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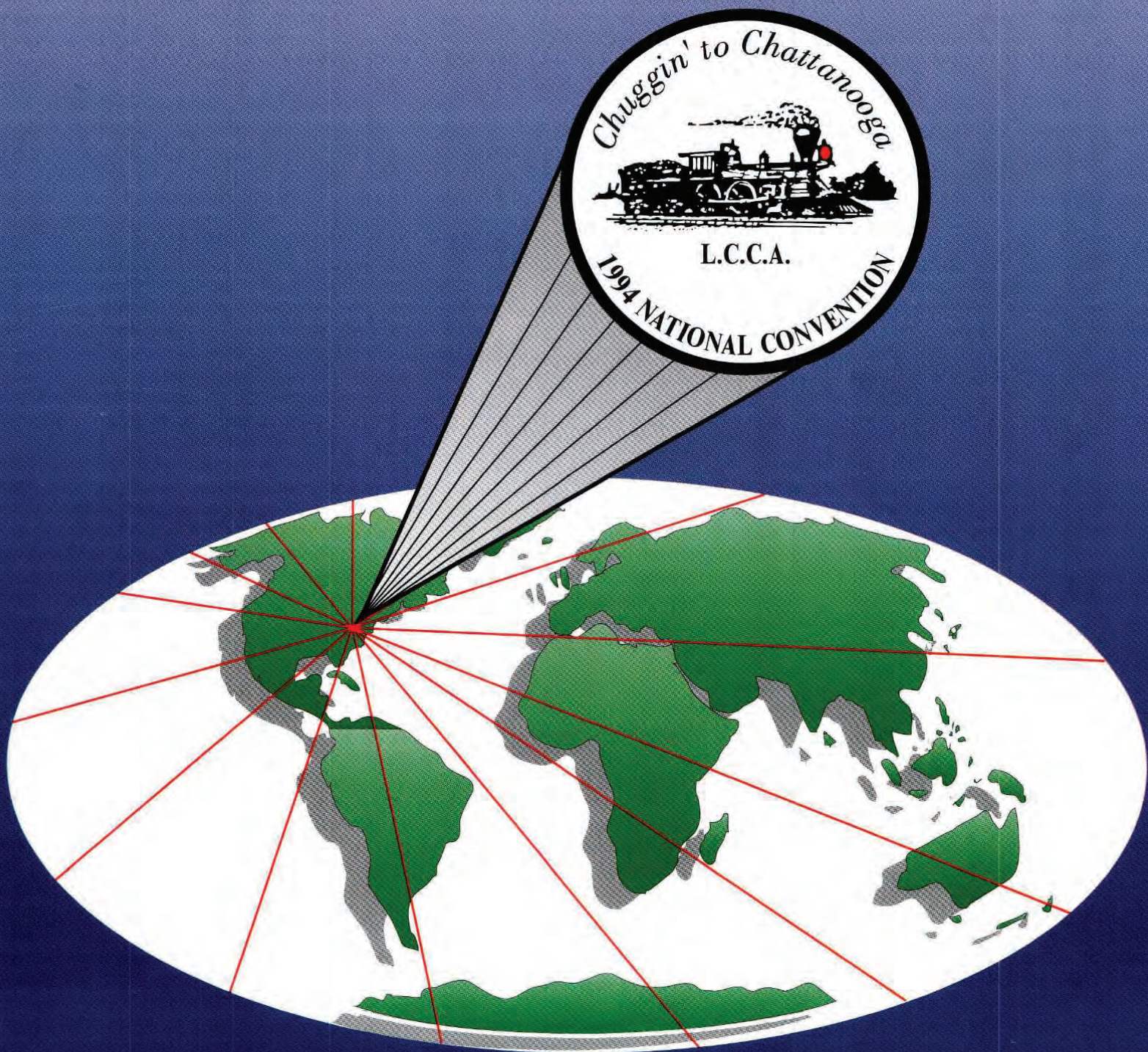
Vol. 23, No. 4 February 1994



LION ROARS

Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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



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July 27th to 31st, 1994

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

Vice President

Dienzel C. Dennis
1425 Ruthbern Road
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(904) 258-8574

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(810) 646-1333

Assistant Secretary

Arthur L. Broshears
R.R. 3, Box 286-B
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(812) 883-1584

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DIRECTORS

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20 Kirkley Lane
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(217) 546-8591

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2410 West Miller Circle
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(313) 722-7464

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2400 N. Conestoga Ave.
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(602) 749-3750

Harry H. Overtoom

3409 Fleetwood Dr.
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(606) 268-1942

Stan Roy

4045 Chester Dr.
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APPOINTED OFFICIALS

Editor, *The Lion Roars*

Donald M. Carlson
25478 Keeler
Redford, MI 48239
(313) 533-1033

Editor, *Interchange Track*

Bill and AKay Crace
310 Mariemont Drive
Lexington, KY 40505
(606) 299-2423

Assistant Editor, *LR & IT*

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

Editor, *Roster & Librarian*

Dennis De Vito
683 S. Greenbrook Circle
St. Joseph, MI 49085
(616) 428-2636

Archivist

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

Registered Agent

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

BUSINESS OFFICE

LCCA Business Office
P.O. Box 479
La Salle, IL 61301

CONVENTION HOSTS

1994 in *Chattanooga, TN*

Charles Sahn
9102 Tennega Lane
Chattanooga, TN 37421
(615) 894-2599

1995 in *Des Moines, IA*

Doug DuBay
911 Briar Ridge Rd.
West Des Moines, IA 50265
(515) 223-1963

1996 in *Grand Rapids, MI*

Michael Valentine
122 Washington St. E.
Ionia, MI 48846
(616) 527-1270

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Future local LCCA Meets during May in Kalamazoo, Michigan and Chattanooga, Tennessee. Look for details in your next issue!

February 12, 1994

Shreveport, Louisiana at the Holiday Inn Downtown

Bert Sams (318) 222-3554 is hosting this event with co-host Mark Kahler (318) 687-1121. Tables \$9. Setup 5-9 PM on Friday, February 11th. LCCA trading 9:30-10 AM. Public trading from 10 AM to 2 PM.

February 12, 1994

Portsmouth, Ohio at the Shawnee State Park Resort

David Bauer (614) 574-6327 is hosting this event. Tables \$10. Guests \$1. Setup at 8 AM. LCCA trading at 10 AM. Public trading from 11 AM to 2:30 PM. The Resort is located on State Route 125. (For Lodge information/reservations, call 1-800-282-7275.)

March 12, 1994

New Orleans, Louisiana at the St. Bernard Cultural Center

Richard Mitchell (504) 643-0643 is hosting this event with co-host Fred Elmer (504) 641-1671. Tables \$10. Guests \$3. Family \$5. Setup 4-7 PM on Friday, March 11th and 8-9 AM on the 12th. LCCA trading 9 AM-6 PM. Public trading from 1-6 PM. The Cultural Center is located at 8201 West Judge Perez Drive in Chalmette, Louisiana.

March 19, 1994

Fort Collins, Colorado at the University Park Holiday Inn

Larry Laune (303) 667-6856 is hosting this event with co-host H. Hagemeister (303) 493-7199. Tables \$10. Guests \$3. Setup at 8 AM. LCCA trading 9 AM to 12 Noon. Public trading from 12:00 Noon to 4:00 PM. The Holiday Inn is at 425 West Prospect.

March 19, 1994

Sherman Oaks, California at St. Innocent Orthodox Church

Art Lazarides (818) 905-6465 is hosting this event. Tables \$10. Guests \$2. Setup at 10 AM. LCCA trading 10:30-11:30 AM. Public trading from 11:30 AM to 5 PM. The Church Hall is located at 5657 Lindley Avenue.

March 19-20, 1994

Mobile, Alabama at Faulkner University Gymnasium

Gene Kelly (205) 928-3431 is hosting the 2 day event. Tables \$6. Guests \$1. Setup 7-9 AM on Saturday, March 19th. Trading from 9 AM to 5 PM on the 19th and 2-5 PM on Sunday the 20th. The gym is located at 450 Fairhope Avenue in Fairhope, Alabama.

March 27, 1994

South Beloit, Illinois at the Holiday Inn Holidome

Jerry Dangelo (815) 397-2104 is hosting this event with co-hosts Chuck Seddon (815) 654-1705 and Brady Thor (815) 398-0874. Tables \$10. Guests \$4. Families \$5. Setup at 8 AM. LCCA trading at 9:00 to 10:30 AM. Public trading 10:30 AM to 2:00 PM.

CLASSIC FREIGHT TRAINS BY LIONEL, AMERICAN FLYER AND DORFAN

by Nelson G. Williams

While the early standard gauge trains in my previous article may not be well known, every Lionel collector should recognize those made in the Classic Era from 1926 to 1940. These were the dream trains of childhood to us "old timers," and we hope our children and grandchildren may value them as "Grandpa's trains." Covered in this article are Lionel, American Flyer and Dorfan products. A complete listing of Classic Era freight cars produced by these three manufacturers is on page 7.

Photo 1 - THE LAST LIONEL CLASSIC FREIGHT TRAIN

The last Lionel 500 series cars with a 392E locomotive and 12-wheel tender, 1934-40. This train is sometimes called a "nickel plate special" because of its nickel trim and unusual colors. It did not have heralds of the New York, Chicago, and St. Louis Railroad known as the Nickel Plate Road.

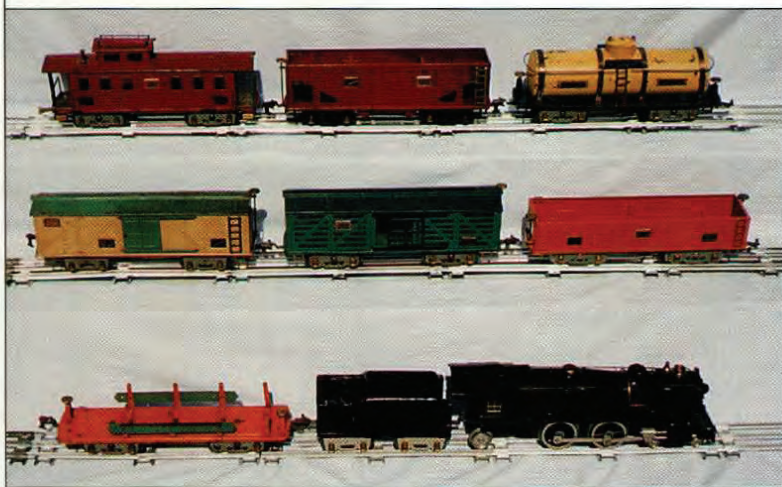
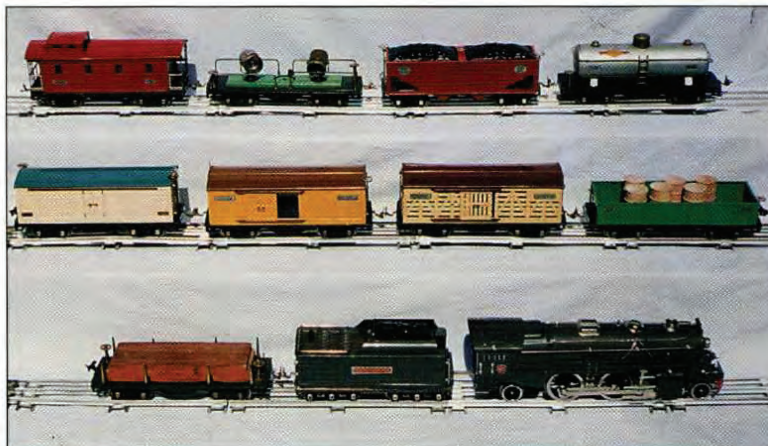


Photo 2 - AMERICAN FLYER WIDE GAUGE FREIGHT TRAIN

An American Flyer freight consist behind a 4692 locomotive. Even though American Flyer listed ten cars as being available, only seven freight cars of their design are shown in this picture. Flyer produced their Wide Gauge freight cars for a ten year period starting in 1926.

Photo 3 - DORFAN WIDE GAUGE FREIGHT TRAIN

A Dorfan lithographed freight train with a No. 3930 New York Central type 4-4-4 electric locomotive, sometimes called the "centipede." Any Dorfan is rare, and this locomotive is especially so because most of them disintegrated from metal fatigue in the alloy used for its cast body.



LIONEL CLASSIC FREIGHTS

As Lionel did in the Early period, they also produced two series of freight cars in the Classic Era. The most common are the smaller 500 series, with frames $11\frac{3}{8} \times 3\frac{1}{2}$ inches, on trucks which carry them $1\frac{1}{8}$ inch above the rails. The larger 200 series have $12\frac{3}{8} \times 3\frac{3}{4}$ inch frames, and ride $1\frac{1}{2}$ inches above the rails. Because of the difference in height, it is difficult to run 200 and 500 cars together although they use the same type of latch couplers.

Every 500 series car has a big brother, usually identical in design. The 214 box car is an exception; it has double doors on each side and was sometimes called a furniture or automobile car. It seems odd that the bigger 217 caboose has only two windows on a side, when the smaller 517 has four.

Other than size, the lumber loads of both flat cars are the same. The wooden oil drums in the 512 gondola have straight sides; the barrels or kegs in the green 212 gondola have rounded staves. Later the maroon 212 gondola had three LCL (less than carload) containers aboard, which Lionel made under license from the LCL Corporation. (Refer to Photo 5)

The refrigerator cars were late additions to each series, and an "R" was added to distinguish them from the box cars with the same numbers. The 214R was never included in any set, and is much rarer than the 514-514R's.

The early tank cars in both series have "Lionel" nameplates, but the late 215 and 515 silver tankers have Sunoco decals. The rarest 500 series car is an orange tanker with a Shell logo. These tankers are the only Lionel standard gauge Classic freight cars that carry the names of another company.

There were two special Lionel Classic freight sets made in 1929. One was the "coal train"—a black 318E electric locomotive, three rubber-stamped 516 hoppers and a red 517 caboose with a black roof. This rare caboose has often been faked by painting a red roof black, but it is harder to match the dark red of the original body. All 516 hoppers were red; some were rubber stamped and some had metal "coal loads." The larger 216 hoppers were dark green and had no loads.

The other 1929 special was the Lionel "work train"—a 402/408E locomotive, a gray 212 gondola with a tool box, a green 219 derrick car, a mojave 218 dump car, and an orange 217 caboose without window frame inserts. The original derrick had no red paint around its window frames; the original dump car had brass end pieces and knobs at both ends of the shaft of the worm gear. The 220 floodlight car was added in 1931, and the same base and lights were used for the smaller 520 and O-gauge 820 cars. The Lionel work cars probably outsold the other 200 series freights, as they had no little brothers except for the 520. They were not expensive in their day—the derrick was the largest car that Lionel ever made, and cost only \$9.00 brand new. So many were sold that they can still be found in the common green colors for under \$200 apiece.



Photo 4 - THE LIONEL WORK TRAIN - 5 large 200 series cars in the original colors behind a 408E dual motor loco.

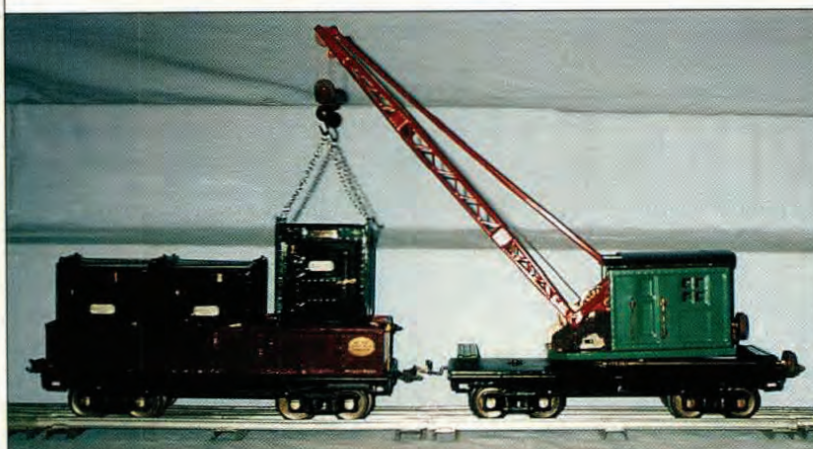


Photo 5 - LOADING LCL CONTAINERS - The early Lionel 219 derrick loads LCL containers in a maroon 212 gondola.

It would be sixty years before another standard gauge work train came to the market, and then it was only half as long as the Lionel. This is the "Black Diamond" train of four-wheel cars made by McCoy in 1990. Before the first World War, F. A. O. Schwarz may have sold a similar Marklin work train, perhaps the one pictured in *Pierce Carlson, Toy Trains: A History*, pp. 40-41.

AMERICAN FLYER

American Flyer was the best known competitor of Lionel in the Classic Era, when both made trains for O-gauge and 2 1/8 gauge track. W. O. Coleman called these "narrow" and "wide" gauge, to avoid infringing on Lionel's trade mark of "standard gauge" for toy trains. "Wide gauge" is still used in this sense by the American Flyer Collectors Club, most of whose members prefer S-gauge.

The decade when Flyer made wide gauge trains is perfectly described in the first words of *A Tale of Two Cities*—"It was the best of times. It was the worst of times." Starting in 1925, W. O. Coleman offered big electric type locomotives and passenger cars at lower prices than Lionel, and Flyer sold thousands of them before the stock market crash of 1929. By 1932, the market for big toy trains was gone, and Coleman decided to abandon "wide gauge." Flyer used up its inventory by 1936, and left Lionel standing alone as the maker of standard gauge trains until World War II.

