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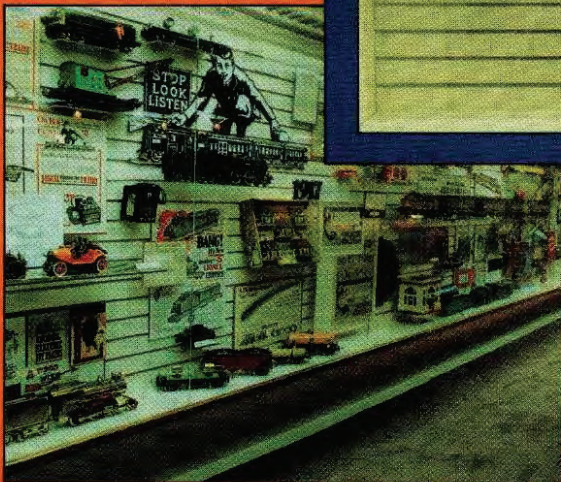


# LION ROARS

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

## Lionel's Visitor Center Opens



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*The Lion Roars* is mailed to you based on the information provided to the LCCA Business Office. Computer records maintained there are updated monthly and used to create the mailing labels. It is the member's responsibility to notify the LCCA Business Office at least 60 days in advance of a change of address to insure that your publications will arrive without interruption. *The Lion Roars* is mailed third class. The post office will not forward third class mail unless you specifically request and pay for the forwarding.

## What to do if your *Lion Roars* did not arrive

Send Assistant editor Larry Black a postcard or letter with your name, address and phone number. Do NOT call Larry as that will just slow everything down. He must check the mailing labels to see if the Post Office thinks you have moved. Larry cannot check this information over the phone with you and he needs to verify your address which is best done by you writing it down in a very legible fashion.

## Articles and Photos

*The Lion Roars* needs good color photos of your layout for *Trackside Photos*. Please do not write on the photos. Articles on anything related to Lionel trains are welcome and needed. Please send to Editor, *The Lion Roars*. Comments and suggestions are always welcome.

*Glenn Patsch*

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- 

### Upcoming LCCA Events

#### **February 29, 1992, Bossier City, Louisiana at the Bossier Civic Center**

Bert Sams (318) 861-3554 is hosting this meet with cohosts Mark Kahler (318) 687-1121, Milton Geltz (318) 222-5529 and Milton Fritch (318) 686-2581. Tables \$8.50. Guests \$3, with families \$5. Advance registration and registration at the door. Setup on Friday the 28th from 5 PM to 9 PM and the 29th at 7:00 AM. LCCA trading from 9:30 AM to 11 AM. Public trading from 11 AM to 4 PM. The Bossier Civic Center is located at 620 Benton Road at exit 20B or 21 off Interstate 20.

#### **March 14, 1992, New Orleans, Louisiana at the Holiday Inn**

Richard Mitchell (504) 643-0643 is hosting this meet with cohost Fred Elmer (504) 641-1671. Tables \$6. Guests \$5. Registration at the door. Trading from 9 AM to 8 PM. The Holiday Inn is located at 6402 Veterans Boulevard in Metairie, Louisiana.

#### **March 22, 1992, Madison Heights, Michigan at the Bishop Foley High School**

Charlie Fellencer (313) 391-3820 is hosting this meet. Tables \$10 in advance or \$15 at the door. Guests \$2, with families \$4. Advance registrations requested. Setup at 9 AM. LCCA trading from 10 AM to noon. Public trading from noon to 3 PM. The Bishop Foley High School is located at 32000 North Campbell Road at Whitcomb.

#### **March 28, 1992, Johnson City, Tennessee at the Holiday Inn**

Jack Miller (615) 928-5507 is hosting this meet. Tables \$10. Guest \$7, with families \$10. Setup at 9 AM. LCCA trading 10 AM to 11 AM. Public trading from 11 AM to 2:30 PM. The Holiday Inn is located on North Roane Street off Interstate 181.

#### **March 29, 1992, Rockford, Illinois at the Airport Budget Inn**

Jerry Dangelo (815) 397-2104 is hosting this meet with cohost Brady Thor (815) 398-0874. Tables \$6. Guests \$3, with families \$5. Registration at the door. Setup at 8 AM. LCCA trading from 9 AM to 10 AM. Public trading from 10 AM. The Airport Budget Inn is located at the Route 20 Bypass and Route 251 South, Samuelson Road.

Front and Back Covers: Display and Layout in the new Lionel Mt. Clemens Visitor Center, photos by Bill Schmeelk

## Lionel® News and Views by Bill Schmeelk

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 at (201) 358-1955. Evenings are usually best and calling on weekends will save you money. I'll do the writing and credit the contributor. We'll throw any questions out to the membership and print the response in the next issue.

So let's hear from you, even if it's just a suggestion for a topic of discussion. Letters are also welcome of course. Although my busy schedule does not allow a personal reply to every letter, I will try to acknowledge receipt of your letter and let you know the issue in which I expect your comments to appear. If you send a letter, please be sure to include your name and address so that I may get back to you with any questions. I will not publish any anonymous letters. As a matter of policy, you must sign your letter if you expect a response.

### First Things First

I have received many letters and phone calls about my description of the Sears GP-9 Union Pacific diesel. I described it as having die-cast trucks. All of those writing or calling had plastic trucks on theirs. Well, I went back to take another look at mine, and saw these die-cast trucks. Alas, they were gray plastic. I remember that the mock-up that Lionel had at our convention had die-cast trucks and I suppose when I looked at mine, I saw what I wanted to see, rather than what was really there. Either that, or I was sniffing too many smoke pills. So, if you have plastic trucks on your diesel, you don't have a rare variation. Sorry for any confusion I might have caused.

### Madison Cars Arrive

Lionel's new heavyweight style passenger cars have arrived. The 1991 Book Two catalog lists these as the Madison Cars, and this is how collectors most commonly refer to Lionel's original Bakelite™ passenger cars. They were first introduced by Lionel in the 1941 catalog as No. 2623 "SCALE PROPORTIONED passenger coaches." Also listed was the 2624 "SCALE PROPORTIONED observation car." The catalog pictured the coaches with the name Irvington and the observation car with the name Manhattan. In actual fact, only a prototype of the observation car was ever made.

According to *Greenberg's Guide to Lionel Trains 1901-1942: Volume II*, the 2623 passenger coaches were made with either Irvington or Manhattan. Although the Lionel catalog shows the Manhattan car as the 2624 observation car, its most common version is numbered 2623 and is a passenger car. In fact, the 2623 Manhattan Car is more common than the 2623 Irvington car. These cars were illuminated, had tinplate trucks and did not

have passenger silhouettes in the windows. In the 1941 catalog, three sets featured these passenger cars. Each set also listed the never manufactured 2624 observation car. Both the 2623 and 2624 were offered in the catalog for separate sale at \$7.50 each.

In 1942, Lionel had already started work for the U.S. Government. This year, the catalog featured only one set with the scale proportioned passenger cars. The catalog showed the set with four cars. Interestingly, more than half of the last car in the set is off the page. The half that is on the page is clearly numbered 2624. The description of the set however, lists "4 - No. 2623 Illuminated, scale detailed Passenger coaches." No mention of the observation car is made. Although Lionel corrected its set description from the previous year, the separate sale section still listed both the 2623 and 2624 cars. The price was unchanged.

There were no more catalogs until after the war. The cars next appeared in the 1946 catalog. The 1946 advance catalog does mention a 2626 Sager Place observation car in one of the sets, but again, this car was never produced. Three sets in the 1946 consumer catalog featured the new 2325 scale detailed passenger cars. From this point forward, there is no mention made of the observation car. The catalog shows all of the cars in the sets labeled Irvington. The cars now featured new six wheel trucks.

This truck was also used on the 2426W tender of the 726 Berkshire. Although the trucks themselves were made from stamped metal, the side frames of the truck were plastic and far more detailed than the tinplate trucks they replaced. The plastic side frame covered the stamped metal side of the truck and was held in place by bent metal tabs. The plastic portion was not a structural part of the truck, but added only for detail. The 2625 car was also listed for separate sale. Prices were not printed in the 1946 catalog, but rather on a separate price sheet. The price listed for the postwar 2625 was \$10, an increase of 33% over its prewar price.

In 1947 the cars were offered in two sets, one pulled by a GG-1. Only Irvington cars are shown in the catalog, but cars labeled Madison or Manhattan with the same catalog number are known to have been made. Interestingly, the separate sale price listed in the catalog went back down to \$7.50.

In 1948 two sets were sold with the scale detailed cars. With the exception of the electronic set, these were the most expensive sets in the catalog at \$67.50 and \$75. This year, the catalog showed the sets with three cars, each with a different name and number. The 2625 Irvington, the 2627 Madison and the 2628 Manhattan. The separate sale price in 1948 went back up to \$10, where it remained for the rest of production.

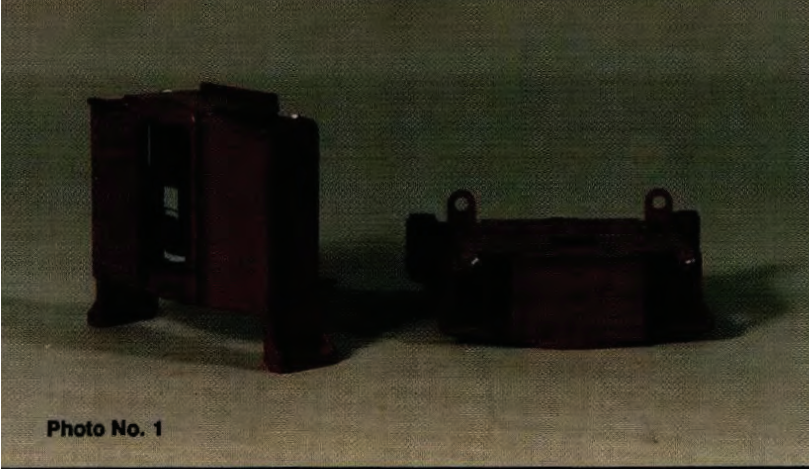


Photo No. 1

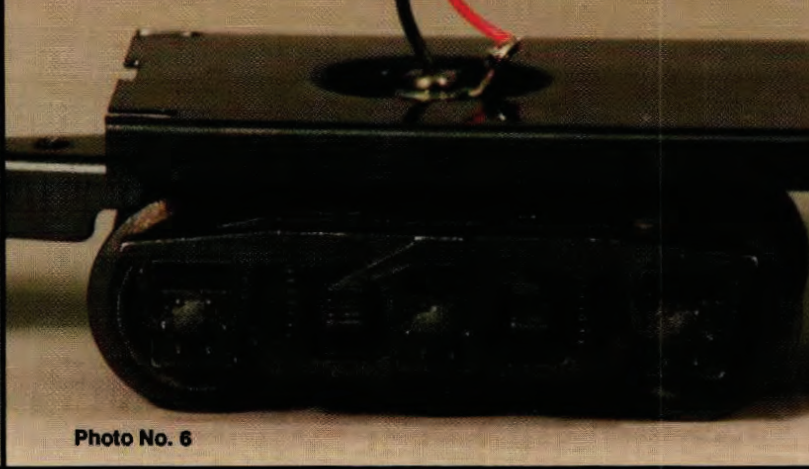


Photo No. 6



Photo No. 2



Photo No. 7

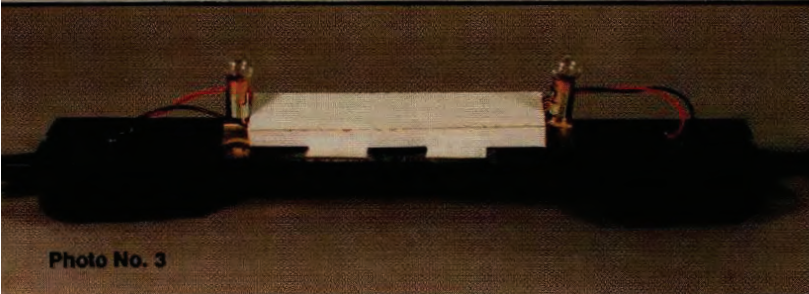


Photo No. 3



Photo No. 8

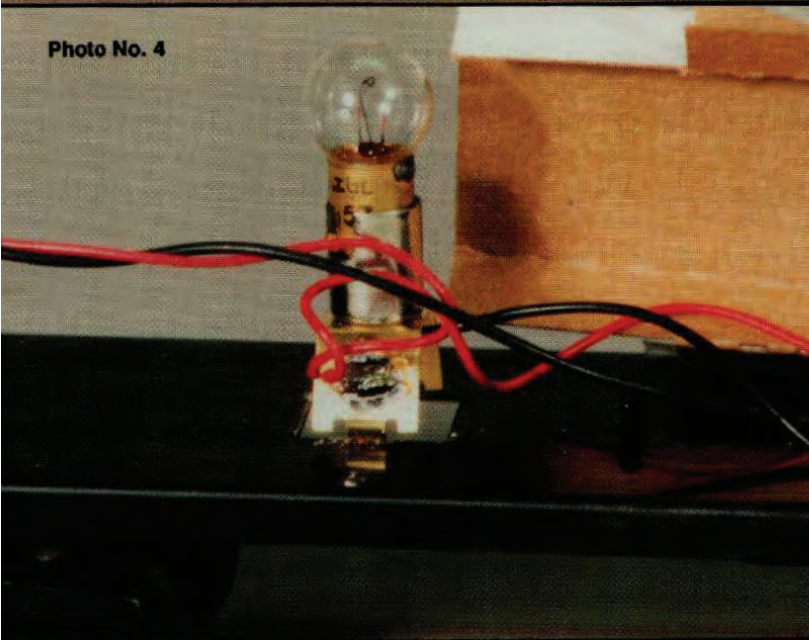


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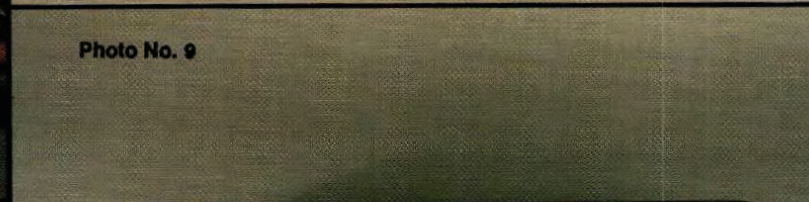


