

The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

Introducing LCCA's *1996 Stocking Stuffers!*



ORDER FORM INSIDE!

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1998 in Philadelphia, Pennsylvania

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

Election - 1996

The election is over and the "Official" results are listed on page 5. Let me be the first to congratulate those elected to office. For Officers, Bill Button, Vice-President and Dienzel Dennis, Secretary; along with John Ourso, 1 year Director; and Don Carlson and Doug DuBay for 2 year Directors. Welcome to the LCCA Leadership Team. I know each of them personally and together we will make a **great** Team.

Over 3,200 members submitted ballots giving us more than a 25 percent membership return. That's a new record for an LCCA Election. To those of you that voted, my heartfelt thanks and my thanks also to the members that ran for office. For those of you who did not vote I only have one word. Shame. You have a duty to vote. If you don't vote you get the governing body you deserve. Make up your mind that next year you will take five minutes to vote. Remember our mail system is so simple even a couch potato can vote without hardly moving.

Membership Drive Update

The Direct Mail portion of our current Membership Drive is now over and I am pleased to report that we gained over 2,000 new members. This is great!

From your standpoint let me explain what this increased membership means to everyone in the LCCA. It means you can now contact 2,000 more members I just gave you for Buy-Sell-Trade-Services ads through the *Interchange Track*. Doesn't that mean a lot to you? If it doesn't...it should.

As I write this column it's July 15, 1996. By July 25, 1996, I will be having a Board Meeting in Grand Rapids, Michigan. I will be presenting a totally new Direct Mail and Advertising Campaign for Board approval. Our goal will be to secure even more LCCA members. Remember, if your Club is not going forward, it's going backwards. There is no such thing as membership status quo.

1996 Stocking Stuffer

In the June issue of *The Lion Roars* (the cover incorrectly dated it as the May issue) I discussed the new Stocking Stuffers with you. I've since seen the prototypes of the Van and Pick-up and as you too can see on the front and back covers, they look super and make great "track mates" next to Lionel's originals!

On page 4 of this issue of *TLR* you will find an Order Form. Remember, this offer is on a first come, first served basis and they will go *fast*. You may order a maximum of four (4) units per regular member. A "unit" is defined as one (1) truck. One last clue! Only 1,500 of each item will be manufactured. These trucks will be shipped in November, well in advance of the Holiday Season.

1996 Convention Cars

By the time you read this report all 1996 Pere Marquette box cars will have been distributed to the Convention attendees who ordered theirs to be picked up in Grand Rapids. Those of you who ordered cars but did not attend the Convention can expect to receive your car(s) by no later than August 31, 1996. They will be shipped by UPS. Keep in mind that if we don't have a correct street and city address you won't receive your order.

Grand Rapids Convention, July 23-28, 1996

As mentioned previously this report is being prepared on July 15, 1996. Registrations to date have exceeded 550 members and I am told that the Banquet has already been sold out. I will report in full on Grand Rapids in the October issue of *TLR*.

Closing Notes

Last month I talked about the sale of "stolen" LCCA embossed lantern globes in York, PA. On page 5 of this issue of *The Lion Roars* you will find a detailed report on what we discovered. Please read the article carefully especially if you have purchased any of these stolen globes. Demand a refund from the seller as outlined in the article.

Lastly, think of this:

- A) Only 4 months to Christmas
- B) Only 3 months to Thanksgiving
- C) Only 45 days to the first professional football game.

Where has our summer gone? Now that summer is here and almost gone; it's back to playing trains. Thanks for your support.

More next issue - -

Al Otten, President

Lionel® Collectors Club of America

1996 STOCKING STUFFER ORDER FORM

This year the Club offers to all its Charter, Regular and Family Members some very unique trackable items. These Lionel® produced motorized units are specially decorated just for the LCCA and will make a great addition to anyone's train collection. The "LCCA Special" Step Van and Pickup both have *reversed* exterior colors from Lionel's regular production versions and you can mix or match your order any way you like!


All will be shipped via UPS. Shipment cannot be made to P.O. Boxes. You **must** provide a street address. Orders must be received by December 1, 1996 and will be filled on a first come, first served basis, while the limited supply lasts. **Delivery is scheduled to be in plenty of time for the 1996 Holiday Season!**

PRICE IS \$59.95 PER "UNIT"* PLUS \$5 SHIPPING AND HANDLING PER ORDER


*A "Unit" is 1 Truck - DUE TO LIMITED QUANTITIES, THERE IS A **LIMIT OF 4 UNITS PER MEMBER!**
 (And, all S & H is still \$5 whether you order 1, 2, 3 or 4 "Units". You actually **save** by ordering more than 1!)

	<u>LCCA NO.</u>	<u>MEMBER NAME</u>	<u>ITEM A/B</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>AMOUNT</u>
CHRTR/REG	_____	_____	_____	_____	\$59.95/Unit	_____
FAMILY	_____	_____	_____	_____	\$59.95/Unit	_____
FAMILY	_____	_____	_____	_____	\$59.95/Unit	_____
FAMILY	_____	_____	_____	_____	\$59.95/Unit	_____

Item A - Step Van



Item B - Pickup



**And, both have a small notation above the rear bumper that reads:
LCCA 1996
SPECIAL EDITION**

SHIPPING & HANDLING _____ \$5.00
 Michigan Residents add 6 %
 Sales Tax (\$3.60 **per Unit**) _____
 TOTAL ENCLOSED _____

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due. Or, use a credit card by filling out the information below.

DO NOT combine this with your dues or any other payment to the Club. You must issue a separate payment in the correct amount for this offer only.

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

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: _____

(By my signature I authorize LCCA to charge my account for the indicated amount.)

**MAIL YOUR ORDER TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301
 (THIS FORM MAY BE PHOTO COPIED)**

NOTICE - IMPORTANT - NOTICE

LCCA Lantern Globes Update

In my President's report in the last issue of *TLR* under "Closing Notes", I stated:

"It has come to our attention that some LCCA/Lionel lantern globes were offered for sale in York, PA, the week of April 15, 1996. Under the terms of our contract with our suppliers, the embossed globes, the embossed lids, and the entire lantern are the exclusive property of the Lionel® Collectors Club of America. This matter has been turned over to our attorney for appropriate legal action. If anyone has any information about the sale of the globes, at any location, please contact me at my home phone number."

Now, let me bring you up-to-date. We have been assured, in writing, that both Adams and Westlake of Elkhart, Indiana, and the secondary contractor (glass globes) Kopp Glass, Inc. of Pittsburgh, Pennsylvania, were not at fault in this matter. Both have positively denied "dumping" seconds or selling rejects. It therefore appears, that the DEFECTIVE GLOBES, which should have been destroyed or returned to the Lionel® Collectors Club of America, were pilfered (stolen) from or by an employee(s) of Kopp Glass, Inc. I am not talking about a few globes, but rather dozens.

Remember what I said, "the globes are defective, i.e. rejects". They have dimples, scratches, are not the proper thickness, etc. If you have purchased any of these globes then recognize you have "been taken". They are worthless!

If you are a victim, you should immediately contact the "seller" and demand and receive an immediate full refund. The one I purchased (clear) for evidence, was \$25. The other colored globe the "dealer" had was blue and the price was thirty plus dollars.

Lastly, remember those who purchased these globes have bought "stolen merchandise".

Let's put a stop to crime. Demand and get an immediate refund. If you purchased a globe from an LCCA member, and he, or she, refuses to refund your money, immediately file a complaint with the Immediate Past President, and we will relieve that member of his or her Lionel® Collectors Club of America membership AND we will notify all the other clubs of our actions. They too have indicated that they will relieve the offending member of his or her membership.

"If it sounds too good to be true, it probably is".

Al Otten, President

1996 Official Ballot Tally

Based on a total of 3,221 ballots submitted by LCCA Members, here are the "Official" results of the Club's 1996 Election.

Everyone on the ballot is a "winner" for taking time to run for office. Shown in **bold type** are those who were elected along with the results on the Constitution Changes.

<u>Vice-President</u>	<u>Secretary</u>	<u>Director - 1 Year Term</u>	<u>Directors - 2 Year Term</u>
3,031 For Wm. Button	1,430 For Dienzel Dennis	1,600 For John Ourso	1,097 For Doug DuBay
47 Write in Votes	1,021 For Dennis DeVito	1,507 For William Crace	961 For Don Carlson
143 Non-Votes	710 For Alan Schwartz	10 Write in Votes	906 For H. Overtoom
0 Spoiled	5 Write in Votes	103 Non-Votes	886 For Wm. Schmeelk
	54 Non-Votes	1 Spoiled	737 For Louis Caponi
	1 Spoiled		700 For Gerald Dangelo
			527 For John Fisher
			446 For Larry Nahigian
			6 Write in Votes
			196 Non-Votes
			0 Spoiled
<u>Article IV, Sec. 1B Change</u>	<u>Article IV Sec. 2A Change</u>		
2,764 YES	2,832 YES		
355 NO	277 NO		
102 Non-Votes	112 Non-Votes		
0 Spoiled	0 Spoiled		

Congratulations to the newly elected Officers and Directors and "thank you" to all the members who voted.

On Track and Learning!

I was excited when I read the December, 1995 issue of *The Lion Roars*, to find out that I wasn't the only teacher using toy trains in the classroom. Louise Noring's layout in Indianola, Iowa, is very similar to what I have been developing in my elementary resource room. And, as in Ms. Noring's setting, I have found the trains to be a very positive addition to our classroom.

Initially, I introduced the train as a chance to stimulate some non-traditional learning in terms of planning, measuring and conversion when creating accurate size 1/64 scale buildings, and studying communities as we built a city out of cardboard. We also have had impromptu discussions on electricity including transformers, conductors, motors and such. Also the layout though a bit crude added a stimulating decoration to our classroom.



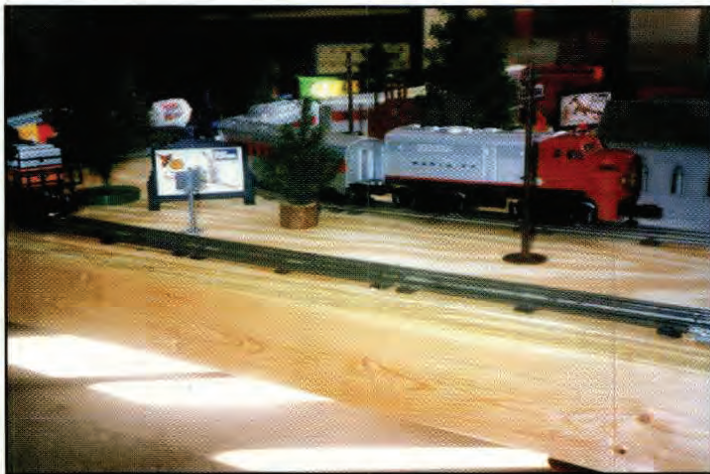
I was surprised to find that many of my students who had previously been unmotivated in school, striving to complete their work on time so that they might work on our class layout. Often times they were begging to stay after school to work longer, can you imagine that! I also found several students accomplishing calculations, and creations I would not have believed possible even in the hopes of a special needs educator. Perhaps the greatest strength to this was how it attracted many general education students to venture into our classroom to view our creation. All of a sudden the children in my class who are often stigmatized by their disabilities were held in high esteem for their in class project. They had created

something they could truly be proud of, for many this was a new feeling. In fact we are considering making this a school wide club. The photo below shows Jeff Boyer, David McNamara, Matt Erdos, Fred Michelson and Matt Ingorsall working on the latest stage of our project.



I really had only intended to make this a temporary set-up. I bought a 1972 Lionel #8040 steam locomotive in pieces and a few cars at a resale shop while on vacation in Seattle, Washington. I showed my purchase to the students prior to having it repaired by a local enthusiast. After picking it up I let the kids see it again in its restored state. The students were really excited about it and it reminded me how I felt when I got my first Lionel train the Christmas of 1972. That's when I decided the train might provide a real teachable moment.

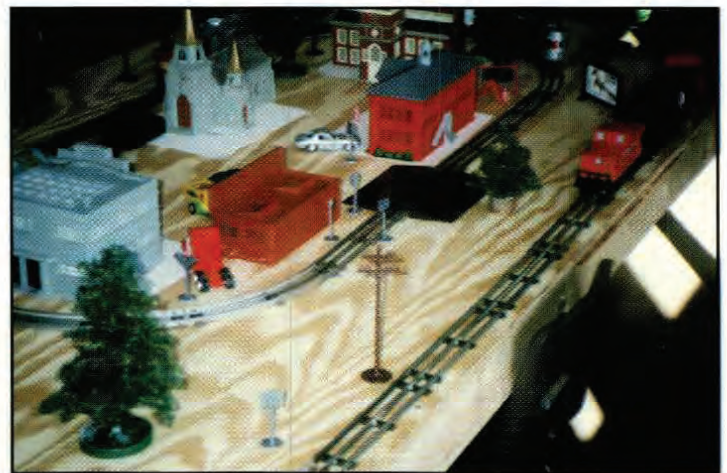
So from there the idea just snowballed. I really didn't expect it to blossom into what you see in the two photos on this page. I expected it would lose its momentum after about a week, but it didn't. So I scrounged around with our janitor in the store room and found some wood and a 4 x 8 sheet of plywood and we had the students build the table from scratch. About this time I decided to write a letter to some suppliers for some donations to help us expand our crude set-up. I expected a few companies might send some track, maybe an overstocked car or two, or maybe even an inexpensive accessory, but never in my wildest dreams did I expect the response I would eventually receive. Both Lionel and K-Line sent complete train sets, B/J Traction False Fronts sent us two beautiful buildings, Weaver Company forwarded three cars, and our local hobby shop in Traverse City, Michigan, Trains and Things, came through with additional cars and buildings to help unite the various donations into a very impressive layout! Our building maintenance man also found us a large supply of foam to build our landscaping out of.



Currently, we are sculpting a mountain complete with tunnel and elevated track. We are detailing our city with asphalt streets and bustling business district. However, one student pointed out while we have a hospital, church, school, hardware, grocery, and stately townhall, we don't have a train depot to commute into or housing for our model citizens to live in within the area. So as the landscaping comes to a close we are planning these real estate developments and seeking financing to complete this portion of the layout. Basically, we are collecting pop bottles and selling popcorn but the problem led to a discussion and comparison to how this works in the real world of land development.

Our community and surrounding Northwestern Michigan area was at one time a bustling network of train lines shipping lumber to the growing U.S., so our mountain will have a logging area as well. The railroading tradition in this area most likely provides the explanation for our train's popularity, but then as any model railroader knows, toy trains are just plain cool and loved by all.

As an educator and former automotive engineer with one of the Big Three, I have always been disappointed in the current trend in children's toys. The majority of toys available seem to be the video type toys and games with the minority being the more creative and imagination driven toys like Erector sets, Legos, and, of course, model trains. I was pleased to see my students stimulated by the more creative thinking which trains can provide and seeing them asking for trains for Christmas rather than the less imaginative, flashy video generation toys. I'm convinced model railroading fosters creative learning and resourcefulness in children which may make my students more in line with what employers are looking for out of graduating students. I hope others will view ventures like Ms. Noring's and mine and follow suit and introduce their passions into the classroom as well as to foster some creative teaching.



Perhaps next I will approach the school board here in Forest Area Schools for some financial support in restoring my 1966 Big Block Corvette as a educational/vocational effort. It doesn't hurt to ask! In the meanwhile, I'm pleased to have a model of one on the layout parked by school in the photo above.

*Reggie Horning, RM #20802,
Fife Lake, Michigan*

How did a Lionel 428 Pullman become “Red” Forney’s Trolley?

One of the standard gauge cars in the estate of W. L. “Red” Forney was a Lionel interurban trolley car for the Classic period, 1926-40. However, the Lionel Corporation did not manufacture any standard gauge trolleys during those years. So what is the origin of this trolley car?

Forney died in 1986, and no one can solve this mystery from personal knowledge. I have relied for guidance upon the text and photographs in the TCA publication, *LIONEL TRAINS: Standard of the World*. I have also had the advice of my neighbor and friend, “Choo Choo” Charlie Burt, who overhauled the trolley motor for me. What follows are my best guesses, subject to correction by more expert collectors of Lionel prewar.

The body of this Forney trolley was probably a Lionel 428 passenger car, although it might be a 418 (see *LIONEL TRAINS*, pp. 77-78). Its dark green paint matches the 428, but the rubber stamped word “Pullman” is not visible. The exterior color is weak evidence, as the trolley body was repainted after assembly. However, the side pieces in the car, which appear as yellow/orange window frames for the outside, seem to be original. **Photo 1** is a side view of the Lionel/Forney trolley.

The doors and vestibule car ends of the 428 were removed. Both new car ends have three large, open arch windows for the motorman to look out, a headlight that works, and a bell that does not “clang”. These ends did not come from an Early period Lionel trolley or interurban (pp. 75-77 or 98-99), nor did the cast metal “cowcatchers”. I think “Red” fabricated these pilots and car ends himself. They are not Lionel parts, nor from any other wide gauge manufacturer that I can identify. **Photo 2** is a head on view showing the forward end and pilot. Both ends are the same.

Under the frame are a battery box and air tanks from a Lionel Stephen Girard car (p. 81). They replaced the two pairs of air tanks under the 428 frame, which would not allow enough room for the trolley trucks. Two holes were cut in the trolley floor. One allows the truck which carries the motor to turn freely, and one lets the E-unit sit lower in the battery box.