Wide gauge freight cars were not of much interest to American Flyer. Its first ones in 1926 were made by putting Flyer trucks under Early period Lionel bodies, grinding an "ear" off their hooks to fit a slot in Flyer couplers. Thus the Lionel 12 gondola became a Flyer 4008 sand car, the 13 became a 4005 stock car, the 14 became a 4008 box car, and the 17 became a 4011 caboose. The Lionel bodies still had their original colors with rubber stamped road names and numbers on their sides. "American Flyer Lines" and their new numbers were stamped under the frames.

Flyer's 1927 catalog introduced "five" new wide gauge freight cars of their own design. Only four were actually made and pictured—a new sand car, box car, and caboose, and a brand new 4012 flat car. The missing "fifth" car was the 4006 hopper, which was not made until 1931 and is hard to find. The first Flyer yellow cabooses with five windows are very rare; the later yellow or red ones have six windows.

The next year, Flyer added the 4010 tank car and 4020 stock car, and the box car became a 4018 automobile car with no apparent change. The flat car was called a 4022 machinery car after 1928 and a 4023 log car (with a sawed block of wood like Lionel's) in 1934. Not counting the early Lionel bodies, Flyer could list ten freight cars on paper but a string of only seven on track would show them all.

These new Flyer cars were longer and stronger than any Lionel series. They were made of heavier steel, at first riveted and later spot welded. Their frames are 14 x 31/2 inches, and they ride 1 1/2 inches above the rails. However, they cannot be coupled to Lionel 200's. You cannot even couple two Flyer cars together unless both are headed in the same direction, as one end of each car has a "male" coupler which only fits into the "female" coupler of the next car. Flyer electric locomotives had two male couplers, and cabooses had two female couplers, so either end could link up to a string of cars. American Flyers would often derail running through Lionel switches (turnouts), more

so than vice versa. Each company used its own couplers and switches to avoid patent fights, but it helped to enforce brand loyalty when equipment could not be mixed. However, Flyer and Boucher both sold Lionel off-track accessories to go with their trains.

It is ironic that the first Flyer wide gauge freight car bodies were early Lionels, and a few years later both Flyer and Lionel bodies became "Ives transition" rolling stock. The cars made by combining diverse parts may be ugly ducklings, but some collectors seek them because they are so unusual.

Two years after the last wide gauge cars were assembled in the Chicago plant, A. C. Gilbert bought American Flyer in 1938 and moved it to New Haven, Connecticut. Following World War II, Flyer became the world's major manufacturer of two rail, S-gauge trains which gave Lionel O-gauge a run for its money before both collapsed in the late 1960's.

DORFAN—LAST BUT NOT LEAST

Dorfan was the last entrant in the pre-war market for Classic standard and O-gauge trains. Quality rather than quantity should put Dorfan in the "Big Four" with Lionel, Ives, and American Flyer.

Dorfan was started about 1924 by Milton and Julius Forscheimer, former executives of Joseph Kraus & Co. who manufactured Fandor trains in Nuremberg. The founders were cousins, and both the German and American products were named to honor their aunts, Dora and Fanny. Otherwise the American company in Newark, New Jersey, was a completely independent firm.

Dorfan made and sold O-gauge electric and clockwork trains a couple of years before they added 2 1/8 inch gauge to their line in 1926. Two features of their trains are remarkable.

(1) Dorfan die cast locomotives were designed so a boy with a screwdriver could assemble them himself and take them apart quickly. Lionel ridiculed the idea that the buyer should put his own engine together, but a few years later their Build-a-LoCo motor was promoted on the same theory. It was supposed to be an educational experience, teaching the owner to maintain and repair his own engine. Unfortunately, the new alloy used in the Dorfan engine castings and trucks became brittle and many of them have disintegrated.

(2) The bodies of the Dorfan freight cars were made of lithographed sheet metal. Ives and others used this technique much earlier, but they did not achieve such beautiful results that are still a joy to behold sixty years later. The Dorfan cars have extensive printed capacity and builder's data, and their blues and greens rival the colors of Lionel's most expensive passenger cars. Dorfan freight cars also have the best brass ladders, brake wheels, and trim of the "Big Four."

(Dorfan text continued on page 7)

There are only six Dorfan wide gauge freight cars:

1. The black log car with four pairs of red stakes has no road name. It is similar to the American Flyer flat car in construction. The original Dorfan load is a handful of "logs" cut from branches of a real tree or bush, not a sawed block of lumber.
2. The orange gondola (NYC 253761) has a load of hollow wooden drums, like those in the Lionel 512, which a child could take apart to fill with marbles, paper clips, or some small dry payload.
3. The green boxcar (ATSF 121499) has two doors on each side like the Lionel 214.
4. The blue Union Tank Car (UTLX 29325) with brass straps, ladders, and dome, may be the most attractive Classic freight car ever made.
5. The red hopper (PRR 11701) opens at the bottom when a wedge that locks the doors is moved by turning a threaded

rod with a "brake wheel." Fortunately this wheel has a handle, as it must be turned thirty times to open or close the doors.

6. The brown caboose (PRR 486751) has a small red cupola, brass ladders and railings at both ends, and brass inserts in the windows. The pairs of these inserts are so close together, that it suggests two windows on each side like the Lionel 217, with four panes in each like the 517.

The frames measure 13 1/2 x 3 1/2 inches, and ride 1 1/2 inch above the rails. These freight cars are so big that they dwarf the Dorfan electric locomotives, which have no road names. My engine is a Dorfan Lines 3930, a 4-4-4 "centipede" which is the largest one they made. Original Dorfan engines are very scarce today—there were never many, and most of them have turned to dust because of the alloy used in the castings.

Dorfan also used different couplers at each end of a car, and neither theirs nor Ives are compatible with the couplers used on the Flyer or Lionel cars.



MAKE
HAPPY BOYS



CLASSIC ERA STANDARD GAUGE FREIGHTS

	Lionel 200	Lionel 500	American Flyer	Dorfan
Flat Car	Yes	Yes	Yes	Yes
Gondola	Yes	Yes	Yes	Yes
Stock Car	Yes	Yes	Yes	No
Box Car	Yes	Yes	Yes	Yes
Refrigerator Car	Yes	Yes	No	No
Tank Car	Yes	Yes	Yes	Yes
Hopper	Yes	Yes	Yes	Yes
Caboose	Yes	Yes	Yes	Yes
Dump Car	Yes	No	No	No
Derrick Car	Yes	No	No	No
Floodlight Car	Yes	Yes	No	No
Totals	11	9	7	6

NOTES:

The 200 series dump car, derrick, and floodlight car were special cars for the Lionel "work train."

The so-called Ives derrick car is a "transition" piece—a Lionel derrick mounted on an Ives frame after 1929. The very rare Dorfan derrick is a trackside accessory, not a piece of rolling stock.

Photo 6 - A QUARTET OF CLASSIC TANK CARS
 Top: Lionel 215 and rare 517 Shell tanker.
 Bottom: American Flyer 4010 and Dorfan UTLX 29325.

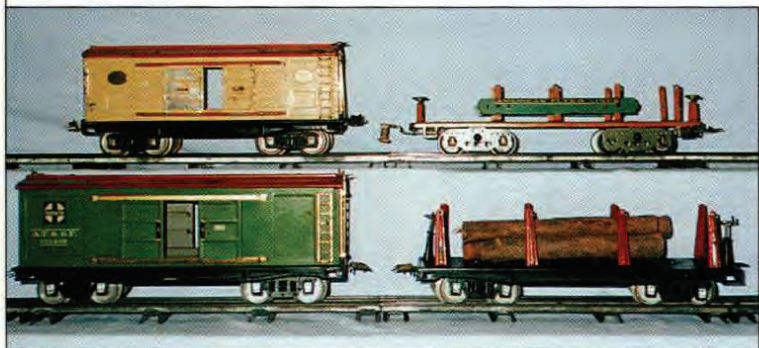
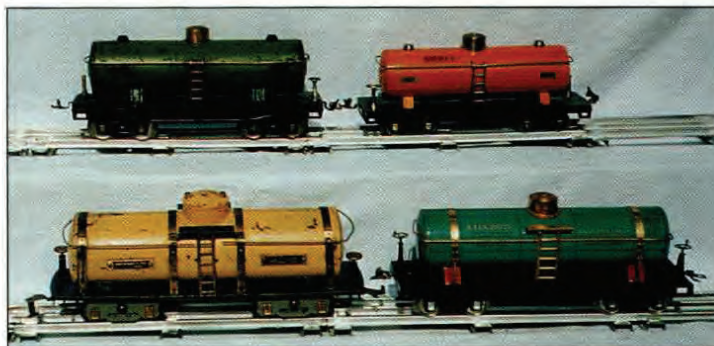
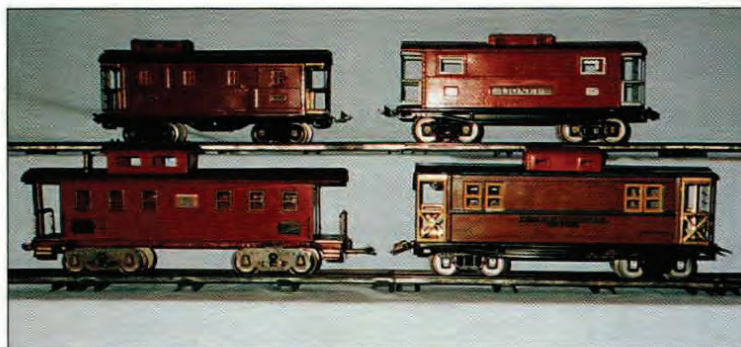


Photo 7 - COMPARING TWO DORFAN CARS
 Top: Lionel 214 box car, American Flyer flat car.
 Bottom: Dorfan box car and flat car with load.

Photo 8 - FOUR CLASSIC CABOOSES
 Top: The Lionel 517 coal train caboose and a 217 freight caboose.
 Lower left: Dorfan lithographed Pennsylvania Railroad caboose 487651.
 Lower right: American Flyer 4021 with smoke jack and hand rails on the cupola. The earliest Flyer caboose was yellow and had five windows instead of six.



WHOSE TRAINS WERE BEST?

Opinions may differ, but this is how I rate the standard gauge trains of the Classic Era—

1. Lionel and American Flyer made the best passenger trains, which is why their top of the line sets have been reproduced more than once.
2. Dorfan made the best freight train, if the 200 series cars in the Lionel work train are regarded as in another class by themselves.
3. Boucher made the biggest and best steam type locomotives.
4. Ives was not competitive in the Classic Era, but will always be my sentimental favorite. My great grandfather, Dr. H. W. Nelson, gave an Ives clockwork locomotive to my dad nearly a century ago.

Do you know there was a rebirth of standard gauge trains fifty years after the Classic Era?

In the decade 1975-85 there were more shops making standard gauge trains than in the boom year of 1928. To be sure, they were mostly one-man or family businesses, and some just reproduced great trains of the past.

A few craftsmen made modern standard gauge trains which are much better models than any Classics. To me, the best of all time are the Glenn Toy freight trains and the Randall passenger trains. Alas, they are even less known by collectors than Dorfan and Boucher. But some of us will never regard any plastic train in O or G-gauge as the equal of heavy metal trains on a wide three-rail track.

Please don't say that standard gauge is dead. It still lives in our memories and collections.

Nelson Williams, RM #14062
 Floral City, Florida

From October 14-17, 1993, and for the fifth time in the past six years, toy train collectors in Jacksonville, Florida participated in setting up and operating a 20 by 40 foot toy train layout consisting of Lionel O, Standard and G gauges. Over the years we have all read articles about how important it is to display our toy trains in public to acquaint those not familiar with our hobby and generate old and new interests.

It all began in the Fall of 1988 when I was contacted by an organization that produced a Fall and Christmas festival during Thanksgiving week for the benefit of the pediatric cancer unit of a local hospital. When first contacted, the lady spokesperson for the group who produced the show told me that she had conceived of the idea of what would be more natural for a Fall and Christmas show than to have operating toy trains for the children. During her initial search to find someone who could help her, she heard through various conversations vague references to organizations dedicated solely to the collection and operating of toy trains. She searched high and low and called all around the country without success. Finally, during the course of a discussion with an exhibitor, she told her of the dilemma. Little did she know that she was talking to a person who knew my wife, Mary. Within minutes of obtaining my name she called and for over an hour I acquainted her with the various organizations and what our hobby was all about. However, there was one problem. The show was to begin the week of Thanksgiving, 1988 and we were called in late September. I immediately made contact with toy train collectors (LCCA and TCA alike). Those who responded were excited about the idea and we quickly went to work.

The first thing was to design the layout. Garland Stafford, an American Flyer collector who leans toward artistic design, came up with the 20 x 40 layout with an access aisle up the middle consisting of twenty or more tables of various sizes and configurations. His plans were given to the producers of the show who constructed the layout at their expense. Following the show in 1988 the layout was given to us free of charge.

In 1989 we were ready to again participate but the show was not produced that year.

During the Spring of 1990, we were contacted by Paragon Productions who produce the annual Fall Home & Patio Show in Jacksonville at the Prime Osborne Convention Center (the old Union Terminal - how appropriate) to set up a toy train display. Immediately we committed. The idea and concept were not to sell trains, but to be an exhibit for the thousands of people who visited the show every year.

For 1988 and 1990, our layout also contained intricate American Flyer configurations as designed by Garland Stafford that included the suicide train where just as the caboose was clearing a 90° crossing the nose of the engine would pass right behind it. Unfortunately, Garland moved from Jacksonville in 1991 and there has been an absence of American Flyer for the past several years.

To produce a toy train extravaganza, it requires many man hours with 100% dedication by members of our group who are blessed with sympathetic wives. Although there are more than forty LCCA members in the Jacksonville area,

only a few can participate every year.

This year, like in those past, we have had Richard B. Hosack (Plasticville), Donald P. Boas (Standard Gauge), William D. Atkinson and Russell Bitcom (G Gauge), Jim Miller (wiring technician), Carlisle Jones (supplier of current Lionel production and the one who stores our layout year after year at no charge), as well as people like me, Torey Williams, Chris Blank, Jack Edwards and Michael Atkinson who are the overall set-up, operation and take down personnel. In addition, we have participation by our children, who someday will be the mainstay of our membership.

For 1993, we again had two O gauge runs, return of Lionel/Ives Standard Gauge and G Gauge as shown in the photographs. This is not a modular layout except to the extent we use the basic 20 x 40 foot design with an access aisle up the middle. During five years of operation, our track layout schemes have all been different.

There are many LCCA members who were unable to participate in setting up and operation, but when they had an opportunity they brought equipment to operate. The main purpose of this event is the enjoyment of us coming together every year, putting up a different layout and operating the trains for young and old alike. Special emphasis is placed on the children because we want to emphasize the play value of toy trains. Our tables are only 30" high to accommodate young children. Our rolling stock is very colorful and we are always looking for engines that make strange noises and blow steam. Throughout the exhibition period, the crowds proved to be three and four deep around our layout. It was necessary to put guard rails around the layout because of the inevitable desire by children to place pennies on the track.

Approximately 10 days before each year's show, there are television promotions and films from the previous year's toy train exhibit featured. During the course of this year's show, as in times past, some of our members who were fortunate to be on hand at the time the television cameras came by were interviewed and live television coverage of our exhibit was shown.

For 1994 we are looking forward to having our exhibit on display at both the Spring as well as Fall Home & Patio Shows. (The Spring Show dates are February 24-27.) There are new ideas and hopefully new participation from collectors in the Jacksonville area. Again, special thanks to all those who participated in this event throughout the years because every year we build on last year's success. Although we have been asked to exhibit our layout at other shows, we have generally decided as a group that the Home & Patio Shows are the only time and place. Nothing has daunted the excitement and fun by those who participate every year in this event and especially the young children and their families who are incredibly excited by seeing such a large layout with toy trains in action!

Bud Hayden
RM #9698
Jacksonville, Florida

(Editor's Note: The photographs accompanying this article along with their descriptive text are on pages 10 and 11.)



Photo 1 - The highlight of the exhibit is the hairpin turn at the top of the access aisle. This is a true hairpin turn using 072 curves. For ease of operation we use post 1970 Lionel equipment on the O Gauge portion and especially their new state of the art equipment, sound of steam, etc. The new engines and all of their sound effects have proved to be extremely popular with the crowds and have generated new and revived interests in toy trains. Note the G Gauge circus train crossing the trestle. We have received tremendous support from the LCCA and TCA who provided brochures for the patrons at our exhibit. There is a strong interest for toy trains and there are always children leaving the exhibit begging that their parents buy one for Christmas. Unfortunately, there are not many stores in the Jacksonville area that sell toy trains in sets and make available extra rolling stock and track. All of us long for the days of going to the department store and see a huge operating layout and be able to purchase on the premises what is needed to fulfill our fantasy.

Photo 3 - A view of the layout from the transformer tables. The circle of 027 track in the middle of the photograph is where we run our Pride Line reproductions of Lionel Disney items. You see the Lionel Illinois Central-City of New Orleans passing on the outside of the O Gauge loop heading for the top of the hairpin turn. G Gauge City is also shown in the background. Also, on either side of the tracks, are the storage areas for our O Gauge trains.



Photo 2 - Another view of the layout. The right hand side of the photo is the top of the tables and depicted here is the very colorful Lionel/Ives Standard Gauge layout of Don Boas. Also shown is the trestle work for G Gauge and one of our Plasticville villages.

