

The

LION ROARS



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

They're Back At Toy Fair!



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LCCA Business Office-Applications for membership, reinstatements, change of address, phone number changes, death notice, commemorative orders, convention registration, Club mementos, replacement of membership cards and non-receipt of *The Lion Roars*.

Contacting the Business Office

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

Mailing Problems

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

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

Send a postcard or letter with your name, address and phone number to the LCCA Business Office. Be sure to write down the necessary information in a legible manner. They will follow up with the Post Office and handle the mailing to your proper address.

Correct Dates for Convention and Tours Information

In the March edition of *The Interchange Track*, the dates for this year's Convention were listed wrong. **Correct dates are July 27-31, 1994.** Also, the "Flexible Tour - Lookout Mountain" package listed in the Convention brochure (sent with the February issue of *TLR*) includes five (5) different attractions for one price that will save you more than 25% in costs versus separate purchases. Take advantage of this savings opportunity during the Convention. See you there at the "Chuggin' to Chattanooga" extravaganza. If you need a convention registration brochure contact Charles Sahm, 1994 Convention Host.

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Upcoming LCCA Events

May 7, 1994

Kalamazoo, Michigan at the East Christian Elementary School
Mike Valentine (616) 527-0475 is hosting this event. Tables \$4. Guests \$3. Setup at 10:30 AM. LCCA trading 11 AM-12:30 PM. Public trading from 12:30 to 2:30 PM. The school is on Sparkle Avenue at Comstock Road near Exit 80 from I-94.

May 15, 1994

St. Louis, Missouri at the Heman Park Community Center
Larry Strassburger (314) 469-7219 is hosting this event. Tables \$5. Guests \$3. Setup at 9:00-10:00 AM. LCCA trading from 10:00-11:00 AM. Public trading from 11:00 AM to 2:00 PM. The Center is located at 975 Pennsylvania.

May 28, 1994

Chattanooga, Tennessee at the Days Inn

Bill Stitt (615) 894-1284 is hosting this event with co-host Charles Sahm (615) 894-2599. Tables \$9. Guests \$5. Families \$7. Setup at 9 AM. LCCA trading at 10:00 AM. Public trading from 11:00 to 2:00 PM. The Days Inn is near Exit #1 from I-75.

July 9, 1994

Shreveport, Louisiana (site details to follow)

(Please note that this Meet has been postponed until further notice.)

July 27-31, 1994

Chattanooga, Tennessee at the Marriott

Charles Sahm (615) 894-2599 is our 1994 National Convention Host. The Chattanooga Committee has put together an outstanding series of events during this 5 day extravaganza. A Registration pack was sent with your February issue of TLR. See you there!

August 26-27, 1994

Houston, Texas at the Holiday Inn

Tom Rodgers (713) 996-0574 is hosting this event with co-host John Wilbeck (409) 849-9587. Tables \$9. Guests \$6. Families \$8. Setup between 6:00-9:00 PM on the 26th and 8:00-9:00 AM on the 27th. LCCA trading at 9:00 to 11:00 AM. Public trading from 11:00 AM to 4:00 PM. The Holiday Inn is at 7611 Katy Freeway near the Sibler exit from I-10W.

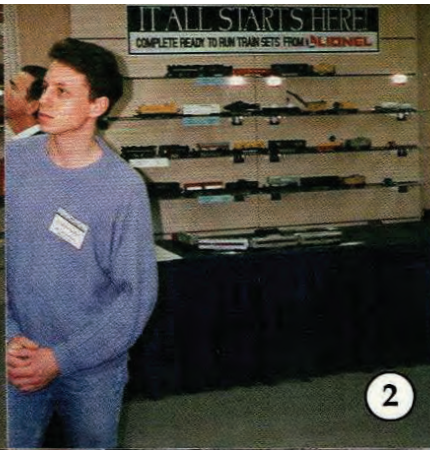
September 3, 1994

Charlotte, North Carolina (site details to follow)

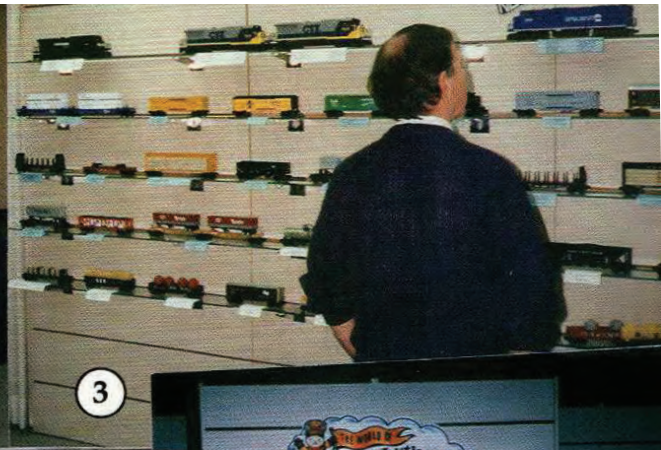
Tom Carton (704) 847-3043 is hosting this event.



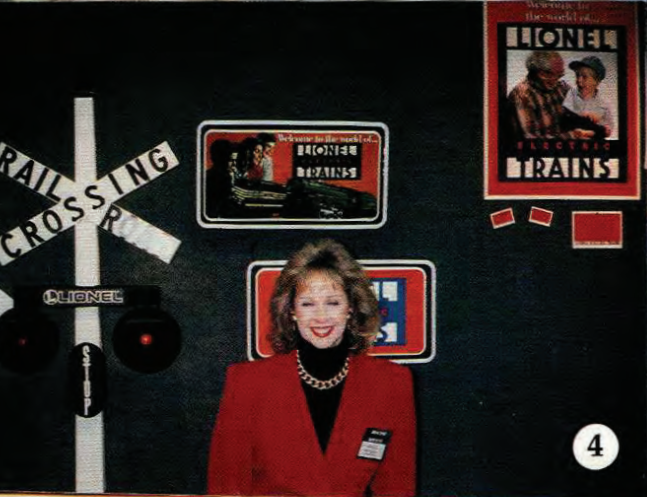
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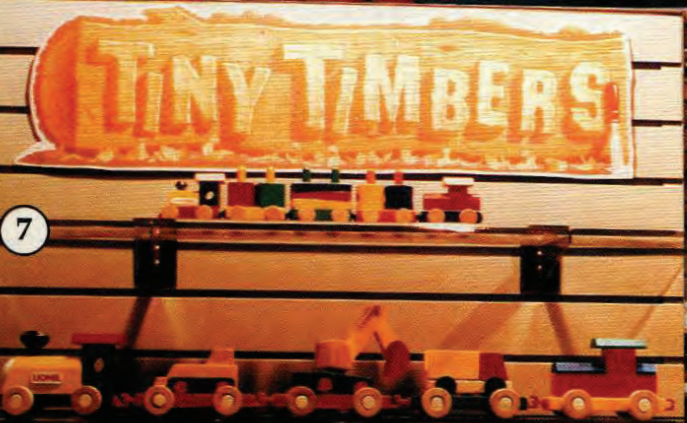
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(Ed.'s Note: Photos on page 4, front & back covers. Enjoy!)

News From Lionel's Dealer Preview Show

Starting on January 31 and proceeding through February 9, 1994, Lionel held its annual Dealer Preview at their headquarters in Chesterfield, Michigan. Dealers from all over the world attended to get a first glimpse of the new line and demonstrations of the 1994 products. They were treated to a factory tour and even got a glimpse of items not in the catalog. Club President Chuck Seddon and your TLR Editor Don Carlson both attended the first day.