Of course, there never were any batteries in the box. One chair next to the battery box is missing, for no apparent reason. **Photo 3** is an inside view, showing the Lionel O gauge motor mounted on the forward truck, and the reversing E-unit in the battery box. Notice also the yellow/orange inside panels from the original Lionel 428 Pullman.

The clerestory roof of the trolley car could be from the Lionel 428. Next to each of the two screws that secure it, two slots were cut to mount the trolley poles. A hook was placed at each end of the roof, to hold down the forward pole while the trolley moved. Both poles are dummies; power is actually picked up from the center rail. “Red” could have made the brass trolley poles himself, or they may be from an early Roberts Lines trolley.

The motor and E-unit are from a postwar Lionel O gauge diesel locomotive. There is more than enough power to run the trolley at speed, despite its heavy weight.

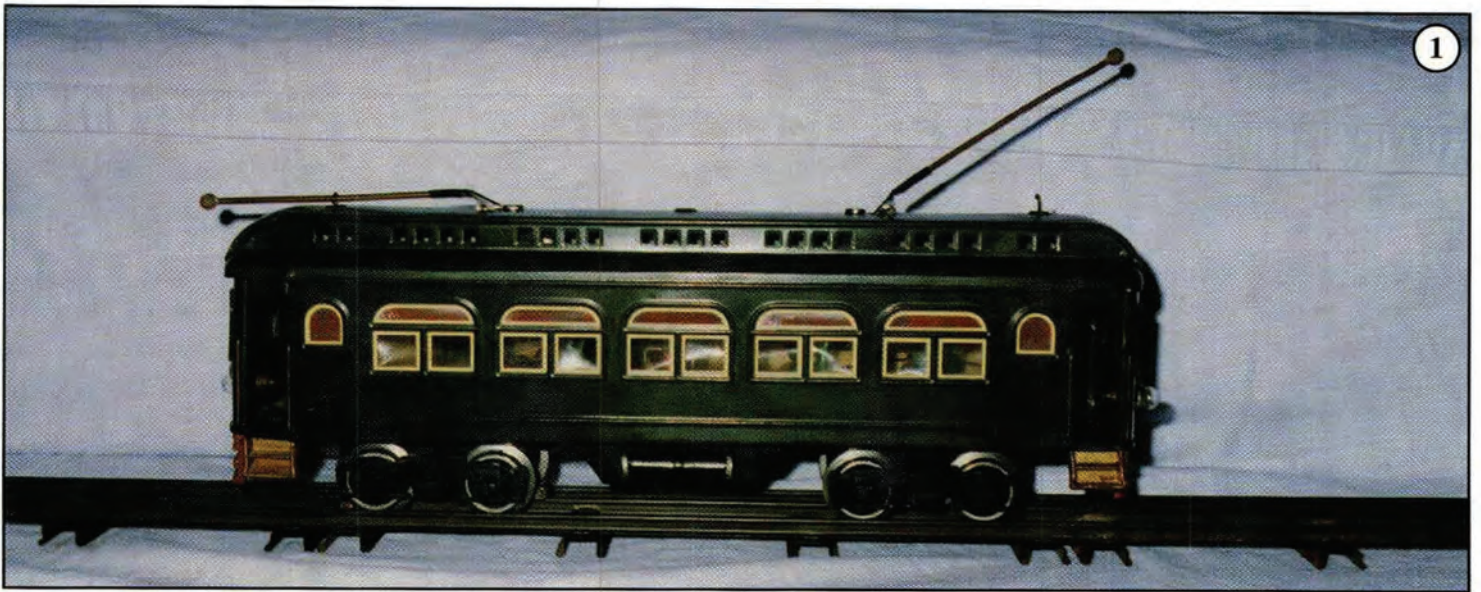
The Lionel 428 came with four wheel (sometimes six wheel) trucks, but these trolley trucks are unique. They were made with postwar O gauge diesel locomotive parts, and “Lionel” is molded into those that are plastic. To keep the small trolley wheels 2-1/8 inches apart, “Red” made longer axles and used nuts off a Lionel transformer or operating accessory as spacers on both ends. The bolsters are from the O gauge diesel that supplied the motor and E-unit. **Photo 4** is a bottom view showing both Lionel O gauge trucks and the Stephen Girard battery box with air tanks. **Photo 5** is a close-up of the power truck. Note the nuts from a Lionel transformer or accessory, which fit perfectly as spacers on the longer wide gauge axles.

This trolley was the only Lionel piece in the boxes when I bought the balance of Forney’s estate last year. I got most of his standard gauge freight cars that were detailed by Pleasant Valley Process Company, and some holiday cars “Red” received from his friends, the McCoys. One refrigerator car bears this message —

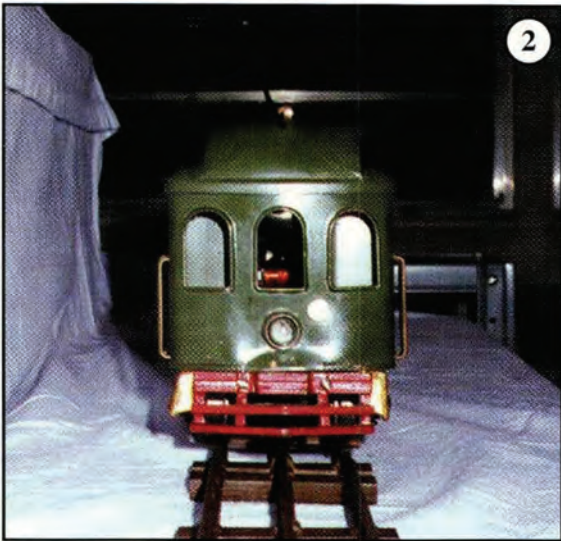
* Red & Janet Forney *

We enjoyed your visit to our plant.

The McCoys 1983.



1



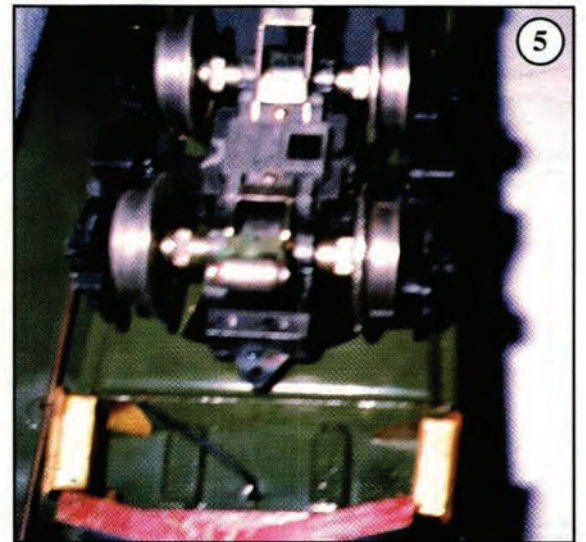
2



3



4



5

The other cars in the Forney estate were made for sale to the general public in the decade 1975-85. I added a second train room in my home to display them, selling the duplicate cars. I believe that "Red" Forney rebuilt and ran this unusual Lionel trolley for his own

pleasure before he started to manufacture standard gauge freight trains as a business.

*Nelson Williams, RM #14062,
Floral City, Florida*

Build a set of trestles more to “scale”.

Later on in this issue I'll be “*Lookin' Down The Track*”. For right now, I'm lookin' **up** the track...that is, an elevated track. I never liked the #110 Trestle Set. Now, having said that, the reader is entitled to know exactly why I feel this way.

First off, there is its engineered angle of ascent or percent of elevation over distance to achieve that amount of rise. The more common variant of the set contains twenty-four piers...that's twelve up and twelve down. To put this in terms of distance required, something on the order of one hundred and twenty inches or so (if you are using them with O gauge track...even shorter if you are using them with O27 track). I fully realize that the Lionel engineers designed this system to work within the confines of a limited amount of space. However, this translates into something on the order of five percent grade. Within the realm of the purist, this would be totally unacceptable...two percent is the maximum allowable in the gauge which we call our own.

So, the challenge is to basically double the distance of rise or fall to achieve something on the order of what is acceptable for the gauge we Lionel owner/operators use.

Second, I deliberated over the longest period of time as to how to accomplish this in an aesthetically pleasing and sturdy design. To this end, I finally “hit” upon the design one day while walking west on Eisenhower Avenue in Alexandria, Virginia, last year while serving on a Reserve active duty tour. It was right there in front of me...the precast concrete piers used on Washington's Metro System...a cylindrical upright and boxed crosspiece.

In the past, I had been trying to find a way to use 2x4's cut to length as piers. Somehow, this idea didn't seem to “cut the mustard”. I was trying to find all kinds of ways to “hide” them for what they were...a piece of 2x4.

The method of cutting, chamfering, and assembly for this pier system is really quite simple.

Purchase some one inch (1”) doweling. The cutting dimensions are indicated in **Table 1**. This particular doweling is a scale four feet thick in diameter and more than sufficient to support the weights required. Next, you will need to rip some one half inch stock from 2x4's. (See **photo 1**) I am lucky in that with my Shopsmith Mark V™...I am able to tilt my table and use my disk sander and set it for two degrees (2°). With a spacer block and the rip fence for support, I chamfered one edge until that angle was reached on one side. (**Photo 2**) I then cut these into lengths of fourteen scale feet (3-1/2”).

Next, using my trusty 3/8” variable speed drill and a #8-1” pilot bit, I drilled a hole at each end of the dowel portion of the pier assembly and one in the center of the crosspiece...the holes for the dowel portion is only to accept the #8 size screw used. The cross piece is drilled for countersinking and to receive the shoulder of the screw. Assembly of the pier and crosspiece is with either a 1” or 1-1/2” long #8 screw using either a #2 Phillips screwdriver or a bit driver chucked into your variable speed drill or powered screwdriver. (**Photo 3**)

I aligned the piers along an imaginary line of the center rail and secured the rails by first drilling two pilot holes for a #4 self-tapping pan head screw in each crosspiece. I did this “catty-corner” from each other in the two joined track sections. (**Photo 4**) Use Lionel's hardware to fasten the piers of the 110 set.

There will now be two (2) sections of track between each 110 pier. (**Photo 5**) And, with the new wooden piers in between the 110 piers, you'll have a realistic looking and more to “scale”, 8 foot long, 2° grade leading up to the original 'A' pier. (**Photo 6**)

For your reference, **Table 2** lists the heights of the piers in the Lionel #110 Trestle Set.

Happy railroadin'!

*Ron Stem, RM #537,
Spring Hill, Florida*

Table 1 - DOWEL CUTTING DIMENSIONS

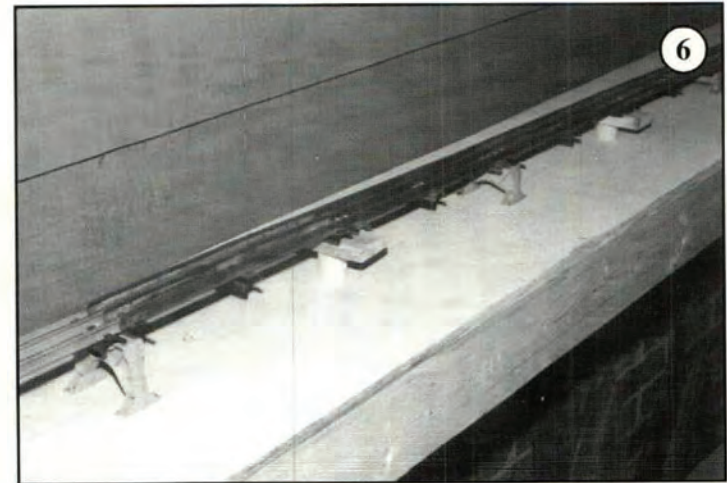
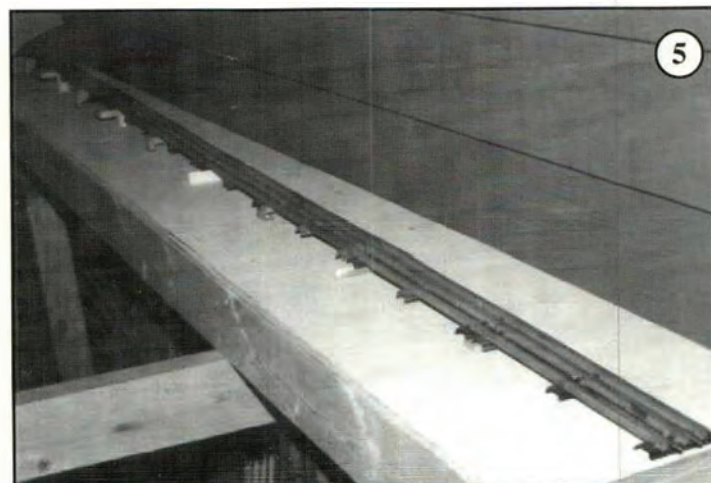
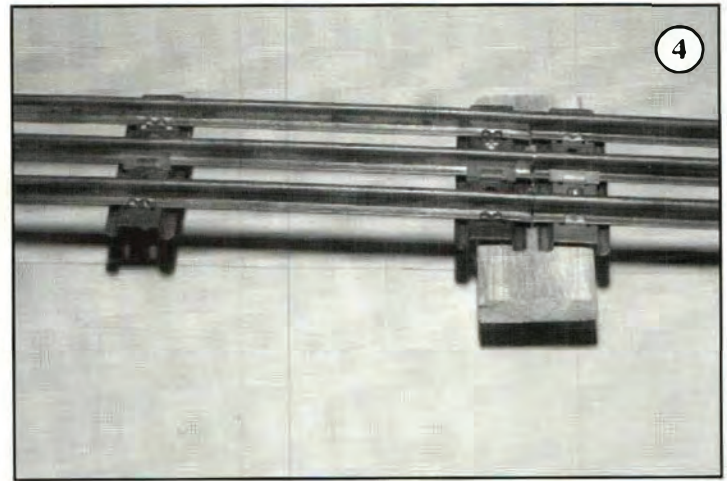
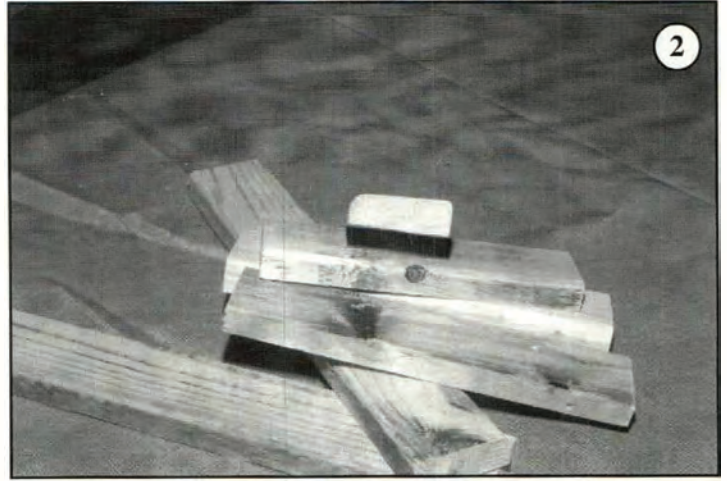
Use 3/8", 3/4" and 1-1/4" thick pieces of 2x4 as piers between 'L', 'K', 'J' and 'I', then cut dowels 1-1/4", 1-3/4", 2-1/4", 2-11/16", 3-3/16" and 3-5/8" lengths to go with 1/2" thick crosspieces. (See **Notes** below.)

