Railroad Control Tower. Bill Eddins

HAVE: Ready now! Front & trailing trucks for pre-war "0" gauge No's - 260-262-263-249--& 255. Also coupler for No.'s 33-38-42-etc. Side rods also for No.'s 33-38. Pickup spring for No. 752 and vestibules. Also steam ch-st for No. 385 well made from aluminum alloy not lead. Send SSAE for list. Arthur Rosenthal

WANT: Scale "0" gauge. Joe Francis

HAVE: Lionel No.'s 6464-400; 6464-500; 6464-525; 6418; 6024; 6356-1; 6651; 6017-100; 6501; 3519; 3470; 2523; many others. Send SSAE for list. Richard J. Denes

DENNIS' WRECK TRAIN

An integral and essential feature of almost every railroad division point is the work or wreck train. It must be ready to move out on a moments notice to clear the mainline and restore it to its normal condition. Because of its vital role, the wreck train is a source of constant activity. If it is not being readied for immediate dispatch, it is being maintained and serviced. In the days of the coal-fired crane, a fireman had to keep a constant fire in the boiler.

What equipment might you expect to find? Obviously a crane, (6560) and its companion, the boom tender (2411). Gondolas and hoppers will also be present. A few box cars containing replacement items and tools have their place in the wreck train. Remember too that the train can have an extensive crew and therefore, especially on western roads, or in the case of a severe derailment, we must provide for them -- Pullman cars, diners, etc. In some wreck trains, the old JCL Jersey City service train; for example, wooden, open-vestibuled coaches from the early 1900's were used. With the cutback in railway passenger operations it would not be unusual to see streamlined passenger cars in wreck service.

In addition to being a conglomeration of a variety of cars, the wreck train also has another unique characteristic. If on the way to a derailment it should encounter a red signal, it can pass it.

Motive power can vary from a modern hood unit to a Mikado-type steam locomotive as used in the mid 1940s by then Standard Railroad of the World -- the Pennsylvania.

Behind the roundhouse at the far end of the yard pursues our wreck train. The division superintendent is walking the length of the train making his daily informal inspection.

The leased Wabash GP 7 has been on wreck train duty since it was received. If the train must go into mountainous territory an additional GP 7 will be required. Behind it our crane, a 12 wheel 200 ton Bucyrus Erie giant. Its boom

extends over and is secured to its tool boxes and office. Next a few box cars containing heavy tools, replacement parts, and other required materials. Two or three gondolas and flat cars bearing new rail and ties follow the box cars. A few tank cars some with water and fuel oil for the crane come next. Lastly a vintage six-wheel Pullman for crew quarters, a converted box car serving as a commissary car, and finally a caboose.

Our division superintendent is satisfied in his inspection. He feels his wreck train is ready. Is yours?

Dennis M. Landadio

SOUTHERN DIVISION QUARTERLY ARTICLE

"200" SERIES ALCO DIESEL LOCO'S.

The "200" series diesel locomotives, modeled on the Alco FA-2, 1,600 HP diesels, was initiated in 1957. Although somewhat similar in outline to the 2023 series produced between 1950-1954, the locomotives in the "200" series were offered in a far greater variety of road names and were completely redesigned in every respect. Their components are not interchangeable with either the 2023 or 2240 series.

In 1957 and 1958 several versions of this locomotive were produced, most of them with both power and dummy "A" units; however, some came with just a power unit. Two of the locomotives, Nos. 202 and 212, were made without front couplers and were equipped with a double-wound field and a two position reverse.

In all 1958 models of these locomotives a change was made in the design and method of mounting the lamp socket to the locomotive frame. This change was made to provide space for mounting of the horn relay and battery in Nos. 208 and 209 but was incorporated as well in all locomotives of this type.

A characteristic service problem in these locomotives was uneven operation in the forward and reverse directions. The cause of this frequently was a loose bottom bearing plate which allowed the bottom end of the armature shaft to get out of proper alignment with the worm wheel.

TO BE CONTINUED IN THE NEXT ISSUE

METCA MEET

WHEN: SATURDAY FEBRUARY 17, 1973 3P.M. TO 11P.M.
SUNDAY FEBRUARY 18, 1973 8A.M. TO 4P.M.

WHERE: KENILWORTH VETERANS CENTER
SOUTH 21ST STREET
KENILWORTH, NEW JERSEY
(PARKWAY EXIT #128)

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

Due to Police regulation, line up cannot occur on the street because of safety precautions. Police will strongly uphold this regulation!! 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 February 17th and
February 18th, 1973. 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 FEB. 9, 1973