

The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

Bimonthly February, April, June, August, October, December

A Visit to Lionel!



1996
LIONEL DEALER PREVIEW
DON CARLSON
THE LION ROARS

President's Report <i>Plenty of "good" news for Club members.</i>	3
Lionel's Dealer Show <i>Inside looks at this year's Lionel Dealer Preview Show!</i>	4
Lionel Stock Certificates <i>In-depth coverage of Lionel's historical stock issues!</i>	6
Model and Real Railroads <i>Real railroad lift bridges and Lionel's #12782.</i>	12
Human Interest <i>Another favorite from the 1954 Catalog.</i>	14
Operating Project <i>A super-simple 154C Contact substitute!</i>	16
Tracksides I & II <i>Coast-to-coast visits to members' layouts.</i>	17
Club History - Part V <i>Coverage of the last half of the Club's second decade.</i>	18
LCCA News <i>How the Interchange Track's new format came about!</i>	22
Lionel's Product Releases <i>A complete list of the release dates for the 1996 line.</i>	23
Lionel Items <i>A look at some very interesting items made by Lionel!</i>	24
TLR Editor's Notes <i>What to expect for the year in your TLR.</i>	25
Lionel News And Views <i>Product reviews and updates/news from Lionel!</i>	26
Three Rail Rambler <i>Tenn Central Hoppers and the latest Train Photo Quiz.</i>	32
LCCA Board Meeting Minutes <i>Coverage of the Club leaders' most recent meeting.</i>	34
'96 Convention Preview & Updates <i>More of what's ahead in July and some late changes.</i>	36
LCCA Meets & Commemoratives Reminder <i>A look at some meets and one last chance at two items!</i>	37
LCCA Application Form <i>Help us grow by recruiting someone into <u>the</u> Club.</i>	38
More LCCA News <i>Internet, TLR, address/phone notes & Upcoming Events.</i>	39

Copyright © 1996 The Lionel® Collectors Club of America. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording for any purpose without the express written permission of The Lionel® Collectors Club of America.

Lionel® Collectors Club of America

OFFICERS

Albert F. Otten, *President*
54 Overlook Dr.
Little Rock, AR 72207
(501) 225-2151

Gerald A. Dangelo, *Vice President*
6376 Graydon Rd.
Rockford, IL 61109
(815) 397-2104

William J. Schmeelk, *Secretary*
15 Birchwood Lane
Hillsdale, NJ 07642
(201) 358-1955

Stan Roy, *Assistant Secretary*
4045 Chester Dr.
Glenview, IL 60025
(708) 559-9700

Barry B. Findley, *Treasurer*
3424 Old Cantrell Road
Little Rock, AR 72202
(501) 664-8525

Charles P. Seddon, *Imd. Past Pres.*
1150 Old River Road Ct.
Rockford, IL 61103
(815) 654-1705

DIRECTORS

Larry A. Black
244 Farmbrook Circle
Frankfort, KY 40601
(502) 695-4355

Arthur L. Broshears
2514 West Nubian Rd
Salem, IN 47167-8950
(812) 883-1584

William F. Button
2410 West Miller Circle
Westland, MI 48186
(313) 722-7464

Dienzel C. Dennis
1425 Ruthbern Road
Daytona Beach, FL 32014
(904) 258-8574

John Ourso
2400 N. Conestoga Ave.
Tucson, AZ 85749
(602) 749-3750

APPOINTED OFFICIALS

Don Carlson, *Editor The Lion Roars*
1190 Academic Way
Haslett, MI 48840
(517) 339-9611

Bob Quigley, *Editor Interchange Track*
209 North Tompkins
Howell, MI 48843
(517) 545-8835

Eric Fogg, *Editor Roster*
13360 Ashleaf Dr.
Des Moines, IA 50325
(515) 223-1024

Hulen Warren, *Librarian*
335 Pine Street
Many, LA 71449
(318) 256-5112

Richard H. Johnson, *Archivist*
3625 Lobelia Drive
Cincinnati, OH 45241
(513) 984-3486

Charles P. Seddon, *Registered Agent*
1150 Old River Road Ct.
Rockford, IL 61103
(815) 654-1705

BUSINESS OFFICE

LCCA Business Office
P.O. Box 479
LaSalle, IL 61301

CONVENTION HOSTS

1996 in Grand Rapids, Michigan
Michael Valentine
35 Greenbriar Dr.
Uniontown, PA 15401
(412) 437-7042

1997 in St. Paul, Minnesota
John A. Fisher
1730 James Rd.
St. Paul, MN 55118
(612) 454-6644

INTERNET ADDRESS

<http://www.alliance.net/~lccane19>

WHO TO CONTACT:

President-Always available and as a last resort.

Vice President-Schedule a meet.

Immediate Past President-Complaint against another member.

Secretary-Any administrative action not handled by LCCA Business Office.

Assistant Secretary-Certificates of Membership and Appreciation.

Treasurer-Club finances only.

Librarian-Back issues sales of *The Lion Roars*.

LCCA Business Office-Applications for membership, replace membership cards, reinstatements, change of address, phone number changes, death notice, commemorative orders, Convention registration and Club mementos.

CONTACTING THE BUSINESS OFFICE

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

The Lion Roars (ISSN No. 10790993) is published six times annually by the Lionel® Collectors Club of America, P.O. Box 479 LaSalle, IL 61301. Second Class Postage is paid at Peru, Illinois, 61354 and at additional mailing offices. Subscription is provided through membership dues to the Club. The LCCA is an Illinois not-for-profit corporation. Lionel® is a registered trademark and is used with the permission of Lionel L.L.C. Copies of Lionel® copyrighted material have been used in this publication with the permission of Lionel L.L.C. The LCCA is not affiliated with Lionel® or Lionel L.L.C. Opinions and comments made in columns in this publication do not necessarily reflect the official policies of the Officers, Board of Directors and Appointed Officials nor do they indicate a Club endorsement of any products mentioned.

The Lion Roars

In the February issue of *The Lion Roars*, I made the statement that you should “compare our full color magazine and its articles to any of the other clubs’ publications and you decide which club has the best publications”. Well we have a little egg on our face! Some of the picture quality was not up to our standard (that’s putting it mildly) and we had the catalog problem. A complete explanation of this ‘one time’ problem can be found on page 39 and we thank you for your understanding. (“Sometimes the best laid plans of mice, men...and Lions...go astray”.)

Membership Drive and Advertising Update

As previously reported, we kicked off a new direct mail solicitation program on November 8, 1995, along with a new set of ads in our *Classic Toy Trains* advertising campaign. I am pleased to report that we have taken into our ranks over 1,800 new members to date. I want to personally welcome these new members to our ‘family’, and we will do everything possible to earn the confidence they have placed in us.

Remember, you too can help your Club by recruiting new members. Just think - if each of you would secure just one new member, we would gain 12,000 new members. And at no additional cost to the Club! To assist you with this, an application form is included in this issue of *The Lion Roars* on page 38. The more the merrier!

1996 Convention Car

As I write this report, I can relay to you that we have received orders for over 3,000 cars. I extended the final date for ordering by one week to accommodate a large number of late placed orders. I sure hope you ordered your car(s) within the allotted time.

Lionel L.L.C.

Since my last report, I did attend Lionel’s “1996 Dealer Preview” and was very impressed with the new line. I was particularly impressed with Lionel’s emphasis on improved quality, like it was in the 50’s.

Additionally, I had the distinct pleasure of having a personal two hour meeting with Mr. Gary L. Moreau, President and Chief Executive Officer of Lionel, L.L.C. Mr. Moreau expressed great interest in the various collector clubs and feels the clubs are an integral part of Lionel, L.L.C.’s future success. I found Mr. Moreau to be not only a good listener but someone that also “hears”. He has lots of good ideas and I feel we will see some big changes as the company goes forward. I know you all join me in wishing him great success and I have pledged to him, LCCA’s total support.

25th Anniversary Lanterns and 1995 Stocking Stuffers

On page 37 is a reminder and also included with this issue of *TLR* are the final order forms with a descriptive write-up and photos for these excellent Club commemoratives. As noted on the order form, the final date you can order these items (and at last year’s prices I’ll point out!) is **May 15, 1996**. Don’t miss out on your final opportunity to get these pieces for your collection at today’s reasonable prices.

Closing Notes

In the last issue of *The Lion Roars* I mentioned we were looking into the possibility of having an Annual Convention on a cruise ship or a large inland waterways steamship. Unfortunately after receiving the final numbers it was obvious we could not afford to pursue the idea any further.

We are currently working on an exciting 1996 Stocking Stuffer and are confident it will be a barn burner (no, it is not another tractor trailer). It will be a limited edition, so I would suggest you act quickly when you get your order blank later this year.

Finally, the LCCA lost one of its Past Presidents. Ernie Davis, RM #586 passed away in February of this year. He was President from 1977 to 1979, and Director for the years 1980 to 1982. Our condolences go out to his widow, Francetta, and the rest of Ernie’s family.

More next issue —

Al Otten, President

Here's the latest from Lionel's 1996 Dealer Preview Show!

Beginning on Monday, February 5th and running every day through Monday, the 12th from 9AM-4PM was the 1996 Lionel Dealer Preview.

Authorized dealers from around the world (along with a group of LCCA leaders on Wednesday the 7th) traveled over to Lionel's Headquarters in Chesterfield, Michigan, to get a first-hand look at the new line and demonstrations of some upcoming 1996-97 products.

The **front cover** shows the exterior of the entrance to Lionel's Administration building. Everyone came in through the lobby, and was escorted upstairs where the sites of the promotional/technical meetings and product reviews took place. Also, you may have noticed by the name badge I put on the front cover, your *TLR* Editor got to attend and cover the Dealer Show for the Club.

The third portion of the Show included a factory tour where the C & O passenger cars and Pennsylvania GG-1's were being produced.



Upon entering the front door, we were greeted by several Lionel ladies, namely (in **photo 1** from left to right), Boe Kanarek, of Product Development, Melissa Seifert, of Administration and Irene McCracken, their always smiling receptionist. The three handed out packets of information and Lionel's 1996 catalogs.



Photo 2 is the presentation held in the large, "L" shaped (very appropriate) meeting room regarding sales strategy and marketing techniques conducted by Mark Gordon, RM #12684. As you can see, the room was filled to capacity (with seating for over 80 people!).

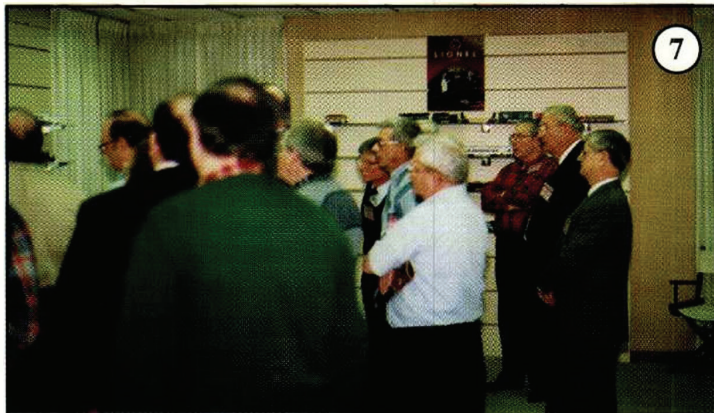
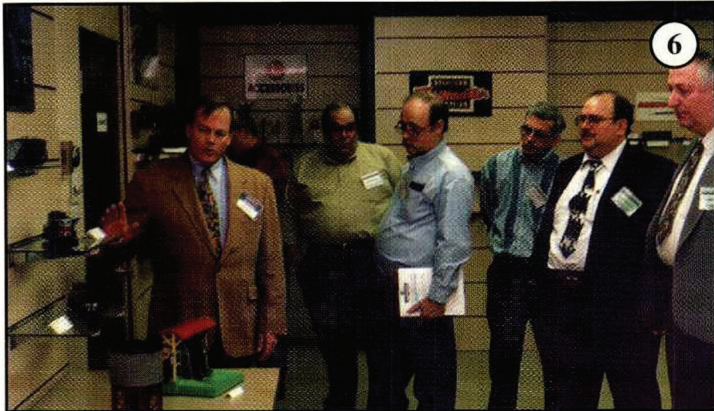
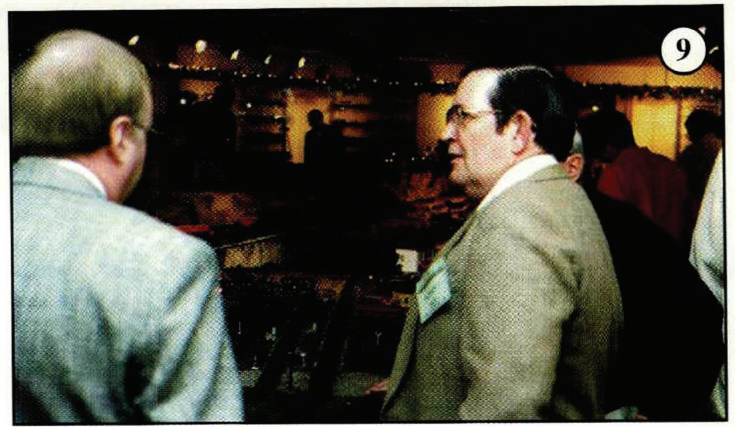
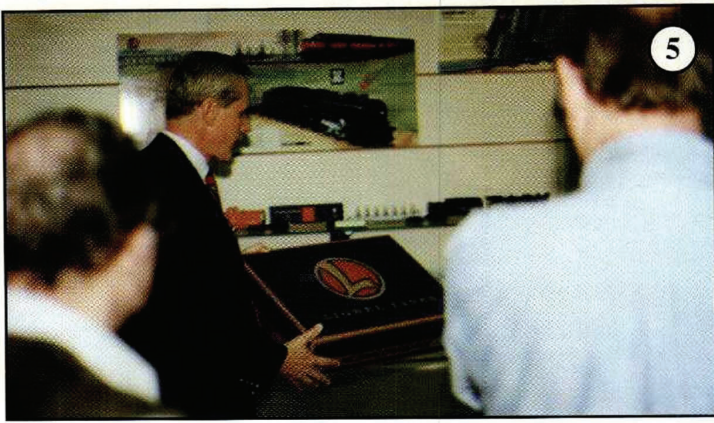
This big audience was then split into three smaller groups to better accommodate everybody. The LCCA contingent next moved down the hall to the Product Review Room (referred to as the "Blue Room") so we could get a first-hand look at all the new products!



Here the Lionel Regional Sales Managers reviewed all the new items on display around the four walls of the room. Beginning in **photo 3**, J. Don Reece, showed us the motorized units in sets and separate sale items on shelves along the wall next to the doorway. **Photo 4** has Lionel's Director of Product Development, Jim Bunte on the left along with their newest Sales Manager, Darrell Grani who covered the other items further along the first wall and the beginner sets on the back wall.

Photo 5 has Rich Grutzmacher discussing the sets along the opposite wall as well as showing us the proposed design of the set box. And, to close out this portion of the Show for our group, in **photo 6**, Steve Terry went over the line-up of new accessories.





Just to give you an idea of the size of the room and group, **photo 7** shows an attentive audience listening to one of the presentations. And any visit to Lionel's Headquarters could not be complete until you had a talk with Lenny Dean, RM #8104, as seen in **photo 8**.

For the next segment of the Show, our group went to Lionel's Visitor Center (**photo 9**) where, in **photo 10**, the very knowledgeable Chuck Horan, RM #18830, demonstrated all the new features of TrainMaster Command Control and operator pleasing "noises" of RailSounds II. If you are an operator, be sure to hear these excellent and outstanding audio sounds of trains first-hand yourself. It is truly amazing to me!

Also, Chuck gave us a Lionel service bulletin on how to use Command Control on other manufacturer's locomotives equipped with ProtoSound. (For members convenience, the service bulletin is reproduced in its entirety on page 31 of this issue of *TLR*.)

As I mentioned earlier, our last part of the Show was a visit to Lionel's factory located a short distance away from Headquarters. (But, I was not able to take any inside photos as no cameras are allowed.)

To round out the visit, on the **back cover** are an exterior scene of the factory and, even though they did not have a booth this year, a look at the 1996 Toy Fair Boxcar presented to Lionel Dealers.

Overall, it was a great trip with a chance to see up close what's new at the new Lionel Corporation.

Thanks for the invitation and giving LCCAer's an up-front, inside look at Lionel's operations!

*Don Carlson, RM #6766 and
Editor, The Lion Roars*

Here's an in-depth look at a *Corporate Side of Lionel's History*

Background to Stock Certificates

Over the years stock certificates issued by the Lionel Corporation occasionally surfaced at toy train shows and with antique dealers specializing in older paper material. At the train shows, these documents of history received little more than passing notice, always taking second priority to the toy trains themselves. All that is changing today, as interest in these documents is continually growing, and the background behind certificates can be as fascinating as the trains themselves.

Before proceeding into greater detail, it might be useful to provide a basic explanation of what these certificates are all about. In his best-selling book, *All Aboard!*, published in 1981, Ron Hollander was perhaps the first to provide documentation regarding stock certificates. Lionel Corporation "went public" in 1937 and therefore began selling stock on publicly traded exchanges. According to Hollander, Lionel issued 77,500 shares of stock at \$12 a share. The money went to repay bank loans and to provide working capital for new machinery added to the factory.

A basic premise of stock certificates referenced in this article is that they were actually stock for trading purposes. There were "certificates" issued by Lionel for its various promotional clubs such as the Lionel Rail Road Company in 1960, however these are considered sales promotional collaterals, and a subject for future study. These promotional certificates were of no real value when issued in that they did not represent potential or actual transactions on a stock exchange.

While the number of outstanding shares of common stock are not always indicators of the health of a company, Lionel's increasing issuances over the years provide a few interesting glimpses. First and most important, during the early years many of the publicly traded shares were known to be held by Cowen family members or members of the "Lionel family", namely officers of Lionel Corporation and their relatives. Occasionally certificates surface which identifies Joshua Lionel Cowen as a donor, or signatories such as Arthur Raphael or William Bonanno. Another arguable message was the apparent need to continuously raise more capital not only to cover plant investments, but growing inventories and even for purchases of outside toy train interests.

The original issuance shares outstanding grew to over 180,000 in 1943 (extrapolated through an earnings per share conversion) to 800,000 in 1954 to over 2,238,000 in 1964. The growth to 5,200,000 shares in 1976 was no longer relevant, since the Lionel side of trains was under license agreement to General Mills. Lionel Corporation essentially was a holding company for Dale Electronics, Lionel Leisure

and Sterling Power Systems. The product array included what Lionel describes as "toy supermarkets", industrial equipment such as electric motors and electronic components such as resistors and microcircuits. The bright spot of Lionel earnings—royalties from the sale of model trains, merited nothing more than a paragraph in the annual reports of the post-1970 era.

Collecting Certificates

Stock certificates of any corporation represent a wide field of collecting, and thousands of enthusiasts are forming collections on themes such as transportation, or further specialization such as the popular topic of railroads. A very small niche would be toy trains, including Lionel Corporation. If your desire is to have pictures of Lionel toy trains on stock certificates, then only two different vignettes exist; yet the field is still ripe for specialization.

There are decidedly two different types of Lionel stock certificate collectors. I enjoy talking with both. The first is not interested in varieties, such as color or signature or bank; that collector simply wants one or two certificates to mount in a frame and hang on a train room wall. And indeed when framed these treasures make excellent showpieces!

The second type of collector takes an interest in the types of printing varieties, the many colors of issuance, specific dates and even specimen examples which never saw stock transaction usage. The few general types of stock certificates Lionel issued over the years can be expanded by a specialist into well over sixty varieties. There seems to be a close parallel to 6464 boxcar collecting here!