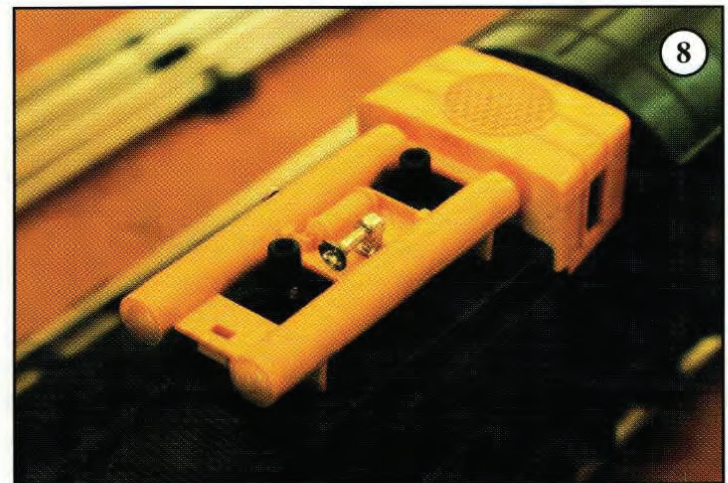
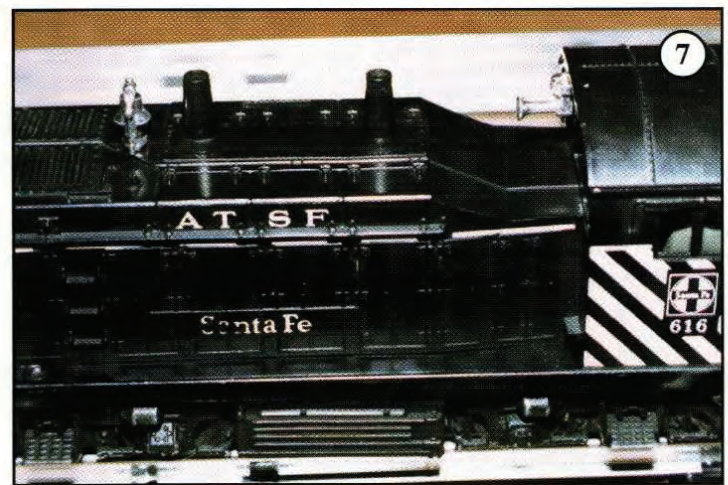
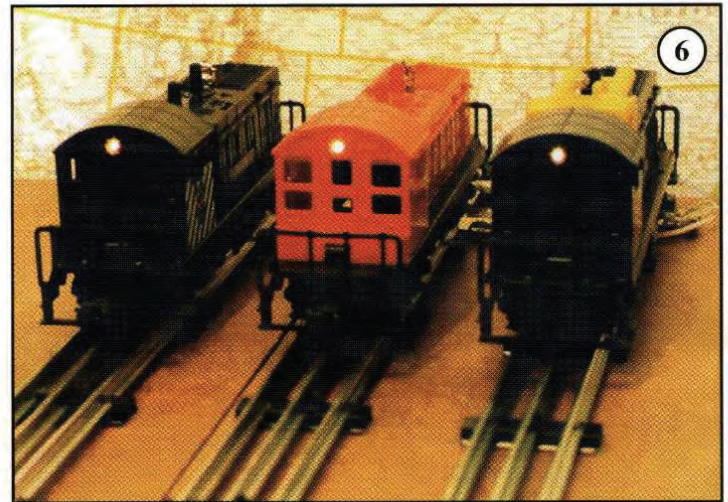
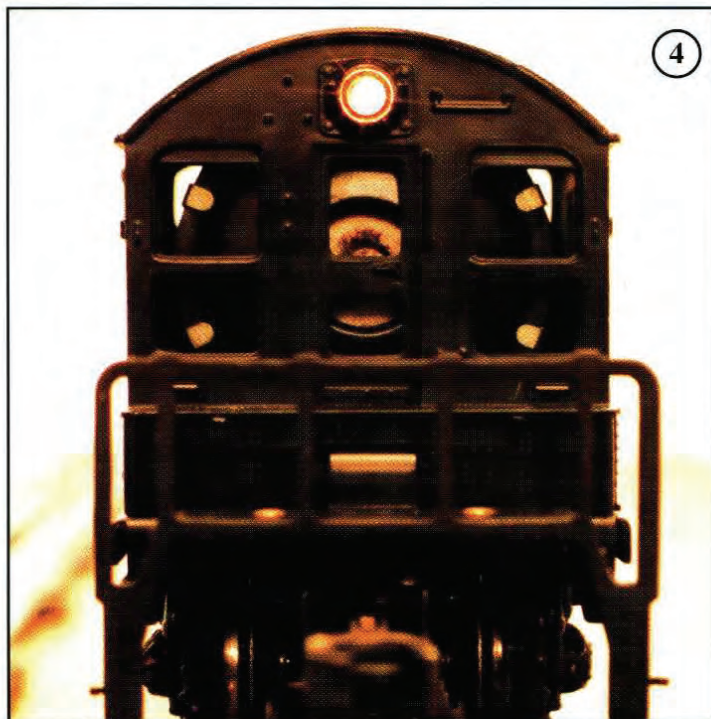
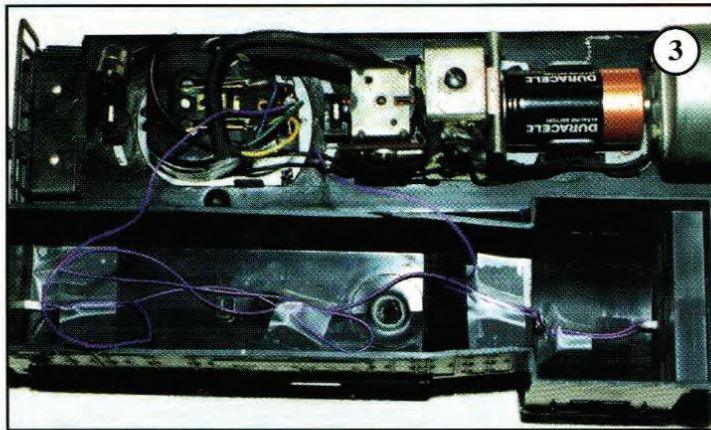
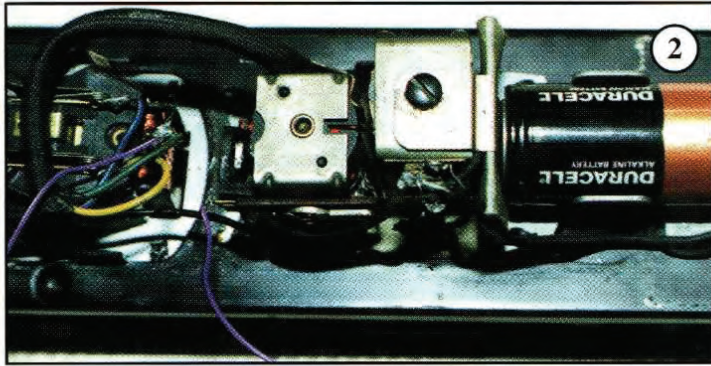
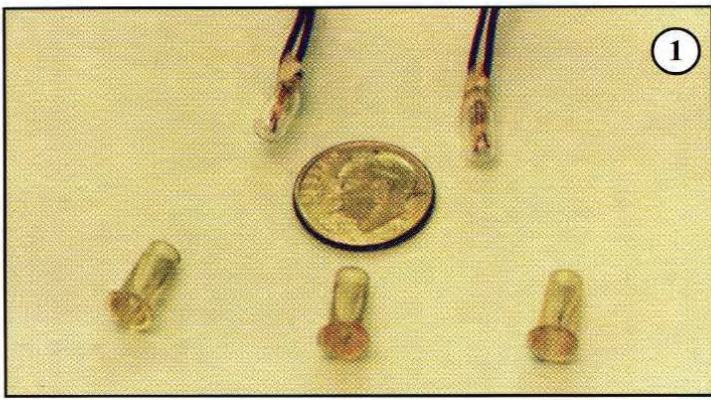
Table 2 - #110 TRESTLE SET PIER DATA

'L' = 3/16"	'K' = 1/2"	'J' = 1"
'I' = 1-1/2"	'H' = 2"	'G' = 2-1/2"
'F' = 2-15/16"	'E' = 3-7/16"	'D' = 3-15/16"
'C' = 4-5/16"	'B' = 4-1/2"	'A' = 4-3/4"

Notes: As the transition is very minor at both the bottom and top of the grade, use one (1) track section to each 'L' pier and between piers 'C'; 'B'; and 'A'. (No "extra" wood piers between these last 3 piers.)

Then, use two (2) track sections between all the other #110 Trestle set piers. You'll end up with a 1/2" rise (which is about a 2° grade) for every two sections of track instead of a 1" rise (or 5° grade).





“Let Your Lights *Shine!*”

Here’s an inexpensive and easy-to-do project that’s sure to *please* and looks *great!*

My first diesel was the #624 Chesapeake and Ohio NW-2. It was a Christmas present from my folks back in 1953 when I was a second grader! It is heavy - well made - possesses tremendous pulling power - everything about it says “LIONEL”!

Beginning in 1955, Lionel changed the engine significantly. A stamped frame replaced the die cast one; the motor was changed as well as the design of the trucks. It was disappointing for me.

For years I avoided acquiring any of these for my collection. It was hard to find one with a shell that wasn’t cracked or broken out around the screw hole. However, there was one redeeming feature to the new design; some of the units came with an electric diesel horn, such as the #616 A T & S F. Perhaps it was the stripes, but I’m sure it was the horn that finally caused me to weaken and add one of these “inferior” diesels to my collection 5 years ago.

The engine performed flawlessly after a through power cleaning removed steel wool debris from the gears and magnetic axles. The horn is wonderful but the switcher originally only had one headlight which as far as I’m concerned is located on the wrong end. I like to run these units with the cab facing forward with the heaviest end, the one with the motor, closest to the cars.

There was no headlight in the cab. So, recently I did some experimenting to see what all I could do to make it look more realistic to me. After a couple of disappointments, I removed the headlight lenses and inserted a “grain of wheat” bulb in the hole vacated by the plastic lens. (**Photo 1**) To my delight it was a perfect fit. I was able to make this change without altering the shell in any way; something which is important to me and many collectors/operators.

I chose to wire the bulbs in “series” (I used 14 volt size), preferring to have dimmer headlights that would look more prototypical to me while at the same time reducing the amount of heat from the bulb and eliminating any possibility of damaging the plastic shell.

Installation is really very easy and all I did was to take a wire from each bulb and joined and taped them together leaving two wires available. One wire is grounded to the back of the motor and the other is connected to the side of the reversing unit (**photo 2**). Then, I used scotch tape to secure the wires in place inside the shell (**photo 3**).

On the #616 Santa Fe, its operating horn is located in the cab area and makes for a very tight fit, but as you can see in **photo 4**, it works and looks great! (Especially now that it’s on the right end!)

I installed the new lighting in both ends on all three of the switchers in my collection (**photo 5**). And, because of the direction I like to run the switchers, I particularly enjoy the headlights located on the cab ends (**photo 6**).

I didn’t just stop there. I was so pleased with the new lighting that I added a ornamental bell (#600-19) and horn (#600-25) on the Santa Fe (**photo 7**) and a press on ornamental horn (#50-100) to the Alaska switcher’s dynamic brake super-structure (#614-3) as seen in **photo 8**. Then, I also had operating couplers installed on the Santa Fe. The transformation is easily accomplished with the two “grain of wheat” bulbs. The cost for the lighting of this project is well under \$5. The ornamental bell and horns that give the units good looks, along with the operating couplers for easier switching maneuvers were all added at a nominal cost.

Somehow, these units don’t look so inferior to me anymore! Thanks to Hap Ginther for the “pics”.

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

The Pennsy Freight Train - A Keystone of Realistic Model Railroading for me!

Lionel trains of the early Fifties rarely were decorated with the names of real railroads. Except for the NYC gondola, LV hopper, SP caboose, and a few box cars (many of which weren't even cataloged), most rolling stock simply said "Lionel Lines", or just "Lionel". One of the few praiseworthy changes that came about during the latter part of the decade was the availability of a wide assortment of prototype markings. As a youngster I found the most appealing aspect of the 1958 catalog to be those trains exhibiting the same road name on engine, caboose, and several cars in between.

Nearly twenty years later I therefore set out to assemble an entire postwar train with markings for the same railroad. Using 1951 as a starting point — this was the first Lionel catalog I'd seen as a kid — the choice of roadnames was obvious. The Pennsylvania 681 Turbine was the only steam engine offered that year (and for several years to follow) that wasn't labeled "Lionel Lines".

LIONEL 2173WS

LIONEL 2173WS STEAM TURBINE 4-CAR FREIGHT
Big, 20-wheel steam loco with SMOKE, WHISTLE, MAGNE-TRACTION and TWO OPERATING CARS

Here's the big boy of the rails! Massive S2 steam turbine pulling a train full of operating excitement! There's detail galore in every inch of this long freight. Giant locomotive is an exact copy of the real one designed for the Pennsylvania R.R. — puffs smoke, has built-in whistle, and Magne-Traction for fast, heavy hauls. Operating cars include Lionel's famous milk car and the ever-popular ore dump car. Other cars are the "Sunoco" double dome oil car and the illuminated caboose. Train is 4 ft., 7½ ins. long. Track furnished forms oval 70% x 31%.

Lionel No. 2173WS 4-Car Freight Set Comprises:
 1 No. 681 Locomotive with Smoke and Magne-Traction
 1 No. 2671W Tender with built-in Whistle
 1 No. 3472 Operating Milk Car and Platform
 1 No. 6465 Double dome "Sunoco" Oil Car
 1 No. 3469X Operating Ore Dump Car and Bin
 1 No. 6457 Illuminated Caboose
 8 sec. OC Curved Track
 2 sec. OS Straight Track
 1 UCS Remote Control Track Set
 CTC Lockon, Tube of Lubricant
 SP Smoke Pellets, Instruction Booklet

\$62⁵⁰

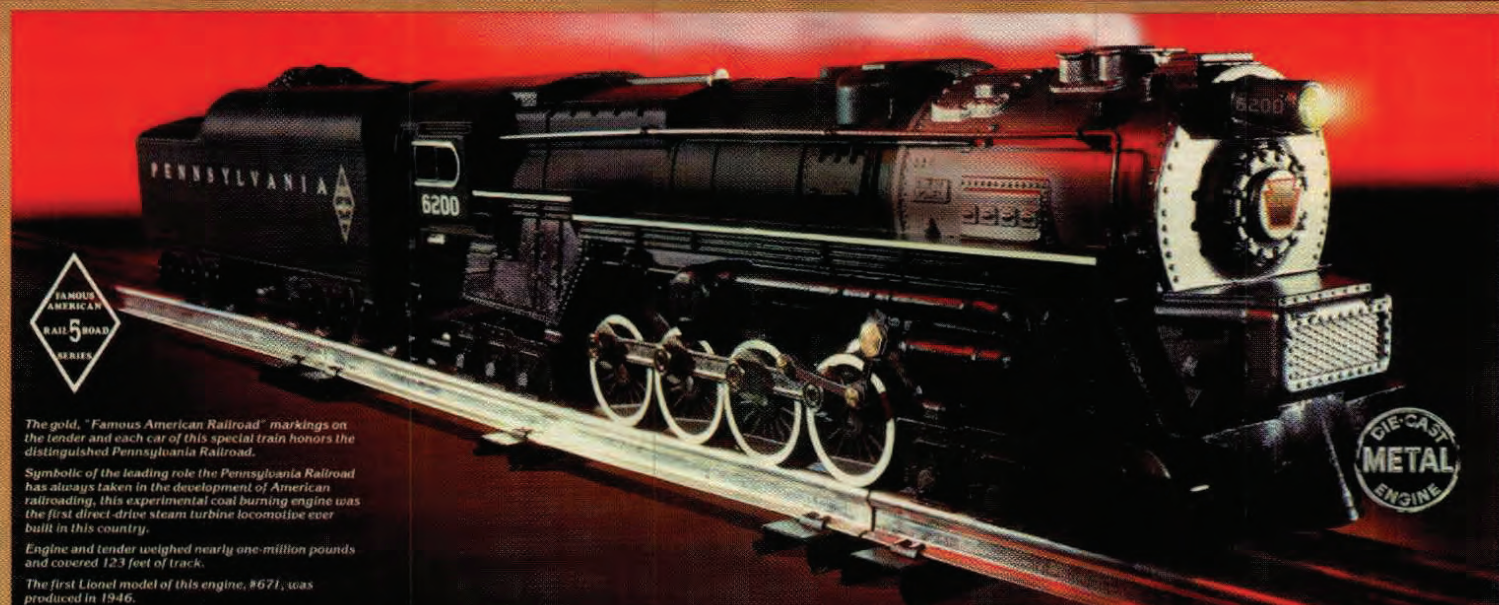
1. Detail of front end of tender even includes hinges and latches on coal gates.
 2. This view shows air reservoir and air cylinders under side of 3469 Dump Car.
 3. Right side of engine shows turbine exhausts, driving wheels, 6-wheel pilot trucks.

In my search for appropriate rolling stock I was surprised to discover, however, that during the decade of the Fifties Lionel offered very few freight cars with Pennsylvania markings. For this reason a couple of the cars eventually included in my Pennsy train are actually prewar vintage. It consists mostly of box cars, mainly in tuscan brown. Some may consider it drab and uninteresting, but it is very reminiscent of the real trains I saw running around the Detroit area as a kid. It includes a 2458 double-door box car, a 2454 Baby Ruth box car (which sports the PRR Keystone), a 6452 short gondola, a 6454 box car, a 3464 operating box car, a 6464-200 box car (which cost me *dearly* because of the popularity of this series among collectors), and finally a 6417 porthole caboose.

And although the statement will surely evoke skepticism, it must be stressed that the idea for this train was conceived long before Lionel announced in 1984 that Number Five in its Famous American Railroad Series would be a Pennsylvania train featuring the S-2 Turbine, a couple of brown box cars, and a porthole caboose. Shortly after I concluded years of attending train meets and searching through newsletters to complete my Pennsy, Lionel offered essentially the *same train!*

Dennis Phleeger, RM #7073,
Sterling Heights, Michigan

FAMOUS AMERICAN RAILROAD #5



The gold, "Famous American Railroad" markings on the tender and each car of this special train honors the distinguished Pennsylvania Railroad.

Symbolic of the leading role the Pennsylvania Railroad has always taken in the development of American railroading, this experimental coal burning engine was the first direct-drive steam turbine locomotive ever built in this country.

Engine and tender weighed nearly one-million pounds and covered 123 feet of track.

The first Lionel model of this engine, #671, was produced in 1946.



Pennsylvania Covered Hopper, 6-6123



Pennsylvania Single-door Box Car, 6-9476



Pennsylvania Double-door Box Car, 6-9456



Pennsylvania Single-door Tank Car, 6-6307

Pennsylvania S-2, 6-6-6 Steam Turbine and Tender, 6-6404

Engine Features: • Handsome Peon-green, metallic graphic and black die-cast body
• 2-wheel axon drive • Puffing smoke
• Magna Traction • Transformer-controlled forward, neutral, reverse • Red Keystone markings on front with gold lettering
• Operating headlight • Lubricator linkage (as produced on 194-55 model 662)

Tender Features: • 2-wheel die-cast trucks
• Metal wheels • Electronic Whistle "Steam"
• Backup lights • Gold Pennsylvania markings

6-8404



Pennsylvania Illuminated Porthole Caboose, 6-6908

Pennsylvania Famous American Railroad #5 Rolling Stock Features: • Die-cast trucks
• Metal wheels • Operating A.P.R. Annular Chaper, front and rear • Authentic Peon-green color with gold markings

2 LCCA Members *Team-up to Raise-up* an Empire!

This issue's "Tracksides" visit takes us to the layout of Al Croxall, RM #16061, from West Hartford, Connecticut. And though Al is located on the East Coast, his empire has an across the Continent touch to it as you'll learn by reading on!

