

The

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LION ROARS

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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.* Use a Post-it™ note, instead. 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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The LCCA 1993 Annual Convention **July 21-25, 1993 in Dearborn, Michigan**

Bill Button (313) 722-7464 is the Convention host for the LCCA 1993 Annual Convention. The convention will be at the Hyatt Regency Hotel in Dearborn, Michigan. Tours planned include: the Lionel factory, Madison Hardware, Lionel Visitor's Center layout, CaRail (Dick Kughn's private antique auto and toy train museum), the Henry Ford museum, Greenfield village, and a ladies luncheon fashion show hosted by Diane Button. Registration materials will be included in the February 1993 issue of *The Lion Roars*. Plan to attend this terrific event.

Front and Back Cover: Christmas scene painted by artist Angela Trotta Thomas. See article on page 31.

LIONEL® News and Views



Lionel is a Big Hit with Sears

Sears is offering the Chicago Illinois Midland SD-9 diesel shown in photo 1 above and a set of cars to match. Although the Sears catalog states that a display case with a solid oak base is supplied, this was an error. When you call Sears to order the engine, you are told that an error was made in the catalog and the case is not supplied. This would explain why this engine is priced lower than the Union Pacific Geep from last year's catalog.

The set of three Standard 'O' boxcars are sequentially numbered and supplied with an extended vision caboose. One of the boxcars is shown in photo 2. The set of cars is packaged in a large box, just as Traditional sets have been packaged. They do not have individual boxes. The engine and cars make an attractive, if expensive set.

Sears is offering the Lionel fan considerably more product this year than it did last year. Another collector offering from Sears is the Texas and Pacific steam locomotive. The engine is pictured in Photo 3. This loco shares its boiler casting with the L-3 Mohawk steam engine. The tender is the same as the one supplied with this year's Southern Mikado engine. The Texas and Pacific tender does not have the backup light. As Photo 3 shows, the engine is surely a handsome piece.

We compared it with the Mohawk and found a couple subtle differences. Notice in Photo 4 the crosshead guides of the Mohawk. They are installed upside-down, just as was done on the scale Hudson. Photo 5 shows that this error was corrected on the Texas and Pacific.

Photo 6 is a front shot of each of the locomotives. Look carefully at the feedwater heater on the top of the Mohawk. This is located just in front of the smokestack. Compare this with the same shot of the Texas and Pacific loco. The feedwater heater is installed backwards on one of them. Both have the same casting, but one is mounted 180 degrees

from the other. I believe the Mohawk is the one that's incorrect. Even Lionel's service station manual shows the feedwater heater on the Mohawk installed as it is on the Texas and Pacific.

This engine is supplied with a plastic display case and an oak board with a section of Gargraves track. We understand the sales of this Sears engine have been especially brisk.

NLOE Offers New Lionel Boxcar

In the June 1989 issue of *The Lion Roars*, we visited the Nassau Lionel Operating Engineers and photographed their large and impressive layout. Since that time other magazines have carried the story of their unique club. Secretary of the club, Al Schwartz, sent along some information that may interest members of our club. The NLOE is celebrating their tenth anniversary next year, and is selling a custom painted Lionel 'O' gauge car. Photo 7 is a picture of their first commemorative car which was made in very small numbers. The new car will look similar, but will have graphics which commemorate their anniversary.

The car will be custom painted by Pleasant Valley Processing. The number will be 8393. This is the first time that the club will be selling the car to the public. Only 500 cars will be made and they will be sold on a first come first served basis. The price is \$37.95 which includes shipping. Orders must arrive before March 1, 1993. Shipment is expected after June 1993. If you are interested in purchasing the car or have any questions, please write:

Nassau Lionel Operating Engineers
Medical Arts Building at Wolcott Road
Levitown, NY 11756
Attention: Al Schwartz

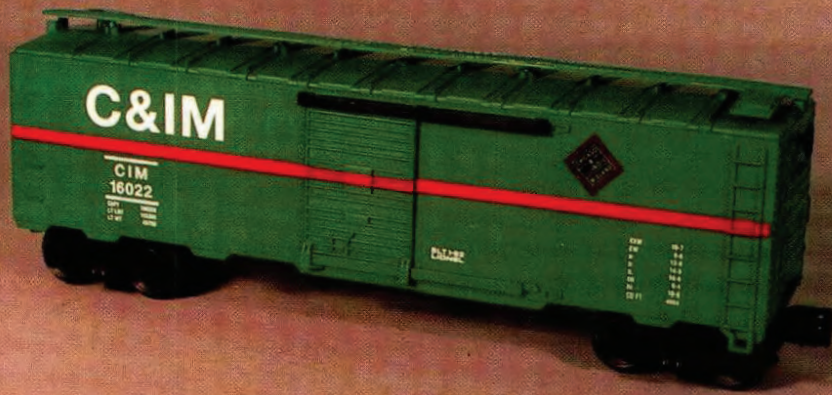


Photo 2

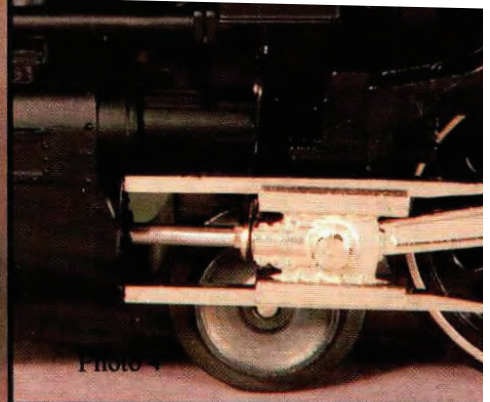


Photo 4

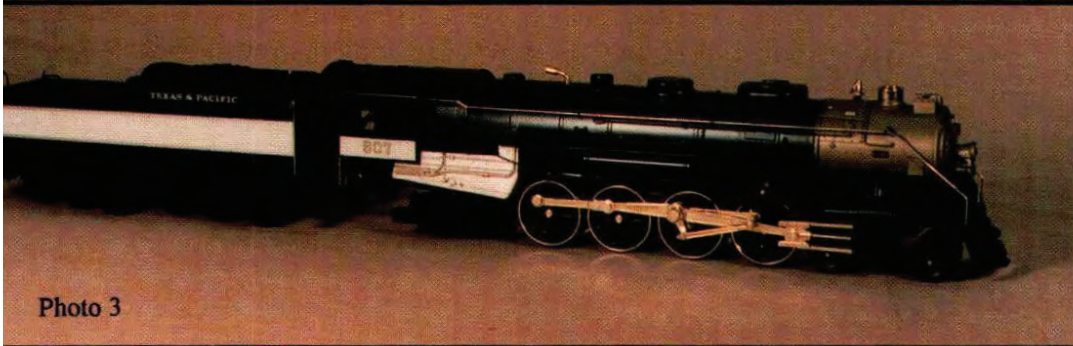


Photo 3

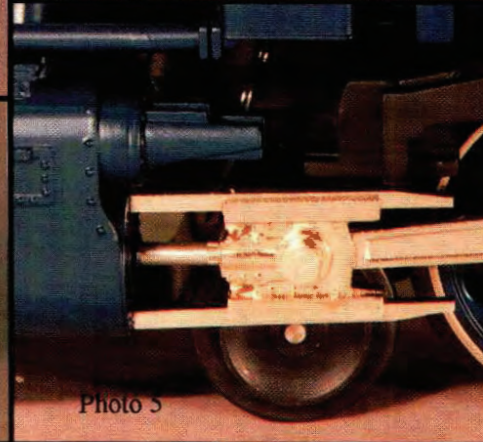


Photo 5

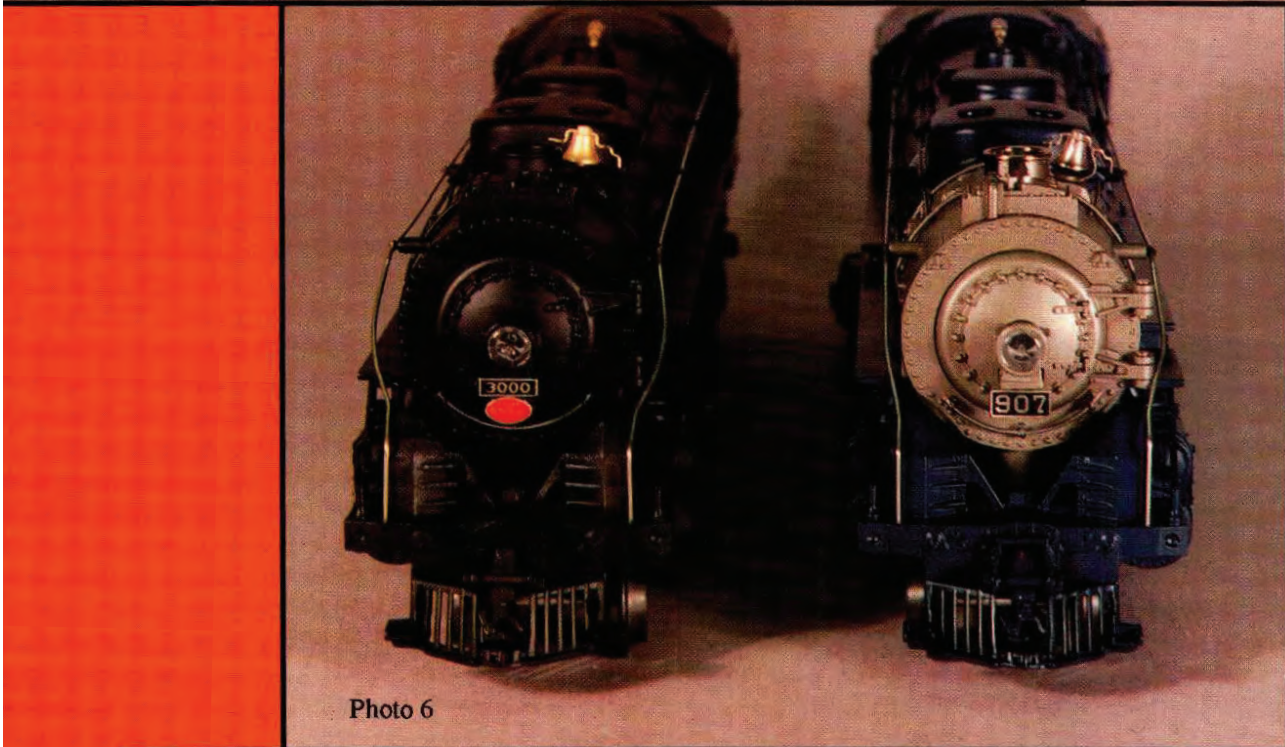


Photo 6



Photo 7

Dreyfuss Hudson Update

Orders for the three-rail Dreyfuss Hudson exceeded the 750 locos to be made. Some who had placed orders received the bad news that they will not be able to purchase the loco. Obviously, no more orders are being accepted – it is completely sold out. As we write this article, in late October, a few of the two-rail versions are still available. If you're interested, don't hesitate any longer. If it is not too late by the time you read this, you may order the loco by calling (800) 638-6202 from 9 AM to 5 PM Eastern time.

Susquehanna Dash 8-40B

The graphics on the Susquehanna diesel as pictured in the Book One catalog will be changed in production to be more prototypical. Changes include bringing the black on top down onto the sides, and the addition of black and yellow warning stripes along the lower edge. The changes were made in response to suggestions sent in by Susquehanna buffs.

New Books From Greenberg

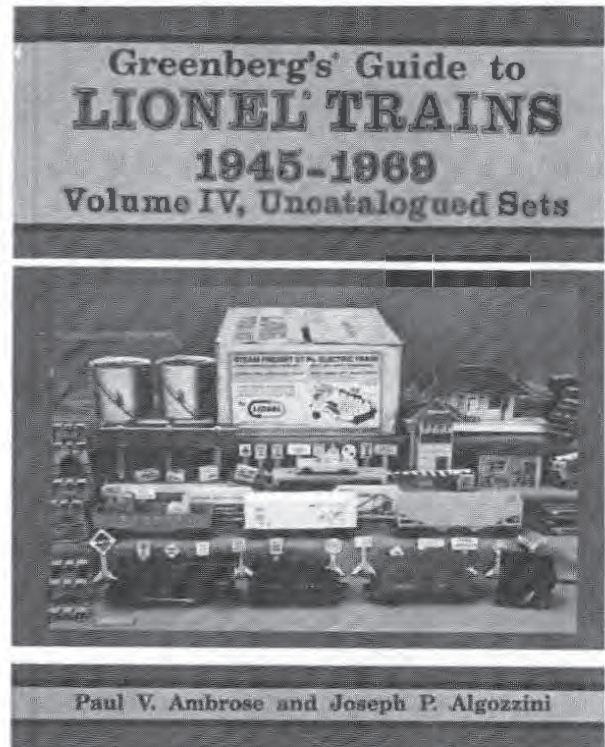
In our December 1989 News and Views Column, we reviewed *Greenberg's Model Railroading with Lionel Trains*, by Roland E. LaVoie. At the time I was pleased to see a book written on the wiring and operation of a three rail layout. Greenberg has just released *Model Railroading with Lionel Trains, Volume II: An Advanced Layout* by John Kouba.

This second volume assumes your looking to build a large advanced layout. If building this sort of layout is what you've always had in mind, but have perhaps been intimidated by the job, a line from the Forward of the book should put your mind at ease. The author states, "I have tried to leave nothing to chance. Follow the instructions and suggestions, and you will be rewarded with a first class layout, no matter how limited your previous experiences." The last part of that quote should be appreciated by all who have not had experience building a layout, but have big plans. The author begins by taking you through the planning stage. This starts with a wish list. The author takes you through the steps by actually planning a layout. You are taken step by step through the track design, to the construction of the platforms and on to the building of an "ideal control panel." In the control panel chapter, several variations are described and illustrated.

Next we move on to laying the track work. In this chapter is an exhaustive discussion of track work. Everything from cutting of track sections, to a detailed discussion of modifying Lionel 042 switches for an alternate source of power through a fixed-voltage plug. There is no provision for this as they are sold by Lionel. There is also a lengthy discussion concerning the making and use of insulated track sections. Block signals are also discussed in this chapter. The trackwork section is forty pages and provides a good discussion of some often overlooked topics.

The book continues with chapters on advance wiring, accessories, scenery, and finishing touches. The author is

quite thorough in his choice of topics and discussions. I know of no other book that details three rail operation as thoroughly as this one. I know it will help me make many of the decisions necessary when I build my ultimate layout. The book is 8.5 by 11 with 143 coated stock pages. The softbound version sells for \$19.95. Volume one is also still available for those who need a more basic source book.



The fourth volume of *Greenberg's Guide to Lionel Trains, 1945 - 1969* is out. This volume deals with Lionel's postwar period uncatalogued sets and was authored by Paul V. Ambrose and Joseph P. Algozzini. This is the first time that Greenberg has published a guide specifically for uncatalogued sets. Chapters are divided into sets offered by Sears Roebuck, Montgomery Ward, Spiegel, J.C. Penney, Firestone, and a final chapter for sets not fitting into any of these categories. In the prologue for the book are five quick reference charts which guide you through year identification by trucks, rolling stock boxes, and outfit box types. The book features large color photos of over 55 sets with the complete contents.

The authors explain that promotional sets allowed Lionel to deplete unsold, overstocked merchandise and to keep their inventory current. As a last resort, Lionel would call in an "undertaker" who would buy dead inventory. One of the most notable undertakers was the original Madison Hardware. The authors go on to state that Madison would buy anything if the price was right. It is also interesting to note that some of Lionel's uncatalogued sets were identical to catalogued sets, but had different outfit numbers. The book contains a great deal of previously unpublished material. Did you know for example that the famous Halloween General Set was not Sears outfit no. 9666. In fact the Sears outfit did not have the Halloween General or the blue passenger coach. There is a photo of the Halloween set mint

in its special box. I recently saw one for sale. The price was about \$5600. The owner stated that it was a \$1600 set in a \$4000 box. Few of these sets are complete with the box and cardboard sleeve.

Other interesting photos show products which were only available in these uncataloged sets. Did you know that Lionel made a cardboard trestle set, or that one outfit was supplied with a 321 Trestle bridge that was supplied without the metal base. A special instruction sheet for its assembly was included and is reproduced in the book. Have you ever seen Lionel's cardboard atomic submarine base? I had never known of its existence. There's a couple full color photos illustrating the base. One as it comes in the set flat, and another of the base fully assembled. For the collector looking for some really rare pieces, this book will serve to identify many components of uncataloged sets that are simply not documented elsewhere. The book has 128 pages and sells for \$29.95 in its softbound edition. A hardbound edition is also available.

From 1946 through the mid-1960's, Lionel produced an elaborate service manual for use by its authorized service stations. When in 1970, General Mills began producing Lionel Trains, work on the manual was not continued. Finally in 1986, when Richard P. Kughn purchased Lionel Trains, Inc., the new management at Lionel approached Greenberg Publishing Company for assistance in preparing a periodically updated parts and service manual. The result was a new manual, the *Lionel Parts List and Exploded Diagrams*, published in an 8 1/2" by 11" loose leaf bound format. Since 1986 supplements have continued to be published to keep the manual up-to-date. Greenberg has currently printed and distributed twenty-three supplements.

This new manual differs significantly from the post-war manual, in that it does not provide written comments on repair procedures. Basically the manual is exactly as the title suggests, exploded diagrams and parts lists. Prices for the parts are not published as part of the manual. This large manual, it now takes two large binders to hold it, is sold by Greenberg Publishing Co. to collectors and also provided to Lionel Service Stations for use in servicing Lionel Trains. The manual includes Lionel O gauge, American Flyer product, and Large Scale. It does not include Lionel Classics product. The two volume set includes all supplements though number 19 and sells for \$74.95. Additional supplements are available for \$10 each as they become available. Supplement 23 was recently released. Supplements have ranged in size from sixteen to forty-eight pages each. That makes the full set an expensive addition to your collection.

Greenberg has recently published the set in a perfect bound manual, in a 6" by 8.5" size. This new manual has 652 pages and has the complete manual through supplement twenty. Both manuals cover Lionel product from 1977 to 1992. The smaller format bound book offers several advantages. For example, all supplements have been placed in the book at their proper location. In the larger set, you add them to a second binder. Another advantage is the

cost - \$29.95. For those who spend a good deal of time repairing trains, or make a living at it, the larger volumes are the most practical, since your set is kept up-to-date. For those with a casual need or simply curiosity, the smaller manual makes a handy and less expensive reference.

