

MINT

TRAIN

VOLUME 5 NUMBER 1

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AM I 17?

OPERATING COLLECTORS

Well, the way I see it, sometimes I am and some times I'm not. Seriously, I hope this is a true Ives, and perhaps a variation of the already listed No. 17 in TCA Series No. 2 catalog.

It is a single window cab, Ives No. 17 lettered below cab in silver, but it does not possess a row of rivets between cast bell and cab, nor does it have an overhung front headlight: nor has there ever been one there.

This wind-up came with the tin tender Ives No. 11 as does photos on page 5 and page 38 (No. 1116) in the TCA catalog. Is it a variation of the old favorite No. 17?

My second wind up presents quite a problem in as much as it arrived without a tender; and it has no lettering at all. It was sold to me as an Ives, but I am having serious doubts. Does anyone out there recognize this engine?

Single large window cab, brake lever protruding rear of cab, 10 spoke black cast iron wheels, 2 metal bands on boiler (either side of bell), overhung front headlight, 0-4-0 (as it stands), rather fat boiler $3\frac{1}{4}$ " long with 3 rows of fairly large rivets (one row between cab and dome, second row directly in line with cast bell, third row between headlight and smokestack with holes for single screw in place of last rivet on either side), color is black with red under cab window (paint so poor that I have no idea if gold or silver trim ever existed), engine from tip of cowcatcher to cab roof projection is $6\frac{1}{8}$ " long. Will, someone out there, let me share your knowledge, is it Ives?

LOUIS BRANTMEYER

I believe most collectors have in their collections a few favorite or classic trains, maybe Standard gauge or pre-war tinsplate, or post war items like Hudsons or GG1's, but how many actually see these trains run. The exceptions are if you do not have operating track or the Die-hard collector who refuses to replace those crazed wheels. Trains displayed on shelves have little risk of being damaged or abused. I even know of some collectors who keep their prized ones in boxes out of sight. Some will not operate for fear it will take away from that "Mint condition" or "Like New." I think they are missing a lot of pleasure.

When I located my first 400-E, in original box, I felt like putting it in a safe like a rare coin or piece of jewelry. I set up a temporary track on a 5 x 9 ping pong table. I had mixed emotions about this time, but when I put the engine on the track, then watched her move, I realized the best profit is the pleasure of seeing them go.

I now have permanent trackwork. Most of my operating is with trains of the late 40's and 50's. I still run the oldies on a periodic schedule. This gives them a chance to be dusted and lubricated if needed.

Perfect trackwork is a must before operating old classic trains. They seldom wear out. They only deteriorate thru abuse and mishandling.

KENNETH R. MOORE

MIXED TRAINS

To many people who are remotely familiar with railroading only two types of trains are known. They are of course, the passenger and the freight train. However, there are a few more. In a previous article we had discussed a work train. Work trains and other maintenance of way equipment are generally referred to in railroad lingo as "MOW" and are a type of train by themselves. Needless to say every railroad division point should have one.

What happens when a train is both freight and passenger? We have a "mixed" train - a train which carries revenue, passengers and freight, and possibly the U.S. Mail and small REA shipments.

While mixed trains were common from the mid 1800's to the 1940's some have survived until the early seventies. It is still possible, if you spent some time reading the Official Railway Guide to locate a few mixed trains. The Union Pacific, Santa Fe, the Soo Line, and a few smaller lines ran them. They ranged from a string of 10-20 freight cars, a mail car and a few coaches, capped by a caboose (especially if the passenger cars were directly behind the locomotive) to a diesel switcher hauling 3 freight cars capped by a combine.

In the early days mixed trains penetrated the interior of certain parts of the country which were not blessed with extensive road nets. Revenue on the line was not substantial enough to demand separate passenger and freight trains of necessity; the functions were combined giving birth to the mixed. The trip on a mixed was usually long as the loco had to switch siding along the route. The railroad was primary, inconvenience tolerated.

The consist of the mixed reflected the business along the branch line served. Usually the mixed left its station or terminal after connecting with a main line express for transfer of mail, express and a few passengers. Any smaller loco (GP-7, GP-9) would be suited for branch mixed service. If the

loco has a steam generator for passenger car heating, place the passenger car (or cars) directly behind the loco. I have seen a Union Pacific mixed with a mail car and 2 streamlined coaches. However, if mail and passengers are light, a combine would be just right. After the passenger cars, would come the freight. Approximately 20 cars (box cars, hoppers, tankers) of freight would be the norm.

