



VOLUME 4 NUMBER 4

MAY 1974

EDITORIAL COMMENT

It was good to see the new Lionel Catalog for 1974. Lionel seems to be well on the road to winning back the prestige of times gone by. Colorful additions and new road names are included in the new line. Lionel's new Billboard Hopper Cars are a new highlight in the line. The new Rio Grande Diesel is also a delight. Collector's will also marvel at the new 1776 Special. It is colorful and historic in its representation.

We at METCA are looking forward to seeing all our faithful at its forthcoming MAY meet. It promises to be well attended and a huge success. Remember that our policy continues in holding a two day meet. This holds as a wonderful opportunity for collectors to come from a great distance to enjoy a visit. We are continually amazed at the number of collectors who choose to make a weekend visit to our home base from exceedingly great distances.

A hearty salute to all!!!

RICHARD J. DENES, SR.
EDITOR

REMINDER

METCA MEET DATES FOR REST OF YEAR

SEPTEMBER 21ST & 22ND, 1974

NOVEMBER 16TH & 17TH, 1974

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

Help Joe Francis by sending in your advance registration on time.

DOOR PRIZE WINNERS FOR
FEBRUARY 16TH & 17TH MEET

SATURDAY

MEMBERS

DOMINICK MESSINA - SET OF TCA BOX CAR
DON HAGER - 9 Billboard Cars

WOMEN AND CHILDREN

BRADLEY DENHART- ALL
GLORIA SNELL - RECEIVED
LYNN HAGER - WYANDOTTE
PAUL KNUDSEN - TRAILER
DIANE WAGGELAND- TRUCKS

SUNDAY

MEMBERS

ROBERT ESTES - SET OF TCA BOX CARS
RALPH JONES - 9 BILLBOARD REEFERS

WOMEN AND CHILDREN

CLEMMY DEHANES - WYANDOTTE
ERNEST JONES - TRAILER TRUCKS
ED COONEY - GIVEN
JOSEPH SOMMER - TO
CHRIS MARTIN - THIS GROUP

MANGE-TRACTION??

An interesting bit of Lionel trivia was discovered by Art Rosenthal.

While going through a collection of old Lionel instruction sheets, Artie discovered what appears to be a "mistake" made by Lionel or their printers.

The instruction sheet for Lionel's Diesel Switcher dated 4-56 was printed Lionel Diesel Switcher with Mange-Traction.

It would be interesting to know how many of these "mistakes" were actually printed and distributed.

All interested collectors might well check out their instruction sheets for same. It appears at present as though the run might have been quite small.

RICHARD DENES, EDITOR

MARKER LIGHTS & OTHER GOODIES MAY BE IN YOUR FLYER JUNK BOX

Most collectors don't know what their junk boxes contain and often completely forget that they have them at all. But such boxes have many a pleasant surprise for those who check the contents carefully. For instance, all die-cast Flyer "A" gauge tenders and locos contain scarce, useful parts no matter how broken they may be.

Nearly all such tenders have two solid brass marker lights mounted in the rear which are easily removed by carefully breaking away the crumbling die-cast metal. These lights are the rare, square variety with fluted mounting posts which make them ideal replacements on any die-cast loco of comparable size. Also, in the front of the tender are two sets of steps which can be freed with a small hack saw. They are useful for restoring scale rolling stock which can be fixed in no other way.

The locos have parts which are even more useful. Their driving rods, eccentrics, square-headed machine screws and many other items are perfect replacements for Flyer "S" gauge locos of similar types. Even the pilots are often interchangeable with "S" size pilots as are bells and similar small parts.

O. C. HOLLAND

OLD CLOCKWORK TRAIN MOTORS FIT MANY MODELS OF ENGINES

The older clockwork driven engines may be scarce today but they are still to be found in homes and junk shops. Usually we find them by halves with the works in one place and the body or shell in another. Unfortunately we tend to pass these items up as a bad gamble as far as ever matching up the parts is concerned. This is a

serious mistake for the simple reason that many of the motor units are easily adapted to fit any number of different shells made by other manufacturers. Some are perfect replacements even though they may not look to be so at first glance.