What train and train-related paper collecting is all about is many collectors collaborating on the study of different aspects of the hobby. No one collector can possibly surface all the information on product and information evolving from Lionel, especially in the earlier years. I mentioned Ron Hollander's early reference to stock certificates in his book; Ron also identified a one-page "guide" to stock certificates some years ago, in which thirty-nine varieties were listed. Joe Muscanere also did research in the area of stock certificates. This research combined with new findings allowed me to include part of a chapter on this topic in the book, *Greenberg's Guide to Lionel Paper and Collectibles*, published in 1990. The information about certificates since the publication of the Greenberg Guide, including the earlier dating of issuances, has greatly increased in the past five years. This new research is one reason I chose to write this article, and what follows should provide a comprehensive list of Lionel stock certificates for the collector. Hanging each of these attractive works of art is permissible too—if you can locate them!

A few general notes about the listing that follows is in order. The date given for each stock issue is the first year this certificate was known to be used and does not represent when a stock issue was "floated" on the open market. Some stock issues are known to have overlapping dates in their usage, and the issues themselves were primarily caused by new officers at Lionel and change in bank names.

Certificates are occasionally found with additional documents stapled to their face. No premium value should be placed on these attachments unless of historical significance, such as a signature of a Lionel officer. These attachments were frequently brokerage routing sheets or sometimes even Powers of Attorney.

Just as in the trains themselves, condition is an important factor in stock certificate collecting. Occasionally near-mint certificates appear if retained by brokerage houses, generally beginning in the late 1950's. These are very difficult to find, since most certificates were held by individuals, folded and stored in safe deposit boxes or perhaps in shoe boxes in granny's attic. Although the security paper on which certificates were printed is extremely durable, expect staple holes (unless a specimen copy), rubber stampings and punched holes. These characteristics are all part of the stock ownership and transfer process. Fortunately, no forgeries or reprints are known to exist.

First Stock Issue - 1937

Engraving features boy with necktie admiring 1930's style Hudson locomotive and tender, with the signatures of Joshua Lionel Cowen and Mario Caruso. Common par value \$10. Issued by the Chase National Bank of the City of New York.

- (A) Blue 100-share denomination
- (B) Orange Less-than-100-share denomination

Second Stock Issue - 1948

Engraving features boy with necktie admiring 1930's style Hudson locomotive and tender, with the signatures of Lawrence Cowen and Joseph Bonanno. Common par value \$5. Issued by the Chase National Bank of the City of New York. This issue was originally thought to have been first used in 1949, however certificates with 1948 usage have now been located.

- (A) Green 100-share denomination
- (B) Green 100-share denomination with overprint in red "This Certificate Represents Shares of \$2.50 PAR VALUE"
- (C) Maroon Less-than-100-share denomination
- (D) Maroon Less-than-100-share denomination with overprint in red "This Certificate Represents shares of \$2.50 PAR VALUE"

Third Stock Issue - 1952

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Joseph

Bonanno and Lawrence Cowen. Common par value \$2.50. Registered by the Chase National Bank of the City of New York and countersigned by Bankers Trust Company (New York). This issue was originally thought to have been first used in 1955, however certificates with 1952 usage have now been located.

Certificates are known to exist without dates, names or endorsements and handstamped "canceled".

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination

Fourth Stock Issue - 1955

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Joseph Bonanno and Lawrence Cowen. Common par value \$2.50. Registered by The Chase Manhattan Bank with silver overprint on top of previous Chase National Bank of the City of New York and countersigned by Bankers Trust Company (New York). Certificates reissued based on merger in 1955 of Chase National Bank and The Manhattan Co. Certificates are known to exist without dates, names or endorsements, yet not canceled.

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination

Fifth Stock Issue - 1957

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Joseph Bonanno and Lawrence Cowen. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York). This issue represents a permanent printing replacement in late 1957 for the previously overprinted issue of 1955. Certificates are known to exist without dates, names or endorsements and handstamped "canceled".

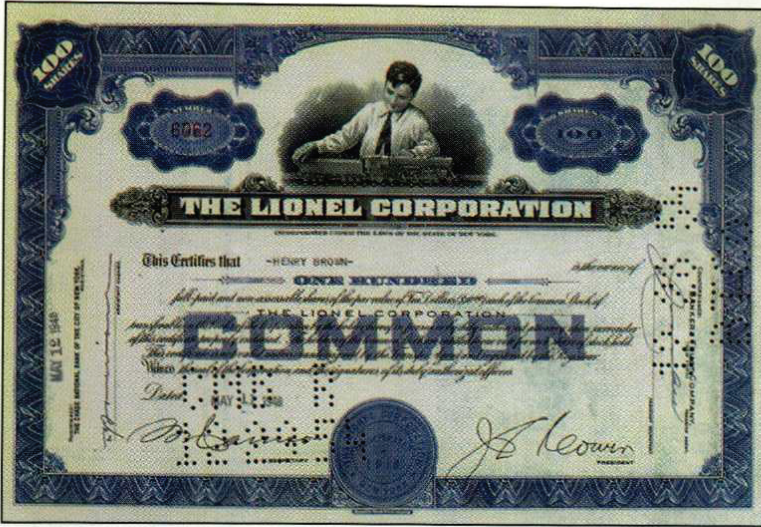
- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Blue less than 100-share denomination, blank specimen overprinted in red

Sixth Stock Issue - 1960

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Joseph Bonanno and Roy Cohn, the latter better known for his role in the infamous McCarthy Senate Hearings of the 1950's. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York). This issue is quite scarcer than originally believed due to the relatively short period of use, known to be from August to October 1960. There is evidence of some overlap in the use of this issue with the following Seventh Issue, that being the timeframe of mid-October. Certificates in extremely fine, near-mint condition are particularly scarce.

(Text continues on page 10.)

LIONEL HISTORY (Continued)



First Stock Issue - 1937 (A) - Blue



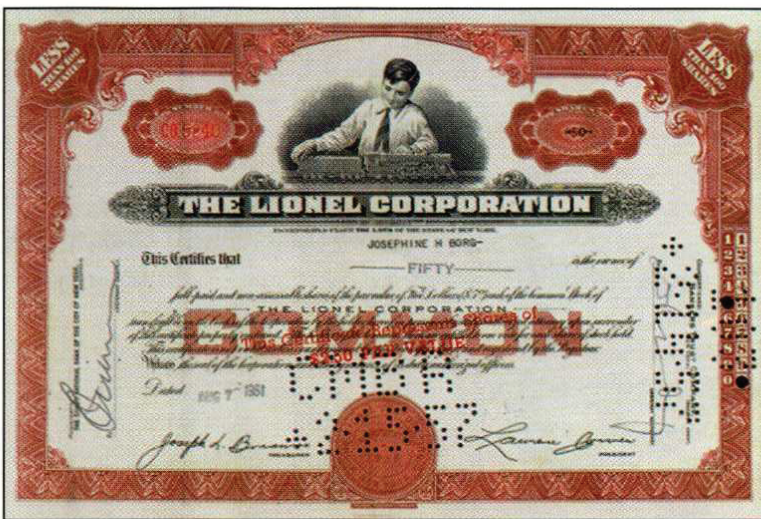
Fourth Stock Issue - 1955 (A) - Orange



Second Stock Issue - 1948 (A) - Green



Sixth Stock Issue - 1960 (C) - Blue



Second Stock Issue - 1948 (D) - Maroon with red overprint



Seventh Stock Issue - 1960 (E) - Blue with overprint (handstamped) "More"



Seventh Stock Issue - 1960 (A) - Orange
(Note difference with Eighth Issue)



Eleventh Stock Issue - 1963 (F) - Orange with overprinted
"Specimen" in red



Eighth Stock Issue - 1961 (A) - Orange



Seventeenth Stock Issue - 1973 (A) - Orange



Ninth Stock Issue - 1962 (D) - Blue with "Specimen"



First Stock Warrant Issue - 1985 (A) - Blue

(Text continued from page 7.)

- (A) Orange 100-share denomination
- (B) Orange 100-share denomination, blank specimen overprinted in red
- (C) Blue less than 100-share denomination
- (D) Blue less than 100-share denomination, blank specimen overprinted in red

Seventh Stock Issue - 1960

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Joseph Bonanno and John Medaris. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York). The earliest known use of this issue was October 17, 1960. Certificates are known to exist without dates, names or endorsements and handstamped "canceled".

- (A) Orange 100-share denomination
- (B) Orange 100-share denomination, blank specimen overprinted in red
- (C) Blue less than 100-share denomination
- (D) Blue less than 100-share denomination, blank specimen overprinted in red
- (E) Blue less than 100-share denomination, overprinted with black rubber stamp "More" over the "Less than 100 Shares" imprint in top corners. This is a very scarce item, and few exist. They were used between February and March 1961 and because these modifications were made by hand, it is not considered a separate stock issue. Stock certificates examined were issued in blocks of up to 5,800 shares.

Eighth Stock Issue - 1961

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Joseph Bonanno and John Medaris. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York). This is an unusual stock issuance and first recorded by LCCA member Dick Bruning. The modification involves the two-line phrase "Full-Paid and Non-Assessable Shares of the Par Value of Two Dollars and Fifty Cents (\$2.50) each of the common shares of the Lionel Corporation..." changed from large script type to bold caps on a single line. It has been found on the 100-share denomination only with the earliest date being March 8, 1961; the reason for making this change is not known, however the format became the standard for future issues. Certificates are known to exist without dates, names or endorsements and handstamped "canceled".

- (A) Orange 100-share denomination

Ninth Stock Issue - 1962

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of W. T.

Watson and John Medaris. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York). Certificates are known to exist without dates, names or endorsements and handstamped "canceled". This issue also saw the introduction of a newly designed back side to each certificate, providing more detailed legal documentation.

- (A) Orange 100-share denomination
- (B) Orange 100-share denomination, blank specimen overprinted in red
- (C) Blue less than 100-share denomination
- (D) Blue less than 100-share denomination, blank specimen overprinted in red

Tenth Stock Issue - 1962

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Curtis E. Johnson and Melvin Rainey. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York).

- (A) Orange 100-share denomination
- (B) Orange 100-share denomination, blank specimen overprinted in red
- (C) Blue less than 100-share denomination
- (D) Blue less than 100-share denomination, blank specimen overprinted in red

Eleventh Stock Issue - 1963

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of J. E. Donohue and Melvin Rainey. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York).

- (A) Orange 100-share denomination
- (B) Orange 100-share denomination, blank specimen overprinted in red
- (C) Green 100-share denomination, blank specimen overprint in red of \$20 par value preferred stock
- (D) Blue less than 100-share denomination
- (E) Blue less than 100-share denomination, blank specimen overprinted in red
- (F) Orange less than 100-share denomination, blank specimen overprint in red of \$20 par value preferred stock

Twelfth Stock Issue - 1966

Engraving features modern boy engineer overlooking diesel steam locomotives, with the signatures of Richard R. Schilling and Robert A. Wolfe. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York). This issue would be the last to carry any illustration indicating that Lionel was a producer of model toy trains.

- (A) Orange 100-share denomination

- (B) Orange 100-share denomination, blank specimen overprinted in red
- (C) Blue less than 100-share denomination
- (D) Blue less than 100-share denomination, blank specimen overprinted in red
- (E) Aqua more than 100-share denomination

Thirteenth Stock Issue - 1970

Engraving features Classical God vignette, with the signatures of Richard R. Schilling and Ronald Saypol. Common par value \$2.50. Registered by The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York).

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

Fourteenth Stock Issue - 1970

Engraving features Classical God vignette, with the signatures of Richard R. Schilling and Ronald Saypol. Common par value \$2.50. Registered by The Chemical Bank (New York) with silver overprint on top of previous The Chase Manhattan Bank and countersigned by Bankers Trust Company (New York).

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

Fifteenth Stock Issue - 1970

Engraving features Classical God vignette, with the signatures of Richard R. Schilling and Ronald Saypol. Common par value \$2.50. Registered by The Chemical Bank and countersigned by Bankers Trust Company (New York). Information is sought to verify the actual dated use of this issue.

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

Sixteenth Stock Issue - 1973

Engraving features Classical God vignette, with the signatures of George A. Padgett and Ronald Saypol. Common par value \$2.50. Registered by The Chemical Bank and countersigned by Bankers Trust Company (New York). Information is sought to verify the actual dated use of this issue.

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

Seventeenth Stock Issue - 1973

Engraving features Classical God vignette, with the signatures of George A. Padgett and Ronald Saypol. Common par value \$2.50. Registered by The Chemical Bank and countersigned by The First Jersey National Bank (Jersey City, NJ) with silver overprint on top of previous Bankers Trust Company (New York) printing.

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

Eighteenth Stock Issue - 1975

Engraving features Classical God vignette, with the signatures of George A. Padgett and Ronald Saypol. Common par value \$2.50. Registered by The Chemical Bank and countersigned by The First Jersey National Bank (Jersey City, NJ).

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

Nineteenth Stock Issue - 1982

Engraving features Classical God vignette, with the signatures of George A. Padgett and Ronald Saypol. Common par value Ten Cents. Registered by The Chemical Bank and countersigned by The First Jersey National Bank (Jersey City, NJ).

- (A) Orange 100-share denomination
- (B) Blue less than 100-share denomination
- (C) Aqua more than 100-share denomination

First Stock Warrant Issue - 1985

Engraving features no illustration, only "The Lionel Corporation" and was issued to stockholders of record on November 25, 1985. Certificates bear the signatures of Michael J. Vastola and George A. Padgett, with no par value. These warrants allowed stockholders to purchase stock at specific prices and were regularly traded on the American Stock Exchange. Certificates were for the duration December 4, 1985 through December 4, 1986.

- (A) Blue certificate for any number of warrants with stock purchase of \$8 per share, designated Warrant A.
- (B) Purple-red certificate for any number of warrants with stock purchase of \$12 per share, designated Warrant B.

The Corporate Name Continues

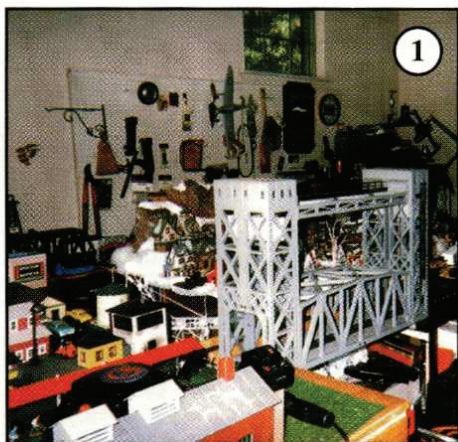
It is ironic that I find myself documenting the study of Lionel's incorporation as I await a possible payout as an unsecured shareholder of common stock from what remains of the original Lionel Corporation. An important part of Lionel's public persona as a traded company is drawing to a close. But that corporation was but a company shell, with no affiliation to the manufacture of toy trains.

Now once again a new Lionel Corporation rises as the phoenix, even if in name only as a "corporation", since it remains, while under new ownership, in private hands. To appreciate the history of the legacy called "Lionel", stock certificates of the past provide a rich testimonial to the many faces of a company always seeking to reinvent itself.

*Submitted by and Copyright © 1996 to:
Robert J. Osterhoff, RM #8766 and author of
"Greenberg's Guide to Lionel Paper and Collectibles"*

Here's a comparison of Lionel's remarkable Lift Bridge and the prototypes!

I did not miss out on this bridge! The 1995 LCCA Convention in Des Moines included trips to the Bridges of Madison County. An interesting tour which I enjoyed. The return home reminded me of how much my family enjoys the exciting movement of our Lionel Lift Bridge including the sight and sounds that really enhance our layout which includes two main areas. The North Pole Village Side and the Industrial South Side connected by the operation of the best accessory I own. **(Photo 1)**



The size, sight and sounds of the bridge attracts the immediate attention of those who see the layout and the friends who ask to see our "Lionel" operation. This is all for fun and thanks in large part to my wife Betty, who is in charge of the Dept. 56™ portion and acquisitions, we have mountains that are an enjoyable addition. **(Photo 2)**



I am in charge of seeing that the trains run on time! (Conductor?)

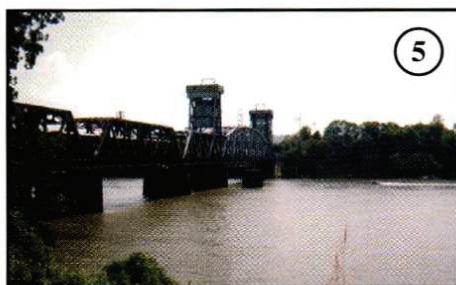


Chief engineer is our grandson Ian, shown at the controls in **photo 3**.

This leads me to the Railroad Bridges of Little Rock where real life Lionel type Lift Bridges span the Arkansas River. And not just one, but three! As shown below, they are:



the Rock Island **(photo 4)**;



the Baring Cross **(photo 5)**;



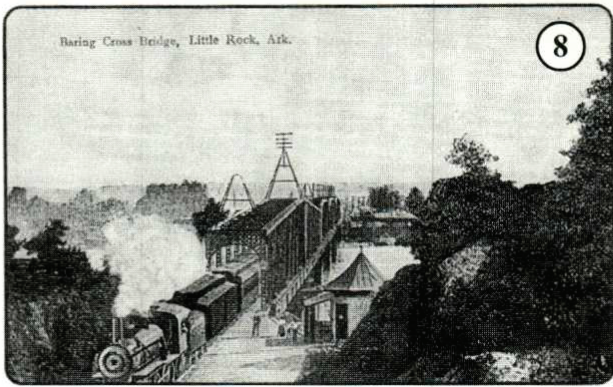
and Junction Street **(photo 6)**.

These last two bridges in the photos are operated by the Union Pacific Railroad. On the South side of the river the UP main line goes in front of the original Missouri Pacific Union Depot. Today, this depot houses the Children's Museum where a wonderful Lionel layout interacts with the children who visit from all over Arkansas and places beyond. This layout is maintained by Al Otten, HRM #429 and current LCCA President (along with his team of elves, myself included). On the North side of the river the UP main line **(photo 7)** enters North Little Rock where their Jinks Shops house the largest diesel repair facilities in the world.



I really think all bridges must have some romance about them. The history and location of the bridges at Little Rock have many stories that they could tell. The original Baring Cross bridge was constructed in the 1870's with aid from the Baring Bank of England. During the great flood of 1927, the bridge was stabilized by putting railroad cars on the bridge. Nine cars of coal and part of a 15-car train were swept away when half of the bridge went down.

Photo 8 is the recreation from a postcard of 1910 depicting a railroad scene during the era.



In 1961, the Arkansas State Hwy. & Transportation Dept. had a photograph taken of the six bridges at Little Rock. They are the subject of local newspaper editorials that relate to the history/status of our bridges. (Coincidentally, there are six covered bridges in Madison County, Iowa!).

