METCA MEDIA

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A LETTER TO THE EDITOR

Perhaps you would be interested to know how I built my standard gauge bridges into my layout without using pins where bridges adjoin entering track.

On my standard gauge layout I have 5 bridges which spans a walk through place. There are 2 hell gates and ? of the girder type; 2 of the girder bridges are in a series of three bolted together with 1" angle irons and one is a series of 2 put together the same way.

All these bridges can be removed quickly and easily by merely picking them up. NO PINS.

This is done by bolting a ?/4" x ?/4" block of wood about 2⅛" long under each end of the bridge and tacking 2 strips of 1/2" wide tin on these blocks spaced about 1" apart. Be sure the tin does not touch the metal of the bridge as it will, of course, cause a short. Solder a wire from center rail of bridge to one of the pieces of tin and another from the outside rail to the other piece.

Then put the bridge in place and affix a matching block with tin on your table, which lines up with your bridge blocks and wire into your table track, the same as on the bridge and when properly seated, this makes a perfect through contact and your trains should pass through the bridge with no interruption of current because the bridges will be sitting on the tin strips.

CHARLES S. CHASE

LITTLE THINGS MEAN A LOT

If your layout consists of freight cars, an individual industrial building should be erected to designate the function of each piece of rolling stock.

For the cattle car, both ends of the train trip are represented in the farm from which the cattle come, and in the stockyard pens or corrals of the slaughter house where cattle are unloaded.

For the hopper car or gondola car, there should be a coal mine and tipple built on the side of a mountain.

For the lumber car there should be a forrest area and a commercial lumber yard.

For the tank or chemical cars there should be a refinery area and an oil field possibly. A refinery will consist of many multi-shaped tanks with a network of pipes running between buildings and storage tanks. The final phase of the oil refinery image is the use of several gasoline stations.

The four most important industries to be represented on your pike should be lumber, manufacturing, coal and oil. With each car symbolized by a miniature loading and unloading points, the operation of the model railroad actually becomes functional.

RICHARD J. DENES

NOTICE

The new Saturday METCA hours will be from ?:00P.M. to 10:00P.M.

RAILROAD STATIONS

All railroad passengers start and end their trip at a railroad station. Our attention in this article will be a brief discussion of railroad stations. They come in all shapes and sizes ranging from the mamouth Boston South Station or Grand Central Station in New York to the small, recently demolished, railroad station, known as Aldiene, which flanked the connecting track between the CNJ and the LV RR.

Basically there are two types of railroad stations--on line or through stations and terminals. On line or through stations, just as the title indicates, have rails running through them. They are small like the typical country or suburban station as seen at Westfield, N.J. or range up to a vast station complex like the Penn Central Station in Newark, N.J., or the North Philadelphia Penn Central Station. Like these two stations, they can be junction points for connecting or branch lines. They can be on one level or on two levels as is Newark and the 30th Street Penn Central Station in Philadelphia. Our Newark Station hosts not only the Penn Central, CNJ, NY, & LB, and Path Trains, but also subway lines, Greyhound buses, and local PS buses. The number of tracks a through station might have is dependent on the amount of traffic. Often no additional trackage is necessary. However, in commuter zones or where there is heavy service combined with mail, express, and milk operations, additional trackage for service, storage, and unloading are required. Cases in point are Harrisburg, Baltimore, and Penn Station in New York.

Through stations are fun to model. Obviously the number of them on your layout is directly proportional to the amount of trackage that you operate. The best way to get all the details on a through station is to visit one pad in hand.

As the word terminal indicates, a terminal is the end. There the tracks stop. Classic examples are Los Angeles Union Passenger Terminal, Grand Central in New York, St. Louis Union Station, and before 1969, most of the major stations in Chicago. One need only visit the EL branch line terminal at Gladstone, N.J. or the loop arrangement at Bay Head Jct. to see smaller stations of this kind. Traditionally terminals are located in the middle of cities, or as in the case of New York or San Francisco, on the banks of bordering rivers or bays. Of all the railroads which once served New York, only the Pennsy had a direct rail connection. All the competition had to be happy with a ferry operation on the west bank of the Hudson. Rail ferry terminals are interesting to incorporate into your layout if you have the time and the energy. Another outstanding rail ferry terminal was the Oakland Pier located 4 miles across the bay from San Francisco.

A layout could have at least a starting and ending terminal. Its possible for the same terminal to serve as both.

No matter what your choice stations are fun to build. In later articles we will examine various types of trackages in terminals.

DENNIS M. LANDADIO

AMT DIECAST CAR TRUCKS REPLACEMENTS AVAILABLE

Andy Kriswalus reports that he has replacements for the American Model Toy freight car trucks. So if your prize AMT cars have broken side frames you can buy new trucks from Andy which are made from the same dies which produced the originals. You no longer need to hunt through junk boxes for old side frames to replace those which have fallen apart due to old age fatigue.

O. C. HOLLAND

NOTICE

If you have not already paid your 1973 dues of $1.00, which entitles you to the Newsletter and a membership card, please pay when you pre-register or at the door.

Don't forget pre-registration closes May 11th, 1973. Be a buddy get yours in early!

LIONEL FLOODLIGHT TOWERS WERE WORTH RESTORING

The Lionel #92 Floodlight tower is one of the most attractive and desirable of all train accessories available. It is also difficult to find in good condition. Too many such towers are junked or neglected because the owners did not realize that they are easy to restore once you know the tricks of taking them apart without damaging the structure or the lights themselves.