Right now I know of a Mickey Mouse Circus train which would be complete if the owner could just find a clockwork motor to fit. And I am sure that hundreds of other engine shells or bodies are lying around in collections waiting for the life-giving springs and wheels. Old timers say that most early spring driven works were imported from Europe and found their way into various makes of engines without being so identified. My own experience confirms the fact that the spring jobs do fit a lot different engine shells and now I never pass up any such parts if the price is any where near right. If we all do the same we could greatly increase the number of working spring trains available to collectors.

O. C. HOLLAND

PASSENGER TRAIN'S

A profit-making passenger train in 1974 is certainly worthy of a second glance. As a matter of fact any profit making passenger train in this day is the exception. What train would you see in your second glance? Auto train!

A pair of General Electric low-nosed hood units decked onto in the red, white, and violet color peculiar to Auto Train. After the power we would see at least a dozen enclosed bi level auto carrying cars, followed by a string of 10 to 15 passenger, some in UP yellow, some in Auto Train tri colors, some Santa Fe, a few ex-California Zephyr domes and Pullmans. Lastly carrying the red mars light, we would find an ex-Burlington Northern baggage car has been converted to serve as a power generator for the train.

Perhaps this type of train is the passenger train of the future affording you the opportunity of visiting faraway vacation lands and still have the flexibility of using your family car. Imagine

the potential savings in fuel consumption, the reduction in traffic fatalities and automobile pollution.

What exactly does Auto Train do? It will carry your car and family from its northern terminals 10 miles south of Washington, D.C. overnight to the heart of Florida at its terminal adjacent to the SCL depot in Sanford, Florida. Northbound the train leaves in the early evening and arrives in the north in the middle of the following morning. Auto Train may some day have a terminal in the vicinity of Newark, N. J. so that a larger portion could be made by rail.

But until that day in our metro area and if we want to be contemporary in our modelling and operating, we could create an Auto Train on our own layout. Nothing would fill the bill quicker than for Lionel to manufacture a set, but in the absence of the "real model" thing let us assemble our own from among the items in our current inventory.

For motive power we could use two of the GP 20 series, 1 or 2 train masters, or 2 GP 7 or 9's. The road name is immaterial. We should keep in mind that roads are constantly leasing power from one another so that the appearance of a "foreign" locomotive comes as no surprise. For auto carriers either of the new bi or tri level carriers or the Evons Auto Carrier would be appropriate. Our passenger cars could be a wide a mix as our power since passenger cars in the pre Amtrak days were leased as much as if not more than motive power. Our marker lights could be carried by an observation car, an REA referee, or a baggage car.

This has only been my experience gained from a few days at the Auto train station at Sanford and along the SCL main line with camera in hand. There is nothing as satisfying as recreating on your layout that which you have observed.

DENNIS M. LANDADIO

RAILROAD STATIONS

Basically, it is said there are only two types of stations, terminal types and passing stations. Terminals mark the beginning and the end of a railroad system or the end

of a branch line. Passing stations are the big city stations and small town stations and insignificant little way-stations between two terminals.

If the model railroad track layout is of the continuous type, passing stations which are sometimes called through stations are used and no terminals are required. If the layout system is of the point-to-point variety, two terminals must be planned and several way stations should be added for time-card operations. If the layout is a home-and-back system, only one terminal is needed to the operation of passenger type trains.

The track arrangement using train sheds and station houses on a continuous type layout can be made just as elaborate and as complex as they might be at any terminal. The through type station may have its spurs, track throat, interlocked switches and signals and associated engine and coach storage yards. The station can have all of the features and the appearance of a terminal, with the added advantage of continuous train movement.