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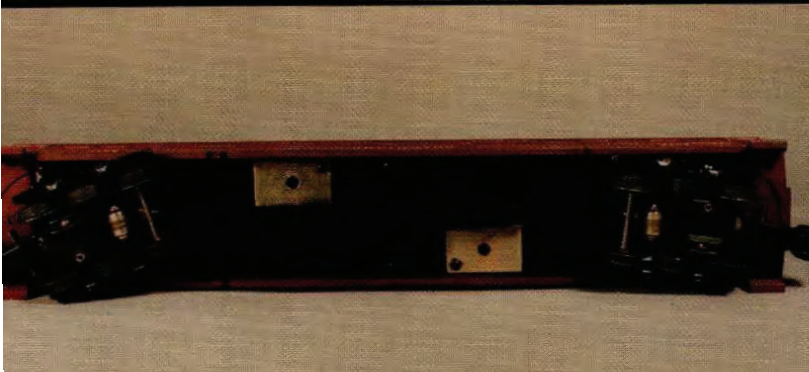


Photo No. 5



The 1949 catalog again offered two sets with these cars. One set at \$75 was the only set over \$67.50. They are again listed as they were, with three different names and catalog numbers, as they were in 1948.

In 1950 the cars were offered in only one set, but what a set it was. The cars also included a new feature — passenger silhouettes in the windows. The three cars were offered in a set being pulled by the 773 Hudson. At \$85 it is the most expensive set in the catalog. The next lower priced set is \$79.50 and features the 773. This is the last time the cars will appear in a Lionel catalog, until 1991.

Today we refer to these cars as Madison Cars, but I'm really not sure why. The most prominent car in all of Lionel's ads was the Irvington. So why don't we call them Irvington cars? I don't know the answer, but they are officially cataloged in the 1991 Book Two catalog as "The Madison Cars."

The new cars have several added features and differences from the original cars. The new cars are made from phenolic and are compression molded as the originals were. The word Bakelite™ is actually a trademark for a type of phenolic plastic. If you like to buy American, you should buy a new Hudson and have it pull these new Madison cars. The locomotive, the cars and the tooling were made in this country. Today, most plastics are injection molded. Phenolic is compression molded. A billet of the material is placed in a mold and compressed until it takes the form of the mold. Due to the need for compression molding, Lionel had an outside vendor (in the U.S.) handle the molding of the cars.

The cars can be disassembled by removing six screws on the bottom, just as the old cars were assembled. Upon removing the screws, the shell can be separated from the chassis, and the two vestibules will fall free. The two vestibules from one of the passenger coaches are shown in photo 1. These are die-cast metal with stamped steel backs and doors. The doors hinge open and are held closed by a spring. This is the same method used on the original cars. Photo 2 shows an interior shot of the molded shell. The shell is a thickly molded piece. Although it cannot be seen in the photo, the roof inside has LTI in large letters molded in to identify these as products of modern Lionel Trains, Inc..

Photo 3 shows the chassis with the two lamps. Last year, Lionel mentioned that they were considering the use of three light bulbs for interior illumination, but apparently decided that two were sufficient. The only cheap looking thing about these cars, is the white cardboard fastened down with scotch tape. This cardboard covers the wiring.

The original cars had a roller pick-up for each bulb, one on each truck. The new version also uses two pick-ups, but differs in that both bulbs are wired to both pick-ups. This should eliminate any flickering of the lights as

the cars pass over switches and crossings. Photo 4 shows the cardboard cover lifted and a close-up of one of the bulb brackets.

I do not care for the fact that the wires are soldered directly to the bulb clips. It is difficult to get the bulbs out without scraping the wires on the square hole in the chassis. I would have preferred that the two wires were soldered to a stud screwed to the chassis. This would have provided an electrical connection to the bulb clip, without interfering with the clip's removal and been a neater job. It probably would have required scraping of the black oxide finish on the chassis to achieve a better electrical connection. That's about the extent of my complaints on these cars.

Photo 5 is the underside of one of the original postwar Madison cars. This car also had two bulbs, but they were held in place by a screw. This metal bracket extended up into the car. The lamp socket was then mounted to it horizontally.

The new cars have an improved connection to the trucks. The wire connection from the trucks is shown in photo 6. Notice that the black wire from the roller pick-up is fed through a hole in the truck mounting stud. This is far superior to running the wire from the roller pick-up up through a hole in the chassis as was done with the original cars. The new method causes little movement of the wires as the truck is rotated.

Photo 6 also shows the new die-cast truck, a first for the Madison cars. This truck is a new for Lionel. The truck resembles the look of those used on the postwar Madison cars. These new trucks are similar in construction to those used on the aluminum passenger cars. There are no thumb tacks or plastic armature bars for uncoupling. Hip-Hip-Hooray! The trucks also include the plastic bearings in the side frames. It is noteworthy that the 1992 Book One catalog photo of this year's Southern Pacific Madison cars, shows them with the thumb tack six wheel trucks. This is probably because the newer cars were not yet completed when the mock-ups for the SP cars were made.

For the first time since it was announced fifty years ago, the observation car has been produced. Photo 7 shows the new Sager Place observation car. If you look at the previous photos, it is hard to understand why Lionel never came out with this car. All they would have needed is the observation vestibule. The same body piece could have been used. The observation vestibule would simply replace one of the regular vestibules. Photo 8 shows the illuminated drumhead at the rear of the car. The drumhead was mentioned in the catalog, but was not in the photo. This is lit with a very small bulb and I'm not really sure how you would replace it. It's probably one of those replacements that Lionel recommends you have done by a service station.

There are several differences between the catalog photo and description and the actual production piece. In the last paragraph I mentioned how easily Lionel could have made the observation car. They could have used the same shell. Interestingly though, the new observation has a shell that is different from any of the other three cars. This is not true of the photos in the 1991 catalog.

First compare the old car with one of the new cars. See photo 9. The shells are almost identical. While the older car on the top of the photo looks smaller than the new car on the bottom, it really is the same length and size. What appears to be a difference in size is caused by the way the photo was taken. The windows are in groups of four, with two additional windows at one end. This arrangement is similar to many of Lionel's tinsplate passenger cars. Now look at the shell of the observation car in photo 7. Notice the difference in the window arrangement and also in the vents along the roof. Clearly, the shells are different. The shells of the three passenger cars are identical, except for the names and numbers. According to Steve Saxton, of Lionel Trains, this different window arrangement was taken from Lionel's original plans for the Sager Place Observation car. That car was announced in the 1946 advance catalog, but never produced until now.

Another difference between the catalog photo and the actual production can be seen in the end view in photo 8. The production piece has two additional windows with curtains or shades printed on the inserts. In the same photo, notice that there is a coupler at the rear of the observation car. The catalog stated that the observation car would have only one coupler. According to Mark Gordon, of Lionel Trains, this was done to be more prototypical. I'm not really sure whether or not the real cars have couplers on the rear of observation cars. Perhaps it was also easier in production to use all the same trucks.

The name Sager Place was the street on which Lionel's Hillside or Irvington plant was located. Very little of the plant was actually in Irvington, although Lionel used Irvington as its address. Emil C. Vatter, #3301, researched the Sager Place name in the book, *Along the Upper Road, The History of Hillside*, by Jean-Rae Turner, 1977. Sager Place starts in Irvington and ends in Hillside. The street was named by the municipality of Irvington in memory of one its residents, Oscar Sager, who died in World War I. Thanks Emil, for the interesting info.

The Sager Place address was used for many years by Lionel. The town was listed as Irvington, when actually most of the plant was located in Hillside. Max Knocklein wrote an interesting article explaining the Hillside-Irvington question in the October 1987 issue of *The Train Collectors Quarterly*.

I'm quite pleased with these new cars and all collectors that I have spoken with agree. It is obvious that Lionel went to great lengths to produce a car that collectors wanted. One of the problems that Lionel had with the original cars was the painting. Phenolic material is difficult to get paint to adhere to. This problem can be seen on most of the original cars. Anyone who owns the original cars knows that the paint tends to flake off. This is a problem inherent in the material itself. Dave Krebiehl, of Lionel Trains, explained that this problem was anticipated. A special painting process developed to eliminate the flaking problem.

Now that we have the cars we've wanted for so long, my next hope is to see a matching baggage car and perhaps others like a dining car. We train nuts are never satisfied are we? It's quite obvious that we can expect (or at least hope) to see these cars in a variety of road names in the future.

In short, the cars are exceptionally well made and should please collectors and operators alike. We have heard from more than one member that prices on the original cars have come down slightly. Special thanks to Tom La Mantia, #7527, for the loan of the original Madison car used in the above photos. For additional details on the original Madison cars, see Thomas S. Rollo's article in *Greenberg's Guide to Lionel Trains 1945-1969 Volume II - Behind the Scenes*.

### The Lift Bridge Arrives

1950 was Lionel's Golden anniversary. It was also the last year that postwar Lionel cataloged the Madison cars. This year was also the first and last that Lionel advertised its new No. 213 lift bridge accessory. The bridge advertised in 1950 was only made as a prototype and never put into production. Lionel again announced a motorized lift bridge in 1991. This completely new design added several features not even thought about in 1950. This time Lionel has made good its promise of a working lift bridge.

Most of you have by now seen the catalog photo of the bridge. Even so, you will probably be surprised when you see the real thing. It's quite large. When I went to pick it up from my dealer, I was told not to bring a sub compact car.

The bridge is packed with a generous amount of styrofoam on all sides and is fully assembled. The first thing you must do after unpacking the bridge, is to remove all the special clips and chunks of foam that secure the bridge for shipment. The instructions point out all the locations of pieces to be removed. Any one of them remaining will hamper operation of the bridge. So as they say, when all else fails, RTI - *Read the instructions*. This is not an item I would recommend trying without first reading the twelve page instruction manual.



Photo No. 10

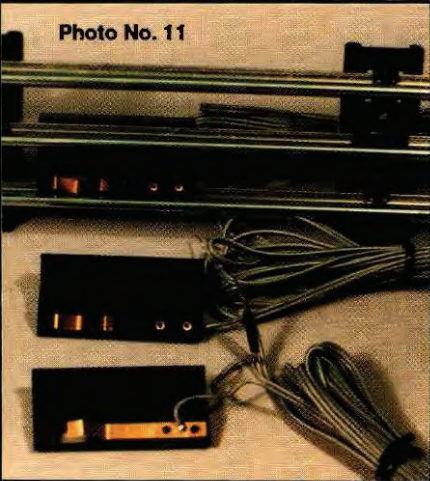
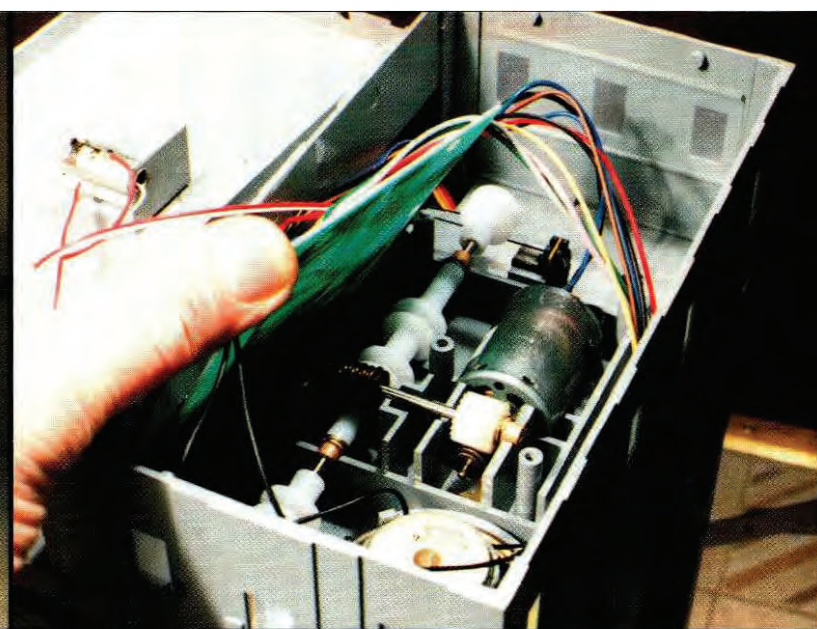