Photos #1, 2 and 3 capture some of the new items on display and the events that took place in the product review room.

We even managed to catch a shot of Sherrie Weitzman, Director of Marketing Services, in photo #4 next to the new series of signs for the Lionel Dealers.

One of the significant items at the Preview Show is shown in photo #5 where Lionel demonstrated its new power and control systems that will allow the "engineer" to operate the train(s) from anywhere in the train room via a hand held controller! Other accessories in the soon to be released line of revolutionaly controls are a large button for the "assistant engineer" to use which repeats the last command issued by the "chief engineer". This will provide tremendous parent and child participation in the operation of Lionel trains.

The ultra-realistic RailSounds™ II (reviewed on page 32 of this issue) is truly music to the ears of operators. Our own words cannot accurately describe how true to life both the steam and diesel versions of these all-new sound systems really are. You'll have to hear them yourself to be as amazed as we were! It was also pointed out that the systems would be in more and more engines and that the sounds themselves would be prototypically correct for each engine equipped with RailSounds™ II. In other words, a SD60M will come with a different set of sounds than a Dash 8 40-C will have. What realism this system will add to the fun of running an electric train!

Besides shots of the outsides of the two special catalogs pictured in the center of the back cover, we've included some of the promotional photos given to dealers in Lionel's "press kit" as well. There are pictures for Thomas the Tank Engine & Friends Sets and Accessories as well as the Crayola Set.

Lionel At Toy Fair

For the first time since their New York offices were closed in 1991, Lionel was represented at the International Toy Fair in New York City. From February 18th through the 21st at the Javits Convention Center, Lionel displayed its wares in a forty foot booth. Lionel's booth was one of the larger ones at the Center. See the photo at the top on the front cover for a look. Lionel had quite a crew on hand to show off the line to interested toy buyers. Bill Schmeelk attended this event.

Probably one of the major reasons that Lionel has decided to return to Toy Fair is that they are opening new markets with their pre-school product line coupled with the

expanded Thomas the Tank Engine & Friends line-up. The entire line of The World of Little Choo Choo shown in photo #6 is being demonstrated by LTI's Carl Crosier.

This trackless electric train is operated by a remote controller that looks like a "Junior Engineer". It was interesting to see the well thought out play value designed into all of the items in the entire pre-school product line-up.

In addition to Thomas the Tank and the World of Little Choo Choo, Lionel is also offering the Tiny Timbers non-powered wooden trains for pre-school aged kids, shown in photo #7.

In the past several years it has become obvious that Lionel is devoting significantly more of their resources to enticing today's youth towards an interest in model trains. (Needless to say, today's children are tomorrow's collectors.)

Lionel should be applauded for their efforts to bring more youngsters into the hobby.

This philosophy is also reflected in their recent train set offerings. Photo #8 shows Lenny Dean at Toy Fair showing off the New York Central Service Station set headed by an RS-3 that he and Mike Braga worked on together.

At Toy Fair, photo #9 and the one on the front cover shows the RailSounds™ II diesel demonstration unit, a clear bodied Dash-8. We know of at least one collector whose mouth is watering at the sight of a new original Lionel clear bodied diesel! (There are probably several others out there as well.)

If you look carefully at the pictures you might see that there is a nine volt battery inside. This is used for the engine's shut down sounds when track power is first turned off after operating the engine. Use of the battery is optional, but it sure adds even more to the realism of the sounds.

No More Side Tracks?

The statement is not exactly true. Lionel will however change the manner in which their merchandising and memorabilia items are marketed. The new and greatly expanded line will be offered as the Lionel Gift Collection.

Photo #10 will provide you with a peek at some of these items. The complete line will be shown in a special catalog and feature many more of the SideTrack type of products that were previously offered.

We got a good view of the items during the Dealer Preview as well as a look through the catalog at Toy Fair and saw all kinds of interesting pieces, in a wide price range that should interest many train collectors.

Just as examples or teasers, the line-up includes everything for the Lionel enthusiast from a \$5.00 lapel pin to a \$325.00 leather jacket. We even spotted a pair of men's boxer shorts for a true-blue, dyed-in-the-wool Lionel "buff"! (right, center of photo #10). We're sure there are a number of significant others who will get a pair of those spectacular trunks for the train "collector" in the house!

That covers the 1994 Lionel Dealer Preview and Toy Fair.

Dream through the catalog sent with the previous issue of TLR and enjoy the excitement of all the new products for the hobby we all love!

Don, Bill and Chuck

TRACKSIDES 1

Larry Hess, RM #6886 of Granger, Indiana, sent us these photos of his layout that features a fully operational cantenary system delivering power to the Penn Central GG-1 featured in all four pictures.

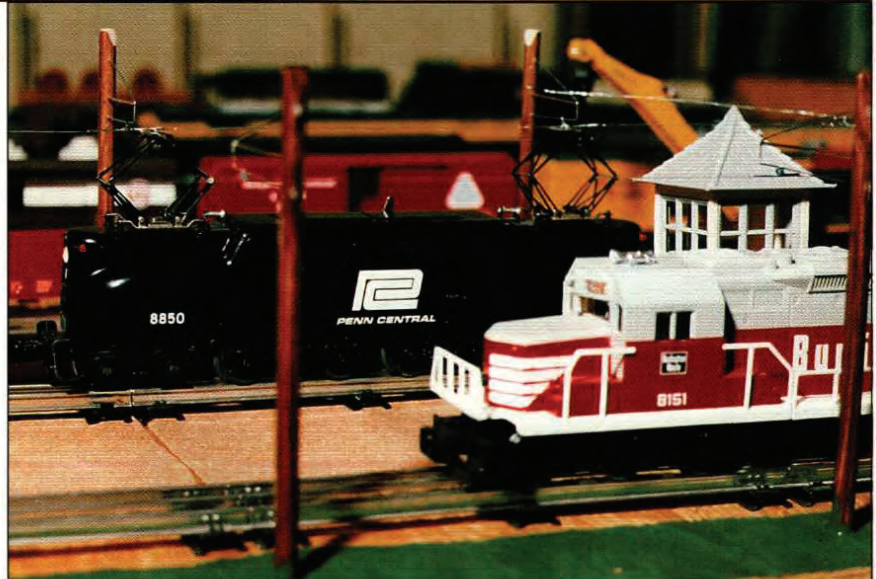
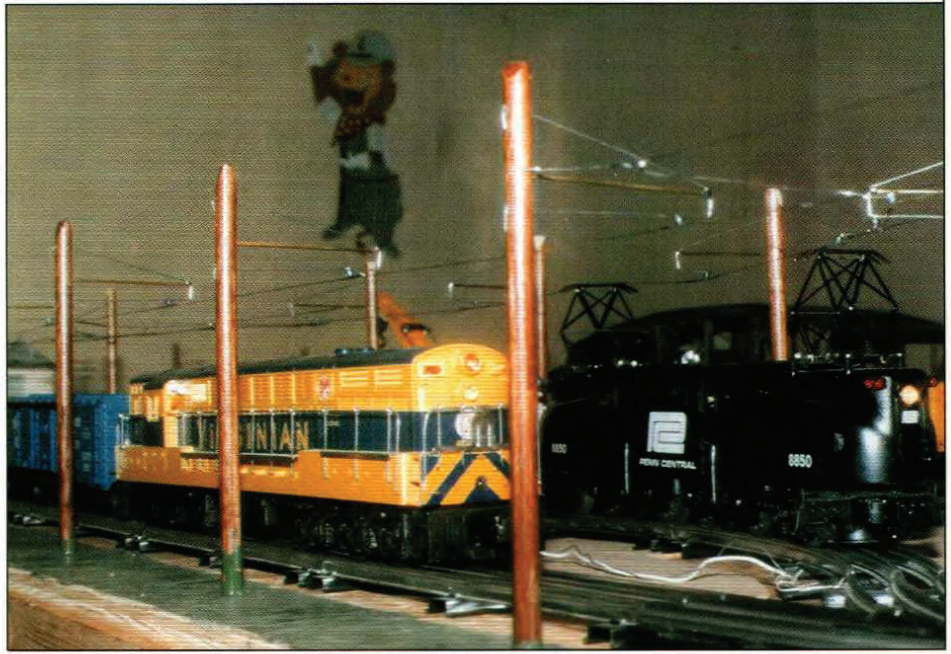
Larry's empire consists of a 12 foot by 16 foot rectangular configuration with long straightaways on the outside, mainline tracks surrounding the large yard area.

