

METCA

MEMORIAL

VOLUME 4 NUMBER 3

FEBRUARY 1974

1974 ELECTIONS FOR METCA OFFICES

PRESIDENT

**Charles Feyh 99
 Ed Rosenthal 7
 William Brennan 20

SECRETARY-TREASURER

**Joe Francis 83
 Joe Ranker 34

VICE-PRESIDENT

**Pat Szuorzo 78
 Ed Minkoff 24

DIRECTOR 5YR. TERM

**John Kozlowski 49
 Richard Franek 20

DOOR PRIZE WINNERS

SATURDAY

MEMBERS

AHM HO SET -Teresa viggiano
 PIONEER SET -Harold Schwartz
 AHM HO SET -Charles Schmidt

SUNDAY

MEMBERS

PIONEER SET -David Weggeland
 AHM HO SET -George Beaver

WOMEN & CHILDREN

MARX HOPPER LOADER-Mary Porceline
 BUDDY L TRUCK -Joseph Schmohl
 MARX HOPPER LOADER-Scott Snell
 BUDDY L TRUCK -Irene Uvegas
 CERAMIC FIGURINE -Jenny Charewicz
 MARX HOPPER LOADER-Philip Seiss
 BUDDY L TRUCK -George Farrington
 BUDDY L TRUCK -Lillian Coppsetta

WOMEN & CHILDREN

BUDDY L TRUCK -Anita Deutschman
 MARX LOADER HOPPER-Jason Glasberg
 MARX LOADER HOPPER-Laura Hager
 WYANDOTTE TRAILER -Gladys Haringx
 BUDDY L TRUCK -Larry Heber
 BUDDY L TRUCK -Lynn Hager
 BUDDY L TRUCK -Anthony Reid

METCA MEET DATES FOR THE YEAR

FEBRUARY 16TH & 17TH, 1974.

MAY 18TH & 19TH, 1974

SEPTEMBER 21ST & 22ND, 1974

NOVEMBER 16TH & 17TH, 1974

PLAN AHEAD FOR THE METCA TRAIN MEETS THROUGHOUT THE YEAR. SEE YA!

Collectors of M.P.C. Lionel were again pleasantly surprised by the news that early additions will be made to the current line. Among the likely additions are the following:

- No. 9861 Tropicana Refrigerator Car
- No. 9128 Heinz Pickle Car
- No. 9859 Pabst Beer Reefer
- No. 9860 Gold Metal Flour Reefer
- No. 9858 Butterfingers Reefer
- No. 9504 Tacoma Passenger Car
- No. 9505 Seattle Passenger Car
- No. 9501 Aberdeen Passenger Car
- No. 9862 Hamm's Refrigerator Car

Collectors should also take special heed to the fact that M.P.C. produced a green Minniapolis & St. Louis Box Car in green with gold letter w/Season's Greetings.

This car was a token of appreciation for dealers with large volume sales during the past year. The number of the car is No. 9742. Try finding this one!!

Richard Denes, Editor

CLEANING DIE CAST LOCOMOTIVES

Unless a locomotive is brand new the die casting appears to look a grayish flat color, even some new one's look the same. Some train collectors may prefer this weathered look, but I personally do not and repainting to me is a last resort.

I always completely disassemble my loco's removing all parts including hand rails & bells. I then wash the casting along with the cylinder and drivers in a mild detergent using a paint brush on a thin coat to clean all crevices and then let dry. I then brush on a thin coat of petroleum jelly (vasoline) then wipe off with a paper towel. Then take a clean soft paint brush and brush to a beautiful sheen.

Vaseline will act as a protection for all engine parts. When wiped off properly it will not be greasy or attract any more dust than if it wasn't used. It makes cleaning of metal parts easy.

I recommend anyone who wants their locomotives to look outstanding to try this. I do not believe in restoring tinplate trains outside of replacing missing parts

and removing someone else's old dust and dirt that accumulated while laying in an open box in the basement or attic for years.