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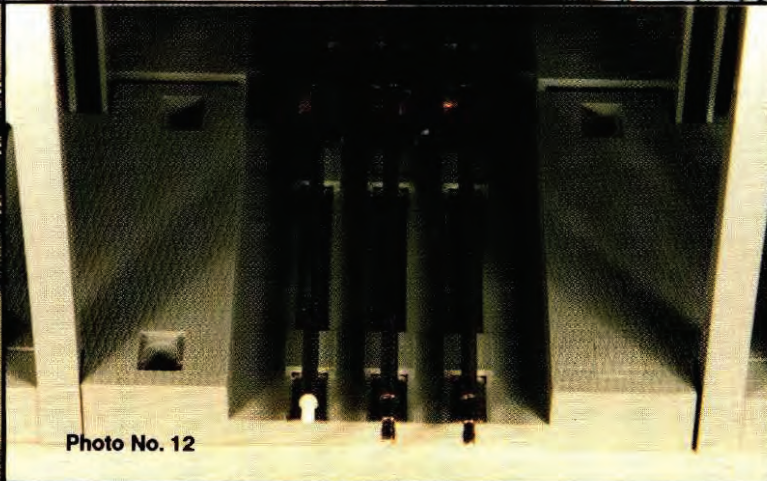


Photo No. 12



Photo No. 16

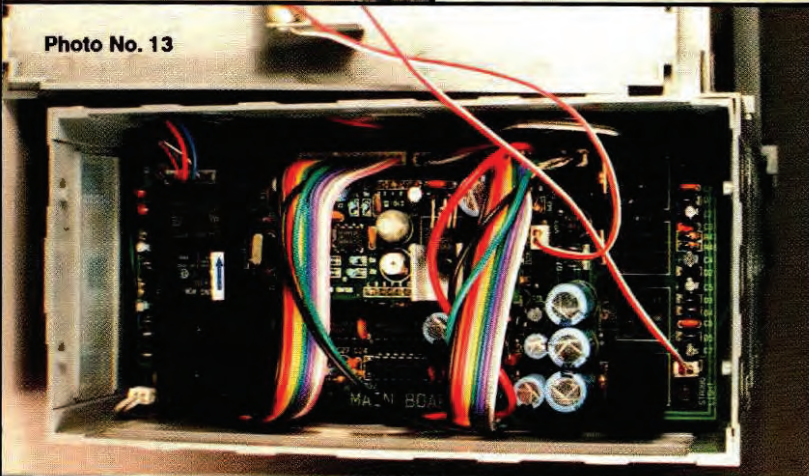


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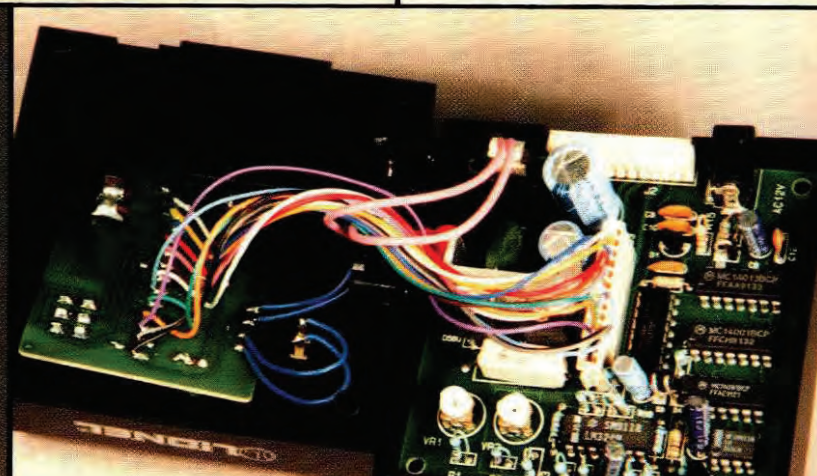


Photo No. 17

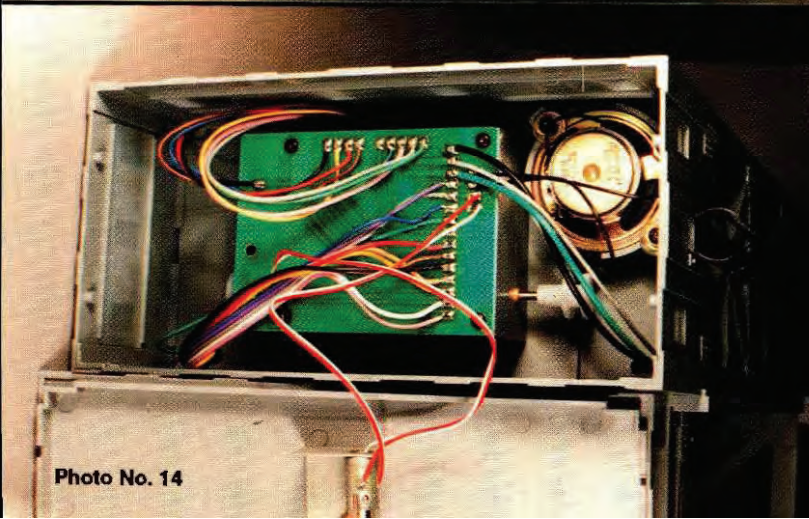


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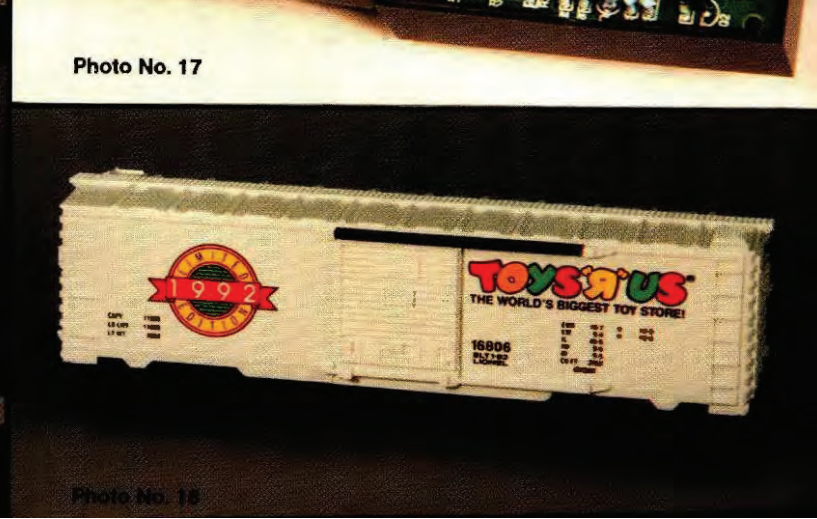


Photo No. 18



Then there's that familiar instruction we see so often today, warning you save all the packing should it become necessary to ship the bridge in the future. You can always put legs on the box, put a cloth over it, and use it as a coffee table.

Photo 10 shows the bridge after unpacking. This photo marks a first. It's the first time, in over nine years of writing this column, that I had to use a wide angle lens to fit the item into one photo. The size of this bridge is one of the things that makes it so impressive to look at. The detailing is superb.

Installation consists of properly securing the bridge to your layout table and wiring the control box and bridge to your track and transformer. Transformer wiring is for the track sections immediately before and after the bridge. Power to operate the bridge motor, horn, bell, and lights is supplied by a power cube that plugs directly to a household outlet. For successful operation of the bridge, the two towers must be the correct distance apart, level and secured to the train table. The instructions adequately explain exactly how to go about this. Three different wiring methods are shown. Each is designed to protect an oncoming train from going across the bridge when it is not in its fully lowered position. See below for what I feel is the best method.

The rails on the bridge are 'O' gauge. Special pins are provided for 027 layouts. These pins are half 'O' and half 027 in size. Also supplied are four special track sensors, two for use on 'O' gauge track and two for 027. Photo 11 shows the 'O' gauge sensor installed on the track. Below the track is the underside of an 'O' gauge sensor and below that is pictured the 027 sensor. These sensors are wired to sense when the train is approaching the bridge. We'll discuss these later.

Photo 12 is the base of one of the towers. Four screws are supplied for each tower, to secure it to your train table. Also supplied are small covers to conceal the mounting screws. One of these covers is in place over the fourth hole on the lower right side of the photo.

The top of each tower snaps in place and can be removed to replace the bulbs. Inside one of the towers is the adjustment for the volume of the horn and bell. Photo 13 shows the inside of one of the towers. If you did not read the instructions, you will find a piece of yellow foam inside. This should be removed.

The photo shows the sound board and near the center is the volume control. As shipped from Lionel, the board is set at its maximum volume level. The board does more than the sound, it also controls the strobe light on the top. We won't dissect the board in this article since quite frankly, I'm thoroughly confused as far as all the electronics in this bridge are concerned. I'm not sure what it all does, but I will say that it accomplishes its tasks well. The horn and the bell are identical to the

RailSounds™ Lionel has used on their diesel locomotives.

Photo 14 shows the other tower with its top removed. The board here is used to make many of the wire connections. It sure beats having over a dozen wire nuts in there. Removing the four screws at the corners of the board allow it to be lifted. One more screw in the center of the exposed box, allows the cover to be removed. There we find the motor and drive system for raising and lowering the bridge. The gray cover of the drive box has been removed for photo 15.

Photo 16 shows the control panel. The panel is connected to the bridge with a ten foot long twelve wire ribbon cable. For those who plan on having the bridge more than ten feet from the control panel, ten foot extension cables are available from Lionel as part No. 10-2782-050. Photo 17 shows the interior of the control panel. Please don't ask what all that electronic stuff does.

Our editor, Glenn Patsch, #10730, set up his bridge on his layout and reported that it worked quite well. He did find that the track sensors were not the best way to go, and preferred the use of insulated outside rail track sections. I fully concur.

Insulated track sections are one of the best and most reliable methods for controlling accessories. I'm at a loss as to why their use is not touted by Lionel. In the postwar and prewar eras, Lionel manufactured insulated outside rail sections. Even special Super 'O' sections were made. I think this is something Lionel should consider bringing out again. A package of four of these track sections and a small booklet on their many uses would be a worthwhile accessory for anyone operating a layout. Most serious operators have long ago done away with the weight operated contactors and controlled accessories with the insulated outside rail track. Insulated outside rails are a very reliable and easy to install method.

Below are listed five tips that Glenn came up with for those who plan to operate their bridge. I think you'll find his method for wiring the bridge with insulated outside rail track to be the most dependable and reliable.

1. The O and 027 track sensors included with the bridge not do operate reliably. Use insulated rail sections of track instead of the sensors. If you use Gargraves track use one of the outside rails as an insulated rail. Insulated track has one of the outside rails insulated from the other outside rail. Connect a Lionel CTC track clip (or solder to the rails) and connect the center rail (#1 on the CTC track clip) to the lift bridge screw marked *lockon*. The outside insulated rail (#2 on the CTC track clip) should be connected to the lift bridge screw marked *sensor*. The screws are located at the base of each of the bridge towers. The screw on the left is *sensor* and the one on the right is *lockon*. You will need at least one piece of

insulated rail track for each side of the bridge. You can add as many pieces of insulated rail track as you like. Remember to use steel pins (not insulating pins) on the insulated rail connection that will connect to the other pieces of insulated track when connecting more than one piece of insulated rail track together.

2. The bridge control box has a red and black connection on the left side for track power. You may need to reverse the wires going to these connectors to allow the bridge to work properly. Failure to reverse the wires may also cause a short circuit on the track and cause your transformer's red short circuit bulb to light.

3. The red strobe lights on the top of the towers work loose and may need to be tightened. While it may appear that the bulb has burned out, first try screwing it in before having the bulb replaced.

4. Be especially careful while inserting the ten foot twelve wire ribbon cable into the bridge connector and the control box. To work properly, the connector must be carefully pushed *all* the way in. Hold the connector by the white plastic part and avoid pushing on the gray wire area. If you push or pull on the gray ribbon wire you may damage the cable.

5. If you attempt to run a train toward the bridge when the bridge is up or moving, it will cut power to the track (if it is wired up correctly) as soon as the engine is on the insulated rail track. This will cause the engine's E-unit to be in neutral when the bridge is brought back down. Because of this, you will want to set your engine's E-unit to forward only.

Thanks Glenn for the tips, I know they'll help many of us when it comes time to build that operating layout. Ed Goldman, #6098, called to say that he had set up his bridge and had a problem with the coiled wire on one side of the bridge. This coiled wire is in the center of the tower above the bridge. When the bridge was going up, this wire would cause the bridge to stop about 1/8" before reaching the top. At this point, the bridge could not be lowered until he manually pushed the bridge up that extra 1/8". I have not heard this complaint from others, but would be interested to hear from those who have operated their bridge. We'll print any tips or comments we receive, in a future issue.

### Toys "R" Us® Box Car

This year, Toys "R" Us is selling a limited edition 9700 type box car. The car is shown in photo 18 and sells for a pricey \$39.99. I believe this is a first for Toys "R" Us. From what I understand, each store received one case of a dozen cars. I have no idea of just how limited this car is. They first arrived in the store near me, just after Christmas, which seemed like odd timing. I do not know whether or not there will be additional limited edition cars in the future.