Although additional volumes will probably be printed to supplement the bound manual, it will have to wait until enough additional supplements have been published to warrant another volume. For most collectors, however, the new manual will serve you well. For those needing information on the very latest releases, the loose leaf version will better fit the bill.

Finally from Greenberg is an updated pocket price guide. This latest version covers Lionel prewar, postwar, and modern era Lionel Trains from 1901 - 1993. The entire guide is in numerical order. This is the type of guide that comes in handy when your reading those *Interchange Track* ads, where people list a whole slew of numbers. This pocket guide continues in the usual Greenberg format and sells for \$7.95.

All of the above books are available from you local train dealer or direct from Kalmbach at the following toll free number, (800) 533-6644.

New 1992 Artrain Car

Every year since 1990, Artrain - the nation's only touring museum in a train - and Lionel Trains, Inc. have issued a collector's car which is available only to Artrain Equipment Fund contributors. The 1992 car is a Norfolk Southern Artrain Flatcar with Trailer. This will be a special Lionel Production featuring die-cast sprung trucks and die-cast knuckle couplers. To purchase the car, you must make a \$100 donation to the Artrain Equipment Fund. You may then purchase one or more of the 1992 cars at \$60 each plus \$5 per car shipping and handling. While supplies last, you may also purchase the 1991 Artrain Tank Car. I believe the 1991 Boxcar is already sold out. Each of the three Artrain cars have been limited to 500 to 1000 pieces. For additional information, or to order, call Artrain at (313) 747-8300.

Norfolk Southern Dash 8 Unit Train

Just as I write this, Lionel has begun shipping the Norfolk Southern set. Since it was announced last year, this set has garnered several constantly repeated comments. Complaints have included the fact that the flat cars should be black, and that a caboose doesn't belong on the train. An end of train device would have been more prototypical. Despite these complaints, the set promises to be popular. Flat cars with trailers have been the hot thing during the last couple years.

The Norfolk Southern Dash 8-40C looks especially good. See photo 8. I'm not sure why it looks different from previously released versions, perhaps its that it is run with the cab at the rear. Whatever the reason, the black loco looks good on the track. In case you had any doubts as to the direction the loco is meant to run, check out photo 9. If it isn't meant to run with the cab in the rear, somebody



Photo 8



Photo 9



Photo 10

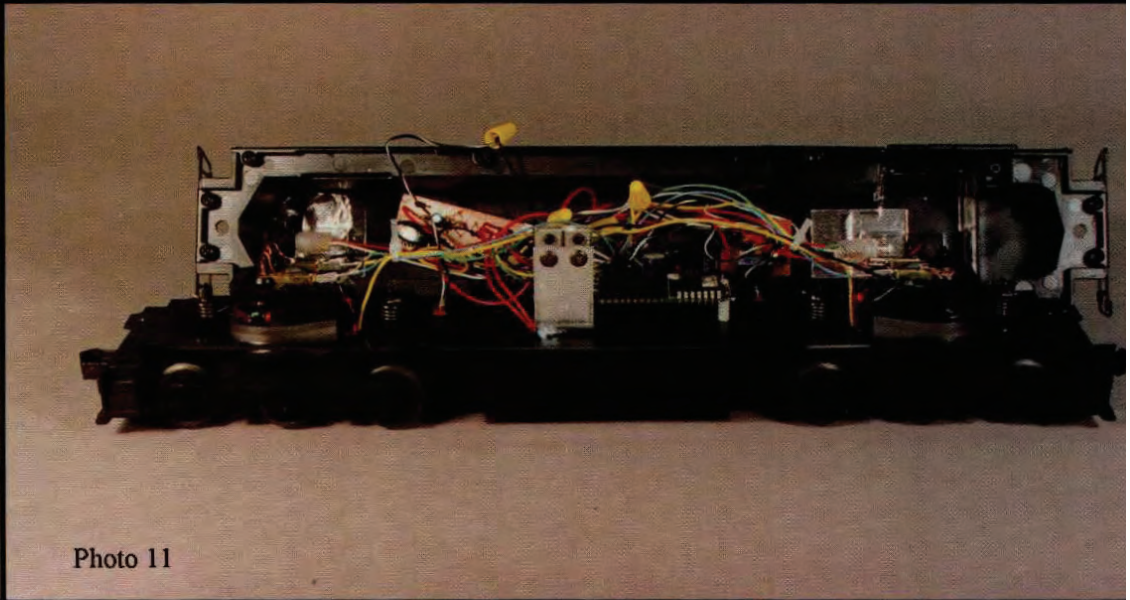


Photo 11

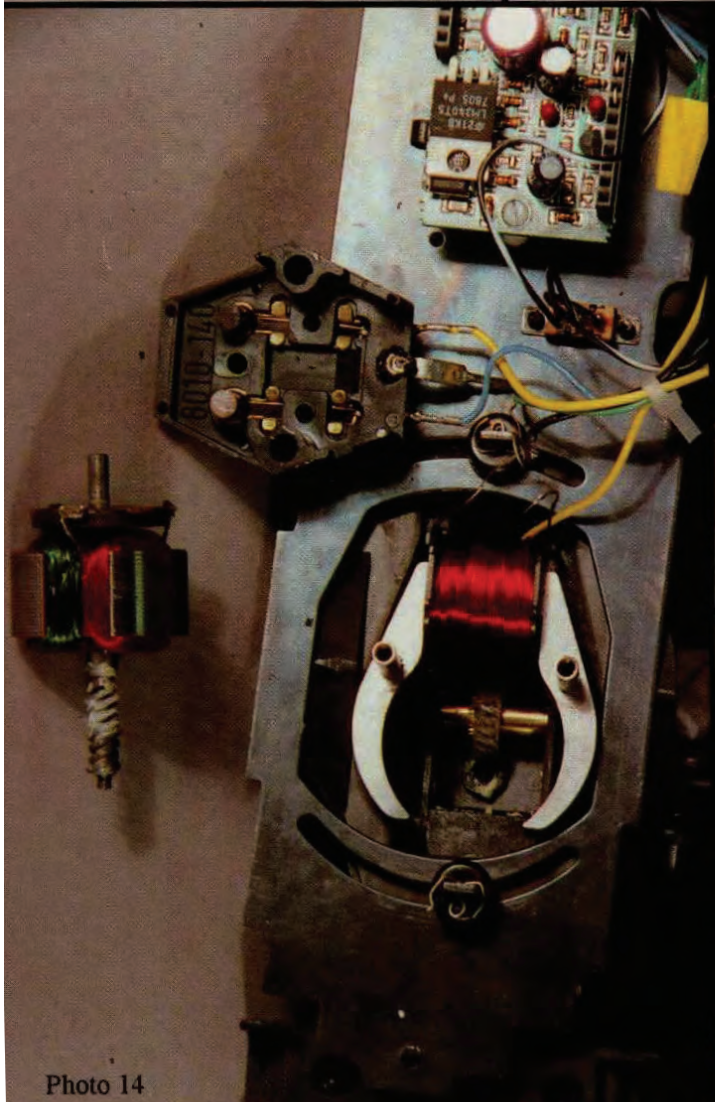


Photo 12

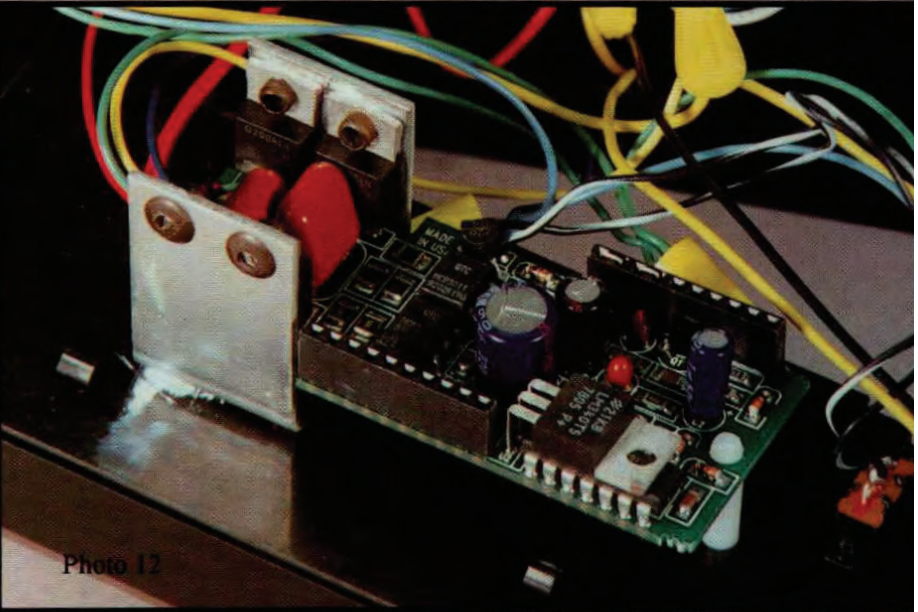


Photo 13

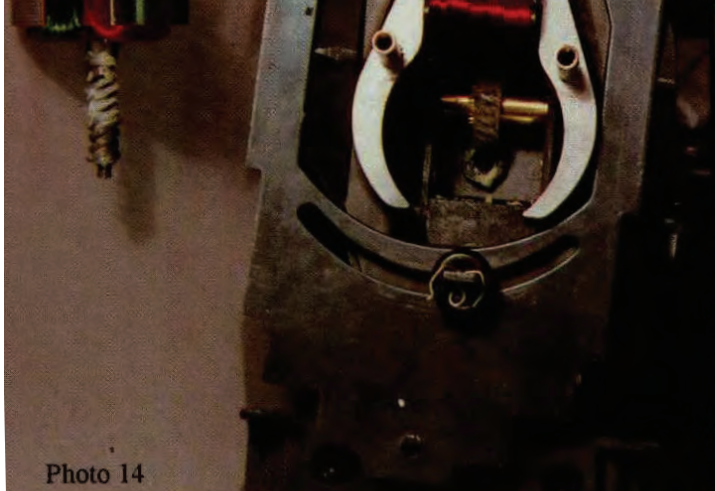


Photo 14

better tell the engineer to turn around. This is the first Dash 8 in which the engineer is mounted in that direction. I understand that it was the policy of Norfolk and Southern to run their locos with the cab to the rear. The operating knuckle couplers on this engine are die-cast, but the knuckles and the armature bar are plastic.

The engineer's direction isn't the only first that Lionel has put on this model of the Dash 8. Notice the silver chain at the front of the loco in photo 10. Previous Dash 8's had a molded chain. This has now been replaced with a real miniature link chain. The firsts for this loco don't stop here.

In the last two issues of *The Lion Roars*, I've asked for comments concerning the mechanical E-unit versus the electronic E-unit. Perhaps we'll hear more comments comparing the two E-units now that Lionel has begun using a new electronic E-unit on its top of the line locos. Photo 11 shows the Dash 8 with its shell removed. Where's the mechanical E-unit you ask? With this loco, Lionel premieres its new electronic E-unit. Photo 12 shows it close up.

Two other circuit boards can be seen in photo 11. Looking at the photo, inside the cab left of center is the horn circuit board. Just to the right of center is a small circuit board which controls the flashing warning light. Two of the three circuit boards have switches under the loco. The electronic E-unit has a switch to lock it out and the horn board has a switch which disables it. Here again, Lionel's instruction sheet is incorrect, or confusing to say the least. In an illustration of the underside of the loco, the two switches are correctly identified. In the accompanying text under the illustration however, reference is made to the reversing unit switch and the *warning light switch*. There is no warning light switch on the loco. In the instructions, the Automatic Reversing Unit part, a mechanical E-unit is described. To correct this, a separate sheet is supplied explaining the functions of the new electronic E-unit.

Since we disassembled the motor on the new Pennsylvania GG-1 for the last issue, I thought I'd do the same with this loco. This loco has the integral type motor. This type motor has the field assembly as an integral part of the truck. When I tried to remove the brush plate, I realized that the field wire must be unsoldered to allow the plate to be lifted off the field. This unsoldering job must be done carefully. The field wire is inserted into an eyelet which secures a metal tab. The eyelet was then filled with solder. If you are not careful, when you apply the soldering iron to the eyelet, the eyelet will heat up enough to melt the plastic of the brush plate.

I spoke to member Bill Beatty, who operates a Lionel Service Station and writes the Back Shop articles for *The Lion Roars*, about this and we both agreed that a heat sink would be recommended. This can be merely a pair of needle nose pliers placed so that they squeeze the metal tab. Then place a rubber band around the handles to hold the pliers in place. This is especially recommended when the eyelet is filled with solder as was the case with the one on this loco. There are also commercially available clips which are used as heat sinks for just such applications.

Photo 13 shows one of the two motors of the Dash 8. Notice again, the use of shunted brushes. This provides a positive connection to the brushes and is more efficient than using the brush springs as has been done for so many years.

Photo 14 shows the motor after disassembly. Last issue we discussed some of the features of the AC motors used in the new GG-1. These new improvements included a bronze bushing in the brush plate and a ball bearing raceway to support the lower end of the armature. The motor used in the GG-1, the F-3 units and in some of the Geeps, is Lionel's top of the line. Those motors are the ones in which a screw allows removal of the entire motor from the truck. The integral motor as used in the Dash 8, the SD-40, and other locos, although a powerful motor, is definitely a notch down. There is no bronze bushing or ball bearing raceway. The armature rides in the brush plate and an Allen screw keeps the proper clearance for the armature. A bushing mounted to the bottom of the truck supports the lower end of the shaft. As you can see, the motor on this Dash 8 was lubricated as it came from the factory.

The loco we tested already had about 14 hours of operation. When we tested it, we found it ran smoothly and quietly. The electronic E-unit worked well. This unit has the features I like most in an electronic E-unit. First, it can withstand very short momentary breaking in the power without reversing. To test this I quickly flicked the reverse button on my ZW transformer. The train continued in its forward direction. Operating the button more slowly had the desired effect of putting the loco into neutral and then in reverse.

Second, if power to the loco is cut off for more than five seconds, the loco will start in the forward position when power is resumed. This feature makes it easy to run more than one engine together. If you pull up to a station and stop, you merely stop for more than five seconds, and both locos will start in the forward position. In the Lackawanna M.U. cars, the electronic E-unit (a different model than used in the Dash 8) was set so that after power was cut off, the loco started in the neutral before forward position. I much prefer that it starts in the forward position as this new Dash 8 does. By starting in the forward position, you allow automatic operation of trains. A station or signal that automatically stops the loco can be used without your having to disable the E-unit.

The third and obvious advantage to an electronic E-unit is the fact that it is absolutely noiseless in operation. There is no E-unit hum. The biggest argument against the electronic E-unit comes from the fact that it is difficult to repair should it ever go wrong. Replacement is usually the answer. If the electronic design is sound, then the unit should perform with no trouble. Time will tell. One test which would help determine the reliability of an electronic E-unit would be to operate the loco with a long train and derail it causing a short circuit. If the unit survives that, it will probably work reliably for a long time. Unfortunately, if it fails that test, it would have to be replaced. I did not try this with the engine I was testing. This E-unit is different

from any that Lionel has used in the past. The unit is made in the United States and we were quite pleased with its operation in the testing we performed.

Toy Train Revue The Collectors Journal

The second issue of Tom McComas' new magazine is out. This second issue has 44 pages and lots of color photos. Eighteen of the pages are current price guides. There's even a story and price guide for Lionel boxes. Also included is a current price guide for 1991 and 1992 product. Another price guide covers the latest values for Lionel from 1900 to 1969. In the first issue, the guide was published as a separate insert, in this issue it is part of the magazine. Articles in the issue are particularly geared for collectors. One story covers Lionel's submarine, and features the *Life* magazine photo with a lady diving amongst several dozen Lionel submarines. There's also an article covering Doug Dubay's Museum, train store and amazing layout. This is the layout we mentioned last issue as featured in TM's latest *Great Toy Train Layouts of America Part V* video. Other interesting articles include Lionel Motorized Units, Rating Lionel GG-1's, Postwar passenger sets, Lionel Scout type boxcars, Marx mysteries, Reproduction Watch Variation Station, and finally a story on a very special production Lionel Train. This special train was made to be run at Euro Disney. Its a super modern, futuristic style train that runs on Large Scale track. Lionel's Rod Guthrie tells the story of the design, construction, and problem solving that went into its production. Subscriptions to Toy Train Revue, The Collectors Journal are \$25.00 a year for four quarterly issues. For information write:

TM Books and Video
Box 279
New Buffalo, MI 49117

More on Lionel's RailSounds™ Tender

We've had a couple members comment on the catalog description of the new RailSounds Tender being offered by Lionel in the 1993 Book One catalog. The description states, die-cast metal operating knuckle coupler on back, and fixed knuckle coupler on front. I assumed that this was an error. After all, this style tender has always had a metal tab with a slot to couple it with a locomotive. Steve Saxton, #12712, of Lionel advised me that the tender would be supplied with a special fixed coupler which slides over the usual metal tab. This coupler can be used to add a second tender to a loco. This was a practice with real railroads. If the tender is to be coupled to the rear of a loco, you merely slide off the fixed coupler and couple it as usual.

I'd Like To See

Years ago, this was a department we always featured in News and Views. Lately there seems to be more interest in this area, so I thought I'd start it up again. What new items would you like to see Lionel make? Send in your wants and desires and we'll print them hear. To start it off again, I'll list some items I'd like to see.

First, did you know that Lionel has never made a crane car in one of their most popular roadnames? Can you guess which one I'm referring to. Times up! Pennsylvania is the answer. Think back now - there has never been a Pennsy crane car.

I'd also like to see the elimination of plastic parts on top of line couplers. And how about a modern die-cast coupler to go with all of these new modern scale cars Lionel is producing. The old fashioned style die-cast coupler is out of place on these new cars.

I'd also like to see a new talking station. Lionel had announced one of these several years ago, but it was never produced. Lately, I've seen Christmas Tree ornaments that had great talking voices. A good looking station with a train control device to stop trains, and a chip to produce a conductor's messages would be great. All Abo-o-ard! Ideally there would be perhaps five different announcements which would randomly be selected. I think it would be a good seller. Let's hear some your suggestions!

That's It For Now

This December issue begins my eleventh year writing this column. Thanks to all of you who have expressed their comments and opinions. Thanks also to all who have offered encouragement and kind remarks. Here it is already, we're in the holiday season. Best wishes to all and don't forget to plan on attending the best train convention ever, in Michigan next year!