Seems that as he approached his retirement years, he once again embraced operating Lionel trains as a hobby. And, while designing the layout, one of Al's goals was to maximize "real estate" and have as many operating trains and accessories as possible in a limited space. Before you go to the photos on the facing page, here's some background on how he created a setup that can operate six trains simultaneously all in a 10 foot by 12 foot space.

The idea for elevated tracks came from the layout photos of Glen James, RM #11270, of Alameda, California, (a State where train space is at a "premium") that was featured in the April, 1994 issue of *The Lion Roars*. At Al's request, Glen sent him sketches showing how he had built his support piers for the upper level. From those sketches Al built two additional levels, one at a height of 10 3/4 inches and one at 16 1/2 inches to go along with the Lionel elevated trestles at 4 3/4 inches above the table top (to have a total of four different levels!). So, with three trains running on the first or main (table top) level and one each on the three elevated levels, that's how Al can get six trains operating all at the same time together in a rather limited space.

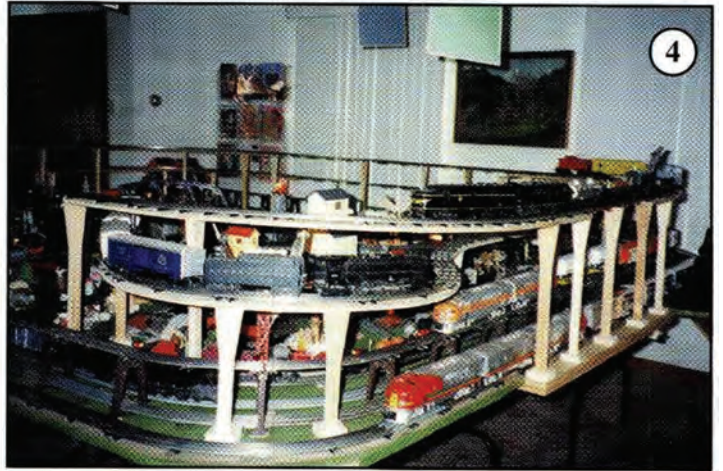
Photos 1 and 2 will give you an idea of the overall size and height of the layout. Within it, there are a total of eleven Remote Control Sections used for the two log loaders, two milk stations, a coal elevator and also for uncoupling cars at various locations. In addition, there are numerous trackside accessory pieces throughout the layout. (See if you can spot a rotating beacon, rotating radar antenna, operating control tower, working oil derrick, mail pick-up, fueling station, automatic gateman, crossing gate, crossing flasher and floodlight tower.) On the entire layout there is a total of 265 feet of operational O gauge track and switches.

Then, in **photos 3, 4, 5 and 6**, trains fill the tracks! Let's begin with the 1991 Santa Fe F3 ABA with five passenger cars. This set is on the outer loop of the main level which also has its two inner loops connected by two sets of 022 switches. And, there are three separate sidings where trains can be stored. Besides the modern (i.e. 1991) Santa Fe F3, Al has a number of 1950's era locomotives to lead his consists. As shown in these photos, there's #2345 Western Pacific F3 AA, #2031 Rock Island Alco AA and #2032 Erie Alco AA for diesel motive power along with a pair of 4-6-4 configured steam engines. Namely, #685 with a 6026W tender and a #2046 with its 2046W tender. When all are running at the same time, it's quite a display of Lionel trains!

Also on the inner trackage is a figure eight configuration that can be accessed by some great action switching maneuvers and then used to reverse the direction of a train that was operating on the outer, main level loop. To accomplish this feat, there are eleven 022 switches and one 90 degree cross over used with the two inner tracks.

Photo 7 shows some of the details of the layout and in **photo 8** is the command center with its three ZW and one RW transformers for power supply along with the switches and remote control track section controllers to keep everything operating smoothly. It is all built on 3/4 inch plywood supported by eleven banquet table legs providing a table height of 29 inches. All the wiring, which was designed and implemented by his son, Craig, is concealed under the table. Besides the West Coast influence to get as much operation as possible in as little "real estate" as available that Al got from fellow Member Glen James, there are now three generations of the Croxall family having a lot of fun and quality time with this layout.

Thanks so much Al for sending in your story and photos and thanks also to Glen for providing ideas and help to another LCCA Member. And, if any other Members have "teamed-up", we'd like to hear from you! Remember, sharing is caring.



Here's several more ways a member has discovered to use with new technology, making your Crossing Signals operate realistically!

In the April, 1996 issue of *The Lion Roars* I showed how to use Lionel's new #610-2760-300 Flasher Unit that is used with their #6-12760 signal or on the older #154 or #2154 signals.

Since then, I've come up with another device that also hooks up in much the same manner and also produces a nice flashing effect. (This other unit has only 5 wires for you to hook up in order for it to work!)

The unit is made by Sun Lines and it's their **Model GF Grade Flasher Controller** that is available through most hobby stores or you can get additional information directly from the manufacturer at:

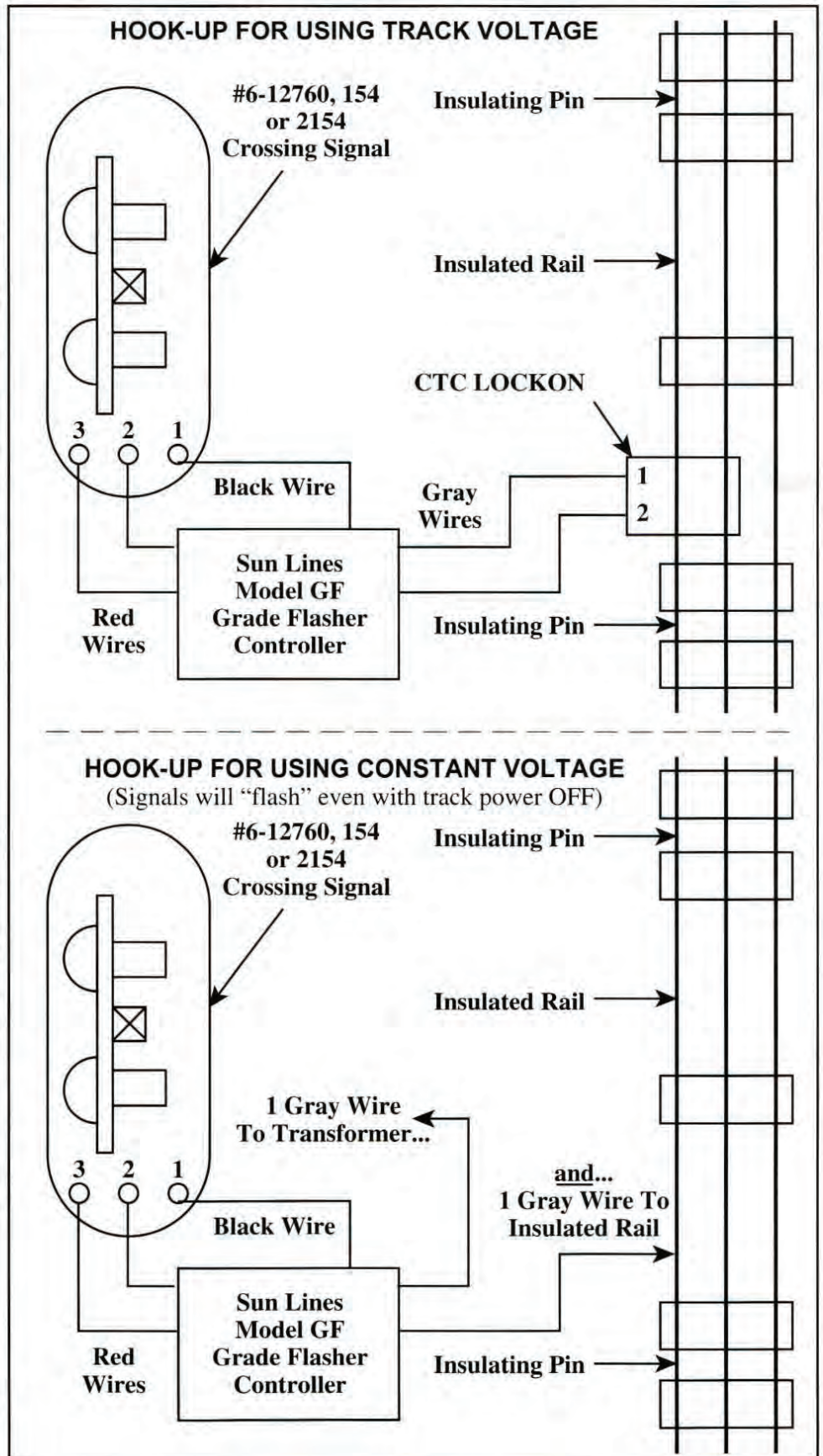
Sun Lines
1135 N. LaFontaine St.
Huntington, IN 46750
Phone (219) 356-6408

And for the American Flyer operators (and those who have "two-rail" tracks or just don't want to use insulated sections), Sun Lines also offers **Model PS and BS Controllers** that have a photocell so you can operate the signal(s) as the train passes over the track area approaching the railroad crossing.

I'll follow-up with a article on how to use other Sun Line items to operate Block Signals.

Happy Railroading!

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



The Club now also comes to you via *cyberspace*!

Thanks to the technical expertise and hard work of Tom Doyle, RM #19568, of Madison, Wisconsin, beginning back in April of this year, we put the Lionel® Collectors Club of America on the Internet!

With our Site on the World Wide Web, we are now able to globally reach approximately **15 million** users with information about the Club along with several interactive exercises as well as linkage to other Sites that have additional information about Lionel trains!

You can access our Web Site directly by calling up our address or reach us through the *Yahoo Directory* from Netscape where we are placed under the category of Recreation: Hobbies and Crafts: Models: Model Railroads: Organizations: Clubs.

The LCCA's address is/has been listed in the past several issues of both the *Interchange Track* as well as *The Lion Roars* and once again, it is:

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

Pages 20 and 21 of this issue of *TLR* show you some of the highlights of the various Internet pages available. From the LCCA's Homepage you can go to all of the following pages:

- There's artwork of the mastheads for both *TLR* and *IT* as well as (via a "hot spot" link) a cover shot of the *Member Handbook And Roster*, all with descriptive text for our three "regular" publications.
- Thanks to an idea of *The Lion Roars* Editorial Team member Bob Amling, RM #9116, a complete listing of all Club sponsored Meets through the calendar year (along with details on our Annual Convention) are displayed so that non-Members can see where and what all is occurring in their area of the country.
- To give everyone a chance to see them all in one place, a scene with all of our Convention Cars (through 1995) is also in place.

- The page on Membership Information gives the reader background about the Club and there's even an Application Form that they can use to join up with the LCCA!
- Then, there's a page with the front covers of both of the 1996 Lionel Catalogs that were released back in February of this year.
- Recently added is a page that will take you to a gallery with full color photos of items from all three eras of Lionel production **and** an "Animated Postwar Train" (check this one out!).
- Next is a brief history of the LCCA that gives the reader specific information of when/how the Club was first formed by Jim Gates back in 1970.
- The interactive exercise called Bells and Whistles is a fun filled demonstration where you can test your knowledge of what type of 3-rail diesel or steam locomotive the sound is coming from!
- And, wrapping up our Web Site is a page that will take you to a number of other real, model and "cyberspace" railroad sites.

Overall, it's quite an amount of useful and entertaining computer fun for everyone to enjoy.

Check it out and let us know what you think. Your input and ideas are welcomed!

If you wish to reach us by Email, you can do so via the Club's Web Site by clicking on either of our names that are "highlighted" on our Homepage (my address is the same as the Web Site's) or, you can reach Tom Doyle directly at:

tdoyle@madison.tec.wi.us

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

⇒ PS Lionel will also be on the Internet! Their Web Site address is www.LIONELLLC.COM or, you can reach them on America Online at LionelMI@aol.com. *(Continued on page 20.)*

(Continued from page 19.)

Lionel® Collectors Club of America



WELCOME TO THE LIONEL® COLLECTORS CLUB OF AMERICA
"A Lifetime of Happiness Collecting Lionel Trains."

The Lionel® Collectors Club of America is designed to increase your enjoyment of Lionel Trains. Explore our Web site to find out more about this fun-filled Club.

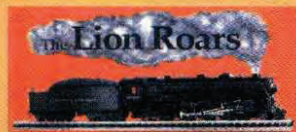
- Membership Benefits
 - Club Publications
 - Conventions and Meets
 - Convention Cars
 - Lionel Catalogs
- Membership Information
 - Image Gallery
 - A brief history of the LCCA
 - Bells and Whistles
 - Links to other railroad sites

If you have any questions or need further information
Email Don Carlson - or write us at

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

Revised - 7/27/96 - Tom Doyle

Here's the Club's "Homepage". From it, you can go to all of the other "pages" on our Web Site.



The LCCA publishes a magazine devoted to all aspects of Lionel collecting and operating entitled *The Lion Roars*. This 40 page, full-color magazine is published six times per year on the even numbered months. As a member of the LCCA you will receive this publication delivered to your door.



The LCCA also publishes a bi-monthly "buy/sell/trade" newsletter called the *Interchange Track* that is sent first-class postage six times per year on the odd numbered months. The newsletter contains thousands of train related items all sorted by era and manufacturer, in numerical order. (It only takes a few seconds to look for that special item you are seeking!)

A *Membership Handbook and Roster* is also published each year. The six issues of *The Lion Roars* magazine, six issues of the *Interchange Track* and the *Membership Handbook and Roster* are sent to all LCCA members. You will receive a "baker's dozen" plus of publications all included in your annual dues.

"Club Publications" shows mastheads and tells of both *The Lion Roars* and *Interchange Track*. Then, by 'clicking' on the hot spot, you can see the cover of our *Annual Member Handbook And Roster*.



Here is a cover shot of the LCCA *Membership Handbook and Roster*. This Handbook is published each year and as an LCCA member you will receive a copy delivered to your door.

[Back to LCCA homepage](#)



LCCA Conventions and Meets

The very first Annual Convention of the LCCA was held in 1971 in Des Moines on the 1st Anniversary date. In addition, Des Moines was the host city for both our 10th and 25th Anniversary Conventions. These Annual Conventions are one of the highlights of Club membership and have been held across the nation. By design there are 5 fun-filled days of family-oriented events with plenty of vacation type of activities to enjoy during the summer near our Anniversary date each year. Along with the Business and Membership Meetings, there are tours of local sites and attractions, a festive "family" banquet for both children and adults on Saturday night as well as a day and a half's trade floor packed with tables filled with toy trains to buy, sell and trade.

The 26th Annual LCCA Convention is being held in Grand Rapids, Michigan July 23-28, 1996. Lionel will exclusively manufacture for the LCCA a Station Platform with special markings on both roof ends, along with a set of unique signs from several of the tour sites included in our 26th Annual Convention.

One of these distinctively decorated platforms will be in each registration package and some may be available for sale at the Convention. As in the past, members who pay the \$30 Registration Fee but, cannot attend the Convention will receive a complete Registration Package and Souvenir postpaid. Plan on attending this great Convention.

Any member and their family are admitted free of charge to all Club sponsored meets held in all parts of the country. Approximately 25 of these local meets are held each year in addition to the Annual Convention.

UPCOMING LCCA EVENTS

July 23-28, 1996
26th Annual Convention in Grand Rapids, Michigan
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 *The Lion Roars* and a "last chance" Registration will be included with June's issue of *The Lion Roars*) to get in on all the fun!

September 8, 1996
Atlantic, Iowa, at Cass County Fairgrounds Maurice Miller (712) 741-5627 along with Dick Wilson (402) 691-0335 are hosting this event. Tables \$10. Public admission is \$3 for adults with children under 10 free with an adult. Registration and setup is at 7 AM. LCCA trading from 8:30-10 AM. Public trading from 10 AM to 4 PM. The Meet will be held in the 4-H Building on the Fairgrounds.

November 9, 1996
Jackson, Mississippi, at Hinds Community College Bill Haas, Jr. (601) 825-5650 is hosting this meet that is also open to the public. Tables are \$8. Guests admittance is \$5 and for a family it's \$10. Setup and registration at 7 PM with LCCA trading from 8-11 AM and public trading from 11 AM to 3 PM. The event will be located in the Community Room on the Rankin Campus of Hinds C. C. in Jackson.

November 29 & 30, 1996
Lexington, Kentucky, at the Continental Inn
Harry Overtoom (606) 268-1942 is hosting this two day event that is also open to the public. Tables are \$12 for LCCA members and \$18 for non-members. Guests and adult public \$3.50. Setup and "early bird" trading is 6-9 PM on Friday, November 29th and 8-10 AM on Saturday, the 30th. There will be several operating layouts, vendors and 200 trading tables available. The Continental Inn is located at US 60 and New Circle Road in Lexington.

December 1, 1996
York, Pennsylvania, at the York Fairgrounds
Barry Keener (717) 361-9652 is hosting this event with co-host Russ MacNair (717) 664-2335. Tables \$10. Guests \$3. Setup 7 AM. LCCA trading 8 AM. Public trading from 9 AM-2 PM. Old Main (Red Hall). The York Fairgrounds are located at the intersection of Carle Avenue and Market Street in York, Pennsylvania.