### Lionel at the Movies

The Addams Family movie featured a scene with Lionel trains. Many of you may remember the TV series and know that on occasion they showed the family having fun by exploding bridges on their Lionel train layout and causing wrecks. I had high hopes for the movie. I had seen photo stills showing several scenes of the layout featured in the movie. One of the scenes was a huge pile of destroyed locos that Gomez would simply toss wrecked locos onto.

I saw the movie as soon as it was released. I was quite disappointed. Most of what was filmed for the train scene was left lying on the cutting room floor. The scene with the pile of locos was not even shown. The train scene is interesting, but not worth the \$7 movie ticket price. My advice is to wait and rent the video.

I also found the rest of the movie disappointing. I didn't feel they took enough from the TV show. They should have at least used the familiar finger snapping theme and perhaps enhanced or embellished it. I much preferred the TV cast to the movie cast. John Astin will always be Gomez Addams. Jim Bunte, of *Classic Toy Trains* magazine put it best when he commented, "John Astin was born to play Gomez Addams."

Being involved in show business myself, I always read the entire credit list at the end of a movie. This means I'm usually in the theater alone, with my date standing with her coat on in the aisle waiting. Even though Lionel provided all the trains at no cost, they received no credit for their help.

### TM Video

The summer edition, Volume 1, Number 2 of TM's Toy Train Revue video magazine is out and this edition features a look at Roadside America's 8,000 square foot Lionel layout in Pennsylvania, Richard Sherry's excellent repainted F-3 shells, a look at the TCA convention in Chicago and the G gauge convention in Frankenmuth, Michigan. I particularly enjoyed a look inside the Lionel plant to see how track is manufactured, though I would have liked to have seen more.

The tape also features a trip to Right-Of-Way Industries and a look at their huge layout. Also featured is an interview with Harry Turner and a look at the world's largest mobile train display. There's also a look at how Lionel prepares its catalogs. We see first hand just how the catalog is planned and photographed.

Just as a regular magazine features advertising, so does this tape, with ads from Lionel, Right-Of-Way, and K-Line. All in all it adds up to another sixty plus minutes of toy train video action. It is sure to please a variety of interests, presented in this unique magazine format. Toy Train Revue tapes can be purchased individually or at a savings by subscription. Order directly from:

TM Books and Video, Inc.  
P.O. Box 279  
New Buffalo, MI 49117.

### New Greenberg Books

From Greenberg Publishing come three new books. First is *Volume II of the 1970-1991 Lionel Trains Guide*. This volume features special production items, including the special convention cars produced for several train clubs. There are cars produced for clubs I didn't know existed. Other chapters include department store specials, accessories, cataloged and uncataloged sets, and a chapter on factory errors and prototypes. This volume also includes listings for the Lionel Classics series and for Large Scale.

The chapter on sets was particularly interesting since I found several sets in photos that I had only heard of or didn't know existed. There's even a photo of the box for the 1972 Service Station Special. The existence of both the 1971 and 1972 sets has been disputed, both were made and all the items in them were subsequently available on the open market. The book also features a chapter on modern era boxes. The book has 192 pages with both color and black & white photos, and sells in soft cover for \$32.95 and hardback for \$39.95

Another new book from Greenberg is *Trains From Grandfather's Attic*, by Peter H. Riddle, Ph.D. The book is subtitled, *Layout Construction and Operating Techniques for the Prewar Toy Train Enthusiast*. Here's a book that's really geared towards the operator. Mr. Riddle believes that toy trains were made to be operated. This philosophy is expressed on the first page of text. He proceeds from there by leading you from the design, to the construction and operation of a prewar layout. In the design chapters he discusses in the most complete manner I've seen, not only the how but also the why. Although the author talks primarily of prewar trains, the usefulness of much of the information in this book is certainly not limited to them. There's a chapter devoted to considerations and construction of the train table, *A Firm Foundation*, as the author calls it.

Although the author deals only with three rail track, the book is not limited to Lionel. Both American Flyer and Ives are also dealt with, *America's Big Three*, as Mr. Riddle heads the chapter. Both sectional and Gargraves track and switches are discussed. One of the things that prewar enthusiasts must deal with is restoration. In his discussion of this topic the author points out that his procedures "are not directed towards those who seek museum quality restoration, but wish instead to produce fine looking models with a factory fresh appearance for a display layout." Again, remember his philosophy on page one. Three chapters discuss accessories and their use on the layout. Here again, discussion is not limited to Lionel

accessories. Wiring techniques of these accessories and train controlling functions are well presented. The final chapter deals with scenery. Again, the discussion is done in the same meticulous fashion as the chapters preceding it. Peter H. Riddle is a fine author. He is able to clearly explain his ideas, and the book is very well organized for easy reading and reference. The book has 144 pages, is profusely illustrated with black & white and color photos in addition to many diagrams, all by the author. The book sells for \$22.95.

We also received another book by Peter H. Riddle, *Greenberg's Wiring Your Lionel Layout - A Primer for Lionel Train Enthusiasts*. There are many books on wiring layouts but none I know of that deal specifically with AC and three rail layouts. Lionel did a good job of explaining it in their instruction manuals, but I have always felt the need to delve deeper and explain more fully, three rail wiring techniques. In this new book, Peter Riddle explains electricity and how to use it effectively in wiring three rail layouts and accessories.

He starts at the very beginning, explaining in easy to understand language, the basics of electricity. There are terms we often hear, but many really don't understand their meaning, or exactly how they relate to model train operation. The first several chapters explain electricity and electrical hardware. Starting in chapter five, the author guides through the wiring of a multi-train layout. We are taken step by step through the wiring of the track, accessories and the control panel. Here again, the author has organized the material well and explains it quite understandably.

My only complaint was that the book ended too soon. If you have only wired small layouts, or perhaps none at all, this is an excellent book to get you started and on your way. If you have already accomplished the wiring of a large layout, you are probably beyond this book, but will more than likely find at least a couple interesting techniques. The book is loaded with diagrams by the author. They are quite clear and helpful in understanding the wiring process. There is clearly a need for this book, and I believe a need for a second volume dealing with even more advanced techniques.

Chapters I would like to see in a second volume would explain more advanced uses of relays and insulated outside rail sections. There are many three railers who are interested in wiring large multi-train layouts. Also, a thorough explanation of transformer ratings and the difference between a transformer rating and its actual output would be useful. How do the wattage ratings of older transformers compare with the VA (Volt-Amp) ratings of today? Peter H. Riddle has filled a need with this book and I hope he will consider expanding his work with a Volume II. The book has 80 pages, drawings and photos, and sells for \$7.95. Each of the three books above

can be purchased at your local hobby shop or ordered through Kalmbach Publishing Co. at (800) 533-6644.

### Collector's Gallery - The Book

From Jerry Rubin, comes a set of books detailing Lionel production since 1970. We looked at Volume One that includes chapters on Fallen Flags, Disney, J.C. Penney, steam passenger sets, motorized units, Service Station sets, motorized units, Standard 'O', F-3s, Hudsons, Electrics, SD units, Generals, and GG-1s. Each chapter is several pages and details the production of a particular item over the years that item was produced.

Many may be familiar with Jerry's writings in 'O' Scale Magazine. His column, Collector's Gallery provided the basis for this book. Some of the information in this book has been updated from those writings. Jerry's writing style is easy to read and the book offers a collector's viewpoint.

This is not a price guide, but rather a documentation on the changes and evolutions of Lionel modern era

production in a compact volume. The soft cover book is printed in 8 1/2" by 5 1/2" format with black & white photos and is 48 pages. Volume II is also out and includes the Famous American Railroad series, SD-40 sets, U-boats, Budd cars, Aluminum Passenger sets, ALCOs, Geeps, Berkshires, FMs, and switchers. Each volume is available for \$9.95 and may be ordered through Jerry's Train Gallery at (800) 631-7962.

### That's It For Now

Next issue we'll be reviewing the new Lionel scale Pennsylvania steam turbine. It's quite an engine, Lionel's biggest and most expensive yet. If you have purchased and operated the engine we'd be interested in hearing your comments. Please write or give me a call.

Bill Schmeelk  
15 Birchwood Lane  
Hillsdale, NJ 07642  
(201) 358-1955

## President's Report

The Christmas season is behind us and I hope you all had a wonderful holiday. As I mentioned in previous presidential reports, it is vital that you submit articles to *The Lion Roars*. Experience has shown that how-to articles are the most desired. These include engine repair, layout construction, scenery and accessories. Improving the operation of engines, cars and accessories is always popular. Please consider sharing your thoughts, ideas and articles with Lion Roars editor Glenn Patsch. His address is on the inside front cover of every issue.

We also need members to run for national office. For 1992 we need a secretary and a vice president. We will also be seeking candidates to run for five director positions. I encourage you to contact Harold Powell, Chairman of the nominating committee at (919) 282-1101 or mail him a letter at 1805 Provence Drive, Greensboro, NC 27408. Please give this serious consideration and ask what you can do for your club, not what your club can do for you.

Lionel Trains, Inc. decided not to participate in the Toy Fair show in New York City in 1992. Instead they have established a "Visitors Center" in Mt. Clemens, Michigan. Bill Schmeelk and I were invited to Mt. Clemens to attend the pre-opening of the center and to see all the new items that will appear in the 1992 Book Two Catalog. It was a most interesting and informative day. This issue of *The Lion Roars* will contain, among other things, an article by Bill plus many pictures of the 1992 line and the Visitors Center operating layout. A special arrangement with Lionel Trains has enabled us to include a copy of the new 1992 Book Two Catalog.

While in Mt. Clemens, Lionel honored and recognized Lenny Dean's fifty years of service by presenting him with a 24K gold plated Hudson and tender. I believe Lenny and his wife Marie were taken completely by surprise. I know you all join me in wishing Lenny and Marie well in the years to come.

Those of you who have used your credit card to pay for the LCCA convention car have discovered a charge from Connecting Point. Connecting Point is our business office and is processing the credit card sales for us. I apologize for any confusion this created.

Finally, our finances continue to improve and 1991 was a good year for the club. I know 1992 will be an even better year.

*Al Otten*

# The Three Rail Rambler by John W. Coniglio

And a Rambler's Happy New Year to you all! Its been a whirlwind of a winter what with *CTT's* expose of the old Lionel showroom and catalog illustrator. The Rambler's engineer cap is tipped to those folk for introducing us to Bob Sherman, et al. Maybe now the gentleman with the scoop on the 672 cream or yellow NW-2 switcher in the 1949 showroom layout photos will tell us about it.

## Pop Quiz - test your Lionel® trivia insanity quotient

The following questions will test your grasp of the modern toy train scene. *Handle only by the trucks, please.* First response with the most right answers wins a ride on the new Lionel lift bridge if certain weight restrictions are met. The envelope please:

1. Who REALLY is making Lionel Trains?
  - a) Lionel Trains, Inc. (LTI) of course
  - b) Mike's Train House.
  - c) Samhongsu of Korea
  - d) Sam's Wholesale club
  - e) Several guys in their basement
2. Why does LTI continue to use the "thumbtack" coupler when the 1949-57 magnetic one worked SO well.
  - a) Its cheaper
  - b) Nobody couples those things on shelves!!
  - c) We've always done it this way
  - d) Real collectors ignore small stuff
  - e) All of the above
3. The LTI catalog is full of items available at?
  - a) Local trainshop
  - b) Weekend warrior's
  - c) Up East dealer's
  - d) SOLD OUT at all three places
  - e) Anywhere next year, but at a premium
4. Why Handle ONLY by the trucks, please?
  - a) This is a \$100 a thumbprint hobby
  - b) To act like a train collector
  - c) To avoid smearing the wet paint (or WD-40)
  - d) So the wheels don't fall off
5. A model of Locomotive 4501 is shown on pages 14 and 15 of the LTI 1992 Book I catalog. (No fair looking in the catalog for the answer)  
Who owns the prototype?
  - a) Richard Kughn
  - b) Southern Railway
  - c) "Mike"
  - d) LTI
  - e) The highest bidder
6. Which of the following Lionel engines are modelled after locomotives that are still in service?
  - a) 2341
  - b) 4449
  - c) 8701
  - d) 4501
  - e) 746
7. Weekend warriors are:
  - a) Locals who haunt the flea markets for "steals" and underbook them at meets.
  - b) REAL MEN who keep their Girls train in a carton in the closet
  - c) Collectors who buy in the parking lot before a meet and sell for a fast profit when the show opens
  - d) Dealers who sell out of their homes and at meets, but have no store. Everyone complains about them except their customers
8. Gauge is:
  - a) A device to measure track
  - b) The width of a collector's wallet
  - c) Gauge spelled incorrectly
  - d) Distance between running rails
9. Postwar now applies to:
  - a) WWII
  - b) Vietnam
  - c) Desert Storm
  - d) Williams-MTH
10. The 'can motor' is used to:
  - a) Take simple repairs like brush replacement out of the hands of operators
  - b) Make a modern 2 motored engine less powerful than a single motored old one.
  - c) Prove that Kusan was ahead of its time in 1960
  - d) Leave room in RailScope™ for all the electronics
  - e) Make products cheaper

Thanks to Hugh Stanley, Lee Reynolds and Frank Jones for their kind words about our Ramblins. Lets hear from you folks. In fact let some of the "untrained" in your house take the quiz. Here's bettin' they score better than you.