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 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. 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.

Bill Schmeelk



President's Report

It has been pointed out that the order blank in the October issue of *The Lion Roars* for the Dearborn 1993 convention car, the Detroit & Toledo Shoreline two bay ACF hopper, has an error regarding the price of the car. Near the top of the order blank it states that the car will cost \$55. At the bottom of the form, where you actually order the car, the correct price of \$49 postage paid is shown. We apologize for any confusion. All future order blanks will be corrected starting with the November 1992 issue of *The Interchange Track*.

Glenn Patsch, Bill and Diane Button, Dienzel Dennis and I have been spending a tremendous amount of time working on the Dearborn 1993 LCCA convention. We are in the process of setting up the tours to the Lionel Trains factory, the Lionel Visitor's Center, Dick Kughn's CaRail and Madison Hardware. The biggest challenge, by far, is arranging for the tour transportation. We'll be using air conditioned buses that will be equipped with television, VCR's and rest rooms. It is important to understand that to gain admission to a tour you *must* use the bus provided. If you are thinking about driving in your car to the Lionel plant or any of the other tour destinations – don't. You will not be permitted to go into any of the tour buildings unless you are part of a tour group from one of the tour buses. We are not trying to be difficult. We just have a monumental task ahead of us and we must be able to schedule the number of people at each tour destination and keep all the tours running smoothly and on time. Each tour is designed to handle a certain number of visitors and tour guides are needed. We realistically cannot give tours to a few people at random times. We are anticipating a very large number of people wanting to go on the tours and want to give everyone a chance to take the tours. The only way we can do this is to take groups at prescheduled times. That is why we need you to register early and sign up for the tours you want. Registration materials for the convention will be included in the February 1993 issue of *The Lion Roars*. It is not possible to sign up before then. Be sure to keep July 21 to 25, 1993 open to come to one of the greatest conventions!

This leads me to another very important matter. Dick Kughn and Nick DeGrazia of Lionel Trains have made it abundantly clear that they want to accommodate any and all that want to tour the facilities. They have even invited *well behaved* children six (6) years of age and older. Now if that's not a first, I don't know what is. Their only stipulation for children is that during the tours, the parents must hold their hands. This is especially important during the Lionel Trains factory tour. It is really for the protection of the children.

One last thing! It is imperative that you register very early for the convention. The tours will be on a first come, first served basis. We anticipate the tours will need to be offered over a three day period to allow everyone to go on all the tours. We will try and accommodate your requested day, but again, it will be on a first come, first served basis. Please help us help you by registering early. Thanks and Happy Holidays to all.

Al Otten

Membership Drive

On September 26, 1992, the LCCA board, officers and selected appointed officials held their fall Board meeting in Plant No. 3 of the Lionel factory. Nick DeGrazia, president of Lionel Trains, along with Mark Gordon, Gene Kutcher, Sherrie Weitzman and Don Watkins met with us. This meeting location is probably a first (it was for the LCCA), and it made a tremendous amount of sense. For the Dearborn 1993 convention and the Membership Drive Campaign, all the decision makers were in the same room. This enabled all the hard decisions to be made and committed to, on the spot, thereby savings us lots of valuable time.

By the time you read this article, our new membership brochure will have been mailed to Lionel enthusiasts that are not members of the LCCA inviting them to join. A second mailing is scheduled for January 1993. Your Board of Directors approved a very comprehensive advertising budget, which not only included mailing and printing the new member brochures, but also calls for ads in the next six issue of *Classic Toy Trains* starting with the January 1993 issue which should be on the newsstand by December 7th, 1992. Our advertising program has been developed by Combs & Heathcott, an advertising agency located in Little Rock, Arkansas. While we expect a large response to the direct mail and advertising programs, the best way to get new members is through you. If each member would sign up one new member, we would add seven thousand new members to the club. And think of the cost to the LCCA, zero. This membership drive, combined with the 1993 convention in Dearborn, is a once in a lifetime opportunity. Please support the membership drive and come to the convention.

Al Otten

The Back Shop - *The Magic of Lionel's Accessories*

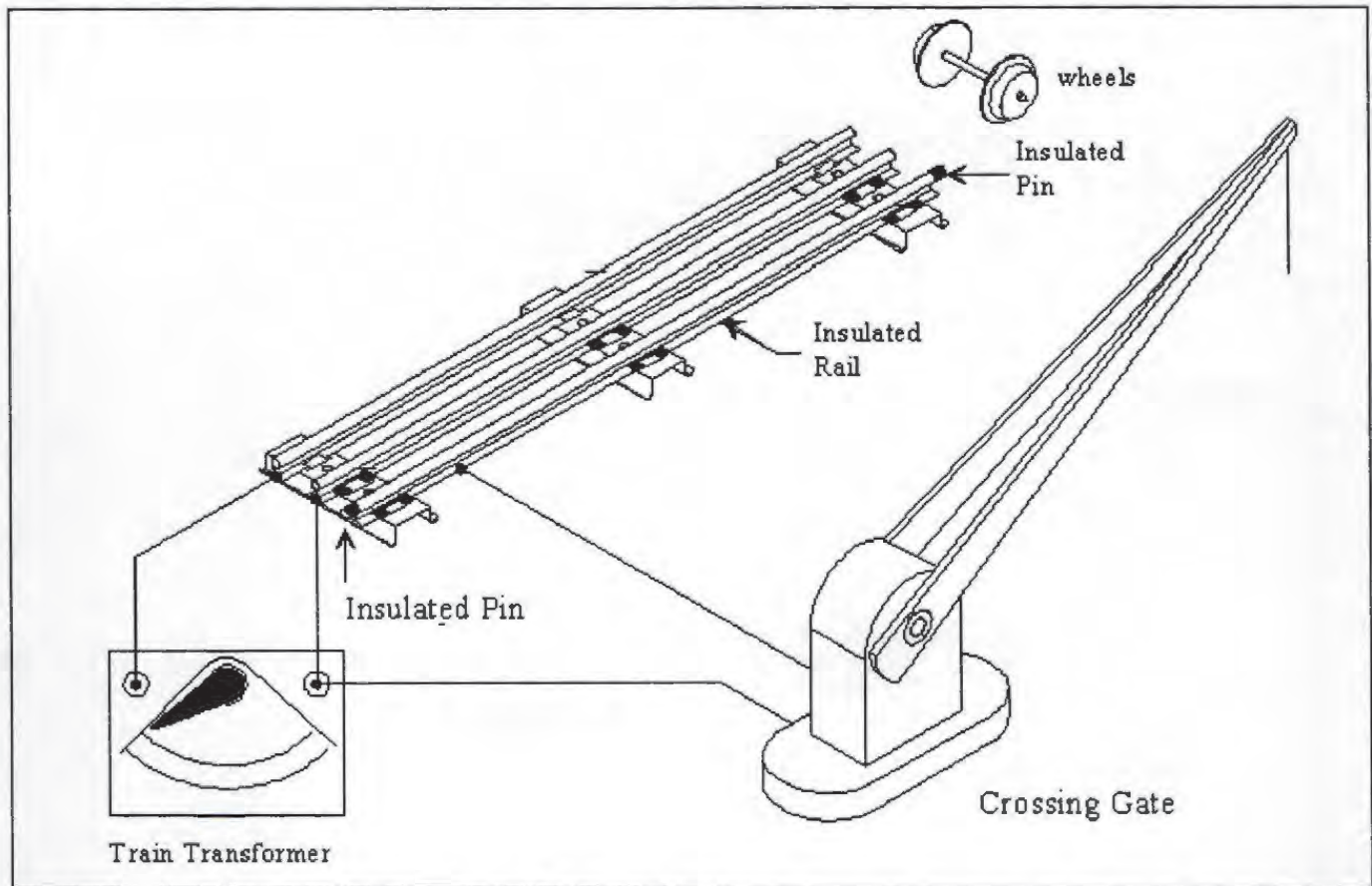


Figure One

Lionel® Operating Accessories are *magic* for both young and old alike. Many accessories are activated either by pressing a button or running the train over a pressure sensitive track contactor, such as the Lionel 153C.

Applying pressure on the push button switch or the track contactor will complete the electrical path causing the accessory to operate. While the push button switch allows for manual control, the contactor offers automatic operation. Of course, there must be sufficient weight to close the contactor switch. Although it is easy to install, the contactor has two limitations. First, it only works when there is a train passing directly above it and second, because it is a pressure sensitive device and train weights are different, it may not always operate properly. A heavy engine will operate the contactor, but a light caboose or trolley will not always trip it.

The Solution

The solution is a track section with an *insulated* rail. Looking at a piece of Lionel track, you can see that the center rail is insulated from the metal ties by a piece of insulating material. Applying this same concept to one of the outside rails, we can turn a single piece or several pieces of track into an automatic contactor that can activate an accessory. Figure 1 shows a piece of track that has been modified with the insulated rail. Please note that each end of the insulated rail **must** have a plastic insulating pin in it.

Failure to do so will allow the adjoining section of track to defeat the purpose of the insulated track section.

How Does This Work ?

By adding a piece of insulating material between the outside rail, each metal tie, and placing insulating pins at each end of the rail, it is now insulated from the rest of the track. Having completed the above modification, your Lionel train does the rest. For the most part, Lionel's engines and rolling stock have used metal wheels and axles that conduct electricity. When a set of metal wheels ride over the insulated rail, it completes the circuit from the ground rail to the accessory. That is, the set of wheels on the engine or cars completes the circuit, just like pushing the switch, thus creating a little Lionel *magic*.

Wiring Insulated Track

Wiring accessories to work with an *insulated* rail falls in one of three categories:

- 1 The accessory is powered from the same transformer as the train.
- 2 The accessory is powered from a separate transformer, being preset for an optimum working voltage.
- 3 An enhanced version of number 2 using a third transformer or fixed power supply to control a relay. The relay becomes the switch that controls the accessory.

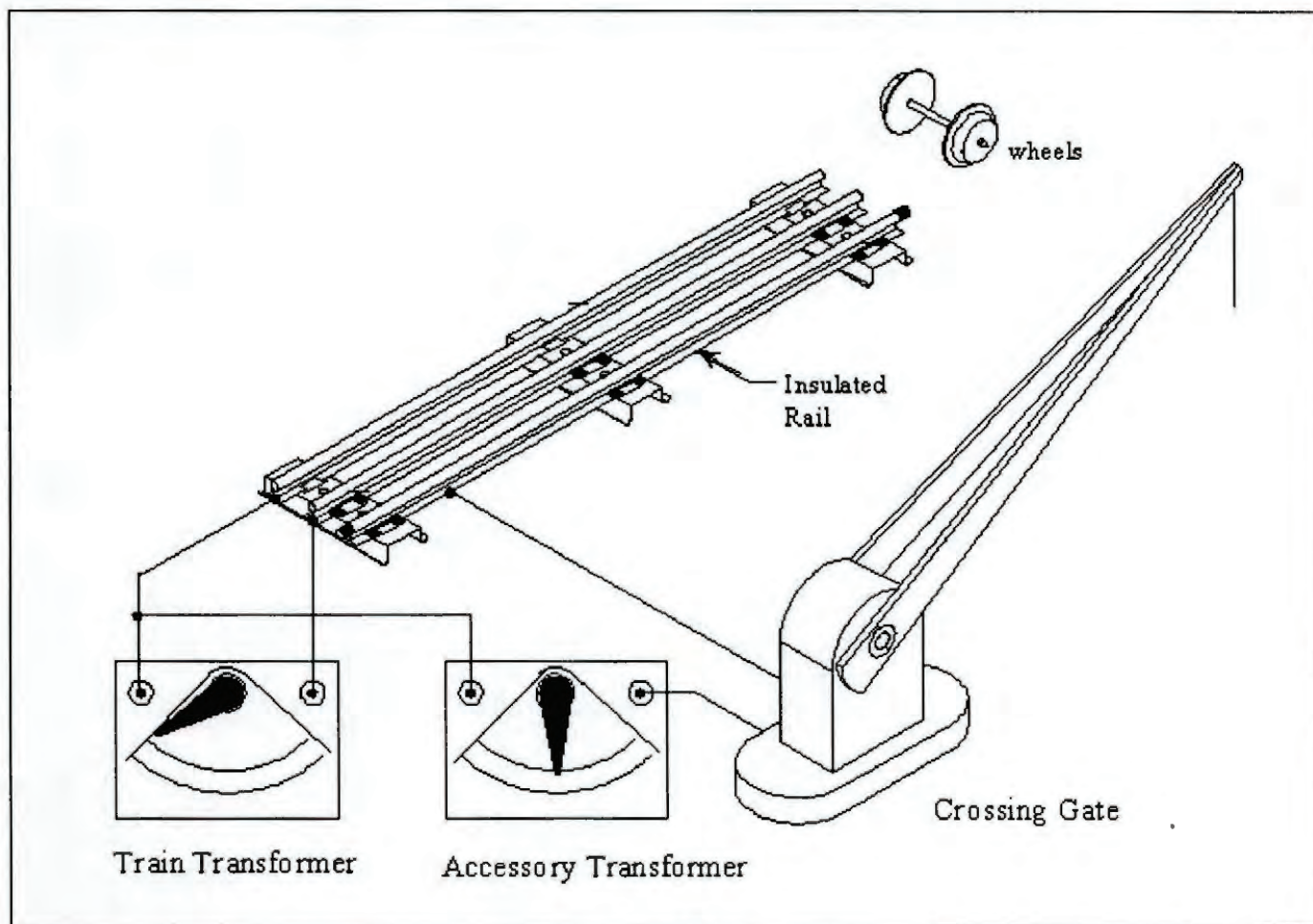


Figure Two

Figure 1 shows the first method. Although this is the simplest, the voltage that operates the accessory is the same that operates the train. Running the train at a slow speed may not be enough voltage to cause the operating accessory to work properly. Turning off the train transformer will also turn off the accessory.

Figure 2 shows an improved method. By adding a second transformer, independent control of the voltage for the accessory is achieved. The accessory transformer is set to a voltage optimum for the accessory. The operator can then run the train without affecting the accessory. When using multiple AC transformers, be sure to phase the transformers. Make sure the common terminal of both transformers are connected together. You may need to reverse the AC line plug of one of the transformers to phase them properly. Refer to *The Lionel Train Book* for more information on phasing transformers.

I suggest you plug your transformers into an AC plug strip that is available from a local hardware store. These usually have 6 outlets, a circuit breaker and an on/off switch. This is not only more convenient to turn on and off all your transformers, but saves wear on the transformer power cord. It also assures that once the transformers are phased correctly, they'll stay that way since you turn the AC plug strip on and off instead of unplugging the transformers.

Figure 2 is used for any accessory that requires a momentary switch closure for operation. Accessories such as: Crossing Gates, Whistle Sheds, Automatic Billboards, Banjo Signals, Semaphores and Gatemen all require a simple push of a button.

For accessories having two operating conditions, such as Dwarf Signals, Block Signals or a Signal Bridge, a relay and a third power supply are required. Figures 3 and 4 illustrate this concept. Basically, a relay is substituted for the Lionel accessory in Figure 2.

The Dwarf Signal lamps are wired to the relay's Normally Closed (NC) and Normally Open (NO) terminals. The Common relay terminal is connected to the accessory transformer. Finally, connect the common lamp lead from the Dwarf Signal to the other terminal on the accessory transformer.

As you can see from Figure 3, the lower green Dwarf lamp will illuminate because the circuit path is complete. When the metal wheels and axle of a train cross over the insulated and ground rails, it completes the circuit path for the relay, activating it. Turning on the relay causes the contact to change from the NC terminal to the NO terminal, illuminating the upper red lamp. Figure 4 shows this.

Insulated rail is easy to make and is always reliable. The best part is it only requires just a few minutes of your time, three pieces of insulating material and two plastic