This picture of “Six Bridges at Little Rock”, is a great view of the area and it has a train on the Baring Cross bridge. **(Photo 9)**

There is currently a study underway in an attempt to obtain necessary funds to restore and preserve the non-operating Rock Island lift bridge. If

this effort is successful, we will have all three of our lift bridges once again fully operational for some time to come. **(Photo 10)**

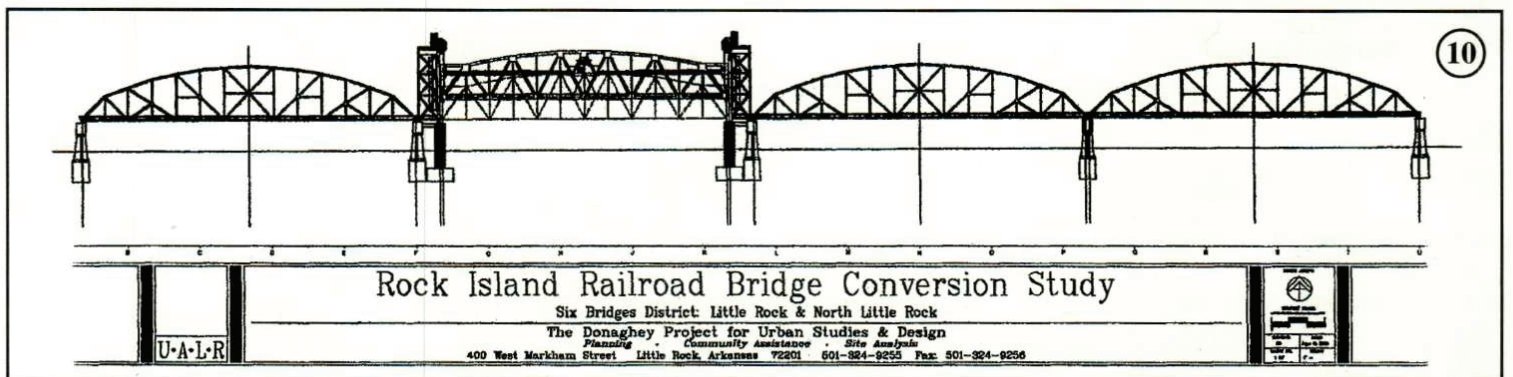
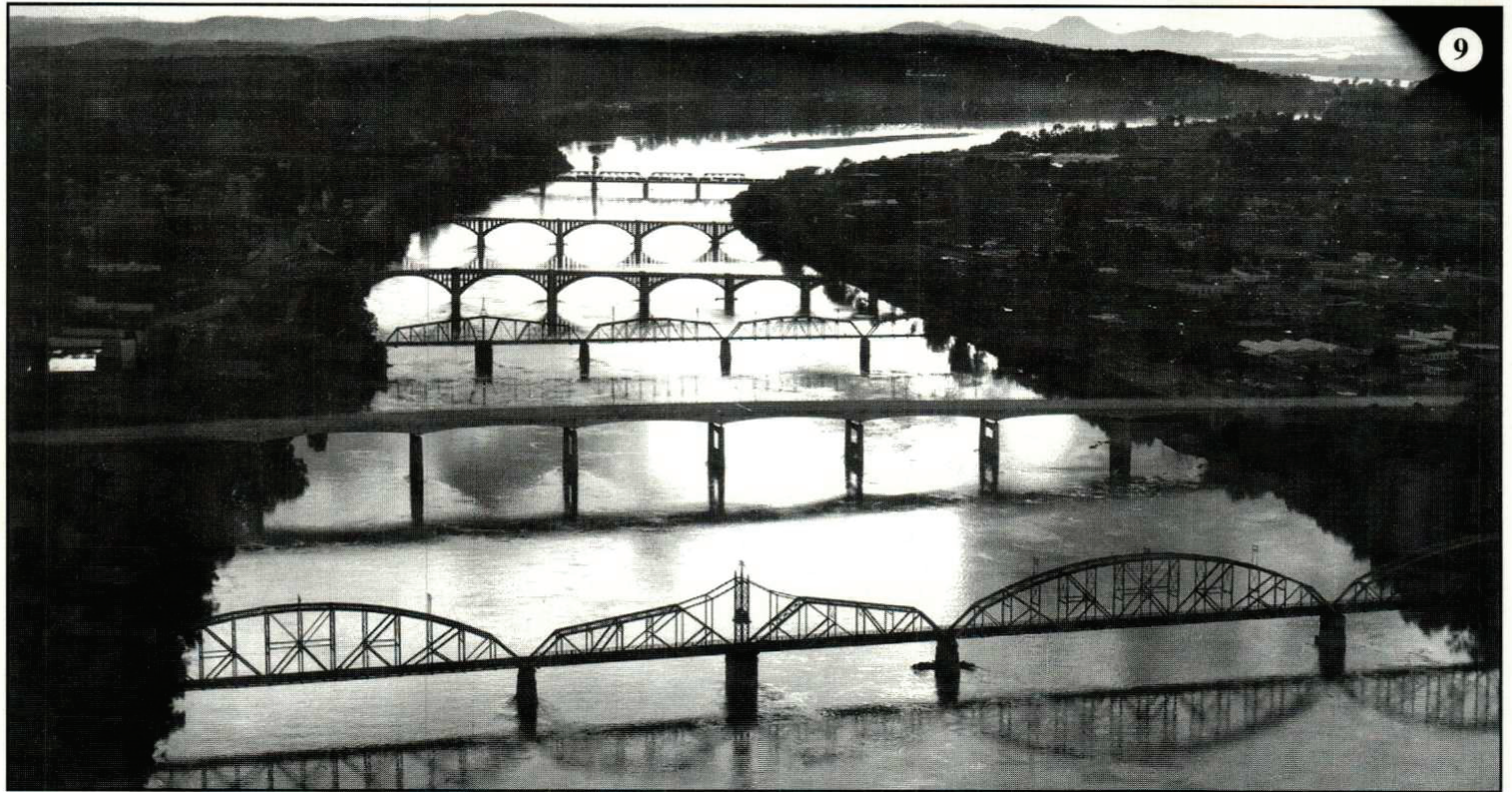
I encourage you to consider acquisition of Lionel’s #12782 Lift Bridge for your collection and layout. You too will enjoy this wonderful, realistically operating accessory!

All this leads me to extend an open invitation to any and all LCCA members and their families to see my layout and the Children’s Museum when you are in the Little Rock area.

Technical Note: Even though the real bridges are positioned “up” to allow clearance for boat traffic, and in one photo from my layout, it’s also “up”, do not leave your Lionel Lift Bridge in this position for extended periods.

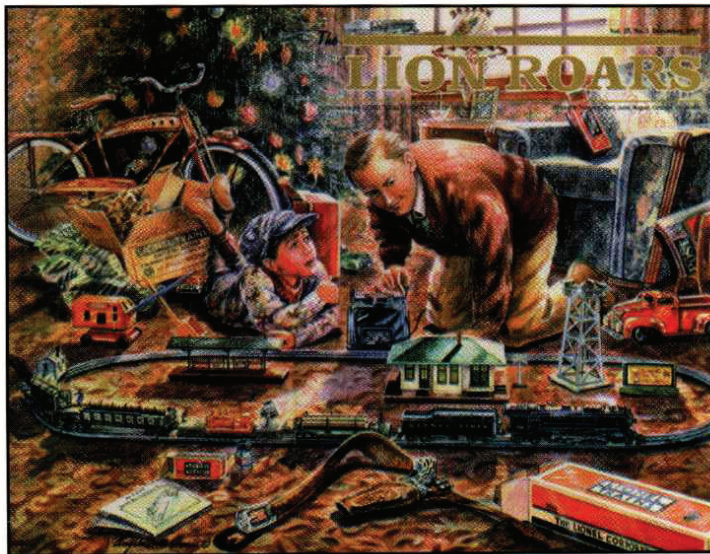
I completely agree with Lionel’s recommendation to leave the bridge “down” as much as possible to prevent any change to its settings or damage to the operating mechanism.

*Barry Findley, RM #10898
Little Rock, Arkansas*



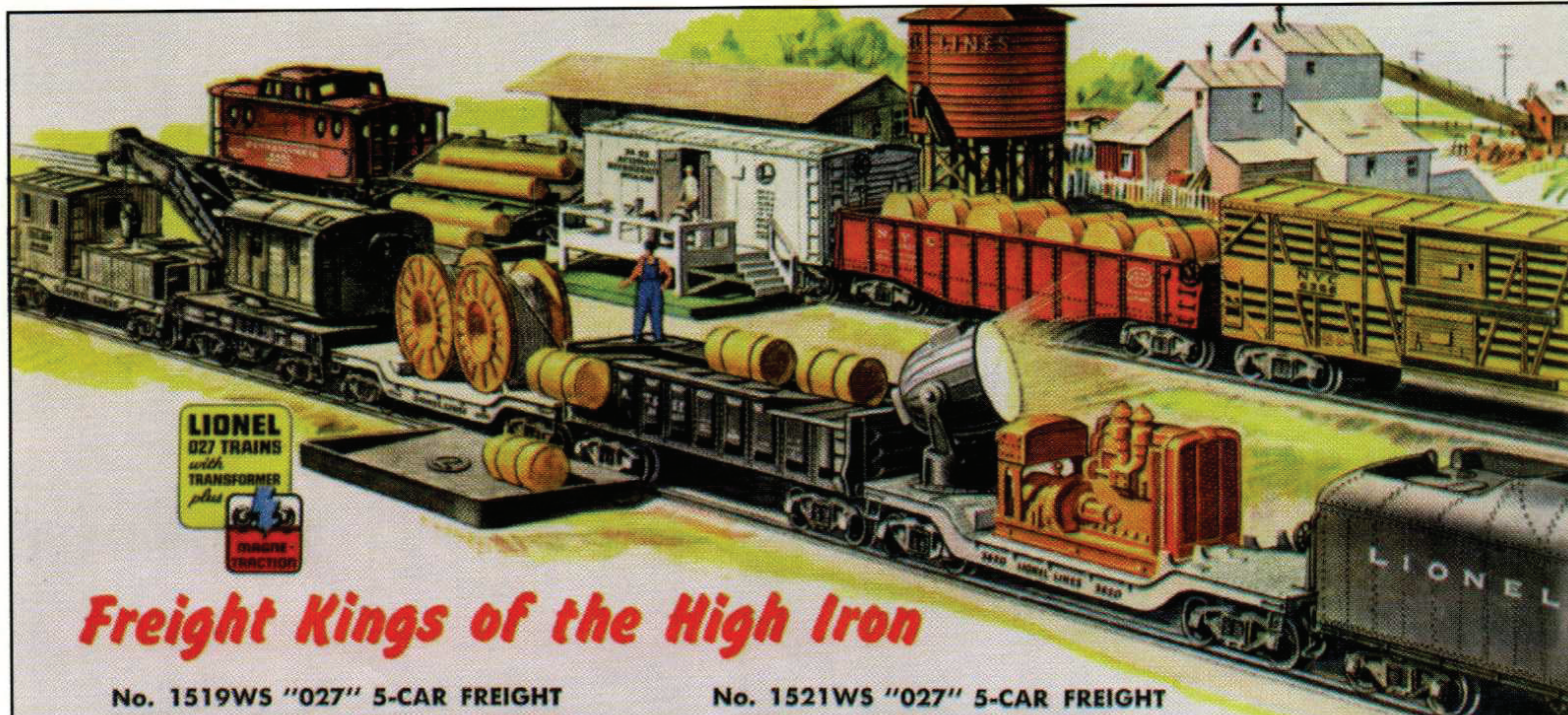
“The Track Worker” was another favorite from ‘50’s catalogs.

Featured on the cover of the December, 1995 issue of *The Lion Roars* is a beautifully nostalgic illustration by Angela Trotta Thomas. Her painting vividly recalls that during the early 1950’s the world was, quite literally, a very different place. Cars had not yet grown the tail fins they would shed a few years later. Satellites and space travel still belonged to the realm of science fiction. No one had heard of pizza or rock ‘n’ roll. You could listen to a radio, or carry it around, but you couldn’t do both at once. Our first television set received ghostly black and white pictures from three Detroit stations, but you had to fuss with the “rabbit ears” every time you got up to



change channels. CD’s, cassettes, calculators, computers and cellular phones didn’t exist, not even in our imaginations. We hadn’t yet learned that we needed such things to lead happy and fulfilled lives.

Our means were as simple as our wants. If we saw a penny on the ground, we picked it up, because it took only six more to buy a comic book. A pack of baseball cards cost a nickle, but it was an expensive trade-off: for the same amount you could get a whole box of Snaps, a Squirrel, and a strip of candy dots. A Saturday matinee at the Ramona Theater cost twenty-five cents, and for another quarter you could eat



Freight Kings of the High Iron

No. 1519WS "027" 5-CAR FREIGHT

New Steam Loco with Smoke, Built-in Whistle and MAGNE-TRACTION

THE GREEN BALL EXPRESS — What a great freight — with two realistic operating cars! Locomotive has 4-6-4 wheel combination and new-type boiler head. Locomotive tender is freight-type, highly detailed. And operating action! When you pull your train down the main line you can stop and unload logs from the lumber car by remote control. Make another stop and, by the touch of a button cause your little milkman to unload milk cans on the platform. A really colorful set! New stock car is bright yellow, gondola red, lumber car green, milk car white. Train measures 5 ft., 7 ins. long. Track oval is 53 1/4" x 27 1/2".

Lionel No. 1519WS 5-Car Freight Set Comprises:

- 1 No. 2065 Locomotive and 6026W Whistle Tender
- 1 No. 3461 Operating Lumber Car and Bin
- 1 No. 6462 Gondola Car
- 1 No. 6356 Scale-Mo'elled Stock Car
- 1 No. 3482 Operating Milk Car
- 1 No. 6427 Illuminated Caboose
- 2 sec. No. 1013 Curved Track
- 2 sec. No. 1018 Straight Track
- 1 No. 6019 Track Set
- 1 No. 1033 90-Watt Transformer Locks, Lubricants, Smoke Pellets and Instruction Booklet

\$65.00

No. 1521WS "027" 5-CAR FREIGHT

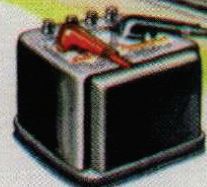
Work Train with Smoke, Built-in Whistle and MAGNE-TRACTION

THE TRACK WORKER — Here's one of the most amazing train sets ever put together — every car in it is a working car. It's pulled by the powerful No. 2065. Right behind the tender is the operating searchlight car whose big light rotates continually from track power. Next is the remote control barrel car that delivers roadside materials. Then, there's the long cable car with removable reels. Behind the cable car is Lionel's exciting, manually operated crane car and the D. L. & W. work cochose with tool lockers for the crew. Train measures 5 ft., 7 1/2 ins. long. Track oval is 53 1/4" x 27 1/2".

Lionel No. 1521WS 5-Car Freight Set Comprises:

- 1 No. 2065 Locomotive and 2046W Whistle Tender
- 1 No. 3620 Operating Searchlight Car
- 1 No. 3562 New Operating Barrel Car and Bin
- 1 No. 6561 Scale-Mo'elled Cable Car
- 1 No. 6460 Crane Car
- 1 No. 6419 Work Cochose
- 2 sec. No. 1013 Curved Track
- 2 sec. No. 1018 Straight Track
- 1 No. 6019 Track Set
- 1 No. 1033 90-Watt Transformer Locks, Lubricants, Smoke Pellets and Instruction Booklet

\$69.50



No. 1033 90-Watt Transformer. One handle controls whistle — the other stops, starts, reverses train. It will operate the train and a number of accessories. Included with both train sets.

yourself sick. When we went to the show, we walked. I'd outgrown my first bicycle, and wouldn't get another for several years. My toys ran on friction motors or wind-up mechanisms; the use of batteries back then was pretty much limited strictly to flashlights.

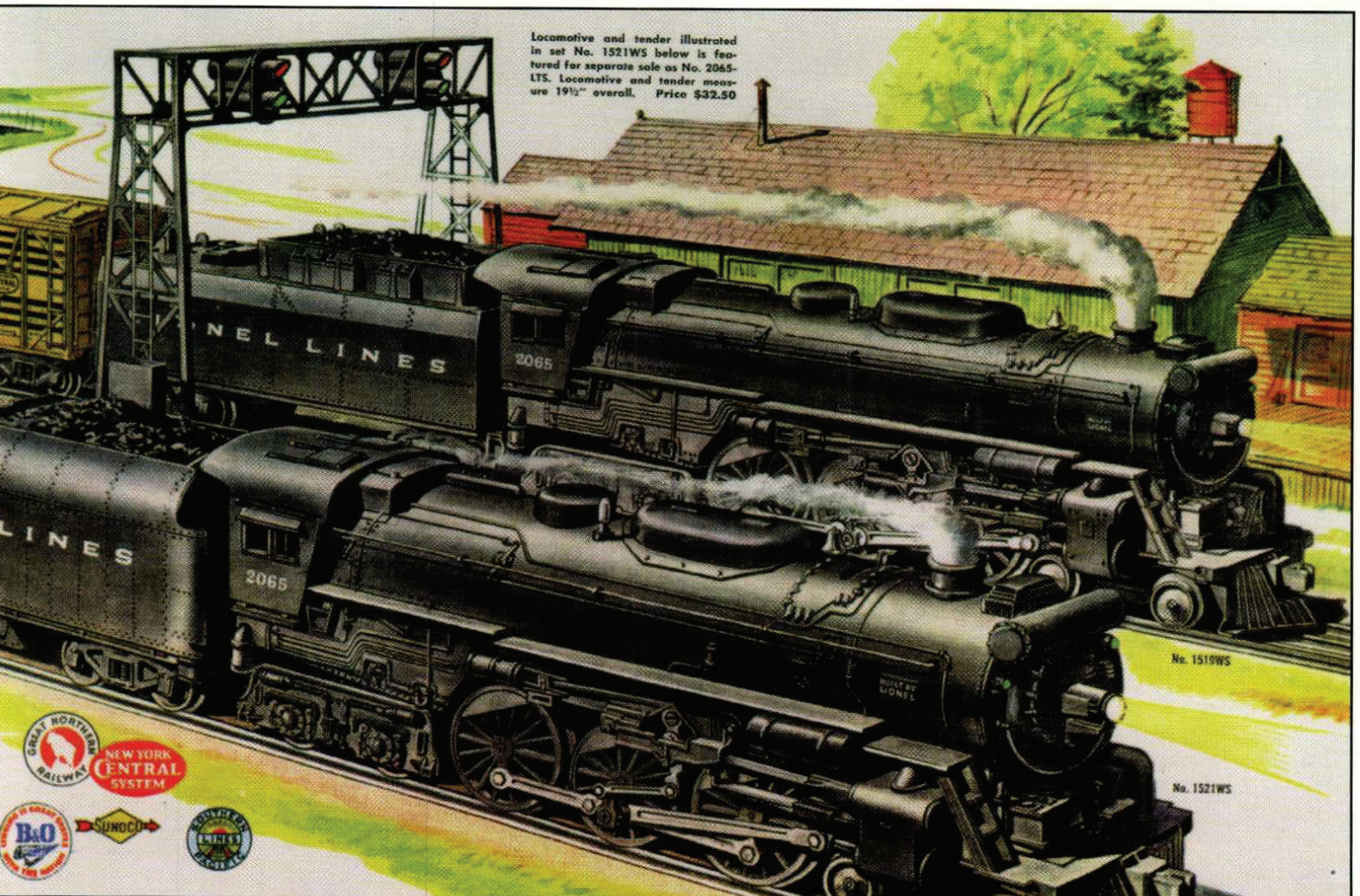
Within this context it's easy to understand why my first Lionel electric train was such a wonderful and marvelous thing to behold, and why more than one *additional* train (even though acquired over the course of my entire childhood) was so completely out of the question. The thought of it never even crossed my mind until I saw set No. 1521WS "The Track Worker" across pages 12 and 13 of the 1954 Lionel catalog. It was described as... "one of the most amazing train sets ever put together — every car in it is a working car... Right behind the tender is the operating searchlight car whose big light rotates continually from track power. Next is the remote control barrel car that delivers railside materials. Then, there's the long cable car with removable reels. Behind the cable car is Lionel's exciting, manually operated crane car and the D.L.& W. work caboose with tool lockers for the crew".

The catalog illustration was even more impressive than the description, and the recent painting by Ms. Thomas

faithfully captures this appeal in accurate detail (albeit a slightly different consist). The black and gray cars looked rugged enough to handle any job the railroad demanded. The orange generator and cable reels gave it just the right pizzazz. Each car had a unique operating feature that promised hours of amusement. I was sold. But I knew for certain that no matter what, I could never have it. I'd already committed to the freight train featured in the catalog issued a few years earlier, and had gotten some of those cars as gifts. This new train was a far out of reach as a Schwinn bike.