Even though all elements of a cantenary system could be available commercially, he constructed every piece by hand for his layout. It took him over three years to build and set-up the system. There are over 110 support poles (notice the prototypically correct half-point at the top of each pole) with accompanying support arms that hold up the more than 100 feet of power line running around the entire mainline and several of the sidings!

Based on his experience, Larry relayed that the trickiest part of putting up the system was at each of the switches. This is because the contact angle is different for the front and back pantographs as the engine "swings" through the switch.

It can be an operator's dream as well as an outright challenge when two engines are on-line at the same time. It's a true test of the engineer's skills since safety of the motive equipment is in their hands.

Thank you Larry for proudly showing us your layout and the excellent craftsmanship you put into it.



TRACKSIDES 2

Marc Vannette, RM #13234 of Holland, Michigan, sent these three photos of his "Lionel Lines" layout that he built several years ago. It is a 10 foot by 10 foot "L" shaped display.

The first photo (below) shows a Leigh Valley #627 center cab and a short freight coming through Cowans Crossing. (Named after J. L. Cowan himself for inventing the trains Marc enjoys so much today!)

In photo #2, a Santa Fe #623 takes on sand and fuel at Herman's Junction. (Named after Marc's grandfather who got him started on model trains.)

Photo #3 is a view of one of the 10 foot sections of his empire.

Thank you Marc for showing us your railroad that is so aptly named for some very famous people in your life.



BOXING ANYONE?



Larry Rohde, RM #10281 from Bismark, North Dakota, sent in the two photos to the left of an interesting variation in the boxes used for the #6-19510 Pennsylvania Stock Cars in his collection. One box is 13" long while the other is 14". Both are stamped the same on the ends. The longer box is slightly shorter and narrower than the box used for the Lionel crane cars. Thanks Larry for sending it in.

I always liked diesel streamliners. Like nearly all other kids, I wanted a Lionel Santa Fe F3 with the Silver Speedliners. But what I got was a steam powered freight. As my father said, you can play with freight trains, load and unload. Passenger trains you just watch. He was right, and the freight did keep me interested, which is probably why I still operate Lionel trains even now that I have grown up (or at least gotten older!). But I always wanted that streamliner.

Now that I both collect and operate, I've long since taken care of my childhood desire for the Santa Fe set, not to mention a few others. But as I've grown, so have my desires. I wanted longer passenger consists. But just adding more Speedliners was not the answer. As I learned, long streamliners require wider radius curves and free rolling trucks.

The first need was resolved years ago by getting some O72 curves and switches. That improves all operations, and I highly recommend it if you have the space. The second solution was my purchase of the LTI Union Pacific Overland Limited set, consisting of an F3 ABA lashup and six cars (baggage, combine, diner, two coaches, and an observation car). LTI's streamliners fit this solution because they roll so much more freely with less demand for power. I nearly bought the Daylight set, but I didn't like the silver ends and doors which interrupted that gorgeous paint scheme. Looking at today's market prices, my taste made for a poor decision! But the UP set is colorful, and I like the railroad. It also offered a more varied selection of cars than the old Silver Speedliners. So I got one.

After running the set a few times, I decided the train needed more revenue rolling stock to justify the three diesel units. Because of the prototype Overland Limited service and where it operated, my train also clearly required a dome car. So I bought a spare coach and cut a hole in the roof, off centered per the prototype but unlike the old Lionel vista domes, and painted a dome insert to match the roof. If you want particulars, the TCA Quarterly of April, 1990 has my article describing exactly what it was I did to produce what I then called "The Missing Car - A Lionel Smooth Sided Dome". If you just want the placement for the dome, see *Figure 1*. However, now that LTI is producing essentially the same car, buying one would be a lot easier than cutting up a coach roof!

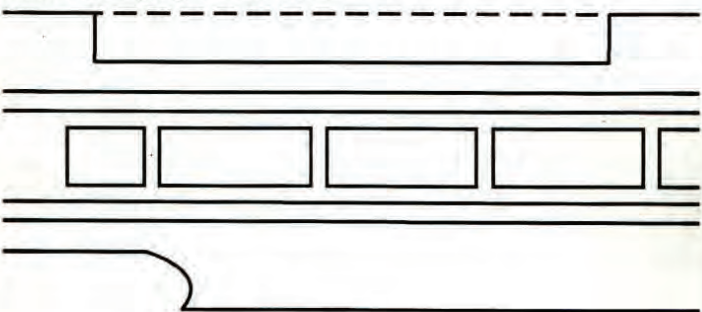


Figure 1

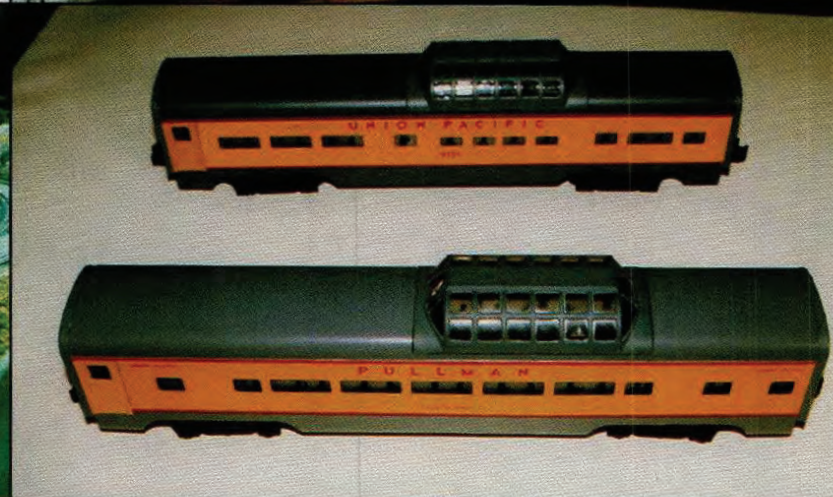
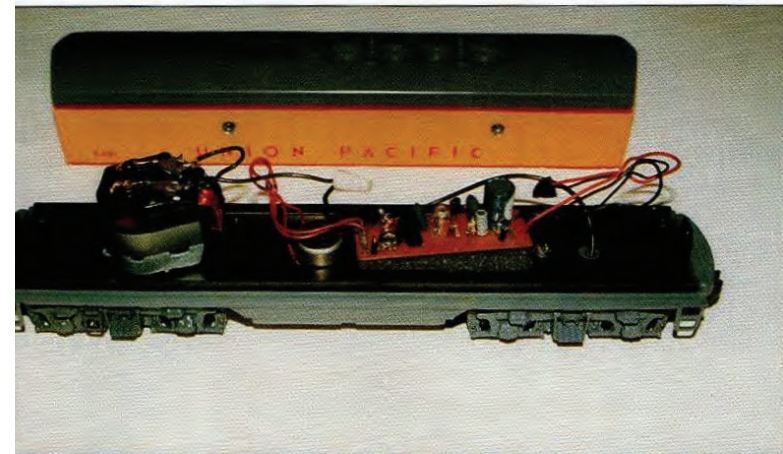
By now having the extra car, I decided that an even longer train would look better yet. So I added a second F3B. Of course, I then needed more revenue from the consist. I got lucky when some friends visited Charlie Ro, and found the last UP baggage car he had.