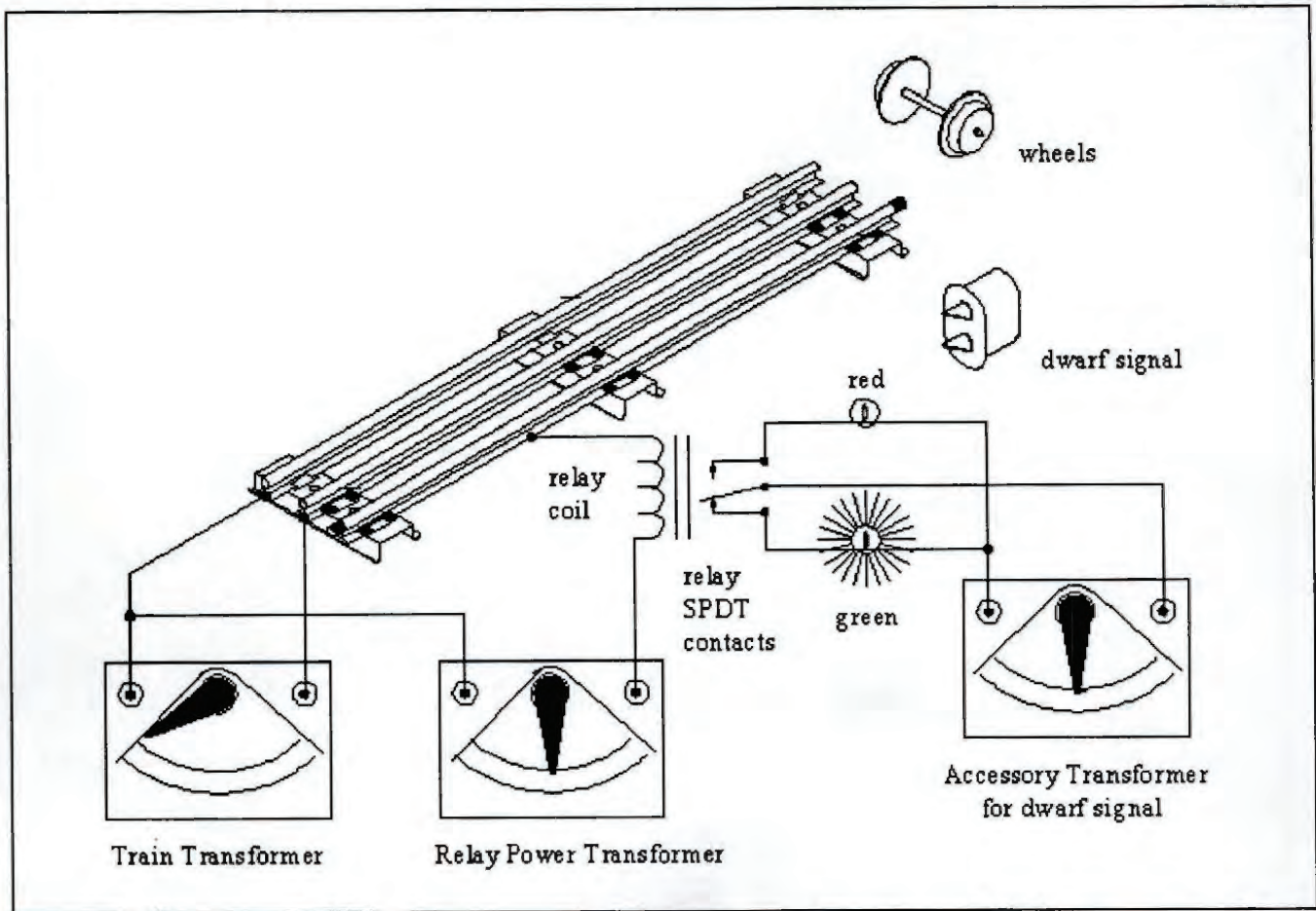


Figure Three

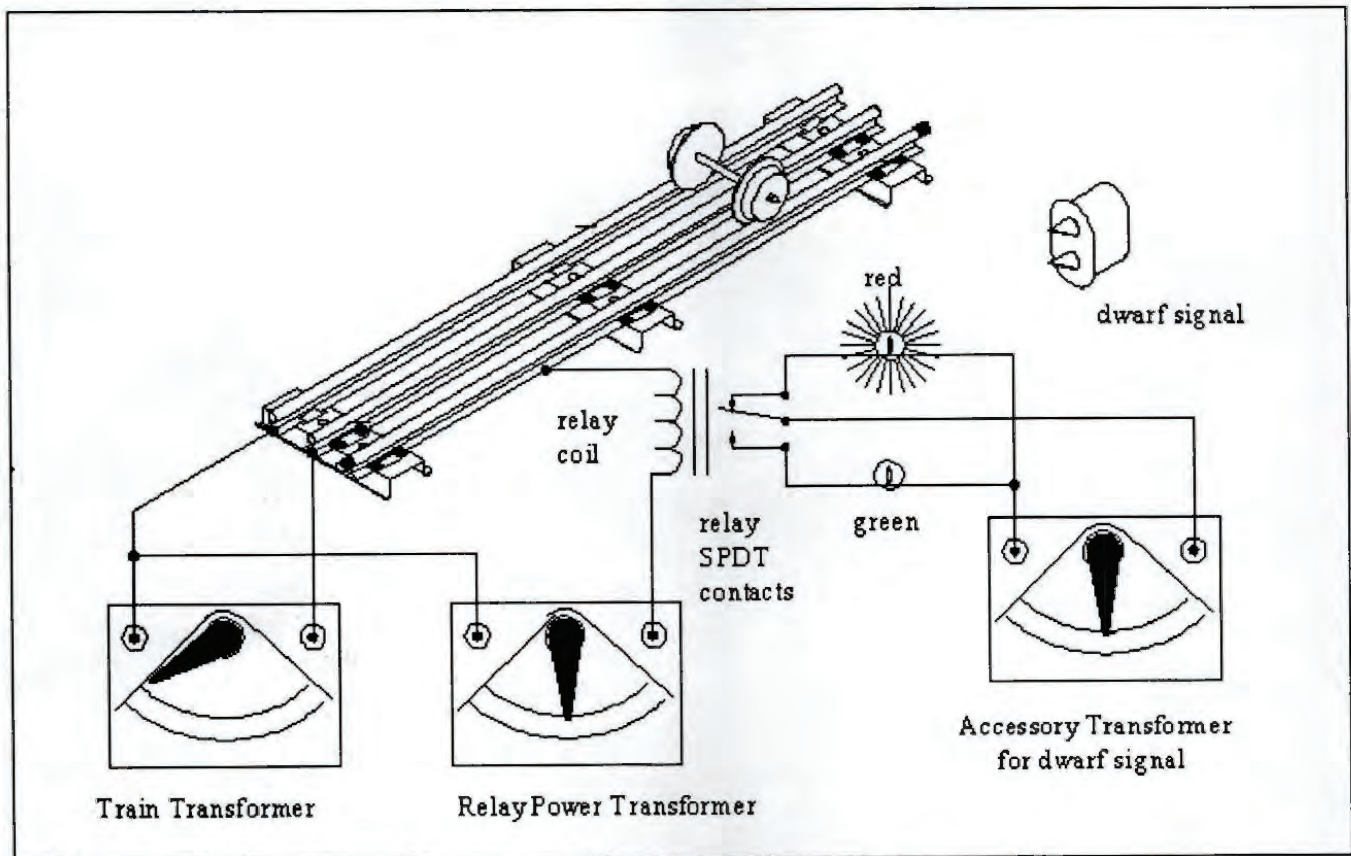


Figure Four

insulating pins! K-Line sells insulated track if you would prefer not to make your own. You can also use Gargraves track which is also insulated.

Here's How

For tools, I use:

- A small rubber mallet
- Two sizes of straight blade screwdrivers, 1/8" and 1/4"
- Two steel blocks, 1/2" square by 3" in length.

First, you'll need to locate some insulating material to make your insulated rail section. You can use the insulators from an old piece of track or you can purchase the insulating material from a local electric motor repair shop. You are looking for 'fishpaper' which is used to insulate the windings in the motor. The thickness of the material should be 0.02 inches. Let me know if you have trouble locating it in your area. Cut three pieces measuring: 3/4" in length by 9/16" in width.

Lay the train track up side down and position an 1/8" screwdriver blade between the rail and tie flange. Tap the screwdriver lightly with the rubber mallet causing the tie flange to open up. Repeat on other side of rail and the remaining track ties. Turn track back over and remove the loosen rail.

With the rail removed, **remove** the steel track pin and place it with your bag of extras. Pre-fold the insulating material by centering the rail over it and fold both ends up and around the bottom flange. Position the insulating material over the three rail crimp marks and place the rail back inside the ties.

Place the track tie on top of the 1/2" wide steel bar and using the 1/4" screwdriver having its' blade at right angles to the rail (blade should be resting on the crease mark of the tie flange), tap the flange closed. Repeat this procedure for the remaining ties. Having the steel bar underneath the tie will prevent the tie and rail from being bent.

Verify your workmanship both visually and with the help of an ohm meter or continuity tester. Check that the insulated rail does not short to the ground rail or metal ties.

Be sure to add plastic insulated pins to both ends of the insulated rail to complete the track modification.

Multiple insulated rail track pieces should have the insulated rails joined together using metal track pins. Only put the insulating pins at the ends of the insulated rails.

More!

Now that you understand how an insulated rail works, here are three more ways to use them.

- ❶ An Automatic Whistle -- See the August 1992 *The Back Shop* article.
- ❷ By adding a SPST push button from the ground rail to the accessory in Figure 1, manual control of the accessory can still be accomplished. This allows

your junior engineers the chance to operate an accessory manually.

- ❸ Insulating both outside rails allows for some special control situations. This can be very useful if we want to control several trains and multiple accessories. We may cover this in a future *Back Shop* article.

Pins

The Lionel part numbers for plastic insulating track pins:

- #5041, O27 Insulating Pins
- #5543, O-Gauge Insulating Pins

Additional References

For additional reading, I suggest:

The Lionel Train Book, by Robert Schleicher, published by Lionel.

Model Railroading with Lionel Trains, by Roland LaVoie, published by Greenberg Publishing Company, #10-6745

Model Railroading with Lionel Trains: Volume II, by John Kouba, published by Greenberg Publishing Company, #10-7345

Happy Holidays

Two years ago, I asked that you join me in my Christmas wish for Lionel to offer trains at prices where a new family could afford them. Thank you, Lionel Trains, for making that dream come true. Give a Lionel train for Christmas and let the *magic* become a family tradition.

God Bless all of you and Happy Holidays.

Bill Beatty & family

Bill Beatty
20 Kirkley Lane
Springfield, IL 62704
(217) 546-8591 - Home
(217) 787-4855 - Work

SPRINGFIELD IN 1995

Yes!! Springfield, Illinois was selected to host the 1995 Lionel Collectors Club of America Train Convention. Although a lot of planning has been done, there is much more to do. I need you to get involved in: Member Registration, Banquet Committee, Activities Committee and Trading Hall Committee.

I will be asking for your help. Let's make our 25th LCCA Convention an experience that will reflect Springfield's pride.

Lionel Puts Trains Around The Trees This Christmas

Be sure to visit one of the 350 malls listed below this Christmas season. Lionel has provided two Nickel Plate Road train sets to each mall. The trains will be used as part of each shopping mall's holiday display. Several malls will be working with local train collectors to expand the displays.

ALABAMA Gadsden Mall Gadsden, AL	Inland Center Riverside, CA	FLORIDA Broward Mall Plantation, FL	ILLINOIS Cherryvale Mall Rockford, IL	Wichita Mall Wichita, KS	Methuen Mall Methuen, MA
McFarland Mall Tuscaloosa, AL	Laguna Hills Mall Laguna Hills, CA	Clearwater Mall Clearwater, FL	College Hills Mall Normal, IL	KENTUCKY Cedar Knoll Galleria Ashland, KY	North Dartmouth Mall North Dartmouth, MA
Regency Square Mall Florence, AL	Los Cerritos Center Cerritos, CA	Cordova Mall Pensacola, FL	Eastland Mall Bloomington, IL	Florence Mall Florence, KY	Silver City Galleria Taunton, MA
River Oaks Center Decatur, AL	The Mall of Victor Valley Victorville, CA	Crystal River Mall Crystal River, FL	Evergreen Plaza Evergreen Park, IL	LOUISIANA Belle Promenade Mall Marrero, LA	Worcester Galleria Worcester, MA
University Mall Tuscaloosa, AL	Manchester Center Fresno, CA	Eastlake Square Mall Tampa, FL	Hickory Point Mall Decatur, IL	MICHIGAN Adrian Mall Adrian, MI	
Western Hills Mall Fairfield, AL	Merced Mall Merced, CA	Gateway Center Mall Jacksonville, FL	Illinois Centre Marion, IL	Courtland Center Burton, MI	
Wiregrass Commons Mall Dothan, AL	Mission Viejo Mall Mission Viejo, CA	Gateway Mall St. Petersburg, FL	Lincolnwood Town Center Lincolnwood, IL	Eastland Mall Harper Woods, MI	
ALASKA Anchorage 5th Avenue Mall Anchorage, AK	Mt. Shasta Mall Redding, CA	Governor's Square Tallahassee, FL	Machesney Park Mall Rockford, IL	Frenchtown Square Mall Monroe, MI	
ARIZONA Paradise Valley Mall Phoenix, AZ	North Valley Plaza Chico, CA	Hollywood Fashion Center Hollywood, FL	Meadows Town Mall Rolling Meadows, IL	Lakeview Square Battle Creek, MI	
Park Mall Tucson, AZ	Northridge Mall Salinas, CA	Lake Square Mall Leesburg, FL	Orland Park Place Mall Orland Park, IL	Lansing Mall Lansing, MI	
Scottsdale Galleria Scottsdale, AZ	Panorama Mall Van Nuys, CA	Lakeshore Mall Sebring, FL	Spring Hill Mall West Dundee, IL	Livonia Mall Livonia, MI	
Superstition Springs Center Mesa, AZ	Parkway Plaza El Cajon, CA	Mall of the Americas Miami, FL	University Mall Carbondale, IL	MARYLAND Beltway Plaza Mall Hyattsville, MD	Meridian Mall Okemos, MI
Tower Plaza Mall Phoenix, AZ	Plaza Pasadena Pasadena, CA	Orlando Fashion Square Orlando, FL	Village Mall Shopping Center Danville, IL	Centre at Salisbury Salisbury, MD	Muskegon Mall Muskegon, MI
Tri-City Mall Mesa, AZ	Riverside Plaza Riverside, CA	Panama City Mall Panama City, FL	White Oaks Mall Springfield, IL	Cranberry Mall Westminster, MD	Rogers Plaza Wyoming, MI
Westridge Mall Phoenix, AZ	Stonewood Center Mall Downey, CA	Pinellas Square Mall Pinellas Park, FL	Yorktown Center Lombard, IL	Eastpoint Mall Baltimore, MD	Southland Mall Portage, MI
ARKANSAS Central Mall/Fort Smith Fort Smith, AR	Valco Fashion Park Cupertino, CA	Port Charlotte Town Center Port Charlotte, FL	INDIANA Concord Mall Elkhart, IN	Frederick Towne Mall Frederick, MD	Universal Mall Warren, MI
Park Plaza Little Rock, AR	COLORADO Crossroads Mall Boulder, CO	Santa Rosa Mall Mary Esther, FL	The Fashion Mall/KATC Indianapolis, IN	Glen Burnie Mall Glen Burnie, MD	MINNESOTA Apache Plaza Shopping Mall Minneapolis, MN
CALIFORNIA Buena Park Mall Buena Park, CA	FootHills Fashion Mall Fort Collins, CO	Sunshine Mall Clearwater, FL	Green Tree Mall Clarksville, IN	Iverson Mall Hillcrest Heights, MD	Brookdale Center Brooklyn Center, MN
Buena Ventura Mall Ventura, CA	Greeley Mall Greeley, CO	The Tallahassee Mall Tallahassee, FL	North Park Mall Marion, IN	Laurel Centre Mall Laurel, MD	Kandi Mall Willmar, MN
Capitola Mall Capitola, CA	North Valley Mall Thornton, CO	Tyrone Square Mall St. Petersburg, FL	Southtown Mall Fort Wayne, IN	Mondawmin Mall Baltimore, MD	Maplewood Mall Maplewood, MN
Carousel Mall San Bernardino, CA	Northglenn Mall Northglenn, CO	GEORGIA Glynn Place Mall Brunswick, GA	University Park Mall Mishawaka, IN	Montgomery Mall Bethesda, MD	Ridgedale Shopping Center Minnetonka, MN
The Chico Mall Chico, CA	Southwest Plaza Littleton, CO	Gwinnett Place Mall Duluth, GA	Village Shopping Center Gary, IN	Reisterstown Road Plaza Baltimore, MD	Southtown Shopping Center Minneapolis, MN
Chula Vista Center Chula Vista, CA	Twin Peaks Mall Longmont, CO	Marketsquare at North Dekalb Decatur, GA	Washington Square Mall Evansville, IN	St. Charles Towne Center Waldorf, MD	MISSISSIPPI Edgewater Mall Biloxi, MS
Coddington Center Santa Rosa, CA	Westminster Mall Westminster, CO	Mount Berry Square Mall Rome, GA	IOWA Merle Hay Mall Des Moines, IA	MASSACHUSETTS Auburn Mall Auburn, MA	Mall at Barnes Crossing Tupelo, MS
County East Mall Antioch, CA	CONNECTICUT Enfield Square Enfield, CT	Oglethorpe Mall Savannah, GA	KANSAS Central Mall Salina, KS	Cape Cod Mall Hyannis, MA	Northpark Mall Ridgeland, MS
Eastland Shopping Center West Covina, CA	DELAWARE Blue Hen Mall Dover, DE	Peachtree Mall Columbus, GA	Metcalf South Shopping Center Overland, KS	Cordage Park Plymouth, MA	Pemberton Square Mall Vicksburg, MS
Fashion Fair Mall Fresno, CA	Christiana Mall Newark, DE	Valdosta Mall Valdosta, GA	White Lakes Mall Topeka, KS	Eastfield Mall Springfield, MA	MISSOURI Jamestown Mall Florissant, MO
Huntington Beach Mall Huntington Beach, CA	Concord Mall Wilmington, DE	Walnut Square Dalton, GA		Hampshire Mall Hadley, MA	Metro North Mall Kansas City, MO
		IDAHO Karcher Mall Nampa, ID			

