

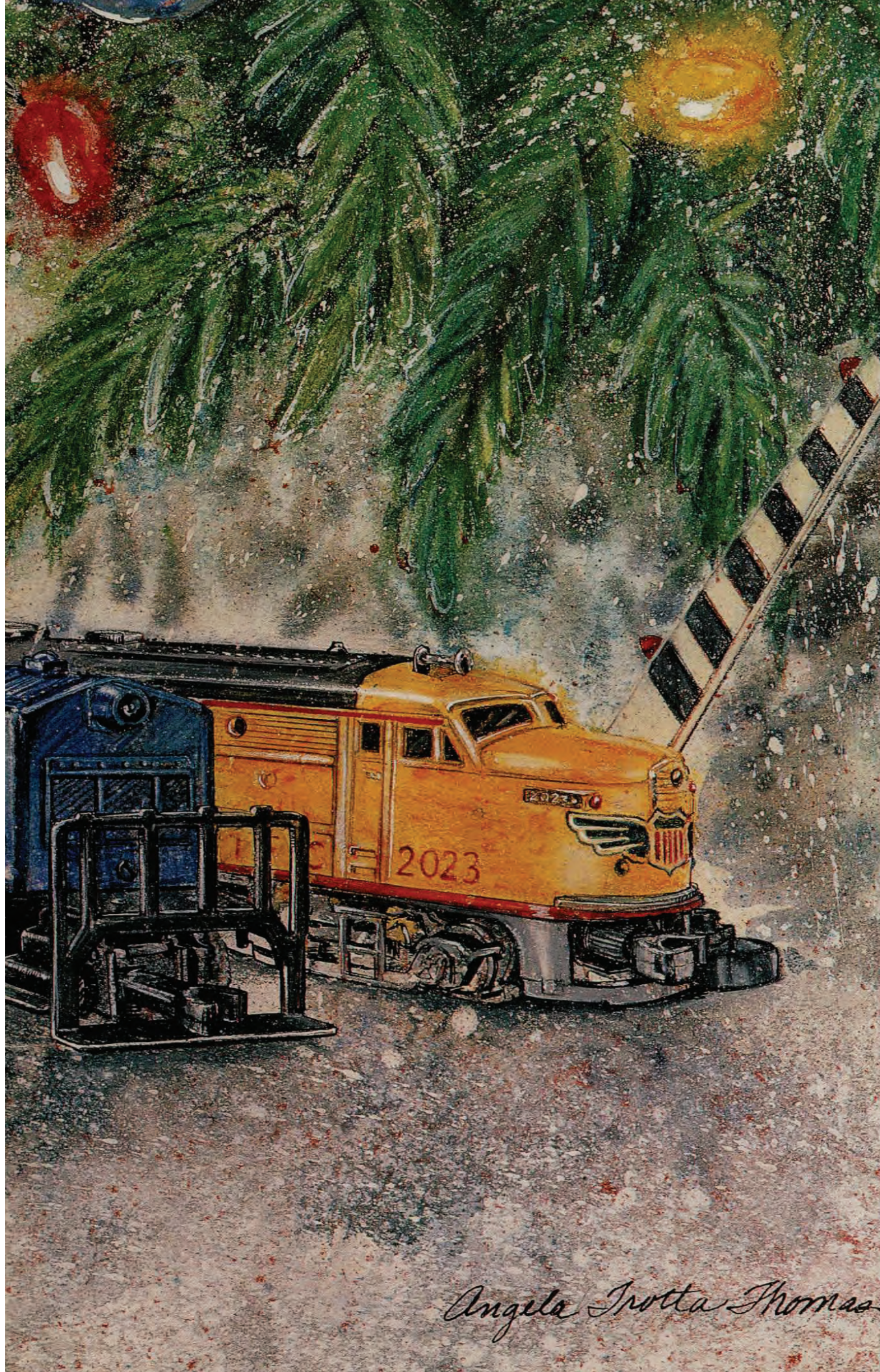
The

LION ROARS

Vol. 24, No. 3
December 1994



Angela Trotta Thomas



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The only method to contact the LCCA Business Office is in writing.

Mailing Method

The Lion Roars is sent to you via Second Class postage around the middle of the month. This change from the previous Third Class or Bulk Rate should assure quicker and better service. *The Lion Roars* is mailed to you based on the information provided to the LCCA Business Office. Computer records maintained there are updated monthly and used to create the mailing labels. It is the member's responsibility to notify the LCCA Business Office at least 60 days in advance of a change of address to insure that your publications will arrive without interruption. **If you have not recently changed** your address and your *Lion Roars* did not arrive by the end of the month of its scheduled date, notify your local Post Office and fill out their U.S. Postal Service Consumer Service Card (PS Form 4314-C, July 1991) so that they can follow-up for you. If your *TLR* cannot be found, notify the Editor.

Articles Wanted

Contents within each issue of *The Lion Roars* depend upon input from you, the membership. Many of you have submitted articles and photographs for us to publish. We continue to appeal to all of you to contact any member of the *TLR* Editorial Team should you have an idea for a story or just want to share your layout with the membership. (Refer to the February, 1994 issue for details.)

Greetings and Notes from the Editor

Here's wishing all of you and yours a happy and safe Holiday Season and may your Lionel empire grow! Please note that my new address and phone number are listed under Appointed Officials on this page. Pardon the delay of the October issue. Between my moving and other things it was late. Please be forewarned that February's will be sent late in the month so that we can include Lionel's Dealer Preview coverage for you!

—Don Carlson

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UPCOMING LCCA EVENTS

January 6 & 7, 1995

Lexington, Kentucky, at the Continental Inn

Harry Overtom (606) 268-1942 is hosting this two day event that is also open to the public. Tables are \$12 for LCCA members and \$18 for non-members. Guests \$3.50. Set-up and "early bird" trading is 5- 9 PM on Friday, January 6th. Meet is also open from 10 AM to 4 PM on Saturday the 7th. There will be several operating layouts, vendors and 250 trading tables available. The Continental Inn is located at US 60 and New Circle Road in Lexington.

January 7, 1995

Kalamazoo, Michigan, at East Christian Elementary School

Mike Valentine (616) 527-0475 is hosting this event. Registration (including one table) is \$4, extra tables \$4 each (limited to four tables). Guests \$2. LCCA members and families are admitted free of charge. Registration and setup at 10:30 AM. LCCA trading 11 AM-12 Noon. Public trading from 12 Noon to 2 PM. The school is on Sprinkle Road. (Take Exit 80 from I-94, go north on Comstock Road and turn right onto Sprinkle.)

July 18-23, 1995

Des Moines, Iowa

Your Host and Hostess for our upcoming Convention will be Doug and Vivian DuBay. There are plenty of activities planned to make this one very special "party". It's never too early to plan on attending the event which will mark the Club's 25th Anniversary. **Please note the dates are earlier than our previous Conventions and make your hotel reservations as early as possible since there are several other major events occurring in the Des Moines area at the same time as ours!** Join us as we "Celebrate 25 in '95!"

Meet Hosts Wanted

For details on hosting a local meet, contact

Jerry Dangelo

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Artist's Work Stirs Childhood Memories



It is often said that art can take you places, and if so, the painting of Angela Trotta Thomas (RM #13961) serve this purpose quite well. Featuring the famous Lionel toy trains of past generations, her artwork takes collectors on a sentimental journey - back to the happy, carefree days of childhood.

"I want to create art that will recall warm memories of our youth. This is why I have chosen to focus on art that revolves around the child's world," the artist says.

A native of Pennsylvania, Thomas did her undergraduate studies at Kutztown University and then went on to a career as a free-lance artist in the 1980's. Freelancing gave her the opportunity to work for clients such as Campbell's Soup, for whom she did drawings of the Campbell's Kids - "when they were still chubby," she adds. Eureka, a major school-art company, commissioned her to do reproductions of her paintings for schools across the country.

Ten years later, however, she decided to go back to school

to get a master's degree in illustration. She enrolled in Marywood College in Scranton, Pennsylvania, where she now teaches classes in illustration. While searching for a thesis topic, Thomas stumbled onto the subject that has earned her the nickname "train lady".

After going through her husband Robert's Lionel train catalogs, she enlisted him to research the artwork from his extensive catalog collection, which dated from the 1940's through the 1960's. During this research, Thomas was surprised to discover that there wasn't a single artist picking up his or her brush to re-create the scenes from these catalogs. Thomas decided she wanted to be the artist to get "on track" and attempt this, and her efforts resulted in "Christmas Memories", a watercolor painting she gave to her husband.

He loved the piece and took a photograph of it for the librarian at the Train Collectors Association in Strasburg, who had helped them with their research. When a past President of the TCA saw the picture, he suggested to Thomas that she market her train art.

Three or four paintings later, Thomas decided to act on his suggestion. In July, 1991, she sent copies of her work to Richard Kughn (RM #5586), CEO of Lionel Trains, Inc. and requested permission to do a series of limited-edition



In a scene at this year's Convention in Chattanooga, the artist is with your TLR Editor, who is holding her "City Sidewalks" painting that was used for the cover of the December, 1993 issue.

prints and greetings cards depicting Lionel trains. Kughn, who now owns a sizeable collection of her original works, was so enthusiastic about the idea that within a week she was given the go-ahead for the project. Thomas takes great pride in her status as the only painter licensed to create artwork featuring the highly collectible Lionel trains - which has helped make her prints highly collectible, too. "Window Wishing", her first print, issued in an edition of 750 pieces in the fall of 1991, is completely sold out. Three others, "My Turn Yet, Dad?", "Milk Run" and "Can You Fix It, Mister?" are well on their way to being sold out, too.

From listening to the childhood memories of her husband and other avid train collectors, Thomas has discovered that they share a common bond which she describes as, "the emotional process of going through the catalogs and the constant longing for the next train". Talking to collectors helps her capture the feelings they had for trains as children in addition to giving her ideas for new paintings.

Not that Thomas needs any help in the creative department. From the way the artist describes it, it seems as if ideas run through her head faster than a speeding train. "A million ideas are stored in my head, and I'll never have enough time to paint them all", she says with exasperation. So when do these inspirations strike? "I can be driving in the car or talking to people when an image of a whole scene will come to me", Thomas explains.

Even memories from her own past can become a picture. "Timeless Treasures" resulted from a childhood memory of her friend Nancy's room. "It came from a feeling I remember having when I first saw this girl's room with all of these dolls, toys and a beautiful dollhouse."

Although Thomas releases only two to five limited-edition prints a year, she creates far more paintings - anywhere from 15 to 20. Her work has been widely accepted by train and art collectors alike. In fact, a big fan of hers is the rock star Neil Young (RM #14158). As a serious toy train collector, Young was immediately drawn to the accurate and highly detailed Lionel train prints, and soon contacted Thomas to re-create her train art on the posters for his 1993 summer tour of Europe and the United States. He was so pleased with her work that he asked her to design the poster that will be used to promote the introduction of TrainMaster at Lionel dealer displays. With LTI, Young jointly owns

LionTech, a company which produces electronic accessories for toy trains.

Another path Thomas' train art has led to is book illustration. *The Mighty Santa Fe*, the first story she created the artwork for, came about by her suggestion. Thomas contacted William Hooks, a well-known children's author, and said, "I think the world needs a train story". Hooks agreed and began writing the book, which was released by Macmillan Publishing Company, Inc., New York, New York, in the fall of 1993. Her illustrations will soon grace the pages of another children's story, *The Blueberry Train*, being written by C.L.G. Martin. Scheduled for release in the spring of 1995, it focuses on an actual train from the 1920's.

Thomas and her husband have such a sizeable train collection that an entire room in their home is dedicated to it. The couple usually adds to the collection by browsing through local hobby shops and attending train shows. In fact, it was during one of these shows that the artist was inspired to create a new collection. "I met some people there who were doll collectors, too. I discovered that no one was doing dollhouse art, although there was a need for it", Thomas says. She is now designing a series of prints based on this theme.

All of the positive feedback Thomas receives from collectors leads her to firmly believe she's on the right track. She is frequently complimented by having her work compared to that of Norman Rockwell's. "Collectors say they get warm, happy feelings that they remember from childhood when they see my work", she explains. Often, admirers will call her just to say her paintings are lovely. "It's comments like these that make me think I'm doing something I should keep on doing".

—Kim Vanora, Editorial Assistant

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(Editor's Note: A "thank you" to Angela Trotta Thomas for letting us use one of her paintings for the cover of this issue of TLR. For further information on these beautiful works, you can contact her at: 1107 East Longwood Drive, Clarks Summit, PA 18411, phone is 717-586-0774.)

Author Shares Gift of 1930's Train

■ The set box identifies it as set 758W in Aluminum finish; but in our family we know it affectionately as "Mary Lou's Train."

I first met Mary Lou Adamson in 1970. She was a parishioner at my first church. For Christmas, 1971, after learning of my interest in Lionel trains, she and her husband, Hap, invited my wife Barb and me over for dinner. Afterwards, she brought this set out of the basement and let me play with it. I recall the experience as if it were yesterday: all of us had a ball playing with the train and blowing its whistle! At that time she said that to the best of her recollection, that was the third time it had been out of the box and run - it's not been run since then.

Last December, 1993, I visited Mary Lou. She sent me downstairs to retrieve the train. I found it where she said it would be, in the closet under the steps. It was in a large box marked "Fragile Handle With Care" "Dishes". When I brought it upstairs she said: "Merry Christmas! I've been going through things and I wanted you to have it." I managed a "Thank you" and "you know it will be loved and well taken care of." In this article I want to share the set in pictures and descriptions.



Photo 1 shows the box the train set was found in. "Dishes" appears on the other side.



Photo 2 is the set box and the four individual cartons. The set box clearly shows that it's a 755W Hiawatha Box. The label shows that it's a 758W Union Pacific Streamliner. The rubber stamp in the upper, right hand corner identifies the set as the "Aluminum" version.



Photo 3 is the entire set as it came out of the "Dishes" box. Back row, left to right: 752T box, 16 - Wide Radius curve and 4 wide radius straight tracks, 752W box with 753 coach on top - set box with 1023 mountain behind to support the flap! - 753 coach, "K" controller and box. Front row: spare bulbs, 1936 "Instruction Booklet", 2 vestibules, a box of "O" gauge rail connectors, tube of lubricant, inspection card, whistle instructions, "K" transformer instructions, 4 original coil connecting wires, 7 lockons and one of five wrappers. (To present this set to you, I borrowed Paul V. Ambrose Greenberg's *Guide to Lionel Trains 1945-69, Volume III, Sets* format on pages 92 and 93 where he presents two beautiful sets from P. Sigrist's collection.)



Photo 4 shows power car 752E. In the background the box clearly shows 752W - the power car has a whistle.

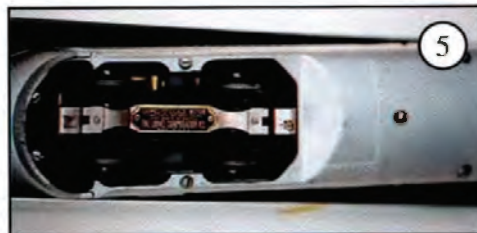
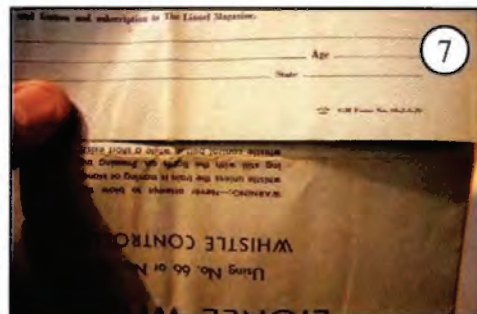


Photo 5 shows how "gauge" is misspelled as "G AUGE." According to McComas and Touhy, *A Collector's Guide and History to Lionel Trains, Volume 1: Prewar O Gauge*, on pages 23 and 92, these name plates were made in 1934.



Photo 6 is my attempt to show the back page of the Instruction Booklet - encouraging us to enter the Lionel contest with



\$100 in prizes before January 10, 1937. The date of the booklet is 8-36.

Photo 7 shows the Whistle Instruction sheet for #66 or 67 controller dated 2-6-36.



Photo 8 is the “K” transformer instructions dated “7500-K110-79-2-37”.

From this documentation I conclude that this is the 1936 4 car Aluminum Set. It appears that Lionel took some old inventory, in this case a 752E power car and upgraded it to a 752W. I believe the addition of the whistle was made at the factory since the power car box reads 752W and the set label reads 758W.

