



NOMINATION PROCEEDURE

Nominations for Metca Division Directorship are now being received. There is only one position of Director to be filled at this election. A person nominated must be a voting member of Metca. This means that the nominee must live in Metca's geographical area and must have paid the Metca dues for the year 1974. Please be sure you have the nominee's permission to serve before you submit the name.

THREE RIVERS CHAPTER MEET

Ernie Davis, a frequent visitor to our Metca Meets from far out in Indiana, writes to say that he and other members of the Great Lakes Division have found METCA to be a very hospitable place. We thank Ernie for his kind words.

Ernie, who is Vice-President of the newly formed Three Rivers Chapter of the Great Lakes Division, extends a cordial invitation to all Metca Members who might be in the area to attend their next meet. All indications point to the fact that this should be a great one for this fast growing Chapter. The date for this meet is October 6th, 1974 at 10:00A.M. at the Shiloh Reception Hall, 3197 Carrol Road, Fort Wayne, Indiana.

REMINDER

PLAN AHEAD! Help Joe Francis by sending in your advance registration for September 21st and 22nd Metca Meet. NO AND I MEAN NO ENVELOPES WILL BE OPENED AFTER THE CUT OFF DATE OF PREREGISTRATION OF SEPTEMBER 14TH!!!!!!!!!!!!!!!!!!!!

DOOR PRIZE WINNERS FOR MAY 18TH, 1974

MEMBERS

- GROVER CARSON - CHESSY LOCO
- CHARLES WOOD - STD GAUGE CRANE
- JOHN BOYLE, JR. - LIFELIKE 40 SET

WOMEN AND CHILDREN

- LYNN HAGER - HERAS TROLLEY
- GLORIA SNELL - MODEL TRAINS BK.
- BRUCE BINK - TROLLEYS & TRS. BI
- PHILIP ZIESS - TROLLEYS & TRS. BI

Sorry the Editor did not receive the information about who won the door prizes on Sunday, May 19th.

TRACK SIDE OVSERVATIONS

If you really want to learn how the prototype "railroads" so that you can apply their methods and practices to your layout, nothing is better, as we have suggested in the past, than a train ride or simply "track side observation."

Its been quite a few months since I have stood along the high iron, but there are many thoughts which are still fresh since my last visit.

Did you ever wonder why the rear pantograph is constantly used on Pennsy and now Penn Central electrics? If the front one were used and should it become entangled in cantenary breakage, train motion would pull it off and probably catch and disable the rear pantograph, thus requiring a reverse engine. Operate like the Pennsy-- use the rear pantograph!

On a multiple track mainline (of at least 3-4 track like the PC high iron from Newark to Philadelphia) the outside tracks are generally used by local way freights and passenger trains, since they are next

to station platforms. Remember too that larger station structures are located along the route to major cities. In some situations as with the Metroliner and other express trains many local stations are not stops and here the inside tracks are used.

It is not uncommon to see "foreign" trains operating on other lines. Cases in point include Jersey Central shore trains which use Penn Central trackage from Newark to Perth Amboy, and also the Santa Fe Mainline from Boston to San Bernadino, California, traversing El Cajon Pass. In addition to the Santa Fe the Union Pacific has "trackage rights" over this ATSF owned line. If we chose to model the Pennsy for example, operating JCL shore trains on its lines has a prototype basis.

With energy problems plaguing travellers it comes as no surprise that more and more people have been turning to public transportation especially the railroads. An example would be the heavily used NY Florida trains running 14-18 cars in length and on some days in 2 sections. Amtrak which runs these long distance trains limits their length according to the season and traffic volume. Shorter trains with more power are common in colder regions while longer trains with less power are normal in the summer. Why? Trains require more heating, lighting and cooling in the winter than the summer. Sometimes freight engines are pressed into passenger service. However, if they are the only locomotives on a train, a steam generator or power car must be added. Just as real railroads fashion these cars from former steam loco tenders so can you!

Inspite of Amtrak's ambitions program of passenger car rehabilitation, many of its cars purchased from the Union Pacific, Santa Fe, Northern Pacific, Seaboard Coast Line, and Burlington can still be seen in the original colors and names on roads far from their former home lines. SCL equipment is used extensively on the West Coast for example.