Confidential to North Korea --- Dump the nuke bomb biz and start making 'O' scale/gauge trains. The big boys (you know who) need the competition.

Coming Soon - LTI 4501 vs. the Baldwin Babe in lifesize. The ole Rambler's gonna weave the tapestry of 4501's survival into the 1990's. LTI 1992 Book 1 left out the best part of the story, but you will read it in *The Lion Roars*. Photos comparing model and prototype will allow you to decide how well LTI did on this one.

Contact the ole Rambler at: The Three Rail Rambler, P.O. Box 6312, Chattanooga, TN 37401. Phone (615) 843-2360 before 10:30 PM Eastern time. Please do not call collect, not even train collect. Especially not train collect. Happy Ramblin' ...

## Board Of Directors Meeting

November 16, 1991 Orlando, FL

The meeting was called to order at 8:10 A.M. Secretary Overtoom called the roll and all were present except Asst. Secretary Sabatelle.

Officers' reports were as follows:

### Vice President Stitt's Report

There have been four meets since the Annual Convention in July. There were 307 regular members, 10 family members, 288 guests, 19 new members and 1 new family member. A profit of \$203.84 was made from the four meets. Eight more meets are scheduled. Seven complaints have been received since July. Six have been resolved and one is still pending.

The Board went into an Executive Session from 8:15 to 8:25 A.M.

### Secretary Overtoom's Report

As of November 1, 1991, there are 6607 regular members, 46 charter members, 508 family members, 14 courtesy members, and 15 members have been expelled. In addition, at the Board's direction, Mr. James Mucha, RM 2299, has been dropped from the club's rolls.

### Assistant Secretary Sabatelle's Report

President Otten read a letter from Assistant Secretary Sabatelle along with his written report. A discussion followed.

### Treasurer Hourigan's Report

The club is in good condition with members' equity at \$261,063. We also have a slight operating profit going into the new dues period.

The Lion Roars to date has cost \$43,000, the Interchange Track has cost \$23,000, Accounting and Business office expenses have been \$18,000. The Board has spent about \$19,000 for two meetings this year. It costs the club about \$700 per officer or director to attend a Board meeting. Each issue of the Lion Roars and Interchange Track costs the Club about \$7,500 or about \$1 per member per month.

The club sold its stock for \$1,364. There were a few shares in some railroad related companies. They did not bring in any dividends and were more trouble than they were worth. The Board had previously voted for their sale.

The stocking stuffers are selling well. It appears all will be sold. Members can only buy one set of two tractors. A check will be issued or the member's credit card will be charged for only one set of those that ordered more than one set. There are 1950 sets available.

Chuck Seddon reported the IRS has been giving us notice on our 990's. This problem has been resolved in the Club's favor.

### President Otten's Report

The Board was advised that Past President

Ernie Davis and his wife, Francetta, both had surgery some time ago. Each are doing well and the Board was pleased to hear from them.

The first topic of discussion was whom do we reimburse for expenses to attend National Conventions besides the Officers and Board Members? Specifically he referred to the Lion Roars Editor; Interchange Track Editor; Roster Editor; Assistant Editor of the Lion Roars and Interchange Track. After considerable discussion, Director Adkins moved to amend Administrative Bylaw #11 to add to Officers, Directors, the "Editor of Lion Roars, Editor of Interchange Track, and Editor of Roster." The remaining portion of the Bylaw will remain the same. Seconded by Chuck Seddon. It is understood the incumbents are grandfathered; i.e., Assistant Editors.

The next topic was whether we reimburse next year's Convention Host for attending the National Convention. After some discussion, Director Seddon moved we add to the Administrative Bylaws, "The Convention Representative for the forthcoming year shall be invited to the Annual Convention. His/her expenses to be paid in accordance with existing Board Policy." Second by Art Broshears. Passed.

Break from 10:05 to 10:15 A.M.

President Otten raised the question of opening the National Convention to the Public. After pursuing all areas of this topic, Director Dennis moved the Orlando National Convention be closed to the Public. Seconded by Director Seddon. Passed.

The next Convention car to be sold from the archives was then discussed. The Ashland Tank is already in the works to be sold. It was decided to sell 67 Columbia-Newbury Box Cars for \$41 each, including shipping. This will be put in the April, or later, issue of the Lion Roars.

Director Dennis reviewed the Commemorative Program. He had 155 letters asking about the Steam Locomotives. Due to some members, who could have purchased them, now refusing them, the program is dragging out. But it will be completed in the next several months. He is also continuing with the sale of the Ashland Tank and will strive to bring the number of cars in the archives down to the recommended level.

President Otten brought up the previous ballot; how it was mailed late, and was difficult to read. It was explained the printer made an error and at no expense to the club reprinted the ballots. This resulted in their being mailed late.

The discussion included having the members sign the ballot and having the Business Office check off the members' names as they vote. This was to do away with the blue ink. The reason for the blue ink is it cannot be reproduced. Director Seddon suggested taking

the printing back to Lettercraft in LaSalle-Peru. The problem with reading the ballots was the shade of the blue printing. Director Seddon or Director Beatty is to get the blue color number and an estimate from Lettercraft. Secretary Overtoom will check with Byron Page Printing. The lowest bid will be awarded the printing contract.

President Otten raised the question as to how long a time local Meets should be closed to the public. He suggested that we standardize on the amount of time they should be closed. The consensus was that the Meet Host should have the option of how long to have the Meet closed to the public but in no event, less than the first hour.

Bill Trappen was introduced as the Convention Host of the Orlando Convention July 22 thru 26, 1992. He introduced Scotty Askenas, Convention Operations; Alan Pecca, Souvenirs and Tours; Ed Richter, Hospitality and Communications; Bruce Larsen, Registration; and Dick Bruning, Treasurer. Each committee member made a report on his area of responsibility. The Board was complimentary as to the status and effort put into the Convention and agreed this could be the best Convention ever. Bill Trappen emphasized the hotel rates we have are very reasonable for Orlando in July. He encouraged all members to register early and stay at the Twin Towers.

The 1992 Convention Brochure will be ready to go to print after adjustments to reduce it to eight pages. Bill also showed the prototype of the NASA Tank Car. It is a beautiful car and will be a great addition to any member's collection. There have been 464 Convention Cars sold to date.

The next topic was the disposal of Convention Car Parts that Past President Bruce Cox has in his possession. The decision was to keep the whole cars and have Bruce dispose of the remainder. The parts which were broken or unusable were to be destroyed in the presence of another member.

President Otten received a letter from Mr. Peden on August 12. Mr. Peden and his wife would like to handle the club's finances. After some discussion it was resolved that Mr. Peden's offer be turned down with thanks.

President Otten reported on a problem of Meet and Convention Hosts contacting Lionel Trains, Inc. directly for favors to be given away. Lionel Trains, Inc. and the President agreed that all such requests be directed to the Vice President or the President for handling.

Director Broshears presented several topics which he felt needed clarification. Following his presentation, a short discussion resolved his questions and those of the Board.

Director Seddon proposed that the LCCA supply the membership with a Lionel catalog in lieu of the Toy Fair Issue. The objective would be to get all members a new catalog. Many members do not have access to

them and this would be a benefit to them. This would be in lieu of a regular issue of the Lion Roars. The objective would be to save the club publishing costs and help members. Following some discussion, it was decided that it hinges on obtaining free catalogs from Lionel. President Otten is to check with Lionel to see if this is possible. He will report back when information is available.

Vice President Stitt made a report on the 1993 Convention in Reno. He presented several documents on the activities of the committee. In addition, he reported on problems at the Peppermill Casino which indicates that the expansion necessary for the convention was being delayed. The Peppermill felt they could not commit to having sufficient room for the Trading Hall to satisfy LCCA requirements. As a result, Vice President Stitt recommended delaying the convention in Reno. Following a lengthy discussion, Director Seddon moved Reno be eliminated as a convention site in 1993, but they are to be encouraged to resubmit as a convention site at a later date. Seconded by Past President Schmeelk. Passed.

Vice President Stitt reviewed the status of the 1994 Convention site in Bossier City, LA (Shreveport). The host hotel is recommended to be the Sheridan Bossier City with the Quality Inn as the backup. They are within a half mile of the Convention site. The Sheridan rate is \$60 a night and the Quality Inn is \$55 a night. He then recommended that the Bossier City (Shreveport) Convention be moved up to 1993. After considerable discussion, Director Adkins moved the 1994 Convention in Bossier City (Shreveport) be moved forward to 1993. Seconded by Director Broshears. Passed.

The convention for 1994 is now open. Vice President Stitt reported that Charlie Sahm of Chattanooga has made a presentation

for the 1994 Convention.

Several sites have contacted him for 1995. These are Springfield, St. Paul, Phoenix, Albuquerque, Des Moines and Detroit. It was suggested that Vice President Stitt contact each site and request a detailed letter on their respective Convention proposals.

Immediate Past President Schmeelk then made a presentation concerning the revision of the Dues Schedule. He presented several plans and implementation options as follows:

1. Monthly billing of members on the date of their joining. He did not feel this was practical.
2. Quarterly billing. The dues would be on January 1, April 1, July 1, and October 1. He recommended this quarterly billing due to its overall reduced costs.

He then discussed how to allocate present members into a quarterly dues structure. He recommended dues plan number 2. The overall dues schedule revision would first start with new members. Then present members would be slotted into one quarter of the year.

This would accomplish:

1. Since largest bulk of the Dues receipts now fall into one monthly period, the new plan would redistribute this workload over the year.
2. Our cash flow would even out, allowing better financial planning.

Immediate Past President Schmeelk also suggested that additional savings would be achieved if we could change to a paper membership card which could be printed by the computer.

Following some discussion, Director Seddon moved we accept Option 3 and Plan 2. Seconded by Director Broshears. Passed.

The Dues Committee was instructed to investigate having the membership cards printed by the Business Office and mailed by them. Immediate Past President Schmeelk is to update the current Application and send everyone a copy for their review.

President Otten called on Director Seddon as head of the Constitution Committee for his report. He had passed out two sets of material the prior evening. Director Seddon had asked for input from everyone and had tried to put all ideas into his proposal. In essence, the Committee completely rewrote the Constitution and Administrative Bylaws. At this time he discussed, in depth, the Constitution and its changes. Some changes were minor and others were major. One of his objectives was to try and get progression to the Presidency. Due to the extensive changes, the Board is to review it in detail and be prepared to discuss it at the next meeting.

President Otten announced that the Nominating Committee Chairman, Harold Powell, has selected three members, Terral Klaassen, Steve Holic, and Joe Guido. President Otten asked for any input from the Board. None forthcoming, he said they would be appointed to the Nominating Committee.

Director Beatty gave a brief report on the Operating Manual. It is almost complete. However, he sees it as a continuing job of refining the manual. President Otten asked for comments in the next face to face meeting. It was decided to have a meeting in Memphis on March 14. President Otten will make the arrangements and notify everyone. Meeting adjourned at 6:20 P.M.

Respectfully submitted,

*Harry Overtoom*  
Secretary

## From the Vice President

The new year has begun and I hope that all LCCA members had a wonderful holiday season. As we proceed into this year, there are still many opportunities for members to host an LCCA meet in their area. We are hopeful that some things will develop in Ohio and New Jersey soon. Please contact me as soon as possible if you and your group would like to host a club meet.

Please do not forget the 1992 LCCA Convention in Orlando, Florida. It will be a great time with an outstanding trading area that will provide all attendees lots of happiness and memories. Hope to see you there.

*Bill Stitt*

# The Lionel® Line for 1992 by Bill Schmeelk

Usually around this time of year I'm looking forward to the day when I'll be getting up at 7:00 A.M., bearing the wintry weather and rush hour traffic going into New York City. No I haven't lost my mind, it's just Toy Fair time. This year I won't be doing that. Instead, on the morning of January 21st, I got up at 4:30 A.M., drove in almost no traffic to the airport, and boarded a plane for parts north. Why you ask? It's all due to a major change in policy at Lionel, but I'm getting ahead of myself. This story actually starts on July 3, in Mt. Clemens Michigan.

## Planning the new Visitors Center

It was on July 3rd, that a committee first met at Lionel Trains, Inc. to discuss the building of a Visitors Center at their headquarters in Mt. Clemens, Michigan. Bob Ryder headed this committee of very capable people. It was decided that the Visitors Center would be located in the administration building. Walls would have to come down and room would have to be allocated. Employees at Lionel wanted to have a large layout and were willing to volunteer their time to work on it. The decision was made that a large layout would be built in the room by Lionel employees.

Rod Guthrie, Lionel's manager of Research and Development, was given the creative job of coming up with the overall concept of the layout and display in the new center. Many of Lionel's employees got involved on the project, each contributing their own expertise. The final plans were ready by July 23, 1991 and construction actually began on September 5th. Richard Kughn and Nicholas De Grazia were quite impressed with the excitement and enthusiasm displayed by the employees.

## Closing Lionel's New York Office

After the Center had been started, Lionel made a major decision. The Visitors Center would be used for Lionel's dealer previews and the New York office at 1107 Broadway in the Toy Building, would be closed! Mark Gordon, Lionel's Vice President of Marketing and Sales, has assured his place in Lionel history, by being the person who turned the key in the door of the New York showroom for the last time, on December 18, 1991. Although Lionel did booming business in this office for the week and a half duration of Toy Fair, the office went virtually unused for the balance of the year.