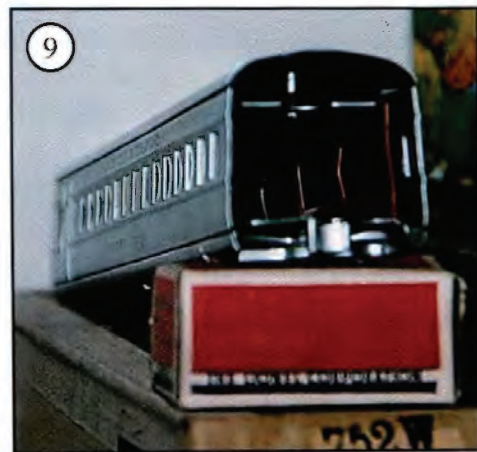


Photo 9 shows the orange Hiawatha window inserts. In talking to one of my friends he seems to think that Lionel freely used parts that were available. Both coaches have the orange inserts. The power car and the observation car have silver inserts.



Photo 10 is a 753 coach and its original box with “35 G 21” stamped on the side. Both 753 boxes have these numbers printed upside down; the 752 and the 754 boxes do not have these numbers.



Photo 11 shows the “Inspection Card”. This set left the factory in “perfect condition” according to inspector AP433! Cleaning instructions are on the other side of the card. Also note the bottom of the two vestibules. One is blank while the other one proudly states: “Made in U.S. of America”.



Photo 12 is a Lucius Beebe wedge shot showing the near mint condition of the power car.



Photo 13 shows the only accessory to the set, in addition to the transformer which I assume was purchased separately, is this tunnel. Not being a collector of prewar, I did not recognize this as a Lionel piece. I was first alerted to the possibility when I turned it upside down (**photo 14**) and saw,



not a number or Lionel I.D., but the same type paper wrapper as used to protect the four cars in their boxes. My 1939 Lionel catalog (the only prewar catalog I have) identifies it as a #1023 felt tunnel — very colorful!



Photo 15 is a close up of the set box label. Not shown are two cardboard inserts. I have no idea how they fit into the set box. I assume that they were used to keep the track together. When I opened the “Dishes” box, the track was on top of the set box and the transformer was inside the set box. The inserts were inside the tunnel.

This then is “Mary Lou’s Train”. As you might imagine, this set has great value to me beyond any monetary consideration. I share it with you through this article so that you can enjoy it too. I believe the set has historical significance in that until last December, it was with its original owner. I was surprised with the “like new” condition of the set and the many variations. Now I must determine how I will display it. I don’t want to handle it so as to discolor the very bright aluminum finish. I don’t want to leave it on a shelf to collect dust. I really don’t want to keep it in the boxes either. So, I’m open to any suggestions. Happy railroading and have a wonderful Holiday Season.

— Rev. Len Haynes, RM #14964,
Lansing, Michigan

First Lionel Sparks Lifelong Hobby

I was born in 1950 in the southern part of New Jersey, with the Central Jersey Railroad a mere 100 yards away from our house. My uncle worked as a brakeman for the Pennsylvania Railroad and lived in Buffalo, New York, with my aunt and cousins. The 1950's were a golden era for railroads and trains. Lionel's most exotic and desirable year for great new products was December, 1956, which coincidentally, for me, became the most memorable Holiday Season ever.

This particular Christmas was going to be something very special for me because my grandmother and I were going to take the train from Philadelphia to Buffalo to spend time with my aunt, uncle and cousins. This was my first train ride and I knew once I got there, my uncle would give me more train time and tours of the rail yards where he worked.

Besides waiting for the trip, I spent many hours admiring all the store window displays in my hometown of Vineland, mesmerized by new Lionel trains speeding around the curves, over trestles and back again. I can vividly remember this one hardware store that had the best and largest layout display in an L-shape that was loaded with accessories. The store owner's son always got the job of being the train engineer. I waited for him to ask me to help him run the trains but I guess a 6 year old boy wasn't quite ready in his eyes. This one year, a Virginian FM Trainmaster was doing all the main chores, with a secondary loop being serviced by a brand new Milwaukee Road "Little Joe" Electric that really caught my eye. As soon as I got my free Lionel catalog from the store manager, I read through it and must have reread it at least a thousand times in the next few weeks.

Up to that point in time, I had only been dreaming about owning a Lionel electric train set. I already had a wind-up Marx streamliner and a small electric Marx steam locomotive freight set to play with, but nothing could compare to the Lionel diesels and steam engines racing around the store displays all around my town. I just knew that this Christmas would be the one that finally would get Santa to bring me that Milwaukee Electric freight set!

Needless to say, I wanted a Lionel train set in the worst way. Those operating knuckle couplers fascinated me to no end. Just like the real trains! The week before Christmas, my uncle offered to pre-buy me a small gift and I picked a green 6464 gondola with barrels, even though it wouldn't even couple to my Marx trains. I didn't care. I tied it to the tender with string and thought it looked like a million dollars going down the tracks.

My trip to Buffalo was scheduled to leave before De-

ember 25th, so that I would not see my present from Santa Claus until I got back the first weekend in January. The suspense would have killed me if not for all my thoughts about the train trip ahead for me. I couldn't wait. The fact that I would be away from school for a week's vacation didn't hurt either.

The trip turned out to be wonderful and is still my favorite to this day. I boarded the train at the 30th Street Station in Philadelphia and got to see my first GG-1 which was going to pull my passenger train. All of a sudden, all the Lionel catalogs were coming to life before my very eyes! That vacation introduced me to New York Central F-3's, Pennsy GP-7's, B & O F-3's and some steam engines sitting at a roundhouse in the Buffalo P.R.R. yards where my uncle worked. He took me into the cabs of many locomotives that week. I spent a great vacation with my grandmother, aunt, uncle and cousins, but was getting homesick. Christmas is not the same if you're not at home.

When the week ended and I got home, I was greeted to a snowy landscape back in New Jersey, quite different from the day I'd left, but holiday perfect. A Lionel train set was waiting for me at home and although it wasn't my Milwaukee Electric, it turned out to be the 1955 Pennsylvania Freight Set headed up by the #2028 GP-7 with a 6311 flat, 6436 Lehigh Valley hopper, 6560 grey crane and 6119 red work caboose. Some manual switches, and extra track and a bumper put icing on the cake.

I do remember my father showing me how to make a tunnel out of the set box and recalling how Cheerios cereal became the perfect cargo for the hopper car (when mom wasn't around to see me doing that!).

Today, I still have the set with probably a million miles on it (still runs perfectly) and I love to collect and operate Lionel trains. Since my wife and I have no children and stores don't display train sets like they used to, I've started to set up train sets the way I remember in my own home for Christmas. I get a thrill out of operating the trains for my friends, neighbors and relatives now that I'm finally the engineer for the Virginian FM pulling a long freight on my Christmas layout.

I have quite a collection of Postwar Lionel trains with an emphasis on the 1955-1960 era, especially the Super O sets. I also have miscellaneous HO, N and S gauge items, but am still looking for a real nice Milwaukee Road Electric to complete my childhood dream. It will probably be waiting for me at an upcoming meet.

— Anatol Vasiliev, RM# 11431, Vineland, New Jersey

Dime Store Treasures Bedeck Holiday Train

Although the manufactured Christmas trains are nice they don't entirely fill my needs. They are short and for me really don't have much to offer, besides a few wrapped packages and a hefty price tag.

While walking around a train show last spring in Wayne, New Jersey, I came across a dealer with a huge amount of Lionel Large Scale flat cars #8-87501. He was asking \$11 per unit, I offered \$45 for five units. My offer was accepted, and I had the beginnings of my Christmas train.

My "G" gauge runs in the garden for 3 to 4 weeks during the Holiday Season, and I am always looking for reasonable ways to enhance the enjoyment of the viewers.

Not that I procrastinate, but those cars weren't touched again until December 21st. That's not to say that I did not do any armchair modeling, and had built the cars several times in my mind's eye.

I started construction by cutting up some scrap paneling. This was used to make a surface for attaching all of Santa's gifts. When cutting out the floor, keep in mind that the position of the brakewheel stem on Lionel's Large Scale flatcars makes the actual load space shorter than the car itself.

The "loads" were obtained from several sources, ranging from the local hobby shop (doll house department), to a variety store close out of Christmas decorations and my very own parts and raw material box. Miniature tree ornaments are ready made for this project. All that needs to be done is to trim the hanger off these pieces.

Another great find was at the checkouts in the variety store. Staring me in the face were holiday earrings, miniature gift wrapped packages and decorated wreaths. (If you're a man, be prepared for some strange looks from the store clerk when you grab all they have of a particular item from this source of lady's holiday earrings!)

I prepared the five cars in about an hour. The first step was to lay out the treasures obtained at the stores and decide on each car's load. My Coca Cola Santa, who is sitting on a stool, was given the place of honor on the end of the last car. Wooden soldiers headed up the last three cars to lead and protect Santa.

Then armed with a hot glue gun, I fastened all the treasures and Santa to the new flooring (panelling) that was tack glued to the floor of each car. (This temporary flooring should peel off when I want to change the theme.)

The final step of the decorating process was to carefully spray the entire set of cars with artificial snow.

Even if you don't run Large Scale or "G" gauge trains, you can still grab a handful of those "under the table treasures" in your gauge at the next train show you attend and make up your own Christmas train. Enjoy the Season!

—Bob Amling, RM #9116, Brooklyn, New York



Member's 40 Year Dream Comes True

I can still remember the time surrounding the Christmas of 1953. We lived near a small town in Northern Wisconsin. The Braves had just moved from Boston to Milwaukee and a guy named Ike was the president. Our residence in a very small house that was situated on several acres my grandmother had given my mom and dad. My parents were fairly typical of persons of that era. Neither had graduated from high school and their dreams centered around my going to college and enjoying the rewards of a career of the type that they could only dream about.

We were not poor, at least not in the sense that we ever missed a meal. We did not have indoor plumbing, however, and my mother in later years often recalled the time the town doctor charged only \$5.00 when he made a house call in the middle of the night when I was sick. Apparently he observed the circumstances under which we lived and cut in half what he normally charged!

I was 10 years old at the time and was already a devoted Lionel enthusiast. That is not to say my "inventory" of trains would have impressed anyone. My parents had purchased a Lionel train for me some six years earlier—when economic times were better and we lived in the Milwaukee area. I treasured that train even though we did not initially have electricity when we were forced to move north because of the economic realities that confronted us.

I would read the 1953 Lionel catalog each day and marvel at the powerful yet beautiful trains that graced its pages. That catalog, of course, was as close as I would get to those trains—I understood the economic realities that confronted my family and I no longer believed in Santa Claus. I wasn't going to be the recipient of any expensive Lionel train when my dad was struggling to buy a used car so he could get to work.

My parents did, however, know there was a special bond between their son and trains. Before we were forced to move from the Milwaukee area, my mother would take me—even in the middle of the winter—to the train yard in Waukesha so I could watch switch engines move cars around the Chicago & Northwestern yard that was just down the hill from the apartment we rented. Because they understood my "affair" with trains, for the Christmas of 1953 they did make a sacrifice by buying me a second train—a Marx set that they purchased from the Montgomery Ward store in Rhineland. I was on top of the world, I had my treasured Lionel and now a second train to go with it.

Until the 1954 Lionel catalog came out, however, I con-

tinued to return to the pages of that 1953 edition and dream like only young boys and girls can. Little by little I developed a particular fondness for what I saw as the awe-inspiring 2046 027 Hudson. The beautiful Hudson with its 4-6-4 wheel arrangement was to become my favorite steam engine. The dynamic presentation of two sets being pulled by that locomotive on pages 12 and 13 of that 1953 catalog particularly captured my attention.

It must be noted that at that time I did not realize there was a 773 Hudson—much less a 700E. I did not receive my first Lionel catalog until 1952. As a consequence, the world of Lionel for all intensive purposes for me began with that date. In fact, it wasn't until the mid-1970s when I returned to Lionel—after a break for college, marriage, the first mortgage, etc.—that I even realized there was a 773 or 700E Hudson. In 1953 the 2046 would have been more than good enough to fulfil all of my dreams.

When my "affair" with Lionel was rekindled in the 1970s I began to read some of the literature—I "forced" the first college where I taught to buy one of the early McComas and Tuohy books. As a result I "discovered" the existence of the scale Hudson and marveled at its beauty—along with its price! By that time our first two children had been born, I had received my Ph.D. and was well into a teaching career as a university professor.

Nevertheless, dollars seemed nearly as scarce as they were when I was growing up in Northern Wisconsin. I managed to buy a boxcar here and there and even an MPC engine (moderately priced variety) once every four or five years. I even became fairly knowledgeable about the history of Lionel—which perhaps made up for my lack of an operating layout!

I must also frankly acknowledge that I was—and continue to be—disturbed by the prices and amounts of money that were—and are—being spent on "toy" trains. They are, after all, only toys. I was in Washington D.C. several years ago and saw human beings sleeping in the streets of our nation's capital. People are out of work and many are unable to afford even minimal levels of medical care. Each time I am "tempted" to make a "really big" purchase, that reality is staring me directly in the face. (I must also acknowledge that the decision to follow my conscience is made easier by the fact that those "really big" purchases are beyond my economic means even if I were willing to fall victim to those temptations!)

In 1991 our oldest child graduated from law school. I looked at our budget—would we now have a few more dol-

lars? Wait a minute, the next in line was going to veterinary medical school. Let's see, that's four years at....(don't ask). My wife also noted that we had been married over 25 years and hadn't taken a vacation together since....(again, don't ask). She also pointed out that our living room sofa was 35 years old—a hand-me-down from her parents. One of our cars was eight years old and had holes in it, the other had over 40,000 miles on it. I checked the ads for new cars and found...(that's right, don't ask).

Sitting up late one night, I picked up my 1953 Lionel catalog. (It's not my original.) I opened it to pages 12-13. There was the 2046 looking as magnificent as ever. I began checking some of the ads in model and toy train magazines. Interesting. The price of the 2046—at least in comparison to other old and especially new Lionel—was surprisingly low. Now I'm not saying it was cheap. But at least one would not be forced to go on an involuntary diet for three months to purchase one.

I kept going back to those ads night after night—and back to pages 12 and 13 of my 1953 Lionel catalog. Finally I made the decision. I told my family that there was only one thing I wanted for my birthday, Christmas, anniversary and any other occasion on which someone might be tempted to buy me a present. Don't surprise me I said, but put it toward the purchase of one Lionel 2046 engine.

By this time my youngsters had come to understand their dad's idiosyncrasies and my wife had become increasingly sympathetic—down right supportive, in fact—of my “playing with trains.” Finally pulling the dollars together, I wrote the letter that I had wanted to write for all these years. Carefully I made sure I had all the numbers and description of the engine correct, wrote the check and dropped the letter in the mail. Then came the wait. Never before did that UPS man seem to skip past our house so many times. Didn't that man know I had been waiting for almost 40 years for this engine?

Eventually the package did arrive. My hands were almost shaking as I removed the wrapping. (Why is there a law of physics that dictates that the degree of difficulty in opening a package will always be directly proportional to the degree of anticipation with which one has been awaiting its arrival?) Finally I got it open and there it was—the 2046. It was really mine, I was holding it my hands! It had been a long wait—almost 40 years! Maybe there really is a Santa Claus! As I carefully cradled the engine in my hands and moved it ever so slowly so I could examine it from different angles, it was almost as though I were holding a piece of my childhood.

I took the tender out of the box and connected it to the

engine. Than I place them on the kitchen table. I got down on my knees so that I was eye-level with the table and the engine almost seemed to spring to life. It looked the way it did on page 12 of the 1953 catalog—long and powerful. As I was kneeling there I suddenly thought of that unknown person who had preserved this engine over the years. I will never know who he or she was. I only wish I did so I could say thanks, thanks so much for helping to make a dream of almost 40 years come true.

Many “big-time” collectors may scoff at my thoughts regarding that 2046 that I now have in my possession. In all honesty, however, I could care less about what they think. When I was in high school I was “teased” even by some of my best friends because I still “played” with trains. Well, now I proudly admit that I still “play” with Lionel toy trains and I realize now that what other people think about my “playing” with trains is something that they will have to contend with.

I do not view Lionel trains as an investment in economic terms. I see them rather as an investment in happiness and nostalgic memories. Many of those collectors who have invested time and money in building their collections and in passing on their advice and expertise to us neophytes are among the unsung “heroes” of this hobby. Unfortunately—in my opinion—there are also too many collectors who seem to take some perverse pleasure in driving up prices and whose only concern appears to be the fixed dollar amount that their collection increases from one year to the next.