But it remained so only for some 25 years. Once I got back into trains as an adult, and as soon as I had replaced the missing pieces in my boyhood train, "The Track Worker" became my first priority. I bought the cars individually as I found them in hobby shops and in magazine ads. With the last one, I completed a lifelong dream. Now, whenever I wish, this train can carry me back to the simplicity and innocence of a bygone era.

*Dennis Phleeger, RM #7073,
Sterling Heights, Michigan*



With new technology, a member has an *easy-to-do* method to make your Lionel Crossing Signals work in a very realistic way!

Several years ago I wrote an article in *The Lion Roars* about how to operate the #153 Lionel Block Signal with an insulated track.

This time, (based also in part on Len Haynes 'saving' article in February, 1996's issue of *TLR*), I'm going to show you how to operate your layout's #154 and #2154 Crossing Signals with a section of insulated track along with Lionel's fairly new #610-2760-300 Flasher Unit that is used with their #6-12760 signal.

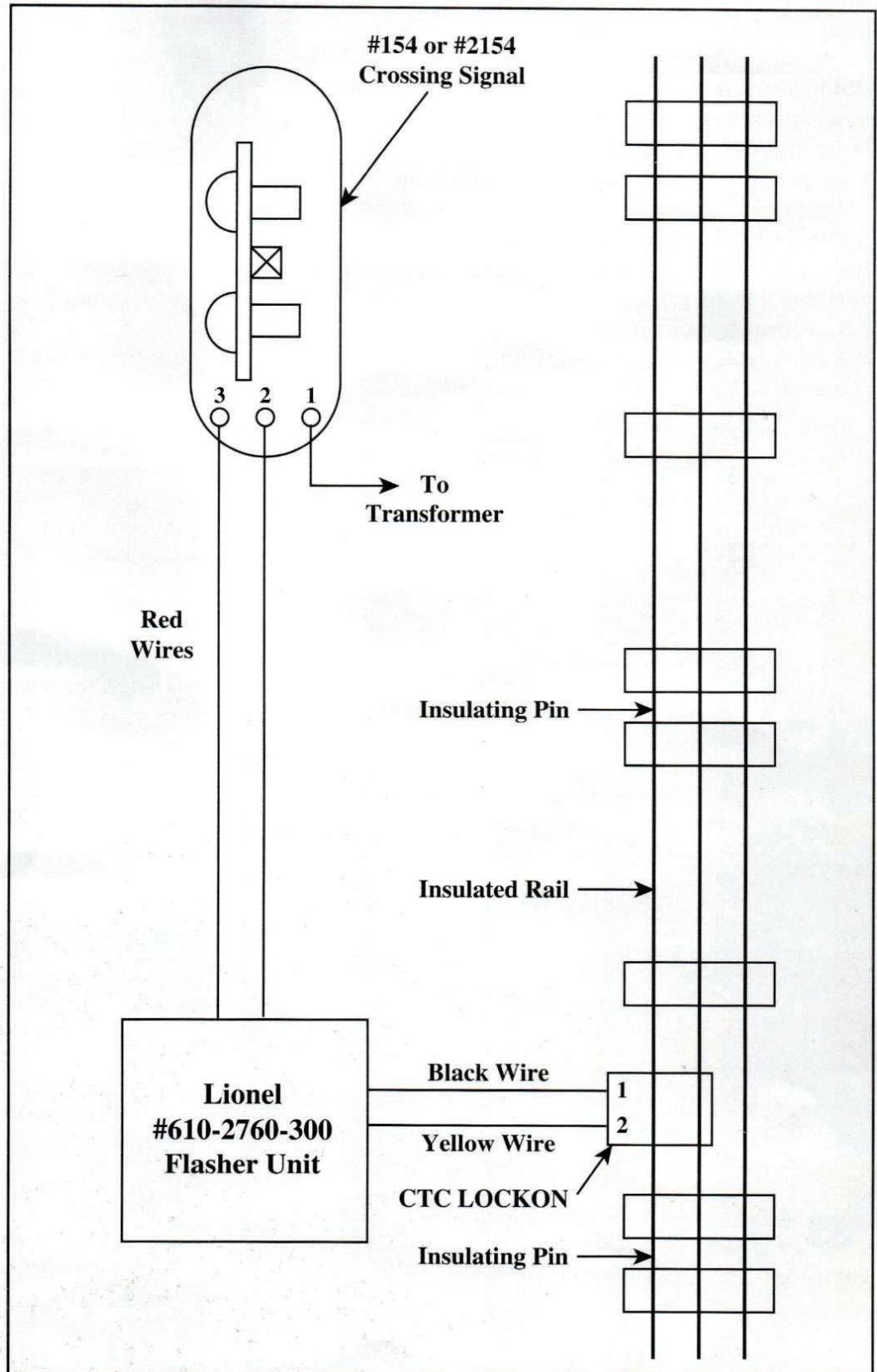
We all know how poorly the flashing is on one of the older signals when triggered by the #154-C Contactor. (Some toy train operators say that the lights' performance could best be called "Winky and Blinky".)

The Flasher Unit referred to above will provide realistic flashing, and all you have to do is hook-up four (4) wires to get your crossing signals sending the right message!

And, in what some may think is the greatest news of all, you can retire the #154-C Contactor.

Happy Railroading!

*Richard Shaver, RM #3698,
Loveland, Ohio*



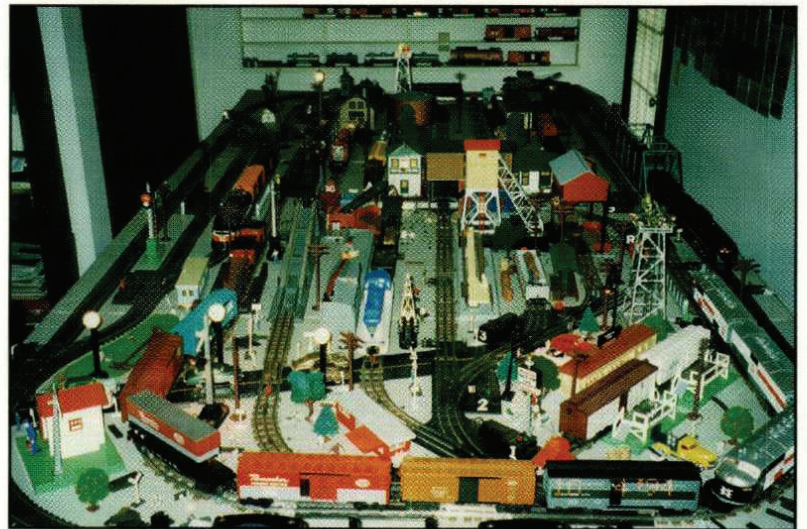
TRACKSIDES I & II

This issue we'll travel to both coastlines of the U.S. to bring you scenes from the layouts of two of our "long-time" members. Since the expression "Go West Young Man!" seems appropriate, our first stop is to the empire of Fred Albers, RM #7637 of Porterville, California. Highlighted in the two photos he sent us is Fred's latest acquisition, a #8201 Chessie locomotive lashed up with another engine to start a long freight consist. The other scene is an up-close view at the same level as the #145 Gateman would see in his everyday work duties. By the way, he purchased the piece (with his wife Joanne's blessings, of course) through an ad in the *Interchange Track*.

Thanks Fred for your comments and submitting the photos.

Heading back East takes us to the model railroad of John Iacovino, RM #6891 from East Norwalk, Connecticut. His layout measures 60 by 144 inches and is filled with action! (John's main interest is to see how many operating accessories and running trains he can achieve in a given space.) Since the tracks are set-up with automatic blocks, four trains can be operated at the same time. Two on the outside Super O tracks and two more on the inside 027 trackage. All of the accessories work, and his main tonnage is devoted to coal loading/hauling operations. At each end of the special train room are shelves with grooves to display the many, varied pieces in John's collection. As shown in the bottom photo, there are some pieces of motive power and rolling stock that he has custom decorated in the Lehigh Valley and Lackawanna paint schemes.

John, we enjoyed the opportunity of seeing your great layout and appreciate you showing us your artistic skills!



Through the LCCA's Second Decade, 1986-90

1986 - Stocking Stuffers Launch

With the introduction of the Virginia Chemicals Tank Truck based on an idea of Mel Price during the Board's October, 1985 meeting, the LCCA began the practice of offering a special commemorative to honor the Annual Convention. Steve Patterson came up with the time frame of making it a Christmas item and the name 'Stocking Stuffer' has stayed with this "extra/special" Club item since. The matching Virginia Chemicals Tank Car offered this year featured the first ever markings on the end panels of tank cars that would later be adopted by Lionel in its regular production pieces.

Norfolk, Virginia, a city rich in history for its railroad background, was site for the Club's 16th Annual Convention in 1986. Hundreds of members along with their spouses and children came to this Eastern sea port for many family-oriented events that included tours to local member's collections as well as the U.S. Naval Base and to the yards of the fabled Norfolk and Western Railroad. The special decorated tote-bag that was handed out as a Convention souvenir came in very handy during shopping expeditions in the trade halls!

Election results for 1986 had newly elected Officers Richard Tanner, Vice-President; Chuck Seddon, Secretary; and Dienzel Dennis, Assistant Secretary; to team up with Al Otten, President; and Charles Pegram, Treasurer (who were both reelected) along with Bill Hourigan once again assuming the role of Immediate Past President. The Board of Directors consisted of newly elected Bill Button and John Ourso to go with reelected Directors Art Broshears, (who continued as Editor of the *Interchange Track*), Bruce Cox and Jerry Dangelo. With the February, 1986 issue, Larry Black became the sixth Editor of *The Lion Roars*. Also, on page 8 of that issue, full color first appeared on an inside page (the covers had gone to color back in 1983).

By year's end, membership number 10635 was assigned as the Club's growth continued at a pace of approximately 60-70 new Members per month.

1987 - Convention Cars Scale Up

In order to generate some additional funds, dues for Regular Members increased for the first time in six years to \$20 from \$16. (Dues for Charter Members at \$12.50 and Family Members at \$5 stayed the same.)

Now, with the always tough-to-do business of a dues increase out of the way, the Club set out to maintain the positive, innovative role for its Members in the toy train operating/collecting market. Financially the Club closed out its fiscal year with cash-in-bank funds of \$229,210.58.

Besides all the "firsts" the LCCA's prototypical Convention Cars had fostered over the years, the 1987 edition was the initial Lionel Standard "O" Scale car put out by any club. Modeled after the East Camden and Highland Railroad (subtly nicknamed the 'EaCH'), the colorful decoration made this car in particular one of our most highly sought after commemoratives.

The Convention this year in Little Rock, Arkansas, drew many attendees. One highlight of the numerous events was the two hour train ride through some very scenic country. The ranks of the LCCA's membership continued to grow and before the year was over, more than 11000 member numbers had been assigned.

For 1987, the elected Officers (and their previous year's position) were: Bruce Cox, President and Art Broshears, Vice-President: (both were Directors); Chuck Seddon, Secretary; and Dienzel Dennis, Assistant Secretary (both were reelected) and Winfrey Adkins, Treasurer (was newly elected) along with Al Otten, Immediate Past President. On the Board of Directors were newly elected Bill Hourigan (was Immediate Past President) Mel Price and Bill Schmeelk along with reelected Bill Button and John Ourso. Also, beginning with the November issue, Robert Best became the third appointed Editor of the *Interchange Track*.

1988 - Member Growth Returns

Membership #11790 was assigned by the end of the year as the Club's growth began to get back to a rate similar to that of past years.

Our Annual Convention was in Lexington, Kentucky, where more than 1,200 people (from the 646 members' registrations) came in late July, 1988. Tours of local attractions, the Membership Meeting, trade hall and banquet were once again the featured events for all to enjoy. And, since the Public Display set-up overlooked the trading area, 47 people joined the Club at this time! The Convention Car chosen was the Ashland Oil Tank Car (which was the first 3 dome style used by the Club).

Also, the 15 LCCA sponsored meets held throughout the country this year attracted a total of nearly 1,300 members, family and guests.

LCCA Officers for 1988 were: Bruce Cox, President; and Winfrey Adkins, Treasurer (both reelected); along with Harry Overtoom, Vice-President; Dienzel Dennis, Secretary; and Bill Button, Assistant Secretary (all newly elected); and Al Otten as Immediate Past President. Newly elected Directors this year were: Art Broshears, Charles Fellencer, Chuck Seddon and Bill Stitt to go with Bill Schmeelk who was reelected.

1989 - Staggered Elections Begin

To provide the LCCA with consistent leadership to handle the administrative business of the Club, President Bruce Cox headed up a change in the terms of office for both Officers and Directors that would allow for some change each year without a wholesale changeover of all ten elected positions every year. As is now common process today, beginning with the elections in 1989, the President, Assistant Secretary and Treasurer were elected for two year terms while the terms of both the Vice-President and Secretary remained at one year. (These last two positions would change to a two year term in the 1990 elections.)

With this change in place, the 1989 Officers were all newly elected (to either one or two year terms as outlined above) as follows: Bill Schmeelk, President; Harry Overtoom, Vice-President; Dienzel Dennis, Secretary; Bill Button, Assistant Secretary; and Bill Hourigan, Treasurer; with Bruce Cox as Immediate Past President. Although the Officers terms changed, the term of office for the Board of Directors remained at one year. And, in 1989, the five Directors consisted of newly elected Al Otten along with Art Broshears, Charles Fellencer, Chuck Seddon and Bill Stitt all winning reelection. In addition, starting in April, Bill Crace took over as the fourth appointed Editor for the *Interchange Track*.

The 19th Annual Convention was in Columbia, South Carolina, where hundreds of members traveled with their families to enjoy some fine Southern hospitality during the week of activities. The Convention Car was the second Standard "O" single door boxcar used by the Club as a commemorative and it was decorated in the scheme of the Columbia, Newberry and Laurens Railroad.

In terms of membership number "milestones", the LCCA passed another one as number 12000 was assigned during the year.

1990 - LCCA Steams Ahead

As had been decided by a majority of the membership vote several years before, the LCCA chose the 4-6-2 style of steam locomotive and tender decorated in a Denver and Rio Grande Western scheme for the engine to head up our second decade of Convention Cars. To ease the burden of having to pay for it all at once, every active member was allowed to order up to two of the units and pay on a three-payment plan. And, to complete the LCCA's second decade consist, a matching D&RGW Caboose was chosen as the separate sale Convention Car.

The Club's 20th Anniversary Convention was held in the beautiful, Rocky Mountains surrounded city of Fort Collins, Colorado. One tour took many of the attendees on a ride aboard the Wyoming Colorado Railroad to some of the highest traveled tracks in the United States. Others enjoyed the spectacle of a rodeo during the Centennial Celebration of Frontier Days in Laramie, Wyoming, or viewing local members' layouts.

The second phase of the change to a two year term for the Club's Officers took place this year with the elections of: Bill Stitt, Vice-President; and Harry Overtoom, Secretary to team up with the other three leaders who were completing their second year in office as well as Bruce Cox, Immediate Past President. The five Directors were still elected to one year terms and the 1990 slate consisted of: Winfrey Adkins, Bill Beatty, Jerry Dangelo, Dienzel Dennis and John Ourso. Also, Glenn Patsch became the seventh Editor of *The Lion Roars* beginning with the December, 1990 issue.

Due in large part to increased printing and postage costs, financially the Club found itself rather short in funds so that some cost-cutting measures had to be enacted by the leadership team. A study revealed that the costs associated with producing the fourteen publications annually (six issues each of *IT* and *TLR*, plus one issue each of the *Roster* and special *Toy Fair* flyer) were \$19.68 per member with dues at \$20. Besides a belt tightening that took place for the leaders in terms of their Club associated expenses, some of the most noteworthy cost-cutting actions which affected all the members included decreasing the word count in the *Interchange Track* to 50 words (from 100), no longer allowing Family Members to advertise in *IT*, eliminating the separate *Toy Fair* issue of *The Lion Roars* after this year's version (the information would become part of the regular February issue of *TLR*) and printing the *Roster* after January 1st to eliminate as many non-active members from the listings as possible.

Even with all these steps taken, it was still necessary to have another increase in dues where both Charter and Regular Members were set at \$30 with Family Members staying at \$5. The Club ended its second decade with cash reserves in the bank, and financially it needed to operate its business closely watching every expense.

Epilogue 1986 - 90

Citing its motto of "A Lifetime of Happiness Collecting Lionel Trains" and the base of its founding being to promote the enjoyment of collecting and operating model trains, the Lionel® Collectors Club of America continued to bring forth innovative, toy train club practices throughout these five years of its history.

The Club's leadership and evolutionary style showed up during its first twenty years, as evidenced by our membership ranks rising to where there were over 13000 member numbers assigned. This is a significant indicator of the amount of interest we generated since our Club really pretty much specializes with the 'Lionel' audience within the toy train operating/collecting hobby.

The final, closing segment of this year long article on the LCCA's 25 year history will be delivered as Part VI and will be in your next issue of *The Lion Roars*. It will be titled ***Leading to Our 25th***, and cover the years 1991 through 1995.

Lionel® Collectors Club of America's 25th Anniversary

Do you ever wonder why another collector gets an extra piece of equipment? There are several reasons for this. Some are listed in the 1977 schedule and 1978 schedule. Some are listed in the 1979 schedule. Some are listed in the 1980 schedule. Some are listed in the 1981 schedule. Some are listed in the 1982 schedule. Some are listed in the 1983 schedule. Some are listed in the 1984 schedule. Some are listed in the 1985 schedule. Some are listed in the 1986 schedule. Some are listed in the 1987 schedule. Some are listed in the 1988 schedule. Some are listed in the 1989 schedule. Some are listed in the 1990 schedule. Some are listed in the 1991 schedule. Some are listed in the 1992 schedule. Some are listed in the 1993 schedule. Some are listed in the 1994 schedule. Some are listed in the 1995 schedule. Some are listed in the 1996 schedule. Some are listed in the 1997 schedule. Some are listed in the 1998 schedule. Some are listed in the 1999 schedule. Some are listed in the 2000 schedule. Some are listed in the 2001 schedule. Some are listed in the 2002 schedule. Some are listed in the 2003 schedule. Some are listed in the 2004 schedule. Some are listed in the 2005 schedule. Some are listed in the 2006 schedule. Some are listed in the 2007 schedule. Some are listed in the 2008 schedule. Some are listed in the 2009 schedule. Some are listed in the 2010 schedule. Some are listed in the 2011 schedule. Some are listed in the 2012 schedule. Some are listed in the 2013 schedule. Some are listed in the 2014 schedule. Some are listed in the 2015 schedule. Some are listed in the 2016 schedule. Some are listed in the 2017 schedule. Some are listed in the 2018 schedule. Some are listed in the 2019 schedule. Some are listed in the 2020 schedule. Some are listed in the 2021 schedule. Some are listed in the 2022 schedule. Some are listed in the 2023 schedule. Some are listed in the 2024 schedule. Some are listed in the 2025 schedule. Some are listed in the 2026 schedule. Some are listed in the 2027 schedule. Some are listed in the 2028 schedule. Some are listed in the 2029 schedule. Some are listed in the 2030 schedule.

The Toy Train Railway System
 Many Toy Train Railway sets are a complete set and come with a lot of accessories and extra pieces of equipment.