Trackside observation will be continued in the next METCA MEDIA.  
DENNIS M. LANDADIO

### DID AMERICAN FLYER REALLY MAKE SMALL 12 WHEEL "O" GAUGE CARS?

Eastern train collectors are now showing renewed interest in American Flyer products of the 1930's and particularly in the so-called Flyer<sup>1</sup>/<sub>4</sub> "O" gauge scale tinsplate line. These are the trains which featured both true tinsplate and die-cast with die-cast locos and tenders. Although far from being true scale, they are closer than most of their type and most attractive to both collectors and operators. Their design is excellent, detail fair and quality better than average for their low original cost. Unfortunately we see relatively few of this line in the East and many new collectors may not even be aware that they exist.

At a recent meeting, a New Englander complained that although he was sure that Flyer once made small "O" gauge passenger cars with 12 wheels, he had never actually seen one that he could recall. His recollection was that the cars were catalogued and shown in light or dark red with white bellies and lights. Well, he was partly right. Flyer did make small "O" gauge pullman cars with six wheel trucks, but apparently they did not have bellies of any color or lights. Those which I have seen are all-over brown with white, screen process lettering, but no numbers and with slots for attaching the bellies and lights, but no sign that either had ever been on or in the cars. They are very handsome pullmans and look great operating on a layout. Their clean, simple lines would make them a welcome addition to any collection.

Flyer also made a similar pullman car with four-wheel trucks and at first glance it closely resembles the 12 wheel variety. Both are exactly the same size and general shape, but stamped from entirely different dies. Also the eight wheelers do have white bellies

and white window inserts but neither lights nor holes for insertion of lights. Also, the latter type car is numbered with my own example being #495, but it does not bear the Pullman lettering in white or any other color. The roof has four square and two round "bumps" which are missing on the 12 wheeler so there is another difference.

So here is a new challenge for "O" gauge collectors. There must be many variations in these Flyer pullman cars and finding them is a part of the fun of collecting whether you ever thought about them before or not.

O. C. HOLLAND

## GAS TURBINE AND DIESEL TYPES

### THE PROTOTYPES

The Industrial locomotive has been in service on American Railroads for a great many years. It was designed to fit requirements of mines, quarries, steel mills, refineries, light manufacturing and even some connecting roads with but a mile or so of track. It is particularly adaptable in areas where warehouses and plant buildings are necessarily close together. It is capable of negotiating tight curves, can proceed through close clearances and may also push and pull cars into buildings. It is primarily used to pick up inbound cars from the main and uncouple them within the plant area itself and later take the laden cars back to the pick-up track. Operated by one man its speed is rarely more than 5 MPH. During steam days such locos were usually Forneys or Porters. The industrial steam switcher was replaced by the gas turbines produced by Davenport or diesels made by Whitcomb and Vulcan. Much more could be said on this subject but our purpose is to speak of tinsplate versions of these tiny locomotives.

### THE LIONEL VERSIONS

During the years 1955-63 the Lionel Toy Corporation manufactured and cataloged eight toy industrial switchers under as many road names. 3 were patterned after the Davenport gas turbine and 5 were styled

in the manner of the Vulcan diesel.

The Lionel #14 was based on the Davenport gas turbine design. It was a 7½" long 2-4-2 with sequence reversing and remote control knuckle couplers on both ends. It was the U.S. Army Transportation Corps loco. The body was black with white lettering. End and side handrails were also black metal. Molded-in surface detail of the plastic body reflected in detail the exhaust stacks, doors, airscoops, radiator and grilles. There was no headlight illumination at either end of the cab. Cataloged in 1955-56-57, it sold for \$10.95.

Next into production was the #51 2-4-2 Brooklyn Navy Yard switcher made in 1956 and cataloged in 1956-57. Mechanically identical to the #41, its body style was that of the Vulcan 30-ton gear drive diesel. Body appearance is quite different from the Davenport pattern. With a light blue body lettered "Navy Yard New York 51" in white on the cab sides it has a simulated brass bell forward of the stubby diesel stack. Molded-in detail includes simulated headlights front and rear, radiator and grille, etc. Metal end and side railings are black. It was also 7½" long and sold for \$10.95.