## Getting the New Layout Ready

As of December 1st, work on the layout and display area intensified. The press opening had been set for January 21, 1992. As invited guests of Lionel Trains, club president Al Otten and I attended this press opening. Representatives of other train clubs were also invited

along with representatives of several train magazines. Mid December, Chuck Leibrock, formerly of Madison Hardware, was hired by Lionel as a Marketing Consultant. His first job, however, was to work on the layout.

## The Lionel Factory

Finally the day arrived and off to the airport I went. We were picked up by Lionel at twelve noon and arrived at the Lionel plant at one o'clock. Lionel had a full day planned for us.

The day started with a tour of the manufacturing plant. I have toured the plant before, but it's always interesting to see what's being made and to watch the process. Many improvements in operations have been made during the past year. Lionel has now been in the new building for over a year.

New equipment was especially noticeable in the painting department. A computerized conveyor system delivers boxes of engine and car shells to the painting area where it delivers a particular type of shell to its correct spray booth. Other boxes move on until they reach the painter spraying that particular shell.

Another noticeable improvement is the manner in which partially completed parts are inventoried. Rather than having all parts in one area, parts are kept in smaller storage areas throughout the shop near the area in which they will be used.

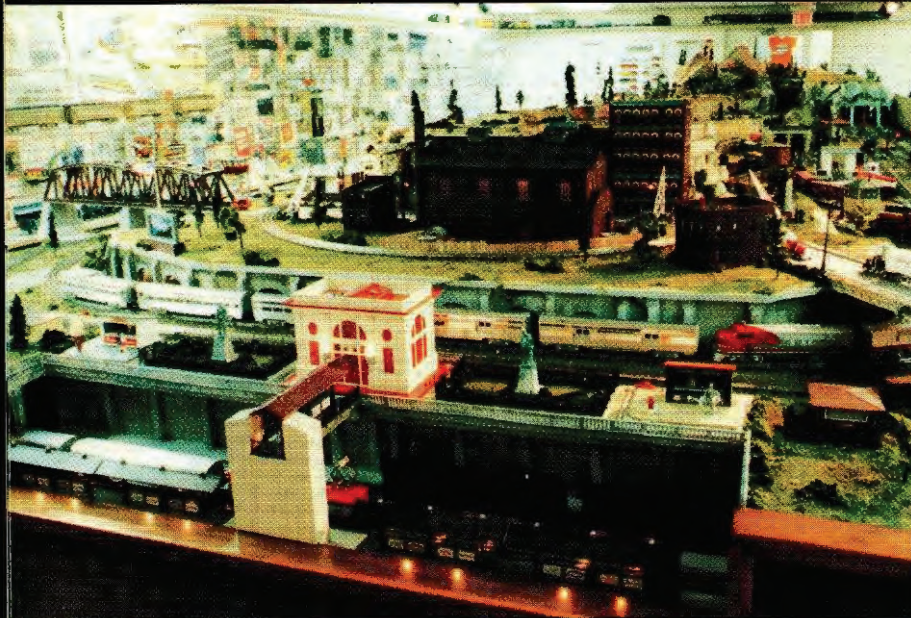
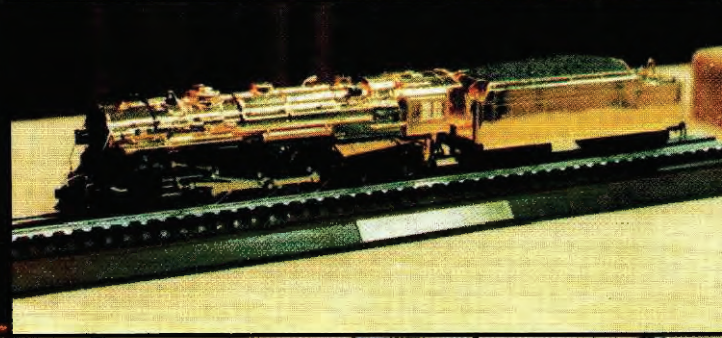
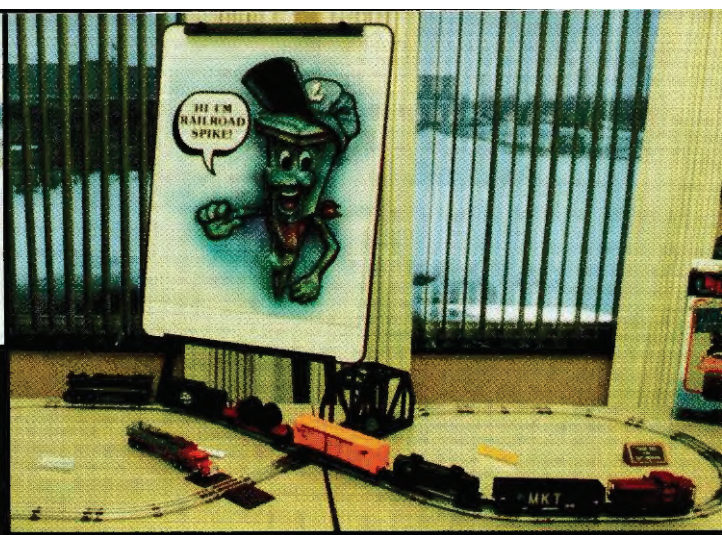
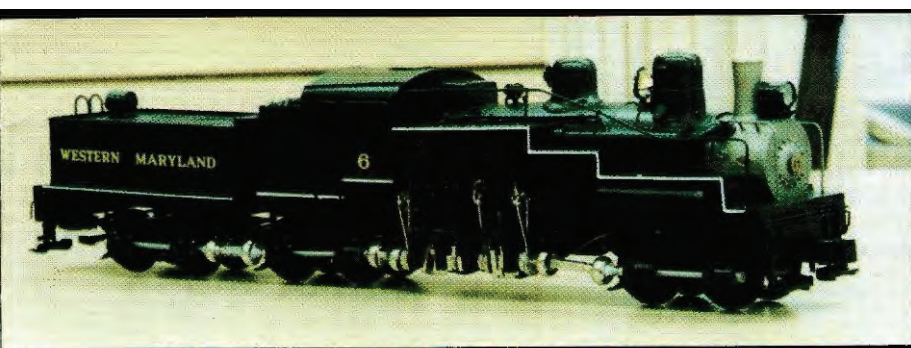
Lionel is now working towards a flow system in which the part is molded, painted, decorated, assembled and packaged in one continuous process. This is far more efficient than molding a part and storing it for later work. It would then later be removed from storage to paint and moved again to another area for additional work. I think you get the idea. While it is not always possible to have a perfect flow, it is Lionel's ultimate intention to achieve this efficient method of manufacture. With these new procedures in place, Lionel is achieving increased efficiency in the manufacturing process.

I think I'd be safe in saying that most of those who watch the trains and assemblies being made are amazed at the time it takes to produce a car or engine. Somehow, you always assume that there's a machine and that the trains are coming out by the hundreds.

Watching the painting and decorating section was fascinating. The cars we viewed were all painted by hand with modern painting equipment. Special metal masks are used to paint certain areas and not others. After about four to six parts get painted, the mask is taken and cleaned in a special tank.

While we were there, one of the items being painted was the No. 17207 Chicago and Illinois Midland Double-





Door boxcar, shown on page 21 of the 1992 Book One catalog. A mask was used to paint the red stripe on the car and then another mask was used to paint the red strip on the doors. Four doors, enough for one car, were painted at the same time. One viewer asked why the stripe wasn't stamped on the door. The answer was that spraying it ensured a perfect match with the sprayed stripe on the car.

In the decorating department, it was interesting to see the care and the time involved with the pad printing process. Each car was stamped twice to ensure solid coverage. This double process has to be repeated on the reverse side. Then after three or four cars, the operator uses wide tape, pressing the sticky side against the pad. This removes all traces of dust that begin to build up on the pad. The process produces sharp perfectly aligned graphics, but it is a slow exacting process.

### **The New Lionel Visitors Center**

After our tour of the factory, we were taken to the new Visitors Center. The first stop is a small room with two TVs. Here, visitors see a ten minute video with an introduction by Richard Kughn. The video is primarily taken from Lionel's History and Hudson videos, giving visitors a quick history of the company and then a video tour of the plant.

### **The New Layout**

From here, it is on to the display area. I had imagined all sorts layouts and displays in my head, but now it was time to see the real thing. Of course whatever it turned out to be, it would inevitably be compared to Lionel's famous 1949 showroom layout.

Into the room we went. *Wow!* The layout was huge, much larger than I expected. It measures 14 feet wide by 40 feet long - larger than the 1949 Lionel layout. Although this new layout is NOT a reproduction of the 1949 layout, it was obviously influenced by fond memories of it. This layout also features an underground section and it features a somewhat similar "dog bone" design. The layout features trains operating on four levels. The uppermost level is American Flyer. The layout is loaded with Lionel accessories, each of which has a button positioned to allow visitors to control the action.

Here are some of the specs of this magnificent layout. The 14 by 40 foot layout uses over a thousand feet of track. It is wired with well over a mile of wire, about 7,775 feet. The entire table was covered with Homasote board to aid in sound insulation. Running on the layout are five 'O' gauge trains and one American Flyer 'S' gauge train. Under the track are over 5,000 hand-cut and painted track ties. The large mountain and rock formations were made using six gallons of liquid polymer, 3,000 square feet of hardware cloth, 100 square feet of foam styrene

insulation board and a four foot stack of Wall Street Journals. The layout is powered with five ZW and eight RS-I transformers.

In addition to the layout, are two large loops suspended from the ceiling. One is Large Scale™ and the other is Standard Gauge. These two loops encircle the room, with action on all four walls. Speaking of walls, the fifty-two foot wall opposite one side of the layout was my personal favorite part of the display. This cleverly constructed wall houses a fantastic collection from both the Lionel archives and Richard Kughn's personal collection. Check out the photos and you'll see some very interesting things. There is enough here to turn any Lionel paper collector green with envy. There were lots of goodies and as you can see from the photos, they were very well displayed. This wall of course, only displays a portion of the archives and it is Lionel's intention to change the display to encourage visitors to return.

In fact it is Lionel's intention to continually change and update the layout with new accessories and trains. Although the layout is now fully functional, it will never be completed, but will evolve as Lionel introduces new products. Eventually, there will be a more complete control panel, including a miniature track plan with controls for the switches.

Just outside the layout and display room is a new SideTracks™ store where visitors can purchase T-shirts, Christmas ornaments and posters. Trains will not be sold in the store.

The Lionel Visitors Center was a decided hit. In addition to Bob Ryder, the committee chairman, the following people were on the committee: Russ Arnott, Cris Ayotte, Sandra Beste, Rod Guthrie, Kathe Hock, Chuck Horan, Sharon Katoch, Chuck Kowalski, Chuck Leibrock, Greg Messer and Sandra White.

In addition to the above working committee members, over fifty Lionel employees gave of their time to help build and complete the center. I'm sure all who saw the Center that first day, would agree that all those involved in putting it together should give themselves a pat on the back. The finished job was spectacular, and knowing that so many Lionel employees worked together to complete it makes it that much more impressive.

The Visitors Center will open to the public on February 19, 1992. Tours are given by appointment only. Contact Kathe Hock at Lionel Trains, (313) 949-4100, Extension 1211, to reserve a spot for you or your group.

Visitors to the Center will receive a special packet of goodies, including among other things, the catalog, a paper engineer's hat for the kids and a Lionel bumper sticker for the adults. Visitors will also receive a small metal button which proclaims to the world that they have visited Lionel trains. Incidentally, the only way to get that button is to visit the Center.

### 1992 Traditional Line

Next on the agenda was the premiere presentation of the new line of trains and accessories for 1992. This year, with the assistance of Lionel, LCCA was able to include the new 1992 Book Two catalog with this issue. Therefore I have not photographed everything in the new line.

The first thing to read in the catalog is the introductory letter by Lionel Chairman, Richard Kughn, #5596. It is interesting to note that the letter specifically states that Lionel has scaled back production to improve quality, shipping, and value. Does improved value translate into more expensive trains? Time will tell.

One of the things that most impressed me was in the Traditional Series. There are *no* sets with plastic steam locomotives. Some have referred to those plastic steam engine sets as "enders" rather than starter sets. This, because there is little in them to encourage a beginner to want more trains. Starting this year all Traditional steam sets will have a die-cast engine and operate on AC or DC. In addition to that, more track is included with each of the sets. Telephone poles are gone, and instead, each of the sets comes with a Lionel die-cast tractor and trailer. A new grade crossing is also included that allows the truck to cross the railroad tracks. How many kids do you think will use the set to demonstrate what would happen to a truck that didn't obey the train signals? The die-cast loco and truck should be able to handle those inevitable confrontations. All Traditional steam locos also feature smoke. All sets will be supplied with AC transformers.

This new policy with Traditional sets elevates the entire line. The new sets with die-cast locos will be priced very reasonably to encourage young people to get involved with trains. None of the sets will sell in stores for \$79.99, but each of the sets will provide solid value and be a suitable starting point for youngsters entering the hobby.