South County Center
St. Louis, MO

Town Pavilion
Kansas City, MO

MONTANA
Southgate Mall
Missoula, MT

NEW HAMPSHIRE
The Mall of New Hampshire
Manchester, NH

Newington Mall
Newington, NH

NEW JERSEY
Bergen Mall
Paramus, NJ

Echelon Mall
Voorhees, NJ

The Fashion Center
Paramus, NJ

Ledgewood Mall
Ledgewood, NJ

Paramus Park
Paramus, NJ

Phillipsburg Mall
Phillipsburg, NJ

Quaker Bridge Mall
Lawrenceville, NJ

Seaview Square Mall
Ocean, NJ

Shore Mall
Pleasantville, NJ

NEW MEXICO
Wirock
Albuquerque, NM

NEW YORK
Appletree Mall
Cheektowaga, NY

Aviation Mall
Queensburg, NY

Broadway Mall
Hicksville, NY

Camillus Mall
Camillus, NY

Carousel Center
Syracuse, NY

Champlain Centres
Plattsburgh, NY

Crossgates Mall
Albany, NY

Eastern Hills Mall
Williamsville, NY

Fayetteville Mall
Fayetteville, NY

Jefferson Valley Mall
Yorktown, NY

Kings Plaza
Shopping Center
Brooklyn, NY

Mohawk Mall
Schenectady, NY

Northway Mall
Albany, NY

Oakdale Mall
Johnson City, NY

Penn Can Mall
Cicero, NY

Pyramid Mall Ithaca
Ithaca, NY

Riverside Mall
Utica, NY

Saratoga Mall
Saratoga Springs, NY

Seneca Mall
West Seneca, NY

Shoppingtown Mall
Dewitt, NY

South Shore Mall
Bay Shore, NY

St. Lawrence Centre
Mall & Plaza
Massena, NY

Staten Island Mall
Staten Island, NY

Thruway Mall
Cheektowaga, NY

NORTH CAROLINA
Carolina Circle Mall
Greensboro, NC

Carolina Mall
Concord, NC

Crabtree Valley Mall
Raleigh, NC

Freedom Mall
Charlotte, NC

Independence Mall
Wilmington, NC

Northgate Mall
Durham, NC

Parkwood Mall & Plaza
Wilson, NC

Valley Hills Mall
Hickory, NC

NORTH DAKOTA
West Acres
Shopping Center
Fargo, ND

OHIO
Canton Centre Mall
Canton, OH

Eastwood Mall
Niles, OH

Findlay Village Mall
Findlay, OH

Great Northern Mall
North Olmsted, OH

Indian Mound Mall
Heath, OH

New Towne Mall
New Philadelphia, OH

Northgate Mall
Cincinnati, OH

Parnatown Mall
Parma, OH

Randall Park Mall
North Randall, OH

Richmond Mall
Richmond Heights, OH

River Valley Mall
Lancaster, OH

Salem Mall
Dayton, OH

Severance Town Center
Cleveland Heights, OH

Southwyck Shopping Center
Toledo, OH

Summit Mall
Akron, OH

Woodville Mall
Northwood, OH

OKLAHOMA
Arrowhead Mall
Muskogee, OK

Central Mall
Lawton, OK

Eastland Mall
Tulsa, OK

Heritage Park Mall
Midwest City, OK

Southroads Mall Shopping
Center
Tulsa, OK

Tulsa Promenade Mall
Tulsa, OK

OREGON
Clackamas Town Center
Portland, OR

Eastport Plaza
Portland, OR

Lancaster Mall
Salem, OR

Mall 205
Portland, OR

Valley River Center
Eugene, OR

PENNSYLVANIA
Berkshire Mall
Wyomissing, PA

Chambersburg Mall
Chambersburg, PA

Columbia Mall
Bloomsburg, PA

Fairlane Village Mall
Pottsville, PA

The Galleria
Johnston, PA

The Gallery
at Market East
Philadelphia, PA

Greengate Mall
Greensburg, PA

Harrisburg East Mall
Harrisburg, PA

Indiana Mall
South Indiana, PA

Laurel Mall
Hazleton, PA

Lebanon Valley Mall
Lebanon, PA

Lehigh Valley Mall
Whitehall, PA

Logan Valley Mall
Altoona, PA

Lycoming Mall
Muncy, PA

Millcreek Mall
Erie, PA

Monroeville Mall
Monroeville, PA

Montgomery Mall
North Wales, PA

Nittany Mall
State College, PA

North Hanover Mall
Hanover, PA

Oxford Valley Mall
Langhorne, PA

Parkway Center Mall
Pittsburgh, PA

Richland Mall
Johnstown, PA

Schuylkill
Frackville, PA

Susquehanna Valley Mall
Selinsgrove, PA

West Manchester Mall
York, PA

West Side Mall
Edwardsville, PA

Wyoming Valley Mall
Wilkes-Barre, PA

RHODE ISLAND
Rhode Island Mall
Warwick, RI

SOUTH CAROLINA
Charles Towne Square Mall
North Charleston, SC

Greenville Mall
Greenville, SC

Haywood Mall
Greenville, SC

Inlet Square Mall
Murrells Inlet, SC

Myrtle Square Mall
Myrtle Beach, SC

Richland Fashion Mall
Columbia, SC

Rock Hill Galleria
Rock Hill, SC

SOUTH DAKOTA
Lakewood Mall
Aberdeen, SD

TENNESSEE
Bradley Square Mall
Cleveland, TN

College Square
Morristown, TN

Coolsprings Galleria
Franklin, TN

East Towne Mall
Knoxville, TN

Eastgate Mall
Chattanooga, TN

Foothills Mall
Maryville, TN

Hickory Hollow Mall
Antioch, TN

Hickory Ridge Mall
Memphis, TN

Mall Of Memphis
Memphis, TN

Northgate Mall
Chattanooga, TN

TEXAS
Central Mall
Texarkana, TX

Central Mall
Port Arthur, TX

Collin Creek Mall
Plano, TX

Fort Worth Town Center
Fort Worth, TX

Galleria
Dallas, TX

Golden Triangle Mall
Denton, TX

Lufkin Mall
Lufkin, TX

Mall of Abilene
Abilene, TX

McCreless Mall
San Antonio, TX

Memorial City Mall
Houston, TX

Northwest Mall
Houston, TX

Padre Staples Mall
Corpus Christi, TX

Post Oak Mall
College Station, TX

Sharpstown Center
Houston, TX

Sunrise Mall
Brownsville, TX

Westlakes Mall
San Antonio, TX

UTAH
Cottonwood Mall
Salt Lake City, UT

Crossroads Plaza
Salt Lake City, UT

Fashion Place Mall
Murray, UT

Newgate Mall
Ogden, UT

Ogden City Mall
Ogden, UT

University Mall
Orem, UT

Valley Fair Mall
West Valley City, UT

VIRGINIA
Cloverleaf Mall
Richmond, VA

Crossroads Mall
Roanoke, VA

Landmark Center
Alexandria, VA

Patrick Henry Mall
Newport News, VA

Pembroke Mall
Virginia Beach, VA

Potomac Mills Mall
Prince William, VA

Spotsylvania Mall
Fredericksburg, VA

Springfield Mall
Springfield, VA

Staunton Mall
Staunton, VA

Tanglewood Mall
Roanoke, VA

Tower Mall
Portsmouth, VA

WASHINGTON
Alderwood Mall
Lynnwood, WA

Bellevue Square
Bellevue, WA

Cascade Mall
Burlington, WA

Everett Mall
Everett, WA

Kitsap Mall
Silverdale, WA

Seatac Mall
Federal Way, WA

South Hill Mall
Puyallup, WA

Westlake Center
Seattle, WA

WEST VIRGINIA
Crossroads Mall
Mt. Hope, WV

Grand Central Mall
Parkersburg, WV

Martinsburg Mall
Martinsburg, WV

Meadowbrook Mall
Bridgeport, WV

Morgantown Mall
Morgantown, WV

Mountaineer Mall
Morgantown, WV

Raleigh Mall
Beckley, WV

WISCONSIN
Bay Park Square Mall
Green Bay, WI

The Beloit Mall
Beloit, WI

Fox River Mall
Appleton, WI

Mayfair Mall
Wausau, WI

Northridge Mall
Milwaukee, WI

Paradise Mall
West Bend, WI

Port Plaza Mall
Green Bay, WI

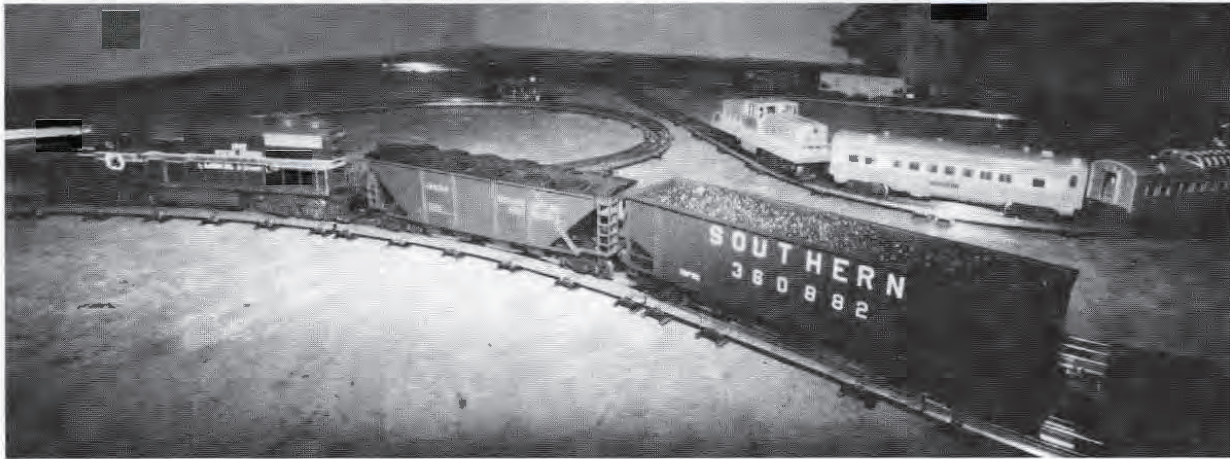
Southgate Mall
Milwaukee, WI

Southridge Mall
Greendale, WI

Wausau Center
Wausau, WI

Plaza Carolina
Carolina, Puerto Rico

The Three Rail Rambler



The Lionel Railroader Club GP-38 diesel on the Tennessee Central Railroad

MERRY CHRISTMAS from the crew here in Ramblerville!! Its time to set up a train or two around the tree or around the couch if you can sell the idea to management. Hook up a few lights and signals and let the youngsters have first dibs at the transformer. Then scare up an extra small loco, 3 or 4 cars, a loop of track and a 50 watt transformer. Paint a 48 x 30 inch piece of plywood nostalgic forest green. Assemble and wire the track and lubricate the loco.

A few phone calls will net you a charity center and/or family facing a bare cupboard this Yuletide season. Make arrangements to show up unannounced, pack up the train and some chow and take a couple of the trainwise kids mentioned above to play Santa. And watch the holiday magic multiply.

The Lionel Railroader Club GP-38 Diesel, Part II

In the October issue we began a review of the Lionel Railroader Club diesel. Unlike data gathering for reviews in the commercial toy railroad press, the Rambler's testing is not done on "straight level track" by adults. You will get the straight level scoop on play value from the experts – children. If there's a problem we give the manufacturer a chance to respond. Our testing of the Lionel Railroader Club diesel took almost two months. When last issue went to press our results were mixed and we promised to pass on any light Lionel Trains could shed on the loco's somewhat erratic behavior. But, the erratic one turned out to be the Rambler, not the locomotive.

The engine, as you may recall, had a case of Chronic Coupler Random Openitis and a usually inoperative horn. It was banished to a storage track. However, another *Lion Roars* deadline was approaching. The geep went back to work, see photo. Andy, now a fourth grader, received instructions to have fun with the it, share it with his brother and give us his opinion.

They have had a blast with that engine and have even let Dad play with it once and a while. It pulled 19 car trains of old heavy postwar cars and ran for up to 2 hours at a time

during the testing. Andy's appraisal: "It's a pretty good loco. It will pull a mess of cars." And he solved the horn problem! He swapped the LW transformer for a 1033. Presto BEEEEPO! And Beep-Beep ever since. Reversing the lockon connections put the LW back in the beeping business. It also shorted out the 022 switches. The Feb. 1991 "Backshop" article explains the use of Lionel's 5906 railsounds buttons to solve this problem. Andy also thinks he knows where Lionel gets the circuit that makes the horn sound. Upon hearing the horn (it is our first Lionel Trains diesel) he remarked, "That's the same sound we use to start swim meet races."

The coupler seems to have fixed itself. If you folks at Lionel or anyone else out there can explain how that happened please write. On one occasion when it did uncouple, the engine, free of its load, found a curve, rolled over and broke off the plastic ornamental horn. Since magne-traction® is not an option for these engines, they are slightly more prone to high speed derailments. Perhaps Lionel would consider making the trim details like horns from metal and attaching them more securely to the cab.

The Verdict

In our opinion, and this ain't scientific, the Lionel Railroader Club geep, and other Lionels with the same chassis and motors, falls between the postwar 2023 and 2328 type engines in terms of usable power per unit. Never mind that the old locos are single motored. The Lionel engine on our "layout" in the photo can start and pull a heavier train than a postwar geep. That 8 wheel drive helps the new loco keep her feet on upgrades and curves. While ex-2023, Tennessee Central No. 801, can handle a few more cars, it requires a lot more voltage. That makes for a hotter engine and more maintenance. Keep in mind that the three bay hopper in the photo is the only modern era freight car on the Ramblers's Tennessee Central Railroad and it's on loan. Everything else has the old metal trucks. If you run post 1970 cars you should have even better results than the Rambler.

The Baja Test

How tough is the 1992 diesel really? It was pulling a train like the one mentioned above when Matt brought over an 8209 Docksider 0-4-0 and in his two year old way asked for it to pull the train. We coupled it ahead of the diesel and Matt leaned on the LW's throttle. No 1992 started forward; No. 8309 clicked into reverse. Then, with the docksider's drivers spinning madly backward, the train moved forward. Say what you might about rubber tire traction, but give the diesel its due. Soon that train was clipping off about 75 scale miles per hour. Neither of our postwar geeps would move under those conditions. *So much for the good ole days.*

Caution: The Rambler is a certified Professional Stunt Engineer. Do not try this at home or if your engine is for resale. Operate your equipment in accordance with the enclosed instructions. Or else it may begin to smell like a computer drive motor gone amuck.

Lionel's Response

If the new engines have a downside it's that they outweigh the Rambler's crystal set in an oatmeal box level of electronics literacy. And isn't it unmacho to have to call a service-person to fix a toy train? Especially when the intermittent offender may not misbehave in her or his presence. Well folks, this is 1992. The Rambler's inquiry to Lionel was patiently and thoroughly answered. They have a network of service stations and a Consumer Service Department that can help resolve any trouble our trains experience. And they were kind enough to not remind the Rambler that the instruction sheet packed with the diesel held a hint as to why the horn wasn't honking.

According to Lionel there are no operator adjustments to the horn or couplers. Postwar era coupler parts won't replace the new ones. There is no easy way to adapt the new engines to start more smoothly with postwar transformers. Just tell the crew to hang on. And wait for the new ZW-II transformer.

What We Don't Know

How long will the new can motored engines last? You tell us. We will report your experiences here and credit you appropriately. Meanwhile, when that new Clinchfield geep comes out, the Rambler might just purchase one at a local meet, let it run in circles until it piffles and report the number of hours between purchase and piffle.

NOT

"Not" as in the Rambler will NOT purchase that loco at a local meet. At least not for a year or so. See *Lionel's New Value Added Dealer Agreement* article on pages 22 and 23 for a summary of the Lionel Trains Inc. Authorized Value Added Dealer Agreement (LiTIAVADA). There is already a chorus of "How Could You Treat Us This Way?" being sung with harmony and emotion. It sounds like a full-scale resale- retail revolution. To prepare you, the collector, for the mercantile madness that is surely ahead the Rambler

offers the New Improved Pocket Guide to Microferroequatorial Economics.

1. LiTIAVADA – a space saving acronym for the agreement. Pronounce it like a pasta dish nuked on an overheated VW.
2. Value Added – makes it cost more. For example, take the Stocking Stuffer Santa Fe B-Units. If you can find one. After the visionaries scarfed them up, their value added, or rather multiplied itself several times. If you didn't get one, see 1993 Book One and then see your dealer at his store.
3. Authorized Value Added Dealer – You look this dude up in the Yellow Pages, ring his bell and do drop in. You will find the trains, as they say at Lionel, "Presented in an environment of quality and service". This is where you buy your new Lionels.
4. Chattanooga, Tennessee – a place without a No. 3 (above).
5. Consumers and/or collectors NOT buying for resale – see the endangered species list.
6. Resale – primary activity of vocational collectors.
7. Train Meet – Where you can sell the 1993 Lionel products only if you are No. 5 above.
8. Resale Police – – – ??
10. Basement Dealer AKA "Weekend Warrior" – Creative Merchandising Agents. See "Speculators".

The Competition

A Happy New Year to all !! Allow the Rambler to indulge in a bit of year end/beginning prognostication if you will. And remember — you read it HERE first. Lionel's competition for the hearts and minds of children ain't Big 'K' or even the Big 'W's. Look for a little blue switch engine with a British accent to become the next generation's collectible. Wouldn't it be a scoop for Lionel if 1993 Book Two was led by an 027 "Thomas The Tank Engine" set and it was in the toy stores in time for Christmas!?!

Down the Road

Stay tuned for the following future topics:

The Temporary Tennessee Central

Your comments

Test car that measures drawbar pull

John William Coniglio, LCCA #4891, is *the* Three Rail Rambler. Contact him at: The Three Rail Rambler, P.O. Box 6312, Chattanooga, TN 37401. Phone is (615) 843-2360 before 10:30 P.M. Eastern. Please do not call collect, not even train collect. Especially not train collect. Happy Ramblin' —.

John William Coniglio

Important Notice

New Membership Card and New Dues Policy!

In the November *Interchange Track* we described the club's new dues collection policy. For those who may have missed it, we have reprinted it below. Please take the time to read it, and feel free to call if you have any questions after your dues notice arrives. In addition to changing the method of dues collection, the club will also initiate a new membership card. When your dues are received, you will be sent a new membership card, rather than a date sticker. This membership card will be replaced each year as your dues are paid.

As we reported in the June issue of *The Lion Roars*, our club is making a major change in the way we collect dues. In past years, dues notices for all members went out at the beginning of November. Starting this year, new members will be billed for their annual dues, just prior to the quarter in which they joined. This means that those members who joined after February of this year will not receive a dues notice, until they have been in the club for four quarters. As each member joins they are placed into the quarter nearest their application date. For example, if you joined in March of 1992, you would be placed in the second quarter. The second quarter begins April 1. You would receive your next dues notice approximately two months before, in early February, 1993. Your dues would be due by April 1, 1993. If you joined in January or February, you would be in the first quarter and will receive a dues notice in November with your dues due January 1.

In order to bring the rest of the membership on line and to evenly distribute our dues collection, those who were members before this year, have been arbitrarily assigned one of the four quarters. All those members will receive a dues notice in November that will only cover from the first quarter of 1993 up to their newly assigned quarter. Lets say for example your dues statement shows that you have been assigned to the third quarter. The third quarter begins on July 1. Your November dues statement will only bill you for the first two quarters of 1993. That would be \$15 for a regular member, and \$2.50 for each Family member. You would then receive another dues notice about 2 months before your new anniversary date. In the above example, you would receive this notice in early May. This statement would bill you for a full year, \$30 for regular and charter members, and \$5 for each family member. Future dues notices would arrive annually, about 2 months before your anniversary date. **Please note that there has been no change in the annual dues amount!**

All members who have been assigned to the 2nd, 3rd, and 4th quarters, will receive two dues notices within this first year. The first one will be for only 1, 2, or 3 quarters respectively. Those who have been assigned to the first quarter will see no difference from past years. Your dues

notice will be for the full annual amount, and you will continue to receive your notices in early November.

Regardless of which quarter you have been assigned, the dues will always be due on the first day of that quarter. Late notices will be sent to those who do not send in their dues on time. As in the past, there will be a \$5 late fee if your dues are not received on time. If the dues are not received by the 25th of the month, publications will no longer be sent and the member will be dropped from the roles.