Photo 4 - Depicts something of very special interest to operators that is not entirely shown in the photograph. At the top left hand corner, you see a Lionel Mickey Mouse caboose on the inside O Gauge track. Follow that caboose down the track, passing the Disney cars, then the 072 loop goes out of view. Continue on around to the right hand side of the middle of the photograph and you will see the beginning of a train being pulled by a Lionel Santa Fe ABA No. 8100. That train consists of 63 cars being pulled by one engine with great ease! We often put on a show to demonstrate the pulling power of Lionel engines. The remarkable length of this train with the hairpin turn attest to the excellent trackage work by our technicians, and of course, the excellence of pulling power of Lionel engines. Also depicted in this photograph is another view of the Pride Line circle, together with Plasticville.

As an aside, there have been times when a runaway freight causes a disaster. Time and time again G Gauge would topple off the trestle, crash into O Gauge and smash Plasticville. In 1991, an entire Plasticville village was wiped out by one of these runaway freights. When Plasticville is victimized, we call upon one of our young children present who immediately are hoisted onto the table and who put Plasticville back together again. Our young children always anticipated these disasters as were ready to go to work with us.



Photo 6 - Shows a view of the left hand side of the layout at the top of the access aisle. At the control tables are from the left (my three sons) Kyle, Richard and George then Chris Blank (white shirt) and Carlisle Jones.



Photo 5 - Here is Bill Atkinson's Santa Fe AA crossing the trestle constructed by Russell Bitcom. In the background you can see Jim Miller in the pink shirt frantically working to get a train moving again. Jim is very special to us, having been one of our Desert Storm heroes serving in the United States Navy. He was very anxious to get back to work in 1991, but unfortunately his military service notwithstanding, we had to suspend him for one year from being at the controls of our trains. It seems that the previous year he set up two O Gauge Lionel trains on the same track going in opposite directions. Once the trains were set up he walked to the transformer table, throttled up both trains and then walked to the top of the access aisle. To his amazement, both trains came sweeping around the 072 curves and smashed into each other, throwing over 20 cars off the track onto the layout and again smashing Plasticville. The large crowd in attendance that day applauded, thinking that Jim had set-up the train wreck. (Which he had not!) For this reason, his operator's license was suspended for one year. After the 1992 show, because of hard work and reliability, we reinstated his license.



Photo 7 - Features a picture of my youngest son Kyle who worked with us every day after school and every evening from Tuesday through Sunday while we were setting up and operating the layout. He is an avid train fan, operator and collector and can put Plasticville back together in record speed.

TRAINS!

TOURS!

FRIENDS!

FUN!

Lionel® Collectors Club of America
23rd ANNUAL CONVENTION
Dearborn, Michigan

JULY 21-25, 1993

Here's an opportunity for all LCCA members to have a record of the biggest annual convention in the Club's history!

SPECIAL EARLY RELEASE FOR THE LCCA ONLY

Tom McComas, RM #1083 and owner of TM Books and Video is marketing a sixty minute presentation that captures all the events that took place last July in Dearborn, Michigan. There are scenes from the fantastic tours, public display area, banquet, trade halls and much, much more!! Best of all, the cast of thousands in this epic are the happiest model railroaders in the world, namely the LCCA members who attended this history making event. You could be one of the star performers!!!

The video will soon be available directly from TM. Watch for details in your upcoming LCCA publications!!!



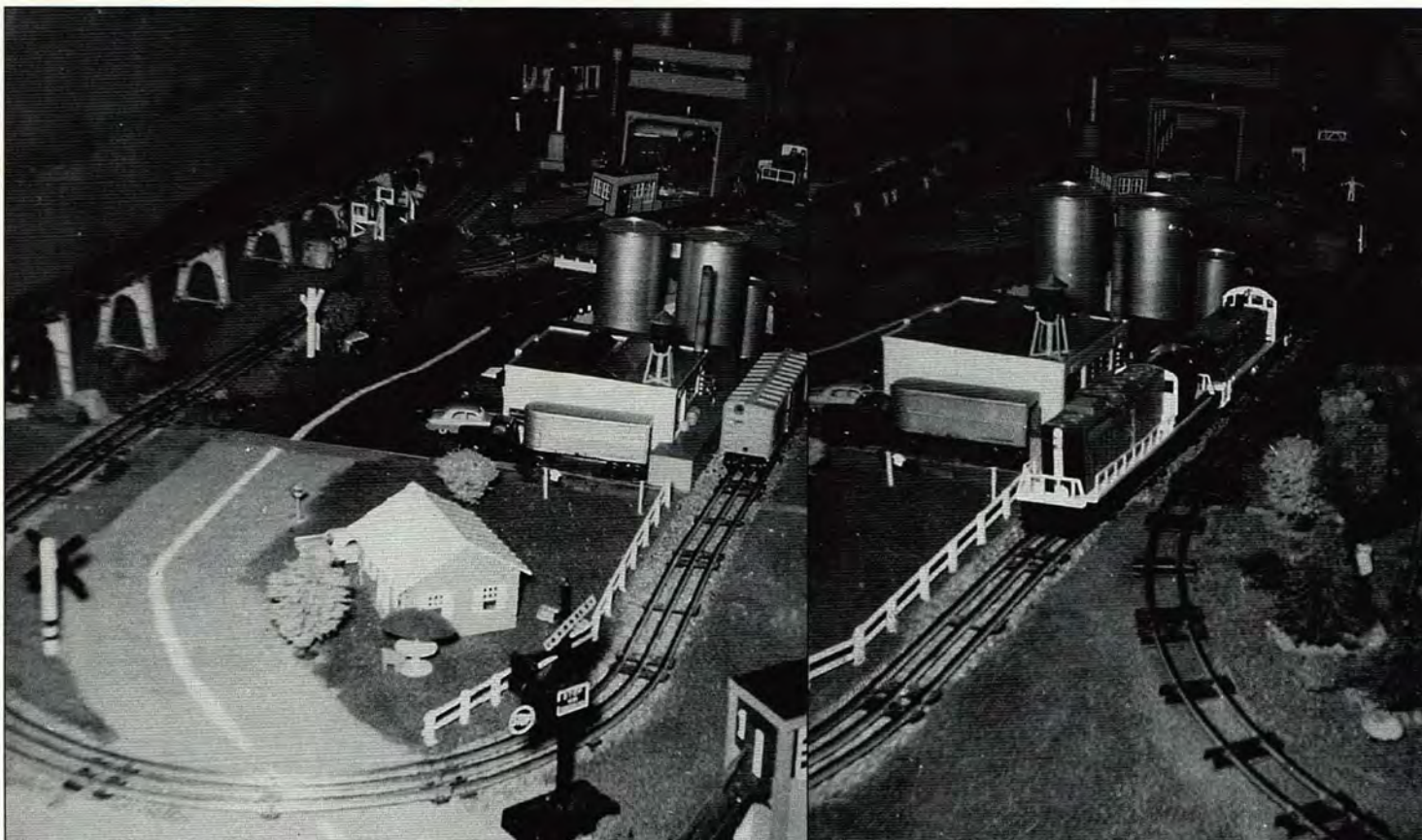
TRACKSIDE 1

The photographs on this and the next page are a "before and after" portrayal of the layouts of Dan Johnson, RM #10687 from Upper Jay, New York. The black and white shots on the bottom of this page were taken around 1964 in the basement of his childhood home in Huntington, Long Island. A former ping-pong table was used for the main section with additional bench work to create more space for trackage and an L shaped layout. Notice at the right side of the right hand photo the American Flyer mainline that was added for his younger brothers' trains. Even at this early stage of his model railroading hobby, Dan was into creating scenery for his train layout.

The color photographs on the facing page were taken recently and show a portion of the new, improved and much larger layout that Dan started construction on in 1984. As shown in these pictures, he loves to add lots of detail so the layout will look as realistic as possible. The freight house in the center of the top photo was modeled after the one found in Nicholson, Pennsylvania, on the old DL&W (Lackawanna) Line, just below Tunhannock Viaduct. The whole layout is an attempt to recreate the presence and feel of the old Erie and Lackawanna Railroads. Dan has tried to collect all of the Lionel offerings from these two now bygone railroads. He is always searching at meets and has repainted some equipment to look prototypical.

Background scenery on Dan's current layout was painted by an artist/friend of his in exchange for some electrical work at the artist's home. The city section consists of HO flats from Walthers mixed with HO building kits. (This smaller scale really adds depth to the scene.) Most structures have been scratch built, often from magazine articles. Windows, doors and other details are from Grandt Line, or homemade. Many of the vehicles and some of the railroad cars have been repainted, decaled, weathered and have additional details added to them.

There is also a display case on the wall at one end of his layout. Trains can be driven directly out of the display case and onto the elevated track shown in the city scenes. (Visitors really enjoy seeing that happen!)





As an added note, Dan took all the color photos with a 35mm Kodak Retina equipped with a 50mm lens on Kodak Ektar 125 film. Average exposure was 2 seconds at f16. He used both fluorescent and incandescent illumination and did not use any filters. The color accuracy of the shots is superb. Thank you Dan for sharing your realistic layout and photography tips with us.

The variety of the stories on these next two pages were submitted by 3 members for our reading pleasure. Enjoy!!!

LIONEL IN ALASKA

I recently visited Anchorage, Alaska to participate in a business convention. Before leaving home I checked my LCCA directory to find out if any fellow Club members lived in Anchorage. There were 15 LCCA members there and I decided to call the person with the lowest membership number who had been a member for the longest time.

Upon arrival and at my first opportunity, I called on Glenn E. Case, RM #4767 who my directory showed was the oldest (in terms of membership number!) LCCA member in Anchorage. He could not have been nicer and I was able to arrange a visit to his home which is also the site of "Case Model Train Repairs". According to his advertisement in the local Yellow Pages his train business is the only authorized Lionel Service Station in Alaska. I spent several hours one afternoon with Glenn discussing Lionel trains and the Lionel interest in Alaska and of course sharing some tales of our past experiences. Mr. Case has an office, an operating Lionel layout, an extensive Lionel collection and train repair facilities all housed in the basement of his home. Glenn is also a member of the TCA and TTOS in addition to the LCCA.

He talked about the two local Lionel clubs which he helped to found. The first one has an operating Lionel layout and the other meets the first Wednesday of each month at his house. Neither of these local clubs has an annual commemorative club car. In a city of about 250,000 people, two separate Lionel clubs is a very positive indication of the level of interest in Lionel trains and model railroading.

On the other hand, based on conversations with several more local model railroaders, I got remarks similar to those received near home regarding the lack of young people getting interested in Lionel trains, the price levels and concerns about what the future holds for collecting in general. I also heard comments about the good old days of garage sale purchasing of Lionel trains for 5 cents a pound (well maybe not quite that low!).

I also found the "Great Alaska Train Company". This firm is owned by Charlie Powell and has a license agreement with the Alaska Railroad Company to market products with their road name on them. I talked with him by phone and found out that he has a wide range of items including Lionel cars and engines painted in the prototypical colors and graphics of the Alaska RR. The items are sold at Tundra Arts and Crafts in Anchorage or you can write to him for a list of his products and mail order business. The address is:

The Great Alaska Train Co.
P.O. Box 210532
Anchorage, Alaska 99521-0532

Lastly, I visited the "Alaska Trains and Gifts" store located in the basement of Steve (RM #10440) and Carol St. Peter's

home. This is the only Lionel hobby shop in town according to Carol. I found that it was a well stocked store with new Lionel but had only a few older Lionel pieces at the time of my visit. I had a pleasant visit with Carol who told me about the custom train painting her husband does. Again they ship to anywhere and while I was unable to get one of his custom painted pieces because of the time of the year I was there (between the end of the tourism season and the Christmas holiday season) Carol told me to just let them know what I wanted and her husband could produce it.

When it comes to "old" Lionel in Alaska, I was told more than once to contact Glenn Case. There is no question he is extremely knowledgeable and if it is available he can probably locate and get it for you.

There were several more hobby shops listed in the Yellow Pages that I did not get a chance to visit. However, I feel I saw or was told about the majority of Lionel interest in the area.

Based on what I observed and heard, Lionel is alive and well in Anchorage. Also if you get up that way and Glenn Case has the time you will find a great Lionel collector/operator to meet. By the way, ask him to tell you about the greatest Lionel layout he has ever seen. What a layout!

Jim Kellow, RM #9018
765 Balfour
Grosse Pointe Park, MI 48230

ATTENTION READERS!!!

Jim suggested we ask if any of you have had an experience like his that you would like to share with us. While travelling on business or vacation, have you looked up fellow Club members and visited them or gone to local hobby stores to "shop" during your stay? If so, drop us a note and we may be able to make an article like Jim's a regular feature in *The Lion Roars*. Please include photos when possible. Here's an invitation to share your fun and enjoyable experience with other toy train lovers!

Your TLR Editorial Team

THERE'S A LOT MORE TO TRAINS THAN A MERE CIRCLE OF TRACK

One great thing about being a Grandpa at mid-life is, I get an opportunity to enjoy wonderment again through the experiences of curious, energetic grandkids. There is no better definition of the word fascination than the "Wow!" of a three-year-old running a train - with a little help at the controls from Grandpa. Best of all, I can justify to Grandma certain indulgences "for the sake of the grandkids" that might otherwise be non-negotiable. That is, buying more trains!

From collector-operators who are wiser than me, I've learned that this hobby can be enjoyed on many levels. Some return with nostalgia to their first experience with trains as toys during childhood. That special place exists in my memory, and it is a great place to visit. The trip in imagination takes me to Peoria, Illinois, at the 4 x 36 foot two-tier layout in the basement of the house. In my mind, I re-run the American Flyer Santa Fe diesel passenger set, the Atlantic steam freight set, and the 0-8-0 DC switcher locomotive, my favorite.

Second, one can learn a lot of useful information from the hobby - physics, history, geography, math, logic and more. In high school, I interpreted lessons about electricity through examples inherent in the model railroad: Parallel and series wiring, AC & DC, even Ohm's Law. I discovered some facts about geography by the routes of classic trains: The Super Chief, the Empire Builder, and in my own neighborhood, the Peoria Rocket. The simple circuitry in the layout foreshadowed college homework for Boolean Algebra and Logic. But had I suspected in my youth that trains were so "educational", I might then have avoided the hobby altogether!

Third, in mid-life there's an chance to reflect upon and perhaps improve through "20/20 hindsight" a deeper understanding of important family ties. The mostly mis-spent days of youth can be re-interpreted and to some extent redeemed through wonderful memories of a childhood hobby. For me, that focal point was the trains in the basement. The indirect support of my Dad - who since 1986 is running on a Higher Main Line - was invaluable. He supported my hobby with Christmas and birthday presents of trains, encouraged me to earn "train money" by doing lawn mowing, leaf raking, snow shoveling and other jobs in the neighborhood, and helped build my confidence through construction of the layout. Actually, he built most of it yet allowed me to believe I did it with his help.

Perhaps some adults temporarily retreat from the increasingly uncontrollable "real world" to a very manageable miniature world under direct personal control - their toy train empire. The mega-layouts I've envied in the train mags are wonderful, and I believe there is some measure of useful, helpful "psychological maintenance" involved in building and running a well-thought-through train layout. Thankfully, trains are cheaper than continuing traditional psychotherapy - and a lot more fun. The activity restores equilibrium, affirms as important personal accomplishment, and - like living a well-ordered life - it's no small achievement. Besides, the hobby is much more productive than just watching most TV programs, the activity of choice of near-brain-dead couch potatoes.

Later in life, another dimension to the hobby may emerge. With a commitment to "pass something on to the next generation", one can regard trains metaphorically. They symbolize important values...respecting reliability, affirming quality, taking care of things, nurturing creativity, maintaining a capacity for amazement. In the Mottler household, trains run around the base of the Christmas tree. While they transmit a holiday tradition, they also inspire continuity. Hopefully these lessons will be remembered by my children and grandchildren long after I've made the Final Run to the Great Roundhouse.

Probably there are as many "uses" of trains as there are collector-operators: some are investing in an appreciating asset, some are maintaining a livelihood through a train-related business, and others are contributing to a quality of life. For most train-types and for me, many of these uses are manifested simultaneously, and this further enriches the experience. There's a lot more to trains than mere circles of track.

Mike H. Mottler
RM #12394
Conway, Arkansas

(Editor's Note: Mike, the 53-year old grandfather of Chelsea and Stephanie, collects and operates Lionel and other O-gauge trains. His special interest is the Rock Island, one of the railroads that served his hometown when he was growing up in Peoria, Illinois, during the 1940's and 50's.)

RIDING THE RAILS

Seems like just yesterday I stood on the corner of 41st and Adeline Streets in between Emeryville and Oakland, California, and watched the Atchison, Topeka & Santa Fe passenger train heading out for Bakersfield, California. It couldn't have been 55 years ago.

There were about as many steam engines as diesels in those days, but the steam engines were the ones to watch, what with all their push rods and gears and steam whistles. And they blew those whistles at all the crossings. What a thrill it was. The diesels were great too with their show of power and the streamlined look, but became old hat after awhile, even when they sounded off their great horns.