At this point, my Overland Limited had an ABBA hauling eight cars. It ran well on my flat basement layout with the O72 curves, but on the mainline at my club, the Nassau Lionel Operating Engineers (featured in *O Gauge Railroading* Run 117), has a grade. So I began to think about the best method of adding more power.

Extra motive power has both plusses and minuses. As you add motors, especially to passenger trains with all those lights, electrical power draw becomes a real consideration. If you think your ZW delivers 20 volts, guess again. With no load, every ZW I've checked puts out 19.5. Not bad, but under load, it drops off to about 15.5 volts. One solution is to use an old Z transformer. It is rated nominally at 25 volts. Actually 24.5 with no load, but it holds in at about 23.5 volts under load conditions. That's about half again as much as a ZW. If you want a whistle, you'll have to get a separate number 167 whistle controller (which is usually so worn that the voltage drops under 20 volts). So take your pick. A second option is new equipment. No matter how good an overhaul I give the old Lionel motors, they always seem to require slightly more power than current LTI production. So for long trains, stick to new power to conserve current and to reduce rolling friction.

To return to my Overland Limited, I took it to the club layout, and had to drop cars and the second F3B to climb the hill. Part of this was due to the grade itself, part due to a lessening of the effect of magnetraction on Gargraves track, because there is no magnetic return as in Lionel's track which has metal ties. To see if I could solve the problem, I tried adding a single motor F3A from the 1950's. That did it. I could run the entire consist, but the speed dropped a little as a result of the additional power draw of the postwar motor. Still, it did lead me to consider motorizing the second F3B (as opposed to the F3A dummy unit, which would have been easier), since I didn't want to alter the basic ABA set. I do have that much purist collector blood in my veins! I phoned LTI's Consumer Relations department, and was told that the F3B wasn't meant to be motorized, because the frame is not designed for it. Also, at that time, no parts were in stock to try it. I dropped the project for a while, because of the lack of parts. I wasn't concerned about being told that the F3B couldn't be motorized - I had once been told a smooth sided dome car couldn't be made either! Somewhat later, I got the 1992 Stocking Stuffer and found out I was about to add a second dome, as LTI chose UP for their first smooth sided dome car. Now I needed the power. Back to the phone and LTI's Consumer Relations.

(Text continued on page 10.)



(Text continued from page 8.)

After speaking with a very pleasant and helpful young lady, I ordered part number 610-8100-590, F3 RR Motor Truck with Dual Magnetraction (F3A rear truck assembly) and part number 600-2028-100, Motor Assembly. I have not quite figured out LTI's part numbering system, so I really appreciated the assistance over the telephone. In addition to those two major parts, I needed a #6-32 by 1/2 inch screw (common size - any hardware store should have it) and, what I forgot, the Ground Spring, which looks like a large horse collar and fits under the motor over the frame. I do not know the LTI part number, and was champing at the bit to get going, so I tried a couple of local repair stations. No luck, but at a local swap meet I found one. For 50 cents, I was in business.

Back home, I had already painted the truck side frames gray to match the UP colors (LTI only has the power truck with silver side frames). The best color match I have found is Floquil R132, SP Lark Dark Grey. Hit it with a gloss or semi-gloss finish for a better match of LTI's trucks. Alternatively, you could unstake and reuse the side frames of the non-powered truck you took off the F3B. I am loathe to restake unless it is absolutely necessary, so I opted for the paint job.

Next was surgery on the F3B frame. There is already a center rail pickup for the horn. Because the motor requires more current than the horn does, and it is a constant draw, I added a second wire to the pickup, using 18 gauge stranded wire. I then made a template from the F3A to get the proper size and location for the hole I would need in the F3B frame. I used a file card for the template. The hole looks like a modified keyhole, sort of a circle with a skirt (see *Figure 2*). Essentially, the circle is just a bit smaller than a quarter, about the size of the coin without the outside rim. It is 2 inches from the end of the circle to the vertical tab on the frame through which the screw that holds the shell in place goes. Using the template, I traced the pattern on the sheet metal frame of the F3B. I then drilled a series of small holes just inside the pattern, and used small files to join them and cut out the required hole, smoothing the entire cut to match the template.

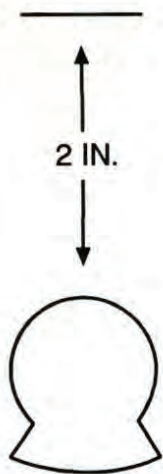


Figure 2

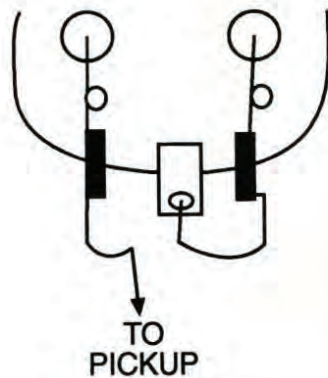


Figure 3

I decided against installing an E unit, although it would be easy enough to do. This was partly because I was concerned about keeping the F3B in synch with the F3A, even though both E units could be locked out, and I generally run with them locked out anyway. I see no reason to tempt fate by backing down such a long train! A second alternative would be to run wires from the E unit in the F3A to the motor in the F3B. You could hook them up with quick disconnects similar to the method used by LTI for the early electronic sound units in steam engines and tenders. If you do this, you could also extend common ground and pickup leads to add a fail safe for operations, although this may be overkill. Certainly the prototype has MU leads between diesel units, so there is a precedent!

For the simpler, and cheaper, no reverse method, I soldered the lead from the pickup to one brush on the motor. The center contact on the motor was then connected to the other brush. I wanted to have the motor pulling, so the power lead went to the left hand brush, looking from the brush end of the motor (see *Figure 3*). Reversing the brush wires will reverse the motor (that's essentially what the E unit does). The motor can then be put through the ground spring, through the frame, and attached to the truck frame, using the #6-32 screw. At this point, I attached test leads to make sure everything was okay. I always check my work in stages which simplifies trouble shooting in case I messed something up. This has the added benefit of lessening my frustration level because when I'm finished, it usually works.

I then decided which end of the F3B I wanted to be "front". In my case, this was the end with the roof vent, so it lines up like the F3A, and I put the shell on. This only makes a difference if there is no E unit and you happen to care which end is "front", or need an easy memory jogger so you don't have the A unit dragging a B trying to go backwards.

After trying it out at home, I brought the whole train, ABBA and nine cars, almost 17 feet of train, to the club. Based on my earlier tests, I was sure it could climb the hill, and it did. It was smooth and impressive. And for the sake of watching for a reaction, I did run the F3B alone with just a caboose during one of the club work sessions. The reaction to that all by itself was worth the effort!

The bottom line is that I think that trains are meant to run. If you want to leave them in their boxes and hope you can retire someday by selling them, that's okay. But I'd rather have something that's maybe only Very Good or Excellent and is running instead of MOB gathering dust on the shelf. And conversions like these, building my own dome car or motorizing an F3B, provide the satisfaction of seeing my ideas come to life, giving me "one of a kind" equipment, and improving my operations. Try it yourself - you may like it!