Several years ago I wrote an article for *The Lion Roars* suggesting that the Santa Fe F-3 Emperor Chief—1954 catalog—was perhaps my favorite train set. (Another train which I never had and probably never will own!) In that article I suggested that owning a train like the Emperor Chief might break the special aura that the catalog art provided, that somehow owning the real train might take something away from what a child's imagination had lifted from the pages of the catalog.

In the case of my 2046 I think I may have been wrong. As I look at that engine sitting atop my computer desk I am taken back in time. It's 1953 again. My dad is still alive and my mom—who is now in a nursing home—is young again. She's baking, using the old wood stove in the kitchen and the smell of apple pie fills the house. The radio announcer is talking about some senator from Wisconsin who claims the U.S. State Department is being infiltrated by communists. I'm laying on the floor reading my 1953 Lionel catalog—and there before me is the 2046 Hudson. I think Joshua Lionel Cowen must be smiling.

—David L. Martinson, RM #4656, Cooper City, Florida

Gifts From Christmases Past Pack Pennsylvanian's Layout



Photo 1 is a Postwar lineup of my childhood Christmas gifts. From background to foreground are: a GP7 "027" passenger set from 1956; "O" gauge freight set #2217WS from 1954; set #12201WS also from 1954 and a noncataloged Alco freight set from around 1960.



Photo 2 has a #362 Barrel Loader with a modern era #12768 Burning Switch Tower behind it. (Ever notice that Plasticville never made a decent looking O/S scale farmhouse? To remedy this situation, I scratch built the one shown at the right side of the photo.)



Photo 3 is the same scene as photo 2 but with "darkness" descending and the #12720 Beacon Tower lighting up. (I took these photos after reading the article "How To Take Pictures Of Your Trains" in the February, 1994 issue of *The Lion Roars*.)



Photo 4 has the #175 Rocket Launcher that was my gift on Christmas 1958. Quite a few launches have taken off from this pad! But it has managed to survive two generations of junior astronauts. The Plasticville airport buildings were Christmas gifts from aunts and uncles.



Photo 5 has a Fundimensions #8506 Penny Switcher pulling one of my latest acquisitions, a #16807 Heinz Reefer (since I'm a Pittsburger, I had to get one!!) My Postwar #60 Lionelville Trolley can be seen in the background. It was one of those "surprise" accessories that unexpectedly would show up on the holiday layout Christmas morning. When questioned about where it came from, my father would swear that he knew nothing about it.

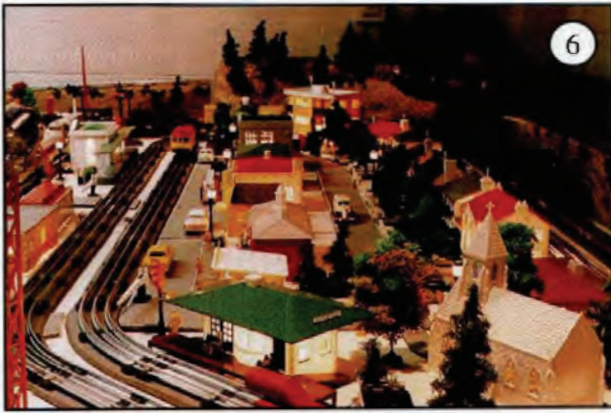


Photo 6 is looking down Main Street. No Lionel display would be complete without lots of Plasticville houses and buildings.



Photo 7 is an overall view of our holiday display showing its power plant of two Lionel KW transformers.



Photo 8 is my favorite outfit headed up with a #682 Pennsy Turbine. It runs just as well as that Christmas morning in 1955 when I found it under the tree. The #197 Rotating Radar Antenna was an after Christmas bargain you could get back in the 50's for half off. You could really stretch those extra couple dollars you would get in your Christmas cards. Weren't they the good old days never to be repeated!

May all the readers have a wonderful Holiday Season.

—Ron Hoffman, RM #12346, Erie, Pennsylvania

Future Childhood Memories

Scenes from last Christmas that will someday be very fond memories for these future Lionel collectors!



In the center of this photo is Grayson, the 2 year old son of John Alleman (RM # 13577) shown sharing his Thomas The Tank Engine Set with his older brother Grant and sister Jenilee while their dog "Chief" looks on.



Nestled snugly under the Christmas tree is Cody, the son of Jeff Murgas (RM #5690) while a Lionel #256 engine followed by the 812, 813 and 814 cars pass by. From the look in his eye, Cody likes trains almost as much as his dad!



This display was put on at Mrs. Joy McLure's 4th grade class at Londonderry Elementary School in Middletown, PA by George McKelvy (RM #13320). It was a big hit with the children, parents and teachers as it served as a teaching aid on machines.

Member "Finds" His Christmas Engine After Many Years of Searching



Here is a picture of me on Christmas Day, 1937 at the age of 2 1/2 years. Of the many gifts I'd received that day, I didn't know anything about the football (just guess it was politically correct to have one at the time); the rocking horse was a fine item as was the fire engine; and I still have the blocks! Of all the gifts, the train was by far the most special of them all. (Notice how I'm pointing at the train in the photo!) It was set #1545 which had engine 1511, tender 1516, boxcar 1514 and oil tankcar 1515 but no caboose. During playtime, the engine made lots of trips across the carpet instead of on the tracks to better see how far its clock-work mechanism would go. I do remember trashing my

engine. You can only bend tinplate metal with pliers just so many times before it breaks and becomes scrap. (Scrap was hard to come by even in small amounts in 1943 which is when I donated to the cause of the time, namely the war effort.)

I'd kept the other pieces over the years and found a replacement engine at the 1994 Convention here in town! Hooray, the set is back together again and fond memories are refreshed!! May everyone have a Merry Christmas.

—Robert Garrott, RM #5939, Chattanooga, Tennessee

Season's Greetings

from your Club's Leadership Team

Larry Black
Asst. Editor, Interchange Track

Dick Johnson
Archivist

Art Broshears
Asst. Secretary

Larry Kesselring
Nominating Committee, Chm.

Bill Button
Director

Fred Knoell
Distribution Agent

Don Carlson
Editor, The Lion Roars

Larry Nahigian
Financial Consultant

Bill & AKay Crace
Editors, Interchange Track

Al Otten
Immediate Past President

Jerry Dangelo
Vice President

Johnny Ourso
Director

Dienzel Dennis
Director

Harry Overtoom
Director

Dennis DeVito
Editor, Roster

Stan Roy
Director

Doug & Vi DuBay
1995 Convention Host & Hostess

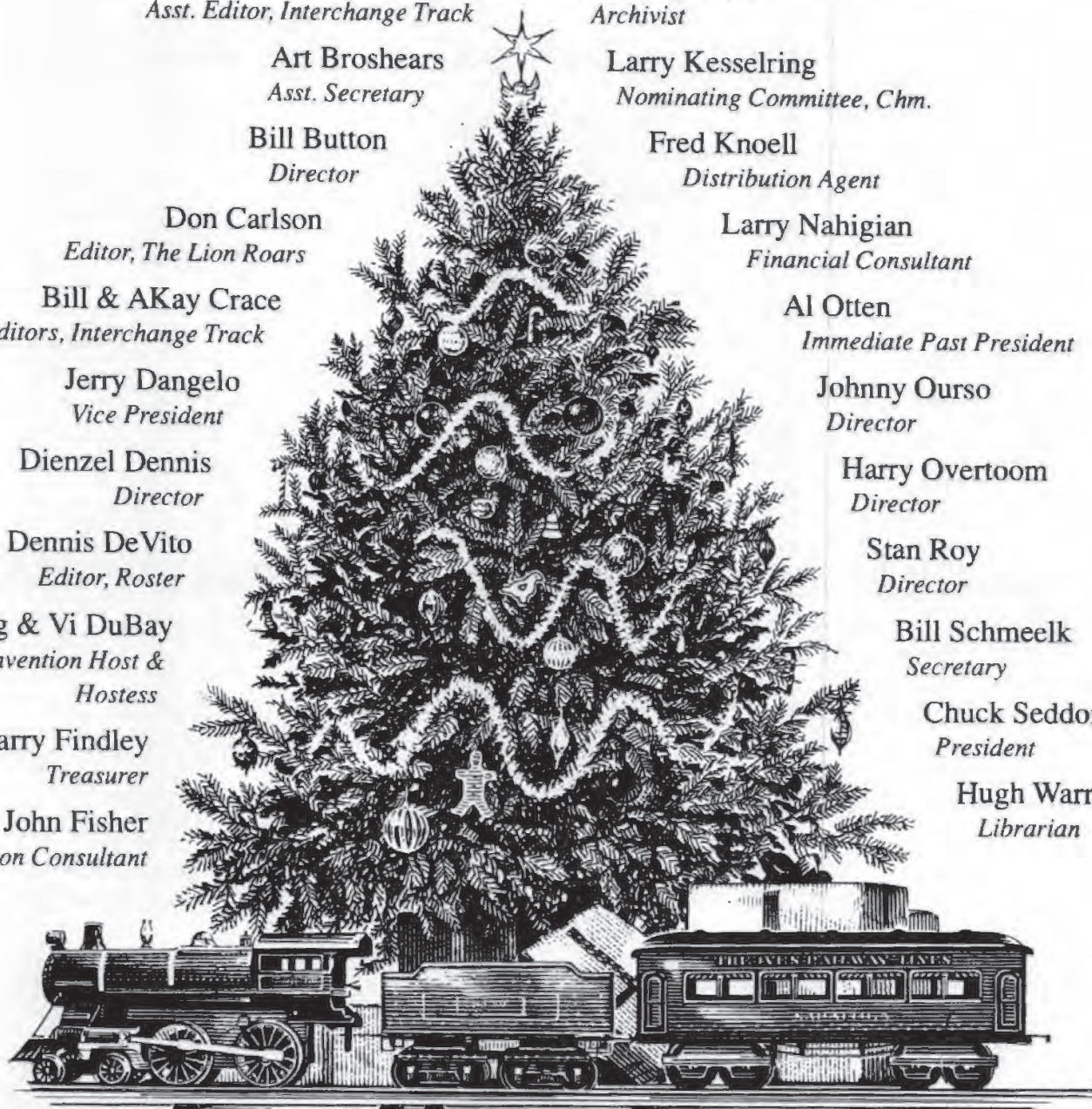
Bill Schmeelk
Secretary

Barry Findley
Treasurer

Chuck Seddon
President

John Fisher
Convention Consultant

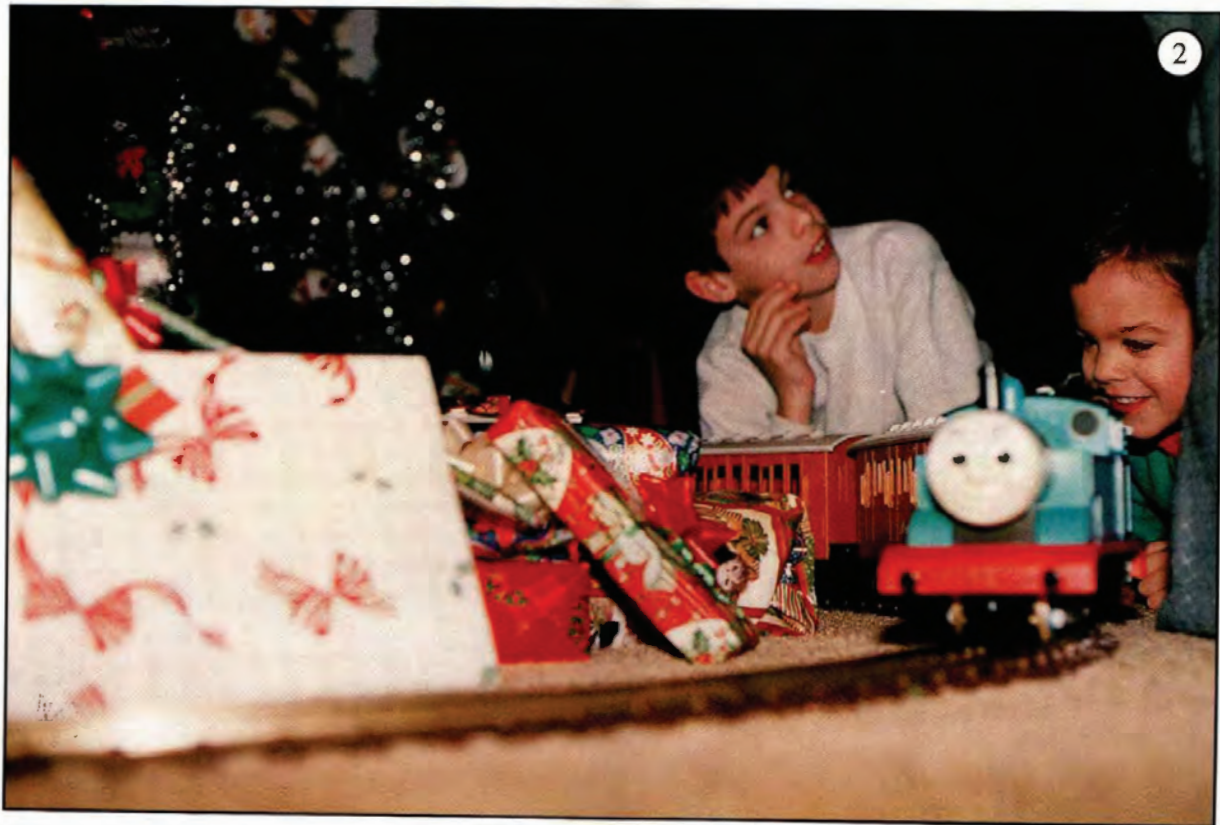
Hugh Warren
Librarian



A Christmas Card

The Rambler, Ms. Rambler and the little Ramblers all wish you members and family members all the happiest of holidays. **Photo 1** is our Christmas Card to ya'll this year. Thomas and

a prehistoric relative meet at Santa's station. In **photo 2** Andy, left, and Matt check out Thomas and his coaches.



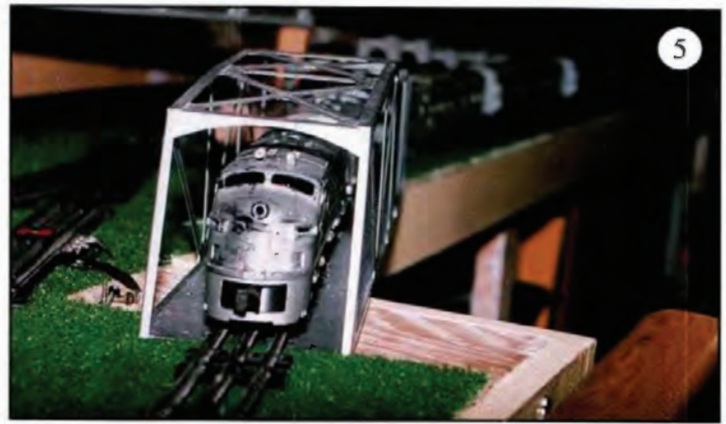
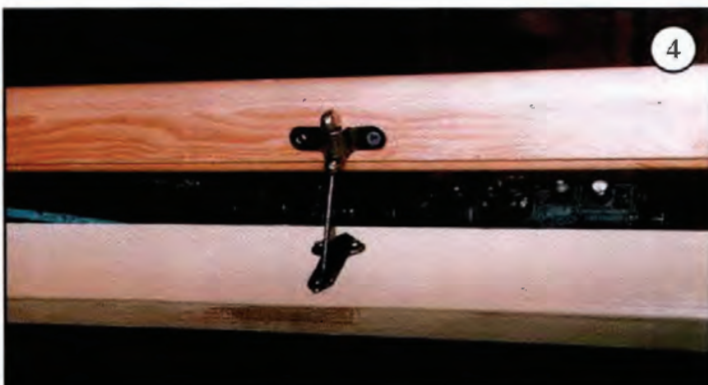
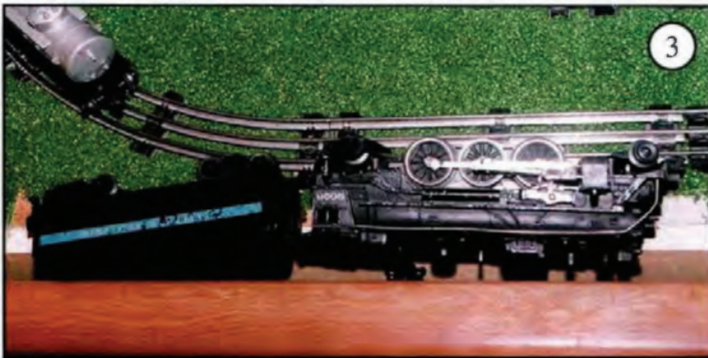
On Guard

Keeping derailed trains from falling to the floor is always a topic of conversation when Lionel operators get together. The problem becomes more acute when children, especially Preschoolers, play with the trains. While a 1x4 nailed up around the edge of the table would restrain "Tootle" and his daisy seeking kin; its visual effect would be, as we say down heah, taaacky.