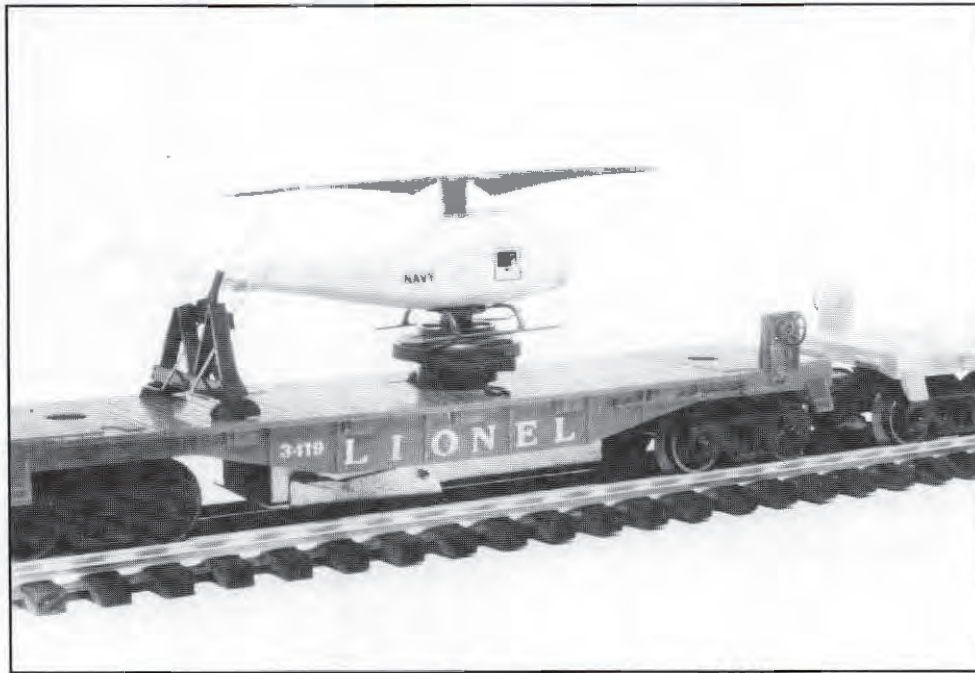
We apologize for any confusion that might be caused in this transition, but hope you understand why this is a much fairer system - especially for new members. A new member will no longer be penalized for joining late in the year. This new system provides all new members with a full year of membership for their initial dues payment. For this reason, back issues are no longer sent to new members. Members who wish to purchase back issues may still do so from the club librarian. Our membership application has been revised to reflect this new policy.

Although the Dues Committee has been a committee of one, I would like to thank Larry Black for his work on the revised membership application, the new membership card and also to the membership at large for their understanding. If you have any questions about this new program, please wait until you get your dues notice and then give me a call or write. You'll usually be able to get me in the evenings and on weekends, (201) 358-1955. I'll be happy to answer any questions about the new dues collection policy.

Bill Schmeelk
Dues Committee Chairman
Immediate Past President



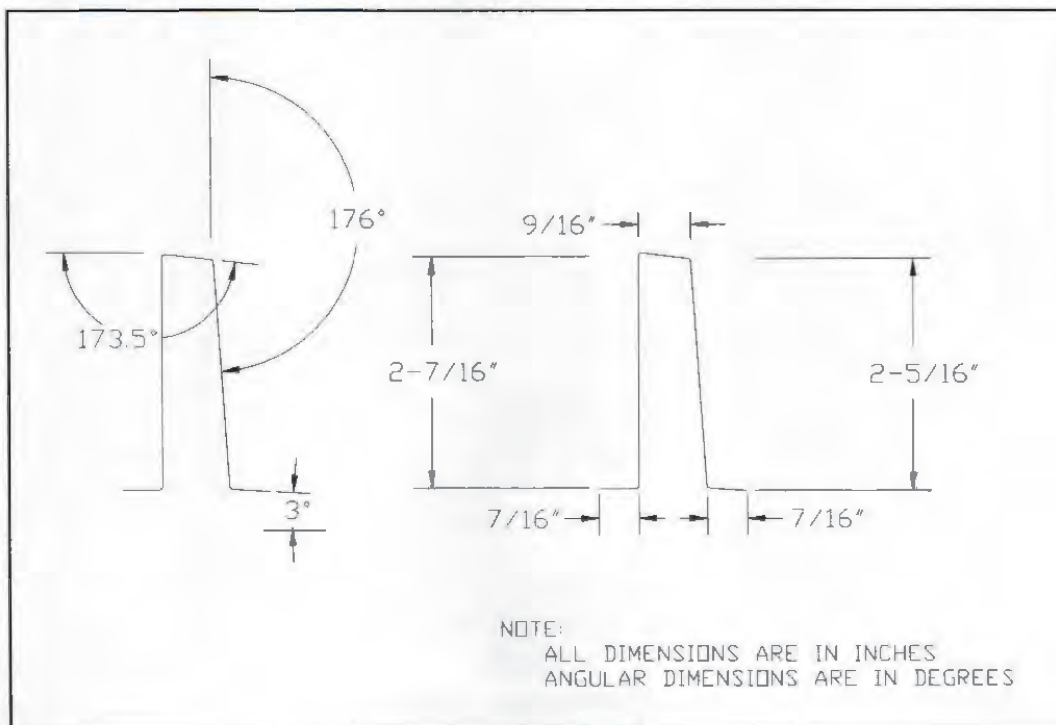
Protecting the Lionel® 3419 Helicopter



I love to run my trains, all of them. I routinely run my 1940 Lionel® 763 Hudson steam locomotive and other valuable items from the prewar and postwar eras. Several months ago I was running a military train which included a 3419 helicopter car with an *original* helicopter. The helicopter blade did not remain in the stationary position which I had it in. The blade turned sideways though an area which had cars parked on the sidings of the layout and a disastrous wreck occurred damaging the helicopter.

The photo above and the drawing below show a retainer I made to keep the helicopter blade stationary. The retainer is made of stainless steel, but could just as easily have been made of brass or some other material. The stainless steel I used was the same thickness as handrail stock used on postwar steam engines. From the photo you can see that the retainer simply slides over the blade and then hooks into the bracket which holds the helicopter tail. I have run this for hours with no problems. Best of all, I have not had to worry about damaging another fragile helicopter.

Allen Moore



Lionel's New Value Added Dealer Agreement

Last issue we mentioned that beginning with the 1993 Book One offerings, dealers who wish to purchase from Lionel must agree to the terms of Lionel's new Value-Added Dealer Agreement. The five page agreement has some interesting points which will affect the way some of our members purchase their trains.

Under the agreement, a dealer cannot wholesale the 1993 Book One merchandise unless the dealer he is selling to has also signed the Value-Added agreement. This means that the 1993 product will only be available from Value-Added Dealers or from collectors who purchase product at retail. Value-Added Dealers may not sell 1993 product at train meets until one year after the expiration of the catalog in which the merchandise was offered. The 1993 Book One catalog expires at the end of June, 1993. That means that Book One merchandise cannot be sold at meets by Value-Added Dealers until July 1994. Until that time, dealers can sell the merchandise only in their stores and through the mail. Value-Added Dealers must have a retail store and an operating layout.

At the recent York train meet, we heard comments from many who seemed confused by this new Lionel policy. Even some of the dealers seemed to be uncertain as to exactly why this policy was initiated and how it will work out. In an effort to fully understand the new policy, we thought it best to ask some questions of Lionel. Lionel was pleased to cooperate. We spoke with Lionel President Nicholas DeGrazia, Vice President of Marketing and Sales, Mark Gordon, and Sales Manager Carl Crosier.

Gentlemen, can you explain to our members what led up to your change in policy? Why did you feel it necessary for this change and what do you hope to accomplish?

Many of the finest names in manufacturing – names like Ford, Cadillac, Sony, Titliest – have agreements with their dealers. In general, the purpose is to describe the environment in which the line of new products is sold.

We believe--and many in the hobby have said this – that the environment in which people are introduced to Lionel trains and accessories has an effect on attracting them to model railroad and on keeping them involved. How many of us remember fondly our dealings with a full-service Lionel dealer--including the opportunity to see an operating layout and to interact with a knowledgeable, friendly salesperson? Our dealer agreement will make sure that more people continue to have that experience. It supports the hobby.

How will this new policy affect Lionel Train prices?

The authorized dealer agreement does not address retail pricing. Our dealers are free to establish their own selling prices. We should also mention that one of the highest priorities at LTI is to hold down manufacturing costs while

remaining a United States-based toy train manufacturing company. We have made significant progress in this in 1992. We expect our dealer base to grow as a result of offering a dealer agreement, and when this happens, according to economic principles, more equitable pricing should result. This would be a real benefit to consumers.

Some collectors feel that not selling new products at meets will hurt the hobby. How do you feel about this?

Train meets are very good for the hobby. They always have been and we see no reason for that to change. They are a great opportunity to meet and swap previously introduced products, repair parts and fill gaps in individual collections. Just the development of lasting friendships is reason enough to support train meets. It is important to note that train meets are not a vehicle that brings new people into our hobby. The neighborhood hobby shop is the best way to expose new people to Lionel trains, and that is why we are focusing on developing this channel of distribution.

How will this agreement help the dealer?

This agreement alone will not help the dealer. The "Added Value" that Lionel will be able to provide its dealers, combined with the defined requirements of every approved dealer, will ultimately bring more consumers into the hobby, and everyone will win, including the new "Lionel Authorized Value Added Dealer."

How will the consumer benefit?

The first benefit is the enhancement and support of a relationship between dealer and consumer that might aid the consumer in obtaining some hard-to-find items and access to service if needed. Also, the existence of our dealer agreement is attracting hobby stores which have not been carrying Lionel. Assuming better and broader distribution channels result in more growth for Lionel and this hobby, it will become more economical for Lionel to invest in new tooling. New tooling means more excitement; more magic – it's a cycle that benefits the consumer most of all.

How will the policy be enforced? What happens to a dealer who breaks the agreement?

All the terms of the agreement will be enforced fairly and equitably. While our objective is not to punish anyone, any dealer who violates the agreement could be subject to immediate termination.

What has been the reaction from dealers? Have most of them signed?

The reaction from the majority of our dealers has been positive. The vast majority of dealers who qualify have signed dealer agreements with Lionel Trains, Inc.

How are mail order sales affected?

Mail order sales that are 100 percent transacted from the dealer's authorized location are not affected.

Will this force dealers to sell competing products at meets, instead of Lionel?

Authorized Lionel dealers are free to sell any competing products they choose. I would also point out that they can also sell the Lionel products not covered under the terms of this agreement.

Thanks to the gentleman from Lionel for responding so quickly to our questions. We've spoken to several dealers and have found mixed reactions. Some are thrilled with it, others seem to have a wait-and-see attitude. We'll cover some of the dealer reaction to this new agreement next issue. Hopefully this discussion will help our members understand Lionel's reasoning and what they hope to accomplish.

Bill Schmeelk

From the Vice President

As I take over as your new vice president, I would like to share a few things with you.

- ❶ I want to first thank you for your vote in electing me and I promise you my utmost support in keeping us the nation's greatest train club during my two year tenure.
- ❷ We are looking for members to sponsor local meets. Let me know if you or someone else in your area will consider hosting a meet. *I want to talk to you !!!*
- ❸ We are looking for cities (members in the area) to host our National Convention in 1996, 1997 and beyond. *Please let me know* if you have even the slightest interest.
- ❹ Please don't forget that we are a club and this is a hobby. Be honorable and above reproach in all your dealings. If at all possible, settle your differences yourself. Finally, I am available to help if you have a grievance against another member. *All complaints must be in writing.* No phone calls on grievances.
- ❺ Lastly, start planning next year's vacation for the last week in July. Our convention in Dearborn (Lionel City) will be the greatest ever. Don't miss it.

Dienzel Dennis

The LCCA 1993 Annual Convention

July 21-25, 1993 in Dearborn, Michigan

Bill Button (313) 722-7464 is the Convention host for the LCCA 1993 Annual Convention. The convention will be at the Hyatt Regency Hotel in Dearborn, Michigan. Planned tours include: the Lionel factory, Madison Hardware, Lionel Visitor's Center layout, Carail (Dick Kughn's private antique auto and toy train museum), the Henry Ford museum, Greenfield village, and a ladies luncheon fashion show hosted by Diane Button. Registration materials will be included in the February 1993 issue of *The Lion Roars*. Plan to attend this terrific event.

Toy Train Motors - Part II by Charles Burt

Since the article before this (which appeared in the August 1992 issue) was written I originally intended not to write, but somehow I hooked myself into doing it, I was asked to write a little something also about the Universal motor that is so common in toy trains. To sort of compare it with the Can motor and also the Permanent Magnet motor that seem to be taking precedence over the Universal motor.

Although I do not care for the Can motor, it is a good motor. Myself, like I said earlier, I do not like change. I like an open frame motor. I love to see the parts. It also enables a kid to see just what an electric motor looks like. You cannot do that with a Can motor. It is all concealed. The Can motor could, of course, be a Universal motor as well as a Permanent Magnet job. Most of them, if not all of them in the toy field seem to be the Permanent Magnet motors. They do have a decided advantage over the open frame style. They keep it clean, the motor that is.

When it is worn out, I imagine they could be rebuilt. I have not had too much experience with them. The ones I have worked on could be rebuilt. I also prefer spur gear drives to worm drives and most of the big train items today seem to be worm geared. Many of these are in cans, but Lionel still uses the open frame motor in a lot of their high ticket items. Another advantage of the can motor is that it is generally easily replaced with a new motor. Lionel again has also engineered the easily replaceable open frame motor, in their Berkshires and deluxe Hudsons, etc.

The open frame motor has the capability to run cooler than the enclosed Can motor. Also, it is easier to spot trouble coming before it arrives. The Permanent Magnet motor seems to be engineered for much lower current consumption, but I think the Universal motor, if it was changed over to a straight DC motor, but with a wound field instead of a permanent magnet field could be designed to pull less current. One big advantage the Universal motor, or a straight DC series motor, would have over the Permanent Magnet motor is that for any given voltage it is operating on at any particular time in its voltage range, it would not be subject to burn out nearly as much as the Permanent Magnet style. With a wound field as well as the wound armature, it can be loaded over a much larger range of speed than the permag motor.

The Universal motor is a series motor that is akin to the straight DC series motor. It is noted for the wide range of speed that it can be safely operated at, for any voltage over its voltage range. By this I mean, that if the motor is designed to operate from say 3 to 12 volts, it can safely run at a much lower speed, due to load, than the permag (Permanent Magnet) motor. The series motor has a huge speed range. If a series motor has a top speed of say 10,000 RPM at full voltage with no load, then a load can be applied that will slow it down to quite possibly 4,000 RPM with no damage to the motor. Now with a permag motor this is not feasible or advisable.

A permag motor with a corresponding speed of 10,000 RPM at full voltage with no load cannot be loaded up like that so that it will slow down to 4,000 RPM. It will burn up. I do not think the permag motor could be slowed down from 10,000 RPM to much lower than 8,000 RPM, if indeed that much.

The permag motor corresponds to a DC shunt motor. This motor also has a wound field, but instead of being in series with the armature it and the armature are connected directly across the line. The two windings are in parallel. This motor is known as a constant speed motor. This means there is very little difference between no load speed and full load speed.

I could really go much deeper into this varying speed range and explain what is happening in the motors, but I do not think I will take it any further. I did go a little deeper into it in "Care and Feeding of Toy Train Motors" which appeared in the *TCA Quarterly* as a four part series in Fall 1973, Winter 1973, Winter 1975 and Spring 1975. Look up these articles if you are a TCA club member. I had several people tell me they really liked these articles, but when I got beyond a certain point they did not have the slightest idea of what I was talking about.

Once you know something yourself, it becomes perfectly clear and when you write about it, it seems so clear and simple that anyone can understand and follow it. What you forgot is that while you were learning it yourself, you were in a mental haze for a long long time before it all dawned upon you and became crystal clear. So clear, that you kicked yourself for not immediately grasping it all. Electricity is like that. So much of its effects seems to be akin to sorcery and black magic, and the casting of evil spells. Suffice it to say that electricity is not at all like that. It follows very definite rules and laws of physics like any other science, or does it? Seems to me, come to think of it, over the years it has zapped me several times like some evil magician. Hmmm, I wonder, could it possibly be?

Charles Burt

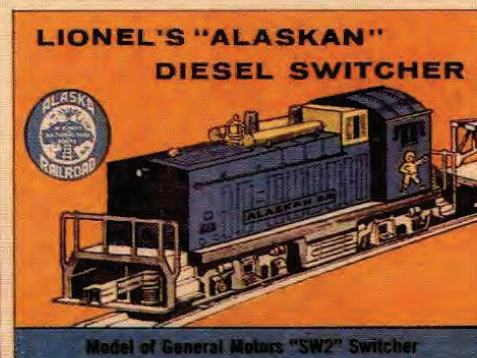
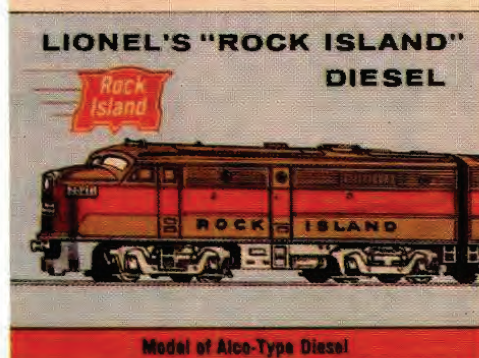
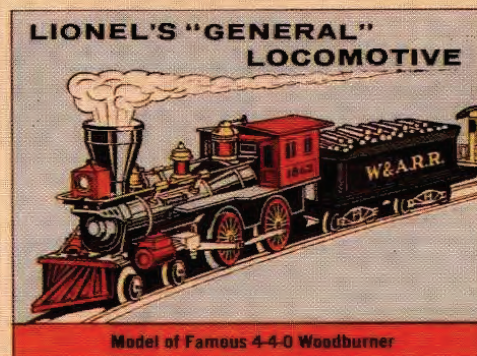
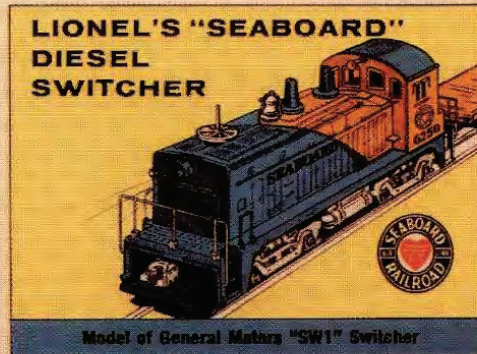
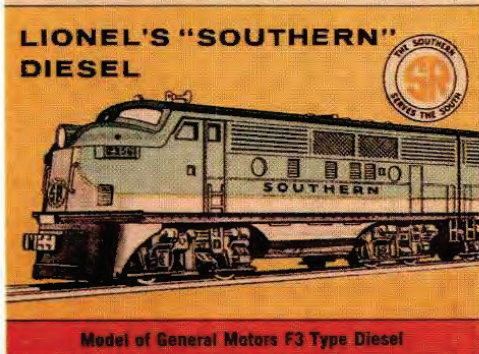
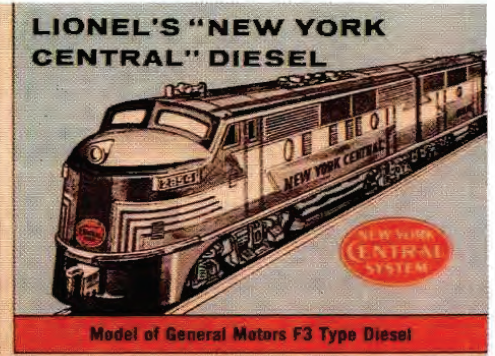
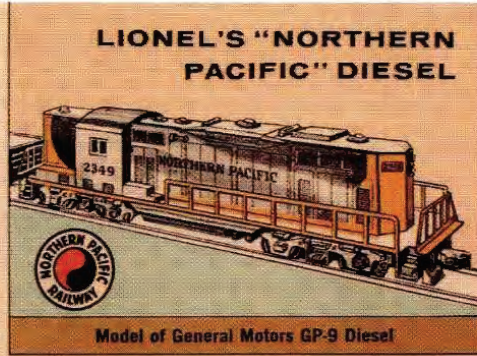
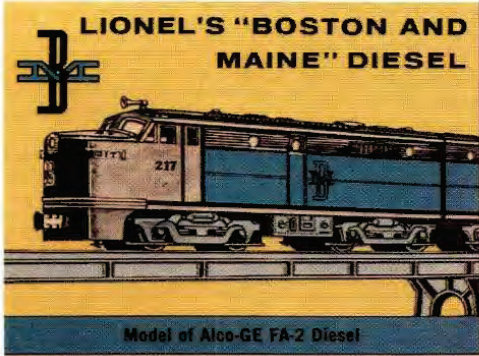
Note: Charles Burt also wrote an interesting article "More Horse for the Tinplate Iron Horse" which appeared in the *TCA Quarterly* in the Winter 1977 issue.