Ken Morgan
RM# 12231
Williston Park, NY

As my introduction to writing for the LCCA's publication, *The Lion Roars*, I would like to begin by discussing my field of expertise, namely the great postwar era of Lionel Trains along with my feelings for what has been and what I believe still is to come in the future for this segment of the hobby as well as an explanation of why I came up with the title of this initial article.

Now, as we all know who collect Lionel postwar trains, those years of manufacture were 1945-1969. For us, this was the greatest era of the Lionel Corporation. These model trains were prized by every youngster in America, at least we like to think so. Truly, the Lionel trains of that era, especially during the 1950's, were for us during that time of our youth what computers and video games are to the children of today.

If you were growing up in America after World War II, the fascination with the model electric trains and all their intricacies were overwhelming. As sophisticated as the electronics of today are, the excitement and anticipation of Lionel trains and what they could offer were unbelievable. It seemed as if a whole world was waiting for you in every sense of the word.

Think of the possibilities of that time, we were able to create a real, tangible world or at least a town which we could touch and see without a video screen or computer. The world of Lionel trains was a real physical world, a solid entity and not merely an image. We could make that train into anything we wanted, as big or small as we liked, as simple or as busy as we felt it should be. Our town was a perfect world where crime was just no option and drugs never existed. Nothing ever really went wrong in this little perfect town of ours except maybe an occasional derailment or something that we could easily fix with a screwdriver or soldering iron. We had the capability of escaping here and make this little town a safe haven from all of the problems in the world.

Importantly also were the relationships that these trains formed between father and child. Dad wanted to play with these trains as much as we did and with each other they could work many hours and create that perfect world together. The two of them would spend the quality time of child with parent that today's busy world just does not readily offer. Perhaps our memories are what makes these trains so desirable. I am certain that plays an important part but it is not all that attracts us still today to these engineering marvels of the 1940's, 50's and 60's.

Our postwar trains even today, perform just as they did back then. Every operating car and accessory still works exactly as it was designed to operate. They certainly were made to last a lifetime and how many items with today's planned obsolescence can make that claim. Almost every piece of Lionel made back then can be repaired to operate. That truly is another aspect of our attraction to this hobby.

We just love to fix and repair our old trains and astoundingly, because of their rugged design and construction, they still work (with a occasional touch of tender loving care on our part) many years after they were first manufactured by Lionel.

That brings us to the explanation of the title of my initial article. *Our Postwar Trains* (1945-1994). It seems Joshua Lionel Cowan actually meant it when he said that they were made to last a lifetime. I suppose he knew our fascination with the America of our youth which ran on rails has not waned. Much of America still depends on trains even today to keep its industry and commerce moving.

Again, we who collect Lionel trains of the postwar era realize one important and disconcerting fact, they aren't making postwar trains anymore. Fortunately, many of the millions of Lionel pieces made at that time still exist, a great many as a matter of fact. It seems we didn't just discard our "toys" of that era so easily as we do today. We held on to these superbly made masterpieces because they fulfilled all our expectations.

When we rediscover our trains and they are in disrepair, we have a lot of help to make them right again. The collecting of Lionel trains is at an all time high and demand is great for these prized items. It is a wonderful thing to discover a train in mint or almost mint condition. However, what happens when we find these trains in a not so pristine condition. If we collected only perfect pieces, there would be very little supply for the demand which now exists.

Lionel Trains, Inc. itself helps us to fix these trains. When they reissue a piece of the postwar era, many parts become available to help repair our old trains. Parts manufacturers are making virtually everything Lionel is not. Soon, almost anything except the worst condition pieces can be repaired making so many more trains and accessories available to us.

Painters and restorers are making those trains of yesteryear quite beautiful again. Many of these things cause confusion in the hobby which I will not discuss here and now but will be addressed in a future article.

So, when I say the postwar era continues even today and will continue on as long as trains are being discovered in an attic or basement. Painting, replacement parts and rebuilding an old item with existing original parts (ie. Madison Hardware Co.) continues to make many items available today.

An item which could not be resurrected even five or six years ago but can now be easily fixed and repaired and continue to create joy and enthusiasm for a hobby that grows and grows and may even have no end, not as just an investment but rather as an escape, a recapturing of the past, or even as a new discovery to someone just entering the world of Lionel trains.

We hadn't come to the end of the track in 1969, we just keep rolling on down the line, on and on.

John LaLima, RM #13498
Englishtown, NJ 07726

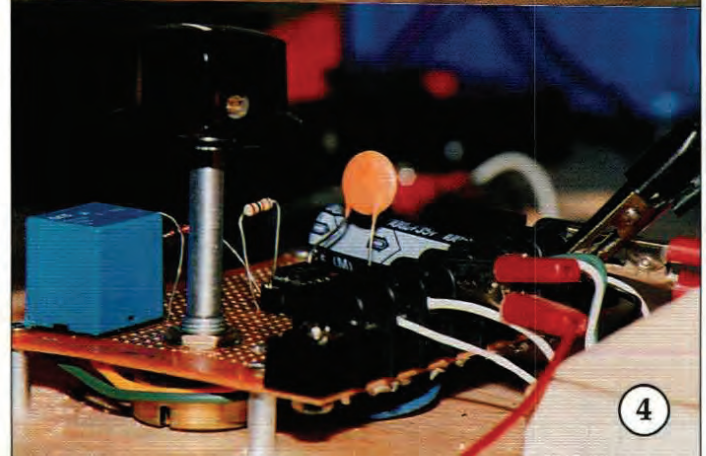
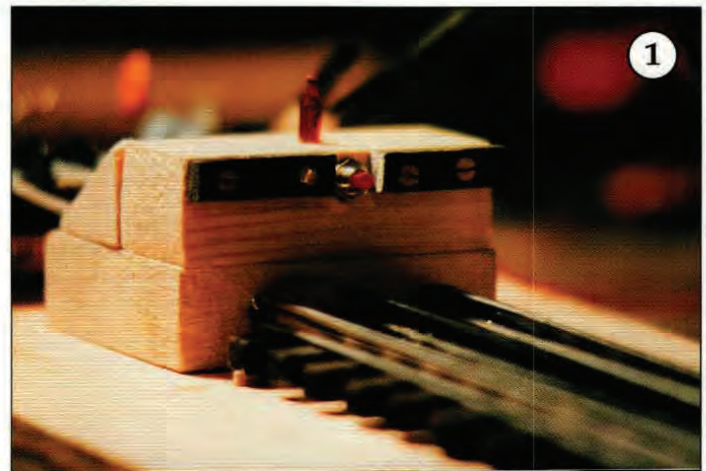
*(Editor's Note: We're pleased to have Mr. LaLima joining the Editorial Team for *The Lion Roars*. He will be furnishing articles and we can draw on his vast expertise of postwar Lionel to answer questions the members may have. Welcome aboard John!)*