One of our HO scale brethren suggested a plexiglass fence 6 inches high around the layout. He has no children. A clear fence 24 scale feet high?? That won't cover those 36 foot tall crossing blinkers.

The lady of the house suggested a nice base molding to coordinate with the woodwork around the walls. That was the best idea yet but a trial section brought out a problem. Remember back when we were kids how we would get our faces down even with the track and watch the train speed by? Try and do that over a 4 inch high piece of lumber!!

Solution? The Tennessee Central now has a handrail growing around it. The project is not complete but what is done has a pleasing appearance. And it works. **Photo 3** shows the aftermath of a high speed derailment. The hand rail, although no taller than the track, keeps the low flying 2026 from hitting the floor. Standard hand rail parts from the hardware store are used (**photo 4**). Our rail is sanded and finished with several coats of clear polyurethane before installation. The hand rail can be run in sections rather than continuously. A cheap-repainto Marx bridge is used to protect dollar-hyper flea market finds like the all silver F-3 and coaches as they glide past a jig-jog in the tablework (**photo 5**).



The GRINCH Took Our Choo-Choos

The press release was dated October 28, 6:03 PM. Bad news is always dated three minutes after closing time on Friday. "Don't call us; we'll call ya'll." The railroad we all thought would last forever was banking its fires.

Still in the dark?? By the time ya'll read this the N&W 4-8-4 No. 611 will be a 400 ton shelf piece. Just as Lionel's new "J" model No. 612 roars out of the Christmas fog under TrainMaster remote control the real 611 is retired to repose in Roanoke. Ain't it funny how things that go around come around. Back in 1957 a Lionel model of the N&W semi-streamlined steamer graced the front of the catalog. Within a couple of years the N&W had done away with steam and No. 611, sidetracked to a park in Roanoke, Va., was the sole surviving "J".

The gist of the Norfolk Southern statement is that steam passenger excursions cost more than they are worth and the NS is discontinuing the program at the end of the 1994 season.

So the baton is passed to smaller, more flexible rail lines, operating museums like Tennessee Valley, and maybe Amtrak to keep the heritage alive for our children and grandchildren.

Thanks, NS, for the ride. It was a magnificent 28 years. And thanks, Lionel, for carrying on for close to a century.

Merry Christmas to all—.

Down the Road

More Home made trains
Spooked by an F-3
Switchbashing the 022

Stay tuned—.

John William Coniglio, RM #4891, is the Three Rail Rambler. Contact him at: The Three Rail Rambler, P.O. Box 6312, Chattanooga, TN 37401. Phone is (615) 843-2360 before 10:00 PM Eastern. Please do not call collect, not even train collect. Happy Ramblin'—.

October 15, 1994
York, Pennsylvania

Meeting called to order at 8:10 AM

Roll Call: Directors -

Bill Button, Dienzel Dennis, John Ourso and Harry Overtom, present. Stan Roy absent.

Officers - Charles Seddon, William Schmeelk, Arthur Broshears, Barry Findley and Al Otten, present. Jerry Dangelo absent.

Invited guests - John Fisher, Mike Valentine, Doug and Vi DuBay and Don Carlson.

No proxy was given by Stan Roy.

Minutes of previous meeting approved as published. Motion to approve by Al Otten, seconded by John Ourso, and unanimously approved.

Officer Reports:

Assistant Secretary - Art Broshears.

Sent out 142 letters to recently dropped members. Cost of \$41.47. Motion to approve report made by Al Otten, seconded by Dienzel Dennis and unanimously approved. Chuck reported that between 20 and 25 percent of the letters sent out resulted in members coming back into the Club.

Vice President's Report - given by Chuck Seddon. Proposal to increase price allowed for a room or hall for local meets. Chuck suggested that we don't actually publish a definite price, since this can vary greatly from area to area. The price would be left open for approval by the Vice President. Dienzel Dennis also discussed Jerry's need for 5 months lead time to get advertising for meets into *Model Railroader* and *Classic Toy Trains*.

Chuck also reported that Jerry is working with a member in San Francisco who is interested in hosting an LCCA meet. Al Otten moved to approve Gerald Dangelo's report. Dienzel Dennis seconded and motion carried.

Treasurer's Report - Barry Findley explained the monthly reports and how the Club transactions are handled, though the Merrill Lynch Equity Account. Barry reported that the total Club equity as of September 30th, is \$579,049.33. All bills have been paid, including convention cars and freight. Barry explained how to read the reports.

The convention report has been received and will be discussed separately. Barry is working with Chuck and our business office to improve the readability and timeliness of these monthly reports.

Motion to approve the Treasurer's report made by Bill Button and seconded by John Ourso. Motion carried.

Immediate Past President's Report - Al Otten reported that no new complaints have been received. Chuck expressed his satisfaction that the number of complaints has gone down. Al suggested this is due to the fact that we handle the complaints promptly. Dienzel Dennis moved to accept the report, seconded Harry Overtom. Motion carried.

Convention Reports- Chuck discussed the report from the Chattanooga Convention. All tours were sold out. There was a total of 685 registrants which was above expectations. The Convention was an overwhelming success. One of the problems Chuck mentioned is coming up with an accurate number of registrants when planning a convention. This number affects rooms reserved, tours, food, etc. There is simply no scientific way to reach an accurate estimate.

The financial report from the Convention Committee showed a profit of \$2,420.00. This does not include Club expenditures on a national level, such as the Lionel Bumpers. Barry adjusted the figure to include this. Total moneys deposited was \$71,951.14. This includes all registration moneys received and the moneys deposited by the Convention. In addition, to the \$62,991.81 expenditure for the Convention, the national account paid \$11,841.21. This results in a total expense of \$74,833.02. This results in a net excess of expenses over receipts of \$2,881.88. Barry concluded that the Chattanooga Convention team did extremely well. President Seddon agreed. Chuck was also pleased with a report generated by the team showing registration by state. The hospitality party was expensive, but Chuck felt it was money well spend because all the people who attended were very pleased. Bill Schmeelk commented that although we did well in Chattanooga, had we only had the originally estimated number of people, the Convention would have lost considerably more money. John Fisher commented that his committee was addressing a budgeting formula that would more accurately show which area were expensive and which made

money. Barry agreed and commented on the difficulty of handling the walk-ins during the Convention. All agreed that the Convention Committee did an excellent job with the Convention and in handling the many problems which pop up during the Convention.

Dienzel Dennis moved to accept the Chattanooga Convention report, seconded by Art Broshears, motion carried.

Mike Valentine, our 1996 Convention Chairman, presented a report detailing most of the plans for the Convention in Grand Rapids. The Convention site offers easy access for loading and unloading and the center is connected by a sky walk to the hotel. One of the high points will be a "chase" of the famous 1225 Pere Marquette. The chase will be along a parallel road allowing a grand view of the operating locomotive. Other tours will include, the Train Barn with its large layout, a large car museum (second only to Henry Ford's Museum) and the Kalamazoo Air Museum. A dinner train on Thursday evening is also planned. There will also be a variety of flexible tours. There seems to be no shortage of interesting things to see in the Grand Rapids area. Mike also presented to the Board the mock-up of the proposed 1996 Convention Car.

Doug and Vi DuBay presented a booklet that included the plans for the 1995 Convention. Tours will include a visit to the Ertl factory. Ertl will also be making a special convention souvenir. In addition to the tour, visitors will also be able to make purchases from the factory store, which features special prices on a wide variety of over runs and special production pieces. Other tours include the Boon and Scenic Valley where we'll see the last steam engine made in the world. There's also a visit to sites where the movies "Field of Dreams" and "The Bridges of Madison County" were filmed. At the same time as our Convention, there is also the aviation expo. This is all radio controlled airplanes, and you see such things as a re-enactment of Pearl Harbor. For the kids there is also Adventureland Amusement Park. There will also be flexible tours to Trainland USA, which features a large train display. There will be a special 25th Anniversary hospitality party on Friday, including an Iowa sweet corn feed with watermelon, tomato, bratworst, beans, etc., all you can eat - free. The Board was impressed with the job done so far on what promises to be a special An-

nual Convention. On Thursday, there'll be bus transportation provided for layout tours. There'll also be special ladies tours on Saturday. They also have an auction planned for Saturday. The banquet will be superb and reasonable. There will also be a special banquet for the kids - a Thomas the Tank Engine party including many extras for the kids.

There was a discussion concerning banquet prizes perhaps a commemorative pin as has been done at the last two Conventions.

Chuck reported that John Coniglio was making the prototype for the 1995 Convention Car. A photograph of the car will be included in the flyer that will be sent to all *Classic Toy Trains* resubscribers.

Chuck spoke to the Board about a special LCCA 25th Birthday car which would be available for purchase at the Convention. This would probably be an overstamped regular production. After a discussion it was decided to give the matter more thought.

Harry Overtoom discussed his recent two day LCCA meet. The meet included six operating layouts, and 200 tables were sold. In spite of all efforts, it was tough to get the public in. About 400 adults registered. The meet ran at a net loss of about \$1,500.00. Harry also discussed a plan to tie-in the distribution of flyers at major merchandisers in the area. He has scheduled another two day show in January. This had typically been his best show time. Harry suggested that we might have broken even had it been a one day show and less spent on advertising. Harry asked for feedback. The Board agreed that this was an experiment and that judging the success of two-meet shows in the future shouldn't be determined by this first try. Dienzel Dennis made a motion that Harry discuss the meet with the vendors and his committee and decide on that basis just how to handle the January meet. Al Otten seconded and the motion carried. Harry stressed the importance of being able to recruit the vendors. Chuck added that it is probably not practical to send someone to an area to set this up. It must be done at the local level.

Chuck and Harry discussed a special 25th Anniversary souvenir which would be sold to the membership throughout 1995. In addition, the 1994 stocking stuffer program is on schedule. This year, there is no limit on the number each member can purchase. They will be packaged, and must be

purchased, in sets of 2. The ad does not guarantee Christmas delivery, since there was a delay in getting the graphics approved.

The Convention Committee report was given by John Fisher. John reported that the new convention guidelines were progressing well and about 75% completed. John expected rough drafts of the completed guidelines to be ready in about a month. The intent is to provide guidelines consistent with our recent Constitutional changes. This would provide a more consistent structure and a "cookie cutter" approach, making it easier for Convention Hosts and Committees to effectively carry out their task.

Business Office/Printer Visit- Chuck Seddon spoke about the recent trip to the business office by the President, Past President, Treasurer, Secretary, and Editor of *The Lion Roars*. The group met with the Club accountant, our business office, and the printer, LetterKraft who prints our annual *Roster* and *The Lion Roars*. The general feeling was a satisfactory one. Treasurer Barry Findley expressed a desire to simplify the reporting of figures to the Board, so that their form was more readable and understandable by all. Barry would like to see the membership records placed on a PC to allow reports to be made on a more timely basis. Barry agreed that this annual meeting was worthwhile.

Bill Schmeelk also discussed some proposed changes to our dues statement. Chuck Seddon had proposed that the statement be a postcard with a detachable stub. All agreed that this improved dues statement would be more satisfactory than our current version and would save the Club 10 cents postage on each statement mailed. Bill Schmeelk suggested that a separate card be printed for the late notice as well. Bill Schmeelk will take on the task of designing the new cards and submit drafts to the President and the business office.

Convention 2000- Al Otten reported on the year 2000 Convention. Al sent letters to TCA, TTOS, and LOTS asking if there was interest in a combined convention in Michigan. LCCA would handle the management of the convention, but all members of the other clubs would be welcome to attend. LOTS has expressed an interest in working with us. An LCCA Constitutional change may be necessary to admit members of other train clubs to that special event for that year only.

New Member Drive- Chuck Seddon and Al Otten brought the Board up to date on the progress of our latest membership drive. The direct mail phase will feature a photo of the 1995 Convention Car.

Local Meets- The problem of meets combined with other clubs was discussed. Some clubs such as TCA charge their members for admission, where as LCCA members pay no admission to attend our meets. At combined meets, LCCA members should not have to pay. It was decided that no action needed to be taken at this time.

The Board moved on to New Business.

Club Publications- Don Carlson handed out a sheet listing the costs of *The Lion Roars*. Don pointed out that the printer was now using digital systems for the photographs and that cost would be lower in the future. The October issue is the first all electronic issue. The color photographs were significantly improved over previous issues. This latest issue includes 24 pages of color. Chuck Seddon brought out the fact that we are now spending virtually all of the \$30.00 annual membership fees per member on the magazines and services. The Board discussed ways to control the costs without any foreseeable membership dues increases. In order to maintain our treasury funds, we thank all the members who have purchased our various commemorative issues, i.e. convention cars and stocking stuffers. The Board agreed that the high quality publications were essential and must be maintained.

The Board also discussed some changes which would enhance *The Interchange Track*. After a thorough discussion it was decided to continue investigating some of the options and improvements. It was also discussed that we are doing everything possible to ensure that members receive their copies as close to the same date as possible.

Future Meetings- The Board selected March 18, 1995 for their next meeting in Des Moines, Iowa (which is the tradition of having the Board meeting at the upcoming hotel and Convention site).

Motion to adjourn was made by Al Otten, seconded by Dienzel Dennis, motion carried.

Meeting adjourned at 1:35 PM.

— Submitted by Bill Schmeelk,
LCCA Secretary

1995 CONVENTION CAR ORDER FORM

For the Club's 25th Anniversary, the 1995 Convention car is a Standard "O" reefer boxcar. This car will have the prototypical blue with yellow lettering colors of the Iowa Beef Packers (IBP) along with their unique graphics. All the car's other data is in black and the Convention notation will be discreetly displayed. Premium features include operating doors (a first for any club's Standard "O" reefer) and die-cast metal, sprung trucks.

PRICE \$54.95 EACH (Includes all Shipping) — **LIMIT OF TWO CARS PER MEMBER**
ORDERS MUST BE POSTMARKED BY MARCH 15, 1995 AND RECEIVED BY MARCH 20, 1995



Except for those who want to pick their car(s) up at the Convention in July, all other cars will be shipped to the address you indicate below after August 1, 1995. No UPS shipments can be made to P.O. Boxes. You must provide a street address. Price includes all shipping. Please check the method of delivery for your car(s).

Pick up at convention Ship AFTER Convention to my address as shown below

	LCCA NO.	MEMBER NAME	QUAN.	PRICE	AMOUNT
REGULAR	_____	_____	_____	@ \$54.95 ea.	_____
FAMILY	_____	_____	_____	@ \$54.95 ea.	_____
FAMILY	_____	_____	_____	@ \$54.95 ea.	_____
FAMILY	_____	_____	_____	@ \$54.95 ea.	_____
TOTAL ENCLOSED					_____

Date _____ Street Address (For UPS Delivery) _____ City _____ State _____ Zip _____

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due.
For payment, DO NOT combine this with your dues or any other payment to the Club.
You must issue a separate check in the correct amount for this offer only.

PAYMENT BY MASTERCARD, VISA or DISCOVER. For credit card payment, please fill in card information below and sign this form. YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.

CARD TYPE: _____ CARD #: _____ EXP. DATE: _____

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MAIL TO: LCCA BUSINESS OFFICE, P.O. Box 479, LaSalle, IL 61301
THIS FORM MAY BE PHOTOCOPIED

25TH ANNIVERSARY SPECIAL COMMEMORATIVE ORDER FORM

To mark the Club's 25th Anniversary, a special piece has been re-produced from Lionel's fabulous history. This authentic replica of their 75th Anniversary Lantern is official in size, fully *operational* and manufactured by the same company as the original. Its globe is embossed with "LIONEL" and available in a choice of five different colors (white, blue, amber, red and green). The name LIONEL as well as the LCCA's identification will be in raised, block lettering on the lantern's lid. An extra premium that goes with this offer is the lantern's box which features Lionel's colors and markings along with the Club's notations on it.

PRICE \$90.00 EACH (Includes all Shipping) —
NO LIMIT OF LANTERNS/GLOBE COLORS PER MEMBER

ORDERS WILL BEGIN IN DECEMBER WITH
 DELIVERY STARTING IN APRIL, 1995.



