

METCA

METCA

VOLUME 4 NUMBER 2

OCTOBER 1973

PRESIDENT'S COLUMN

Many members of METCA have been advocating a change to "Reserved Table" meets. We have heard this for a long time and perhaps the time is ripe for a hearing of the minds. We have approximately 165 table areas and up to 450 members attending our meets. This means there would be at least 250 who would know they didn't have a table before they left for the meet. Therefore, there are still many who feel they would rather take a chance on getting a table at the meet or perhaps share one.

At our November meet we will take a vote, and if after we have considered the following points, there is a majority in favor of reserved tables, we will schedule it for the February meet on a trial basis.

1. A reserved table would be anywhere in the hall, upstairs or down.

2. The tables at Kenilworth are not all the same size and members would have to accept them by number only.

3. There could be no special reserved table spots such as next to the stage, kitchen, or fish-pond etc.

4. As at any reserved table meets, the officers and directors would each have a table reserved.

5. A self-addressed stamped envelop would be required when sending for a reserved table.

6. With reservations going to a post office box, what fair way would there be to select who would be first out of a bundle of mail, especially when there are only a few remaining tables and the secretary receives a large

pile of mail with many postmarks not dated, and as we all know, they many times are not. Perhaps the way would be to mix all envelopes in a large box and draw out the first 165 letters regardless of postmark.

7. Reserved tables would be held for two hours and table fees would not be refundable.

8. Unclaimed tables would be sold to those members wanting them at the meet. No member could have more than one table.

9. The Secretary's word would have to be final in any selection of tables.

PAUL SAULS, PRESIDENT

EDITORIAL COMMENT

METCA and its directors sincerely welcome all members old and new to be in attendance at its November Meet. This meet looms as one of the most important in that a decision will be forthcoming as the result of feeling of the membership with regard to the reserved table issue.

President Sauls will present to the membership a proposal on behalf of the directors to schedule our February meet on a reserved basis.

Your editor feels that all members should be in attendance to vote on this key proposal. There has been much thought and consideration given to this matter. It believes all members to be in attendance to voice their opinions whether pro or con relative to this proposal.

Careful consideration should be given to the points outlined by President Sauls. Your vote should reflect your feelings relative to the strict guidelines outlined by our President. The proposal guide-

lines submitted must be strictly adhered to by the membership if our membership by the reserved table concept is to work. If the majority of our membership agrees to follow the outlined proposal, the February meet shall then be scheduled on a reserved table basis. Succeeding meets shall then be scheduled contingent upon the success of the February meet.

Your continued support of METCA is greatly needed at this time as we endeavor to promote fellowship and deliver insight into the realm of train collecting.

RICHARD DENES, EDITOR

LIONEL BABY BLUE COMET CARS OFFER VARIETY TO COLLECTORS

The Lionel Baby Blue Comet passenger cars are ranked by many collectors as perhaps the most beautiful and most desired of all "O" gauge rolling stock. These are the cars shown in the 1939 Lionel catalog and offered in sets with the #753E, #262 and #226 locomotives. Certainly these cars have a lot of charm with their long, low lines and wealth of detail along with superb color scheme. They were then and still are a great pleasure to see operating on a large layout or simply on display. They are real tin plate toy trains but with more realism than most. They also offer wide variety. Now what are the variations? First we have what some call the "original" 2600 series cars of 1939. Then come the 600 series sets which are exactly the same or nearly so but with shortened numbers. We also find odd cars with different types of **box couplers**, some without vestibule end-door trim, others with slightly different color schemes such as all-over baby blue and white, a few with dark blue and white roofs and an odd ball or two without slots for coupler shanks. All of these are of the 10 $\frac{1}{4}$ inch length.

The best reason offered for these variations is that they were the result of factory errors, shortage of proper parts or the need to produce a certain number of matching cars to fill an order. Remember, Lionel claimed the right to make

changes in structural or mechanical designs and colors at any time without notice. And they did. However, I have seen this same 10 $\frac{1}{4}$ inch car in olive and dark green which colors are common in the longer #2640 pullmans. It has also been reported in light and dark red with white inserts, the colors of the shorter #2601, #2600, and #2602 passenger cars. Some of these could have been repaints but did not look it. No doubt other differences exist and the pleasure of finding them is a reward of collecting. But don't confuse the 10 $\frac{1}{4}$ inch Baby Blue Comet car style with other sizes such as the 12 inch #2630 pullman originally made for O27 train sets. At first glance they may look alike but actually are very different. For unknown reasons, the New Jersey-New York area, close by the old Lionel factory seems to be the happy hunting ground for these choice cars. Have good luck in your chase.

O. C. HOLLAND

RAILROAD STATIONS

In a recent article we discussed the two distinct types of railroad stations--the terminal in which the trackage actually ends (an example being E-L terminal next to the Holland Tunnel) and the through station in which the tracks do not terminate but pass through continuing on to a farther point, (an example being the Penn Station in either New York City or Newark.