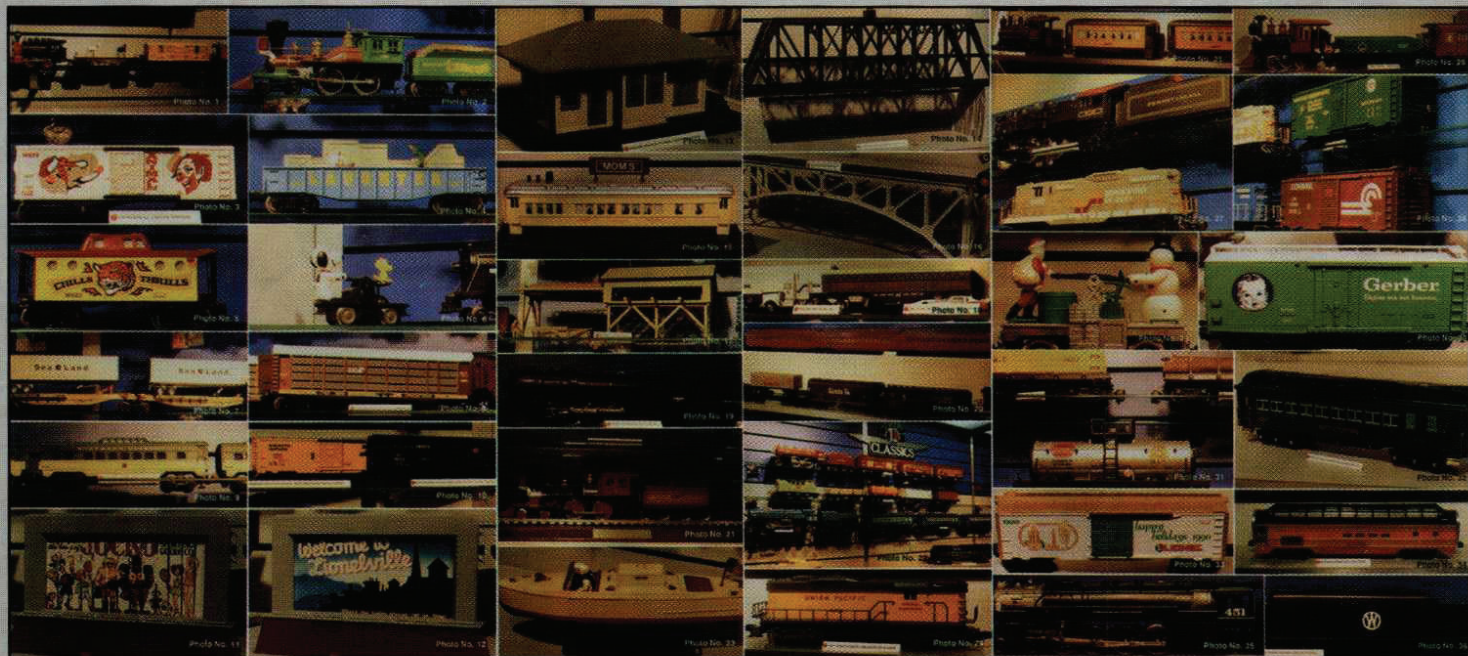
Color first appeared inside *The Lion* Roars on page 8 of the February, 1986 issue!

The **LION ROARS** Vol. 13, No. 1 February 1986

THE MODEL BUILDER
 TRAINS • PLANES • BOATS



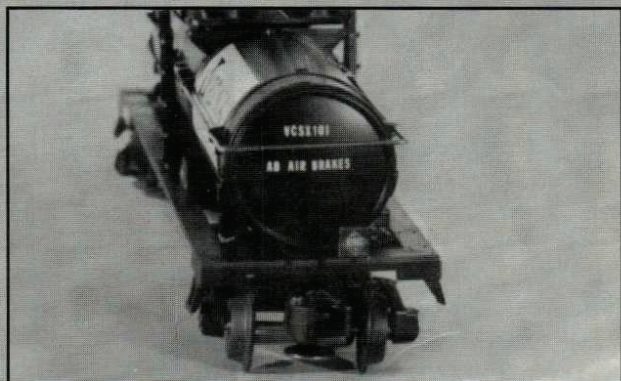
Color covers on *TLR* began in 1983 and this one from 1986 shows *Model Builder's* magazine.



The 1990 edition of the Toy Fair supplement to *The Lion Roars* was the last one. (These "extras" had begun in 1984.)



The LCCA's first ever 'Stocking Stuffer' was this Virginia Chemicals Tank Truck in 1986.



End panel markings on our 1986 Tank Car were a "first" by Lionel later used for their regular production.

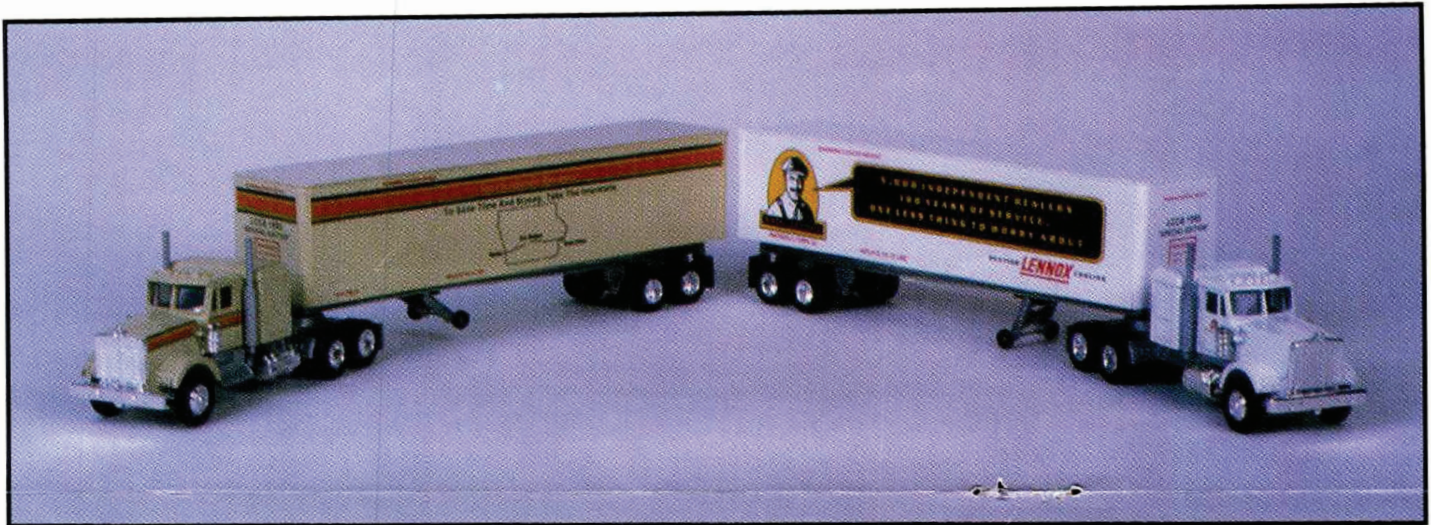
HERE'S YOUR LAST CHANCE!

ALL ORDERS MUST BE RECEIVED BY MAY 15, 1996!

1995 LCCA STOCKING STUFFER ORDER FORM

This year the Club is again offering a set of two special edition Lionel produced tractors and trailers. This *very* limited production 4 piece set will commemorate our recent 25th Annual Convention held in Des Moines, Iowa. The Lennox is modeled directly from the prototype which is marked to celebrate their 100th Anniversary. The Iowa Interstate Railroad tractor and trailer is also prototypical in its colors of tan with brown and orange markings. All pieces will discretely have LCCA notations on them. **Immediate delivery!**

PRICE \$38.00 PER SET (4 Pieces) - NO LIMIT ON QUANTITY OF SETS ORDERED!



Price includes all shipping. Orders sent on a first come, first served basis, while supply lasts.

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT
REGULAR	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
TOTAL ENCLOSED					_____

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

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

Enclosed 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

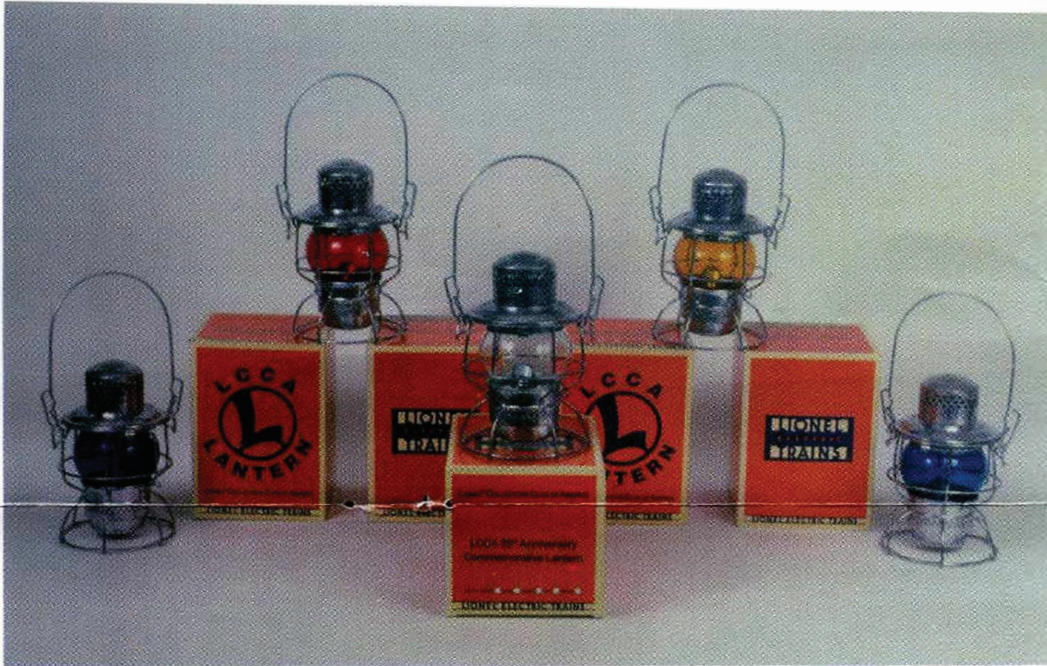
HERE'S YOUR LAST CHANCE!

ALL ORDERS MUST BE RECEIVED BY MAY 15, 1996!

25th ANNIVERSARY SPECIAL COMMEMORATIVE ORDER FORM

To mark the Club's 25th Anniversary, a special piece has been reproduced 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 is 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. Now available for **immediate delivery!** (NOTE: GLOBES NOT AVAILABLE SEPARATELY.)

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



**Order 5 lanterns
for \$400.00**
(In any combination
of colors **or** one of
each color.)
You'll save **\$50.00!**

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT	COLOR*
REGULAR	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$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 shipments can be made to 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

Our "New Baby" Turns One Year Old!

Another LCCA Innovation Celebrates Its First Birthday

The Club's bi-monthly "buy-sell-swap" newsletter, the *Interchange Track*, with its evolutionary, listed by train item number format, has celebrated its very first "birthday" with the March, 1996 issue!



Once everyone saw the far-reaching significance of the program to our hobby and Club, we had the go-ahead to proceed with the project and see what all it would take to completely changeover the format.

And, as we've been pointing out in the LCCA's history article that has been running for the past five issues of *The Lion Roars* in this our 25th Anniversary celebration, the Club has long been a pioneer and innovator among the toy train collecting/operating clubs throughout the past two and a half decades.

From an idea that bubbled-up several years back, the LCCA has been able to provide our members with an *all-new* standard for train club publications that saves time (along with your sanity/eyesight!).

Here's a real quick history lesson (no yawning, read on!) to how it all came into being. During the July, 1994, LCCA Board Meeting in Chattanooga, the idea was once again brought up by Chuck Seddon, HCM #46 and then LCCA President. He asked me (Don Carlson) to see if the ads could be sorted by Era and Manufacturer into a numerical list of train items.

We worked with several computer experts, and a program was created that would place the items into that kind of listing. Even though it worked, this program's shortcomings were quickly recognized.

During the next development step, we got with Bill Button, RM #3835 and LCCA Director, many times to determine what were all the needed pieces of information for the items. Also, Chuck worked with a lot of experts across the nation to come up with the totally new **Box** descriptions and standards section of the ads. (Another LCCA pioneered piece which is very important in today's collector market!)

The improved program was first demonstrated to several LCCA leaders at our Business Office meeting on October 7, 1994. The project was also discussed during the Club's Board Meeting later that month.

Then it was up to Bob Quigley to "munch and crunch" the information into the program containing what you see in today's *Interchange Track*. Bob's spouse Julie, became the input source and along with Bill for technical answers to "where it all went", many hours were spent by the four of us to get it to press and to the members in the previously established delivery schedule for the March, 1995 issue.

As they say, the rest is history, and soon some of the other clubs will be following the LCCA's lead by putting their listings into this new format. (Which is great since this improves the hobby for everyone.)

All in all, once again, along with many times in the past, the Lionel® Collectors Club of America steps forward as the innovative leader among the toy train collecting/operating clubs and is the Club with the most service for its members.

Enjoy all your benefits and tell a friend or relative why it's so much fun to be in the LCCA! It's an easy sell to recruit when you have outstanding publications to show them.

Needless to say, we who were totally involved in creation of the new format and took the time to make it available for the past year to LCCA members take great pride in our "new baby"!

We are always looking for ways to continue to improve it and welcome any thoughts or suggestions you may have.

Don Carlson, RM #6766 & Editor, The Lion Roars

- and -

Bob Quigley, RM #19626 & Editor, Interchange Track

LIONEL PRODUCT ANNOUNCEMENTS

By item #, here's Lionel's **approximate*** shipping dates!

Available Now

11748 Amtrak Passenger Set
 16097/8/9 Amtrak Passenger Trio
 18937 Amtrak FA-2 Alco Dummy w/horn

End of April*

15002 Chessie Waffle-Side Boxcar
 15003 GB&W Waffle-Side Boxcar
 16419 Tennessee Central 2-Bay Hopper
 16673 Tender with Steam Whistle Sound
 16724 Mickey and Friends Submarine Car
 16924 Lionel Corp. Flatcar w/Trailer
 48511 American Flyer N&W Triple Crown TTUX

End of May*

11735 New York Central Flyer Set
 11915 Seaboard Freight Set
 12929 Auto Truck Loading Dock
 16431 Lionel Corp. 2-Bay Hopper
 16432 Lionel Corp. 2-Bay Hopper
 16433 Lionel Corp. 2-Bay Hopper
 16581 Union Pacific Square Window Caboose
 16719 Exploding Boxcar
 16725 Operating Rhino Car
 16726 Army Fire Car w/Ladders
 16737 Road Runner & Wile E. Coyote ACME Gondola
 16738 Pepe & Penelope Operating Boxcar
 16739 Foghorn Leghorn Operating Poultry Car
 16741 Union Pacific Bunk Car
 16964 Lionel Corp. Gondola
 18939 Union Pacific NW2 Diesel Switcher Pair
 19164 Chesapeake & Ohio Aluminum Car Club/Kitchen Pair
 19280 Mickey/Wheat High Cube Boxcar
 19281 Mickey/Carrot High Cube Boxcar
 19286 Warner Bros. "All Abir-r-r-d" Boxcar
 19827 New York Central Operating Boxcar

End of June*

11809 Village Trolley Set
 11900 Santa Fe Special Set
 12932 Laimbeer Packaging Tractor/Trailer
 16150 Lionel Corp. Sunoco Single Dome Tank Car
 16954 New York Central Flatcar w/Ertl® Scraper
 16955 AT&SF Flatcar w/Ertl® Challenger
 17127 Delaware & Hudson 3-Bay Hopper w/Coal Load
 17128 Chesapeake & Ohio 3-Bay Hopper w/Coal Load
 18434 Porky & Petunia Handcar
 19276 6464 Boxcar - Series 5

End of July*

11905 U.S. Coast Guard Set
 11912 Lionel Steel 1996 Service Station Set
 12931 Sub Station Building Kit
 16720 Lionel Lines Extension Searchlight Car
 16740 Lionel Corp. Mail Car
 16963 Lionel Corp. Flatcar w/Log Load
 16967 Lionel Depressed Center Flat w/Transformer
 17223 Milwaukee Road Double Door Boxcar - Std. O
 17407 Nickle Plate Road Gondola w/Scrap Load
 18430 New York Central Crew Car
 19154 Atlantic Coast Line 4 Car Passenger Set

48406 American Flyer Celanese® Chemicals Tank Car
 48407 American Flyer Gilbert Chemicals Tank Car
 49010 American Flyer Horse Car
 51600 16-Wheel Depressed Flat w/Transformer

End of August*

12916 #138 - Water Tower
 12926 #64 - Street Lamp (Globe Style)
 12927 #65 - Yard Light
 16742 Gil Finn's Trout Ranch Aquarium Car
 16946 Chesapeake & Ohio F-9 Well Flatcar
 16969 Flatcar with Beechcraft Bonanza Plane
 17009 New York Central 2-Bay Hopper - Std. O
 18130 Santa Fe F3 A-B Pair
 18226 G.E. Dash-9 Demo - Command Control/RailSounds
 19165 Lionel Lines Santa Fe Streamline Passenger Set - 4 Car
 19282 Santa Fe Boxcar #6464-196
 19423 Circle L Racing Flatcar w/Autos
 19607 Sunoco Tank Car
 19732 AT&SF Bay Window Caboose
 19830 U.S. Mail Operating Boxcar
 48017 A/F Nickle Plate Road GP-9 Powered/Dummy Pair
 48713 American Flyer Nickle Plate Road Caboose
 51502 Lionel Steel Ore Car - Die Cast

End of September*

11909 Norfolk & Western Weathered "J" Freight Set
 12915 #164 - Log Loader
 16951 Southern Bulkhead Flat w/Cut Wood Load
 16957 Lionel Depressed Flat w/Ertl® Case 4WD Tractor
 16958 Lionel Flatcar w/Ertl® New Holland Loader
 16968 Lionel Aviation Depressed Flat w/Ertl® Helicopter
 16970 L.A. County Lifeguard Flatcar w/Boat
 19283 Erie Boxcar #6464-296
 19284 Northern Pacific Boxcar #6464-396
 19733 New York Central Caboose
 19734 Southern Pacific Caboose
 19824 U.S. Army Target Launcher
 48513 American Flyer CSX Flat w/Generator

End of October*

11913 Southern Pacific GP-9 Freight Set Command Control
 11914 NYC GP-9 Freight Set Command Control
 11910 Lionel Lines Set
 18431 Trolley Car
 18433 Mickey & Minnie Christmas Handcar
 18562 So. Pacific GP-9 Freight Set Cmmnd Cntrl/RailSounds
 18563 NYC GP-9 Freight Set Command Control/RailSounds
 19285 B&A State of Maine Boxcar #6464-275
 19945 1996 O Gauge Christmas Car
 48325 1996 American Flyer Christmas Car
 48943 American Flyer Orange Stripe Vista Dome

End of November*

15107 Amtrak Full Vista Dome Car - (027)
 15108 Northern Pacific Full Vista Dome Car - (027)
 18045 #777 Commodore Vanderbilt Steam Locomotive
 19060 New York Central Pullman Heavyweight Set - 4 Car
 19151 Norfolk & Western Duplex Roomette Car - Aluminum
 19152 Union Pacific Duplex Roomette Car - Aluminum
 19943 "I Love Arizona" Boxcar

(* These are dates items are **shipped** by Lionel. Allow several more weeks before they may be in dealer stock.)

Here's some interesting items made over the years by Lionel!

While photographing layouts and collections for *The Lion Roars*, I see many items of interest that I'd like to share with LCCA members.

On a lot of occasions, it's so special the picture tells the story and only a few words are needed.

The thought of starting a column like this occurred to me as I photographed part of the vast collection of Richard Tashjian, RM #12030. He has acquired a number of unique and incredible items from Lionel's diversified history. These are things you don't see very often, especially in perfect condition.