LCCA NO.	MEMBER NAME (Charter, Regular or Family)	QUAN.	PRICE	AMOUNT	COLOR*
_____	_____	_____	@ \$90.00 ea.	_____	_____
_____	_____	_____	@ \$90.00 ea.	_____	_____
_____	_____	_____	@ \$90.00 ea.	_____	_____
_____	_____	_____	@ \$90.00 ea.	_____	_____
TOTAL ENCLOSED				_____	_____

* For Color(s): W=White, B=Blue, A=Amber, R=Red, G=Green

Date _____ Street Address (For UPS Delivery) _____ City _____ State _____ Zip _____

(No UPS shipments can be made of P.O. Boxes. You must provide a street address.)

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due.

For payment, DO NOT combine this with your dues or any other payment to the Club.

You must issue a separate check in the correct amount for this offer only.

PAYMENT BY MASTERCARD, VISA or DISCOVER. For credit card payment, please fill in card information below and sign this form. YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.

CARD TYPE: _____ CARD #: _____ EXP. DATE: _____

SIGNATURE: _____

MAIL TO: LCCA BUSINESS OFFICE, P.O. Box 479, LaSalle, IL 61301
 THIS FORM MAY BE PHOTOCOPIED

Lionel's New SD-60 Just Out

(All photos are on pages 24-25.)

We were able to get a sneak preview of Lionel's new SD-60 diesel. **Photo 1** shows the new item with its impressive size and details. **Photos 2 and 3** are a front and rear view. This engine has some first time features for Lionel which will be covered in this article. For example, this is the first diesel to feature the new RailSounds II. The new sound system sports some significant improvements over the original RailSounds. Let's begin by taking a closer look at the locomotive itself.

The removal of four screws allows the cab to be lifted off the chassis. **Photo 4** shows what it looks like inside. It seems the more features you add, the more wires you add. In the center, is the RailSounds II board and the LionTech E unit. The speaker is located in the fuel tank of the diesel. For lighting, the diesel features the usual cab and headlight, plus a blinking strobe light on the cab roof, and something new - operating ditch lights. The ditch lights are located in the front truck and operate when the loco is in either forward or reverse. When the loco is in neutral, the ditch lights are not illuminated. The rear truck of the loco has the ditch light holes, but no lights.

Photo 5 shows a view of the SD-60's bottom. To the right of the fuel tank are two switches shown in **Photo 6**. One can be used to disable the LionTech E unit, locking the loco in either forward, neutral, or reverse. The second switch turns off the RailSounds, while not effecting the horn or bell sounds. The new sounds are great, but it's also great to be able to turn it off.

Photo 7 is a close-up of the rear truck. Look carefully at the center wheel and you'll notice that it is slightly cam shaped. Notice the bump on the center wheel nearest the top of the picture. Just to the right of the wheel is a small micro-switch, which is activated every time the two "bumps" on the center wheel close the switch. This is apparently how the RailSounds II unit knows the speed at which the loco is traveling. The unit which I photographed was a pre-production prototype. A change in this center cam wheel has been made for the production run. When I ran the loco, the center cam wheel caused a click on the track rails. This has been corrected on the production loco by reducing the diameter of this cam wheel. The other truck also has this cam wheel, although it does not operate any switch. One axle on each truck is equipped with MagneTraction.

The best new feature of this loco is RailSounds II. This new sound system offers a complete revamp of the RailSounds system. One of my complaints with the origi-

nal RailSounds, was that whenever you reversed direction, or stopped the loco, the sound very abruptly stopped. RailSounds II has addressed that problem and eliminated it by adding battery support. A nine volt battery continues to power the sound system during times when the power is interrupted or turned off entirely. If the power is turned off entirely, the engine will slowly rev down and eventually fade out. This will even happen if you lift the engine off the track. Even off the track, the revs slow down and the shut-down sounds occur, then the sound fades out. There is never an abrupt end to the sounds.

We had reported earlier that the battery is not necessary to run the loco with sounds, but without it, some of the extra features, such as sound at power down, would not function. The battery required, is a nine volt alkaline. Since hearing that a battery was necessary, I was curious as to how the battery would be accessed. Removal of the cab, would be a bad answer and would certainly lead to engines in the future with battery damage. Lionel has solved this problem admirably. Look at **photo 8**. This is a small opening in the cab that I noticed when the cab was off the chassis. This is NOT the battery compartment - in fact, we don't know what this opening was designed for. The actual battery compartment is located on the top of the loco, but if you don't know where to look, you might never find it. It is cleverly concealed. Give up? Take a look at **photo 9**. The battery compartment is plastic and completely enclosed. Should a battery leak, and alkaline batteries will leak if left in beyond their life, you might damage the snap on connector, but that would be easily replaced. I'm thinking of what we might find twenty years from now, when a family sells someone else's trains. Designing an easy access to the battery compartment will hopefully encourage owners to remove the battery when not in use.

RailSounds II also offers an adjustable volume for the sound effects. That's not really new, but the manner in which it is implemented, and the measure of control you have, has been improved many fold over the original RailSounds. The volume control in the original version was operated from the underside of the loco, making it impossible to adjust it while the sound was on. You also needed a screwdriver to adjust it. Look back at **photo 9**. The volume control is located on the top of the diesel, just to the left of the battery compartment. The volume is controlled by rotating the fan cover. This can be done while the loco is in neutral so that you can simply adjust it until it sounds as you'd like it.

When you first start up the loco, you hear the sound of a diesel engine starting up and running at idle. As the loco

begins to move the engine revs higher. As the speed of the loco increases, the engines revs also increase in steps. The speed of the engine revs remains at its last level until the engine stops. After the engine stops for a few seconds, the revs decelerate and return to idle. When power is cut, the idling continues for about 4 seconds, then a let off air release sound occurs, then a shutdown sound occurs and the sound fades out.

We took the engine for a road test and found that it operated well. The pre-production piece we had did have a problem with the cam wheel making a clicking sound, twice per revolution. Lionel's Mike Braga informed us that this problem has been corrected and will not occur on the production models. The sounds are many times improved over the original RailSounds and you should certainly make an effort to hear one of these new engines firsthand.

New Features for Future Models

We were impressed with Lionel's new SD-60 and RailSounds II. It's great to see these enhanced operating features being added to the new models. The new volume control and more realistic sounds are great improvements. But there are a few other features we'd like to see on future pieces of motive power. So here's a couple of suggestions.

The new LionTech E unit causes the loco to start in forward after the power is off for a few seconds. I think that's a great feature, but if you double headed two or more diesels, and had one of them facing in a different direction from the other, which is prototypically often the case, each would start in the opposite direction. This can be corrected by reversing the wires to both motors on one of the units. Changing the wiring is no small task and requires a soldering iron. Some of the newer locos, though not the SD-60, use slide on clips to attach the wires to the motor. This makes it a little easier to switch the wires, but still requires the cab shell to be removed. I'd like to see a switch which would allow you to set which end of the loco you want to use for the forward end. Perhaps the E unit lock out switch could be a three position switch, with the center locking out the E unit and the left and right position indicating the forward starting direction.

Although repairing these new locos with electronic circuit boards is getting more and more sophisticated, I'd like to see clips or plugs used so that the shell can be removed from the chassis. To completely remove the shell on the SD-60, you'd have to disconnect some of the wiring.

TrainMaster Hype

Lionel's new TrainMaster train control system will soon be out and Lionel has issued a special tractor and trailer to hype the introduction of the new system. **Photo 10** shows the special production piece. One of these special trucks was sent to each Lionel dealer.

U.S. Navy Train Set

Lionel's new Navy set is out. This is a set that will delight many collectors and is a good value for a new train enthusiast. This new set includes Lionel's newest transformer and we heard some complaints. The transformer is 18 watts and provides about 1 1/8 amps of power. We heard some horror stories and thought we'd try it. I hooked it up to the rectangular loop of 072 track that sits on my living room floor. (The Grand Schmeelk Layout still hasn't gone much past the planning stages. In fact, its barely gotten to that stage.) We put the Navy switcher with its cars on the track and found the transformer did fine. As you turn the dial, it moves about a third of its travel before the loco starts to move, but then worked fine. For the heck of it, we tried it with the SD-60 dual motored engine. The loco barely lit, but this is typical of starter set transformers. The transformer handled the Navy set fine, but if you expand the set and get a dual motored engine of any kind, it simply won't handle it. Some dealers are allowing purchasers to trade in the transformer for the three amp model sold separately in the catalog. We've heard a price range of about \$10.00 along with the 1 1/8 amp model to get the more powerful version. I think the \$10.00 would be well spent if you plan to operate larger engines. The model supplied with the set is shown in **photo 11**. The more powerful model has a floor pack transformer instead of the wall pack. The controller itself is different inside, so don't think that you can merely change the power packs. That bears repeating - You cannot simply use a larger power pack with the 1 1/8 amp controller! It's a shame that the more powerful transformer can't be supplied with the set. I understand Lionel's desire to keep the price of sets as low as possible, and the Navy set does provide a good value for the cost. The sets with dual motored engines, the Santa Fe Alco passenger set for example, are supplied with the three amp transformer.

More on Plastic

Last issue we mentioned the lack of plastic bags in the packaging of Lionel's TTUX cars and asked for help. One member suggested the use of the plastic bags that newspapers are delivered in.

(Continued on Page 26.)

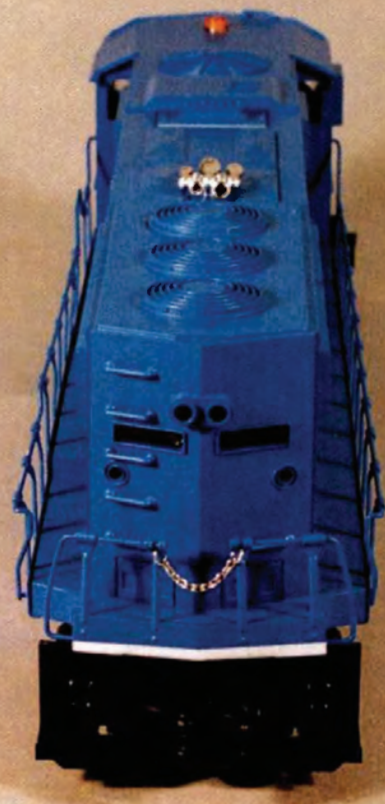
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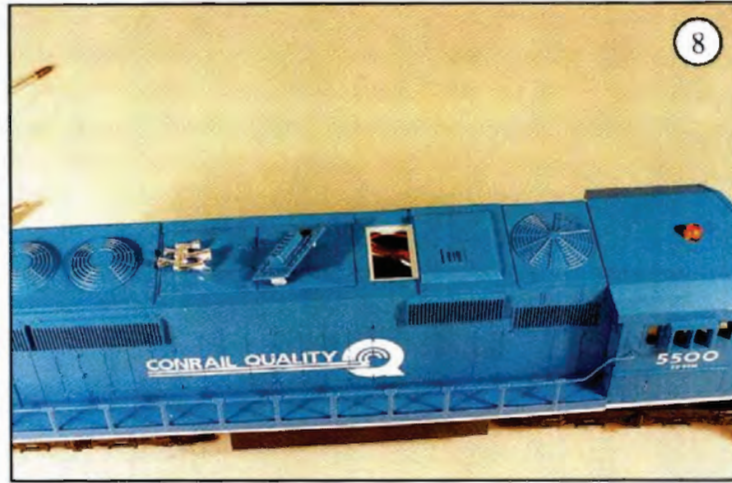
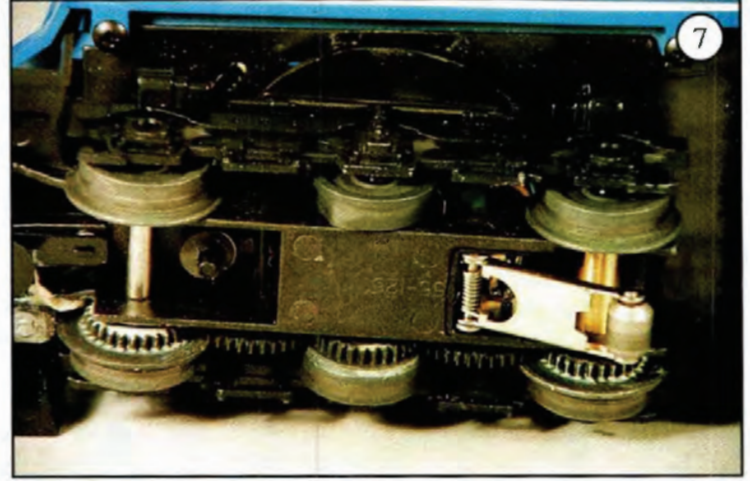
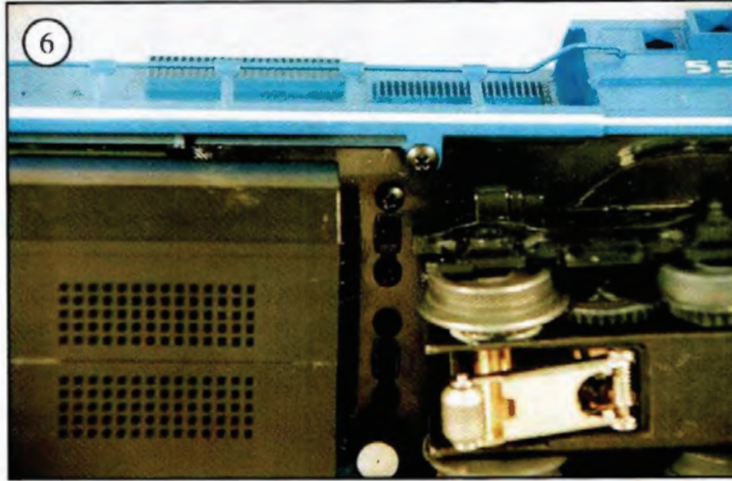
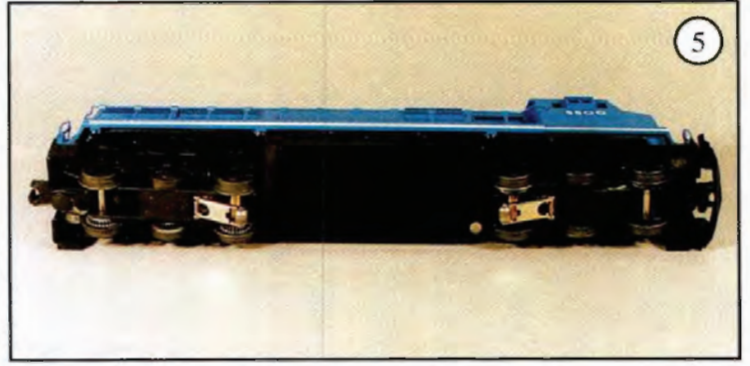
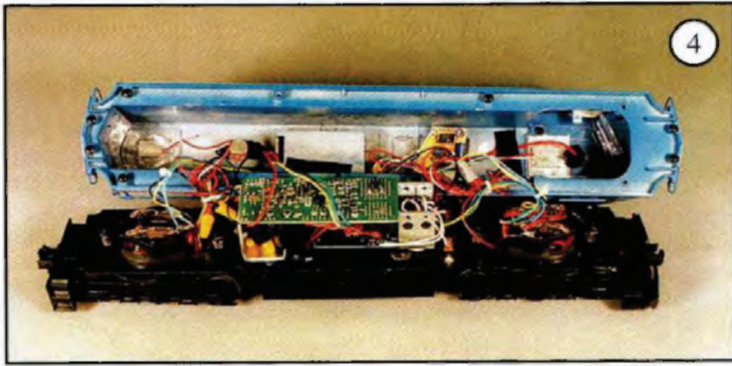


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3





(Continued from Page 22)

If your neighborhood is anything like mine, you get at least a couple of these a week tossed in your driveway with free papers in them. Before running over the paper with your car, remove it from the plastic bag and you have a bag of an appropriate size for trains.

Russell Dixon, RM #18911, also found a need for plastic bags and has had a specially sized bag made for the purpose. Russell sent one along and they're quite nice. Laying flat, the bag measures eighteen inches long by six inches wide. At that length, they're even good for FM Trainmasters or aluminum passenger cars. For shorter cars, they can easily be cut down. For the TTUX cars, you'd need two - one from each end. The plastic in Russell's bag is a little heavier than Lionel's bags. If you'd be interested in purchasing these bags, Russell sells them at reasonable prices. You can buy ten for \$1.00 or 25 for \$2.00 plus \$.52 postage. Russell's address is:

627 Dutch Neck Road
Hightstown, NJ 08520

More On The UP Alco Set

Emil C. Vatter, RM #3301, wrote about the set and was also disappointed in the size of the Union Pacific lettering on the loco. He pointed out that the three steps that were added along the length of the shell, were first added in 1970-71 for the 8020 Santa Fe Alco. At a recent train meet, Emil reports seeing an 8020 shell without the three steps. Can anybody fill us in with more details on this variation?