The most interesting aspect of mixed trains is the car which carries the marker lights. If your loco "does not have a steam generator," we could use a ventage combine (a mail baggage passenger car in one) heated by a Franklin pot belly stove. This could also serve as a caboose. Mixed trains (on the Soo) have also been known to carry passengers in the caboose. Traffic determines the number and type of mixed train cars. The combine has also served as a caboose.

A pleasurable venture would be to read the "Guide," locate the mixed trains, and see them in person. A hint - there are a few close by.

D. M. LANDADIO

WATCH THOSE LANTERN SUPPORTS ON LIONEL 022 TYPE SWITCHES

For many years most collectors have practically ignored Lionel 022 type switches and as a result thousands of them ended up in dumps or were left to rust in cellars and garages. Today these items are in great demand by operators, but relatively few turn up in good or better condition at train meets. We see a number of switches offered which look perfect at first glance, but alas, close inspection reveals that the operating part is kaput. The most frequent damage is a broken lantern support which prevents the lantern from turning and also prevents manual operation of the switch by turning the lantern.

Of course the switch can still be used without the support by

operating it with the electromagnet, but few of us care for damaged parts in our layouts. So the smart thing to do is to prevent broken lantern supports in the first place. All you need is just ordinary care in storing, handling and operating these items. First of all, remember that the support is plenty strong enough for its intended purpose but the metal from which it is made becomes brittle with age. It cannot withstand forced twisting or pressure or a sudden blow from the top. Therefore, never store or transport type O22 switches with the lanterns in place or thoughtlessly lean on a lantern while operating your layout. And never use force in manual switching. If a lantern doesn't turn easily, find out what is grinding or stuck and remove the trouble.

Always remember that the lantern support with its pinion gear segment is an important part of each O22 type switch. To assure proper, trouble free switching, coat the pinion and the rack teeth which it engages with high quality white grease which is similar to medical grade petroleum jelly. Also, work a little of the grease between the pinion and the switch baseplate to both lubricate and prevent rust. Of course one can always replace broken items if we have the spare parts and are willing to spend the time and patience for a tedious job. In this case an ounce of prevention is worth ten pounds of cure. Next time we will take up other phases of proper care and maintenance of Lionel O22 type switches.

O. C. HOLLAND

NOTICE OF THANKS

Doc Robbie thanks the TCA members for the hundreds of cards, letters and phone calls of condolence on the recent death of his wife.

HOW TO FIX LIONEL "E" UNITS PART TWO

The first part of this series of articles covered the general repair of Lionel "E" units which had no broken parts or wires.

It also included detailed instructions on taking the unit apart and putting it back together. Now we take up the matter of broken rotor trunions and chipped points on the star or ratchet wheel as well as that of loose or broken wires.

Of course the easiest way to fix a unit with rotor damage is to replace the rotor with a new one but "E" unit parts are not always easy to find and they cost money. There is also the aggravation of delay in the repair job. So let's see just how easy and simple it is to replace broken off flush with the end face of the rotor or may even leave a slight depression in the plastic core. If not, and a bump of plastic sticks out, file the end face smooth. Now, take a round wooden toothpick of good quality and straight grain and pick a drill bit which is the same diameter or slightly less. Next, drill a hole in the end of the rotor to receive the new trunion. Center the hole carefully and drill it deep, about half the way through the rotor. Then cut the toothpick about one inch from either end with a sharp razor blade. If all else is ready, re-assemble the "E" unit as per instructions previously given with the following alterations.

When you insert the rotor between the side plates, push the blunt end of the toothpick through the trunion hole and deep into the newly drilled hole in the rotor end. If needed for a tight fit, coat the end of the pick with plastic or epoxy cement before inserting. Now, using the extended new trunion in the form of a toothpick, guide the other trunion into its hole and proceed. No need to worry about seating both trunions while getting all of the other parts aligned. Re-assembly is much easier and faster because you now have complete control over the rotor which is why many old time Lionel repair men replaced at least one trunion with a toothpick whether it was broken or not. Also, the wooden pick trunion will never break in normal operation. The last step is cutting the pick flush with the outside of the side plate, using a sharp razor blade.