As we grew a little older and became more brave and daring we used to put our pennies and, depending on how well off we were at the time, a nickel sometimes on the track and waited for the train to run over them and flatten them out. We were always afraid we might derail that big monster or, at the very least, be caught and accused of trying to do so. It was an exciting time of our lives. Must have been in about the 5th grade at the time. Sounds about right. Then came the terrible teen years and actually hopping a ride on the boxcars and riding the train all the way to 53rd Street. We didn't want to go any farther because a main arterial with signals was up a couple of blocks and we'd be caught for sure then. But what a tremendous accomplishment it seemed at the time.

Train rides are still a treat for me, so I am always on the lookout for that special ride. Maybe you are too, huh? Well, here's a dandy I've discovered.

The Sunday Oregonian out of Portland, Oregon, ran a news item on Russia and the other former Soviet Union countries making available their form of the Eurail Pass, or European Railway Flexipass and the Russian Flexipass. For a cost of \$298 per person for first class accommodations you can travel for four days in a 15-day period on any of the major routes in Europe, or \$198 for second class. Additional days can be purchased but are expensive, like \$65 a day for first class, or \$40 a day for second class.

By combining the Russian Flexipass with the Eurail Flexipass, a traveller could ride from Shannon, Ireland, to Vladivostok, Russia, which is across the Sea of Japan from the northern islands of Japan, and very close to Korea. The trip from Shannon, Ireland to Helsinki, Finland, could be done on a five-day Eurail Flexipass and the rest of the trip could be made on the Russian Flexipass with a one-day extension. Total cost would be approximately \$661 in first class and \$458 for second class according to the article.

Sounds like a tremendous adventure, and I'm now looking into the best way to get to Shannon, Ireland, which I'll discuss, maybe, in a later issue of *The Lion Roars*. For those of you who might be interested in this trip, you can contact the Rail Europe office in the United States by calling their toll-free phone number at 1-800-438-7245, or contact your travel agent.

Bob Sterling
RM #116
McMinnville, Oregon

(Editor's Note: Perhaps you've got a story like one of these yourself. If so, read about the Editorial Team on page 26 and how easy it is for you to become an author on page 27!!)

Over the post-war years, Lionel's Display Department produced thousands of standard displays to be sold at cost, to stores throughout the country. This service was provided by the company to help its merchants sell trains, thereby keeping Lionel assembly lines in full production.

Entirely new layouts were designed annually and the resultant displays were produced in the late summer and early fall. The huge displays were then shipped to stores throughout the nation where they were put into action until Christmas, to be witnessed by thousands of potential customers daily. At the end of the season and usually at the last minute on Christmas Eve, the individual dealers would sell the layouts to Moms and Dads who wanted to make these display layouts a special present to their youngster.

The display shown on this page is the original 1957 Christmas display from Purcell's Department Store in Lexington, Kentucky. This original is now owned by Winfrey Adkins, RM #7180 and is the center attraction at his Nostalgia Station (a toy train museum) in Versailles, Kentucky. A father purchased the layout on Christmas Eve, 1958 had it delivered to their home, set up...and the next morning his son was presented with the layout that had fascinated him so much during that Holiday Season. Winfrey purchased the display in 1986 from the original owner.

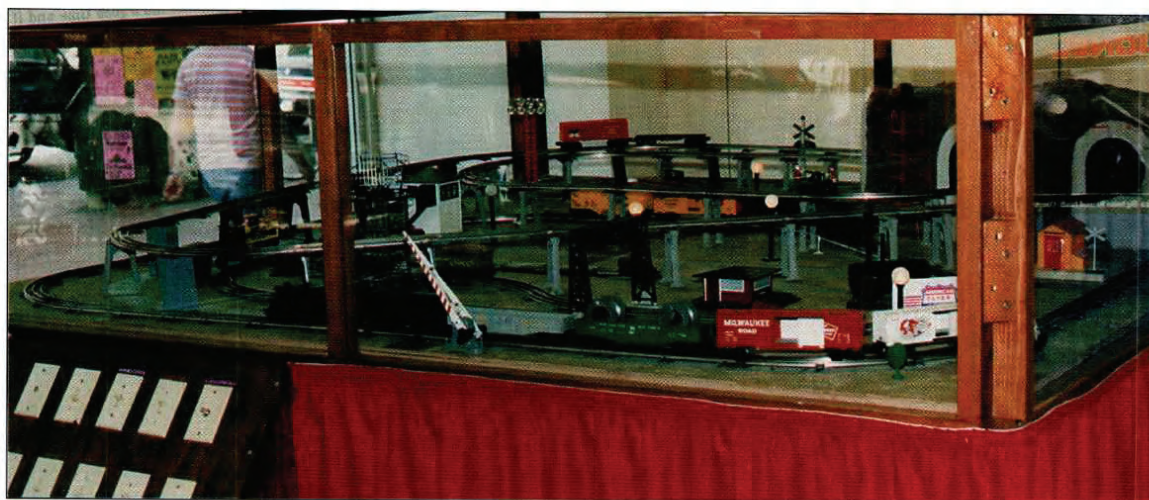
The layout consists of two 4 x 8 foot landscaped platforms—completely wired for operation of three full-size train sets, one motorized car and numerous accessories. This type of layout came with transformers, track, switches and remote control accessories. Train sets and cars were not included and had to be taken from dealer stock for demonstration purposes.

These island-type displays were action-packed, fascinating "Traffic Stoppers" and stimulated that urge to buy Lionel trains and accessories. (Editor's Note: For the purists, the Lionel number for this display is D-192. It is shown and listed in the 1957 Advance Dealer Catalog on pages 54-55. The layout and merchandise included on it would sell to the dealer for \$345.00.)

A replica of the 1957 Dealer Display is featured in the three photos on the facing page. This one was built in 1992 and is located at the Children's Museum in Lincoln, Nebraska.

Rob Kinsey, RM #10502
Lincoln, Nebraska





If you have a question, comment or anything that might be of interest to the Club, and don't have time to write an article yourself, just call me 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 a following issue. So let's hear from you, even if its just a suggestion for a topic of discussion. Letters are also welcome of course. 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.

LIONEL'S 1994 DEALER PREVIEW (Photos on pgs. 20-21) January 31 began this year's Lionel Dealer Preview at their headquarters in Chesterfield, Michigan. New this year, is their display in New York City at the Javitts Convention Center as part of Toy Fair. With my camera in hand and with my usual excitement, I visited Lionel Trains, Inc. Whenever I visit Lionel in Michigan, the first person I see is their cheerful receptionist, Irene McCracken. You can see Irene in Photo 9. If you've ever visited Lionel or called them on the phone, chances are you've had contact with Irene. She always greets you with a smile, a happy face, and a friendly voice.

With this issue you've also received the new Lionel 1994 Catalog. At 64 pages, its Lionel's biggest train catalog yet! By now you might have noticed something in the catalog that hasn't been there since 1969. We're not talking about anything you can run on your layout, we're referring to suggested retail prices. Lionel's Mark Gordon conceded that it was the response from our members at our convention that spurred this new policy. Lionel is quick to note however, that actual prices may vary from dealer to dealer. Dealers are free to set their own prices.

A TALK WITH LIONEL

One of the items we had hoped to see was a new transformer. While Lionel did introduce a new transformer for their sets, there was no word yet of a new "ZW type power" transformer. Lionel Product Manager Steve Saxton, told us that we might hear more about that later in the year. Dealers saw a sneak preview of new power and control systems demonstrated on the Lionel layout. We understand that this will include hand held remote control train operation. Orders cannot yet be placed, but work on new transformers and train control is definitely proceeding. Perhaps by the Stocking Stuffer release we'll know more and finally understand what "digital ready" is referring to.

We asked about the new I-beam cars and the new Maxi-stack cars. Last year these cars were not painted and merely molded in their colors. Steve Saxton confirmed that they had received complaints about this and have decided that on the premium cars, paint will be used. Premium cars include among others, the Maxi-Stack, the I-Beam flatcars, and the auto carriers. You might notice that several of last

year's items are listed in the new catalog. Mark Gordon explained that much the same as old Lionel did, several of the successful items such as the Toxic Waste car for example, will be carried over and offered a second year. Dealers will be allowed to place new orders for these items and Lionel will be running them again. They will be run exactly as they were last year, with the same numbers and paint schemes. Though it is not their intent to make variations, I'm sure collectors will carefully look over any second runs.

The Disney EP-5 electric will be the first EP-5 since the post-war era to include an operating horn.

Steve Saxton mentioned that the die for the SP type caboose featured in five of the 1994 sets is on its last legs. It is probable that at some time during this year, a new mold will be ready and in use. Steve couldn't pinpoint exactly when the change will happen, but he did explain some of the changes being made. The spacing on the windows will be different and this will be the easiest way to tell when the new tool is being used. The new spacing will allow a wider variety of graphics to be used on the caboose. The new tool will mold the sides and bottom as one piece, and then a separate piece will be molded for the top. This will allow the possibility of different variations on the top.

The new SD-60 (see Photo 10) has several new features. The truck side frames will be new. This will also be the first engine to feature the new RailSounds II. This new sound system will have several improvements over the original RailSounds. First, the sounds will be unique to the engine. We won't have every engine sounding exactly the same. Secondly, there will be battery back-up system. Although the sounds will operate on track voltage without the batteries, the back-up system will allow the sound to continue for a period after the track power is turned off. This will eliminate one of the most unrealistic features of the current system - the complete and instant shut down of sound when the train stops. The new Santa Fe Mikado is also planned to feature this new sound system.

This year's Service Station Set will feature the first mixed train Lionel has ever offered. The graphics on the RS-3 were particularly sharp and appealing to this New York Central fan. The passenger cars were also impressive. I questioned Mark and Steve as to whether more passenger cars might follow. While I wasn't given a definite answer, you know Lionel policy on revealing future production, it didn't seem to be an unrealistic speculation.

LIONEL - BEFORE KINDERGARTEN

Not featured in the regular catalog is a new line that Lionel is premiering at the Dealer Preview. Photo 1 on page 20 shows the first entry in the new Lionel Preschool line. The World of Little Choo Choo is geared for the very young and offers some special features. The set is made of hardwood and plastic and runs without track. No wiring is needed and it runs by remote control. Notice the engineer at the right side of Photo 1. That's the remote control unit. By twisting the cap on the engineer's head, you steer the loco. The tender holds several slabs of coal which can be inserted into the loco. Not shown are several figures which can ride

in either the top of the caboose or the loco cab. The loco wheels have a rubber tread to ensure traction on most any household surface. Mark Gordon informed us that this was just the first item in the World of Little Choo Choo and additional items and accessories were planned.

COLOR ME CREATIVE

Also on display was a special uncataloged set which will be available through dealers. Photo 2 shows the Crayola Crayons Train set. The set features a Crayola Industrial Switcher in typical Crayola trademark and colors we remember from our childhood. The Crayola gondola in Photo 4 features a set of 24 washable crayons. The photo shows a prototype and not an actual production piece. In the photo, blue styrofoam is used to support the crayons. This will be replaced in the production run with plastic or cardboard. Photo 5 is the box car which will be supplied without graphics. The car will have an orange roof and ends, but the white front and back will be just that, white. The washable crayons can then be used by the child to personalize the car. The car in the photo gives you an example. The set ends up with a red Crayola caboose as shown in Photo 6. Steve Saxton told us that the graphics would probably change slightly with the red crayon replaced with a different color for better contrast. The caboose is not illuminated.

Rounding out the set is O27 track, transformer and a special paper playmat with outlines, ready to be colored in with the crayons and creativity of the children. The only thing missing from the set is the crayon sharpener. The Binney and Smith Crayola trademark design is also carried out on the set box, which has the appearance of a large box of crayons. This set is obviously designed to sell inexpensively and to provide a great deal of play value for children (and train nuts).

THOMAS AND FRIENDS

In addition to the regular catalog, Lionel will also be releasing a special Thomas the Tank Engine & Friends Electric Train System catalog. This catalog will feature several new Thomas related trains and accessories. The Thomas set is being expanded this year to a deluxe set which will include several items not found in last year's set. Three figures are now included featuring Sir Topham Hatt, a conductor and a driver. See Photo 7. The figures are cleverly designed with a removable base which allows the character to ride inside the engine or coaches.

The new set also includes a new sound system for Thomas. This is a separate unit with six push buttons, see Photo 7. Each sound is individually activated by pushing a button. The sounds include a Thomas whistle, chuffs, squealing brakes, Thomas theme music and two voices saying "Well done!" and "You're a really useful engine!" Two AA batteries are supplied along with a belt clip that lets you take the sounds with you.

The deluxe set will also include three thin plastic faces which can be put on over Thomas' face to change his expression. New facial expressions include surprised, tired and angry. Finally, a large vinyl playmat will be included. This full color playmat features detailed graphics of the Island of Sodor and has a full size track pattern. (See Photo 18.) Additional track and switches would be needed

to fill the entire track pattern. This year the Thomas track will have the track ties molded in yellow instead of brown. Lionel will be selling additional track separately. Manual switches with yellow ties and new larger handles for small hands are available separately.

A new style blue transformer will be included. This transformer uses a power cube at the wall with the blue box providing speed and direction control. See Photo 13. The price for the new deluxe set is \$199.95.

There's no reason for those who purchased the original set, which retailed for \$169.95, to feel they've missed anything. Lionel is offering a Thomas Play Pack, allowing last year's purchasers to upgrade. The Play Pack includes all of the extra items in the deluxe set and has a suggested retail price of \$29.95.

Thomas is being joined this year by another of his friends being produced by Lionel. A new set called James and the Troublesome Trucks will premier. This new set is shown in Photo 15. This set includes a circle of yellow tie Large Scale track and the new transformer, similar to the one supplied with Thomas, except in red to match James. See Photo 13. James is bright red and slightly larger than Thomas. James also has pilot wheels and a coal tender. Mechanically, James uses the same motor and drive system that is used by Thomas.

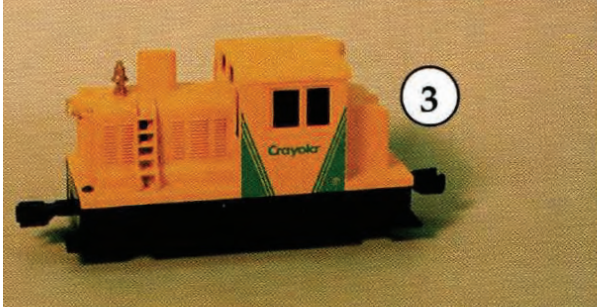
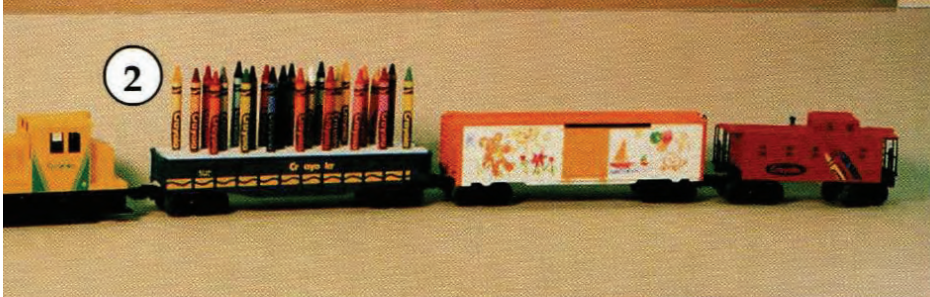
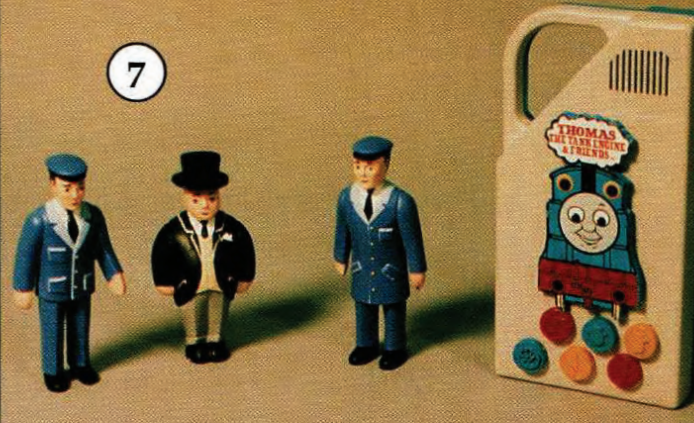
Along with James are the Troublesome Trucks, a pair of gray gondolas with faces which are pulled by James. This set also includes a set of three face covers to change James' expression. The faces include surprised, tired and sad. The faces are shown along with the Thomas faces in Photo 8. Each of the Troublesome Trucks also include three interchangeable faces of their own. Just as in the Thomas set, hook and loop couplers are used. This set has a suggested retail price of \$179.95. Both James and the Troublesome Trucks are available separately. James the Red Engine retails for \$79.95 and the Troublesome Trucks for \$29.95.

Finally for Thomas and friends is the Thomas Building Pack. This includes a set of three colorful buildings which will easily snap together. The buildings include Wellsworth Station, with a lift-off roof, a windmill with blades that turn and a water tower with a spout that moves up and down. The set has a suggested retail price of \$29.95. (See Photos 11, 16-18.)