Last issue we expressed confusion over Lionel's choice of names for the Union Pacific passenger cars that go with the UP Alcos. I mentioned that in addition the original New Jersey names, names from Michigan and Connecticut were used. This is not correct. Tom Worswick, RM #6285 and David Aurell, RM #15637 advised that all of the other names, including New Haven, are from Michigan towns. Thanks for keeping me on my toes.

New From TM

TM Publications has just put out a new pocket price and rarity guide covering Lionel from 1901 to 1995. The guide is broken down into three main categories, Prewar, Postwar, and Modern era. Within each chapter, items are categorized. The publishers decided that listing items by category would be more useful to users. If you collect hoppers for example, you can easily see all of them listed together. The book concludes with a complete numerical listing for those who need to identify an item and only have the Lionel

number. In addition to value prices, the TM guide also features a rarity guide and trend arrows. Another unique feature is that for many items, the color is listed. Important variations are also listed. The guide is quite comprehensive and contains more info than we're used to seeing in a pocket size guide. At the end of the guide is a four page section of late observations and suggestions. The guide sells for \$15.00.

Also from TM are a couple of new videos. The first documents the recreation of the 1949 Lionel Showroom Layout. The layout was built by the Jackson, Mississippi Society of Model Engineers, in association with Lovebilt Inc., a division of Ronald McDonald House of Mississippi. The crew went to great pains to accurately reproduce the famous layout. This video lets you see in detail just how successful they were. Unfortunately, the layout was only scheduled to remain for several months and has now been dismantled. This video is the only way to see it.

The third in the I Love Toy Trains series is in my opinion, the best yet. This thirty minute tape continues in a manner similar to the first two. In case you haven't seen either of the first two in the series, the tapes consist of a wide variety of views from all types of layouts. These scenes are intertwined with scenes from real railroads and other related industries such as construction equipment, earth movers and jets. There are even scenes from an amusement park and a front car seat on a roller coaster ride. No single scene is on long enough to bore you, or your children. There's even a test on the types of railroad cars. For me, the most interesting thing to see on this tape were all the home made Erector set accessories. Many were copies of Lionel accessories and others were original. They show some real ingenuity. This thirty minute tape sells for \$14.95 and should be treat for the whole family.

These tapes are available from your local train store or directly from TM Books and Videos. If you order direct, please be sure to add \$3.95 for handling and shipping. TM Books and Videos address is:

Box 279
New Buffalo, MI 49117

Leave Home Without It

We just saw a television commercial showing a train store called Garden Railway. The commercial is filled with shots of model trains in operation and touts the fact that you can buy these, even a model of the Orient Express, at Garden Railway. What you can't do is buy them with the American Express Card. The commercial is for VISA, but its a great ad for model railways.

I'd Like To See

Jerry Bock, RM #18258, would like to first of all thank the members who have sent in electronic projects to *The Lion Roars*. He's successfully completed the 153C substitute, and the timer circuit which were both in the April, 1994 issue. The 153C substitute works fantastic and the timer circuit added a very realistic feature to his layout. (Seems his wife was a little concerned over his successful timer project because after he'd built it, he had to go out and buy a new trolley to use with it!) So, Jerry's first I'd Like To See is more electronic projects like these two in upcoming issues of *TLR*. His next request is for Lionel to come out with a set of F-3's (in any road name) that have both A units powered and have the digital-ready LionTech Electronic E-units like the two CSX Dash 8 40-C diesels shown on pages 34-35 in the 1994 catalog. He feels that with this setup, both A units can be powered and work together like the Dash 8's do. The horn can be put in the B unit. Thanks Jerry for your comments.

(Editor's Notes: If there are any members who have projects they've added to their operations like these two, drop us a line and we'll work with you to bring it to print for

the membership to enjoy. In addition, Jerry sent in some photos of his layout which will be featured in an upcoming issue.)

That's It For Now

Well, here it is - the holiday season already. Boy how time flies. Next issue we should have Lionel Dealer Preview and Toy Fair news coverage! Best wishes to all for a Happy Holiday Season.

If you have a question or comment or anything that might be of interest to the Club, and don't have time to write an article yourself, just call me or any other member of *The Lion Roars* Editorial Team. We can put any questions out to the membership and print the response in the following issue. So let's hear from you, even if its just a suggestion for a topic of discussion. Letters are also welcome of course. If you send a letter, please be sure to include your name and address so that we may get back to you with any questions or follow up.

—Bill Schmeelk, 15 Birchwood Lane,
Hillsdale, New Jersey 07642, (201) 358-1955

1995-1996 LCCA NOMINATING COMMITTEE NOTICE

As we get ready to begin a new year, it is not too early to start thinking about our Club's upcoming election with its Officer and Director slate for 1995-1996. The process begins with nomination of candidates for office. As always, your Club needs volunteers as Officers and Directors who have a good business sense coupled with a love of the Lionel Collectors Club of America. Candidates must have the time to perform their duties and attend scheduled meetings. We will need at least two nominees for each position or a minimum total of twelve (12) members to step forward. In 1995, we will be electing a new President, Treasurer, Assistant Secretary and two (2) directors to each serve two year terms as well as one (1) director to serve a one year term.

Some of the Qualifications for Office in the LCCA are:

- Candidates must be a member in good standing
- Candidates must be at least 25 years of age as of the date of the election (7/15/95)
- Candidates must be bondable by the Club's bonding carrier
- Candidates must be accepted members for at least 24 months prior to the June 1 ballot publication date

- Candidates for the office of President must have served at least one prior term as a Director and Officer in the Club

You can refer to the LCCA Constitution (in your *Roster*) Article VII - Nominations and Elections, Sections 1 to 7, for additional details and information. If you are interested in running for elected office, please contact the Chairman or a member of the Nominating Committee.

Larry Kesselring, Chairman
1125 Elizabeth St.
W. Chicago, IL 60185
(708) 231-6795

Mike Sciavico
20 Osborne Ave.
Kenner, LA 70065
(504) 443-2430

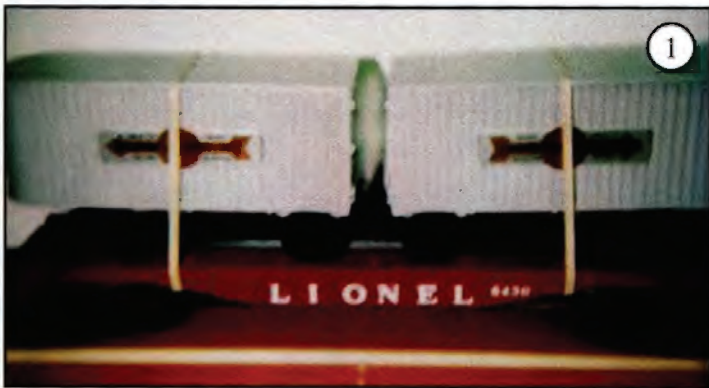
Dick Kirchner
439 Pearl
Hazel Park, MI 48030
(313) 547-8276

Van Flat Car is Staple in Lionel Offerings

■ Here's a complete by-line on the evolution of the van car.

Lionel started a great tradition of flat cars with vans when it introduced the 3460 flat car with vans. In 1955 and continuing to 1957, Lionel manufactured this flat car in red on a 6511-2 mold, with green vans with side aluminum signs imprinted with Lionel Trains and front adhesive decals on a screwed on trailer-mounting unit.

Then in 1956, Lionel produced once again a similar red flat car, on a 6511-2 mold, but this time sort of used the same number but mixed it up to read 6430, rather than 3460. **(Photo 1)** This may be the only instance of Lionel producing a similar car and rather than use another number, they just jumbled it to read another way.



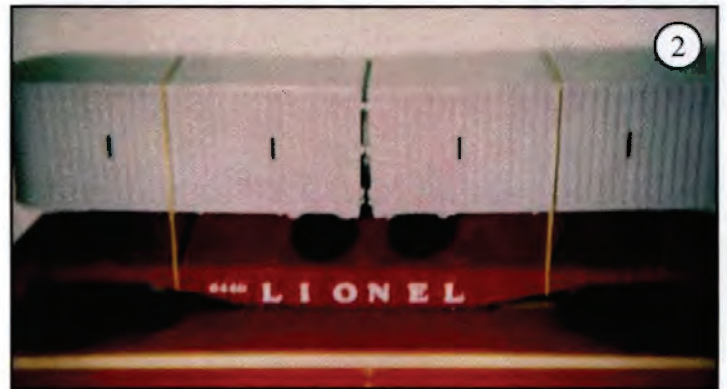
Again, they used the trailer-mounted unit screwed on to the car. As in the case of the 3460, the 6430 used metal trucks fastened to plates which slot on to the car and in combination with the trailer mounting unit are screwed onto the flat car. At this time, as in the case of the 3460 flatcar, the number is imprinted to the right side of the car next to "Lionel." Cooper-Jarrett Vans which are molded in gray with aluminum signs on the sides were used but two types of aluminum signs can be found. The arrows which appear on the side plates can be found in dark orange and light orange. The differences do not end here. Lionel also molded the Vans in white plastic and changed the background of the arrows to black. Then sometime, probably in 1958 as production continued, rather than use metal trucks, Lionel opted to rivet plastic Timber trucks to the plates used on the car. I have personally examined and opened many mint 6430 van cars and even though some say the plastic trucks can be found with either color van, only the white van car is originally found with plastic trucks and metal trucks, not the gray van car. Remember, in the case of an easily exchanged com-

ponent part such as a set of vans, anyone can just place them on either car. I, however, am completely satisfied that only the white van car can be found with both types of trucks.

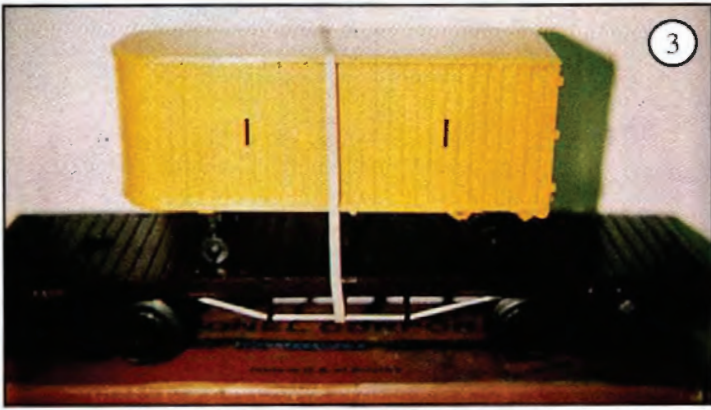
As a footnote to the 6430 and 3460 van cars, all vans used on these particular cars were mounted with double wheels on both sides in the rear.

In 1958, Lionel issued another flatcar numbered 6810 which was stamped to the left of Lionel. This car can be found in either the 6424-11 or 6511-2 mold. Plastic timber trucks were riveted to the flatcar with two operating disc couplers. The trailer-mounting unit was not used and for the first time only a single white van was used, the same van as on the 6430 car, black background plates on the side and double wheels mounted on either side to the rear of the van.

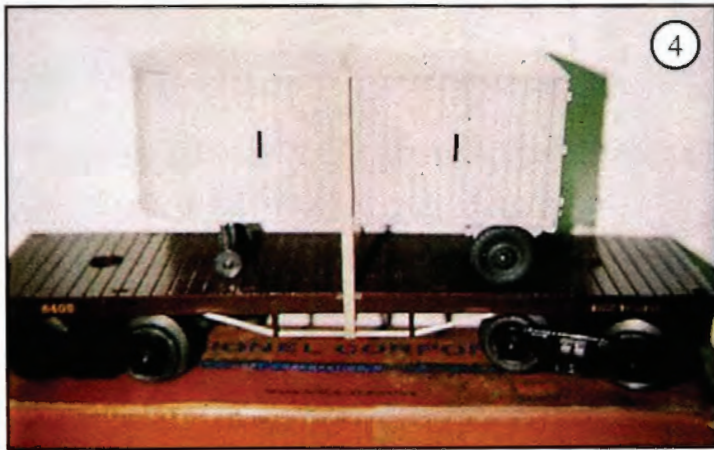
Continuing their fascination with the van car, Lionel again issued a new version in 1961-63, a red flat car once again with riveted on Plastic Timber trucks and without the truck-mounting unit. The number 6440, **(photo 2)**, was imprinted to the left of Lionel. Although most collectors assume it was issued on the 6511-2 mold, I have recently found in Madison Hardware a 6440 on a 6424-11 mold. Two gray unpainted vans were used but without nameplates but with the slots present for nameplates. A change now occurred on the gray van, a shorter rear axle was used and only single wheels were mounted on each side of the van in the rear. Rubber bands held the vans to the car.



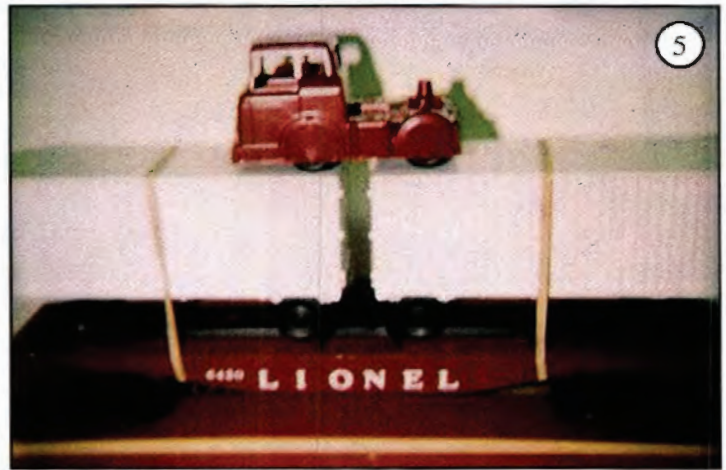
Also, in 1961, Lionel using a number 6405 (1877-3 mold) brown type flatcar, previously used in the General types sets, **(photo 3)** issued yet again another van car. Riveted to the flat were two plastic, operating Timber trucks. The trailer was the same as used on the 6440 but this time in yellow plastic. No side plates but the slot for plates was present and single wheels on each side. Even though the Greenberg book says that the longer axle was used with Tour wheels, this was not the case only two wheels were used on the short



axles. Also, the Greenburg hook lists only the yellow van, but back in 1987, I purchased a sealed case of 6405 boxed vans cars and upon opening found all the cars had gray vans rather than yellow. (Photo 4)



Then, in 1966, once again using a red plastic flatcar, Lionel sort of reissued the 6430 van car but the car was numbered 6430 and this time to the left of Lionel, the car box read 6431. No car has ever been found to this date with the number 6431 imprinted on it. I suppose in 1966 in an effort toward expediency and in their cost conscious mode, they chose to use the old die with 6430 but changed the sides of the flat car on which to imprint, thus easily identifying it from the earlier version. On this car, they once again riveted plastic timber trucks but also went back to using the truck-mounting unit and rather than screwing it to the car as before, they also riveted it to the car. This car can be found in both the 6511-1 and 6424-11 mold. Usually, the 6431 (photo 5) car is found with molded white vans, however neither the aluminum signs or for that matter, the sign mounting slots are present. This particular car had another unique feature, the vans had a hole on the front underside which was used to mount it onto a red Midge Toy Tractor, a die-cast tractor imprinted on the inside with Midge Toy, Rockford, Illinois, U.S.A., which also came with this car. To be complete, the car must have the Midge Toy Tractor.



This 6431 car also was issued with yellow vans (photo 6) with single wheels on each side, no side plates, but with the slots for mounting the plates. The way to distinguish these vans from the ones used on the 6405 was that the underside up front also has the Midge Tractor mounting hole because it also came with the Midge Toy Tractor. This is a very difficult version to find.



This completes the cars issued by Lionel in the postwar era. Vans were also used on the 460 and 461 accessories and were sold separately in their own component boxes (460-150 Green or White Vans with plates).

So you see, Lionel had a long infatuation with the van and especially the van flat car and tried as many ways as possible to use it again and again. It continued over the years to be interesting and popular and is continued to be made even today in different versions by the Lionel of 1970-1994.

— John LaLima, RM #13498, Englishtown, New Jersey

Helpful hints, Notes and Inquiries From Members

Sticking E Units

In the past there have been requests for help with a problem concerning an E-unit that seems to work fine for the first few minutes of operation and then freezes up. It will then not sequence until the next operating session.