December 7, 1996
Naperville, IL, at Naperville Central High School
Len Hopkins (708) 420-9066 is hosting this event with co-host Larry Brongel (708) 354-8486. Tables \$10. Guests and adult public \$5, with family \$10. Registration and setup 8-9 AM. LCCA trading 9-10:30 AM. Public trading from 10:30 AM to 1 PM. The High School is located at 440 W. Aurora Ave. in Naperville.

Meet Hosts Wanted!
Contact Bill Button
(313) 722-7464

"Conventions and Meets" is a set of pages with lots of information on our Annual Convention and a list of LCCA Meets across the country throughout this year.

Bells and Whistles



Here is a collection of some 3 rail train sounds. Listen to the sounds and see if you can recognize any of these famous bells and whistles. Some of these sounds may bring back memories. Depending on the speed of your internet connection these files will take a few minutes to download.

- Classic Steam Whistle (202K Bytes)
- Classic Diesel Horn (160K Bytes)
- Diesel #1 - Bell (147K Bytes)
- Diesel #1 - Horn (296K Bytes)
- Diesel #2 Bell/Horn (234K Bytes)
- Steam #1 - Bell (259K Bytes)
- Steam #1 - Whistle (134K Bytes)

"Bells and Whistles" is a page that interacts to see if you can identify a number of different 3-rail sounds.

LCCA C

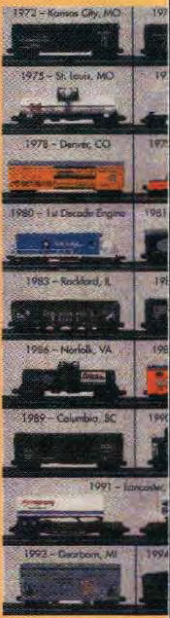
At the second LCCA Convention in 1972, the members was initiated. Unlike the other toy train clubs, the LCCA chose to offer a prototype car which they have been offered each year since and are manufactured distinctly decorated in the graphics of its proto

The 1996 Convention Car pays tribute to the Peregrine Priest and explorer during the 1600's the Peregrine 1899. The Convention Car is a recreation of the automobile parts, furniture and general merchandise.

The deadline for ordering Convention Cars is the Convention. Charter, Regular and Family Members each year.

The "Convention Cars" commemoratives and, of the Cars from 1972 to 19

LCCA Conve



"Membership Info with a 2 page Appli

LCCA M



Regular membership is open to every "family-oriented" theme, a special toy Member's immediate family. Any Family commemoratives which are offered as However, they do not receive public Interchange Track. When you apply for individual. After submitting the applicable administrative actions.

ANNUAL DUES FOR REGULAR MEMBERS ARE \$5. (PLUS A ONE-TIME ADMITTANCE GETS 6 ISSUES OF THE LION ROARS MEMBERSHIP HANDBOOK/ROSTER THEIR DUES!

[Membership Application](#)

If you have any questions
Email Don Carlson or write us at

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

Convention Cars

practice of offering a souvenir Convention Car to the main collecting/operating organizations of that time, presented the area hosting the Convention. These Cars manufactured by Lionel exclusively for the Club. Each is a unique type and has a small Convention souvenir notation on it.

Marquette Railroad. Named after a famous French Marquette Railroad came into existence on November 1, 1940, double door boxcars used in the late 1940's to transport lumber.

usually around March 1st of the calendar year of the members can each purchase up to two (2) Cars per person.

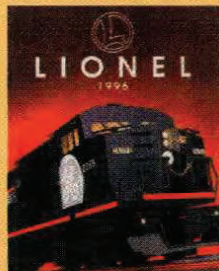
page tells about the LCCA's on an accompanying page, all 25 are displayed and labeled.

Convention Cars 1972-1995



1996 Lionel Catalogs

Here are cover shots of the exciting 1996 Lionel Catalogs sent to all LCCA members who were "on-rol" before February, 1996.



Front cover shots of both "Lionel Catalogs" that were released in February, 1996 are on our Web Site.

LCCA Internet Image Gallery



PREWAR	POSTWAR
#10E Std. Gauge Electric (1926-30)	#50 Gang Car (1954-64)
#265-E O Gauge Steam (1935-49)	#52 Fire Car (1958-61)
#384-E Std. Gauge Steam (1930-32)	#54 Ballast Tamper (1958-61)
Animated Postwar Train - Check It Out	
1969 to Present	
Chicago & Northwestern Dash 3-40C (1995)	
Milwaukee Road SD-40 (1995)	
Pennsylvania Railroad GG-1 Electric Locomotive (1995)	

"Image Gallery" is a recent addition that gives you lots of photos of Lionel Prewar/Postwar/Modern eras items and, links you to an "Animated Postwar Train"!

Lionel® Collectors Club of America History



Jim Gates (right) the founder of the LCCA receives a special plaque from Chuck Seddon to commemorate the 25th anniversary of the Lionel Collectors Club of America.

The LCCA was founded by James D. Gates of Des Moines, Iowa, on August 1, 1970. It was his idea that collectors and operators of Lionel trains had long needed an organization dedicated solely to their hobby interest. With this basis, Jim placed ads in the railroading magazines inviting others of similar interests to join Jim in establishing a club. By July 1, 1971, eighty-three Charter Members had signed on to give birth to his new club exclusively for the Lionel hobbyist. Since then our membership has continued to increase to where today there are tens of thousands of LCCA members worldwide.

The "Brief History" page pictures Jim Gates, CM #1 and the LCCA's founder, receiving a plaque from Chuck Seddon commemorating our 25th Anniversary and tells how Jim started the Club back in 1970.



Links To Other Railroad Sites

These Links are provided as a service to anyone using the LCCA site. They do not indicate a Club endorsement of any products or other services mentioned.

- Classic Toy Trains Magazine
- Train Collectors Association
- O Gauge Railroading
- Lionel Modular Train Club
- Tinline FAO
- Cyberspace World Railroad
- Webville and Hypertext Railroad Company
- National Toy Train Museum
- Sam The Toy Train Train Man

A page with "Links to Other Railroad Sites" will take you to related train places in cyberspace!

Information" gives Club background information to join LCCA via Internet!

Membership Information



are interested in Lionel trains. Also, because of our membership is available to all persons in the Regular Members can purchase all Convention Cars and other well as submit articles for the LCCA Magazine - The Lion Roars. Members, nor can they vote in Club elections or advertise in the membership, a separate Application Form must be used for each application, allow us about 45 days to complete all necessary

MEMBERS ARE \$30, AND DUES FOR FAMILY MEMBERS ADMINISTRATIVE FEE OF \$10.) EVERY REGULAR MEMBER RECEIVES, PLUS 6 ISSUES OF THE INTERCHANGE TRACK AND A CATALOG ALONG WITH LIONEL'S CATALOGS) EACH YEAR FOR

APPLICATION FOR MEMBERSHIP IN THE LIONEL® COLLECTORS CLUB OF AMERICA

"A Lifetime of Happiness Collecting Lionel® Trains."

FOUNDED AUGUST 1, 1970

Please Check Type of Membership Desired

Regular \$40 (\$45 Foreign*)

\$30 Annual Dues and \$10 Initiation Fee

(*\$5 Foreign Postage Surcharge)

Family \$15

\$5 Annual Dues and \$10 Initiation Fee

(Family members must be a part of the immediate

family of a Regular Member and must reside at the

same address as the Regular Member.)

PLEASE NOTE:

- A separate form must be submitted for each individual applying for membership.

- Please answer all questions and send the necessary fees with the application.

- Incomplete forms or incorrect fees will cause return of the application form.

- Allow 45 days for processing.

- Make Check or Money Order (US funds) payable to "LCCA".

PLEASE PRINT IN INK

NAME (First, Middle Initial, Last)

ADDRESS (Use this line first)

ADDRESS (2nd line if necessary)

CITY

STATE/PROVIDENCE

ZIP CODE (9 DIGIT)

- OR - Foreign Postal Code

PHONE NUMBER ()

COUNTRY (If other than USA)

Age

Recruited By

(LCCA Member's Name & Number)

(Over 21 for Regular Member, say age for Family)

Occupation

Do You Have an 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 Handbook and Roster) and 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 (in US funds) payable to "LCCA".

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Member # _____ Sponsor # _____ Date Opened ___/___/___

Affiliate # _____

Name Code _____ Membership Type _____ Entered into

System _____

SEND TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LA SALLE, IL 61301

Here's a set up to run your *Christmas Train* under the *Tree* and still have lots of room for *presents!*

(Editor's Note: This article is excerpt for reprinting from a December, 1975 article in The Lion Roars. This one and the one that follows on pages 24-25 are both excellent projects that can be used to beat the summer heat and be ready for Santa this year!)

Christmases come and Christmases go, but after Christmas 1974 I gave some thought as to how I could combine the Christmas Tree and my trains into the smallest space possible to suit my requirements, and hopefully most others, at a reasonable cost. With the high cost of lumber I wanted to minimize waste and utilize what I purchased to its fullest extent. I came up with a design that could be completely cut from a standard sheet of 4 by 8 foot plywood. I selected 1/2" thick for its rigidity and relative low cost. Refer to the drawings on page 23 for "layout" details and to perform the following 10 easy steps:

Step 1 - Cut the 2 foot radius circle all the way around to make a "half" sheet for ease of handling.

Step 2 - Cut a 18-1/4" square hole in the middle of the circle. This will allow for the 18" square box to pass through this hole with some clearance. This piece being cut out will be the box top in Step 5.

Step 3 - Make full cuts across the 48" width of the other half of the sheet that are 17" and 18" wide. Then cut these two strips 24" long. The remaining piece from this half will be cut into shape for the "wings" to hold up the circular table in Step 6.

Step 4 - Position the two 17" pieces between the two 18" pieces. Align the pieces to form a box, then use glue and screws to fasten the four sides together. (You can add 2 by 2 inch blocks at the inside corners to "square" sides up and for strength at these joints.)

Step 5 - Trim the piece cut from the middle of the circle to an 18" square to fit as the box top. Again, use glue and screws to fasten it in place.

Step 6 - Use the remaining rectangular piece for the support "wings". You'll have about a 12-1/2" by 48" piece to start with, and you'll need to make four wings out of it that are cut diagonally from two 9" squares. Then, trim about 1" from each tip for the hooks that will be installed in Step 10.

Step 7 - Fasten the hinges on the long (9") side of the wings. Put the center of the hinge at 4-1/2" from top of the wing.

Step 8 - Locate a 9" center mark on each side of the box and draw a line 6-1/2" down from the top of the box all the way around. Fasten the other half of the hinges so the top of the wing will rest along the line drawn around the top of the box (and when "folded", the wing tip reaches the corner of the box).

Step 9 - With all four wings secured in place with their hinges, drill holes for the hooks in the ends of the wings and screwed them into place. Then locate the position for the eyes, drill pilot holes for them and screwed them into place in the box sides.

Step 10 - With the wings out in their 90° position from the box, drop the circular table over its center piece and onto the wings. Then use 1" wide by 9" long strips cut from remaining stock, mark and fasten them to the bottom of the circular table to prevent the wings from turning in when the circle is in place.

This completes the basic project!

For decor, suggest you remove the wings (note which position they came from!) and paint the box white. After the paint is dry, use 3/4" masking tape spaced at brick sized intervals and then paint the unit red, wait for it to dry and peel the masking tape off. Now you have a chimney for Santa! Paint the box top black to make it look even more like a chimney.

When all the paint is dry, drill a 3/8" hole in each leg of the Christmas Tree holder, point legs to box top corners and fasten it with roundhead screws.

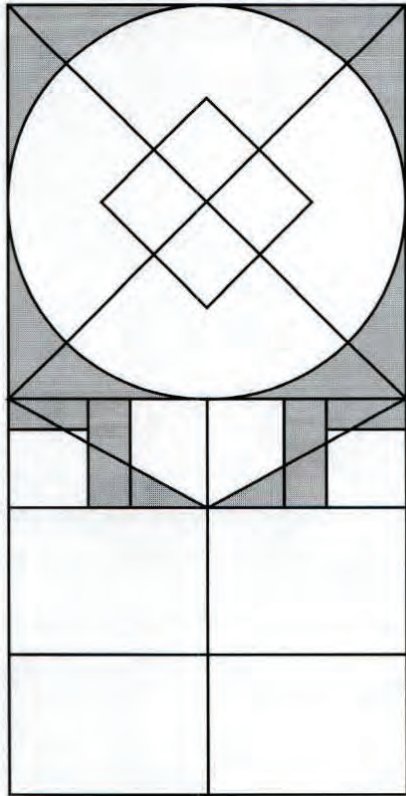
The scenery makeup on the circular table can be anything you choose. Track diagrams on page 23 show how O27, O and Super O will fit around box.

The only other addition I would suggest is gluing down a 1" strip of Formica™ around the outer rim of the table to prevent the possible fall of equipment.

After Christmas, with the Tree taken down, you can remove the circular table, hook the wings, and put the unit away for storage until next year.

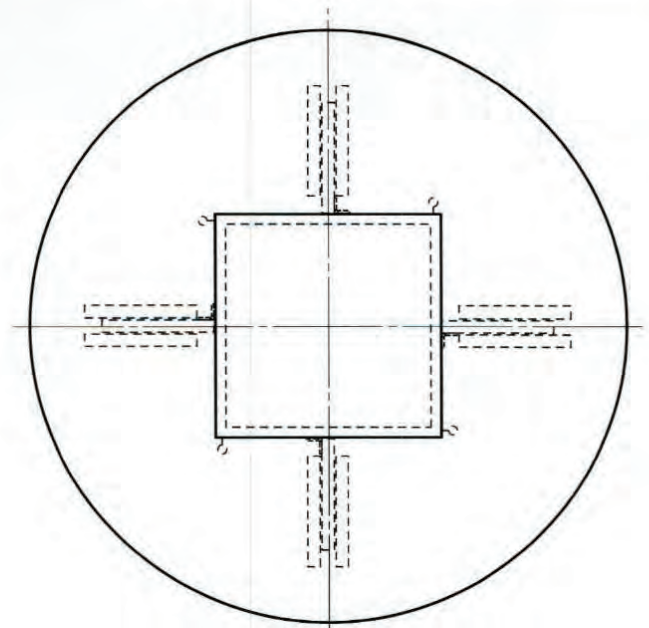
Happy railroadin' and enjoy your new display this upcoming Holidays Season!

Ron Stem, RM #537, Spring Hill, Florida

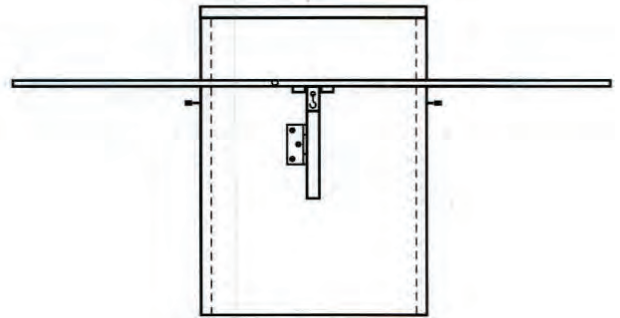


CUTTING LAYOUT
1/2" X 4' X 8' PLYWOOD
 1/2" = 1'

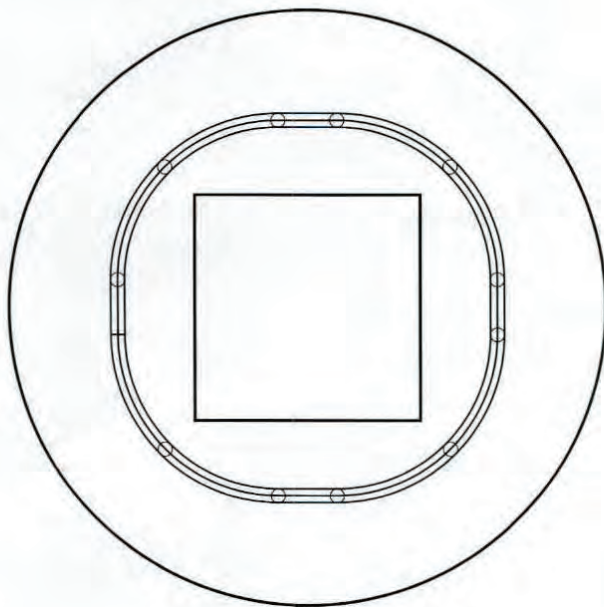
All solid lines represent cuts (except diagonals to mark center of circle and square). Wings could be cut differently to maximize on unusable waste.



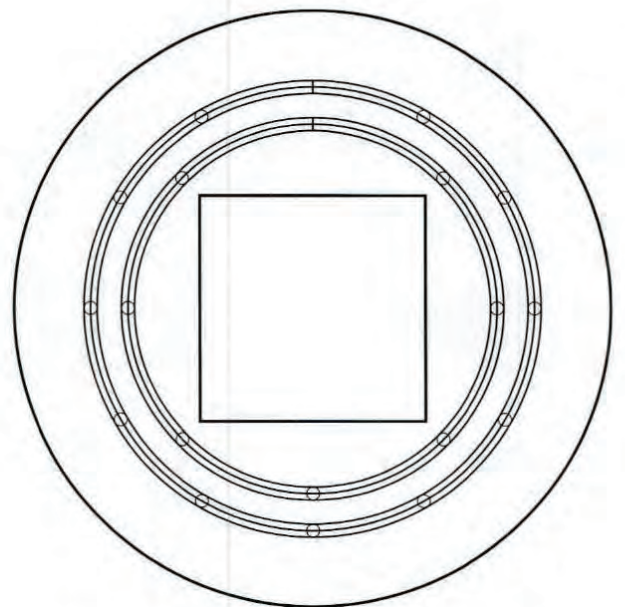
TOP VIEW
 3/4" = 1'



SIDE VIEW
 3/4" = 1'



027 TRACK DIAGRAM
 3/4" = 1'



O AND SUPER O TRACK DIAGRAM
 3/4" = 1'

A Member shows us how to create a beautiful family "Christmas Garden"!