Notice that he has collected items with all the original packing, inserts, outer packaging, instructions, packing slips, etc.; and keep in mind that some of what you are seeing is over 50 years old! It's how the product would have looked brand new.

Looking over these first examples (many more to follow in future issues of *TLR!*), one can see how much Lionel was into items other than toy trains.

My thanks again to Richard for sharing part of his wonderful collection with all LCCA members.

*Ed Richter, RM #13075,
Orlando, Florida*

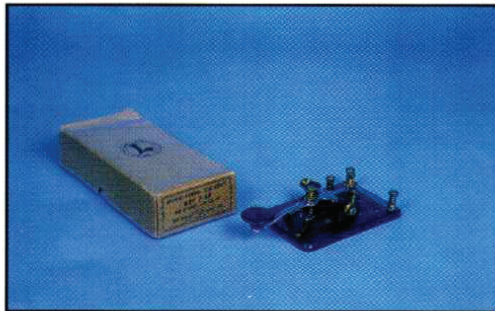
(Editor's note: Let us know what you think of a column like this one. It's going to be fun to show so many "Lionel" items!)



Stock Certificate to J. Lionel Cowen's daughter, Isabel to granddaughter. (3/29/37)



Different colors of Stock Certificates.



Lionel J38 Morse Code Key along with the original shipping box.



Lionel Instruction Manual in Spanish for South America.



A never been used sticker for a 1950 Hudson set box. (Outfit No. 2148WS)



Lionel Famous Inventor Series.



Lionel/Aires 315 Spinster Fishing Reel with all the original packing.



Lionel/Aires 370 Fly Fishing Reel with original box and instructions.

Even with an article on page 39 covering the problems we had with the February, 1996 issue of *The Lion Roars*, I've taken some additional space in this issue to go over an outline of what all you can expect throughout the year when it comes to your *TLR*. This column is meant to address many of the questions that you've brought to our attention. It is not inclusive, just a "good" outline of information.

So, here's what to expect (look forward to!) and I assure you we will continue to do everything in our ability to bring you an all-eras, multi-subject, helpful and informative set of issues worthy of the investment you made through your dues!

BASIC ANNUAL OUTLINE OF THE LION ROARS

<u>MONTH OF ISSUE</u>	<u>COVER(S)</u>	<u>CONTENTS/NOTES</u>
FEBRUARY	Front - Convention Art Back - Conv. Souvenir	- 32 pages in this issue of magazine (<u>all</u> others are 40 pgs.) along with the 8 page Convention Brochure. - This month's "package" also contains Lionel catalog(s) and the final chance to order form for the year's Convention car.
APRIL	Lionel Dealer <u>and/or</u> Toy Fair Shows	- Show(s) held in February (you'll get great "inside" scenes!). - February/March Board of Directors Meeting coverage. - More upcoming Convention information and updates.
JUNE	Convention Events	- Note on voting in this year's Club elections. - Last chance to get in your Registration for the Convention!
AUGUST	Varies (Usually linked to article in magazine), <u>or</u> Lionel's Stocking Stuffer	- Usually has an article on layout construction so you can make your winter plans. (Think of it as "beating" the heat!) - May have feature on next year's upcoming Lionel products.
OCTOBER	LCCA Stocking Stuffers	- Has LCCA's Stocking Stuffer announcement and flyer/ad. - Convention coverage with 4 extra pages of color. (<u>Look</u> for your picture having fun with fellow LCCAer's!) - Coverage of the July Board of Directors Meeting.
DECEMBER	Wrap around art professionally supplied	- Timing of mailing is critical due to the Christmas rush. - Package contains Convention car order form and final Stocking Stuffer flyer/ad. - October Board of Directors Meeting Minutes coverage. - Candidates for next year's election notice in this issue. (If you'd like to help out, here's your chance!)

OTHER NOTES:

All issues are mailed by Second Class postage (except February's, which has to go by Third Class due to having Lionel's Catalog in the envelope). We try to have each issue to the fulfillment house by the 10th of the month in which the issue is dated since it may take several weeks for the US Postal Service to deliver it.

Thanks for all your notes, letters and calls about how much you all enjoy reading the magazine. Please continue (or you can start now!) to send in items for publication. We'll keep up the fine work and reading pleasure for all LCCA members with everyone's help.

Don Carlson, TLR Editor

Lionel's New Streamlined C & O

We have heard from several members who purchased the new C & O and I anxiously awaited the arrival of my own. The loco and tender are shown in **photo 1**. It is truly an impressive sight and no photo can convey the massiveness and very sharp detail of this engine.

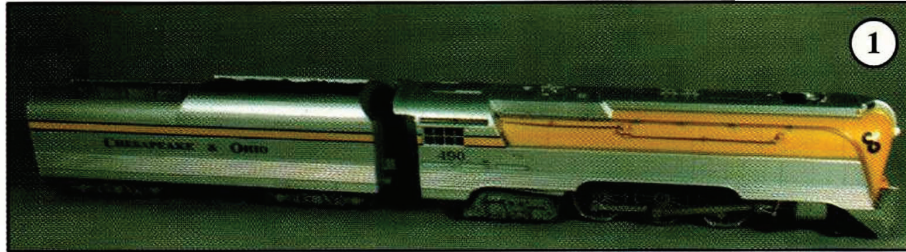
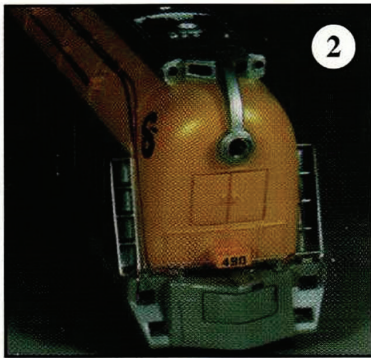


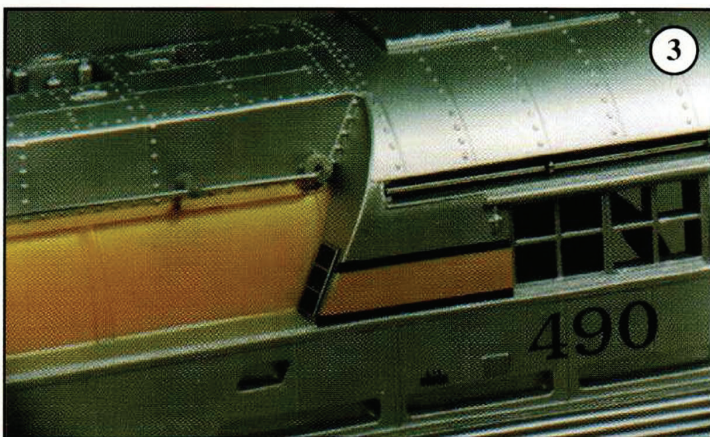
Photo 2 shows the front detail. This loco has all of Lionel's new "bells and whistles" and features the new LionTech Command reverse unit, allowing it to be run under the TrainMaster Command Control system. We intend to do a special review of the new Command Control System, but let me just explain the standard TrainMaster system will run any Lionel loco. It operates by remotely varying the track voltage. The Command



Control System operates with constant voltage to the track and is able to remotely vary the amount of that voltage which each individual engine uses.

An engine which is Command equipped needs an antenna to receive the signals directed to it with the CAB-1 controller and the Command base. The same CAB-1 controller can be used to address several locomotives individually. With a die-cast engine like the C & O, the antenna must be on the outside of the loco, since the metal of the boiler casting would interfere with reception. On the C & O loco, the hand rails are used as the antenna. These handrails must be insulated from the boiler casting and this is done with use of plastic stansions being used to mount it.

Photo 3 shows a close up of the handrail and the plastic stansions. Notice also that there is a plastic bushing to insulate the antenna as it enters the interior of the boiler

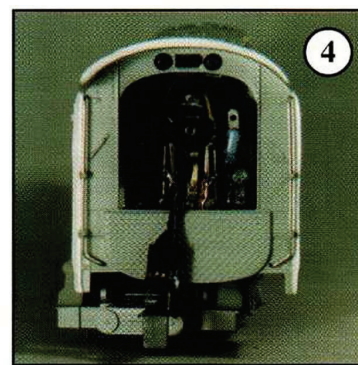


near the cab end of the loco. Inside the boiler, a wire is connected to the handrail and leads directly to the command reverse unit. The end of the wire has a small tubular socket which slides over a pin marked "A" on the circuit board. If and when the engine is disassembled, the antenna wire can easily be removed from its connection on the board. The instructions warn the engine should be

handled carefully to avoid damage to the handrail and the stansions. It is important that no part of the antenna touches the metal boiler.

Photo 3 also shows a small appliqué that was used for the detail in front of the cab. Technically those three black squares should be openings in the cab.

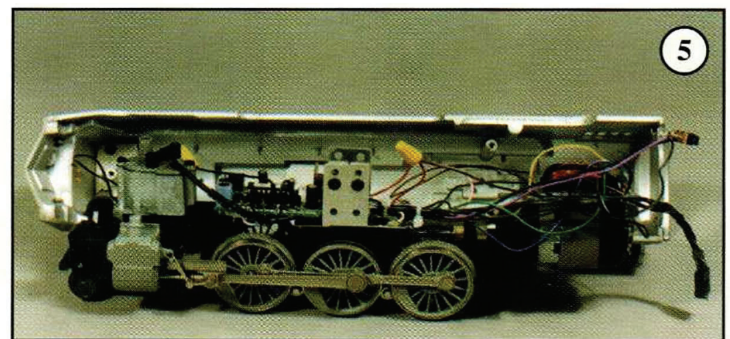
With the use of an electronic reverse unit there is no "E" unit lever. Rather, a lock out switch is located at the cab end of the loco. This is seen in **photo 4**. Also seen is the



plug which connects to the tender. By removing the three screws from the underside of the loco, the boiler shell can be carefully lifted off.

I say very carefully since there are several wires which are connected to the boiler and care must be taken not to pull on them.

Photo 5 shows the loco with the boiler removed. To get the loco in this position, it was necessary to remove the two screws which secure the reverse unit lockout switch. I also pulled the antenna connection from the circuit board. The light at the front of the loco is still connected in the photo. The Command reverse unit can be seen sitting above the front two driver wheels.



The chassis is the same one used for the 1-700E scale Hudson produced by Lionel in 1990. There have been some changes to replicate the C & O. The steam cylinders and the valves are different.

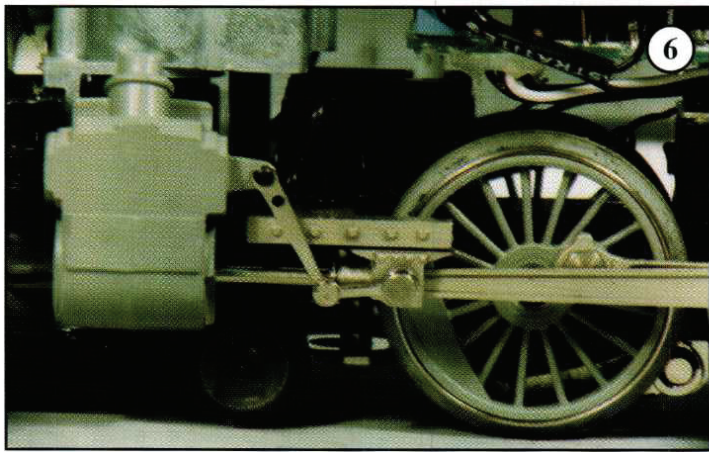
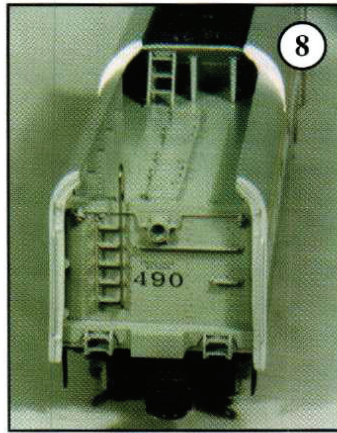
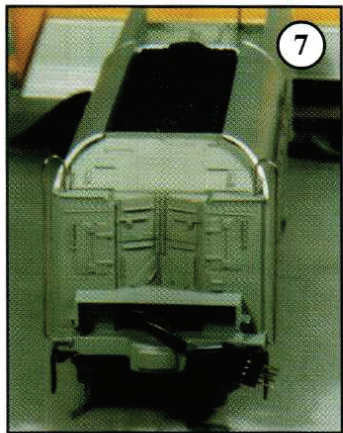


Photo 6 shows a close up of this area. The smoke unit is die-cast and does not supply smoke to the cylinders. Smoke from the cylinders is a feature I never thought much of. If this ever occurred on a real steam engine, it would indicate serious problems. The other reason I never liked it, is that since the smoke is produced by a liquid oil, the steam chest emissions are depositing smoke fluid near the drivers. It's a small point, but none the less, I'm pleased that there are no emissions from the cylinders. The center drivers are equipped with "traction-enhancing" tires. Due to the spoked drivers, this loco is not equipped with Magne-Traction. The weight of the loco however, is quite substantial. I only had a bathroom scale to weight it on, but the total weight comes to over 13 pounds!



Photos 7 and 8 show the detail on the front and rear of the tender respectively. The tender also features a back-up light. As with the 1-700E Hudson, a scale coupler is supplied for the end of the tender. This is probably more for display use than for actual operation. One warning given in the instructions is that this loco cannot be operated on DC. To do so may cause damage. The tender houses the RailSounds II system and must be plugged into the loco to operate. The loco will operate without the tender, but of course there will be no RailSounds. Although the RailSounds II are powered by track voltage, a nine volt alkaline battery provides uninterrupted power, even when track power is off. This feature provides an especially realistic shut down sequence when power to the track is turned off. After 7 seconds without track power, the system shuts down.

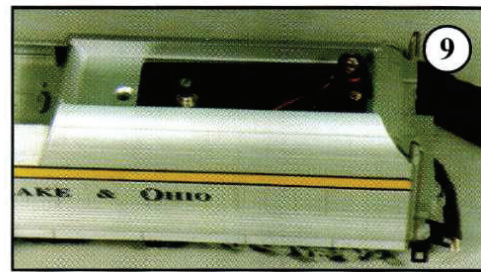


Photo 9 is how the battery is installed. The plastic coal pile is lifted off the tender for access to the battery compartment.

Also in the compartment are the volume control and a switch beneath the tender which can be used to turn off RailSounds - in case you're running the trains by yourself and don't need to impress your friends with all the sounds, or when running them after your family has gone to bed.

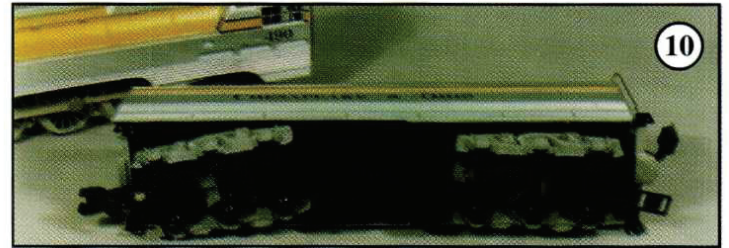
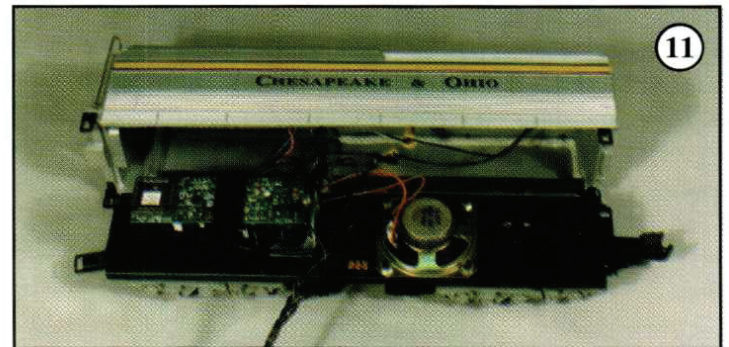


Photo 10 shows a bottom view of the tender. After removing six screws, the tender shell can be lifted off. It's heavy and will still have wires to the light, volume control and battery compartment, so lift it with care. **Photo 11** shows the tender's insides and the RailSounds II system.



The sound system will operate whether the loco is operated in command or in conventional mode. There will however be many enhancements when you operate it in command mode. That was the most talked about feature by the three operators who called me. In the Command environment you'll hear several incidental sounds like squealing breaks when you hit the CAB-1 Brake button. The DynaChuff will simulate different pulling conditions and sound differently when the loco is crawling in a yard, or on steep grades. Many of the sounds can be individually controlled from the CAB-1 controller. Supplied with the loco is a special keypad overlay which labels the numeric keypad buttons. These buttons allow you to control the shut down, steam release, and blow-off sounds. The volume can also be controlled remotely. There is even a button which provides a smoke boost. Or, turn off the smoke generator from the keypad. This is of course in addition to being able to control the bell, the whistle and complete remote walk-around control of train operation. Train operation has certainly taken a technological leap.

(Continued on page 28.)

(Continued from page 27.)

The C & O loco will operate on 042 curves. For those who prefer to display it, a scale coupler and a scale pilot truck are provided. All of those with whom I have spoken have high praise for this new scale Lionel locomotive. Lionel seems to have done all their homework on this one. Instead of the usual instruction sheet, this loco came with a 16 page owner's manual. This new manual is well laid out, and the graphics were first rate. The diagram explaining where to oil and grease was quite clear. I'm pleased to see that the instructions are finally reflecting the quality of the product. It's quite obvious that a great deal of thought went into its preparation. It is one impressive locomotive.

Lionel's New GG-1

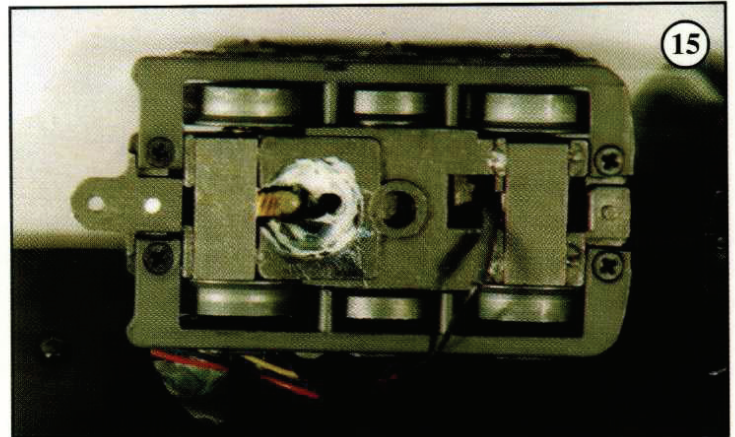
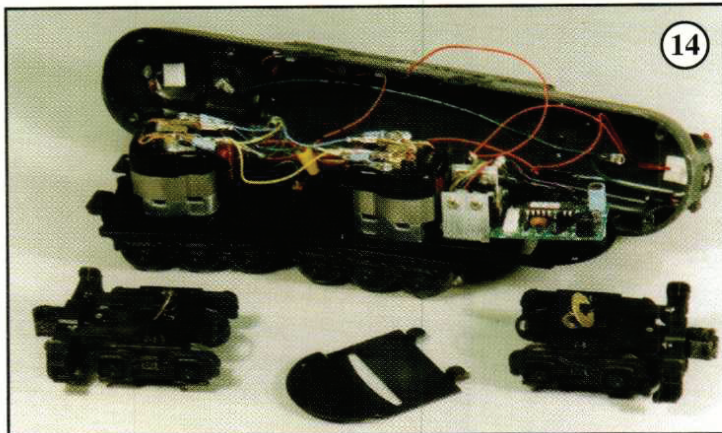
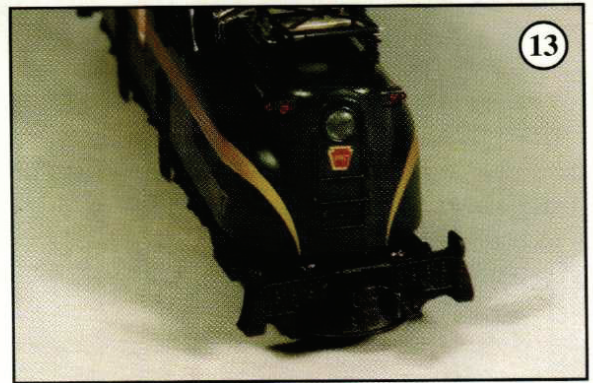
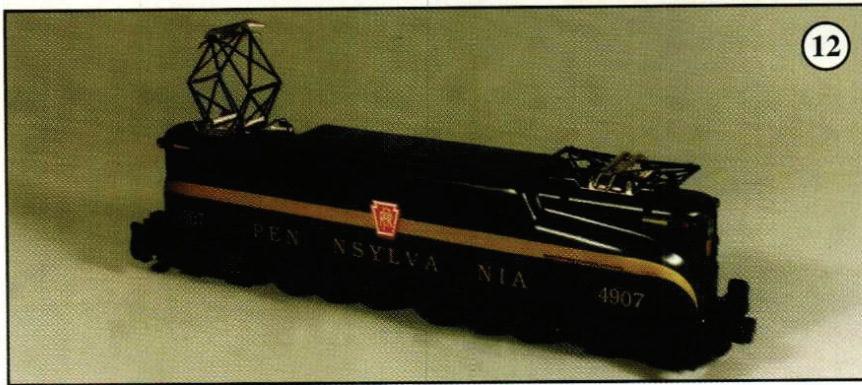
After studying the C & O, I next took on the new Pennsylvania GG-1. Unfortunately, there were some problems with this loco which detracted from its many fine points. **Photo 12** shows the green solid strip design. **Photo 13** is a view of the front. The graphics on this loco are exceptional. In the old days decals were used, but on today's model all of the graphics are pad printed. I was in the factory while these graphics were being applied. I was amazed at the number of steps it took to accomplish it, and the special efforts that were being employed to assure correct positioning. Lionel gets an A+ in this department.