As a collector of post-war Lionel trains I am all too familiar with this particular problem. Even after making sure the E-units (including the plunger and its tube) are clean and free of dried grease, the problem usually persists.

The symptoms would indicate that the mechanism either heats up and then binds or that the plunger or the frame become magnetized. I suspect the latter. But, I can't really explain it because the E-unit works on alternating current and it is a common procedure to use an alternating current field to demagnetize an object. If residual magnetism is the problem, is there a remedy which will restore an E-unit to reliable operation at least for some time? Any suggestions would be very welcomed.

—Hugo Kann, RM #13068, Marion, Iowa

Repairing an Intermittent E Unit

I was fixing up a prewar 238E a fellow at work had as a kid and wanted it to run again. The unit was pretty much a basket case, but Lionel made such an excellent product that a little TLC usually brings them back to life. This particular 238E was no exception to the rule, but it really gave me fits for awhile. Most often, it would run perfectly both forward and backward after I'd "operated" on it. Every so often, however, the loco would go forward, neutral, reverse, neutral, humm..., neutral, humm..., neutral and then run again. The motor acted like it wanted to go in the "humm..." part of the cycle but just wouldn't. During repairs, I'd completely disassembled the E-unit as the drum had to be replaced. I carefully cleaned all the contact fingers and ad-

justed their pressure just right. A real head scratcher, but what I finally discovered was that the center two fingers of the 4-finger contact (the two that are grouped together) were canted or cocked to one side just slightly. Just enough so one finger could touch the outer track on the drum during part of each cycle. I've repaired many E-units but this was a first for me. The fingers in question are riveted to the fiber base and can't be moved except by kinking them slightly to make them point straight out at a 90° to the drum. The best solution is a new 4 finger unit. After that, the old 238E ran like new again!

—Alan Stewart, RM #6523, Plymouth, Michigan

Shorted Horn Circuit Board

I'd purchased the Lionel #6-18301 Southern RR FM Trainmaster. It had never been run before I'd bought it.

During its initial run, there was a 60 cycle hum. When I tried the horn, the engine would stop and the lights dim. I knew things had gone wrong when the smoke and stink poured out of the cab's windows.

Here's what had happened. The horn speaker is mounted in foam and had moved too close to the frame. The soldering tab where one of the wires is attached to the horn was touching the frame. This ruined the horn circuit board.

To fix it I replaced the circuit board (Part # 8152-50) and used electrical tape to insulate the frame, so if the horn touches the frame again it won't short out. The new horn circuit board is easy to change as there was only one wire to solder, two to plug onto pins on the board and one that goes under a wire nut. The board snaps easily into place.

I thought this experience may be worth sharing with the members since a quick inspection and putting tape on the frame before the horn shorts may be a good idea.

—Patrick Muenks, RM #12887, Maryland Heights, Missouri

Christmas Layout Rekindles Interest

Layout Features Many Lionel Items Received
Over the Years at Christmastime.

As background, I was born in 1946 and can remember my first experiences with the hobby at around the age of 8 years old. My parents saved money and bought my first train set, which was a Marx steam engine with freight cars. As the years went on, we added both Marx and Lionel accessories to my train collection. I always admired the Lionel trains, but in the early years Marx trains and accessories were more in line with the family budget. The most memorable Christmas I remember was when I received the #54 Lionel Ballast Tamper and the #52 Fire Car. I still have both of these pieces and they operate on my current layout. Many other accessories are from my childhood days such as the Lionel Switch Tower, Whistling Shed and Billboards, Marx and American Flyer Transformers, Marx Barrel Loader, Steel Bridge and Girder Bridge, Tunnel, Block Signal and several Plasticville buildings.

Late in my high school years, I packed away my trains as my interests shifted to dating and cars. Then it was off to college followed by a tour in the Army. Our son, Eric Matthew, was born in 1973, and when he was two, I unpacked the trains and set them up once again. He enjoyed sitting next to me and watching as the trains moved around the makeshift table I used from an old ping pong table. I actually purchased my first Lionel diesel engine set in 1975. It's a Missouri Pacific GP-20 power unit and dummy along with a few Lionel rolling stock items.

Then I made some geographical moves with my job, living in Pennsylvania and New Orleans. We returned to Ohio in 1981, but the trains remained boxed from previous moves. Christmas of 1991 saw a major rekindling of my interest in model railroading. My wife Judie suggested we get some of the trains out and set them up beneath the Christmas tree. She was born in Reading, Pennsylvania and fondly remembers her early years riding the trains of the Reading and especially the train to Philadelphia. During her childhood, her parents lived fairly close to the trainyards and their neighbor was an engineer on the Reading Lines. Judie also had an all-metal passenger train set, but it was lost or given away over the years. We are researching through train books and look for an example of her train at various train shows we attend. Our son Eric is now interested in the hobby and his high school graduation gift was the Delaware & Hudson Coastal Freight SSS of Lionel's.

So, back in 1991, the Christmas tree came down after the holidays, but the trains never went back to the packing boxes. I purchased two 4' x 8' three-quarter inch plywood sheets and began constructing a layout in the basement. The supports are built from wooden horses, and though not elaborate they are strong. The first iteration of the layout was 8' x 8' and though fun to operate, was limiting. After reviewing the *Greenberg Volumes on Lionel Trains from 1969-1990*, I became infatuated with the Milwaukee Road and retained my interest in the Missouri Pacific. I began to purchase the larger Milwaukee Road Fairbanks Morse Trainmaster engines and more scale-like rolling stock. "027" switches would not permit realistic operation of the larger trains, not even the Milwaukee Road SD-18. In December of 1992 I began researching various publications looking for ideas to build a new layout. In one issue of *Model Railroader* was an S gauge layout of the Iowa Central Line that had the characteristics I was interested in creating on mine. During last year's holiday time I rebuilt the layout to what you see now. It measures 12' by 16' and is capable of two train operation. The city/residential area provides for continuous operation and has a wye for direction change. I use an All-Trol hand-held throttle on this section for walk around control. The industrial and train yard area provides for switching of freight traffic and use of operating accessories.

Scenes from my "empire" as well as an overall schematic drawing are on the next two pages of this issue. I'd like to say thanks to all the folks at various dealers who supplied me with the track, switches, engines and rolling stock (especially Bob from West Coast Interconnect and Rick Becker from Grand Central Limited). They have been very helpful and will spend their valuable time discussing things with me on the telephone and answering all my questions. I also have to thank my family for supporting my renewed interest in the hobby. Needless to say, it has been a wonderful experience for all of us.

Enjoy viewing the layout as much as I've enjoyed creating it and have a great Holiday Season.

— Jim Gilmore, RM # 13858, Bellbrook, Ohio



Here are the photo descriptions and a drawing of Jim Gilmore's layout:

Photos 1&2 are Jim's version of the Milwaukee Road work train. He repainted and labeled the Lionel Frisco Crane car and the Amtrak Tool Car to build his work train consist. The Milwaukee gondola is from the MR Fallen Flags #2 Set and his train also includes the MR Ore Car.

Photo 3 shows a freight loading detail onto the MR box-car from the Plasticville twin factories. The fork lift and operator is from Artista.

Photos 4 & 5 are views of a portion of the 16' city and residential line. Accessories are old and new. The Milwaukee Road FM's are passing through the city line, while the MR SD-18 work train is leaving the industrial and train yard. Also shown in photo 5 is a nice view of the Lionel billboard with "OK Used Cars".

Photo 6 illustrates the Oil Derrick and Fuel Storage tanks in the foreground with the Engine House in the background that is the beginning of the industrial and train yard section of the layout.

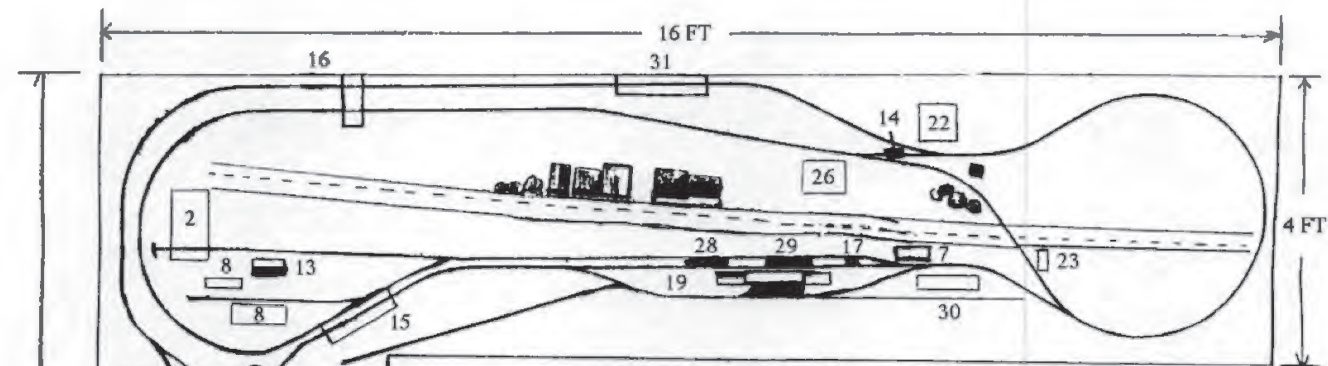
Photo 7 has the Lionel Icing Station and three Ice Cars waiting to be loaded. The Marx Barrel Loader is from Jim's childhood years.

Photo 8 is an expanded view of the center portion of the L-shaped layout.

Photo 9 demonstrates "workin' on the railroad" as Artista produced figures are cutting rails, loading ties onto the rail car and checking the fluids on the Missouri Pacific GP-20 at the Engine House.

Photo 10 shows the control board and switches serving the industrial and train yards. The ZW 275 watt transformer is a recent purchase. While he was growing up, his best source of power was an American Flyer 175 watt transformer which is now in need of repair.

Photo 11 features Jim and son Eric back during the Christmas of 1991 when the trains were first pulled from the storage boxes that they never returned to again!



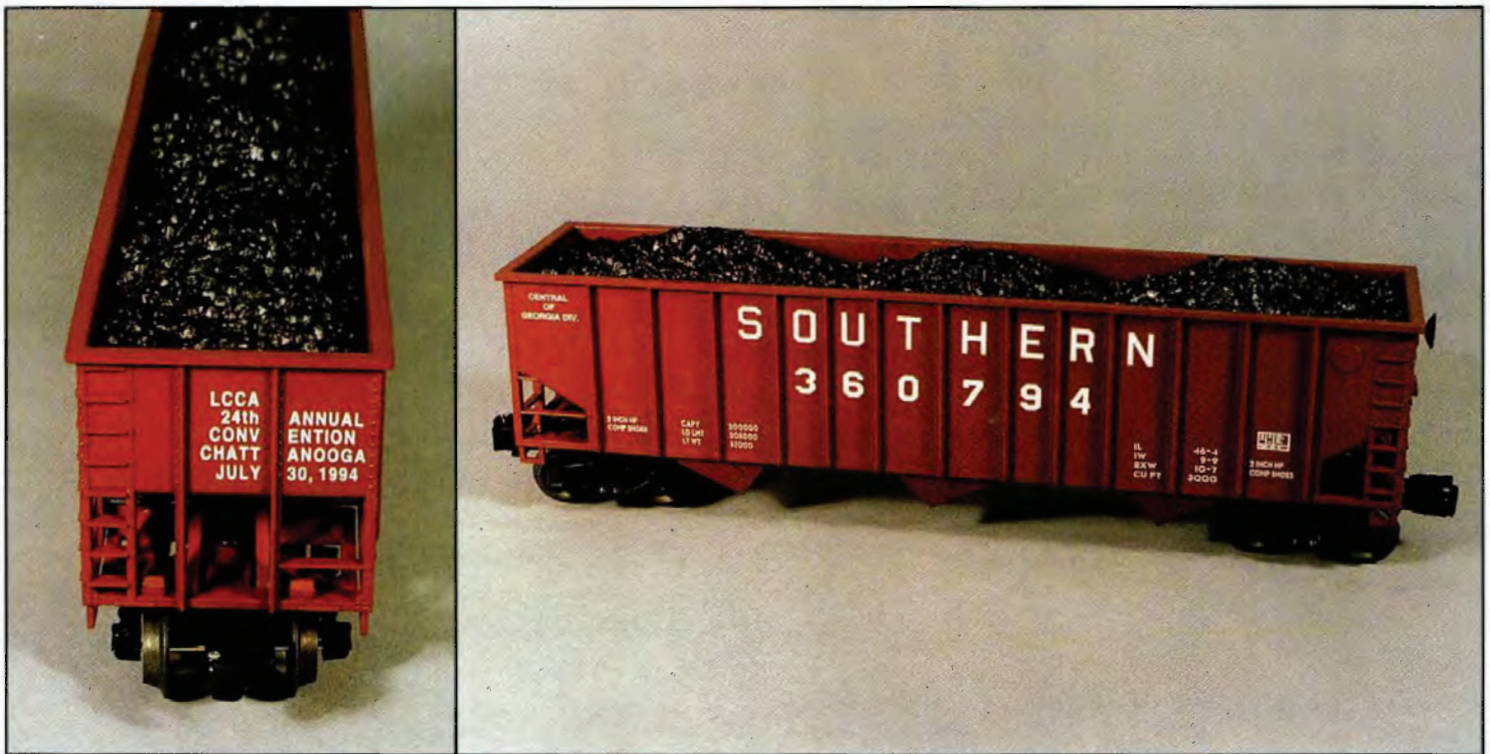
Jim Gilmore's Train Layout

Switches

	042' Radius	027' Radius	Total Switches
Left	7	3	10
Right	6	1	7
Total	13	4	17

Layout Accessories

1. Engine House #12710	17. Marx Block Signal
2. Grain Elevator #12726	18. Dwarf Signal #12704
3. Oil Derrick & Tanks #2305	19. Union Station #1958
4. Icing Station #12703	20. Factory #1988
5. Diesel Fueling Station #12701	21. Factory #1988
6. Barrel Loader #K-124	22. Rotary Beacon #12831
7. Freight Station #12728	23. Auto Highway Signal #154
8. Log Dump & Loader #12774	24. Floodlight Tower #12759
9. Coaling Station #12736	25. Bubbling Water Tower #K-131
10. Switch Tower #445	26. Rotary Radar Antenna #12749
11. Control Tower #2318	27. A.F. Floodlight Tower
12. Whistle House #125	28. Freight Station Platform #12748
13. Milk Station #19802	29. Station Platform #LM-3
14. Marx Girder Bridge	30. Loading Platform
15. Tunnel	31. Marx Steel Bridge
16. Double Signal Bridge #12724	
	Uncouple/Unload Track #12746 3
	Uncoupling Track #65149 3
	Total 6



360794 Southern Hopper

This car was selected for our 24th Annual Convention held in Chattanooga, Tennessee. It is the first Standard "O" 3 bay hopper with operating hatches used by any train club as a commemorative. The car continues the plan to have all 90's decade LCCA Convention cars in "O" scale.

The number 360794 used for our model is prototypical for this hopper and the last three digits signify the month and year of the 24th Convention. All slogan and technical data printing on the car is white. At the brakewheel end of the car there are 2 lines of printing which read:

**SOUTHERN
360794**

On the car end opposite the brakewheel is the special Convention souvenir notation in 5 lines that reads:

**LCCA
24th ANNUAL
CONVENTION
CHATTANOOGA
JULY 30, 1994**

This is the first car produced by Lionel with printing on the ends. Another special graphic is the "CENTRAL OF GEORGIA DIV." designation in the upper, left hand corner of the car on both sides.

There is no "BUILT BY LIONEL" or their build date information notations on this car. For manufacturer's identification purposes,

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is embossed in 3 lines upon the center chute on the car's bottom.

The car consists of ten (10) molded plastic pieces plus the 2 truck assemblies and two-piece metal brakewheel. Included are: Body; Coal load; 6 bottom chutes (identical to each other) and 2 truck plates (one with air brake reservoir and one without).

All the pieces are tuscan plastic painted tuscan. Snap fit construction is utilized since the only mechanical

fasteners are the two screws used to hold the die cast, sprung trucks to their respective plate assembly and the four screws used to secure the truck plates to the body. The 6 hatches are packed in a separate clear plastic bag with an instruction sheet in the car's box. (This "do-it-yourself" installation of hatches is a regular practice on all Lionel Standard "O" 3 bay hoppers.)

The Lionel inventory listing number for the car is 6-52038. (This is the number printed on the end of the box.) A total of 3,800 Southern 3 bay hoppers were produced for the Club.