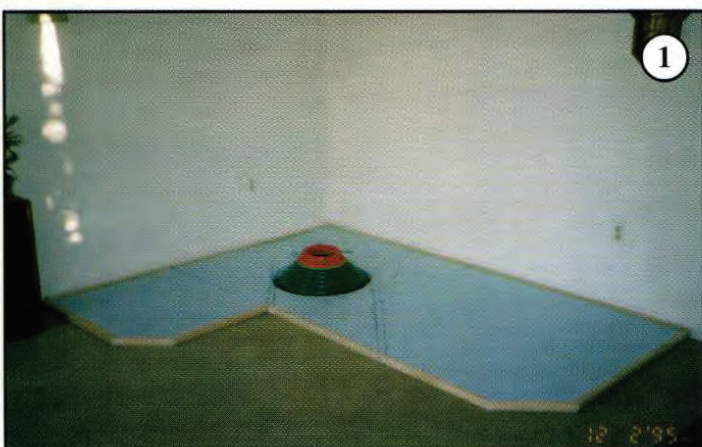
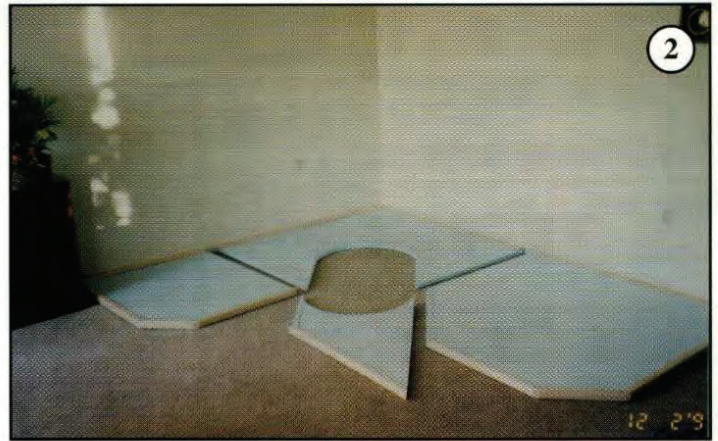
Every Christmas, our family usually had a simple loop of track around the base of the Christmas Tree in the living room. Then for the 1995 Holidays Season, I decided (actually my wife Sherry gave me permission) to expand this simple loop into an much more elaborate snow scene.

I think the name "Christmas Garden" is unique to the Baltimore, Maryland, area. It originated back to the early years when Baltimoreans set up miniature scenes and trains around the Christmas Tree in their row-home front windows for passerby's to view as they walked by on the street.

Our living room allowed the "Garden" to be "L" shaped, approximately 8 by 6 feet. I decided to use the floor as a base rather than a raised platform to keep the assembly simple, permit a higher Christmas Tree and allow the tree stand to rest on the floor.

To begin, I laid two 4 by 8 feet by 1 inch thick Styrofoam sheets on the floor and marked where I wanted to cut them. (See **photo 1**)

I ended up with a total of four separate pieces for the base of the project. This design allows the tree stand to slide into the middle of the layout for a very simple set up as well as quick disassembly and is still small enough in overall size (biggest pieces are 4 by 4 feet) to make it easy to store. (**Photo 2**)



Next, I glued 1 inch wooden corner molding on the outside edges of the Styrofoam to give it some added strength and painted the blue Styrofoam sheets white to match the cotton snow that would go on top of the sheets. (The “snow” was actually a roll of quilt batting that I bought at a fabric store and glued to the Styrofoam.) **Photo 3** is our youngest daughter, Caitlin helping with the painting.

I used 16 straight and 16 curved pieces of regular O gauge track to create a layout that traversed the entire area and went behind the Tree. (Refer to the track sketch below for details.) We bought a new artificial Christmas Tree to use instead of a real one (to keep it up longer) and didn't mount the bottom row of branches so the train could pass under and easily clear them.

To complete the layout, we used lighted, snow scene ceramic houses/buildings, added trees, people and lampposts to all go along with the trains.

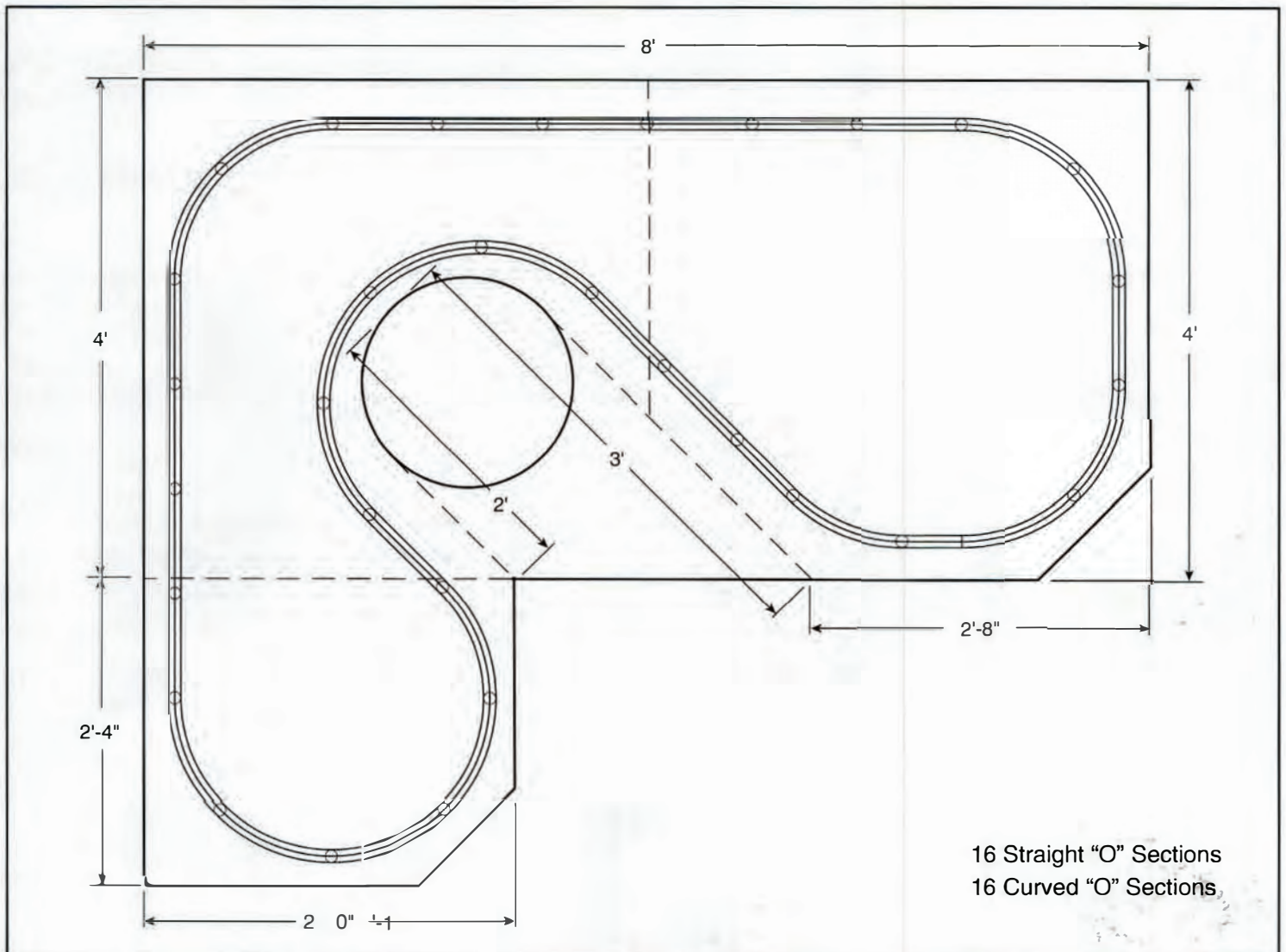
Photo 4 is a close up view of the layout to show some of the details on it, including the #2023 Union Pacific Alco diesel that heads up the three Pullman passenger cars that go around the tracks.

And, **photo 5** demonstrates the overall pleasing visual effects of the completed project that greets guests and visitors during the Holidays Season.

Materials are rather inexpensive, easy to find and you can complete the entire project in just several hours of fun, learning and “quality” time with your family members.

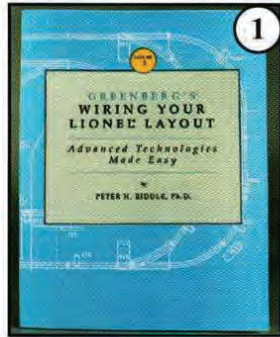
I learned once again that the most fun (for both me and the entire family) is in the creation of our new “Christmas Garden” layout and then watching others enjoy the sights and sounds of the trains.

*Dennis Moore, RM #16636,
Columbia, Maryland*



New from Greenberg Books

The third volume of Greenberg's *Wiring Your Lionel Layout* is out and makes a great addition to the set. See **photo 1**. Volume 3 is subtitled, *Advanced Technologies Made Easy*. If you find all this new technology of electronic train controls a bit overwhelming, then you might find this book worth your time. Or, perhaps you're still thinking about exactly how you want to design your new layout, and are unsure of which of these technologies to make use of. In his latest book, author Peter Riddle, Ph.D., reviews and explains the products of many manufacturers. The author has tested all these devices and writes about them in the clear and understandable manner in which his previous two wiring books were so well done. No one manufacturer is favored in the book, but all are products that can be put to use on a Lionel layout. There is certainly no one way that's best for all, and after becoming familiar with what's available, you will be able to make an informed decision. In each case, the author adds easy to follow pictorial wiring diagrams. Topics include multiple transformer circuits, alternative throttles and controllers, steam, diesel and layout sound systems, detector systems, lighting and much more. There's even a chapter on catenary systems. In reviewing the previous two volumes, I've commented favorably on author Peter Riddle's writing style. This third volume was no disappointment in that area. I found the book very informative and easy to read. The large number of photos and diagrams make it easy to understand. We've all seen all kinds of interesting electronic devices advertised. This book gives you fair discussion of just what's out there. The 96 page, soft cover book is 8 1/2" x 11" and costs \$14.95. It is available from your local train store or Kalmbach direct at 1-800-533-6644.



New Video Series from TM

Great Lionel Layouts, Part 1, is a first of a new series of videos from Tom McComas. See **photo 2**. This tape features a look at the layout and collection of Fritz Von Tagen. Although we've seen Fritz's layout on a previous tape, this one offers something new, including a discussion of Fritz's collection of Lionel scale Hudsons. His collection includes almost every variation, along with prototypes. At least one of them is a one-of-a-kind. Fritz also has some one-of-a-kind



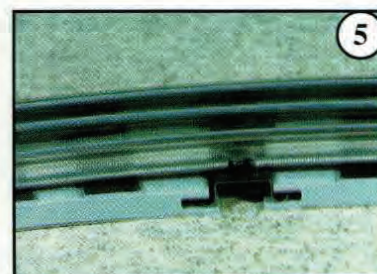
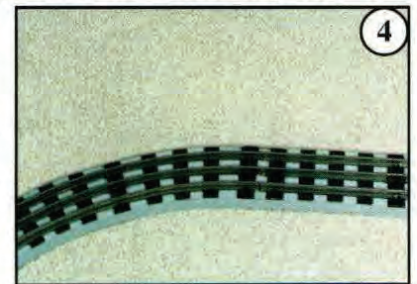
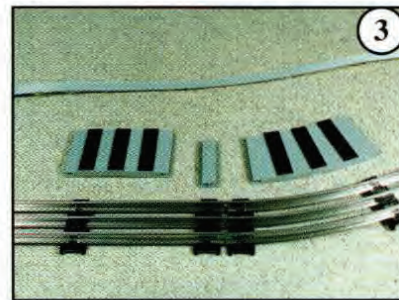
Lionel items that were prototyped but never produced, or produced in different colors. You also get to see some real Hudson action on the layout. Next, we visit Merle Levitt's multi-gauge, multi-level layout, featuring a full range of Lionel products, from Standard gauge to modern Lionel equipment. Also included on the tape are some highlights from Tom McComas' appearance this past Christmas season on "The Late Late Show" with Tom Snyder. In case you missed it on TV, you'll get to see the special one-of-a-kind C&O Hudson Lionel made especially for Tom McComas to present to Snyder who quickly jokes about the engine's instant collector value. This tape is the first of a new series and sells for \$19.95 plus \$3.95 shipping and handling. You can purchase it through your local dealer or direct from TM Books and Video at 1-800-892-2822.

New Roadbed Granted U.S. Patent

From Tinplate & Scale Models comes a new and unique type of roadbed for Lionel track. **Photo 3** shows four of the pieces available. Each of the roadbed sections slide between the black ties on the Lionel track. The long strip is triangular in shape and has an adhesive on one side. It is placed along the side of the track and completes the look as seen in **photo 4**.

One of the interesting points about this roadbed is that even though it slides between the black ties, it also keeps these ties off the table to aid in reducing noise.

Take a good look at the close up shot in **photo 5**. This view is covered once the long triangular section is put in place. If you're interested in this system but would like to see a sample first, you can get enough to do two sections of track, one curve and one straight for \$5 postpaid. Enough for 8 sections of track, either curve or straight is \$14 plus postage and handling.



This U.S. Patented track roadbed system is available directly from:

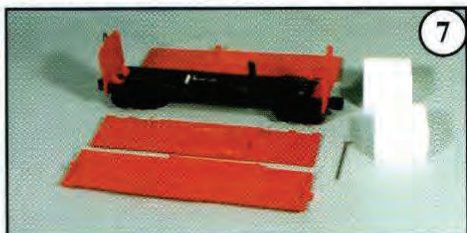
Tinplate & Scale Models
110 S. Seventh Street
North Wales, PA
19454-2817

New from Lionel

Quite a number of items from the new catalogs have been released. Look at **photo 6** and you'll see one that was not in the catalog. Have you looked? Well, actually it was in the catalog, it's the Exploding Box Car, but in red rather than the black shown in the catalog.



Photo 7 shows the car in its disassembled state. The white Styrofoam blocks are packed inside the car to prevent its front from being pushed in. The parts are identical to the original No. 6470 parts, but there are some differences in their production. First, of course, are the different graphics. Second, this car is painted red plastic where the original was not painted. Finally, this car has a brake wheel which the original did not. So, we can assume that a small change was made in the tooling to accommodate the press-in plastic brake wheel. The box has a label on both end flaps warning the purchaser in capital letters to, "Refer to the enclosed instruction sheet, spring mechanism requires adult supervision." I guess that's to satisfy the legal department. Sometimes I wonder how we ever survived childhood. I'm not sure which is more dangerous, things like 250 watt transformers or the greed shared by people and lawyers. That's a problem we won't go into here. The car came with the Lionel Trains, Inc. style instruction sheet as opposed to the newer version we're seeing on some of the new items. I was surprised that no where in the instructions is it suggested that anything is available to blow-up the car with. This in spite of the fact that Lionel has recently produced two cars which propel rounded tipped missiles. This item came in the box we're used to seeing from LTI.



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Photo 8 shows the newest animated gondola, featuring the Warner Brothers characters, Road Runner and Wile E. Coyote. I've included a photo, since this car was shown in the artistic catalog and thought a photo of an actual production model would be appropriate. I've always been a big fan of the Acme Company referred to so often in Warner Brothers cartoons. The car operates with the gear



driven mechanism we've seen on many of Lionel's recent operating action cars. We also noticed a steel weight inside the

car to help maintain the traction necessary for the car to operate properly. I'm not sure if this is the first time the weight has been added. The characters certainly don't run as fast as they do in the cartoon, but just as in the cartoon, Wile E. Coyote never catches the Road Runner. The instruction sheet for this product is in the new style and is the size we remember from the postwar days.

New Lionel Box

One other interesting thing about the Road Runner car is the box it comes in. This is the new box which we will see much of the future product packed in. This box will replace the blue one we showed in the Lionel Dealer Preview. After much ballyhoo it was decided that it would be wise not to abandon the distinctive Lionel orange color.

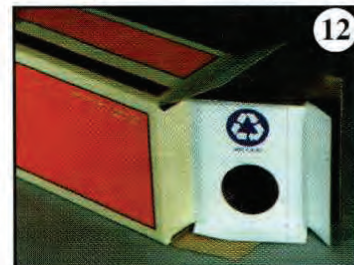


Photo 9 is the front of the box and **photo 10** the rear.