Now for its operation. I placed the loco on the track and powered it up. This engine is also equipped with the Command reverse unit. I was operating it in conventional mode. When you first power up the loco, it takes several seconds for the loco to determine which mode of operation is being used. Then the light came on and I increased the voltage to get the loco to move. It didn't. I continued to push the ZW lever forward and finally at just over 17 volts, the engine started to move. Clearly something was wrong - the engine was working too hard. I wasn't sure what was wrong. I also received a call from another member experiencing the same thing with two of his GG-1s. I called Lionel's service department and spoke with Mike Braga. After explaining the problem to him, he suggested that it could be that the Magne-Traction magnets were in contact with the wheels. Mike also explained that I could return the engine for repair. He also explained how I could make the repair myself. I chose to fix it.

I opened it up and **photo 14** shows it disassembled. I next removed the motors from the trucks to get a good look at the magnets. **Photo 15** is a close up of one of the two identical trucks after the motor has been removed. The front and rear axles of each truck have a magnet mounted above them on the truck. The magnet is in line with the top edge of the wheels. If you look closely at the photo you will see that each of the magnets is touching the inside surface of one of the wheels. This is incorrect. The magnet should rest between the two wheels, touching neither if them. The magnets are

quite strong and if they touch the wheel, add a lot to friction and resistance to turning. If you read the postwar Lionel service manual this was also a problem with the original Magne-Traction GG-1s. In the postwar ones, the magnets were held in place with cement. The service manual suggests removing the magnet and re-gluing it with Iron Glue. Spacers were required between the wheels and the truck frame to prevent the magnet from being attracted to either wheel, while the glue set for 24 hours. What the manual doesn't say is that if you remove the magnet and replace it, you will lose more than half of the magnetic attraction to the track. For the most effective attraction, the magnet must be charged through the wheels. This is exactly how it is done at the factory.

At some point after 1970, Lionel eliminated the cement and staked the magnets in place. If you look again at **Photo 15**, you'll notice that the metal around the magnet has been punched, or staked as it is called. This forces the metal tightly against the magnet, holding it in place, or at least it's supposed to. Two of the four magnets in my loco were loose although the staking held them down, they could slide back and forth. As soon as it comes in contact with a wheel surface, it sticks magnetically to it, adding the unwanted resistance. It is also interesting to note that if you put the two trucks next to each other, and turned them so that they were positioned the same, all four magnets were off in the same direction. This indicates a flaw in the manufacturing process. When installed in the unit, the trucks are in opposite directions, and so is the offset of the magnets. Also note that one of the magnets has four staking points while for the other, there is only room for two. Now, there is really nothing wrong with the idea of staking the magnets in place. BUT - the staking as done on these locos is clearly not doing the job here and some other mechanical means is needed to insure that the magnets are placed and secured in the center of the truck. Even cementing them in place before staking won't help if the magnets are not precisely positioned when they are cemented. This has clearly been a problem since post war days and it must finally be corrected. I chose to attempt a repair myself so that I could report on the difference in operation. Mike Braga suggested I carefully position the magnet correctly and add a small amount of cyanoacrylate cement to secure it. I was able to use a thin flat blade screw driver to slide the magnet into its correct position. For the two loose ones, I also had to place spacers between the wheels and the magnet. Using a small nail set, I then re-staked the magnets. When doing this, I placed the nail set into the stake marks, angled at about 30 degrees towards the magnet and delivered a medium blow with a hammer. If you attempt this, be sure to place the truck onto a steel block which rests between the wheels, so that the force from the blow is not against the wheels. With the motors out of the trucks, the wheels should now move freely. After staking, I added a small amount of cement.



Another problem we noted was the greasing of the worm and gear. Notice in **photo 15** the white grease. Most of this grease is located in the seat for the motor, where no grease is needed. The grease needs to be below that point, on the worm gear. Although there is a small amount on the gear, most of it is in the seat, where it serves no purpose. I used a toothpick and cleaned the grease off the motor seat and the pocket on the truck, and applied it on all of the gear teeth and the worm teeth of the motor.

So, after making the repairs, I again placed the engine on the track and it began moving at 8 volts. This is as it should be. The loco ran smoothly and in a manner worthy of the Lionel name. Needless to say, Lionel must address this problem. Surely they realize that this is not good quality control. Lionel has gone 95% of the way on this one, but then dropped the ball. The lack of that 5% can cost customers who expect only the best from Lionel. Also, with all that technical expertise in developing TrainMaster and Command Control, surely they can find a way to install a horn in this top-of-the-line loco.

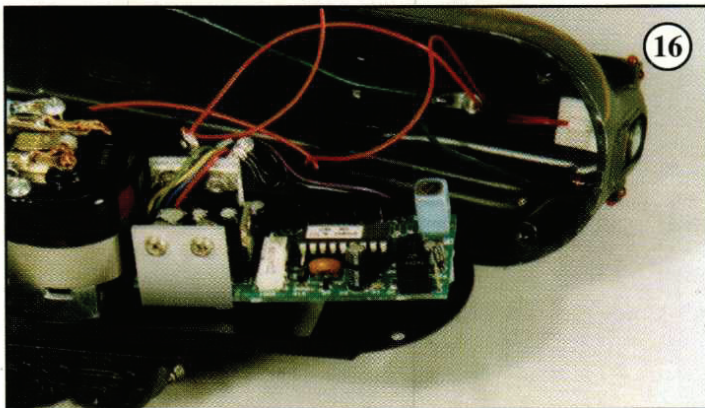


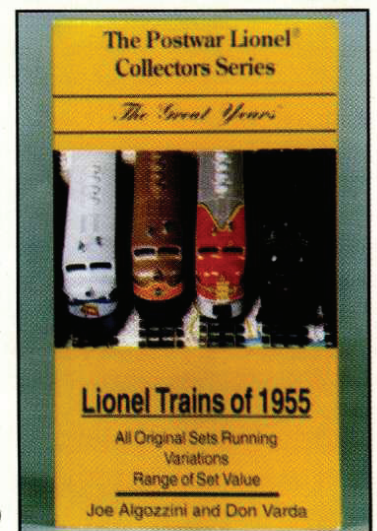
Photo 16 shows the new Command reverse unit. This unit combines the electronic "E" unit with the receiver that receives your command signals. Notice also in this version, the new lamps used for the headlights. The loco also features directional lighting. The antenna is the green wire and in the case of the GG-1, the antenna uses the insulated pantograph terminal lugs. So, the pantographs serve as the antenna. In the past these were always insulated from the metal cab to allow the loco to take in power through the pantographs.

Lionel - The Great Years - Video

This latest video from **Toy Train Hall of Fame** is the second in the firm's *Postwar Lionel Collectors Series*. Last year we reviewed the first in the series which dealt with Lionel trains of 1954. This second tape deals exclusively with the year 1955. The tape starts from the first page of the catalog and goes through all the sets offered that year. You see each of the sets operating and expert Joe Algozzini adds his comments on changes and variations.

If you have a 1955 catalog, it's fun to follow along with the video.

(Continued on page 30.)



(Continued from page 29.)

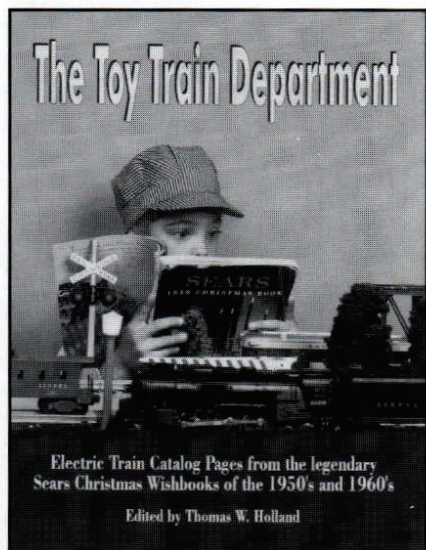
Here again, the producers of the tape have done a very thorough job. The new accessories are also discussed. I particularly enjoy the discussion of trains during the fifties, since that's when I received my first Lionel. I am particularly anxious to see the series reach the years 1957 through 1960, since those were my most active train years as a kid. The tape is sharp, well produced and I can't wait to see more in the series. It is also reasonably priced at \$19.95 plus \$2.95 for postage and is available directly from Toy Train Hall of Fame. If you missed the first in the series, it too is still available for the same price.

Their address is:

208 Pine Lake Avenue
Laporte, IN 46350

Remember the Sears Catalog Ads

I'm sure many of our members remember waiting to see the Sears Christmas catalog, with its huge section of toys. All the toys we saw on TV were in there. There was also a section on trains and Lionel among other trains were featured. Well, if you think back fondly to those days, you'll enjoy a new book edited by Thomas W. Holland, called, *The Toy Train Department*.



The book itself reproduces all of the train related pages of the Sears Christmas Wish Books from 1950 through 1969. Now you can see exactly what sets were offered by Sears and see the importance of trains in their catalog changed. Although Sears sold other sets, by Marx, Gilbert and others, the Lionels were always Sears best. It's interesting to

note that they often offered the same item from Lionel and another manufacturer. Lionels was always more expensive, but it's obvious that Sears realized some wanted higher quality and others made their choice by price. Sears wanted to sell them both. I also enjoyed seeing the ads for Lionel items that were only sold through Sears. Items like the Minuteman Cannon Car. Sears catalog descriptions were not always accurate and some of their drawings were obviously done before production. Their description of the Manual Culvert Loader states that you, "just push a button." I wonder how many kids were disappointed when they found they had to turn a crank to make it work. As the years went on,

we can see that trains became less important and Sears got a little sloppy. In the 1968 ad, the word Lionel does not appear and one train set is shown with the tender reversed.

Each year has an introduction page and the book certainly makes for interesting browsing. All of the ads are in black and white as they were originally published by Sears. The book is 8 1/2 x 11 inch softcover with 160 pages. The forward was written by Richard P. Kughn. The book sells for \$19.95 plus \$3.50 postage and handling. If you mention that you saw the book here, the publisher is offering the book to LCCA members for \$19.95 and NO postage fee if ordered before July 31, 1996. Write to:

Windmill Press
P.O. Box 56551
Sherman Oaks, CA 91413

New Since Toy Fair

In our last issue we showed you photos of the new box Lionel was planning to use. Further changes have occurred and the new box will now more closely resemble the postwar version. The box will still have a window on one face and will also feature the circle L. Jim Bunte, Lionel's Director of Product Development also reports that there will be an accessory catalog out around June or July. Jim also reports that there will some additional product announcements, not really a stocking stuffer, but some additional items. We'll keep you posted as soon as we know more.

Remote Control Operations

Next issue we hope to do a story on the new Command Control System and how train operation is enhanced in this new mode of remote control.

In the meantime, the facing page has a Lionel bulletin on the use of their TrainMaster Control System with other manufacturer's engines equipped with Protosounds.

Chuck Horan, RM #18830 of Lionel passed this on to us and we will gladly relay it to all you operators.

That's It For Now

If you have a question, 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 member of *The Lion Roars* Editorial Team. (Namely, Bob Amling at 718-934-2548 or Don Carlson at 517-339-9611.) We can put any questions out to the membership and print the response in a 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, RM #6643, 15 Birchwood Lane
Hillsdale, New Jersey 07642, (201) 358-1955

USING PROSOUNDS WITH THE LIONEL TRAINMASTER SYSTEM

TO ACTIVATE PROSOUNDS EQUIPPED LOCOMOTIVES USING THE TRAINMASTER SYSTEM CAB-1 AND POWERMASTER, FOLLOW THE SIX EASY STEPS BELOW:

- 1) Use a regular (non solid-state) transformer like a 1044, 4090, LW, KW, ZW, Right-of-Way, etc.
- 2) Use a starting voltage of 12 volts to the Powermaster from your transformer.
- 3) Press the "TR-1" button and throttle-up using your CAB-1 throttle knob to start the locomotive sequence.
- 4) After you start the locomotive moving, (you may need to press the direction control on your CAB-1), increase the transformer voltage to 18 volts to the Powermaster. You may need to adjust (lower) the throttle on the CAB-1 at the same time to keep the locomotive from going too fast.
- 5) Blow the whistle/horn or ring the bell to activate the Protosounds sound system.
- 6) Now you will want to set the "stall voltage" using your CAB-1 "set" button. Start the locomotive moving in forward, then press the "set" button. Throttle-up again (may need to press the direction button) and get the locomotive moving in forward. Now slowly throttle-down until the locomotive just stops. Press the "set" button again. Your "stall voltage" is now set. Now you can throttle up again and you're ready to use the CAB-1 to activate Protosounds.

If the locomotive is "locked out" (won't respond to any commands) press the whistle/horn and hold it down while you turn the throttle on the CAB-1 to lower the track voltage to zero. If you've already set the "stall voltage" press the "set" button twice. This will now enable you to lower the track voltage to zero. Wait for the sound effects to completely shut down. Now repeat the above sequence starting with Step #2.

If you want to operate the coil couplers, put the locomotive into neutral then take the track voltage to full. Press the whistle/horn button (you will hear a clank sound). Now lower the track power to running voltage and start the locomotive moving forward. Press the whistle/horn button and the couplers will open. Repeat the above sequence to reactivate the couplers.

NOTE: When operating the system, do not hold the direction button down for more than 3 seconds. If this happens you will need to follow the above steps to reset the system.

(Reprinted with permission of Lionel® L.L.C.)

Tis spring! And a young man's fancy turns to Hudsons, Dash Eights, Maxi Stacks and Command Control. And that's just the Catalog. Wait 'til yall see the trains! Actually, that was the message that Andy Andrews, RM #12184, delivered to the Rambler one cold winter's evening recently.

Andrews is an early postwar variations guru so it was a surprise to find him muttering about the new Lionel catalog, Skip the collectible appreciables and go right to page 12, he hinted, and check out the TC hopper ! "April Fool." the Rambler shot back. "For real", he insisted. Can a guy with a thing for whirly wheels be trusted ??

Two weeks later a ramble through a Nashville hobby shop turned up a copy of the catalog. Like a bigmouth bass after a Hula Popper the Rambler opened the book right to page 12. Right to the TENNESSEE CENTRAL 2 bay hopper, the first O gauge commercially made TC product in International history ! Yall could have knocked the ole Rambler over with the Tenn. Central's last passenger timetable. Who would have thought the folks at Lionel, away up there in Michigan, new or old, had ever heard of the TC. The little railroad that toted the Rambler from Harriman to Nashville in 1945 and entertained him as a child folded a year before old Lionel. And while the Rambler and sons have relettered in TC enough postwar Lionel items to clinically depress a real collector, we have not done any hoppers- yet. Now, if a feller could only go to the factory and purchase the first one off the assembly line---

Photo Quiz

The annual packet of whatzits ? photos arrived as usual in a plain manila envelope. Quiz questions refer to the photo by number. A perfect score wins you a ride on a Lionel Tennessee Central coal train. Two or fewer correct and you might be a latent scale modeler. HO HO HO.



Photo 1) What is "for sale" here?

- A) A large, modern railroad
- B) Some used passenger equipment
- C) A premier toy train company incognito



Photo 2) The doublestamped NW 5446 style of hopper shows us that:

- A) anyone can go OOPS
- B) there are prototypes for factory errors
- C) creative weathering may be an art form ahead of its time.



(Editor's Note: To wet the appetites of all you TC fans, here's a photo of the first production sample taken during Lionel's Dealer Show! It should be on the shelves for you after May 1st. For a listing of all the 1996 Lionel release dates, see page 23!)

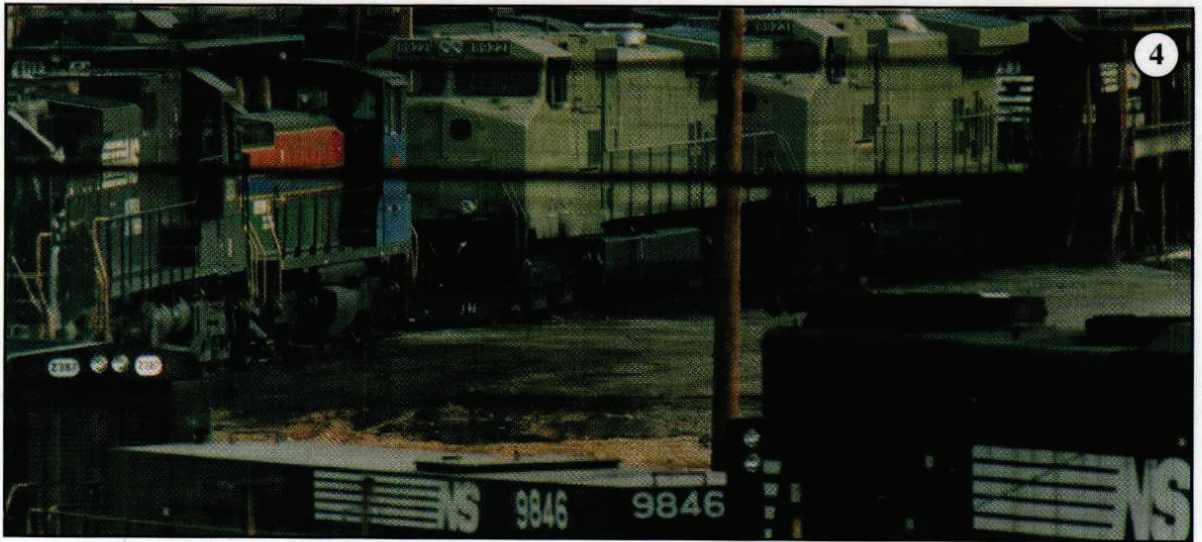
Photo 3) The “River Street Rambler” is a switch engine---

- A) painted by a committee
- B) about to be painted black
- C) an attraction in Savannah, Ga.
- D) named after yours truly----



Photo 4) These two “undressed” GE D9 dash 40CW engines are running around in birthday suits ‘cuz:

- A) they are “demonstrators”
- B) Command Control overload fried their livery
- C) Microscale ran ran out of decals
- D) they are CSX spies working “under cover”.