Lionel® Collector Trading Cards

Sometime in the early 1980's, I purchased two sheets of Lionel® Trading cards at a local train show. I didn't really think much about them, until my son started collecting baseball cards. When I showed him the Lionel cards he asked if there was a price guide for them. I just laughed and said no, not yet.

The cards originated in the late 1950's. Lionel offered a set of twenty-four trading cards. These cards were printed in two separate sheets of twelve each. They all pictured locomotives of the postwar era, and each had the matching railroad herald on it. These cards measure 3.5 inches by 2.75 inches and were printed in full color, which makes them quite attractive. The reverse side of the cards has a railroad quiz game question and answer on it. The answer is printed upside down. The cards were copyrighted by Lionel and printed in the United States.



Sheet No. 1 cards:

- #217 Boston & Maine Alcos
- #2356 Southern R.R. F-3's
- #2368 Baltimore & Ohio F-3's
- #2041 Rock Island Alcos

- #2349 Northern Pacific GP-9
- #6250 Seaboard Switcher
- #1862 General Locomotive
- #614 Alaskan Diesel

- #2354 New York Central F-3's
- #2363 Illinois Central F-3's
- #2339 Wabash GP-7
- #2358 Great Northern Electric

NEW YORK CENTRAL RAILROAD

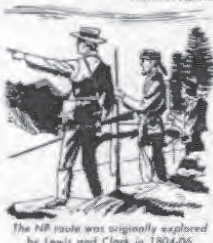


From its humble beginning on April 17, 1826, the Central has grown into one of the world's greatest railroads. Its 11,000 miles of road run through eleven states and two Canadian provinces. On May 1, 1853, ten railroads between Albany and New York were consolidated into the New York Central Company. Subsequent growth was rapid and in 1873 under Commodore Vanderbilt, the Central extended from New York to Chicago. It now carries about nine per cent of all rail traffic in the U.S. The Central's most famous passenger train is the 20th Century Limited which has made the New York-Chicago run since 1962.

RAILROAD QUIZ GAME

- Q Who invented the diesel engine? A Dr. Rudolf Diesel, born in France of German heritage.

NORTHERN PACIFIC RAILWAY



The Northern Pacific became the first of the northern transcontinental railroads when on September 8, 1883, crews from the east and west met at Gold Creek, Mont. Within 6 years, the entire tier of Northwest territories was admitted to statehood. Today the NP operates a 6,900-mile network of track in seven Northwest states and Canada. Bearing the slogan, "Main Street of the Northwest," her most famous streamliner is the Vista-Dome North Coast Limited between Chicago and Seattle. With extensive land holdings in oil, timber and mineral resources, the Northern Pacific plays an important role in the nation's economy.

RAILROAD QUIZ GAME

- Q What is a semaphore? A railroad signal which uses an arm.

BOSTON AND MAINE RAILROAD



The B & M is a consolidation of 178 separate corporations, the oldest of which was granted a charter by King George III of England in 1772. The first of the corporations to actually build and operate a railroad was the 25-mile long Boston and Lowell Railroad which opened for business in 1835. The present B & M slogan, "Minute Man Service," dates from the days of the American Revolution. Serving the states of Massachusetts, New York, Vermont, New Hampshire and Maine, the Boston and Maine now operates over 3,000 miles of track.

RAILROAD QUIZ GAME

- Q What is a siding? An auxiliary track which runs parallel to the main line.

ILLINOIS CENTRAL RAILROAD



The Illinois Central Railroad Company was incorporated on February 10, 1851 with authority to build a railroad 705 miles in length. Having played an important role in the Civil War and being the first land grant railroad, it now boasts 5,600 miles of line. With its well deserved slogan of "Main Line of Mid America," the Illinois Central serves some 2,200 communities in 14 Midwest and Southern states replete with farms and timberlands as well as rich fields of coal, oil and other minerals. Famous Illinois Central streamliners include the Green Diamond, City of Miami and Panama Limited.

RAILROAD QUIZ GAME

- Q What is meant by "spotting"? The placing and shifting of cars.

SEABOARD AIR LINE RAILROAD

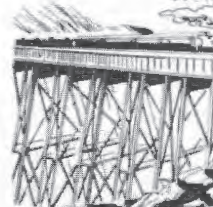


From the small beginning in 1832 when its first predecessor company was chartered to build and operate 75 miles of track between Portsmouth, Va. and Weldon, N. C., the Seaboard has steadily expanded. Via consolidation of small lines and mergers with others, it now operates over 4,000 miles of railroad through Virginia, North and South Carolina, Georgia, Alabama and Florida, serving capitals, ports and principal cities. Luxurious Seaboard streamliners operate between New York and both coasts of Florida. Widely known as a freight carrier, the Seaboard moves perishable foods, steel and other important shipments.

RAILROAD QUIZ GAME

- Q What is "head-end" traffic? The freight transported in cars nearest the locomotive.

SOUTHERN RAILWAY



On Christmas Day, 1830, at Charleston, N. C., the first regular steam railroad was inaugurated over tracks which are now part of the Southern Railway System. The loco was the famous little "Best Friend of Charleston." The Southern Railway Company officially came into being in 1894, beginning business on July 1st with little more than 2,000 miles of track. The first major rail system to be completely dieselized, the Southern's 8,000 miles of road serve every state south of the Ohio and Potomac Rivers and east of the Mississippi River, except West Va. Its slogan, "The Southern Serves the South" is well deserved.

RAILROAD QUIZ GAME

- Q What is a deadhead? An empty car or a locomotive without cars.

WABASH RAILROAD



Since its inception in 1838, the Wabash has been one of the pioneers in Midwestern rail transportation. In that year the Northern Cross Railroad, now part of the Wabash System, operated its first locomotive on a 12-mile strip of Illinois track. Now Wabash fast freights, relying heavily on "piggy-back," traverse 2,400 miles of line, providing access to the major traffic centers along its route. The most famous of its modern, diesel-powered streamliners which serve passengers in the "Heart of America" are the Blue Bird between Chicago and St. Louis and the City of St. Louis between St. Louis and the West Coast.

RAILROAD QUIZ GAME

- Q What are driving wheels? The wheels of a locomotive which are powered.

THE "GENERAL"... A CIVIL WAR HERO

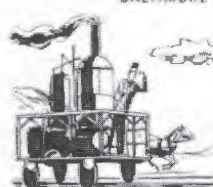


On April 12, 1862, a handful of Union soldiers under Capt. James J. Andrews captured the Western and Atlantic's "General" locomotive and three box cars. In what is known as the "Andrews Raid," they sped north, ridding up rails and burning bridges behind them in an attempt to cripple the Confederate supply lines. These daring exploits provided historians and dramatists with an authentic thriller. The chase of the "General" by first the "Ironclad" and then the "Texas" even made movie screens - via Walt Disney's "The Great Locomotive Chase." The "General" is now on display at Chattanooga Union Station.

RAILROAD QUIZ GAME

- Q What is meant by "iron ton"? Yard tracks - anything not the main line.

BALTIMORE AND OHIO RAILROAD



Commonly referred to as the Mother of Railroads, the B & O whose ground was broken in 1827 was the first railroad to serve as a public conveyor of passengers and freight. Originally horse-drawn, the first fare-paying passengers were carried on January 7, 1831. Ravaged by Confederate raids during the Civil War, the B & O was invaluable to the Union forces in moving troops and supplies. Now with 11,000 miles of track and terminal points at Philadelphia, Chicago and St. Louis, the B & O serves major industrial and agricultural areas, living up to the slogan found on its box cars - "Linking 17 great states with the nation."

RAILROAD QUIZ GAME

- Q What is a dinky? The chime, control rock or gravel used to hold ties in place.

GREAT NORTHERN RAILWAY



The Great Northern is the northernmost of the transcontinentals. Its founder was James J. Hill known and remembered as the "Empire Builder." Since 1893 when St. Paul was linked with Seattle, the Road has undergone many changes. With a system now 8,300 miles in length, its trains carry freight, passengers and mail between the Great Lakes and the Pacific Ocean. Its two most famous streamliners, the Empire Builder and Western Star, leave daily from the east and west terminals of Chicago and Seattle. The slogan of the Great Northern, "Route of the Empire Builder" has been well earned.

RAILROAD QUIZ GAME

- Q What is a dink? Portable or home material used to protect freight in transit.

THE ALASKA RAILROAD



An act of the United States Congress on August 24, 1912, provided for the appointment of a railroad commission to examine transportation problems in Alaska. A second act in March, 1914, authorized the recommendation of suggested railroad routes. Finally in April, 1915, President Woodrow Wilson's order started construction on what is known as the Alaska Railroad. From Seward the main line now extends 470 miles north to Fairbanks along what is called the "Mt. McKinley Park Route." With Alaska admitted to statehood, the Alaska RR is ready to play an important role in the economic growth of the United States.

RAILROAD QUIZ GAME

- Q What is a dinky? Any small, unpowered locomotive.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD



On October 10, 1852, the first Rocket locomotive left Chicago for Juliet 40 miles away with a string of six new yellow coaches. This two hour trip marked the start of the westward expansion of the Rock Island. Fighting its way out of ownership twice, the railroad has persevered so that it now has 8,000 miles of track in 14 states. Rock Island freights cross the corn, wheat, livestock and industrial areas of Central United States. Its Rocket passenger trains are known for their speed and service with the most luxurious being the Golden State from Chicago to Los Angeles.

RAILROAD QUIZ GAME

- Q What is a dink? The wheel pulling power of a locomotive on level track.

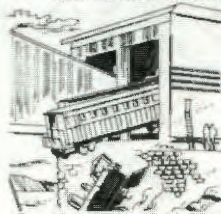
Sheet No. 2 cards:

- #2379 Rio Grande F-3's
- #2245 Texas Special F-3's
- #2345 Western Pacific F-3's
- #746 Norfolk & Western Steamer

- #2352 Pennsylvania Electric
- #2243 Santa Fe F-3's
- #613 Union Pacific Switcher
- #2373 Canadian Pacific F-3's

- #2242 New Haven F-3's
- #2328 Milwaukee Road GP-7
- #2329 Virginian Electric
- #2328 Burlington Electric

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD



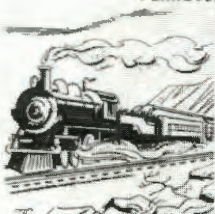
Damage suits almost ruined the New Haven in 1852 when a train went through an open drawbridge.

The New Haven Railroad is the life line of New England industry, serving southern New England and New York, and connecting New England with the South and West. While its total mileage is less than 2,000 miles of track, the New Haven is the third largest in total number of passengers carried and its New York-New Haven line is one of the busiest stretches of railroad in the country. The New Haven was one of the first major railroads to banish steam power in its operations, with its last steam locomotive running on March 27, 1952. It now uses only electric and diesel-electrics.

RAILROAD QUIZ GAME

- Q What is the highest point reached by a railroad in the United States?
- A The summit of Pike's Peak in Colorado—14,110 feet above sea level.

PENNSYLVANIA RAILROAD



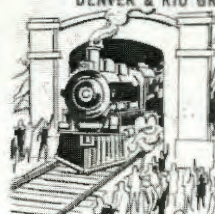
In 1903 the Pennsylvania Special ran 3 miles at a speed of 127 mph.

The Pennsylvania Railroad is the history of over 100 years of progress. On April 13, 1846, with the commercial importance of Philadelphia menaced by Baltimore and New York City, the Pennsylvania RR was incorporated. On July 18, 1858, the first through train went from Philadelphia to Pittsburgh without transfer of passengers. J. Edgar Thomson, the railroad genius, and those who followed him, kept the Pennsy expanding. In 1910 the Pennsylvania Station, covering 28 acres, was completed. The first railroad to lay steel rails, the Pennsy now fans out to include most of the cities of the East with western terminals in Chicago and St. Louis.

RAILROAD QUIZ GAME

- Q What is a double-header?
- A A train pulled by two locomotives.

DENVER & RIO GRANDE WESTERN RAILROAD



On Feb. 26, 1928 the first D&RG train passed through the 4.2 mile Moffat Tunnel.

Called the "baby road" because its builders had decided upon narrow gauge track instead of standard gauge, the D & RG was conceived in 1870. Its early days were marked by constant clashes with the Santa Fe. Now almost entirely standard gauge, the "Scenic line of the World," as the Rio Grande is known, operates through one of the most difficult areas in the U. S. with most of its main line between the Rockies and the Continental Divide. With terminal points at Ogden, Utah and Denver and Pueblo, Colorado, Rio Grande streamliners and fast freights connect directly with seven major railroad lines.

RAILROAD QUIZ GAME

- Q What is a race track?
- A A stretch of track upon which locomotives can make a run by hand.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD



Between Harlowton, Mont., and Seattle, the Milwaukee had to cross 5 mountain ranges.

The history of the Milwaukee Road is one of brave pioneers and their children ever since the first train ran on November 20, 1850. When the 20th century began, the Milwaukee reached as far west as the Missouri River. Fortunately, it had funds and shortly thereafter it started across the largest mountain ranges, without benefit of land grants or free right-of-way. One of the first railroads to use electric locomotives, the Milwaukee now operates over 11,000 miles of track in 12 states. Radiating from the railway hub of Chicago, it serves the north central states and extends to Seattle on the Pacific Coast.

RAILROAD QUIZ GAME

- Q What is a yard?
- A System of tracks for making up trains or storing cars.

ATCHISON, TOPEKA AND SANTA FE RAILWAY



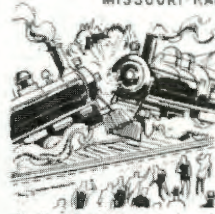
Hunting buffalo from Santa Fe cars was great sport in frontier days.

Little did the early settlers in Kansas realize that the 50 miles of track between Atchison and Topeka, first contemplated in 1858, would be the beginning of the great Santa Fe. Not until May 1, 1868 was the entire link between Chicago and the Pacific Coast completed. 13,150 miles of Santa Fe main line now serve great industrial centers from Chicago to California to the Gulf of Mexico along the route of the old Santa Fe trail, past the historic battlegrounds where Sam Houston and Davy Crockett fought, through the colorful Indian country of New Mexico. Famous streamliners include the Chief, Super Chief and El Capitan.

RAILROAD QUIZ GAME

- Q What is an L.C.I. shipment?
- A L.C.I. shipment, the freight meaning "less than carload."

MISSOURI-KANSAS-TEXAS RAILROAD



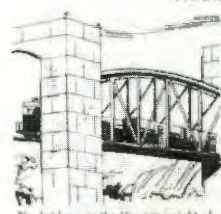
The Great Train Wreck was planned and carried out on Sept. 15, 1896 for publicity.

The early days of the Katy, as the M.K.T. is known, were ones of harassment by bandit gangs like the James boys and the Daltons. Four of the Daltons were shot dead at a Katy town, Coffeyville, Kansas, and tossed into a common grave near the tracks. Now the Katy, living up to its slogan of "The Katy serves the Southwest," serves Missouri, Kansas, Texas and Oklahoma with its 3,000 odd miles of track. Most famous passenger train is the Texas Special which runs between St. Louis and San Antonio. Pride of the freight service is the Katy Comet operating from St. Louis to Houston and the Gulf Coast area.

RAILROAD QUIZ GAME

- Q What are "cuts"?
- A When the right-of-way is built through a hill, the excavation is called a "cut."

VIRGINIAN RAILWAY



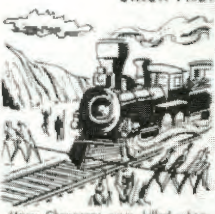
The bridges on the Virginian right-of-way must be strong to hold heavy loads.

Started in 1896 as the Deepwater Railway Company, the Virginian is indebted to the late H. H. Rogers, for it was he who ordered it—a railroad built out of his own private funds. Blasted through the solid rock of the Virginian and West Virginian hills, the Road has developed its own coal mines and has its own modern coal piers at Norfolk, Va. Its locus must be especially large and powerful to move the heavy tonnage trains over the Clarks Gap Mountain. The routes of the Virginian now reach from Hampton Roads to Deepwater, West Va. and thence via the New York Central to the Great Lakes and along the Atlantic Seaboard.

RAILROAD QUIZ GAME

- Q What is meant by "high iron"?
- A A main line or high-speed track laid with heavier rails.