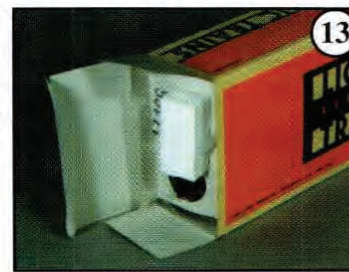
Photo 11 is the end flap. One of these end flaps has a label identifying the product in words and a bar code, the other side is the same, but without the label. It's interesting to note that the postwar number, 3444 has been

retained along with a modern six digit catalog number. There are some interesting changes made in the box design worth pointing out - especially for all you box collectors. This box resembles in design, a postwar box in many ways. First, the box does not have the partition along the top of the box that has been there for many years. This partition made the box larger than the car and was sometimes used for extra parts or instruction sheets. I wonder how much less space my collection would take up if it were all in this new style box! **Photo 12** shows the end of the box with



the flap opened. As you can see, this new box uses recycled materials. Finally, the flaps on all sides of the end retainers are back. There is one of these retainers at each end of the

box. By having all the flaps in place, the retainer stays flat and does its job. **Photo 13** is the box from the Exploding Box Car.



(Continued on page 28.)

(Continued from page 27.)

This is typical of what we've seen up until the new box appeared. Because the end retainer flap doesn't have the extra flaps, the retainer is not held flat and usually curves away from the car. Within the last couple years, LTI corrected this problem with the addition of a Styrofoam block. The taping of this block into each end was a separate step on the assembly line. The "new", old method should eliminate this need entirely. Also notice in **photo 9**, the copyright notice on the back face of the box. It reads: 1996 Lionel LLC Chesterfield, MI 48051-2493.

New Catalog Items Postponed

Lionel has announced that several items from the 1996 catalog will be put off until 1997, in the interest of maintaining high quality and service. The items which will now not be produced until 1997 are:

- #6-11913 SP GP-9 Set
- #6-11914 NYC GP-9 Set
- #6-12886 Floodlight Tower
- #6-12888 Auto Highway Flasher
- #6-12889 Windmill
- #6-16150 Sunoco Tank Car
- #6-16725 Rhino Car
- #6-16741 UP Bunk Car
- #6-16946 C&O F-9 Well Flatcar
- #6-16951 Southern Bulkhead Flatcar w/cut wood
- #6-16964 Lionel Corp. Gondola
- #6-18226 GE Dash-9
- #6-19827 NYC Operating Box Car
- #6-19828 Cattle Car
- #6-19830 US Mail Operating Box Car
- #6-48017 American Flyer NPR GP-9
- #6-48713 American Flyer NPR Caboose

A Talk With Lionel

We spoke briefly with Lionel's Jim Bunte and he advised us that the two new transformers we mentioned last issue have been officially announced. We also mentioned two catalogs that we expected out in June. A slight change there has four new catalogs coming out around September. Four catalogs - you gasp? One will cover track and accessories, one on sets, one on the Heritage Line and one on Classics. No hints about what will be in these catalogs, we'll just have to wait.

More on TrainMaster

After our discussion last issue, we heard from several members who have installed and are using Lionel's TrainMaster Command Control. Of those responding, all were happy with it except one member who was having trouble with it and we just couldn't diagnose his problem

over the phone. Lionel does offer a toll free help line and I have not heard back from this member, so I hope his problem has been straightened out. A couple members mentioned that there is a clever way to hook up more than two accessories to the SC-1 controller. If you have an operating tip using the command control, please let us know about it. We'll print your tips and operating hints in a future issue. One of those we heard from was Phil Klopp. We've talked about Phil's layout building proficiency in past issues and his ever changing layout has been seen on video and in books. Phil reported that he was impressed with the system and has installed it on his layout. For a large layout like his, he has found it best to maintain some loops which also run in the regular mode, allowing him to run older and non-command equipped locomotives as well.

Lionel Management Announcements

Effective June 28, 1996, Lionel LLC announced that Judy Hoffman has joined the company as Senior Vice-President, Marketing/Sales. Hoffman, who earned an MBA from the University of Chicago, previously was Director of Marketing, Cereals Division, at Quaker Oats Company in Chicago.

In addition, Michael Thoresen, who joined the company as Marketing Manager, Corporate Partnerships, has been named Vice-President, Sales, with responsibility for all sales functions at Lionel. Thoresen earned a masters degree in advertising from Michigan State University Business School and previously was a partner at the J. Walter Thompson Advertising Agency in Detroit.

Jim Bunte has been promoted to Vice-President, Design and Creative Services. A graduate of the University of California, Berkeley, Bunte previously served as Lionel's Director of Product Development. He will continue to oversee product selection, product design, and the development of marketing materials, catalogs, and collateral literature.

That's It For Now

If you have a question or comment or anything that might be of interest to the Club, and don't have time to write an article yourself, just call me or any other member of *The Lion Roars* Editorial Team. We can put any questions out to the membership and print the response in 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*

Here's more *Unique and Interesting* Lionel Products!



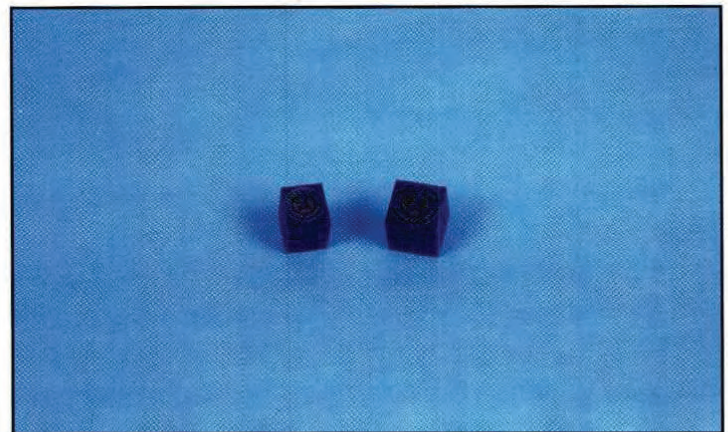
A Lionel Speartone Record Player Model 42000 from the 1950's.



Lionel Coupon Program from 1952. Note Ad from *Popular Mechanics* magazine.



Lionel recordings of sound effects circa 1951-54.



Lionel printer dies. Bought in Chicago in 1952.



Lionel Records: One on the left is recorded by sportscaster Bill Stern. The larger one in the center is a sales promo and only recorded on one side. Clear one is recordings of sound effects (bells & whistles). All are 78 RPM.



Lionel Model Railroad Print Kit. Note that this was a coupon campaign by mail and Richard's example was never used or mailed!

Thanks again to **Richard Tashjian**, RM #12030, for showing us more of his "*Unique and Interesting*" collection! Photos/text by Ed Richter, RM #13075.

This edition of "Lookin' Down the Track" is comin' to you live from U.S. Army Europe, where yours truly is helping support our presence in Operation Joint Endeavor down in the former Yugoslavia. There's one thing that I have noticed since arriving here in the greater Stuttgart area back in February...Marklin.



Without hesitation, the shop keepers instantly recognize the name and shake their heads sadly saying, "We would like to see Lionel come back to the European market. We have customers coming into the store asking how can they get their Lionel trains

Their factory is just on the south side of town. And, they also have quite an extensive museum and an operating pike.

So, what's the point of all this? Well, you could say that it's the German point of view and three rail, which Marklin is. You could say that Lionel should recognize the potential market for three rail over here in Europe. Although, I am not sure of this historical fact, I would hazard a guess that Marklin is well over a hundred years old, and unless I miss my guess on this score, it has always been three rail.

So, the marketability of Lionel would be easily adaptable to the way of German thinking in terms of setting up an operating a three rail system. What's more, Lionel hasn't been marketed abroad most probably since the 1950's, the time would be "ripe" to attack this market with products aimed specifically for the German market. The product is better...more detail, better graphics, and more reliability in motive power...state of the art electronics...more variety.

I believe these are just some of the things that Dick Kughn saw prior to him acquiring Lionel back in the mid-eighties. He logically took Lionel to the next higher lever.

Well now, Lionel is in new "hands". We can only hope that they recognize the impact that this American icon/name has product identification overseas as well. I have been to at least two exclusively toy stores since I have been here. I have mentioned the name Lionel.

repaired...we have to refer them to the advertisements in *Model Railroader* for assistance." And, in both instances, they conveyed this to me not in their native German...but in English!

I believe that Mr. Young is a visionary. Lionel needs someone at the helm, who has that kind of vision...to take Lionel to the next plateau. The time is right to do so with all the possibilities that the current state of growth and economic prosperity there is within the European community. I could only surmise that the German model railroading fraternity would embrace Lionel once again...just as it did during its golden era in the early postwar period.

If this vision is carried out coupled with the commitment to current electronic and computerized technology, Lionel would conceivably surpass anything that its former corporate entity achieved at any given point in this long and illustrious history...unparalleled growth and brand name recognition around the globe like it never had before.

*Ron Stem, RM #537,
Spring Hill, Florida*

*(Editor's Note: Even with his current assignment and deployment to Europe, I really appreciate Ron finding the time to once again submit articles for *The Lion Roars*. Thank you Ron, and our support goes out to you and all our country's military service personnel stationed far away from home. If you'd like to drop him a note, Ron's mail address until 9/15/96 is: Hqs USEUCOM (AUG)*

*Unit 30401 Box 3193
APO AE 09131-3193)*

A Serious Train Collector-Operator

"I have been interested in trains since I was a boy. When I was six-years old, Santa brought me one," Thomas Edgerton (RM #19387, from Wallace, North Carolina), told the members of the Wallace Rotary Club at their meeting last Thursday night. "Some people collect trains, store them in their original boxes, but never look at them. To me, that is no fun. I enjoy collecting, running and repairing my trains."

Edgerton is a serious collector-operator and has a big layout in his home. He has freight trains and passenger trains.

One of his favorite ones is an operating milk car. The train will stop at a siding, the door of the milk car will open and push the milk cans out onto a platform.

Other cars he has include box cars, flatcars, hoppers, gondolas, stock cars and the ubiquitous red caboose.

On the outside of many of his freight cars is the official lettering of real railroad cars.

His passenger trains include the mail baggage car, express cars, diners, sleeping cars, passenger and dome coaches.

Realistic scenery makes up an important part of Edgerton's model railroad set, and he has bridges, tunnels, a railroad station and many locomotives.

Modeling railroading is a favorite hobby and pastime for Edgerton. His layout is copied after full-sized railroads with many of the same features such as switches and signals.

Names like Atchison, Topeka and Santa Fe, Southern Pacific, Union Pacific, Baltimore and Ohio, and Atlantic Coast Line are all an important part of the hobby and vocabulary of Thomas Edgerton.

Edgerton subscribes to many magazines that specialize in the hobby of model railroading. Included in these magazines are *Model Railroader*, *Classic Toy Trains* and *O Gauge Railroading*.

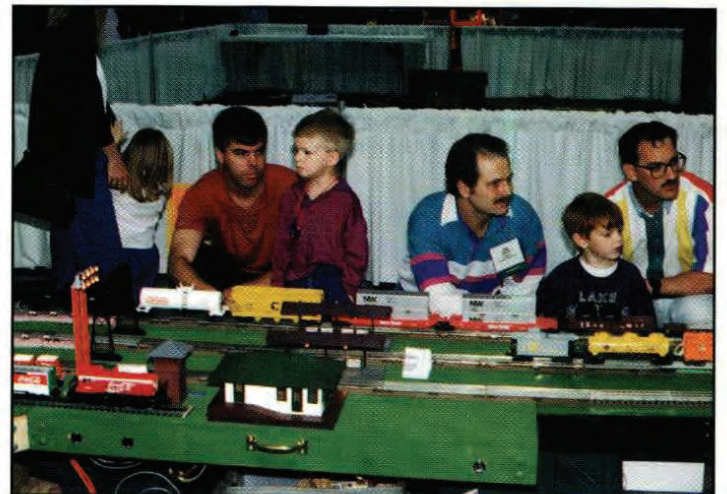
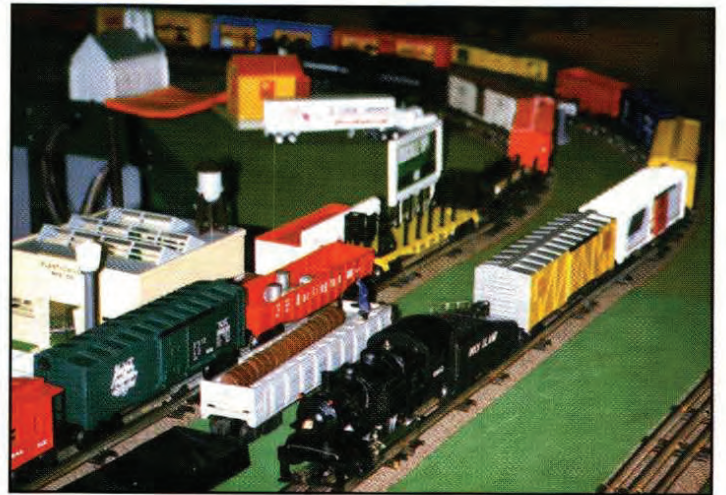


He also has books showing the pictures of all the Lionel trains and the identification numbers of each of these trains.

Model railroading became a well-known hobby for many collectors as a result of the model railroad shown at the 1933-1934 Chicago World's Fair. In some communities, such as Wilmington, North Carolina, model railroad hobbyists work together and build elaborate miniature railroad lines.

He is continuously adding to his collection, and he is interested in buying older sets of Lionel trains. If anyone has a set of Lionel trains he or she is not interested in keeping and wants to sell, Thomas Edgerton will be happy to talk to you.

(Reprinted with permission of *The Wallace Enterprise* from their January 18, 1996 edition. Photo and story by Frank J. Toothman, Special Correspondent.)



Here's a look at a group of enthusiasts who enjoy showing their great work and love of trains to others!



Hello, here's some background information and photos about our club, as shown in our logo above, the Chicagoland Lionel® Railroad Club. We have been in operation for about two years now.

Our club was formed with the help and guidance of Gerald Brettschneider of the Milwaukee Lionel® Railroad Club. His club will be celebrating their 50th Anniversary next year, so Gerry's expertise was a great help in getting us started.

We currently have 177 members that operate Lionel equipment on a modular layout. One of our goals is to have a permanent housing site for a layout such as the Milwaukee club has. To help us reach this goal, we offer our specially developed in association with Lionel club cars for sale.

The first was the 6464-555 Chicago and Northwestern Box Car last year, and this year it's a choice of one or both Santa Fe Extended Vision Caboose. The bottom photo on the facing page shows the Caboose, and if any LCCA members are interested in them, they are priced at \$79.95 each or both for \$159.90. Orders will be taken until August 31, 1996 and delivery is anticipated in December. Also, membership fees for our club are \$10 annually. To order, join the club or if you have any questions, you can contact me or write to the club at:

Chicagoland Lionel® Railroad Club
Department OGR
471 S. Lively Blvd.
Elk Grove, IL 60007-2011

We set up our current modular layout every month at our meetings so members can run trains, and we also attend trains shows in the local area such as the Chicago Model and Hobby Show in October, the DuPage Train Shows in Wheaton, Illinois, and various mall shows throughout the year. The modular layout can be set up at two heights, 40 inches high when we run our own equipment and also 20 inches high. This is our "hands on" height and we have three transformer stations where kids of all ages can run trains and operate accessories. We do approximately four or five of these "hands on" shows a year and have kids waiting in line to operate the trains at these events. These junior engineers get to run the trains from either a stationary transformer location or use Lionel's new hand held TrainMaster units. The modular layout is still growing and being modified. Our largest setup to date was 8x1, which translates to 32 foot long straights on each side, giving us track to run nice long consists.

We will have the layout in Grand Rapids this July at the Convention. The overall size will depend on how many modules we can transport there. We're looking forward to showing the layout along with meeting many LCCA members and their families.

The top two photos on the facing page show the layout in operation at the LCCA Meet in Naperville, Illinois, last year (left) along with Chicagoland Lionel® Railroad Club members who attended the show. (I'm right in the middle of the picture.) The next four photos have some scenes of our layout as it was set up at various mall shows. Kids of all ages sure like to see and operate the trains!

*John Flinn, RM #9576,
Prairie View, Illinois*

Mom Knows Best

Listen up folks, especially ya'll involved in making and marketing toy trains, oops- sorry, semi scale hi rail blueprint accurate models- like I said, "Toy trains." Before the debates about command control compatibility and collecto-vestor price point propheteering become loud enough to drown out an Ott Machine Services sound system (sorry Dave) let's let Mom get in a word for the kids. After all she is an impartial observer in all of this.

Not. She is bountifully biased when it comes to her boys. Gather the family 'round, ya'll, and listen to what Mrs. Rambler has to say. As 5 and 1/2 year old Matt would say, "It has had a little test."

"Returning Model Trains to the Kids"

Train collecting can be more than a hobby for "grumpy old men". It can be a wonderful educational experience that parents and children can enjoy together.

Joshua Cowan made the connection between kids and trains shortly after putting his first display in a store window back in 1900, give or take a year. Having trains sit in a stationery display can be quite boring to a child, but watch what happens when trains, track, transformer, and tikes are coupled together!

We applied this simple formula when both of our children were babes in arms, and each was instantly hooked. Andy, our oldest who is now 13, was about four months old when Daddy hooked together a small circle of track on the floor. We put our young rug rat down about an arms length away and powered up a 622 and 2400 coach. At first he simply watched, and watched, and watched. How marvelous for developing eye muscles! As months past the train on the floor became a great motivator as he had to figure out the best way to get from where he was across the room to where the running train was on the other side. Soon the prize was his quite easily and by Andy's first Christmas the train was up on a small table surrounding our tree. Up to this time I had been worried that the lively little guy would pull the tree over on himself, but the train was far more interesting than the lights and ornaments. Why? Because it moved!