To disassemble the item, first open the tabs holding the collar at the base of the tower and pry the collar loose. The best tool for opening tabs is a pipe smokers knife with a thin, blunt stainless steel blade. Then open the tower tabs holding the platform on top and remove the platform which action now permits you to slide off the collar. Next, open the tabs at the base of the tower and pull off the base. Because the steel in this item is extra thick and tough, the tabs may need to be straightened with a plier-vice tool before they will pull out of their slots. They should of course be flattened and aligned before re-assembling the tower. Unless you are careless the tabs are most unlikely to break off as do those of thin metals.

If the inside of the girder section is rusty, just take it apart by opening the tabs on the sides and separate the two halves. Now you are ready to work on the floodlights themselves. The support bracket is easily removed from the platform. On early models, the light shells are fastened with machine screws so simply take out the light terminal screw which holds the reflector and pull out the latter for easy polishing. Then remove the hex headed screws holding the shell to its cradle or support so that you can get at the inside of the cradle to clean it and also to polish the shell.

Late model #92 Floodlight Towers have the light shells fastened with small hollow rivets which must be drilled out from the inside. So first you must drill out the rivet end of the light terminal which is at the bottom of the light socket. This action frees the reflector and gives you access to the rivets on each side of the cradle. Simple replace these rivets with brass screws of proper diameter and length.

After straightening, cleaning and painting, re-assemble the tower with care and be sure to fasten the tower section to the base first. Then slide on the collar and secure it before proceeding. If you fasten the collar to the base first, you cannot force the tower section through it. Since the light cradles are made of steel, they should be given at least two coats of aluminum paint immediately after cleaning or they will begin to rust in short order. In bending the tabs, a piece of hard wood should be used to prevent scratching the paint.

O. C. HOLLAND

SIGNALS

Signals are the command system on any railroad. They indicate track conditions ahead and behind a train. On the real railroad, there are two general classes of signals, one is the automatic signal and the other the manually controlled signal.

Automatic signals usually are found on open stretches of the road, where there are no complicated switches or crossovers. These signals are built in three comman classes--the semaphore signal arm painted red and yellow, so it will be visible clearly. It has a yellow and red lens and sometimes a green lens mounted in the pivot end of the arm. At night a white light, which burns in the semaphore, is covered by the red, yellow or green lens, depending upon the position at which the signal is set. By day the engineer gets signals from the position of the arm.

The color light signal consists of a red, green and sometimes a yellow lens. Each is illuminated by a separate electric lamp. The lens are covered with a shield at the top to protect them from reflection of the sun and from accumulation of snow.

But railroad officials found that occasionally an accident was caused because some member of the train crew who was color blind.

So a change was developed to overcome this difficulty. A more modern signal was devised. It is called the light position signal because it uses a light, but does not depend on a color of the beams for signaling. All the lens of this type are yellow because color experts feel that yellow will penetrate a mist or fog better than any other color.

The light position signal has seven lens mounted on a black background. Three lights are lit at one time. The position of these three lights imitates the position of the semaphore. In other words, the three lights may be in a straight line across, like a semaphore which is horizontal, or they may be in a line straight up and down, or at an angle. As in the color light signal, illumination during both day and night is required for the position light signal.

Semaphore arms bobbing and colored lights blinking add so much glamor and excitement to the layout that railroad buffs sometimes place these signals haphazardly along the line, just to get them into action and without heed to railroad practice. Some of the simple rules of signalling might be followed on the model railroad merely for the sake of realism as nothing can be added in performance.

The most important of these rules is that the signal must be free from obstructions and so placed that the engineer can see it in time to bring his train to a halt before over-running it. Another rule is that the semaphore must be placed on the engineer's side of the track and that the arm must hang away from the track.

RICHARD J. DENES

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of the valuable knowledge with fellows less fortunate? It's only right! Remember you can't take it with you. You'll also get your due recognition and be respected for it always. An article used in METCA MEDIA means a free admission to meet upon publication. EDITOR

SWAPPER'S COLUMN

WANT: No. 800 Box Car in orange; No. 900 Box Car in grey; No. 901 Gondola in maroon or gray; All in excellent or very good condition. TRADE: No. 801 Caboose; No. 802 Stock Car in excellent condition.
Richard Sappelli

HAVE: Ready now!!! Front & rear trucks for "O" gauge No's. 249, 255, 260, 262, 263 etc.; Front & rear trucks for standard gauge No's. 384, 385, 390, and 9; No. 392 rear truck only; Couplers & side rods for No's. 33, 38, & 42; No. 385 steam chest & guides made of hard metal alloy. Arthur Rosenthal

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

WANT: "O" gauge scale items.
Joe Francis

HAVE: Lionel No's. 6475, 6918, -299 6418, 6264, 6464, 6017-100, 205A-A, 6651, 497, 97, 2367C, 2523, 1877, many others! Send large SSAE for listing. Richard Denes

AN URGENT APPEAL

Throughout the last two years your editor has solicited your support in many ways. One significant request has been for your continued support of the METCA Meets and the administration. The membership has generally responded faithfully and has encouraged us to continue in a manner commensurate with your aspirations.

Your editor appeals to you, the membership in respect to what is considered a pressing matter. There is a growing need for articles in our publications. We have been blessed with a few members who have seen fit to heed our request for train related articles. Thank you and hats off to them! What about the rest of you? Are you not interested in sharing your knowledge? What about the older members of TCA? Surely you have attained a wealth of information throughout the years. How about sharing some of your insight. TCA has served as a valuable means of attaining the many articles that you have. Can't we share some

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METCA MEET

WHEN: SATURDAY MAY 19, 1973 3P.M. TO 10P.M.
SUNDAY MAY 20, 1973 8A.M. TO 4P.M.

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

ADMISSIONS: ADVANCE OR AT DOOR — MEMBERS $4.00 GUESTS $5.00
WOMEN AND CHILDREN $1.00
(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 May 19th, 1973 and May 20th, 1973. I am enclosing $1.00 for METCA dues _____.

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 CLOSES MAY 11th!!