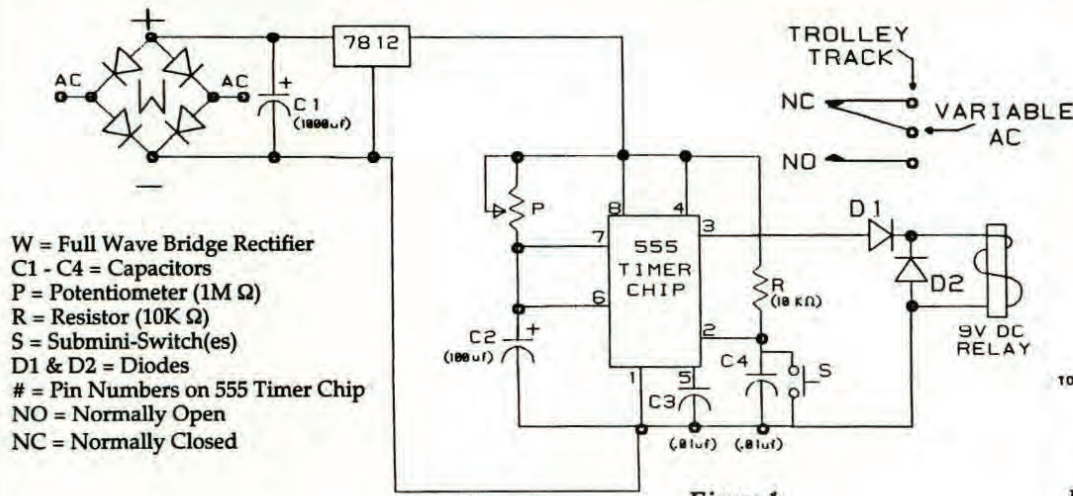
As a relative latecomer to the Lionel hobby, and probably in order to make up for lost time, I enjoy all aspects, from collecting to layout construction to operating. One thing I enjoy most is putting together little electronic devices, which help control the action of my trains and accessories. Strangely enough this happened to a man who, until 1989, had never touched anything electronic and could not tell a microchip from a potato chip (since then I have learned that solder does not stick to a potato chip and that microchips don't go soggy; so, I have made a lot of headway). All I know concerning electronic matters is self-taught, based on what I read in toy train publications and Radio Shack literature (they have an author, Forrest Mims III, who writes inexpensive little books like **Getting Started in Electronics**, #276-5010 A, which even I manage to understand). My soldering skills are also self-taught, and that's why the photos don't show the underside of my homemade devices (out of consideration for my mother who tried teaching me to do things neatly). My connections work and are firm, they just won't win any beauty contests!

One of my projects was to make a timing device that controls the operation of Lionel's little Birney trolley, which came in a variety of incarnations since first being released post-war. This little thing really does not operate very realistically - it goes to the end of the line, bumps into something, immediately reverses itself and heads back. It strikes me that, if you are in the transportation business, it might make sense to give passengers time to get on and off - otherwise, there can't possibly be much money in the venture! Fortunately, there is a little device called a 555 timer which can serve as the basis for an electronic control board that is not too hard to make, costs under \$25.00 and has served me well.

If you want to make such a device, you need a peripheral "sensor" unit, which tells the 555 timer chip when it is time to jump into action and a central control unit. As photo 1 shows, I made a simple track end bumper end out of wood which serves as a sensor by means of a momentary action submini-switch embedded at the right height (photo 2) for the trolley bumper to hit it at the end of its trip. You can make one of those or two (one for each end of the line) if you connect them in parallel. How you make them is really secondary; what matters is only that you protect the protruding part of the embedded switch on the sides with something about 3/16 of an inch thick (I used two halves of a Gargraves wooden track tie). This helps to absorb the impact of the trolley.

The diagram (Figure 1) may look a bit scary, but making the board (photos 3 and 4) really isn't that hard. Believe me, these are nothing but easy solder connections, and if you take them one by one, with a bit of time (it takes about 2 hours to make the board), you'll get it done without a problem. The unit is mounted on a PC board, but you really only need a perf board. It has two AC connections. One is fixed AC voltage of 14 Volts or higher to drive the timer chip (through a "constant DC power supply") and the other is to variable track power.





W = Full Wave Bridge Rectifier
 C1 - C4 = Capacitors
 P = Potentiometer (1M Ω)
 R = Resistor (10K Ω)
 S = Submini-Switch(es)
 D1 & D2 = Diodes
 # = Pin Numbers on 555 Timer Chip
 NO = Normally Open
 NC = Normally Closed

Figure 1

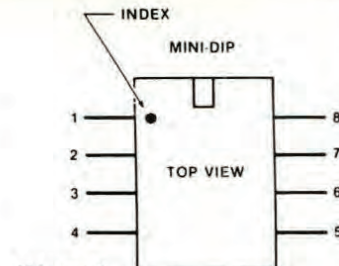


Figure 2

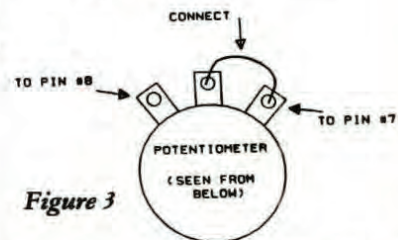


Figure 3

First, you need to drill some extra holes for the barrier strip, the 9V DC relay, and the potentiometer (in photos 3 and 4, it's the device with the long shaft sticking out and the knob on the end. Also, see Figure 3). Then solder all the components together, one by one. Remember to use a low-powered soldering iron (25 to 40 watt) and a heat sink clamp to protect the business end of your electronic parts as you solder them. Also, remember that C₁ and C₂ are electrolytic capacitors which are polarity-sensitive. Their "positive" end is marked and needs to be placed on the "positive" side of things.

Essentially, there are three parts to the board. First, there is the constant-voltage DC power supply consisting of the bridge wave rectifier, 1,000 microfarad capacitor and 7812 12V DC voltage regulator. I usually put that together first. Then comes the heart of the matter, the circuitry surrounding the 555 timer chip. This requires some care, and maybe a magnifying glass, since the pins on the socket for the chip are quite close together (note that Figure 1, in order to avoid being too confusing, does NOT show the 555 timer pins in correct order. To properly identify them see Figure 2.). Leave the timer chip out of the socket until you are done, to protect it from the heat. Finally, there is the relay part consisting of the 9V DC relay and diodes D₁ and D₂. Make sure you connect the cathode ends of the diodes (marked with a transverse line in the diagram and a dark band on the actual diode) correctly or else your relay will not work. Track power from the transformer goes to the "common" connection on the relay (see the package it comes in to identify the proper pins) and from the "normally closed" connection to the track for the trolley. You don't have to connect the "normally open" pin to anything, unless you want the track power to go someplace else while the trolley waits. For the sheer heck of it, I connected "normally open" to the little red light on top of my wooden bumper, to visually indicate the timer circuit is on.

For greater ease of connecting the wiring coming to, and going from, the board, I solder all my connecting points to the barrier strip, in the following order of positions:

- 1 - constant AC voltage (feeding into DC power supply)
- 2 - AC common ground
- 3 and 4 - switch(es) "S"
- 5 - variable track power to "common" relay connection
- 6 - "normally closed" relay connection
- 7 - "normally open"
- 8 - not connected

Now check your connections (again one by one; given their multitude, you are likely to forget at least one, and if you don't check, you can look forward to exciting hours of trouble-shooting!). Plug in your timer chip, hook up constant voltage power, ground connection and variable power to the barrier strip, attach the hex knob to the potentiometer shaft, and you should now have a variable timer allowing you to "pause" the trolley for an amount of time ranging from a split-second to more than two minutes, before it starts heading the other way.

This board can be easily modified, for example to drive a second relay to control a light signal, etc., or it can be hooked up to a "insulated outside rail" - piece of track instead of a bumper, to make the train stop at the station. However, for the latter operation, you need to make sure that the "block" which stops the train at the station is far enough away from the "insulated track" for the train to have cleared it before it stops. Otherwise, as soon as the timer circuit resets itself, the wheels on the insulated track will trip it again, and your train will never go anywhere. I am sure that you can come up with many more uses for this circuitry. Have fun with it!