The following disclaimer came with the photos:

“These images captured by ‘RAIL-CAM’™ espionage satellite system.

‘RAIL-CAM’™ is a patented professional device that can see into the navels of proprietary railroad enclaves from far, far away.

Do NOT, NOT, NOT, attempt to go on Railroad property unescorted to make any similar photos.

You can get hurt. **And** ‘RAIL-CAM’™ is watching you, too.”

Happy April 1!!

Editorial:

The Rambler again cautions all train watchers and camera users to ALWAYS BE CAREFUL when engaged in avocational railroading. Today’s yards and mainlines are more dangerous than ever. Get permission to go close up and personal in SD60M’s back yard. Look both ways---

And if they have realistic 3 rail track, like ours, at least one of those rails is **HOT**.

John William Coniglio, RM #4891, is THE Three Rail Rambler. Contact the Rambler at:

P.O. Box 6312

Chattanooga, TN 37401

Phone 1-(423) -843-2360. Before 11:00 PM Eastern. Please don’t call collect; not even train-collect.

February 24, 1996**- Grand Rapids, Michigan**

Called to order at 8:00 am.

Roll Call

Officers - President Al Otten, Vice President Gerald Dangelo, Treasurer Barry Findley, Assistant Secretary Stan Roy and Secretary William Schmeelk.

Directors - Bill Button, Dienzel Dennis, and John Ourso, Immediate Past President - Chuck Seddon.

Directors Art Broshears and Larry Black weren't present. Art Broshears gave his proxy vote to Stan Roy.

Guests - John Fisher, Don Carlson, Harry Overtoom, Mike Valentine and the Convention Committee.

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

Officer Reports:**Assistant Secretary Report****- Stan Roy**

As of February 8th, Stan sent out 330 letters to Members who had failed to respond to their dues notices. Cost was \$105.60. Bill Schmeelk asked whether it was our policy to allow a rejoining Member to have their old number. Al Otten reported that we were allowing that if requested by the Member. Al Otten also reported that the Business Office does track the re-applications which result from these letters and that 291 of the 330 paid their dues.

Motion made by John Ourso to accept the Assistant Secretary's report. Bill Button seconded the motion. Motion carried.

Treasurer's Report**- Barry Findley**

All Officers and Directors had recently been sent a financial statement. The Club remains strong and there is an increase in inventory of unsold product. As of December 31, 1995, there was \$80,735.00 in inventory. Barry expects that there will

be a possibility at the end of 1996 that the Club will not have a decrease in spending. This depends of course on decisions yet to be made, concerning items to be sold to Members.

Motion made by Stan Roy to accept the Treasurer's report. John Ourso seconded. Motion carried.

Vice-President's Report**- Jerry Dangelo**

Jerry reported that losses at meets have reduced considerably. This is basically caused by improved communications with the meet hosts. Jerry passed out a listing of upcoming meets which are in the process of being scheduled. Jerry also reported on additional sales of the 1995 Stocking Stuffer. There are approximately 908 sets remaining. Chuck Seddon recommended that a "last chance" flyer be included in the next issue of *TLR*. Don Carlson suggested that a page in the magazine might be more appropriate as the cost of flyers has been considerable. It was agreed that this would be done. Some will also be used as door prizes for meet hosts.

Motion made by Bill Button to accept the Vice-President's report. John Ourso seconded the motion. Motion carried.

Immediate Past President's Report**- Chuck Seddon**

Chuck has received twelve complaints. Ten have been resolved and two are pending. These are all connected with the use of the *Interchange Track*.

Motion made by Stan Roy to accept the Immediate Past President's report. Bill Button seconded the motion. Motion carried.

Convention Committee Report**- John Fisher, Chm. and
Chuck Seddon**

The 1997 Convention will be held in Bloomington, Minnesota, just outside of St. Paul. The Radisson South Hotel will be the Convention hotel. John announced that there

would be a rail excursion from Minnesota to Wisconsin and back. Plans for this Convention are coming along well. John was especially pleased with the Committee he was working with. John also reported an increase in membership in the area.

John also reported that he, Harry Overtoom and Al Otten, have been working on the 1998 Convention. Plans are close to being finalized. Dates and location have not yet been finalized but should be shortly. More details will follow. John asked for authority from the Board to finalize dates and begin negotiations with the hotels. He was so authorized. Plans are also proceeding for successive years.

Harry Overtoom suggested that our traditional meeting at the Convention site, be held 18 months before the Convention at our October meeting, then again as we do now 5 to 6 months before. This met with everyone's approval and Al Otten will plan meetings accordingly.

Also discussed were methods of maximizing registration at the headquarters hotel in order to get full economic benefit for the Club. Otherwise, we lose negotiating power with the hotel for trading hall space, banquets, meeting halls, etc. John was encouraged by the ideas discussed and suggested that discussions continue in the future.

Lantern Sales - Harry Overtoom

As of 2/9/96, 885 lamps had been sold. A "last call" order form will be forthcoming. The program will then come to an end.

Insurance Report - Al Otten

Harry Overtoom and Al Otten had met in Lexington, KY, and were able to get a replacement package, from a new company that will save the Club approximately \$5,000. This would also include a one million dollar umbrella policy which we did not previously have. The firm is highly rated by Best, Inc., an insurance rating company.

Club Publications - Don Carlson

Don passed out comparative cost figures and analysis sheets for our Club publications. There is an approximate 20% increase in Member ads in the *Interchange Track*. If the number of ads increases above 11,700, we would incur additional postage cost of \$2,300 per issue. The average number of ads per Member is 15. The largest percent of the advertisers are newer Members. This indicates that our new format of the *Interchange Track* may well be attracting new Members.

February's *TLR* will be printed by a new company, saving the Club about 25%. This publisher will be handling both *TLR* and *IT*. Expenses figures show that we make no profit from the dues we collect. The Club depends on sales of cars and stocking stuffers to maintain operating expenses beyond the publications and for membership equity. Suggestions for the cover of our next *Roster* were also discussed and approved.

Other suggestions for improvements in the *IT* were also discussed. Some of these changes will be put into effect over the next few issues.

Procedures Manual - John Ourso

John Ourso handed out the revised Manual. All files had been received from Bill Beatty, who had previously organized the Manual. John Ourso made several appropriate changes and offered suggestions concerning the listing of dates in the Manual, so that constant updating was not necessary. John asked that all Board Members and Officers read the Manual and get back to him with any appropriate changes. Bill Schmeelk offered thanks to Bill Beatty for the work he had done in initially preparing the Manual. John Ourso asked that any changes be submitted to him by May 1st, to allow time to have the Manual ready for the July meeting.

Reproduction Stickers

Al Otten and Harry Overtoom have talked with Bob Robinson of TCA. The matter will be taken to the TCA Board to suggest that our two clubs

have a common sticker to mark reproduction items at meets. Our sticker would be made to match the TCA sticker, but would have LCCA on it. This matter also brought up the possibility of LCCA having a Standards Committee.

Club Archives - Harry Overtoom

Approximately \$1,000 has been sold from the archives in the last year. Harry also handles exchanges when damaged merchandise is received.

Year 1999 Water Convention

This idea is not going to fly as anticipated costs were prohibitive and other prospects are being considered.

Constitution Committee

- Bill Button

The Committee suggested three changes in the Constitution. The third one considered a change in the Constitution to allow the office of Treasurer to have a longer tenure of office. After considerable discussion, Chuck Seddon made a motion to ratify only the first two sections of the Committee's report. Bill Button seconded and the motion passed. The two changes will be on the coming ballot for Club Members to vote on.

30th Anniversary Decade

Locomotive - Chuck Seddon

Chuck was unable to give the Board any prices, and a new contract with Lionel will also be necessary. Several suggestions were discussed, but no decision was made. The subject will be reviewed again in July.

1996 Convention Report

- Mike Valentine

Mike and his Committee were present. Mike discussed plans for the 1996 Convention in Grand Rapids. Mike discussed the tours and the rail excursion. All tours have been confirmed. There will also be a visit to the 1223 loco. The registration will also include details about local attractions which can be visited. Mike also showed a sample (made up by Don Carlson) of the Convention Souvenir, a station platform produced by Lionel. The station will be in the

colors of the illuminated station, but will not be illuminated. It will feature special billboards and LCCA commemorative markings on the roof ends. The banquet theme will be "Christmas in July". Banquet table favors were discussed.

Nominating Committee Report

- Al Otten

Al reported for the Nominating Committee, the list of candidates who would be on the ballot in July.

Membership Drive Ad Campaign

- Al Otten

Al reported a 2% response from our direct mail campaign and a 1% response from our ads in *Classic Toy Trains*. The percentages represent an increase of over 1,600 new Members and a total membership of over 12,000 active collectors.

1996 Roster - Eric Fogg

Eric Fogg, *Roster* Editor, was unable to attend, but a report was given by Don Carlson. Don discussed the cover photo and additions such as 9 digit zip codes and a numeric listing. The Board was pleased with the selection of the cover photo.

1996 Stocking Stuffer

Several items were discussed along with preferable cost ranges. Al Otten will get back to the Board with costs on each of the suggestions.

Meeting with Lionel President

Al Otten discussed his 2 hour meeting with Lionel's new President and Chief Executive Officer, Gary Moreau. Al was pleased to report that Lionel's relationship with train clubs will continue to be a good one.

Dienzel Dennis moved that we adjourn, Bill Button seconded, and motion carried.

Meeting adjourned 2:30 PM.

Submitted by

Bill Schmeelk, LCCA Secretary

Get ready for "A Grand Twenty-Six in Ninety-Six!"

Besides all the information you received in the brochure, here's some additional material for you to review as the dates draw ever nearer to this year's Lionel® Collectors Club of America Convention.

First things first, here are some late changes to the program along with answers to several questions we've been asked:

1. The Banquet meal will have **both** turkey and ham as entrees. There's no change in price and we have rates for both children/adults.

(This way it'll be like a family Holiday meal so that everyone can enjoy a hearty and festive feast with all the trimmings!)

2. Scheduled tour rates include bus service, all events admissions along with a meal in most cases and are priced at the same fares for both children and adults.

3. For anyone who registers for the Convention **before** July 1st, the fee is \$30. It increases to \$35 if you register **after** July 1st.

And, for anyone who registers but for some reason cannot attend the Convention, your rates are the same as those listed here.

(There was an error listing a \$35 fee on the back cover of the February issue of *TLR*.)

4. The Amway Hotel has a storage lot for RV's.

Now, with that "business" out of the way, here's background on some fun-filled events all can enjoy!

Since everyone loves a train ride, and no LCCA Convention would be complete without one, attendees will be able to spend a scenic, delightful afternoon and evening on the Coopersville and Marne Railroad on Thursday, July 25th. Besides the ride itself, entertainment, shopping, transportation and a meal are all included in the price!



Another of the "Grand" highlights will be during the tour to the beautiful city of Grand Haven, which sits beside Lake Michigan. There you will be able to relax during a stroll along the beach, browse through many quaint shops **and** visit the site where the #1223, Pere Marquette locomotive is on regal display with other PMRR items (including the prototype of our Convention Car!).



A trip to "Dutch Village" Theme Park in Holland, Michigan, will make you feel as if you're truly in another part of the world! It's a beautiful, authentic set of scenes right out of Europe and there's plenty of entertainment for all.

Both the Grand Haven and Holland tours are available each day starting on Wednesday, July 24th and running through Friday, July 26th. Sign up **early** to get the dates you want! Tour costs include bus transportation and all admissions.

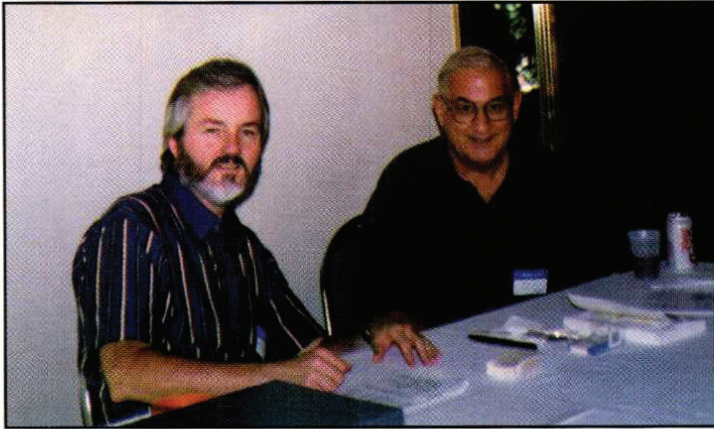
In June's issue we'll preview the three great "transportation" oriented sites (with cars, trains and planes) which are all included with the day-long tour to nearby Kalamazoo, Michigan.

We are looking forward to seeing many of you this July 23rd through the 28th in Grand Rapids!

*Mike and Joan Valentine,
1996 LCCA Convention Host & Hostess*

LCCA Meets Across the Land!

The Club sponsors local meets in many locations. Here's scenes from Chattanooga, TN, & Naperville, IL.



Charles Sahn, RM #4366 and Bill Stitt, RM #259 co-host each year near July 1st in Chattanooga.



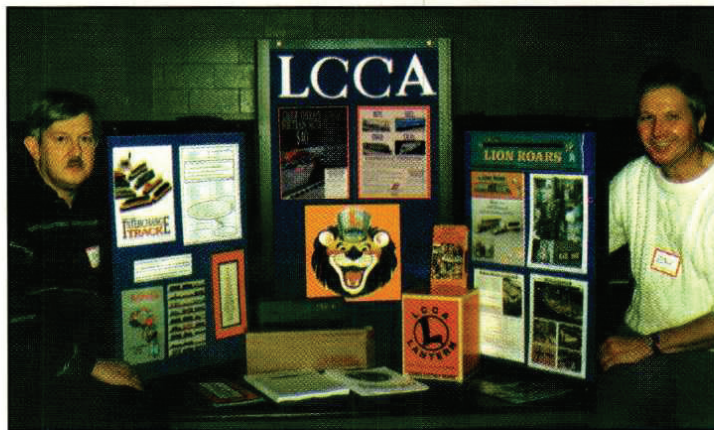
Len Hopkins, RM #16998 and his "home-grown" crew hosted a December 3rd meet in Naperville, IL.



All 64 tables were sold out and filled with a large variety of items for 186 people who attended.



LCCA "workers" (Ft.)-P. Flood, L. Brongel & C. Chidester; (Back)-C. Prock, L. Senicka & Z. Zemba.



In this scene are Bill Button, RM #3835 and Don Carlson, RM #6766 with the professionally made (by Bill Schmeelk) LCCA display used to recruit new members at meets in the Detroit, Michigan, area.

The exercise has been very useful as this team has gotten over a dozen new people at several shows!



If you'd like to see about hosting an LCCA meet, contact Jerry Dangelo, at left relaxing at Naperville with wife Bridget along with Lila and Brady Thor.

REMEMBER, the deadline to order the 1995 TRUCKS AND/OR LANTERNS is MAY 15, 1996! Final ORDER FORM in this The Lion Roars issue.

LIONEL® COLLECTORS CLUB OF AMERICA

"A Lifetime of Happiness Collecting Lionel® Trains"

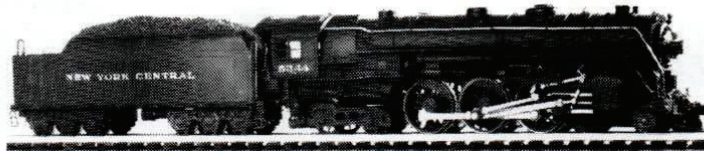
FOUNDED AUGUST 1, 1970

PLEASE CIRCLE TYPE OF MEMBERSHIP DESIRED

REGULAR \$40 (\$45 Foreign)
 \$30 Annual Dues and
 \$10 Initiation Fee
 (\$5 Foreign Postage Surcharge)

FAMILY \$15.00
 \$5 Annual Dues and
 \$10 Initiation Fee

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

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)

LCCA Goes On-line!

Besides all the printed information we mail out to you, for any members who are computer "buffs" out there, the LCCA is now also on-line with its own Site on the World Wide Web. Our address is:

http://www.alliance.net/~lccane19

Opps, opps, opps...or...Thank You, Murphy!

I realize the concern when best intentions of events do not come off as they were planned to have occurred. A most recent example of this was the February, 1996 issue of *TLR* which was to have included **both** (that is, **two**) 1996 Lionel Catalogs.

As I tried to explain in the note that was in the second mailing to all members, Murphy's Law ("Everything that can go wrong will go wrong") came into effect many times throughout the entire process of getting the issue to you. I received hundreds of calls, cards, letters, etc. (Fortunately, none on scribed bricks tossed through my windows.)

An important follow-up for all members. There were supposed to be **three** items in the first mailing of February's *TLR*. Namely, a copy of *TLR*, the 1996 Convention Brochure and the Lionel Corporation's Catalog (one with the artwork). Some of these were sent with unsealed envelopes. The second mailing included a replacement center spread for *TLR*, Lionel's other catalog (one with the GE locomotive on the cover) and a note of explanation. Please let me know if you did not receive all of these materials in the two mailings and I'll attempt to get you what all's needed. (Please note that I have a very, very limited supply. So, **please** do not try to get any extras. Let all the members get what they should have received in the first place!)

In the future, to save you any expense (and grief), when something is printed, **trust us** to follow through in as timely a fashion as possible...or...we'll explain to you in the next issue. Thanks to all of you who notified me (or other LCCA Leaders), please pardon this latest mix-up(s) and we'll always strive to have everything in order when we ship our publications to you to the best of our capabilities!

Don Carlson, Editor, The Lion Roars

Mailing Methods, Address/Phone Changes

LCCA publications are sent to your address on record at the Business Office. (*The Lion Roars* by 2nd Class postage and *Interchange Track* 1st Class.) Computer records 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 (**or ASAP for a new phone number**) to insure that your publications arrive uninterrupted and members can call you on your *IT* ad! If **you have not recently changed** your address and your *TLR* or *IT* 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 they can follow-up for you. If your *TLR/IT* cannot be found, notify the Editor.

UPCOMING LCCA EVENTS

April 6, 1996

Marshall, TX (Shreveport, LA area), at Marshall Civic Center
Randy Rutherford (318) 858-2292 is hosting this event with co-host Tom Kinstrey (318) 688-0319. Tables \$8. Public is \$4 adults, \$2 children and \$6 family. Setup 6-9AM with LCCA trading 9-11 AM, public from 11 AM to 3 PM. The Civic Center is located at Hwy. 59 and I-20.

July 6, 1996

Chattanooga, Tennessee, at East Ridge Days Inn
Bill Stitt (615) 894-1284 is host with Charles Sahn (615) 894-2599 as co-host. Tables \$10. Public admission is \$5 for adults or \$7 for families. Setup 9-10 AM. LCCA trading 10-11 AM. Public trading 11 AM-2 PM. The Days Inn is located at 1400 North Mack Smith Road.

July 23-28, 1996

26th Annual Convention in Grand Rapids, Michigan
As shown on page 36 of this issue of *TLR*, there will be plenty of festive events at the LCCA's Annual Convention with a theme of "**A Grand Twenty-Six in Ninety-Six!**" Send your Registration early (Brochure was with February's *TLR*) to get in on all the fun!

PLEASE NOTE THE JUNE MEET IN LEXINGTON, KY. HAS BEEN CANCELED. DETAILS ON NOVEMBER'S MEET WILL BE IN FUTURE ISSUES.

Meet Hosts Wanted!

Contact **Jerry Dangelo**
(815) 397-2104