There has been a change in the No. 11729 Louisville & Nashville Express set. The catalog shows the set with a smoking caboose. The actual set will substitute an illuminated bay window caboose.

The 44-Ton Diesel switcher is back with authentic Pennsylvania markings. The 44-Tonner was once at the very bottom of the Lionel line. The new version is much improved and features 2 can motors, a horn, new plastic railings and a plastic insert in the cab windows. This new version has traction tires and no Magne-Traction®.

The operating circus clown car will feature the mechanism used in the original Sheriff and Outlaw car.

### 1992 Collector Line

The photo of the Western Maryland Shay locomotive illustrates the current prototype which more accurately reflects the look of the final product. The photo shows the prototype on display at Lionel. As you can see it

looks considerably better than the Book Two Lionel catalog photo. This engine will be powered by a heavy duty can motor and will be made in Korea.

The Pennsylvania Multiple Unit (M.U.) Commuter cars are different from the Lackawanna set offered last year. Notice that the ends have been changed to reflect the round windows. I noticed that the models on display did not have the red warning lights that were on the Lackawanna M.U. cars. Although the catalog states that the cars have operating red marker lights, Steve Saxton advised me that the Pennsy prototypes did not have these lights and they will not be on the finished product which will be made in Korea.

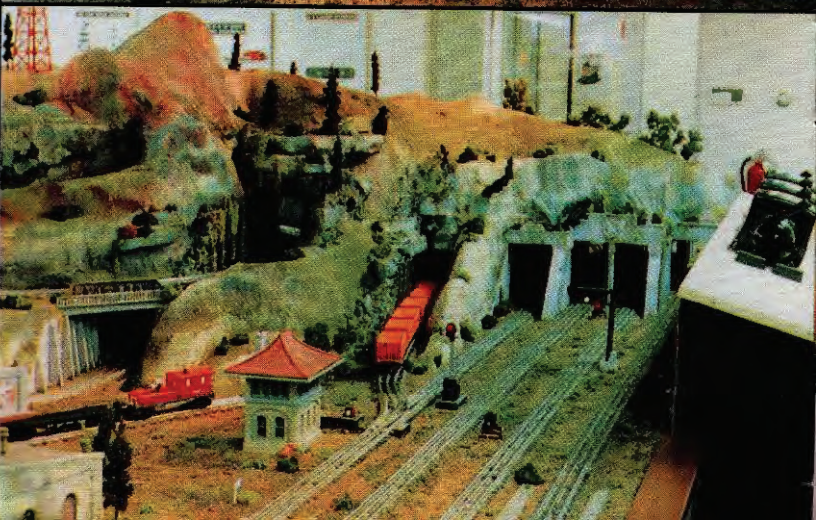
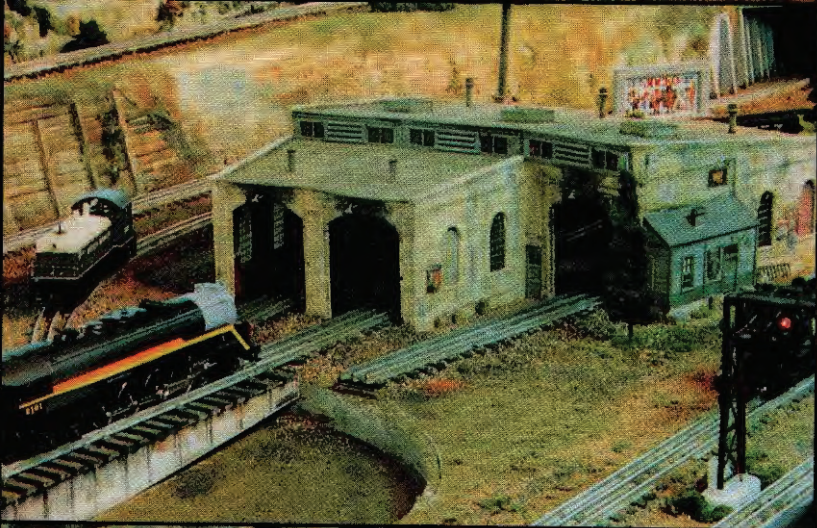
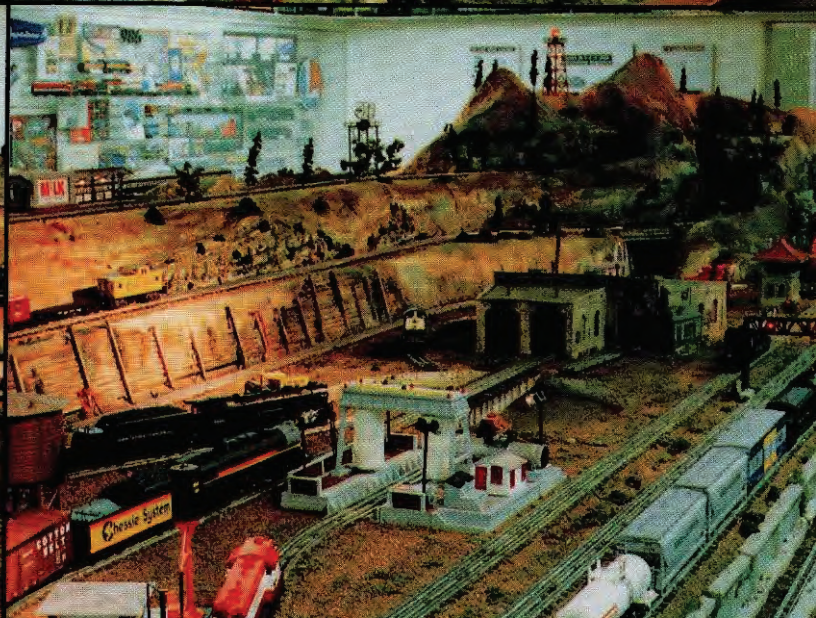
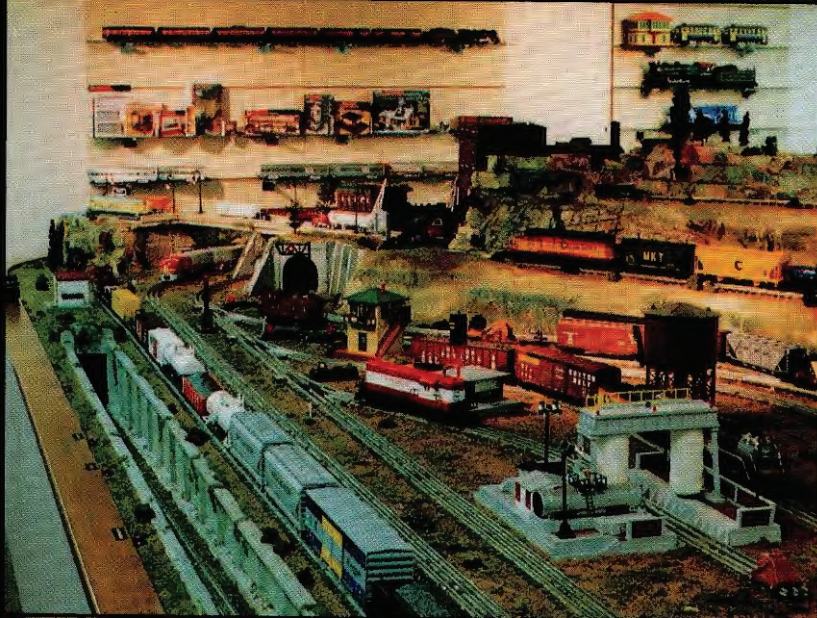
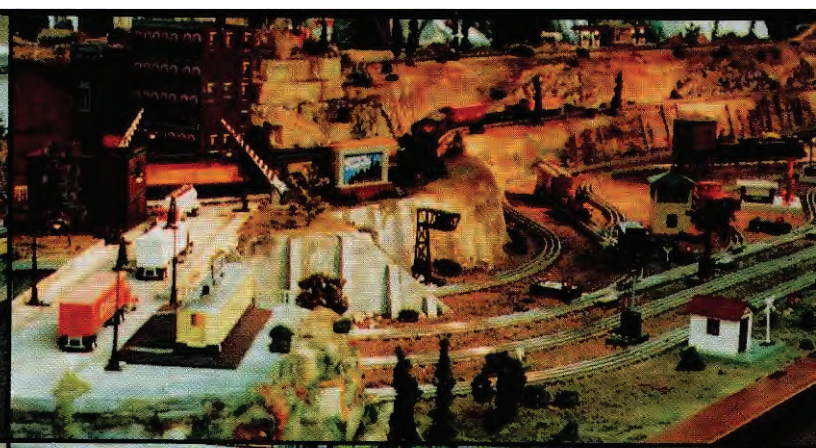
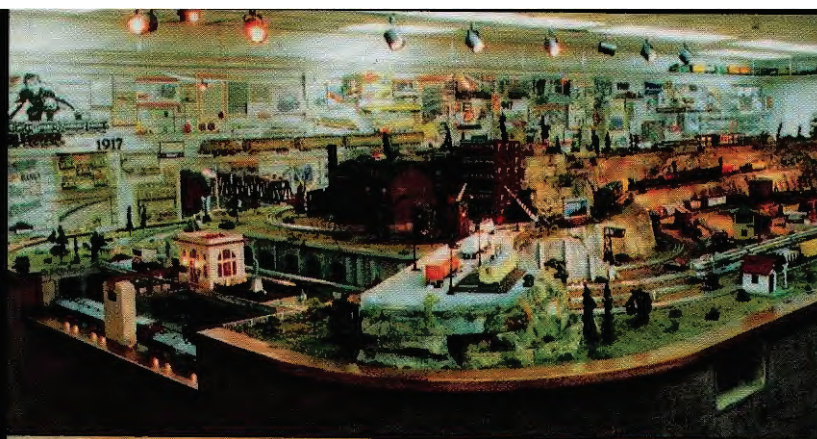
The Denver & Rio Grande PA-1 A-B-A set will have plastic shells with metal grills. In case it wasn't obvious from the photo, these are all new scale length ALCOs. The actual length of the three units is over 49 inches. Measure that out on the floor and its quite impressive. I'm a little disappointed to see that it has traction tires instead of Magne-Traction®. I've been doing some research into Magne-Traction® and it is definitely a worthwhile feature. The PA-1 will be made in Korea.

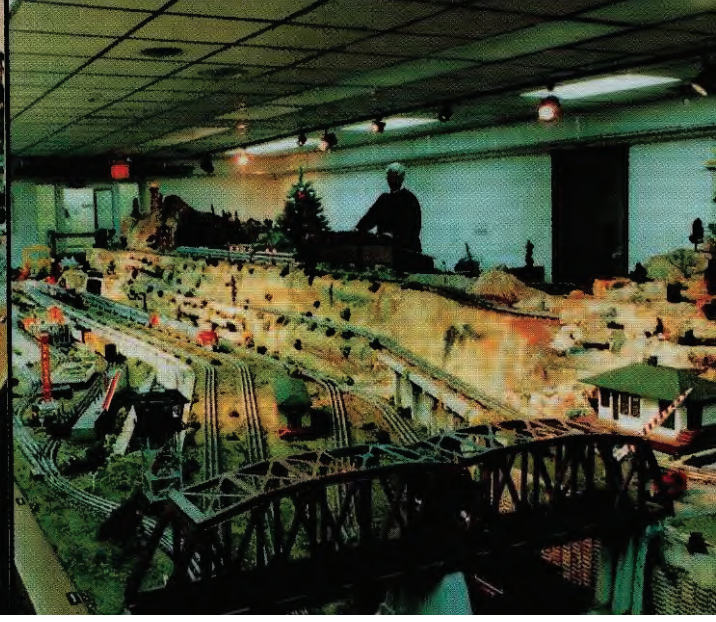
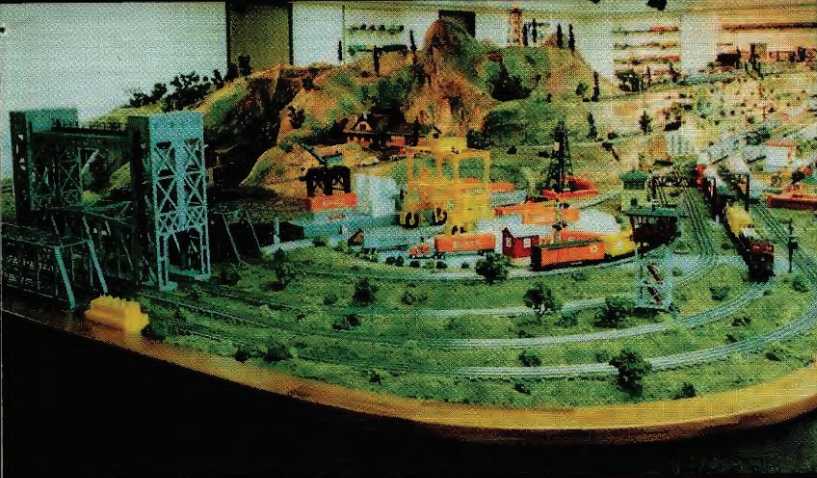
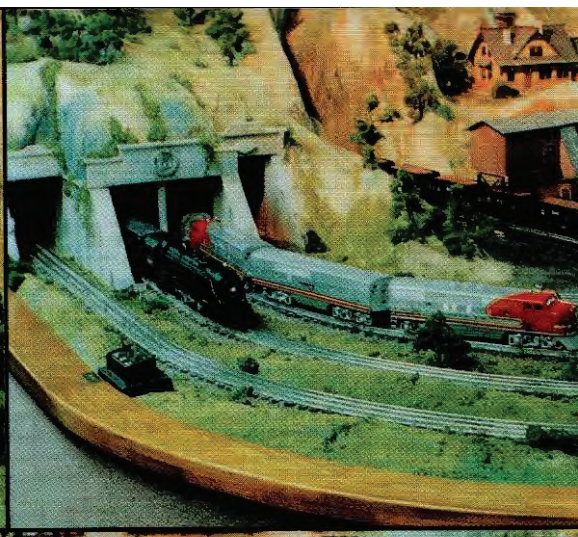
The Madison cars will also be offered this year in the Reading Company roadname. The biggest news on this front, is the new baggage car. I hope we will see this car painted to go with the Lionel Lines set from last year. It is probably a safe bet. Here's a question for those who purchased the Lionel Lines Madison cars. What name would you like to see used if additional cars are brought out? Some suggestions might include Hoffman Place, or Hillside. How about sending in your suggestions? We'll print a list of the suggestions we receive and also send them to Lionel.