PARTS LIST

(reflects Radio Shack stock numbers)

274-407	Hex Knob (2 per pack)
275-1571	Submini-Switches (2 per pack)
276-1395	Perf Board
274-653	8-Position Feed-Through Barrier Strip
276-1146	Full Wave Bridge Rectifier 4 A / 50 V
276-1771	7812 12 V DC Voltage Regulator
275-005	Mini-9 V DC Relay
272-1016	100 microfarad Electrolytic Capacitor
272-1019	1,000 microfarad Electrolytic Capacitor
272-131	0.01 microfarad Ceramic Disc Capacitor (2/pack)
271-1335	10 Kilo-Ohm Resistor (10 per pack)
271-211	Linear Taper Potentiometer 1 Mega-Ohm
276-1122	Silicon Switching Diodes 1N914/1N4148 (5/pack)
276-1723	555 Timer Chip
276-1995	8-Pin Low-Profile Socket (2 per pack)

Wolfgang Kuhn, RM #11908
 Louisville, KY

Most of us have self imposed limits on our hobby spending. Therefore "Do It Yourself" is quite often a necessity. I wanted to have structures like the Hellgate and Bascule bridges on my railroad as well as the power house and 116 station with terrace by track side. I embarked on a project to reproduce these fine original pieces out of paper and wood.

I began by sketching plans for each structure. The sketches were developed freehand, using catalogs and magazines

as a point of reference. The scale that I used was a standard piece of 10" track. This method is not for purists, as there is a margin of error. I measured a Hellgate bridge at a train show, and found that my version was 1/2" short. Construction materials include, but are not limited to, poster board, basswood, plywood, paper, and recycled materials from the house. My total investment for each product was less than \$20.00. The time expended to complete each project was about 1 week.

1

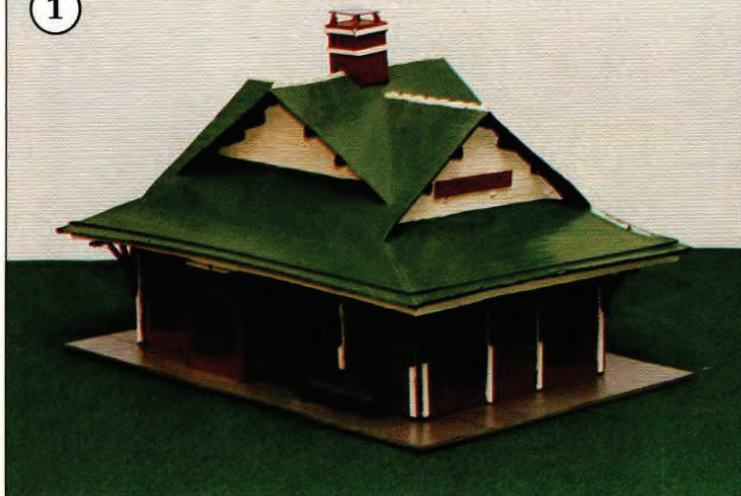


Photo #1 is modeled after the station at Freehold, New Jersey. (An exception to copying Lionel.) I paced off the station and took some photos. I then constructed the model from my notes and photos. The one thing that intrigued me about this station was the roof lines. I have tried to capture its unique design.

2

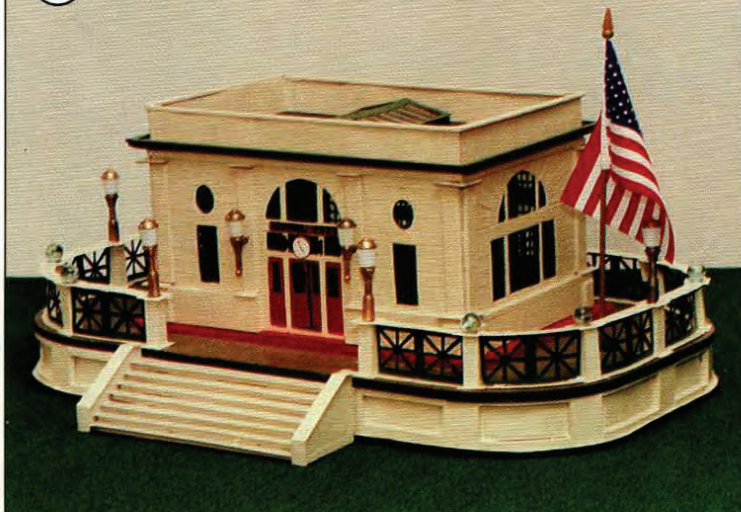


Photo #2 is of the #116 and terrace. I strayed from the original, by using lamps by LifeLike and marbles for finials on the railings.

3

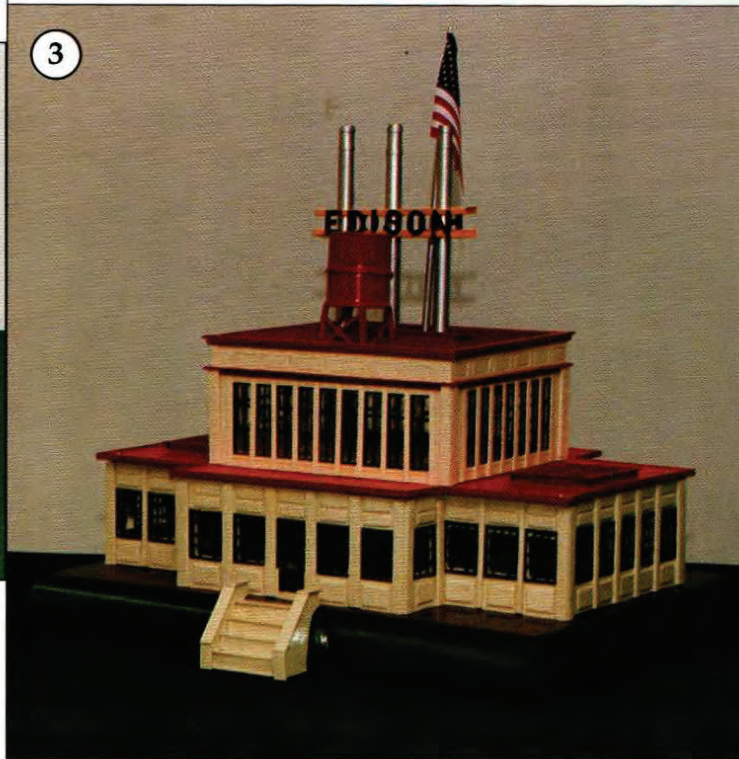
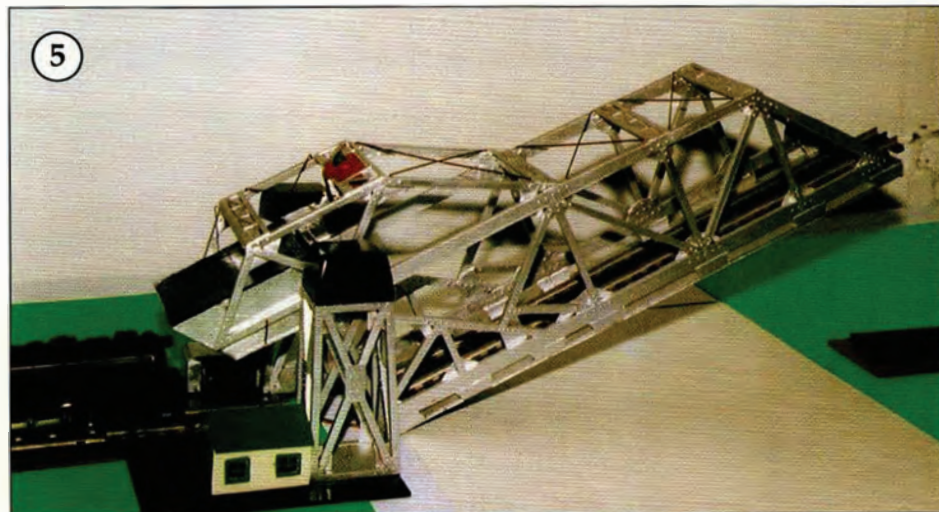


Photo #3 shows the power station. Yes, a window stamping would be a big help here, but don't lose sight of our goals; which challenge us to keep the expenditures at a minimum.