UNION PACIFIC RAILROAD



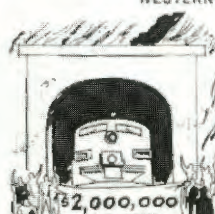
Many Cheyennes were killed when they tried to stop a UP locomotive with a rawhide rope.

The story of the building of the Union Pacific through the west is one of the epics of American history. Despite Indian raids, lack of supplies and financial difficulties, the rails of the Union Pacific finally met those of the Central Pacific at Promontory, Utah, on May 10, 1869, in the famous "Golden Spike" ceremony, marking the completion of the first transcontinental rail route in the United States. Today, with its 10,000 miles of line, the Union Pacific serves the entire West and opens the gateways to the East and the South. Famous streamliners run from Chicago and St. Louis to Portland, San Francisco and Los Angeles.

RAILROAD QUIZ GAME

- Q What are telltales?
- A Telltales are ropes or wires suspended from hangers above tracks to warn trainmen stop cars that train is approaching an overhead obstruction.

WESTERN PACIFIC RAILROAD



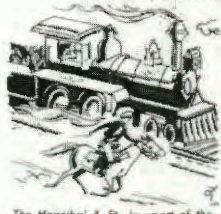
Tunnel 15 completed in 1957 was built at a cost of \$2 million.

On March 3, 1903, eleven men sitting around a table in San Francisco organized a transcontinental railroad to be named the Western Pacific Building a route through the High Sierras was a hazardous task. Finally on Nov. 1, 1909, track gangs working east from San Francisco and west from Salt Lake City met at Spanish Creek bridge, completing a 927 mile stretch of track with the Rio Grande and Burlington, the WP now operates the famous California Zephyr streamliner between San Francisco and Chicago. WP's silver painted box cars with huge orange feathers are well known to shoppers of fragile merchandise.

RAILROAD QUIZ GAME

- Q What is a "cab"?
- A The section of the road in which the engineer rides.

CHICAGO, BURLINGTON & QUINCY RAILROAD



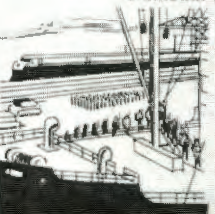
The Marshall & St. Jo., part of the present Burlington, delivered the mail to the Pony Express.

Twelve miles of track in Illinois in 1849 was the beginning of the present Burlington system. It now encompasses over 11,000 miles of railroad from the Great Lakes to the Rocky Mountains, serving 14 midwestern states. On its tracks in 1862 ran the first railroad car equipped for sorting the U. S. mails. On April 9, 1934 America's first diesel-powered streamliner—the Burlington Pioneer Zephyr—made its famous Denver to Chicago run. The Burlington System was also the first to use the vista-dome. Burlington passengers and heavy freight now move from Chicago as far west as Denver and Wyoming.

RAILROAD QUIZ GAME

- Q What is meant by "horse" or "over"?
- A Reversing the engine.

CANADIAN PACIFIC RAILWAY



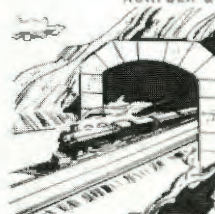
Troop boarding CPR transports during World War II.

The CPR's first transcontinental train left Montreal for the west on June 28, 1886. The CPR now maintains over 17,000 miles of track in Canada in addition to 4,000 miles of track in the U. S. During World War I and II, besides providing transportation for troops and supplies, the CPR turned out shells and guns in its own shops plus maintaining a fleet of vessels as transports. Living up to its slogans of "Spans the World" and "World's Greatest Travel System," the CPR's steamship lines, air lines, telegraph lines and other properties make it the largest integrated transportation and communication system in the world.

RAILROAD QUIZ GAME

- Q What is a "chuck"?
- A A fast freight train, sometimes also called a "chuck."

NORFOLK & WESTERN RAILWAY



The Elkhorn Tunnel is thought to be the world's largest in height and width.

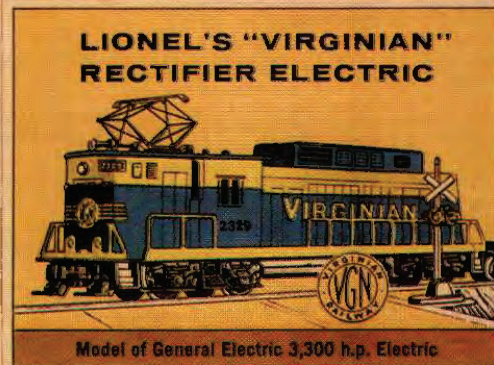
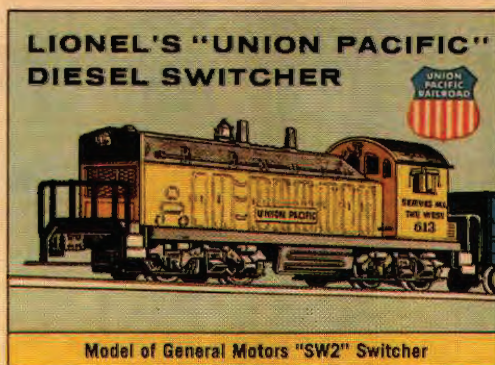
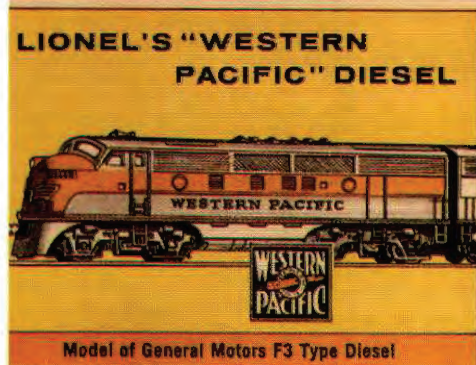
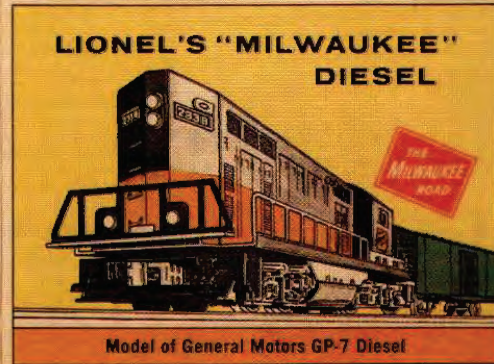
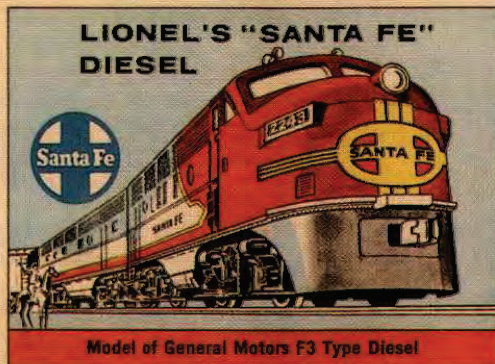
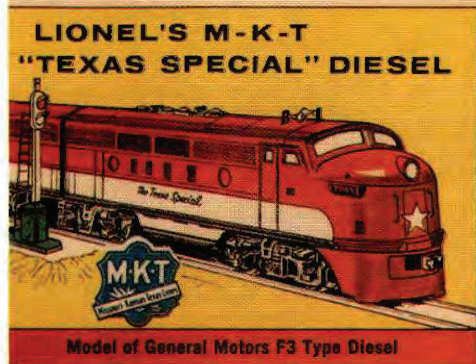
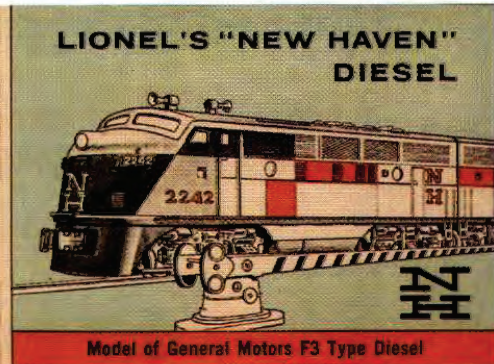
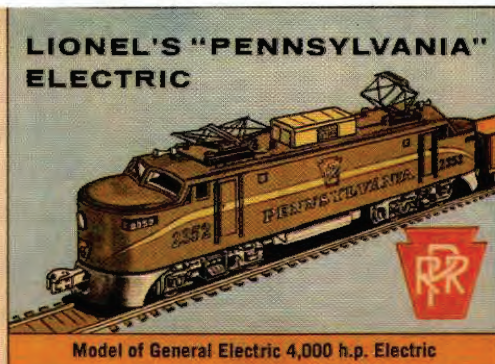
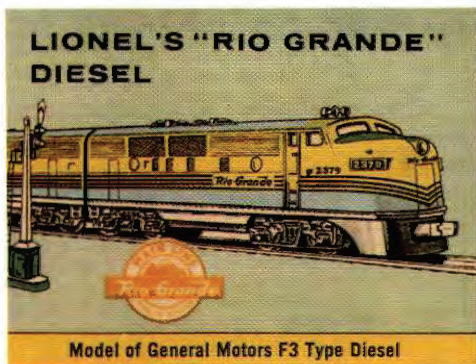
Now one of the world's largest carriers of coal, the N & W traces its ancestry to a nine mile section of track known as City Point Rail Road completed in 1838 from Hopewell to Petersburg, Va. As recently as a few years ago, the N & W was the only major railroad in the United States operating only coal-burning steam locomotives, most of which were built in its own Roadside shops. Now it is almost completely dieselized. Providing passenger and freight service between the eastern ports, especially Norfolk and the Ohio River cities, the most famous trains are the Powhatan Arrow, the Pocahontas and the Cavalier.

RAILROAD QUIZ GAME

- Q What is a "chuck"?
- A A fast freight train, sometimes also called a "chuck."

Not too much is known about these cards except that they came in uncataloged sets. The cards in the photos are from two uncut sheets. Due to their scarcity, these are frequently sought after at train shows.

Barry Keener



Lionel Collectors Club of America
Board of Directors Meeting
September 26, 1992
New Baltimore, Michigan

Meeting called to order at 9:02 A.M.

Attendees:

Al Otten, President
Dienzel Dennis, Vice President
Bill Hourigan, Treasurer
Larry Nahigian, Secretary
Bill Schmeelk, Immediate Past President
Art Broshears, Director
Stan Roy, Director
Chuck Seddon, Director
Bill Stitt, Director
Harry Overtoom, Director
Bill Button, 1993 Convention Chairman
Glenn Patsch, Editor The Lion Roars
John Fisher, Convention Consultant
Nancy Meyer, Advertising Agency Representative of Combs & Heathcott
Nicholas DeGrazia, President Lionel Trains
Gene Kutcher, VP Operations Lionel Trains
Mark Gordon, VP Marketing & Sales Lionel Trains
Sherrie Weitzman, Director of Marketing Services Lionel Trains
Don Watkins, Madison Hardware

Minutes were not read as they were already published in a previous issue of The Lion Roars.

President Al Otten thanked Lionel Trains Inc. (LTI) for hosting this meeting at their headquarters. Al stated that the purpose of this meeting was to make decisions regarding the 1993 convention. Dearborn had an attendance of over 500 in 1982. Orlando this last year had somewhat over 300 attendees. The club should expect over 1000 registrants for the 1993 LCCA Dearborn convention.

Treasurer's Report

Treasurer Bill Hourigan talked about the club's cash balance being approximately \$316,121 and with a membership equity of about \$400,000.

President Al Otten moved that the dues are all to remain the same as last year. The motion was so moved, seconded, and passed unanimously. The per diem rate was also moved to remain the same at \$30. The motion was so moved, seconded, and passed unanimously.

Report on 1993 Convention

1993 Convention Chairman Bill Button talked about the plans for the Dearborn Convention. These include the trading rooms that were used in the 1982 convention plus additional areas. The Saturday night Banquet will be in the Hubbard Ballroom which seats about 900.

Proposal to Increase Club Membership

Advertising Account Representative Nancy Meyer, of Combs & Heathcott, talked about the use of advertising to substantially increase overall membership, to better position the club against the other toy train clubs, to increase the positive image of the club and to increase revenues to the club from new members without raising dues.

The proposal has a four part plan to fulfill these goals. First is the membership brochure showing general club information. Second is the

special incentive to join, the convention car which is only available to members. Third is the paid advertising to inform and attract potential new members. Fourth would be feature articles about the club in various toy train related magazines.

The direct mail piece would go to all members of the Lionel Railroaders Club (over the age of 21) and subscribers of Classic Toy Trains (who are not members of LCCA). It would go out to each person twice. It would be handed out at hobby stores, meets and other related places.

The membership benefits include the Roster, the Interchange Track, The Lionel Roars, the Convention with its tours of the Lionel Plant, the Lionel Visitor Center, Dick Kughn's private museum CaRail, and Madison Hardware.

Ads planned to run in Classic Toy Trains are to be color and one-half page in size. Discussion was also centered about full page ads with bind-in cards. This would remove us from the printing problems and would give the club access to the people that only buy news stand copies.

The club will use a refined list of names and addresses and it is fair to expect a three percent response to the first mailing and an additional three percent response to the second mailing.

Bill Hourigan felt this is the time to spend money to attract new members, because of the national convention coming to Dearborn and the club's good current financial strength. Even though this could cost \$75,000, it is affordable and represents an investment in the club's future. There was discussion to have special T-shirts as part of the promotion, but it was felt that it would not justify the bother.

Harry Overtoom moved to accept option A from the Combs & Heathcott proposal without the T-shirt, seconded by Chuck Seddon, passed unanimously.

General discussion went on as to what the brochure being mailed out should contain regarding copy and photos.

1993 Convention Car

Mark Gordon spoke of Lionel's participation in the convention. One of the concerns is the use of a barcode on the convention car. Both with and without is prototypical. The cost of using the barcode in full color raises the cost of the car. The officers voted to go without the barcode to save the members money. Chuck Seddon made a motion to set the price of the Dearborn 1993 Convention car to members at forty-nine dollars a car including any shipping and handling. Because of the willingness of Lionel to help the club, orders for the convention car will be taken as late as March 15th, 1993. This will allow new members who join as late as February and March to still order the convention car. It will also give current members a little more time.

1993 Convention Tours

Mark Gordon also talked about the tours at the Lionel visitor center, the Lionel factory, Madison Hardware and CaRail (Richard Kughn's private museum). The visitor center can handle about 45 people per hour. Madison Hardware is not designed for children. So each area has different capacities and special considerations.

What will probably be done is that instead of one trip going to each location there would instead be several smaller trips. The first going to the Lionel Visitor center and the Lionel factory. A second trip to CaRail. The third trip would be going to Madison Hardware. This way the special

needs of each location could be accommodated. Much of this including times, the frequency, duration, and other details will be worked out between the convention committees, the Lionel people, and the tour people. Tours will be limited to a certain number of participants, so early registration may be necessary.

Other Convention Topics

Mark Gordon also talked about having a special table favor at the banquet. One of the things Lionel would like to do is have two seats at each table so that everyone would get to meet people from the company including, Dick and Linda Kughn. Lionel will have a Service Center Seminar for LCCA members and employees who operate Lionel Service Stations.

Convention consultant, John Fisher, talked about the two purposes of a national convention, they are to add value to the club member and to raise additional revenue for the club. Regarding the Dearborn national convention at the Hyatt, the Hyatt people are reluctant to block additional rooms because of our lack of utilizing these in the past. The number of rooms that we have previously promised usually go unused. For instance, at the Orlando Twin Towers, the hotel lost money because we used less rooms than they blocked out. It is important for all members to use the convention center hotel. This helps the club because it defrays some of the cost of the exhibition space and other areas of expense. The greater the room utilization at Dearborn the greater the benefits are going to be at future LCCA conventions.

There was a general discussion on the flashing electronic buttons to be used before the convention as a promotion. A "Lionel Lion" holding a flashing railroad lantern is planned.

Other Club Business

Chuck Seddon talked about a credit card showing the logo of the LCCA. But because of the card fees to member (in an economic environment that has many companies introducing non-fee accounts), the inconvenience of solicitation to the members and other possible problems the card had, the board decide against this.

Chuck also talked about an LCCA Business card for the members. The printing would be done by Letter Kraft, Inc. which does some printing for the Club. The printing would be four color. The board decided not to do it at this time, but to look into it in the future.

Bill Stitt talked in general about the 1994 Convention in Chattanooga, TN.

New Dues Statements

Bill Schmeelk talked about the new dues statements. The club is going to quarterly billing to smooth out cash flow. Each member has been randomly assigned a number from one to four. Starting in November, one-fourth of the members will get a bill for the full amount, one-fourth for one-fourth of the dues, one fourth will get a half year bill and the last fourth will get a three quarter bill. After this year's cycle on the anniversary of each quarter member will only get the annual bill.

Meeting adjourned at 2:30 P.M.

Respectfully submitted,

Lawrence R. Nahigian
LCCA Secretary

About the Front Cover

The front and back covers were painted by artist Angela Trotta Thomas. She created this painting for the LCCA, just for the cover of the December issue. Angela lives in Clarks Summit, Pennsylvania with her husband and two children. She has been a free lance artist for the last ten years and has numerous national clients. Her paintings and prints hang in many corporate and private collections. Angela is a graduate of Kutztown University and is currently enrolled in the "Get Your Masters with The Masters" program at Marywood College in Scranton, Pennsylvania. While writing her research paper entitled "Train Art," Angela came to love the charm and character of toy trains. This admiration is very evident in her paintings. Vivid colors and accurate detailing are extensively used to bring out the magic and beauty of the pieces. She is currently creating a series of limited edition toy train prints. Angela also did the painting titled *One Track Mind* which appeared on the back cover of the August 1992 issue of *The Lion Roars*.

In addition to her paintings and prints, Angela also illustrates children's books and teaches illustration part-time at Marywood College. She is currently working on illustrations for the children's book *The Mighty Santa Fe* written by William H. Hooks. The book is being published by MacMillan Publishing Co. and will be available in the Fall of 1993.

Angela sells limited edition prints of her paintings, notecards, Christmas cards and does privately commissioned paintings. You can contact her at the address below.

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1978 - February, April, August, December
1979 - April, June, October, December
1980 - none
1981 - October
1982 - none
1983 - October
1984 - Toy Fair, June, October, December

1985 - Toy Fair, June, October, December
1986 - February, Toy Fair, April, August, October
1987 - February, Toy Fair, April, December
1988 - Toy Fair, June, August, October, December
1989 - February, Toy Fair, April, June, August, October,
December
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December
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