

METCA MEDIA

METROPOLITAN DIVISION, TRAIN COLLECTORS ASSOCIATION

VOL. 7, No. 3

WINTER 1979

THE PRESIDENT'S MESSAGE

Dear Fellow Collectors,

Many of you have complaints about the way things are run, but all of your directors are doing as much as they can. Your director, Y. Choy Tom, has taken over the task of publishing your division newsletter, which is the first in over a year. He would appreciate if members would send in small articles to be published in the newsletter. He is going to try to have three newsletters a year, spring, summer, and winter. The Christmas season is still among us and the New Year has just begun. On behalf of myself and the Board of Directors we wish you all a Joyous Season, and a Happy train collecting Year.

Your President,

John J. Kozłowski
John J. Kozłowski

Editors Comment

Having just taken over the responsibility of editor of the Metca Media, I hope that all who will read this newsletter, will send in small articles to be published in the Metca Media. Any constructive comments in reference to the newsletter would be appreciated in order to bring you a more informative newsletter.

I would like at this time to put in a word of thanks to Mr. William (Bill) Vagell for his display of Standard Gauge 400's at the September 78 Show. I believe that you would not be able to find such a collection of 400's as was displayed at the September meet.

Again, Bill, thanks.

In Memorium

Fellow train collector Joe Baione of Hasbruch Heights, New Jersey has past away on November 26, 1978. We will miss him.

DUES NOTICE 1979

1979 division dues are due payable at the February 18, 1979 meet. The annual division dues is \$2.00 a year. Director Ms. Sybil (Jeri) Feyh, will be handling the collection of dues. Don't forget the dues cover your newsletter, coffee and donuts and your right to vote in divisional affairs.

1978-1979 METCA ORGANIZATION

CHART

<u>President</u>	<u>Vice-President</u>	<u>Secretary/Treasurer</u>	<u>Recording Secretary</u>
John Kozlowski	Nick Razza	Joe Francis	Bill Brennan

Board of Directors

John Bonnett Sybil Feyh V. Choy Tom Pat Scuorzo Frank Camileri

Address of Officers

John Kozlowski	1 Ansara Road, Wappinger Falls, New York 12590
Nick Razza	39 Fieldstone Road, Staten Island, New York 10314
Joe Francis	38 Merritt Avenue, South Amboy, New Jersey 08879
Bill Brennan	82 Devnshire Road, Cedar Grove, New Jersey 07009
John Bonnett	271 East Mount Pleasant Avenue, Livingston N.J. 07039
Sybil Feyh	P.O. box 122, Oceanside, New York 11572
Pat Scuorzo	6 Kish Court, Edison New Jersey 08817
Frank Camileri	2937 Trinity Place, Oceanside, New York 11572
V. Choy Tom	172-21 GRand Central Pkwy., Hillcrest, N.Y. 11432

Financial RExport for 1977

Opening Blanace 1-1-77	\$ 3,645.46
Total Depsoits for 1977	<u>7,410.00</u>
	\$11,055.46

Operating Expenses

Meet Expenses	\$ 2,480.30
Bookkeeper	35.25
Secretary Stipend	1,200.00
Insurance	31.00
Telephone	425.09
Registration	285.00
Hall rental & Cleanup	2,090.00
Metca Division Car	57.22
Stationery	138.62
Membership	112.50
Postage	788.00
Printing	350.00
Publication/Editorial Dinner Expense	38.20
Contest Prizes	50.00
Convention Expense	600.00
Typewriter repair	46.47
Refunds/TCA Memberships/Returned Checks	122.00
Total Expense	<u>\$ 8,849.65</u>
Balance in Check Book 1-1-78	\$ <u>2,205.81</u>

METCA RESEARCH DEPARTMENT REPORT

DEDICATED TO COLLECTORS, OPERATORS, RESTORERS AND TRADERS IN OLD TINPLATE TRAINS

THE PENNSY STEAM TURBINE

By: Paul N. Conner

The 671-681-2020 steam turbine locomotive occupies a special and unique place in the postwar history of Lionel Trains. Of all the O gauge steam locomotives, it came in the most different varieties although the 027 gauge 2026 probably came in even more. It was the first new O gauge locomotive after World War II; all other so-called new models were actually variations of pre-war locomotives. Finally, it was Lionel's volume leader with thousands of them being made, probably because they represented the ideal compromise between price and quality.

According to the service manual, Lionel's steam turbine was "patterned after the Pennsylvania Railroad's radical new S-2 steam turbine locomotive designed for long-distance high speed passenger and freight service. Like their prototype, these locomotives are characterized by the absence of the conventional steam locomotive reciprocating parts. Instead the drivers are coupled together by a massive connecting rod." It is interesting to note that while Lionel turned out turbines by the thousands, only a few real ones were made -- I have heard numbers ranging from a low of one to a high of seven.