This summer I had the experience of visiting, inspecting and photographing a station which is both a through--as well as a terminal facility --Jacksonville Union Station in Jacksonville, Florida. Clean and staffed by friendly personnel who take more than a tolerant view toward the railfan, Jacksonville Union Station (J.U.S.) is still a busy station hosting the Florida trains of the quasi-public National Railroad Passenger Corporation more commonly known as AMTRAK.

In years gone by the station's through tracks which, when heading southbound, converge and cross the St. John's River on a massive

double tracked draw bridge, where an intermediate stop on Atlantic Coast Lines Miami bound trains. Here Coast Line power was replaced by FEC (Florida East Coast) power; the trains were serviced with cars both head-end and passenger were added or removed to the train consist. In those days (until 1965) Miami was reached via FEC rails. Trains originating or terminating at J.U.S. used the "terminal" portion of the facility.

In the summer of 1973 operations at J.U.S. are different. No longer is the terminal portion actively used for passenger trains. Instead, its umbrella sheds have largely been removed. Freight cars now occupy most of the stub-end trackage as do numerous mail cars which unload at an adjoining post office. Two tracks contain almost 20 Union Pacific dome cars, which according to station hands are destined for Auto trains. Lastly a few SCL business cars and a long string of REA reefers rest under the warm southern sun.

Though passenger service to Miami via the FEC the through portion is used to handle Amtrak trains. Obviously this facilitates the switching and servicing moves performed by the orange J.U.S. switchers. Here Amtrak trains from the north are separated into east and west coast (of Florida) trains and then dispatched with its own motive power. Conversely when trains arrive from Miami and the west coast they are combined into a single train provided the combined length does not exceed 18.

It is possible to recreate J.U.S. on your own layout though in greatly reduced proportions. Three stub tracks, possibly three through tracks with a nearby draw bridge would portray the actual layout. A "house" switcher shuffling a few passenger cars or REA reefers would add even more realism.

However, the best way is to visit the J.U.S. itself with camera, and pad and pencil in hand.

D. LANDADIO

Please mail your November 17, and 18 reservation in for the meet early. Advance registration closes on November 10th.

LOCOMOTIVE REVERSING

A train may be made to reverse wherever and whenever desired. This action is accomplished by making certain changes to a whistling locomotive. The automatic whistle feature in the tender is sacrificed but the whistle itself can again be utilized by concealing it in a station or other structure and wiring it in conjunction with a push button and the track or transformer power source.

To effect this the whistle unit is removed from the tender. The electric relay is then separated from the whistle and motor by removing the supporting bracket screw on the very top of the relay. Remove also the two wires connecting the contacts to the motor and the single wire connecting the relay to the ground.

The wire from the relay contact which serves as a ground wire when the relay is closed, is run to the "B" unit solenoid coil in the engine and connected to that coil lead which is grounded when the magnetic cutout lever arm closes its own contact. The cutout lever is then either removed or made inoperative.

To reverse the engine, instead of opening the power circuit as previously done, the reversing mechanism will respond when the whistle control button is pressed.

RICHARD J. DENES

SWAPPER'S COLUMN

HAVE: Lionel 5464, 6475, 6256-1, 54-5446, 2523, 2250, 2020, 52-6417, 6017 B & M, 645 U.P., 6167 U.P., 2400 series, 6418, others. Send SSAE for list. R. J. DENES

HAVE: Gears compound idler for #23, #28, #42, Early Super Motor; Limited quantity; also gears for other STD & "O" motors. BRUNO BORZONE

HAVE: Front & trailing trucks for standard engines 400, 292, 390, 385, & 384; also front & trailing trucks for "O" gauge 238, 249E, 255, 257, 258, 260, 261, 262, 263.

ARTHUR ROSENTHAL

WANTED: 1970 McCoy National Convention Tank Car. CHARLIE FEYH

YOU CAN ERASE LIGHT RUST
IN HARD TO GET AT PLACES

Removing rust from open, easy to reach areas is never any great problem for train collectors unless you know a few tricks which are usually gained only by experience and trial and error. For instance, how do you remove rust from the inside of a box coupler without taking the coupler apart and breaking the box?

The answer is that you use both common and special types of ink erasers. The ordinary white kind with chisel ends is good for narrow, slot type openings while the long, tubular variety with a wooden, pencil-like covering gets into even the smallest opening. The latter may be sharpened, just as you do a pencil, into any degree of "point" you wish. Then there is also the electric eraser which is a small, hand-held motor with a hollow mandrel or chuck into which is inserted a long, tubular length or eraser of the same kind found inside the pencil type. They all do a fine job in removing light or even medium thick rust with minimum damage, if any, to the plating or base metal. The electric eraser is not just for lazy people. It excels in getting the necessary motion into a small space with no room for back and forth rubbing.

All of these types of erasers are made in many grades of grit from very fine to quite coarse, depending on the degree of abrasiveness desired just as with sandpaper or emery cloth. They are much safer to use than steel wool and don't short circuit your "B" units as pieces of the latter will do. Also, with an electric model, you can clean up a spot of rust on the roof of a valuable car or loco without the slightest risk of ruining the surrounding finish. Still another type of eraser is that made of a bundle of glass fibres held in a pencil-like tube. It is excellent for rust removal on plated metal or "blued" finishes such as found on truck parts, car bottoms, etc. You may find that erasers wear down fast but the results they give are well worth the low cost. Just keep plenty of several kinds on hand.