THAT'S IT FOR NOW

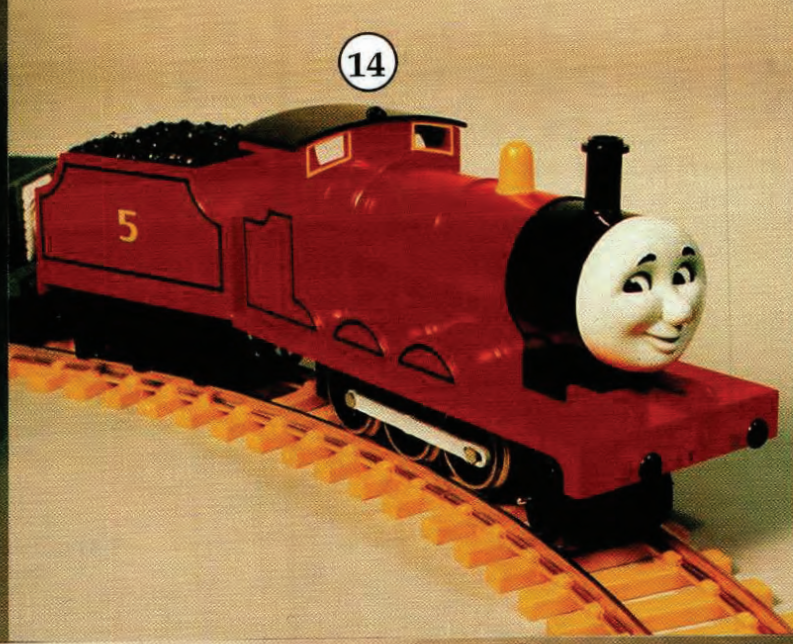
Well, there it is for another year. We've all heard talk about how train companies are not doing enough to get new blood into the hobby. I think it's obvious that Lionel is making a concerted effort in that direction. Probably because they realize the importance of expanding the number of us who know how much fun railroading can be. Once again, I'd like to thank the folks at Lionel for their help and cooperation in getting this information to you as quickly as possible. Best wishes and hope you find what you're looking for in the new Lionel catalog.

Bill Schmeelk, RM#6643
15 Birchwood Lane
Hillsdale, NJ 07642
(201) 358-1955

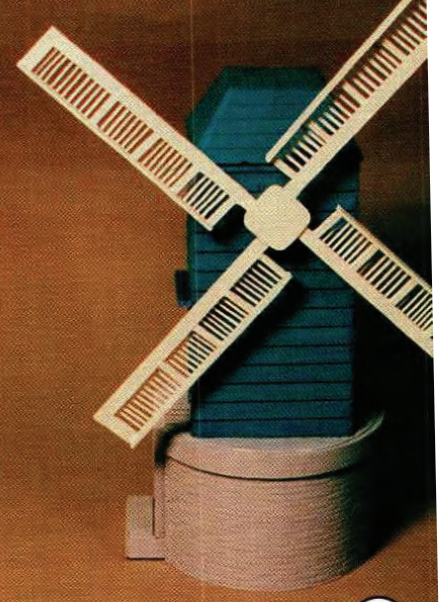




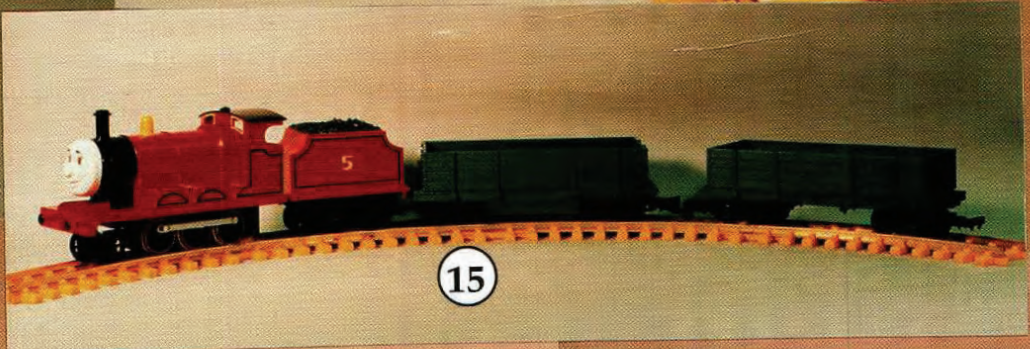
11



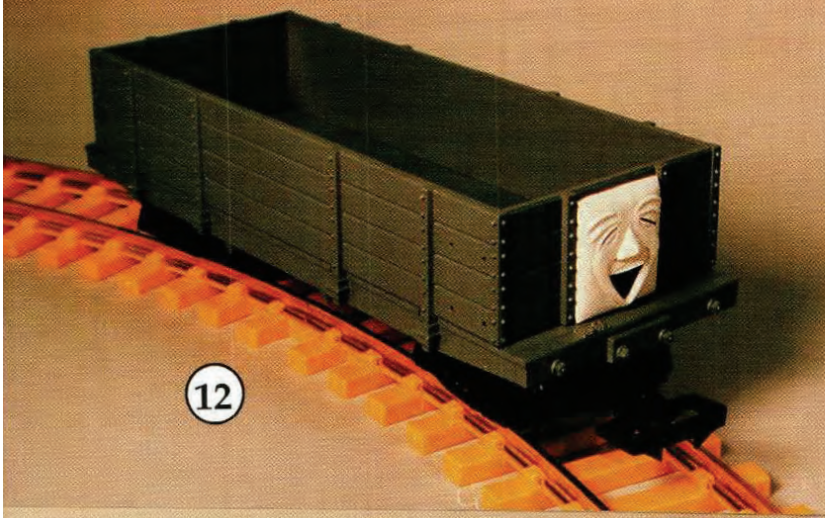
14



16



15



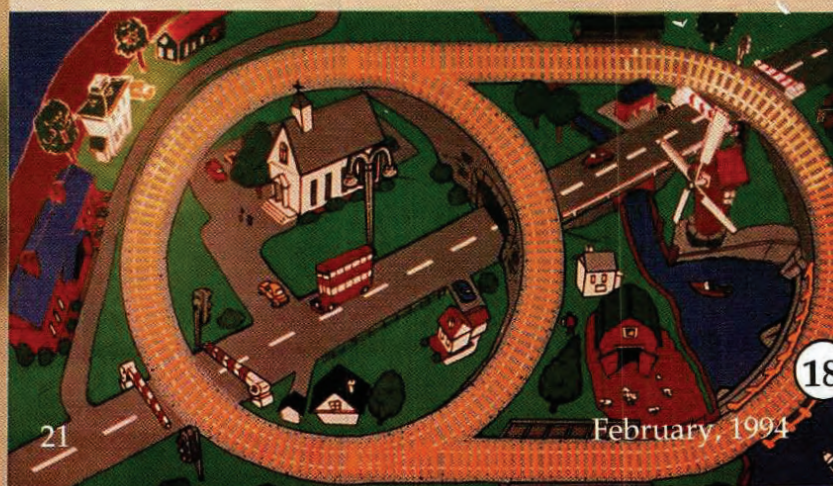
12



17



13



18

Here's some information I would like to share with the members which was discovered while constructing my layout several years ago. I wanted the action of operating signals but, did not want to have any loose sections of track which would be needed for the 153C pressure sensitive switch to function.

What I came up with is an inexpensive substitute for the 153C contactor switch. The cost of the project is around \$5 and it uses readily available electronic equipment and an insulated outside rail for the circuit.

First of all, determine what direction and distance down the tracks you want the device (the #153 block signal, #450 signal bridge, etc.) to activate and select an outside rail in that area of your layout. Be sure to use insulating pins at each end of the insulated portion of track(s).

Using a rectifier (which changes the transformer's Alternating Current output to Direct Current) and a relay (that completes the circuit for one or the other of the green and red bulbs) wire the circuit and components as shown in the drawing to the right.

For those who are unfamiliar with terms, "N.C." (at pin #4 of the relay) stands for Normally Closed position, so you would wire the green bulb of the signal to it. "N.O." means Normally Open so you would connect the red bulb to pin #5. The signal will operate prototypically. When your train approaches it, the signal will change from green to red in order to warn other trains that the track is in use.

The way I set-up the device was to cut a 4" x 6" piece of wallboard, drill holes for the rectifier and relay leads to go through, then put them both on the board, wired the two together and leave only the five wires* hanging out to hook up to the circuit components as illustrated.

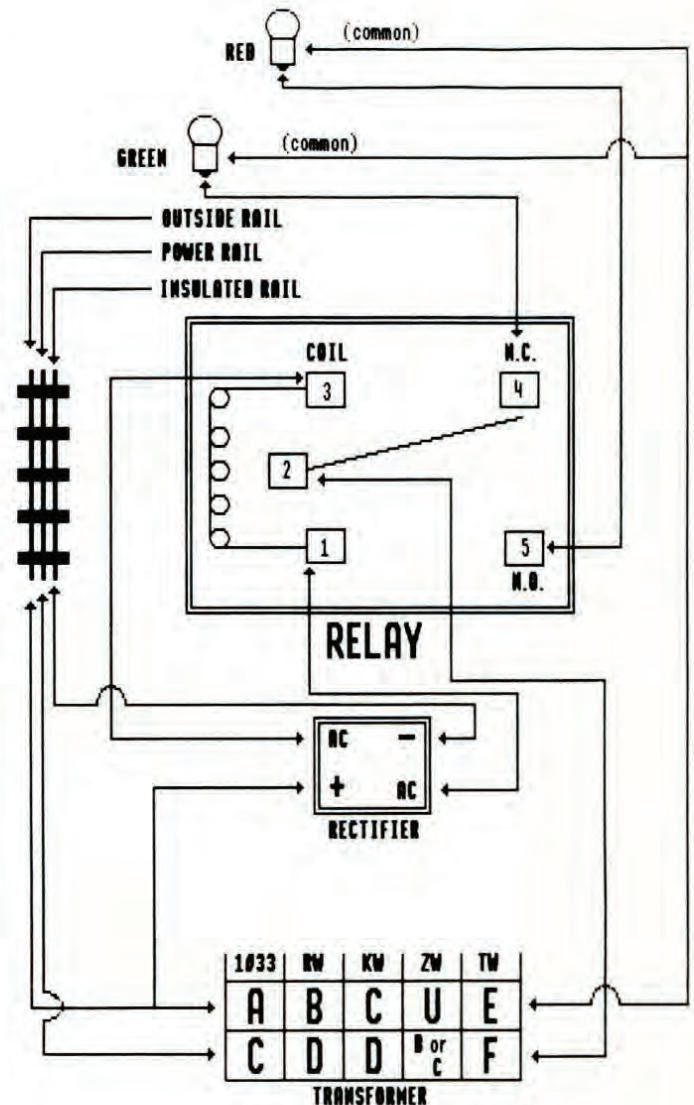
*(Power, insulated rail, ground, green and red)

The Radio Shack pieces suggested to use are:

- #276-1185 Full Wave Bridge Rectifier
- #275-248 12VDC PC Relay SPDT

You must make up a complete new one for each place the 153C is needed, but at least you don't have to leave any track sections loose to accommodate the contactor type switch.

Kenneth L. Griffin
 RM #11779
 Van, Texas



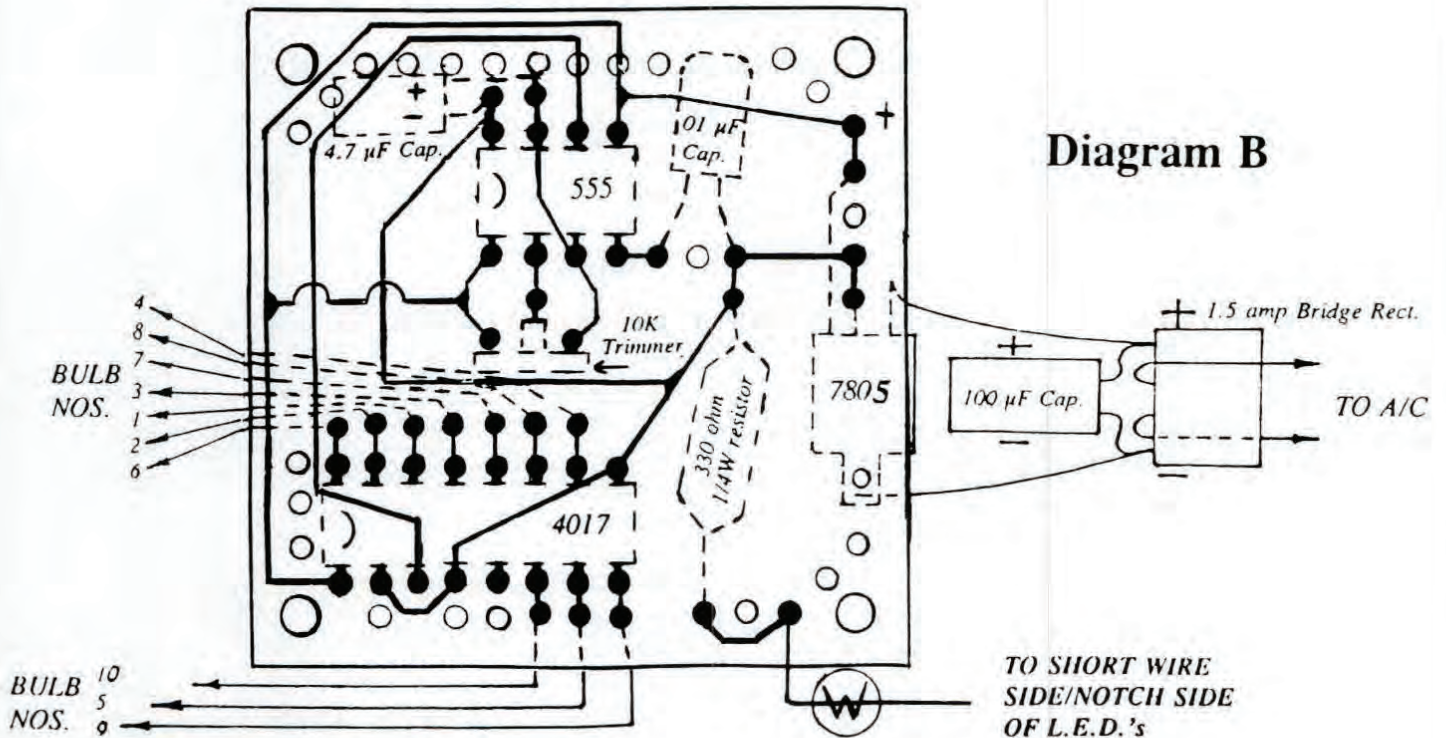
(Editor's Note: Just in case you may want to substitute for the Radio Shack pieces listed in the article, here are their specifications.

The Full Wave Bridge Rectifier is rated at 25 amps and 50 volts. The Single Pole Double Throw Relay is capable of handling up to 10 amps of current. A slightly less expensive SPDT Relay #275-241 is only rated at 1 amp and should not be used for this project.)

Oops! Pardon us, we **incorrectly** drew the electronic board sketch sent to us by Bob Lamas for his article on *Action Signs* in the December, 1993 issue of *The Lion Roars*. The correct drawings are shown on this page. Please refer to them in order to construct the electronic circuit. I apologize for any inconvenience the mistake may have caused those of you who attempted to build it.

Don Carlson, Editor

Diagram B



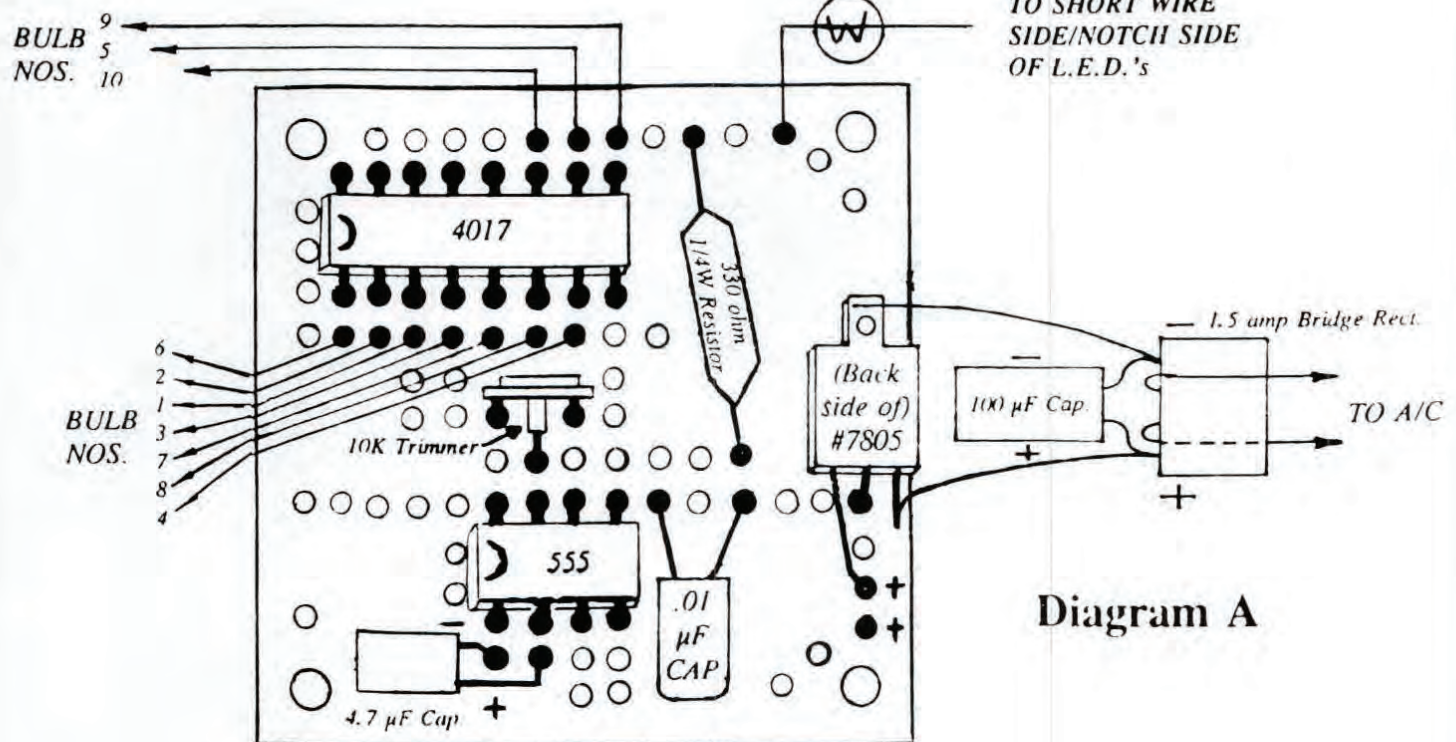
TO SHORT WIRE SIDE/NOTCH SIDE OF L.E.D.'s

TO SHORT WIRE SIDE/NOTCH SIDE OF L.E.D.'s

TO SHORT WIRE SIDE/NOTCH SIDE OF L.E.D.'s

TO SHORT WIRE SIDE/NOTCH SIDE OF L.E.D.'s

Diagram A



LIONEL VS. K-LINE IN THE GOODYEAR BOWL

Gather around the radio, you of the new wave rubber tire traction faction, for the replay of a New Year's day match-up that kept the kids away from the TV until The Three Stooges came on. What it was, was smash-mouth railroading, in-your-face coupler crunching loco-motion.