There were apparently two principal allures of the turbine: (1) it was a good runner as the absence of linkage plus the inherent quality of the piece gave it more than normal speed and pulling power; and (2) with its 6-8-6 configuration it had powerful appeal to the youngsters who liked lots of wheels. Even today I frequently hear non-collectors speak of the "old twenty wheeler" they used to have. The turbine had the advantage of the use of practically the same mechanical parts as the Berkshire, a higher priced locomotive, so it was always the bargain leader of the O gauge line.

The year 1946 was a big one for Lionel. While the company was engaged in defense work during the war, they found time to redesign and update the entire toy train line. The old box-type couplers were replaced with realistic looking operating knuckle couplers. All the locomotives were reworked and renumbered, although except for the Berkshire (which was made out of the old 226E) most of the changes were limited to the changeover to the new knuckle couplers. After doing all this work, Lionel found itself with a new train line but no way to tell its customers, since the company

had no catalog. This embarrassing situation arose because of a combination of things, including a paper shortage, lack of commercial artists and the delay in getting the train line ready to go. Finally, Lionel found a solution; they purchased a 16 page color ad in Liberty magazine and "issued" the catalog in this fashion. This was the first public announcement of the turbine. The catalog was later printed with a cover added, using these same 16 pages. A 671 turbine loco appeared on the cover.

Perhaps as an indication of things to come, three variations of the turbine appeared in the first announcement. The 2020 version was the top of the O27 line, the 671 placed just under the Berkshire in the O gauge line, and the ill-fated electronic set was numbered 671R. All locos were identical except for numbers and all had No. 2466 square type "Lionel Lines" whistle tenders. Actually, all the examples of the electronic sets this reporter has seen do not contain the 671R number, but rather a four digit number (No. 4681, I believe) which apparently was used on the 1950 sets.

Since the turbine used the same motor as the Berkshire, the 1946 model had the Berkshire top-of-the-line horizontal double worm gear motor with a lamp-style smoke generator. The early replacement of this high quality but noisy motor in 1947 with a simpler longitudinally mounted single worm gear motor was previously described in this Newsletter in the Berkshire Article. The lamp-type smoke unit was also replaced by the more conventional smoke generator activated by a lever attached to a cam mounted on the front driving shaft. Conversion units to change over the lamp-type smokers were available, so a double worm gear model locomotive with the newer model smoke generator is frequently encountered.

Since the double worm gear motor was made only in 1946, either 2020's or 671's with this motor command a premium in the collector's market. The electronic sets were about \$10.00 higher new, and continue to sell at a premium although they are not overly popular. The principal of operation and other details peculiar to the electronic sets will be covered later in this series in a separate article.

In 1947 the loco continued unchanged per the catalog, although Lionel quietly replaced the more costly double worm gear motor with the quieter single worm motor, which allowed for greater tolerances, and thus ran quieter and smoother. In typical showman's fashion, Lionel trumpeted this cheapening change as "completely silent and smoothly powerful... a marvel of engineering.

The turbine again graced the cover of Lionel's 1948 catalog, and there were a number of changes made this year. The 671 was given the honor of pulling Lionel's first plastic streamlined passenger cars, the green 2400 series set introduced in 1948. The electronic set was advertised as "new" and the price was increased from \$75.00 to \$199.95 for the set. In the O gauge line, the No. 2671 Pennsy high speed tender with 6 wheel trucks appeared. The O27 gauge No. 2020 and electronic models continued to use the old tenders.

No changes occurred in 1949, but 1950 was another year of change, mainly due to the introduction of magne-traction. The 027 No. 2020 was dropped, and the 671 was changed to 681 to signify the addition of this feature. This also meant the old steel tire wheels were replaced by all cast types. As has been previously reported, a few magne-traction models were apparently shipped in 1949 using the 671 number, thus giving collectors another quite rare variation to look for. These can be identified by the combination of the 671 cab and the all-cast driver wheels.

In 1951 the electronic set was dropped, leaving the 681 with the 6 wheel Pennsy tender as the only turbine in the line.

The only change in 1952 was the substitution of the 6 wheel tender with the No. 2046 - Pennsy 4 wheel high speed model. Incidentally, the high speed tender was made in both "Pennsylvania" and "Lionel Lines" markings at the same time and using the same number. The Pennsy model is usually designated by an "X" after the number.

Although no change was reflected in the 1953 catalog, there was actually a change that year in that magne-traction could not be offered because of a shortage of magnets occasioned by the Korean Police Action. Accordingly, the locos were sold without this feature, and Lionel put the purchaser on notice by numbering these turbines 671RR, the "RR" standing for re-run. The same practice was followed on the Berkshire, and such pieces are quite rare today. As far as this reporter knows, the Berkshire and Turbine were the only pieces which Lionel numbered in this fashion. This year also marked the end of the 671-681 model.

The most desirable of all turbines was introduced in 1954 as No. 682. The only real change was the addition of a small 3 piece valve linkage set on each side and a white stripe along the catwalk. The same No. 2046 Pennsy 4 wheel high speed tender was used. Apparently by this time Lionel had pretty well satisfied the demand for 20 wheelers, as this loco is very hard to find today. It was made only in 1954 and 1955.