Kenneth R. Moore

HOW TO FIX LIONEL "E" UNITS

The Lionel "E" unit is well designed, sturdy and reliable yet it is the greatest or most frequent single cause of trouble in locomotives. It is also generally regarded as difficult or impossible to repair by the uninitiated and many easily fixed units are needlessly removed and replaced. Actually, fixing an "E" unit is a simple matter once you understand its construction and how it works and are willing to be pains taking and careful in your work. Let's consider the minor troubles first.

If the unit looks ok, with no broken or bent parts, but still won't reverse the motor, dirty and or corroded contacts are usually to blame. To correct this condition, try washing the rotor and the contact fingers with solvent applied with a brush and use a solvent mild enough not to damage the plastic of the rotor and star wheel. Use plenty of solvent and be careful not to bend or twist any of the fingers. If this is not effective, then the lower half or working part of the unit must be taken apart.

To disassemble the lower half, use a long nose plier to spread the two sides slightly, just enough to free the bottom contact holder and the rotor. The sides are held in place by a double ended shoulder rivet, but only one side needs to be pulled free of the rivet. Now, carefully clean the two lower contact fingers and the rotor's copper area with fine emery cloth until they shine. Do the same with the other four fingers being extra careful not to bend or distort the soft spring metal. Next pull out the core or slug with its hook, which engages the ratchet or star wheel, making sure that the core is clean and that it slides freely in and out of the magnet hole. Also, check all wire connections to be sure of no open circuits. You are then ready to put it all back together.

Before re-assembly, look at a working "E" unit in another loco and study it carefully. Be sure that you understand just how each part fits into the others and how it works. Then gently bend the contact fingers so that they will have enough tension against the rotor, replace the slug with its hook properly oriented and insert the rotor so that the points of the star face you and point downward. A 5 or 6 inch tweezer helps greatly to coax the rotor into its right position and to hold it with one trunnion in its hole while drawing the loosened side plate into contact with the rivet. Now fit the bottom contact holder into its slots, guide the other rotor trunnion into its hole and gently squeeze the side plates together until the loose plate snaps against the rivet shoulder. If properly done, these steps complete re-assembly of the "E" unit which is now ready to be placed back into the motor or attached to the loco frame. If the latter, then the loosened rivet end should be slightly expanded to hold the sides securely. If it fits between the plates of a steam loco motor, no more steps are needed. Just be sure to insert the holding screw and check to see that it is tight.

Patient, even tempered people should have no trouble re-assembling an "E" unit but even they may need a few trials before mastering the art. The main requirement is a gentle touch since the contact fingers are delicate and have a nasty habit of bending out of shape with rough handling. Take your time at first and you will have the satisfaction of a job well done.

This is part one of a series on fixing Lionel "E" units. Next we will take up the repair of broken rotor trunnions and star wheels, which are not nearly as hopeless as you might think. In the meantime, save all of your old "E" units either for parts or for rejuvenation.

• C. Holland

PENNSYLVANIA STATION IN NEWARK

In a recent article we highlighted Jacksonville, Florida, Union Station as an example of a combination through and terminal type railroad station. Today we shall discuss a station much closer to home which is more than a railroad facility. In addition to serving Penn Central, JCL, and Amtrak trains, this station serves Greyhound buses, Path trains, and the Public Service Trolley Lines, one of the few remaining traction lines in America. As you might have already surmised our topic is Pennsylvania Station in Newark, New Jersey.

A relatively new station built in the mid 1930's Newark, Pennsylvania Station is a through station for PC main line trains and a terminal for the trolley line in its cellar and the Path trains which leave and depart from the roof and upper level. Most Amtrak and all Penn Central and JCL trains make a brief stop here. Another station tenant not as well known is the Reading Co. which operated two trains a day each way between Newark and Philadelphia. These trains usually consist of three ROC'S.

The station itself has 6 through tracks on its main level which can accommodate trains of up to 18 cars in length. There are also 1 Path track on this level and some on the upper level. All mainline tracks are signalled for operation in either direction with cross overs located on the east and west sides of the platforms. To the stations immediate east is a series of lift bridges spanning the Passaic River. Smash boards, of course, are found on all station tracks. Modellers note!