While the nation's college football food chain was filling out its final form for 1993, products of Lionel Trains Inc. and K-Line met in a "Turn 'til you burn" test of raw tractive effort. And while we could not get the Goodyear Blimp to shoot aerial pictures for us, a Goodyear tank car was stationed nearby to remind us as Bob Garrott, RM #5939 put it, that "This is where the rubber meets the (rail) road."

The challenge was issued when a K-Line S-2 switcher wandered onto the "O" Gauge Tennessee Central. The S-2 has 2 can motors, 4 traction tires, similar to the Lionel RR Club GP-38. The S-2 weighs a bit less and is shorter. Both locos are examples of modern toy train technology and both will pull a mess of cars. The inevitable question was "Who's the boss??"

The games began early, even before the Nittany Lions had their morning orange juice. A segment of straight and level track was chosen for the Goodyear Bowl site. Lionel's Sager Place and The Tennessee Central's observation cars provided elevated viewing platforms. (Photo 1.)

The Lionel and K-Line Engines were positioned in front of the Goodyear tanker. Their E-units were locked in opposite directions and power was applied. The GP surged across the line of scrimmage shoving the lighter, shorter S-2.

The ZW opened up and the "K-Liner" bit down, stopping the geep after a gain of 2 car lengths. The locos strained against each other but Little "K" yielded yardage and eventually points. The Geep pushed the S-2 right out of the photo-finish camera's view. (Photo 2) The Lionel took 5 of 6 trials in the brute force category. A helpful three year old was flagged for interference during the final test. (Note that the Rambler is a professional tinplate test pilot. Do not attempt these stunts in an unventilated room or with items for resale.)

The Lionel also narrowly won the High Tension MVP for a sleep inducing steady 7 scale MPH for about 5 minutes in the Low-Speed-Without-Stalling contest; but those results were influenced by the regular derailments of the S-2 on every curve it encountered. Little "K" seems to have very rigid truck suspension. The S-2, between curves, was equally boringly smooth at low scale speeds as the Lionel. Face it folks, the ref is biased. He likes to watch 'em RUN.

POST GAME SHOW

Not a bad showing there, Little "K", you took it right to Big Number One and won a measure of respect. But you couldn't quite push into Big "L"'s territory. Diverting from your game plan, and the track, helped your opponent put this one in the sack, and you back in the original box. Solve that tracking problem Little "K" and you'll be dangerous—

Congrats Big "L", but don't get the big head. If they put wider Goodyears on that baby, add a little more weight and increase that pivotal flexibility those guys are competitive. And if they ever field a Dash 8 it will be a new ballgame.



Photo 1: The contestants square off in a face-to-face contest of raw power on the Tennessee Central.

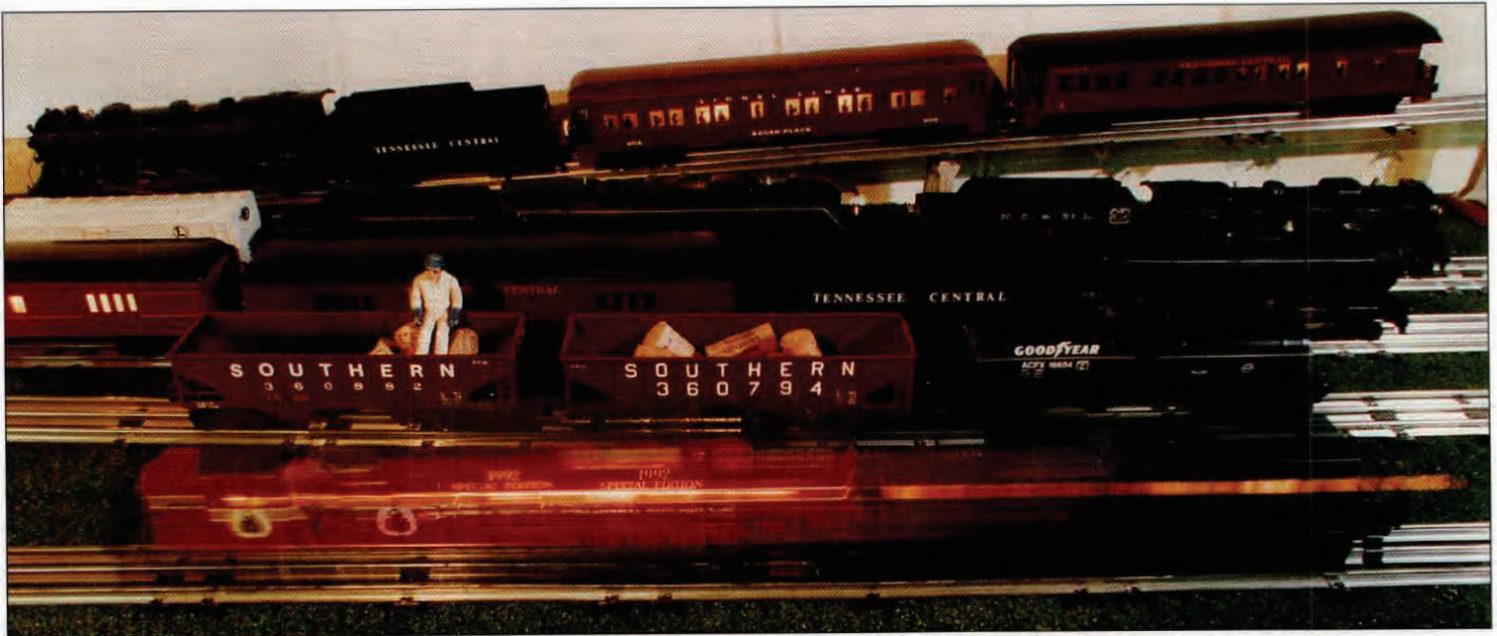


Photo 2: Multiple exposure shows Lionel GP-38's progress as K-Line loco is pushed away.

THE POSTMAN COMETH

Don't Fence Me In—

The Rambler stands admittedly amazed by reader response to the Stockwatch item in the August "Lion Roars". James Berger, RM #6569, and Robert Amling, RM #9116, added detail to the scoop we had in the last issue. Thanks to all who helped set a city boy right on the basics of bovine behavior.

Oops—

The ink on this year's Lionel Stocking Stuffer catalog was still damp when Virgil (RM #12144) King's letter was tossed off the mail train at Hixson, Tennessee. King is a 1:1 scale railroad man in real life and a 3 rail operator in after-real life. He is a connoisseur of the CSX RR and some of its ancestors and he may have painted about as many model diesels as the CSX has real ones. King allowed that Lionel had painted the new 40C-8, #7500, the wrong color. According to King, "—the 7500 CSX is solid gray with blue numbers and letters. A poor selection of number" (on Lionel's part).

A little Rambler research provided proof almost positive that King is correct. CSX 7505 and a slow freight made the Rambler late for a date recently. That engine matches King's description. Maybe Lionel looked at CSX #7558. That one is in the color scheme like Lionel's. But there's hope. The 7505 was in severe want of a paint job when she delayed this reporter. Perhaps the CSX will repaint 7500 and her ghostly gray sisters to match the Lionel model. Talk about trend setting—perhaps Lionel is "previewing" the future for us.

But There's a Hitch—

The "Eagle Eye" award for 1993 goes to Tony Keenan, RM #11085, for catching what the rest of ya'll missed. Refer to photo #4 in the August 1993 edition and check out the double headed post war steamers. And you thought that was a faked photo! Tony knew better and wrote to express interest in a "How-we-did-it" article. Now double heading is something the Rambler has been trying to accomplish for about 40 years.

Its easy to see why Mr. Cowen only equipped short body switchers with front couplers. And Mr. Kughn's can motored marvels and friction free freight cars have made double heading as obsolete as buzzing E-units. However, if ya'll readers show sufficient interest we will take you through the process. Tony has offered to preview the sequence of steps and comment on the level of difficulty. Be warned; this kind of surgery ain't for the faint hearted or investment minded. Thanks to all who wrote or called. The Rambler's like an ole tube radio—it's the feedback that makes him howl.

DOWN THE ROAD

Best Locomotive Contest ENDS March 1. Vote NOW!!

Thomas and the Bogie Man.

Home made trains.

The 1994 LCCA Convention in Chattanooga! See You There!

(Sneak preview photo below of some items that will be there!!)

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



Photo 3: Some early mock-ups of 1994 Convention items.

A LETTER FROM THE EDITOR (WITH THE TEAM'S INTRODUCTION!)

It is with great pride (and some very welcomed relief for your Editor!) to announce the *initial* set of members that have stepped forward and will be assembling your *Lion Roars* in the future. Listed in alphabetical order on the top half of this page are the three newest members to your TLR Editorial Team! The second half of the page covers the LCCA members who have volunteered to submit articles as a series or on a continuing basis for a variety of Lionel related subjects.

First of all, **Bob Amling** RM #9116 will be inputting text onto disk, proof reading articles and with his good writing skills make himself available for assisting the members with turning their ideas or drafts into a finished article. (Bob is in communications with a nationally based company.) He also will answer repair and layout questions, drawing upon his own experience and from other knowledgeable operators. With enough interest, we would like to start up a regular column on operations, repairs and maintenance to our Lionel treasures.

Next is **Mike Burdick** RM #15898 who will also handle text inputting, proof reading and ghost writing as well as drawing upon his excellent skills with the English language to be our "grammar guru". (Mike is a collegiate level English professor with many books published and is also a contributing editor to a gun collecting club's newsletter.) We welcome his assistance and expertise knowing we can count on Mike to furnish easy to read and understand information within the articles throughout this publication.

Our official *The Lion Roars* photographer is **Ed Richter** RM #13075. He has access to many Lionel items in collections throughout Florida and the Southeast United States areas as well as a professional studio to stage the shot, take photographs and process the film. He can generate the photo(s) of the item(s) in your article for you. This can be accomplished by either you shipping the item to him or his borrowing an identical piece from a local collection. Please contact him directly for complete details. Ed's contribution will provide high quality pictures and scenes for us.

Articles, ideas, questions or materials may be submitted to the TLR Team members or Editor as follows:

Bob Amling 2023 Coyle St. Brooklyn, NY 11229 (718) 934-2548	Mike Burdick 1568 Boone Dr. Cookeville, TN 38501 (615) 528-6095	Ed Richter 2008 Paprika Dr. Orlando, FL 32837 (407) 851-8382	Don Carlson 25478 Keeler Redford, MI 48239 (313) 533-1033
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In addition, here's background on the TLR Team members who have offered to contribute regularly or author a series of articles for several issues of *The Lion Roars*.

Included in the "series" article authors are **John LaLima** RM #13498 of Englishtown, New Jersey, who will cover the extensive Post-war era of Lionel (where many LCCA members spent their childhood)...and **Nelson Williams** RM #14062 from Floral City, Florida, who will show and discuss Early and Standard Gauge trains in his vast collection (his first articles have been published in the previous two issues). We are looking forward to bringing their information to press for the membership to enjoy.

Continuing as regular, every issue contributors are **John Coniglio** RM #4891 (known as the Three Rail Rambler) from Chattanooga, Tennessee, and **Bill Schmeelk** RM #6643 (author of *Lionel News and Views*) from Hillsdale, New Jersey. **Both of these long-time LCCA members have written for TLR for more than ten years!!** Again, we will look forward to their dedicated participation each issue to bring us informative and entertaining articles with excellent photographs.

And yours truly, Don Carlson RM #6766, will continue to be an active Team leader who can now concentrate on the content and layout for each issue of *The Lion Roars*. (*Editor's Note & Plea: Would the member from California who wrote to us please contact either Chuck Seddon or me. In the paper shuffle, your letter was misplaced and we still want to contact you! We'll connect with the others who've inquired and if anyone else is interested, please drop us a note or call.*)

All of these TLR Team and fellow LCCA members are available to assist you with your idea or article. Make use of the service any of us can offer so that you too can become an author! We truly want to hear from you and be best able to cover the full spectrum of Lionel that exists within our Club. To get you started, there's a set of easy to follow guidelines on the facing page as well as the reprint of a previous article covering the aspects of taking photographs on pages 35-39.

Don Carlson

Now that we've got this great Team together, we are asking for your assistance by soliciting an article or idea from you. It's really as easy as 1, 2, 3 to submit an article for your Club's bi-monthly issue of *The Lion Roars*. Here's some guidelines to help all of us get your article to press!

1. Text -

The text can be submitted in typed or handwritten format as well as on computer disk. *Please don't hesitate to submit your article if your only method of delivery is to write it out by hand.* Just write clearly and printing is easiest to read.

If you can furnish the text for your article on an IBM compatible disk, also send a hard copy for reference. It helps if the file is in ASCII format or the type of word processor is identified (for example, Microsoft Word, Word for Windows, WordPerfect, etc.). Both 3 1/2" and 5 1/4" disks are acceptable. All disks sent in will be returned to the author.

2. Photos -

Photographs really add to an article and will bring out the story of the text. Color prints or 35mm color slides can be used for your article. (We've gone to full color throughout the magazine except for vintage photos, advertisements or catalog illustrations.) Prints are easier to work with than slides and furnishing the negatives gives us the best opportunity to size your photos for the article. You don't have to be a professional photographer and there is a reprint of an earlier article for taking pictures on pages 35 to 39 in this issue of *The Lion Roars* that gives you some very helpful tips.

Handling and mailing your photos is very important. If you want to make a special note about a print, to indicate a caption or number, please use a post-it note and write on the note before placing it on the print. Also, place the photos in a separate envelope or between blank pieces of paper to avoid them from getting scratched. When mailing, always add a cardboard stiffener to prevent the photos from getting bent. Do not tape, glue or use a paper clip to hold the pictures on a piece of paper. Anything that leaves a mark or scratch on the photos will show up when printed and really take away from the picture.

All photo materials will be returned to the author. *(Please note that prints may be cut down from their original size to best fit the page, so save a set of good copies for yourself before sending them to us!)*

3. Timing -

Articles need to be received at least 45 days prior to the scheduled release date of an issue. This allows 2 weeks to work on the article and about 1 month for the printing, envelope stuffing and mailing. *The Lion Roars* is published 6 times a year based on the following schedule:

<u>Issue</u>	<u>Article to Team by</u>	
February	December 15th	<i>For everyone's benefit, it is better to send in your articles well prior to the deadline.</i> Given an ample amount of lead time before the article is scheduled to be published, we can work with the author to create a type-set "proof" copy complete with a photo layout for all to review before we have to go to press.
April	February 15th	
June	April 15th	
August	June 15th	
October	August 15th	
December	October 15th	

It is really as easy as 1, 2, 3 to see your idea or article in print. With this great Team of ours ready, willing and able to serve you, assistance is only a phone call or letter away! Besides the pride you can take by seeing your masterpiece and name in print, we will furnish you with reasonable quantities of additional copies of the issue for your efforts.

So please share your Lionel experiences and come join us in keeping *The Lion Roars* an outstanding publication available exclusively to the members of the LCCA!

Your TLR Team

SET "A" \$375.00



SET "B" \$125.00



SET "C" \$145.00



SET "D" \$225.00



SET "E" \$115.00



SET "F" \$145.00



SET "G" \$130.00



ITEM "H" \$90.00



PAST YEAR COMMEMORATIVES FROM CLUB ARCHIVES SALE CONTINUES

The sale of commemoratives from the Club's archives announced in the December, 1993 issue continues. Response has been very good to date with many members sending in their entries. As a refresher, it was the Board's decision to deplete the archives and that this could be accomplished in the fairest and best manner through a lottery system. Starting this month and continuing for the next several months, separate items or sets consisting of two cars will be available for all eligible Charter and Regular LCCA members. The number of items/sets is very limited, so only one entry per member per item/set. All duplicate entries for the same item/set will be ignored for the drawing. Act promptly to get in on this great opportunity.