The turbine passed quietly into history after 1955. The 1956 catalog featured the colorful diesels and the new era steam locos, but no turbines. In 1957 the big and colorful No. 746 N & W streamlined steam-type was announced. The era of the plain black workhorse was ending. Only the durable Berkshire carried on the early postwar tradition and it was gradually cheapened with plastic trailing trucks and common tenders.

As this article indicates, the turbine was a durable seller and came in many variations and with numerous tenders. It was a good locomotive and poses no unusual service or restoration problems. The more serious problems formerly faced by collectors--replacing front and rear trucks and the rear ladder apron assembly--have been solved by remanufacture of these parts by various replica manufacturers.

It is fairly easy to obtain most of the turbines since they were always made in large numbers. The toughest ones are the No. 682, 671RR and 671-2020 with double worm gear drive. All the tenders are still easy to get, but the 6 wheel Pennsy high speed models are more costly. One of each variation of this prolific piece would easily fill a collector's shelf, particularly if the electronic model is included. For operators they can't be beat, although many prefer other models with more elaborate linkage.

One thing is certain--we will never see comparable quality at such a low price again.

This report was reprinted with permission of Paul Conners. Thanks Paul.

REPORT ON THE METCA CABOOSE

The METCA Division Caboose is finally coming to life. After many long hours of research by our President and his staff, the Caboose will be manufactured after the minimum order has been received by the membership. The Caboose will be a Bay-window Caboose with the Word METCA and date hot stamped into the side of the caboose. Each caboose will be numbered and logged into a divisional car control log. The cost of the caboose is \$15.00 if the Caboose is picked up at the Meet. If the Caboose is shipped, the cost is \$17.00. The additional charge is to cover packaging, handling and postage. If you are definitely interested please fill out the following form, and return with your remittance to Joe Francis, Secretary of METCA Division. One Car to a member.

(Tear Off)

METCA DIVISION CABOOSE

Name: _____ Date: _____

Address: _____

City & State: _____ Zip Code: _____

Amount Remitting: \$ _____
Check Off One
Pick Up at Meet ()
Ship via UPS ()

Make all Checks payable to METCA Division, Also please note on bottom of your check METCA Division Caboose.

METCA'S

Featuring Various Door Prizes
To Members In Attendance

WINTER TRAIN SHOW FEB. 18th, 1979

PLEASE NOTE —

The 1979 METCA Dues (\$2.00)
Is Due and Payable.
Contact Sybil Feyh.

FREE COFFEE & BUNS
9 A.M. — 10 A.M.

BOYS CLUB OF GARFIELD

480 MIDLAND AVENUE
GARFIELD, NEW JERSEY

DIRECTIONS TO HALL: Garden State Parkway, Exit 157 (Route 46 East) to Outwater Lane.
Proceed to Midland Avenue, make Left Turn and proceed to Hall.

REGISTRATION INFORMATION

PRE-REGISTRATION WITH TABLE	\$6.00	AT DOOR \$7.00
ADMISSION (PRE-REGISTERED)	\$3.00	AT DOOR \$3.00
WOMEN & CHILDREN (To the Age of 18)	\$1.00	AT DOOR \$1.00
GUEST (Not allowed to Pro-Register) <i>See Footnote</i>		AT DOOR \$4.00

GUESTS: *Guests cannot register in advance. They must be accompanied by their host member and must register at the registration desk. A guest is any person over the age of 18 who is not a regular member.*

SPECIAL ANNOUNCEMENT FOR SENIOR CITIZENS

For Senior T.C.A. members and member's wives, 65 and over, there is *NO ADMISSION CHARGE*. But, there is a charge for a reserved table, \$3.00 each.

No Tags will be mailed out. Please pick up your Tags at the Hall. But, for the benefit of all Pre-Registered Registrants, you may pick-up your Tags at 8:30 A.M. and enter the Hall before regular registration which begins at 9:00 A.M. Please mail in your registration early.

PRE-REGISTRATION CLOSSES FEB. 14th, 1979

All *Reserved Tables* will be held until 10 A.M. Then they will be made available to door registrants.

DON'T FORGET OUR NEXT SCHEDULED MEET — MAY 13th, 1979

Make Checks Payable to: *M.E.T.C.A.* — Mail To:

METCA, c/o JOE FRANCIS, P.O. Box 207, South Amboy, New Jersey 08879

- TABLE REGISTRATION & ONE ADMISSION — \$6.00 (*Badge Included*)
- REGULAR ADMISSION (PRE-REGISTER) — \$3.00 (*Badge Included*)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

WIFE: _____ CHILDREN: _____

For further information, contact: JOE FRANCIS (201) 721-3663

METCA, c/o JOE FRANCIS
P. O. Box 207
South Amboy, N.J. 08879

REMSEN HUNNEWELL
323 WELLS AVE
OAKHURST NJ 07755