Many layout builders have no desire however, to curtail the long procedure of switching and shunting, coupling and uncoupling cars and making up and breaking up trains for the sake of continuous train movement and greater action on the main line. Modelers look upon the activity of switching in the terminal as the highpoint in the hobby of railroading.

The activity of a snub-track station or terminal follows a very definite course on all roads and some model railroaders adhere to it as a ritual. A train leaves the main track at what is known as the throat. The engine pulls its train up to its appointed platform and is uncoupled. A switching engine pulls up behind the train and is coupled to the last car. After all passengers have left the cars, the switching engine takes the train out of the terminal and into nearby coach yards. There the cars are cleaned and washed, filled with fresh water, etc. and inspected for the next run. At the proper time, a switching engine returns them to

a platform track and is uncoupled. A road engine follows the train into the platform track from the engine yard where it likewise has been put through a servicing routine. It backs into the train with the tender first. When coupled, it is ready for the highball that will send it out on its scheduled run.

RICHARD J. DENES, SR.

SWAPPER'S COLUMN

WANTED: 1970 McCoy National Convention Tank Car. Charlie Feyh
HAVE: Pickup for No. 752 Union Pacific Motor. Also have pickup and wheels for vestibules.

Art Rosenthal

HAVE: Quality Std. & Tinplate O, 3/8" Std. gauge "Relic" passenger cars. S.S.A.E. for list.

Mike Hill

WANT: No. 746 N. & W. Engine & Tender in mint condition.

Bill Eddins

HAVE: Lionel No. 6413, 6530, 6464, 6167U.P., 6120 yellow, 3519, 6175, 6176, 6361, 6473, 6434, 6501, 2400 Series, others. Send LSSAE for GIANT listing.

Richard Denes

WANT: Scale "O" gauge.

Joe Francis

WANT: Tender 1882 Black & Orange; Also pantograph Max Gray P-5.

Eddie Kutz

YE OLDE RAILROAD LINGO

DEPARTURE YARD-An arrangement of tracks in the classification yard where cars are grouped for forwarding.

DISPATCHER-A railroad employee who coordinated the activity of all towerman in setting up routes for extra trains, maintaining non-interrupted movement of regular trains and supervising execution of train orders received from the superintendent.

SWITCHING ENGINE-A locomotive used in yards and at terminals for shunting and distinguishing from a road engine by the absence of lead and trailing trucks.

YARDMASTER-A railroad employee in charge of freight or coach yards and their switching engines and shunting operations in preparations of trains for scheduled departures.

TURNTABLE-A structure which revolves to re-position locomotives or cars. It can be used with or without a roundhouse and usually consists of a plate girder span rotating over a circular pit.

SPOTTING-The shunting of cars to their proper track.

ABUTMENT-An anchoring foundation to support the lateral pressure or thrust of a bridge.

BUMPING POST-A braced post used to stop cars at the end of a stub track.

TRAINMASTER-A railroad employee who coordinates the work of yardmaster and roundhouse foreman and is responsible to the superintendent.

COMBINATION STATION-A passenger station with track stubs as well as through tracks.

RECEIVING TRACK-A track or series of track in the classification yards for in-bound trains.

LOW IRON-The track of yards and sidings over which equipment may be moved according to rules and at the discretion of local authority, without the restrictions of time cards or train orders.

DRIVING GEAR-The entire group of rods and cranks on the locomotive which transfers energy from the pistons to the driving wheels.

HIGHBALL-An arm or lantern signal to proceed.

BOOSTER-A secondary steam engine on a locomotive for developing increased starting power and making use of remaining expansive effort in steam exhausted by the cylinders.

BOLLMAN TRUSS-A type of truss bridge

METCA MEET

WHEN: SATURDAY MAY 18, 1974 3P.M. TO 10P.M.
SUNDAY MAY 19, 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 still 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 MAY 18th, and MAY
19th, 1974. Check here _____ if paying \$1.00 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 CLOSING MAY 8TH!!!!