The procedure to enter this special lottery is as follows:

1. In an envelope, send **only one** 3x5 card per item/set with your name, address and membership number to:

Commemorative Program
c/o Harry Overtom
3409 Fleetwood Dr.
Lexington, KY 40502

2. Above your name on the 3x5 card indicate the item/set you are interested in and its price. (eg. Set "D" \$225.00)
3. You must include a **separate** check or money order for each item/set you wish to purchase. The cost includes shipping charges.

(PLEASE REMEMBER TO SEND A SEPARATE CHECK FOR EACH ITEM/SET ENTRY.)

4. Cards must be received within 5 days of the scheduled date of the drawing.

(PLEASE REMEMBER TO SEND EACH ITEM/SET ENTRY ON ITS OWN SEPARATE INDEX CARD.)

5. On the scheduled date, a drawing of cards will be held. The number of cards drawn will be equal to the number of commemoratives available. The winners checks will be cashed and their cars mailed to them. Non-winners checks will be promptly returned after the drawing date.

LISTING OF AVAILABLE SETS/ITEMS

Item	Number	Description	Cost	Draw Date	Quantity
A.	9727 9118	Tennessee, Alabama & Georgia Box Car (1973) Corning Quad Hopper (1974)	\$375.00	SOLD OUT	0 Sets
B.	9155 9259	Monsanto Tank Car (1975) Southern Baywindow Caboose (1977)	\$125.00	SOLD OUT	0 Sets
C.	9728 9733	Union Pacific Stockcar (1978) Airco Box Car (1979)	\$145.00	3/1/94	25 Sets
D.	8068 9358	Rock Island GP-20 Diesel Engine (1980) Sands of Iowa Quad Hopper (1980)	\$225.00	3/1/94	24 Sets
E.	9435 9460	Central of Georgia Box Car (1981) Detroit-& Toledo Double Door Box Car (1982)	\$115.00	4/1/94	38 Sets
F.	6112 7403	Commonwealth Edison Quad Hopper (1983) Louisville, New Albany and Corydon Box Car (1984)	\$145.00	4/1/94	38 Sets
G.	6567 6323	Illinois Central Crane (1985) Virginia Chemicals Tank Car (1986)	\$130.00	5/1/94	32 Sets
H.	17876	Columbia, Newberry & Laurens Box Car (1989)	\$90.00	5/1/94	59 Each
I.	n/a	Virginia Chemicals Tank Truck (1986)	\$45.00	5/1/94	23 Each

TRACKSIDE 2

If you believe that variety is the spice of life, then you are bound to like the layout put together by Stephen Hunt, RM #14038 of Wellington, Florida. Like many homeowners in the Sunshine State, Stephen resides in a house with no basement. He decided to see how many different scales of electric trains he could fit onto a 5 x 6 foot coffee table. Covering his board with Astroturf, Stephen finished the edges in oak. His original plans called only for a G gauge train, but he soon decided to "shoot the works" and see how many different sized trains he could fit into a limited space. As the accompanying photos show us, Stephen arranged his tracks (from the center of the board out to the edge) in the following order: Z, N, HO (3-rail Marklin), 0/027, S, Standard, G, and HO (2-rail). Steve tells us that he added the outer HO loop after he "finished" his board and suddenly realized that he had plenty of space remaining outside his G track! Using three transformers (one for the large scale DC tracks, one for the AC tracks, and one for the Marklin DC tracks), Stephen usually runs up to four trains at a time on every other track, although he occasionally runs as many as six at a time. Stephen installed two speakers underneath his board in order to add more realism to his layout, and he also hooked up a stereo speaker control to help him regulate the sounds. A close look at one of the photos reveals that we can almost hear Mickey and Minnie huffing and puffing as they operate their handcar! Steve owns about three or four examples of every manufacturer in each gauge.

One thing about Steve's layout: It will never bore anyone with "those same old things"! Thanks for sharing your wonderfully diverse layout with us, Steve.



Over the years, I have spoken to quite a few Lionel trains collectors about joining the LCCA. As an LCCA member, many benefits of membership are obvious to me and I can readily present them to a prospective applicant. First, *The Lion Roars* is a high-quality, bi-monthly magazine with great photos and many interesting and informative articles. Second, *The Interchange Track* provides an excellent marketplace for Lionel items whether you're looking for the oddball or common place. Third, the annual conventions are terrific and make great vacations! After having attended several conventions of each of the major train collecting organizations, I can honestly attest to the fact that LCCA conventions are second to none. Finally, I relate some of the other benefits including the convention cars, special souvenirs, membership directory, etc., etc.

However, at this point, the potential member usually raised the question - "What about train meets?" Until recently, my answers were vague and a little evasive. I'd say there are meets because they are advertised in the Club's publications, but honestly don't know much about them because I'd never attended one. To this I often got an "oh", and in many cases, so much for the discussion.

In the Central Pennsylvania area, anyone willing to drive up to an hour and a half can pretty much attend a train meet any weekend they choose. Undaunted by this fact, fellow LCCA member Barry Keener (RM #728) and I both felt that there would be an opportunity for another meet, an LCCA Meet, if promoted properly. We selected the York Fairgrounds as the site for our first meet held in November, 1992. To us, the site selection was obvious - central location, good facility, good parking, room for expansion and the "name recognition" all rolled into one package.

That first meet was a big success with 143 tables sold, 101 LCCA members and family attending along with the general public for a total admission of 561. Our second meet was held on November 28, 1993. Although the total number of tables sold and general admission were down slightly from the first meet, the LCCA number more than doubled to 205!

Future meet plans include more table holders (by lowering the table fees), large train dealers, parts vendors, public displays and operating layouts. These initial two meets were held in the Old Main Hall (Red Hall). Although only half the Hall was filled each time, with continued support we know that we will soon be filling that Hall and we are already eyeing the White Hall next door!!

If you are in the area, why not make plans now to attend the this year's LCCA York Meet scheduled on November 27th. If not, I would encourage you to attend an LCCA meet in your area. If there is none, why not get together with a few friends and plan one. All of the information you need is readily available from the LCCA Vice President.

Russ MacNair, RM #10258
Landisville, Pennsylvania



FROM THE PRESIDENT'S DESK:

In December, I met with Tom McComas of TM Books and Video. At that meeting, the Club achieved another first. We will be the first club to provide a professional video record of one of our annual conventions! TM has produced excellent tapes for many years and has received numerous accolades for their work. Our tape will be 60 minutes in length and will show the Lionel factory and Visitor's Center, Carail, Madison Hardware, the banquet, trading floor, Lionel Seminar, membership meeting and, most important of all, you! Every effort was made to include as many of the 3,000+ attendees as possible. The tape will be available April 1, 1994 and sell for \$19.95 plus \$3.95 postage and handling. You will be able to order the video directly from TM Books and Video beginning next month. We look forward to its upcoming debut featuring a long list of star performers throughout it!

The recent offerings of the Madison Hardware Poster and the 1993 Stocking Stuffer Tractor/Trailer have been very successful. The posters are all sold out. If you ordered after January 1st, your money will be refunded. There are still a limited number of stocking stuffers available. To eliminate the remaining inventory, we are offering you the opportunity to purchase as many additional sets as you wish. All members had the chance to buy two sets originally: so now anyone (even those who ordered before) can buy the surplus. See the order form included with this issue and don't miss out.

Harry Overtoom reports that the lottery sale of the Club's excess archives is going fast. Set A (Corning and TAG) as well as Set B (Monsanto and Southern) are sold out. See the archives sale article on pages 28 and 29 in this issue if you are interested in buying the still available Sets/Items C, D, E, F, G, H or I.

Our 1994 Chattanooga Convention is in its final preparations. Set in the foothills of the Smoky Mountains and with the overflowing agenda that's enclosed, it's going to be great! On the back cover is the Chattanooga Convention bumper everyone will receive when they register. If you are over 50, you know what "Track 29" is. If you aren't, think about the great World War II song made famous by the legendary Glenn Miller, "Chattanooga Choo—Choo". The 1994 Convention bunch really used their heads on this one!

Don't forget to order your 1994 Convention Car. Deadlines are postmarked by February 22nd and received by March 1st!

When we talk about ordering any of the Club commemoratives, perhaps a reaffirmation of policy is in order. The Club policy is to ship all items by United Parcel Service (UPS). This is the most efficient and economical way when large quantities of shipments are involved. The problem is that UPS does not deliver to post office boxes. On all of our forms, we have a place to write the street address you wish the item to be sent to. Please note that inserting your street address here **does not** change the address on file that you use to receive our other publications. Failure to furnish a street address will result in your order being sent back.

When we talk about addresses, take a look at the mailing label on the envelope this issue came in. That's how you will be listed in our Annual Roster. Work has started already on the 1994-95 edition. To make it a helpful and informative list for our membership, we need your help to keep the files updated. If you move or your phone changes (especially your Area Code!), a brief note to the Business Office will insure your correct listing. To make this next edition of the Roster, changes must be received by April 1st!

Publications have always been the LCCA's forte. With this issue our *Lion Roars* editor, Don Carlson, continues to give us a beautiful 40-page, full color, multi-articled magazine. As you saw last month, *Interchange Track* editor AKay Crace went to a full color cover and a new layout. The two of them spend hours and hours on their product to give you the best every month. If you agree, drop them a note. It's always nice to get a "good job/thank you" letter from the members.

Lionel Trains, Inc. has again this year allowed us to give you this year's catalog. It's New—It's Bigger—and it includes manufacturer's suggested retail prices! If you have any money left over from the Holidays, I'm sure you'll find something you just can't live without. Please kick back and enjoy it!

You may have noticed that in all our publications we copyright all printed and produced products. This action will protect the Club (and all of us) from any unauthorized reproductions.

Be sure to pay your annual dues if they are scheduled for this cycle. You don't want to miss any of the Club's future publications. We want you to value your membership as much as we value having you as a member.

In closing, you may have detected that I am genuinely proud of our Club. I feel we are on the right track by emphasizing quality in all of our materials. A collage of the materials available to all members last year is shown on the facing page. We may not be the largest train collecting and operating society club, but when quality is compared to quantity—**quality wins!** See you next issue.

Charles P. Seddon, President

HERE'S SOME OF THE ITEMS AVAILABLE EXCLUSIVELY TO LCCA MEMBERS!



SOME PICTURES TO GO ALONG WITH THE 1994 ANNUAL CONVENTION



Here's a photo of the actual Southern three bay hopper that was originally selected for this year's Convention Car. The number that will be on our Club's car has been changed to coincide with the dates of the Convention. The photo was taken in the Chattanooga railroad yards in 1992 by John Coniglio, RM #4891 (and The Three Rail Rambler). The CofGA in the upper right corner indicates Central of Georgia. Our Standard "O" car will have superb detail such as this call-out on it!



This picture shows the Tennessee Valley Railroad's #610 arriving at Grand Junction. It is the engine that will head the train that LCCA members will ride from the Chattanooga Choo Choo to the T V RR Museum during this year's Convention. The 2-8-0 engine was built by Baldwin in 1952 for the US Army Transportation Corps. After two dozen or so years of retirement #610 was returned to operation by the Museum in 1989. (Thanks John for sending in these super photos!)

Editor's Note: This is a reprint of the article from the December, 1991 issue of *The Lion Roars*. All photo references in this reprint are on pages 36 and 37 of this issue.

GETTING STARTED

You do not need to be a professional photographer to take good pictures of your layout or trains. A little practice will allow you to take excellent photos. I am not a professional photographer. I learned by trial and error over the past eight years and had a lot of help from others. I'd like to share with you how I take photos and encourage you to try it. Taking photos has been an enjoyable part of the hobby for me. Its even more fun to share my photos with others.

EQUIPMENT

I use the Canon AE-1 Program SLR camera. I also use a Nikon Zoom Touch 500 camera. The most important feature of the camera is the ability to take time exposures. The Single Lens Reflex (SLR) gives me the ability to see the picture through the lens, which is better for composing the picture. Most of the time I use the Canon FD 50 mm *f*/1.8 lens at *f*/22. Occasionally a telephoto lens is used, but its difficult to get a good depth-of-field with this lens. A tripod is required to keep the camera steady during a time exposure. A cable release for the shutter is helpful to minimize the movement of the camera. If you use your finger to trip the shutter and hold it down for the time exposure you will cause the camera to shake. Any movement of the camera will blur the photo.

DEPTH OF FIELD

Photo 1 shows a Santa Fe taken with a 135 mm telephoto lens. Notice the limited depth-of-field. Depth-of-field is the distance in front of and behind the point that you focus on that is also in focus. The higher the *f* stop, the more of the picture that is in focus. For taking pictures of you trains and layout try to use an *f* stop above *f*/8 such as *f*/11 or *f*/16.

FILM

Film comes in a variety of speeds and types. The slower the film speed, the better the color quality. Slower film requires more light for a given *f* stop and shutter speed. The faster the film, the more the film tends to become grainy. The slowest film speed commonly available is 25. The fastest is 1000. Film speed is referred to as 25 ISO. ISO is the new abbreviation that has replaced ASA.

While the professional photographers say "film is cheap, always buy the best". I guess I'm a bit more frugal, because I usually use York Photo Labs ISO 400 film. Three rolls of this 24 exposure film are around \$7.00. I have also used Kodak and Fuji and they are better films. The ISO 1000 film might be better yet, but it is very grainy.

Besides speed, film comes in tungsten (indoor) and daylight (outdoor) types. Daytime film is designed to work well with sunlight. Tungsten film is designed to work with incandescent lighting. Using fluorescent in sunlight with indoor film will cause the colors to be off. It is important to use the correct lighting for the type of film you are using. For taking pictures of trains and layouts you would normally use tungsten film with tungsten lights. Do not use tungsten film with electronic flash. You can also use daylight film with blue lights.

LIGHTING

This is probably the most important factor. If you just use the flash on your camera, you will get a very harsh direct light with contrasting shadows. Look at photo 2 of the 675 steamer coming under the bridge. See a shadow from the engine. Even the rocks and lichen have a shadow. Also notice how the direct harsh light from the flash tends to wash out the color.

If you try to make a time exposure under room light you will not get true color rendition in your photo. Incandescent (tungsten) lights will give the picture a yellowish tint and fluorescent light will give a greenish tint. Look at photo 3 of the four trains at the station. Notice the yellowish tint. A slide version of the same scene, shown in photo 4, taken with Kodak Ektachrome for tungsten light has more accurate color.

Direct lighting can be used for special effects. Look at photo 5 of the C&NW GP-20 and Blue Comet on either side of the red water tower. The direct incandescent light was used to simulate sunrise or sunset.

I have found the best way to light the layout for color accuracy with print film and minimum shadows is to use photo floods with reflecting umbrellas. Photo 6 shows Bruce Greenberg, RM#1519, checking a shot with a reflecting umbrella behind him. Photo 7 shows the scene Bruce was just setting up.

For tungsten film, I use two Smith-Victor 3200°K tungsten photo floods. I bought them at 47th Street Photo in New York City. The 3200°K is the color temperature of the photo floods.

SETTING UP TO TAKE THE PICTURE

The diagrams on page 38 show how I set up my camera and light to take pictures. Use a good sturdy tripod to keep the camera steady. Focus the lens for a clear sharp photo. Adjust the reflecting umbrellas for the best light.

Filters can be used to correct the colors for different types of lighting and film. Filters are really just colored glass. Be sure to get the right size to fit your lens.

An 80A filter compensates for shooting daylight print film under 3200°K floodlights or incandescent lights. You can use blue lights instead of the 80A filter when using daylight film.

Polarizing filters are green in color and are used to reduce the reflections from glass. They are ideal for taking pictures of a train behind glass at a museum.

Cross-Screen filters have fine lines etched in the glass and give a "starburst" effect. This is shown in photo 8. The headlight of the F3 shows the effect. I've also found you can get a slight starburst effect from small bulbs at *f*/22 as shown in photo 9. The lights under the platform canopy show the effect.

Avoid using fluorescent lights since they cause a greenish-blue tint which is difficult to remove even with special filters.

Film Type	Lighting	Filter	Tint
daylight	3200°K	80A	orange
daylight	3200°K	80B	orange
3200°K	daylight	85B	blue
3400°K	daylight	85	blue

(Text for this article continues on page 39.)