The #42 Picatinny Arsenal 2-4-2, also a gas turbine, was made and cataloged only in 1957. Mechanically identical to the #41 it had the same exterior appearance except that the body is a khaki color with white lettering on cab sides. It sold for \$12.95.

Nr. 53 is the Vulcan model and was made as the Denver & Rio Grande 2-4-2 snowplow. Mechanical features remain the same except that it has only a rear coupler, plain front truck and a molded plow blade forward. Body is black except that cab sides, plow blade, metal end and side rails are yellow. Cab sides are lettered "Rio Grande 53" in black made in 1957 it was cataloged in 1957-58-59-60. Initial cost of \$14.95 was later reduced to \$12.95.

1958 saw the introduction of the Nr. 56 Minneapolis & St. Louis 2-4-2 Vulcan style switcher which was to be cataloged only that year. Body was red with white cab sides and

side handrails. Lettered "M.StL Mining Company 56" on cab sides. Price was \$12.95

The following year Lionel made the Nr. 57. Also a Vulcan type 2-4-2 it had a white body and red cab sides with the authentic insignia "A.E. C. 57" on cab sides in white. All handrails were black metal. This Atomic Energy Commission switcher was cataloged in 1959-60 priced at \$12.95.

1959 also had Lionel create an entirely individualistic model of the Vulcan 2-4-2. It was the Nr. 58 Great Northern Rotary Snowplow. Like Nr. 53 it had the rear operating coupler only. This loco was predominately green with white cab sides. Whenever the switcher was in motion in the series being 8-7/8" overall. This item was depicted in the 1959-60-61 catalogs initially at \$14.95 with a drop in cost in 1961 to \$12.95.

The last model in the series was the Nr. 59 U. S. Air Force "Minuteman" 2-4-2 switcher made in 1962 and cataloged in 1962-63 at price of \$14.95. A Davenport gas turbine it was identical to the Nr. 41 mechanically and in body except that it was white with blue USAF makings including the Strategic Air Command insignia and number on cab sides.

This article on Gas Turbine and Diesel Types was copied from the Southern Division Quarterly from the September 1972 issue.

#### SWAPPER'S COLUMN

WANTED: Girls Hopper; #2242 New Haven "A" Unit; #2368 B & O "B" Unit; #2378 Milwaukee Road "A" Unit w/yellow stripe; #1882 General; #2347 C & O GP; T.C.A. CARS!

STEVE MITNICK

HAVE: Ready for October-Crosshead guides for Lionel 384, 390, 260, 255, 263. Also valve gear for 263.

ART ROSENTHAL

WANT: Lionel #3854 PRR; #2343 SF like new or mint; #2347 C & O; Large SSAE for list of other larger "O" guage locos & cars.

ERNIE DAVIS

WANT: "O" Guage Scale;

JOE FRANCIS

HAVE: Lionel 665, 621, 601, 6315, 2322, 2032 A-A, 6464, 6651, 627, 455, 299 many others. Send LSSAE for listing.

RICH DENES

HAVE: Excellent reproductions of Lionel 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937 & 1938 catalogues all with FULL COLOR COVERS and black & white insides. Also excellent reproductions of A.F. 1935 and 1937 catalogues with FULL COLOR COVERS and black and white insides; also excellent reproductions of the Lionel Service Manual; and the A.F. "S" Service Manuals. For further info send SSAE.

BRUCE GREENBERG

WANTED: Boucher 2500 loco & tender. Lionel Roundhouse section; Lionel catalogues 1923 & earlier; Also interested in purchasing pre-war train collections in "O" & standard.

BRUCE GREENBERG

#### "SIT UP, TAKE NOTICE!"

This is your NEWSLETTER???? Or This is your Newsletter!!!!!!!!!!!!!! Collectors like Dennis Landadio and O. C. Holland send in articles for each quarterly Newsletter. Why not you!

Remember a news article etc. from you entitles you to a free admission to the METCA MEET. THIS SPACE IS RESERVED FOR YOU!!