Jersey Central push-pull commuter trains destined for suburban communities are found arriving and departing throughout the day.

Between the trains, trolleys, buses, and Rapid Transit System, this station is indeed a transportation center. Transportation centers also have a place on a

(3) larger layout.

However, if we would like to model this station 072 switches (or Gar-graves wide radius switches) would almost be a necessity. A somewhat reduce track plan suitable for use appears below.



If we really follow the prototype we could add the upper level used by Path trains as part of a connecting line. Further we could add a ground or below ground version of the Public Service Trolley. If we really permit our imagination to run wild, why not a series of bascule bridges. Even a few spurs or additimat through tracks could be added depending on size.

Typical trains using this facility are GGL powered passenger, mail and express trains, in the days of steam K 4 powered commuter trains from Jersey City, JCL GP40P push-pull commuter trains, Readings RDC, Penn Central MU trains, and lastly containerized (Piggy back)mail trains.

In 1973 the station is still a busy spot (in the morning 7-9, around noon (11-1) and the evening 4-6). A visit there would be well rewarded.

Dennis M. Landadio

SWAPPER'S COLUMN

WANT: Will pay cash for train collection of any size. Especially need No. 2226W grey tender, 1924 and 1928 N.Y.C. Calendars, Hudson Locos of any make or gauge, mini-scale or scalecraft passenger equipment in scale "0". Please send your lists. Mike Hill

HAVE: Quality Std. & tinsplate 0, 3/8" Std gauge "Relic" passenger cars. SSAE for list, etc. Mike Hill

HAVE: Lionel No. 400 Steam chest guides; No. 400 trucks; No.400 truck guide plates, Tender Draw Bars. Arthur Rosenthal

HAVE: Lionel list of over 400 items. Many are new in the period of 1946-1973. Send SSAE for listing. Richard Denes

HAVE: Lionel No. 6464-325 mint; No. 2955 Shell Tank Car Exc; No. 2967 N.Y.C. Caboose Exc.; No. 3854 P.R.R. Merchandise Car Exc.; No. 532000 B. & O. Hopper w/scale trucks, not Lionel; L. Grabowski
WANT: No. 746 N. & W. Engine & Tender, mint. Lee Grabowski
WANT: T.C.A. Baltimore Convention Cars; T.C.A. Caboose; Heinz 57 Pickle Car; Tuscan Lehigh Valley Caboose. Bill Eddins

YE OLDE RAILROAD LINGO

TOWERMAN-A railroad employee responsible for the proper display of signals and the setting of switches to conform to time tables and train orders who also is charged with reporting the passage of every train.

ROAD ENGINE-A locomotive used in regular train service on the high iron as distinguished from a switching engine.

MALLET LOCOMOTIVE-An articulated locomotive having high pressure cylinders in the area and low pressure cylinders driving the front set of wheels.

GANTRY CRANE-An overhead vertical lift supported by a structural steel bridge-type framework.

INTERLOCKING-An arrangement of switch, block and signal appliances so constructed that their movements succeed each other in a predetermined order to establish alternate and non-conflicting rules.

BOLSTER-A beam across the top of the truck which transfers the weight from the car body to the truck.

COMPOUND-A locomotive having two or more cylinders with the exhaust steam from one cylinder passing into another cylinder where its remaining expansive force is utilized.

PILOT TRUCK-The swivel truck used under the front of a locomotive. Also called the pony or lead truck.

SPOTTING-The shunting of cars to their proper track.

METCA MEET

WHEN: SATURDAY FEB. 16, 1974 3P.M. TO 10P.M.
SUNDAY FEB. 17, 1974 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!! All members will please line up outside the side door entrance on left side of the Veterans Hall where you see the flag. Please keep the front steps clear!!

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 be checked against prior attendance records. METCA dues for 1974 are now being taken. The cost is \$1.00 and entitles you to the METCA MEDIA NEWSLETTER. Check below if paying \$1.00.

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 16th, and February 17th, 1974. Check here _____ for 1974 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 CLOSSES FEB. 6th!!!