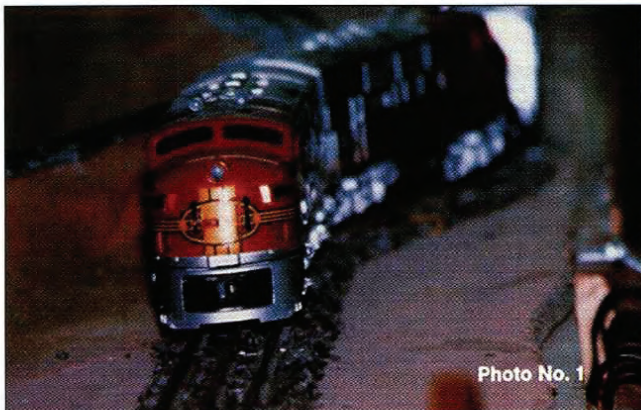


Photo No. 1

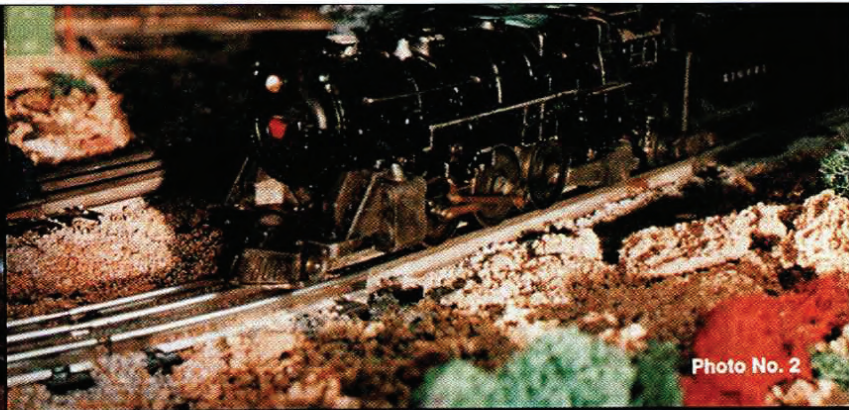


Photo No. 2



Photo No. 3



Photo No. 4

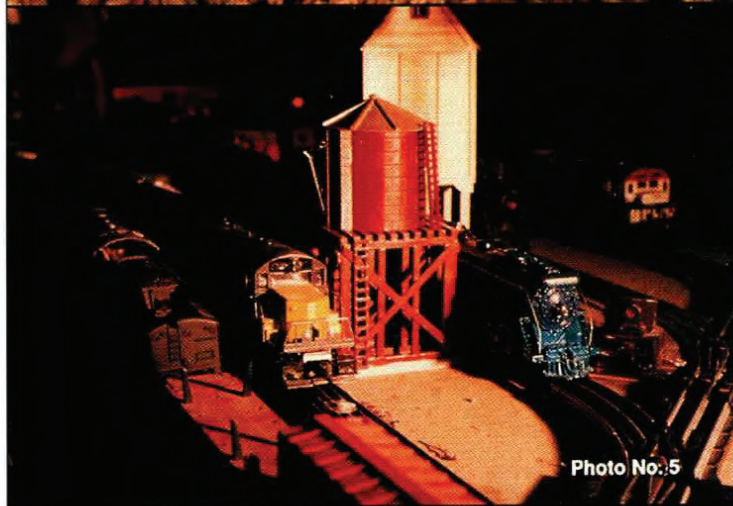


Photo No. 5



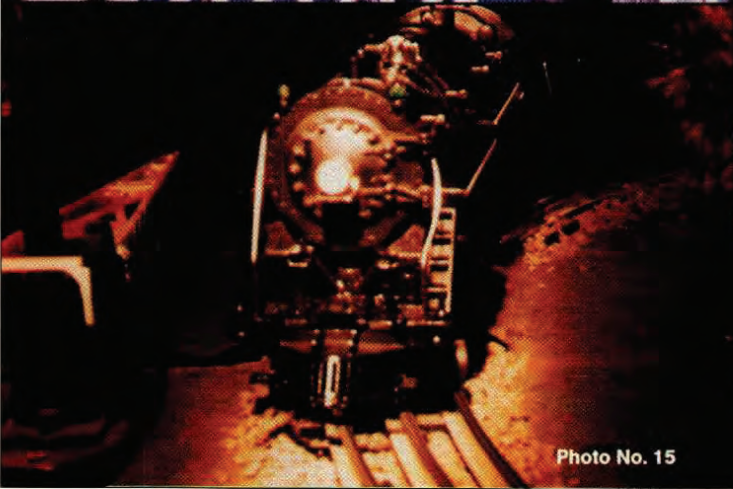
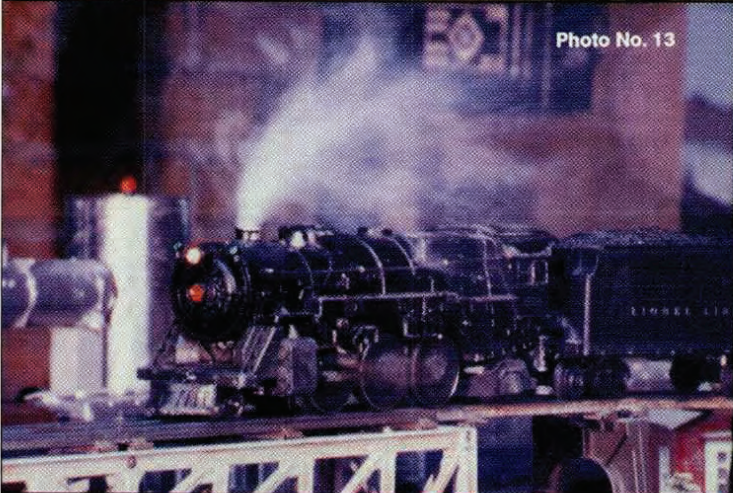
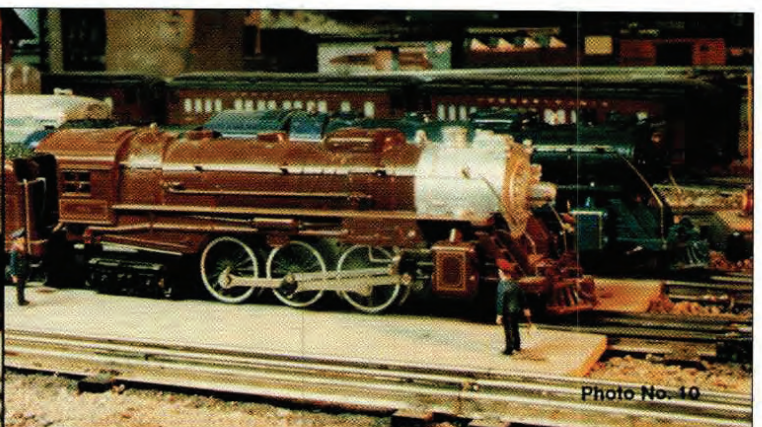
Photo No. 6

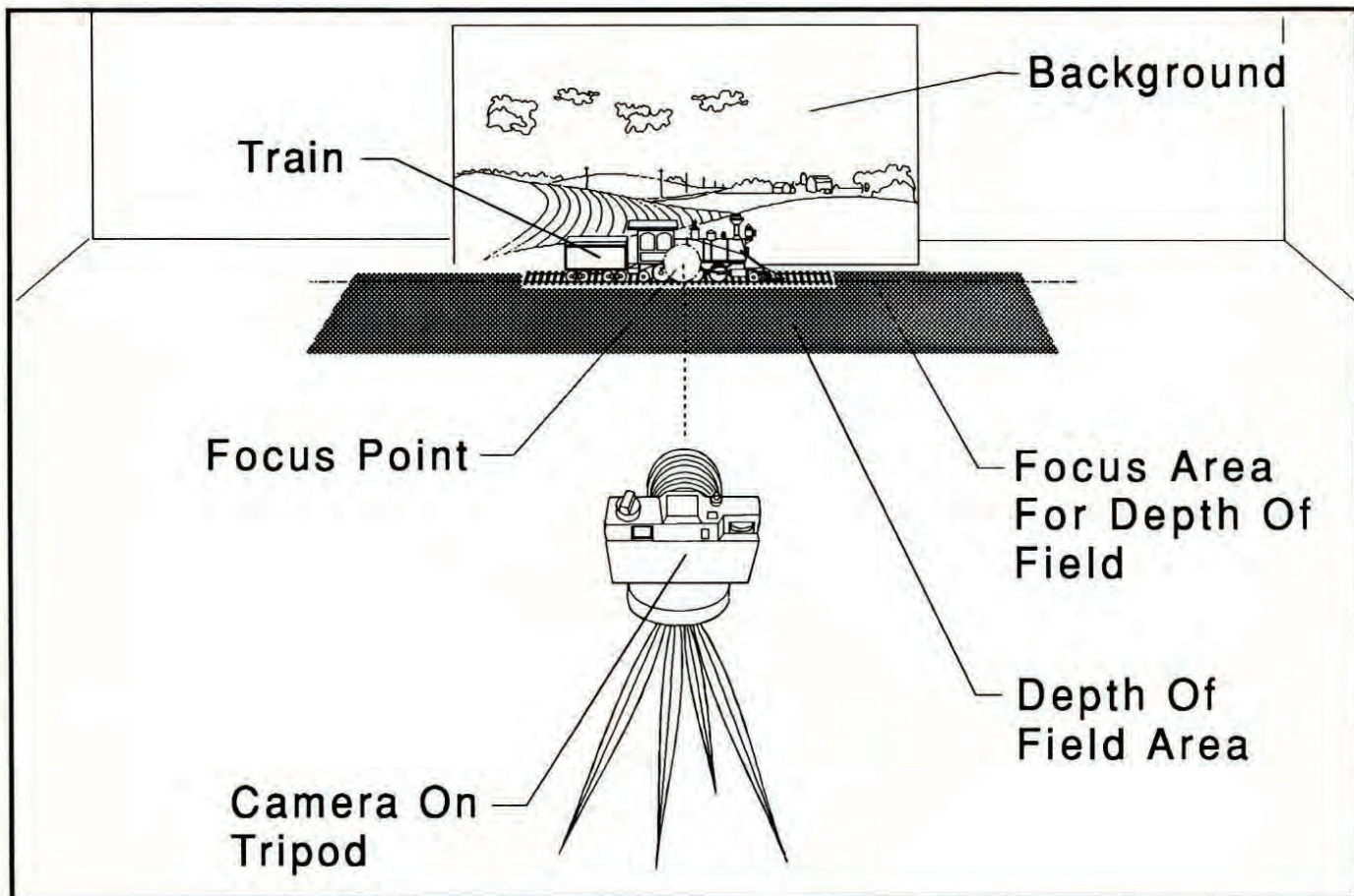


Photo No. 7

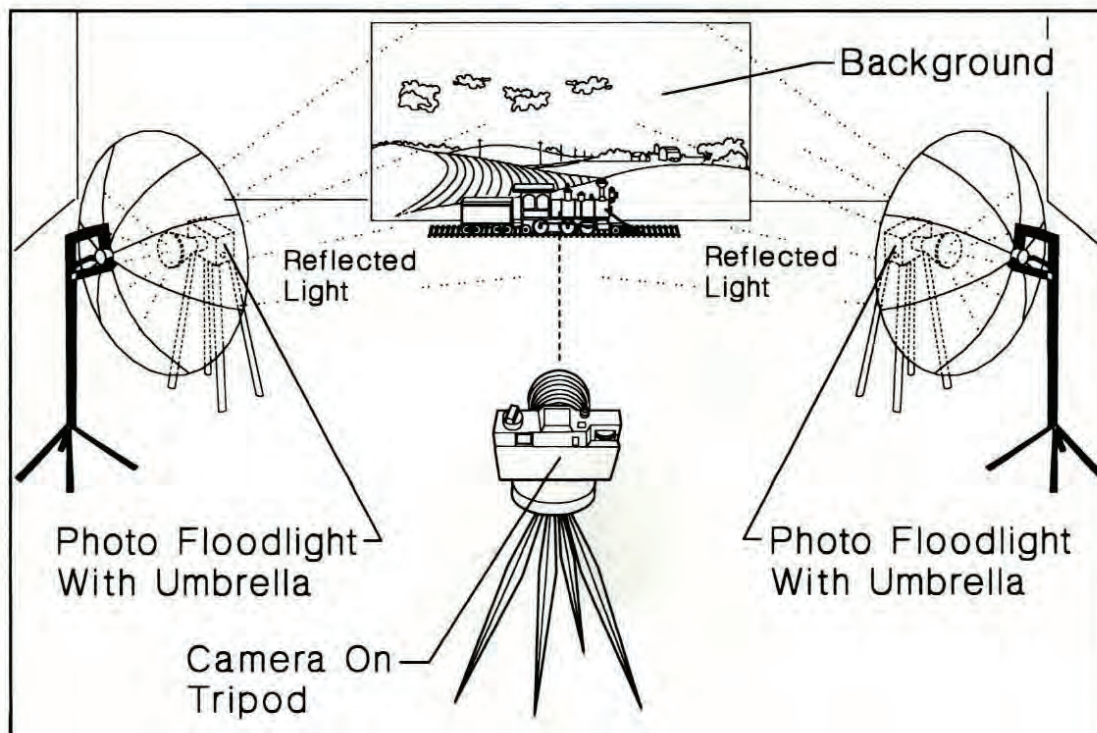


Photo No. 8





Use an *f* stop of *f*/11 or *f*/16 for good depth of field. Diagrams by graphics artist Terry Gera.



(Continued from page 35)

Note that each manufacturer has their own number for the filter that they make. Check their chart to find the filter they make for your camera that corresponds to the Kodak filter number shown in the table. There are many more filters for special effects or to compensate for special lighting situations.

BACKGROUND

To improve your photos, get close to what you are taking a picture of and pay attention to the background! You have several ways to handle the background. You can ignore the background, black it out with no ambient light, blur it out with a shorter focal length or use a backdrop.

Photo 10 shows the C&A steam engine with the Blue Comet. Notice the fuse box and peg board in the background. This really detracts from the photo. Notice the background in photo 11. Ignoring the background usually is the worst way to do it.

Photo 12 shows the background blacked out. No ambient light in the background makes it appear black. If you look closely you can see the support post and light switch.

Photo 13 shows the background blurred out. Yet, you can still see the fuse box. It requires you to limit your depth-of-field.

Photo 14 shows the Chessie diesels with a blue-sky backdrop. Looks much better doesn't it? This is a commercially available "cloud scene" about 3 by 5 feet in size. You can also use a larger "window shade" type of background. See photo 7. Be careful not to get shadows of your water tower or buildings on the "sky" backdrop. I've seen this happen!

NIGHT SHOTS

I've attempted night shots, using only available light from the layout. Photo 15 shows a Hudson engine at a crossing. Photo 16 shows a station at night. To take these photos requires a long time exposure. I usually take several at different time settings (2 minutes, 5 minutes, 10 minutes, etc.) and choose the best. Taking several pictures at both a greater and lesser exposure than you expect is what the pros call "bracketing".

This use lots of film and is a reason I use the less expensive film. I may only get two or three usable pictures form one 24 exposure roll. Shows you I'm not a pro.

WHERE TO FIND FILM AND EQUIPMENT

Your local camera shop may be the best place to buy film, filters, lights and other equipment. If you have difficulty finding what you need locally, try 47th Street Photo.

47th Street Photo, Inc.
Mail Order Department
455 Smith Street
Brooklyn, NY 11231
(800) 234-4747 All States except NY
(718) 722-4750 In NY State

SUMMARY

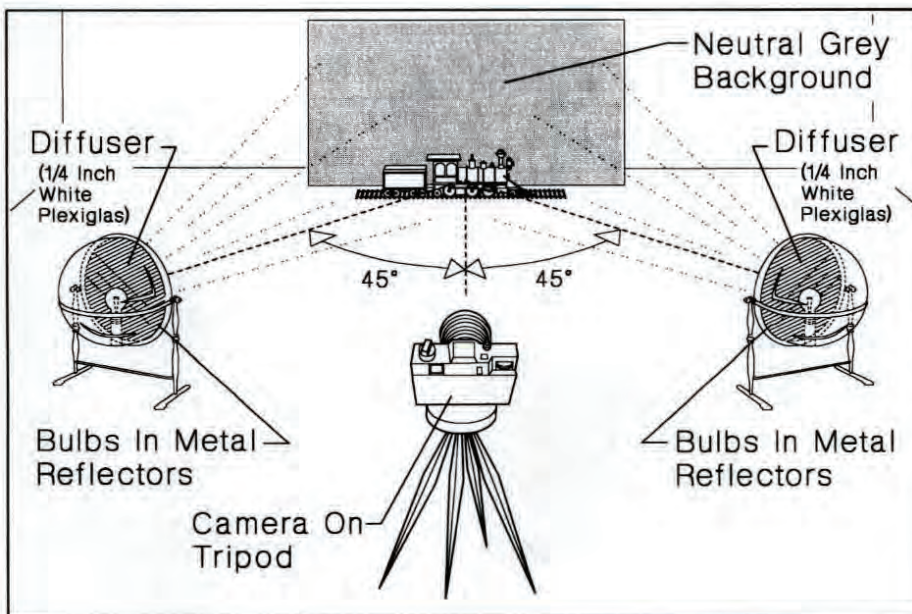
You can improve your train and layout photos by using a higher f stop such as $f/11$ or $f/16$ to increase your depth of field which allows more of the photo to be in focus. Focus your lens for a clear sharp picture. Avoid electronic flash which causes your photo to have a harsh look with shadows. Also avoid fluorescent lighting. Use reflecting umbrellas or reflectors with translucent diffusers for light. Always use a background. Use a tripod to hold the camera steady.

For more information on taking photos of your train or layout the Kodak Workshop Series book **Close-up Photography** is very good (around \$10). One chapter discusses photographing miniatures and shows model trains as the examples.

QUESTIONS OR COMMENTS

I would be happy to correspond with any LCCA member who has questions or other comments about taking pictures of trains or layouts. Taking pictures of trains has been a new and enjoyable part of the hobby for me, and I'm very thankful for Clubs like the LCCA where I can share the fun. I think trains are fun alone, but more fun when you share the activities.

Bill Hakkarinen, MD, RM #8815
Cockeysville, Maryland



HOW NEWS & VIEWS PHOTOS ARE TAKEN

Bill Schmeelk takes the photos for the News & Views article that has appeared in *The Lion Roars* each issue for over ten years. Bill uses a Nikon 35 mm SLR camera with KodaColor VR-G 100 ISO print film, a tripod, a neutral-grey background and two 200 watt 3200°K lights. The lights are in metal reflectors with a translucent (white) diffuser in front of them. Placing the lights about 45° away from each side of the tripod prevents the shadows and provides good lighting.