The new I-beam flatcars looked great. Although not shown in the catalog, these cars will feature elastic tie-downs to secure the load in place. I think many enjoy these new scale sized modern cars. I'll repeat my one complaint though. These modern cars should not have such old fashioned trucks. The style of the die-cast trucks simply doesn't go with them. The cars are screaming for different trucks. How about a new die-cast Timken truck to go with these new modern cars? That would be the perfect touch.

And while the new truck is being designed, how about eliminating the last remaining plastic on them. I don't mean the bearings, those are quite good, I'm referring to the plastic pull down that operated the coupler. Few operators like the plastic bars when pulling long trains, and these new scale locos are quite capable of pulling long trains.

You might notice that the ZW II transformer is not in the catalog. Lionel is still working on it, but changes must be made to comply with Underwriters Laboratories (UL). We'll keep you posted when we hear more.





### Service Station Set

Lionel has again produced a winner with its Feather River Service Station set. The Western Pacific square window caboose is beautiful, and I predict it will be the most valuable car in the set.

### Dreyfuss Hudson

Lionel Trains and the Smithsonian Institution have joined together to offer an 'O' scale model of the famous 1938 New York Central J3a Dreyfuss Hudson. This will be a limited edition offering of 500 models for \$2500 each. This is the first in a series called the Lionel Smithsonian Collection. The 2 rail model will be hand made from brass, nickel silver and stainless steel and will be available in August 1992. The engine will be supplied in a special wooden display and carrying case. The track section on which the engine sits, is specially equipped with ball bearings to allow the engine to be run in place. The engine will be made in Korea, but not by the same manufacturer that makes Lionel's other Collector Series engines. A set of New York Central Twentieth Century Limited passenger cars will be offered later. The Dreyfuss Hudson is available only by mail order.

Lionel Smithsonian Collection  
P.O. Box 225  
Birmingham, MI 48012  
(800) 628-6202

### Just a Suggestion

How's this sound, Lionel? Now that you have this great layout, how about including a two page spread in the catalog showing it off? When I was a kid, nothing was more inspiring to my imagination than seeing the large Lionel layout. The catalog is a perfect place to show youngsters getting into the hobby just what can be done with Lionel trains. What better way to show the thrills and excitement that Lionel Trains can offer, than a good photo of your new layout? What do you think, Lionel?

### A Celebration

From the Lionel Headquarters, we were off to Carail. Carail is Richard Kughn's private toy train and classic automobile museum. The museum was designed by Mr. Kughn and it was a real thrill to see it. Here we were treated to cocktails and dinner. There was lots to see, too.

One of the highlights of the evening was when Richard Kughn announced that this year was Lenny Dean's fiftieth year with Lionel. While a gold watch is appropriate when a loyal employee retires, Mr. Kughn said it was inappropriate since Lenny wasn't retiring. But he did feel that fifty years with the same company merited some recognition. Lenny was first presented with a large card loaded with congratulatory messages from Lionel employees.

Then came a real surprise for everyone, especially Lenny. Richard Kughn pulled off a cloth and revealed a 1-700E Hudson in a display case. This Hudson was like no other, it was GOLD PLATED! Check out the photo. Lenny, along with his wife, was obviously taken by surprise and deeply touched. All of us congratulated Lenny and many times it was commented, "nobody deserved it more." Lenny has always been special to Lionel fans and it was great to see his love of trains and loyalty to Lionel so properly acknowledged by Lionel's chairman and employees.

The day was finally coming to a close, but what a day it was. My special thanks to Richard Kughn, Nicholas De Grazia, and all the Lionel employees that made the day such a special one. We were treated royally. I especially thank Richard Kughn and Nicholas De Grazia for inviting the train clubs to be a part of this historic opening day. I sincerely wish that the new Lionel Visitors Center will continue to be successful in spreading the excitement of Lionel Trains to many others.

*Bill Schmeelk*

### July 22 to 26, 1992, Orlando, Florida, *The LCCA 1992 Annual Convention*

Bill Trappen (407) 365-7860 is the convention host for the LCCA 1992 Annual Convention. The convention will be at the Orlando Twin Towers Hotel and Convention Center in Orlando Florida. The hotel is located south of downtown Orlando at the intersection of I-4 and the Florida turnpike. Use exit 30B from I-4. The registration fee will be \$25 for payment received before July 1st and \$35 afterwards or at the door. No guests will be allowed at the convention. Setup at noon to 8 PM on Friday the 24th and 7:30 AM to 9AM on Saturday. Trading from 9 AM to 5 PM on Saturday. Trading continues on Sunday from 9 AM to noon. The convention officially closes at noon on Sunday the 26th. Tours to Sea World, Daytona Beach, the Orlando International Toy Train Museum, Universal Studios, Cypress Gardens, the Church Street Station, the Kennedy Space Center and the Amtrak auto-train facility are planned. A Hospitality party is planned for Friday night. Registration materials will be included with the April issue of *The Lion Roars*. Plan to attend this terrific event.

# Upcoming LCCA Events Continued

## April 4, 1992, Orlando, Florida at the Orlando Twin Towers Hotel

Bill Trappen (407) 365-7860 is hosting this meet. Advance registration or at the door. Tables (6' by 30") \$8 if pre-registered or \$9 at the door, if still available. Pre-registration deadline is March 15th. Guests \$3. Setup at 8:30 AM. LCCA trading from 9:30 AM to 11 AM. Public trading from 11 AM to 3 PM. The meet will be at the Orlando Twin Towers Hotel and Convention Center in Orlando Florida. The hotel is south of downtown Orlando at the intersection of I-4 and the Florida turnpike. Use exit 30B on I-4.

## April 11, 1992, Walton, Kentucky at the Kentucky National Guard Armory

Tom Purdy (606) 384-3038 is hosting this meet with cohost Dan Miller (606) 341-1566. Advance registration or at the door. Tables \$10. Guests \$4, with families \$6. Setup at 9 AM. LCCA trading from 10 AM to 10:30 AM. Public trading from 10:30 AM to 2:30 PM. The Kentucky National Guard Armory is located at State Road 1292 and I-75, exit 171 in Walton, KY. This is near the Cincinnati, Ohio area.

## April 11, 1992, Ft. Collins, Colorado at the University Park Holiday Inn

Larry Laune (303) 667-6856 is hosting this meet with cohost Howard Hagmeister (303) 493-7199. Tables \$10 in advance or \$15 at the door. Guests \$5. Registration at the door or in advance. Setup at 8:30 AM. LCCA trading from 9:30 AM to noon. Public trading from noon to 5 PM. The University Park Holiday Inn is located at 425 West Prospect in Fort Collins, Colorado.

<i>Welcome Aboard</i>		13592	Paul E. Noble 115 W. Market Street Marietta, PA 17547	13608	John F. Berger 25013 Back Road Box 604 Concord, PA 17217	13624	Richard G. Martindale 7219 Tall Pines Drive Houston, TX 77088
13576	Paul G. Heimer, Jr. 806 Marietta Avenue Lancaster, PA 17603	13593	Keith A. Wagner P.O. Box 8087 State College, PA 16803	13609	Arthur R. Neuberger 833 Twentieth Street Vero Beach, FL 32960	13625	Joseph L. Russo 6570 Boston State Road Hamburg, NY 14075
13577	John K. Alleman 120 Poplar Lane Elizabethtown, PA 17022	13594	Glenn A. Huber 121 Elmwood Road Lancaster, PA 17602	13610	L. C. St. Andy 4811 29th Street Dickinson, TX 77539	13626	Robert Rosati 280-24 Belmore Avenue East Islip, NY 11730
13578	Louis J. Havanich, Jr. 18 Parkway Drive Trumbull, CT 06611	13595	Steven H. Pancygrau 194 Clifton Street Malden, MA 02148	13611	Jack M. Schneider 5950 Corte Playa Pacifica San Diego, CA 92124	13627	Stan T. Hastings 24 Sherrill Heights Little Rock, AR 72202
13579	Douglas C. Higgins P.O. Box 862 Stony Brook, NY 11790	13596	Karl R. Belluschi P.O. Box 100 662 Cross Street Malden, MA 02149	13612	David A. Kline 59 Morningside Drive Corland, NY 13045	13628	Brad B. Wilkerson, Jr. Route 1, Box 354-C Todd, NC 28684
13580	Lois O'Dell 2633 Carrollton Road Saginaw, MI 48604	13597	Ralph J. Statuto 662 Cross Street Malden, MA 02148	13613	Davud N. Miller 605 San Marino Road Bryn Mawr, PA 19010	13629	Daniel R. Gilman 616 Woodford Missoula, MT 59801
13581	B. McAlister 420 South Washington Street Alexandra, VA 22314	13598	Robert M. Shenk 1134 Silver Spring Road Holwood, PA 17532	13614	Marvin Elliott 118 Rolling Meadows Jackson, MS 39211	13630	Harold R. McNemar 16 Colby Hills Winchester, KY 40391
13582	Wayne G. Balla P.O. Box 68 Woodstock, NY 12998	13599	Bruce G. Marks 3061 Kings Lane Lancaster, PA 17601	13615	Edward H. Burshnick 1204 Madison Avenue Austin, TX 78757	13631	Dean Johnson 12830 N.W. 160th Avenue Morrison, FL 32668
13583	James Morrison P.O. Box 38 Georgetown, MD 21990	13600	Sal Floria 47 Walnut Street Belleville, NJ 07109	13616	Mark B. Cohen 183 West Shore Road Kings Point, NY 11024	13632	Don H. Moore 640 South Rivershire Conroe, TX 77304
13584	Drew J. Bauer 518 North Meadowcroft Ave. Pittsburgh, PA 15216	13601	Jerry P. Yoder 444 Walnut Avenue Aldan, PA 19018	13617	Arthur G. Maune 10909 King Arthurs Court Little Rock, AR 72209	13633	Robert J. Talbot Route 9, Box 439 Lake Charles, LA 70611
13585	Alfred L. Pusey P.O. Box 521 116 Maple Drive Morgantown, PA 19543	13602	Christopher D. Maffett 346 Richland Avenue Havertown, PA 19083	13618	Amos J. McCormick 709 Woodridge Place Clinton, MS 39056	13634	Charles F. Seaton 7900 Morley Drive Apartment 4202 Houston, TX 77061
13586	Michael K. Welborn 408 Bella Vista Drive Easley, SC 29640	13603	James L. Kelly P.O. Box 124 B.C.O. 2/227 AHB APO New York, NY 09165	13619	Stephen Morris Route 6, Box 214 Newton, NJ 07860	13635	Robert H. Johnson Route 2, Box 61 East Bernard, TX 77435
13587	Kurt S. Kochler 778 Barrwick Lane Lancaster, PA 17603	13604	John F. Klein 2741 Charleston Place Deland, FL 32720	13620	Kent J. Johnson 2116 Galen Drive Champaign, IL 61821	13636	David A. Crook 1805 Eagles Cove Friendswood, TX 77546
13588	John C. Degler 3450 Echo Valley Road Manheim, PA 17545	13605	Patrick D. Shaw 1413 Gardenia Bossier, LA 71112	13621	Haywood B. Nelson 4550 Lot Road Yonges Island, SC 29449		
13589	Raymond L. Martin, Jr. 109 Kings Boulevard Shillington, PA 19607	13606	Jeffrey L. Frohaska 9 Griffin Lane Fairfield, OH 45014	13622	Ron Rifenburg 56 Sylvanus Avenue Uniontown, PA 15401		
13590	Daryl L. Witman 878 Maytown Road Elizabethtown, PA 17022	13607	Troy C. Eiland 2205 Arroyo Court Plano, TX 75074	13623	Robert A. Livingston 909 Magnolia Street Lake Jackson, TX 77566		
13591	Edward P. Hansen 125 East High Street Hummelstown, PA 17036						

### *In Memory of...*

467	Edward J. Kriedemaker
1368	Chester R. Anderson
1370	Robert E. Vannah
3565	Roy T. Harvey