—Bill Button, RM #3538,
Westland, Michigan

Man's Fascination With 221 Links Past, Future

■ With restoration and modifications, the 20th Century Limited is prepared for the 21st Century.

If Joshua Lionel Cowen and his cadre of toy train designers, engineers and "creative tinkerers" were planning for 2001 would they utilize current technologies and materials including solid state relay systems, electronic reversing units and advanced smoke units? I believe that the answer would be a definite YES! This article covers the use of current, inexpensive and readily available parts to "modernize" the #221 Lionel "20th Century Limited" as well as the story behind why it's my favorite locomotive.

It all began one Saturday in September, 1946, when my father, who was a tool and die maker, came home from work and announced that we were going to buy a toy train. I was an eleven year old typical Chicago youngster with a variety of interests including ham radio, sports and watching the many freight and passenger trains that ran along the Chicago and Northwestern tracks near the apartment building that was home to my mother, father and myself. Dad and I walked to one of the largest Lionel dealers in Chicago—Mack Brothers. This store, located on the northwest side of the city, featured an extensive selection of toy trains and bicycles. I spent many afternoons "hanging around" making a pest of myself, or so I was told by the owner, Mr. Johnny Mack. Dad told Mr. Mack that I had made the honor

roll at school, delivered afternoon papers and was involved with a local radio club started by our parish priest.

Dad explained that "our" favorite train was the Dreyfuss Twentieth Century Limited that we often visited at the LaSalle Street Station. Mr. Mack placed the 221 engine and tender on the counter for Dad and I to examine. It was painted light gray with aluminum-finish drive wheels without rims. The engine did not smoke and the tender did not have a whistle. New York Central markings were decaled on the tender. Lionel made this 2-6-4 locomotive between 1946-48. The 221 was available in black with a whistle tender in 1947. The 1946 set sold for \$27.50 and the 1947 version with the whistle tender sold for \$33.50 The set came with two pullmans and an observation car decorated in blue enamel with aluminum finish roofs. (**Photo 1** shows one of my "favorites".)

After Johnny Mack told Dad the price, I was told to go look at the bikes. Out of the corner of my eye I saw Dad give Mr. Mack a \$5 bill. Dad signed a receipt and was given a small payment book that he place in his workshirt pocket. Between September and Thanksgiving, Dad and I returned regularly to see Johnny Mack and put down an additional \$2 or \$3 toward the train set. These payments were religiously entered into the book.

Then, on Christmas Day, 1946, I received my first toy train and the beginnings of a lifetime interest and fascination commenced.



In 1947, Dad and I bought a log car, tank car, caboose, additional track and a switch. My friends and I would set up my 221 and we ran a passenger train (no one in my neighborhood used the term consist) while the freight patiently waited on the siding or we ran freight while the passenger train waited its call to service. Over the next few years I became a fixture at Mack Brothers and added additional power units, rolling stock and accessories.

In 1951 I turned sixteen, discovered girls, activated hormones and received my drivers license. A neighbor had a black 1941 Buick two-door sedan for sale. I sold all my trains and accessories for \$100; my Schwinn bicycle for \$50; and withdrew \$250 from my postal savings account and became the owner of an automobile that burned more oil than it consumed gasoline. Within two years, I opened a television repair shop, sold the Buick and purchased a gray 1949 Ford. Military service, marriage and children came in quick succession. Within a short period of time, I no longer had any toy trains or the car of my youthful desire.

Subconsciously I desired the return of my 221 train set. In the 1970's I went to a local train show with my teen-aged son, Michael. It was a Sunday and the Chicago Bears football team was not on television because of a blackout policy. As we walked the show aisles I saw a beaten up 221 locomotive and tender but, no pullmans. On the other side of the trading hall I found a set of cars without a locomotive. I returned to the dealer with the engine and asked that he hold it while I returned to get the pullmans. I left Michael with the dealer. I raced back to the man with the pullmans and he told me that he had packed them up and would not unwrap them (even for cash)! I returned to the first table and my son, Michael put his arm around my shoulder and said, "Dad, this man sold the 221 while you went to get the pullmans." Now I was frustrated, upset, sad and mad. On Christmas Day, 1975, my wife Arlene and my children surprised me with the 221 locomotive and tender. Michael had been correct—the loco and tender were sold—to him! The seller had hidden the unit and delivered them to my house when I was working at my television repair shop.

This great experience resulted in my developing a passion to collect the 221. Over the ensuing years, I have acquired, repaired, restored, traded and sold approximately four dozen 221 locomotives, tenders and pullman sets. Currently, my layout and display shelves are home for two passenger sets and two freight sets (all original); three restored sets, five in need of some TLC and one set with a whistle tender that is brand new in the box that was given to me by Johnny Mack when the Mack Brothers store closed.

The 221 fascinates me for three reasons: 1) It was my first toy train; 2) It symbolizes one of the many bonds and

recurrent wonderful memories between my now departed Dad and myself; 3) The 221 symbolized modern streamlined railroading. The locomotive was based on a Henry Dreyfuss design of the New York role models. As a pioneer in the field of industrial design, he was dedicated to the architectural concept that "form follows function". His designs were brought to my attention by my seventh grade industrial arts instructor.

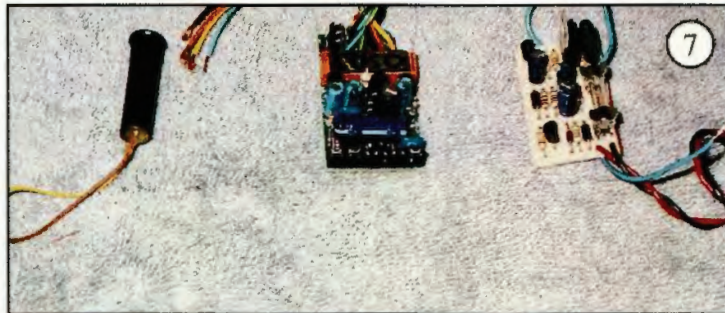
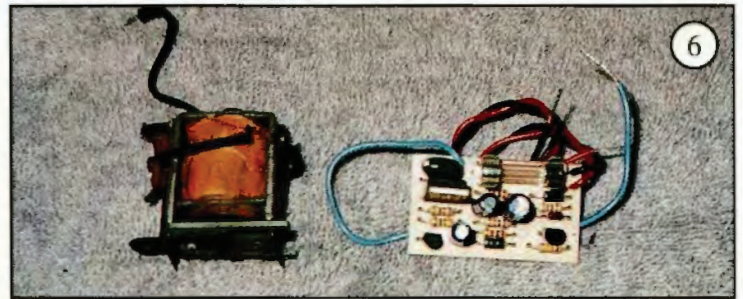
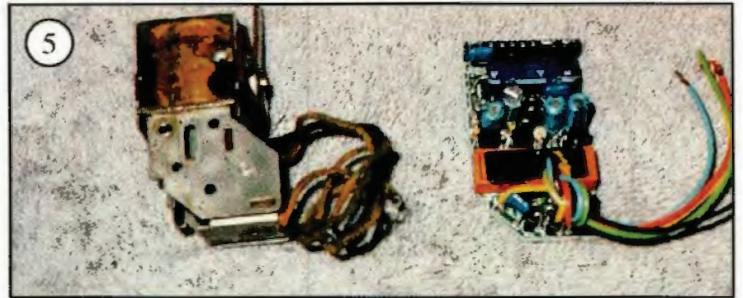
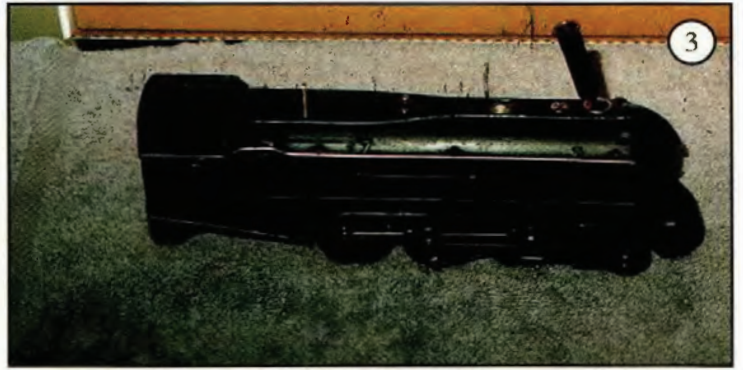
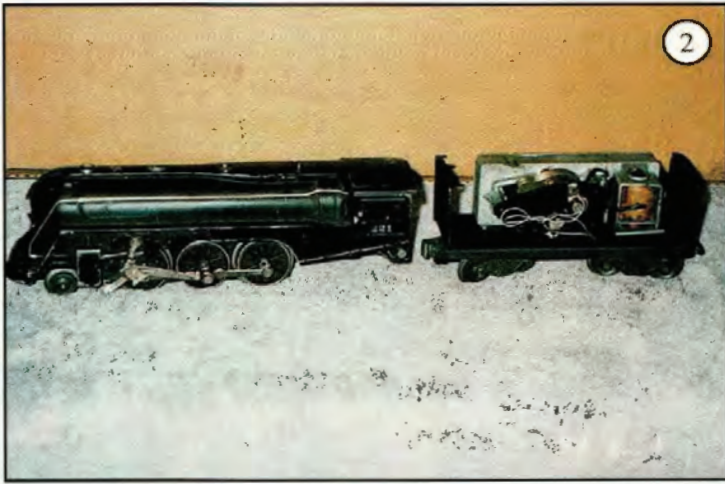
For additional background, the 20th Century Limited debuted on June 15, 1938 and ran between Chicago and New York in 16 hours until its demise on December 3, 1967. During much of this period, the rail between the two metropolises was a four track main line that allowed virtual separation of freight and passenger traffic. Passenger consists were rarely delayed by freights. Excellent track permitted speeds of 85 mph over much of the route—almost as fast as the Lionel 221!

Together with two of my LCCA friends, Mike Moore, RM #7343 and Chris Matuszak, RM #9439, we totally disassembled a 221 engine, tender and three pullmans. Each piece was beadblasted, repainted and decaled. The motor was completely overhauled, parts replaced, cleaned and lubricated. Trucks and wheels were wirewheeled. The pullmans received new trucks and couplers. The "before" appearance is shown in **photo 2**. Although my first 221 was without smoke we added Lionel Smoke Unit, part 3610-2722050. With only a gently tap, this unit fits perfectly in the existing opening. (**Photo 3**) Now, attractive smoke billows back along the entire length of the train set in a magnificent streamline fashion. (**Photo 4**) Beware—your smoke alarm may be set off! Next, we installed a QSI solid state reverse unit, #ACRU-E. (**Photo 5**) This results in dramatic operational improvement because when the solid state unit passes over an open spot on the track or a dirty or "bad" piece of track the train does not stop. Instead, the 221 completes its journey. Finally, we added an OTT electronic whistle relay in the tender. This does not draw the excessive current that did the original Lionel relay. (**Photo 6**) (All three "modernizing" pieces are shown in **Photo 7**.) With these modifications we can now say that the Lionel 221 can stand for the "Twenty-First Century Limited". Currently on the Mazur Railpike a modified version is poised and ready for the 21st century—bring on 2001! (**Photos 8 and 9**)

Incidentally, the octogenarian Johnny Mack is now retired. But over the years, he and I developed a positive relationship. When I showed the modified 221 set to him recently (**photo 10**) he chuckled and said, "It all goes back to a Saturday in September".

—Edward Mazur, RM #11756, Wilmette, Illinois

MY FAVORITE TRAIN (Continued)



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Family Members must be part of the immediate family of a regular member and must reside at the same address.



NOTICE

A separate form must be submitted for each individual applying for membership. Please answer all questions and remit the necessary fees with the application. Incomplete forms or incorrect fees will necessitate the return of the application form to its originator.

Make Check or Money Order Payable to "LCCA"

PLEASE PRINT IN INK

NAME (First, MI, Last)

ADDRESS (Use this line 1st)

ADDRESS (Line 2 if necessary)

CITY STATE/PROVINCE

ZIP CODE - OR Foreign Postal Code

COUNTRY (If other than USA)

TELEPHONE NUMBER - -

Age _____ Recruited By: _____ # _____
(Over 21 for Regular member, any age for Family member) (LCCA member's name & membership number)
Occupation: _____ Operating Layout? Yes No

I hereby apply for admission into the Lionel® Collectors Club of America. If accepted, I agree to support the Constitution of the Club, (a copy of which is included in the club's Membership Roster or available from the club secretary), and to honor its name.

Date _____ Signature _____

Club information on reverse side. The dues payable with this application are for one year. Dues for subsequent years will be billed on the quarterly date closest to the anniversary date of your application. Make check or money order payable to "LCCA".

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

MEMBER NUMBER SPONSOR NUMBER DATE OPENED / / AFFILIATE NUMBER

NAME CODE MEMBERSHIP TYPE ENTERED INTO SYSTEM _____

SEND TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LA SALLE, IL 61301
(This form may be photocopied)

Stocking Stuffer 1994

Sales of this year's stocking stuffer are going better than we ever expected. Due to late delivery, we didn't start shipping until December 1st. Even with the delay most will arrive by Christmas. You may still order yours now if you haven't already. They are *beautiful!* We regret any inconvenience the delivery date may cause.

Convention Car 1995

On page 20 of this issue is the order form for our 1995 Convention Car. As you can see it's the Iowa Beef Packers refrigerated box car. The picture doesn't do the car justice. The steer's head and ear of corn in the logo is much more impressive than the photo shows. The private name car blends well with previous LCCA offerings like Corning, Monsanto, NASA and Commonwealth Edison. It is in keeping with our prototypical Club policy and very unique in its markings. Take note of the deadline and order now.

Lantern 25th Anniversary

As you read this the mold is being made for the globe in our lantern. The project is on schedule with the order form on page 21 and delivery to start in April, 1995. This truly is a beautiful commemorative issue that will be a *must* for all train rooms! You have the option and opportunity to choose any color globe you desire or better yet get one of each!

Ertl

What does Ertl and LCCA have in common? Well, I doubt that there is not a member of this Club that doesn't have an Ertl truck, bank or tractor on their layout somewhere. But the real connection will be when the LCCA Convention attendees tour the Ertl plant in conjunction with the 1995 Des Moines Convention. Plan to attend now and see how toy trucks are made. Tours will be scheduled similar to what we did in 1993 when we toured the Lionel factory. An extra bonus will be an Ertl truck with LCCA markings included to all who register for the Convention! More details will be in the Pre-registration booklet that will be included with the February issue of *The Lion Roars*.

Membership Drive

Our membership drive is exploding! The combination of our ad in *Classic Toy Trains* and our direct mail to potential members has proven to be a success. And like always, you can also help your Club to grow. Sign up a friend or relative now so they can share in the fun. An application form you can photocopy is on the facing page, or you can order additional forms from the Club Secretary.

Nominating Committee

On page 27 of this *TLR* is an article on the Nominating Committee for the 1995-96 slate with the various positions open this coming year. If you feel you are qualified and want to join the leadership of your Club, notify one of the Committee members. Our policy is not to ask or beg you to run but to encourage and welcome you if you want to become part of the team of volunteers. It will take some of your time and effort if elected but the new friends and responsibilities will be very rewarding.

Lion Roars

Again this year, member Angela Trotta Thomas has furnished one of her paintings for our Christmas issue cover. As depicted in the article on pages 4 and 5, the warmth and beauty of her work is well known. We appreciate her efforts and support.

As we close this year's publication, your Editor, Don Carlson, would like to have some more articles "on hand" for future issues. Come on, you can do it! A couple of pictures with some text (or just an idea), and the Editorial Staff will help you with the rest. Articles on operating, wiring, projects and scenery are always of great interest to fellow Club members.

Interchange Track

With the November issue of *The Interchange Track*, we launched our latest format with the Wants, Trades and Haves categorized by Prewar, Postwar and Modern. And just to be sure no one's ad was left out, a Combination category was included. Please continue to work with us as we refine the format into its most useful form for the readers.

Christmas Sale

In my travels around town again this year in search of Christmas presents, I found some real nice train items. Years ago I discovered that stores (drug, hardware or department) discounted all left over Christmas items 40-50-80% after Christmas. In recent years this practice has included Hallmark ceramic buildings, figures, sign posts, street lights and other layout size items. In addition to the holiday oriented items, toys like Ertl farm sets, Matchbox cars and small (6-8") trees used in table decorations have been on sale. A trip to your neighborhood stores *after* Christmas (armed with what little money you have left) should prove worthwhile.

From me and my family to you and yours, may everyone have a healthy and prosperous Christmas and New Year. Talk with you next issue.

— Charles P. Seddon, President