PLASTICVILLE STRUCTURES

Many operators and some collectors have been fascinated by the colorful and detailed structures made by Bachmann Brothers. Perhaps 1955 was one of the better years as far as a wide selection available to consumers. Here is a list of items offered in Bachmann's 1955 catalog. How many are you familiar with?

- No. BR-2 Railroad Trestle Bridge
- No. BB-9 Outdoor Billboard
- No. SG-2 Signal Bridge
- No. FB-1 Frosty Bar
- No. SW-2 Switch Tower
- No. BB-2 Bridge and Pond
- No. V-10 Vehicle Assortment
- No. LH-4 2 Story Colonial House
- No. MH-2 1 1/2 Story New England Ranch
- No. PF-4 Citizens
- No. PO-1 Post Office
- No. SM-7 Super Market
- No. DH-2 Drug Store
- No. CS-5 Variety Store
- No. CC-9 Parish Church
- No. HS-6 Hospital w/Furniture
- No. PH-1 Town Hall
- No. C-18 Cathedral
- No. DE-7 Silver Diner
- No. AD-4 Airport Administration Bldg
- No. AP-1 Airport Hanger
- No. RS-8 Passenger Station
- No. LM-2 Freight Platform
- No. GO-2 Gas Station
- No. BK-1 Bank
- No. FH-4 Firehouse w/truck
- No. SC-4 School w/Bus
- No. PD-2 Police Headquarters w/car
- No. RH-1 Bermuda Ranch House
- No. HP-9 Cape Cod Cottage
- No. FG-12 Fence and Gate Assortment
- No. BY-4 Farm Animals
- No. BN-1 Barn
- No. 12-A Street Sign Set
- No. FP-5 Flagpole
- No. TP-5 Telephone Pole
- No. TR-6 Spruce Tree
- No. LP-9 Street Lights
- No. WG-2 Crossing Gate
- No. CH-9 Community Church
- No. CT-6 Christmas Tree
- No. WF-5 Platform Fence
- No. WG-10 Platform Gate
- No. PB-5 Foot Bridge
- No. SL-1 Boulevard Light
- No. LC-2 Log Cabin

This is a complete list of 1955.

RICHARD J. DENES

TO THE MEMBERS OF METCA
ELECTION OF OFFICERS
RECOMMENDATIONS OF THE NOMINATING COMMITTEE

It has been consistently the desire of your present officers to serve METCA with complete objectivity towards the possible improvement of our meet facilities and to foster, wherever possible, the suggestions of the majority of the membership which best benefit the functions of our organization.

Considering the wishes of the majority, our President Paul Sauls, after discussion with the Directors is putting to the membership for a vote at the next meeting in November, the possibility of a reserve table system and certain other desirable changes. At the same time, the members will be urged to set forth other workable innovations which may further help the order.

We know that the following candidates selected by the Nominating Committee to be voted upon as officers in the coming year, strongly recognize the fact that METCA is a dynamic organization, ever growing in its needs. They maintain that to exercise the will of the majority in promoting vigorously the best interests of our members, must be paramount in the adoption of all future policies.

OFFICE OF PRESIDENT - Charles Feyh

Charles Feyh - Charlie, our present Vice President, a METCA member since 1965, was an active director for three years prior. An active train enthusiast since boyhood, he has amassed a fine collection of all ages and gauges of trains. He pinched hit for Paul Sauls at National in Dearborn last June and actively represented METCA in reviewing and discussing the extensive National agenda. This exposure has furnished him with invaluable experience at the very pulse of National at the height of its operation.

OFFICE OF VICE PRESIDENT - Pat Scuorzo

Pat Scuorzo - Pat has been with METCA since 1962 and a Director for the past two years. He has served willingly on hall and registrative committees prior to having taken elected office and is extremely knowledgeable in the collecting of trains of pre-war vintage.

OFFICE OF SECRETARY-TREASURER - Joe Francis

Joe Francis - Joe, past President of METCA was a Director for five years. He has served as Secretary-Treasurer for the last three years and is thoroughly familiar with all facets of our operation. He was instrumental in producing the METCA cabs, so popular and successful with the membership in highlighting our tenth anniversary. He has attended two National Conventions, which opportunities have afforded him first hand insight to the inner workings of TCA.

OFFICE OF DIRECTOR - John Kozlowski

John Kozlowski - John is a railroad man by profession and by hobby. A regular fixture at all our meets as he makes the long trek four times a year from upstate New York. He was responsible for recommending the assigned ticket method for entrance into the Hall which worked so smoothly at our last meet.

METCA MEET

WHEN: SATURDAY NOV. 17, 1973 3P.M. TO 10P.M.
SUNDAY NOV. 18, 1973 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)

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 now 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.

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 Nov. 17, 1973 and
Nov. 18, 1973.

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 NOV. 16th!!