Seven years later when Matt, our second child appeared we were old hands at letting little people explore the wonders of model trains. Like his brother before Matt was first exposed to a moving train on the floor, but by then we were living in a house that had room for a layout.

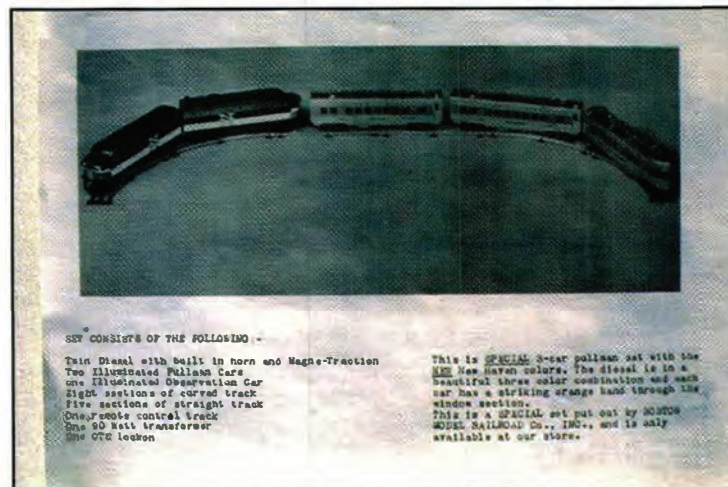
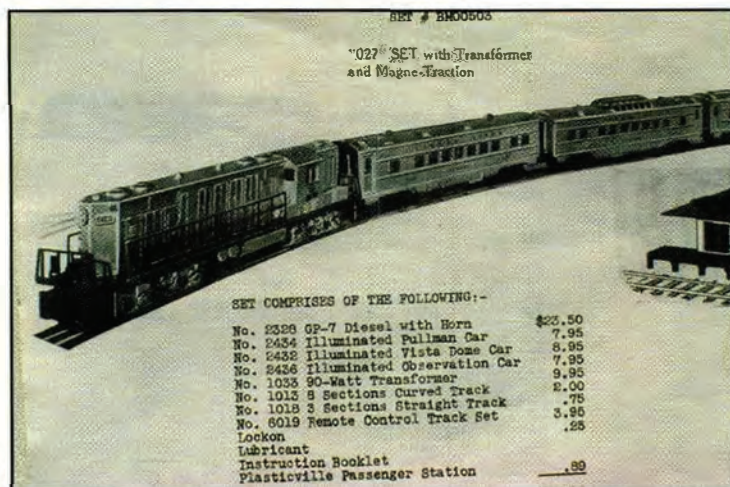
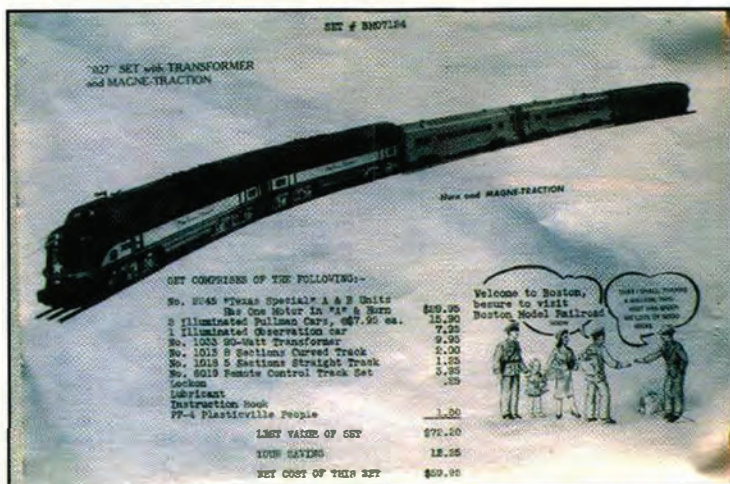
Matt learned the rules of good train room etiquette early, touch only after you ask permission and look with your eyes anything that's put on the far track.

As a preschooler Andy was interested in how everything worked. Early on he wanted to know what made the engine go. He and his daddy have had many a physics lesson discussing electric power and conductivity. Later applied math became the subject as Andy learned about the ratio of ohms to watts. Geography has also been studied using this interest in trains. In Andy's room is a Lionel 1958 map of the United States showing all the rail lines. As Andy learned the states and capitals, he also learned what railroads ran in what regions. At Andy's present age a new love is beginning to creep into his life, computers. One of his current goals is to computerize our layout which is a hodgepodge of model years and kitbashes. As Mom, I haven't any idea of what he's doing, but I smile when I think of all the other pastimes he could be getting into at his age.

From the very beginning Matt has responded differently to the trains than his brother. He likes speed. Just last week he finally made the big transition step from pushing engines and cars around the layout to operating the transformer. Now his train operations go much faster. Although he doesn't share Andy's need to know the why and how of everything, we use his love of trains in other educational ways. Matt will be entering kindergarten in a few weeks with the knowledge of most of his addition facts. This was easy to accomplish. "Matt, if you have three box cars and two more come, how many cars will you have?" Now we're beginning the opposite procedure to teach him subtraction facts. Although his preschool teacher could not get him to draw last year this year he will overwhelm his teacher with his drawings—all of trains. When asked in Sunday School to draw something that God made, Matt produced his best drawing ever of an engine, a couple of cars, and his brother helped him with the caboose. Somehow I don't think God minds.

As one parent to another I say get the trains off the shelves and on the track and begin exploring the world with your kids. If you just can't let junior touch your latest mint Lionels, purchase a used postwar steamer with whistle, a few old freight cars and caboose, some new track and transformer, and a 4x8 piece of plywood and begin to have fun. Somewhere along the way you might have to replace a coupler or smoke stack, but the price will be well worth it as you grow closer to your kids and help prepare them for their entrance into maturity.

by Linda (Mrs. Rambler) Coniglio



Mystery of the Month

Now and again the ole Rambler hangs out with a couple of groups of extremely dangerous people, journalists and thespians. JUST KIDDING! Actually they are railfans and scale modelers. Amateurs need be cautious when sampling some of the more bizarre behaviors of these folks. The former have been known to buy full size locomotives, for instance, or even entire rail lines. The scale dudes get it in miniature down to the last 17/64 inch to the foot. The scale modelers also have the most complete historical records imaginable when it comes to trains. The catalog cover and pages shown above came from their files.

The sets are Lionel, but the set numbers are Boston Model Railroad numbers. The year appears to be 1955 or '56. Were these in Lionel OB's or reboxed? Any of ya'll Beantown (Go Redsox) boys have one with all the original paperwork?? Anyone have a complete catalog to copy? Who will solve the Mystery of the Catalog of Uncataloged Sets??

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 PM Eastern. Please don't call collect; not even train collect.

New Roster Delivery

During late August, all Charter and Regular LCCA Members of record as of June 1st will receive their copy of the *1996-1997 Member Handbook And Roster*. Its new front cover is at top, left on page 37.

With more than 400 pages of information, it's by far the largest one we've ever produced! (Increased size is due primarily to the addition of over 2,000 new Club Members in the past several months.)

Inside this annual LCCA publication are updated versions of all the features from last year's edition... (i.e. Current/Previous Officers and Directors, History, Publications, Annual Convention Sites, Convention Car Listings, Change of Address/Phone Form, Badge Order Form and Demographics all in the first section; Constitutional/Administrative Bylaws, Guidelines for Regional Meets, Elected/Appointed Positions are then in the next section and this is all along with the Alphabetical/Geographical Member Listings)...**plus**, a Numerical Listing of all currently active Members has been added in the 1996-1997 edition.

Once again, it can be used for very many Club related functions and is really much more than just a "phone book". It contains a wealth of information for all LCCA Members to have right at their finger tips and is included in your annual dues! (For Members who join after June, limited quantities *may* be available from the Club Librarian.)

*Eric Fogg, Editor,
Member Handbook And Roster*

Sneak Preview of 1997's Convention Car!

The two photos at left, bottom on the facing page show the side and end views of our 1997 Convention Car. (The side view is also on the back cover of the *1996-1997 Member Handbook And Roster*.)

It's a real beauty in its colorful green and yellow with a very unique railroad's markings. (Just to set the record straight and so everyone is knowledgeable, the railroad is the Chicago, St. Paul, Minneapolis and Omaha which is abbreviated as the C St. P M & O. And, it's interesting that we found a railroad with two cities' names in the same area as the Convention!)

The notation for the LCCA's Convention site in Bloomington, Minnesota, (it's in the "Twin Cities" area) will be discretely put on one end of the Car.

The initial order form will be in the November issue of the *Interchange Track* and orders will be accepted up until March 1, 1997.

Distinctive LCCA Member Badge

Based on a number of inquiries from newer Members, here's a review and ordering information for the sharp Lionel® Collectors Club of America badge that's available. The photos down the right side of the facing page show the badge full size, with its bright orange color and features our Lion Mascot.

Engraved on the face of the badge will be your name and Membership Number along with your city and state. (*Ed's Note: We used mine in the photo shoot and you too can "wear" your LCCA affiliation smartly!*)

Then, a complete (through 1995) set of all of the Conventions I've been to are shown below my badge. These "bars" attach to the badge by small rings, and you can string them together as shown here to create a very attractive display for your train room wall or wear to shows. (Please note that you should have gone to the Convention to "credibly" wear the Bars.)

An Order Form is in your *Member Handbook And Roster* or, you can place your order for an LCCA badge and bar(s) by using the one below.

Either way, you'll have another great LCCA item!

**LIONEL® COLLECTORS CLUB OF AMERICA
MEMBERSHIP BADGE & CONVENTION BARS**

_____ Badges @ \$6.00* _____

_____ Bars @ \$2.00* _____

TOTAL (*Shipping included) _____

Name _____
(As wanted on badge)

Membership No. _____

Address** _____
(**For mailing purposes only. WILL NOT BE ON BADGE.)

City _____

State _____ Zip Code** _____

Specify fastener desired:
_____ PIN _____ POCKET CLIPS _____ BOTH

List the Conventions you have attended: _____

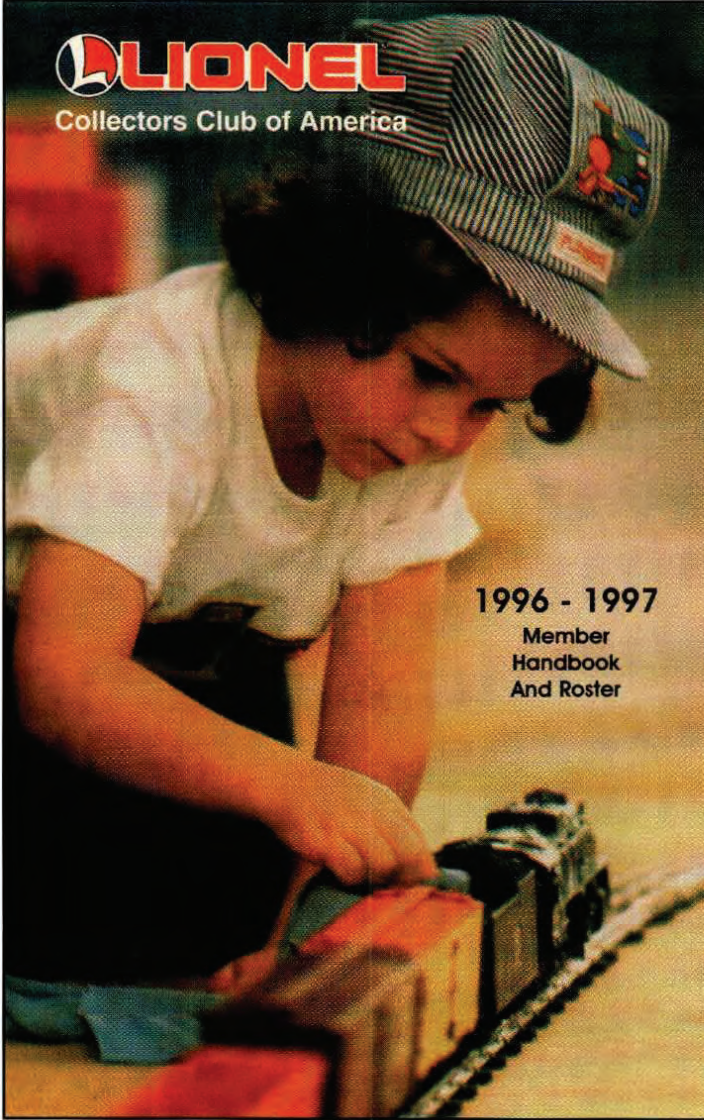
Send order and check payable to "LCCA" (US funds)
to: LCCA Business Office
PO Box 479
LaSalle, IL 61301

Allow six-eight weeks for delivery. Form may be photo copied.

(Continued on page 38.)

LIONEL

Collectors Club of America



1996 - 1997

Member
Handbook
And Roster



LCCA
DON
CARLSON
6766 HASLETT, MICHIGAN

DEARBORN '82

ROCKFORD '83

LOUISVILLE '84

NORFOLK '86

LITTLE ROCK '87

LEXINGTON '88

COLUMBIA '89

FORT COLLINS '90

LANCASTER '91

ORLANDO '92

DEARBORN '93

CHATTANOOGA '94

DES MOINES '95

(Continued from page 36.)

UPCOMING LCCA EVENTS

September 8, 1996

Atlantic, Iowa, at Cass County Fairgrounds

Maurice Miller (712) 741-5627 along with Dick Wilson (402) 691-0335 are hosting this event. Tables \$10. Public admission is \$3 for adults with children under 10 free with an adult. Registration and setup is at 7 AM. LCCA trading from 8:30-10 AM. Public trading from 10 AM to 4 PM. The Meet will be held in the 4-H Building on the Fairgrounds.

November 9, 1996

Jackson, Mississippi, at Hinds Community College

Bill Haas, Jr. (601) 825-5650 is hosting this meet that is also open to the public. Tables are \$8. Guests admittance is \$5 and for a family it's \$10. Setup and registration at 7 PM with LCCA trading from 8-11 AM and public trading from 11 AM to 3 PM. The event will be located in the Community Room on the Rankin Campus of Hinds C. C. in Jackson.

November 29 & 30, 1996

Lexington, Kentucky, at the Continental Inn

Harry Overtoom (606) 268-1942 is hosting this two day event that is also open to the public. Tables are \$12 for LCCA members and \$18 for non-members. Guests and adult public \$3.50. Setup and "early bird" trading is 6-9 PM on Friday, November 29th and 8-10 AM on Saturday, the 30th. There will be several operating layouts, vendors and 200 trading tables available. The Continental Inn is located at US 60 and New Circle Road in Lexington.

December 1, 1996

York, Pennsylvania, at the York Fairgrounds

Barry Keener (717) 361-9652 is hosting this event with co-host Russ MacNair (717) 664-2335. Tables \$10. Guests \$3. Setup 7 AM. LCCA trading 8 AM. Public trading from 9 AM-2 PM. Old Main (Red Hall). The Fairgrounds are located on Carlisle Avenue and Market Street in York, Pennsylvania.

December 7, 1996

Naperville, IL, at Naperville Central High School

Len Hopkins (708) 420-9066 is hosting this event with co-host Larry Brongel (708) 354-8486. Tables \$10. Guests and adult public \$5, with family \$10. Registration and setup 8-9 AM. LCCA trading 9-10:30 AM. Public trading from 10:30 AM to 1 PM. The High School is located at 440 W. Aurora Ave. in Naperville, Illinois.

Meet Hosts Wanted!

Contact **Bill Button**
(313) 722-7464

Schedule of your LCCA Publications

Because of some concern and confusion about mailing time on the July issue of *Interchange Track*, we've re-evaluated the entire process and have come up with a "schedule" of when your monthly LCCA publications should arrive. After weighing all the reasons and taking into account all the possible solutions, we felt it is best to move our planned mailing date back one full week for *IT*, and attempt to move *The Lion Roars* up one week.

In this manner, you should expect to see a publication from us around the middle of each and every month. (That is, somewhere around the 15th to the 20th of the month.) To save you any expense or concern, just let us know if you do not receive your issue of *IT* or *TLR* by the end of the month in which it is supposed to arrive. (Remember, *IT* is on the "odd" numbered months and *TLR* is on the "even" ones.)

*Bill Button, Editor, Interchange Track, and
Don Carlson, Editor, The Lion Roars*

Upcoming in the next issue of TLR

Since we gave you the new "schedule" of LCCA publications, here's a sneak preview of some of the articles to look forward to seeing in the October issue of *The Lion Roars*.

- ⇒ Extensive Grand Rapids Convention Coverage (With lots of pictures of LCCA'ers and their families having a "Grand" time in July)
- ⇒ More Layout/Operating Projects for you to use
- ⇒ Another episode of "Specialty Cars"
- ⇒ An update to "Structures on a Budget"
- ⇒ Reports of Club business from the President and minutes from the July Board meeting.
- ⇒ Regular features including: "Tracksides", "News and Views", "Three Rail Rambler", etc.

plus much more!

APPLICATION FOR MEMBERSHIP IN THE
LIONEL® COLLECTORS CLUB OF AMERICA

"A Lifetime of Happiness Collecting Lionel® Trains"

FOUNDED AUGUST 1, 1970



PLEASE PRINT IN INK

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"

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 which is included in the club's Membership Roster or available from the club secretary), and to honor it's 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 photo copied.)



Next to their Lionel[®] originals, the
“*LCCA 1996 Special Edition*”
Step Van (top) and Pickup (bottom)
in *reversed* colors are super sharp!