FINANCIAL REPORT

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| JANUARY 1, 1974 BALANCE IN CHECK BOOK | \$5394 84 |
| CASH | 600.00 |
| DEPOSITS | 3820.05 |
| | <u>\$9814.89</u> |
| <u>EXPENSES</u> | |
| HALLRENT, CLEAN UP, COFFEE AND CAKE | \$2310.00 |
| POLICE | 572.00 |
| DOOR PRIZES | 1016.00 |
| MEET SECRETARYS AND REGISTRATION | 206.50 |
| INSURANCE | 26.00 |
| REFUNDS | 163.00 |
| T.C.A. MEMBERSHIP | 202.50 |
| MISC. EXPENSE | |
| TELEPHONE, STATIONARY, NEWS LETTER, POSTAGE | 1802.10 |
| METCA PRESIDENTS CONVENTION EXPENSE | 700.00 |
| SECRETARY SALARY | 900.00 |
| TOTAL EXPENSES | <u>\$7899.10</u> |
| BALANCE IN CHECK BOOK AS OF OCTOBER 15, 1974 | \$1915.79 |

SWAPPER COLUMN

WANTED: T.C.A. Standard Gauge Cars; No. 1882 complete General Set; Standard Gauge Locomotives; Standard Gauge State Cars. JACK MITNICK
HAVE: New catalog Reproductions: Lionel 1922, 1923, 1924, 1939, 1940, 1941, and 1942: Also A.F. 1928, 1930 and 1931. Coming soon: A.F. 1925, 1929, 1932, 1933, 1934, 1936 and 1938. Also Dorfan 1929. All with full color covers and excellent black and white interiors. Send SSSAE for full listing.

BRUCE GREENBERG

HAVE: Lionel No. 745 Boiler Fronts and Lens, No. 2222 Porthole Window inserts, F-2 number boards with numbers

PETE CHAREWICZ

HAVE: Crosshead Guides for Lionel 284, 290, 260, 255, 263. Also Valve Gear for 263.

ART ROSENTHAL

WANT: O Gauge Scale

JOE FRANCIS

HAVE: Lionel 2222, 2279, 2243, 627, 625, 602, 621, 6464, 2494, 1515, Uncataloged 6551, 6120, 6167-50; Many others. Send LSSAE for complete listing.

RICH DENES

CINTINUED FROM PAGE # "E" UNITS

If both trunions should be damaged on a rotor, drill holes from both ends and completely through the rotor so that the pick can serve as

an axle and make re-assembly even easier.

Now we come to the problem of broken or chipped points on the star wheel and what to do about them. Even if just one point is blunted, the wheel can not be turned by the hook once that damaged point is reached and reversing stops. If the rotor stops in the "off" position the loco will not even run until the rotor is turned by hand. Fortunately, missing or badly chipped points can be restored and very well at that. All you need is a drill with very small bits, common pins and epoxy cement.

First remove the rotor and drill a small hole in what is left of the point. Be sure the bit is not so large as to damage the star wheel hub. The best size is slightly more than the diameter of a common straight pin. Then insert the cut end of a pin in the hole, bend it to approximate the pitch of the point and cut it to proper length. Mix a minute amount of epoxy cement to proper consistency and build up a new point around the length of the bit of pin. Use small strips of masking tape on both sides of the new point to shape and hold the cement until it sets. A second application of cement may be needed for the right amount of buildup, but as a rule one is enough.

Article cut short for lack of space.
 (4) O. C. HOLLAND

METCA MEET

WHEN: SATURDAY NOV. 16, 1974 3P.M. TO 10P.M.
SUNDAY NOV. 17, 1974 8A.M. TO 4P.M.

WHERE: KENILWORTH VETERANS CENTER
SOUTH 21ST STREET
KENILWORTH, NEW JERSEY
(PARKWAY EXIT #128)

ADMISSIONS: ADVANCE MEMBERS \$4.00 GUESTS \$5.00
OR WOMEN AND CHILDREN \$1.00
AT DOOR (MEMBERS FAMILY ONLY)

SPECIAL ADDED ATTRACTION: A train AUCTION will be held on Sunday November 17th, at about 1:00P.M. Don't miss this opportunity to get rid of unwanted gold!!!

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.

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 November 16th and 17th, 1974

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. 9TH!!