4



Photo #4 is of the Hellgate bridge. The bridge is constructed mainly of 1/4" basswood, with the portals made of balsa wood and cardboard.



Photo#5 is the Bascule bridge operated by model airplane servos modified to work directly off of 9 volt DC rather than the radio receiver. The servos are concealed in the control house and in a tool box on the opposite side of the track. The counter weight is functional and is filled with lead weights. This bridge is also built with 1/4" basswood, and the base is 1/8" plywood. I used the heads of common straight pins for the rivet heads. I installed two lights on the bridge; green for bridge down and red that it's up.

Photo # 6 shows a portion of my "O" gauge layout that is equipped with paper structures. These buildings are supplied in a book. They are printed in several colors and come with complete instructions. They are interesting pieces to cutout and assemble. (Editor's Note: Sources are **Perigee Books** and **Pioneer Valley Models** available from:

GP Putnam's Sons
200 Madison Avenue
New York, NY 10016)



Photo # 7 shows some of the structures that are in use on my 12 X 8 foot layout, which features "O" gauge on the bottom level and Standard gauge on the upper level.

Bob Holme, RM #4023
Middletown, NJ

(Editor's note: The author is working with associate editor Bob Amling, to produce a step by step method of building the Hellgate Bridge. If you would like to see plans for any of the structures, write to Bob Amling at 2023 Coyle St., Brooklyn, NY 11229.)

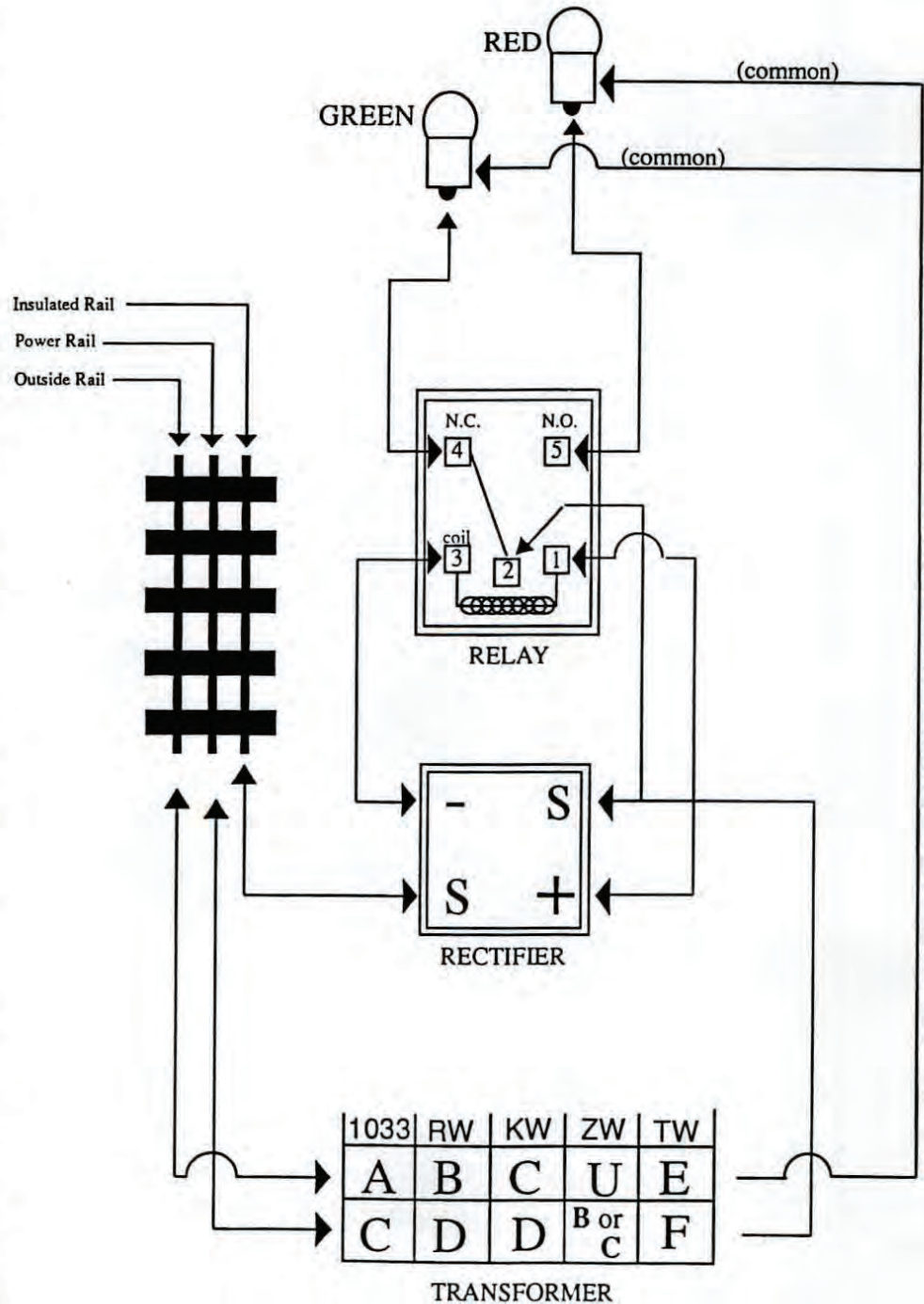
Oops again! Your TLR Editor (a Mechanical Engineer by degree) incorrectly published a wiring diagram in the February issue of *The Lion Roars*.

My thanks to the author, Ken Griffin, RM #11779 and several other electrical "experts" in our membership who contacted and set your Editor straight.

I apologize for any problems the mistake may have caused for those who tried to build the 153 Contractor substitute.

Besides the diagram, here are other informational/correctional notes which need to be passed on to potential builders of the substitution device.

1. The drawing in February's issue (page 23) had the connections at the rectifier reversed. (i.e. AC was at DC and vice-versa.)
2. Basically, the relay switches the lights from green to red when wheels from an engine or car complete the electrical circuit at the insulated rail and in turn energize the relay.
3. The Radio Shack number for the relay is #275-219.
4. And the two (2) wires at the lower, right hand corner of the diagram should be connected to the fixed voltage terminals at the transformer.
5. Finally, if there is an electrical "engineer" reading this article who would like to keep yours truly from having to continue issuing corrections to these projects, give me a call and I'll *gladly* recruit you as a "proof reader" of the diagrams!



Don Carlson, Editor

TRACKSIDES 3

Anthony Balsamo, RM #6933 of Hasbrouck Heights, New Jersey, sent these photos of his layout that was last set-up in 1979. One of its unique features were the scratchbuilt buildings and structures he had assembled. The brown building in photo #1 was built out of...coffee stirrers. (A lot of stirrers!) It served as a turnaround point for the #50 gang car. He'd secured a block of wood to the table inside the shed. The gang car would enter, hit the block, then exit which created realistic action. The shanty building next to a yard track shown in photo #2 was also built of stirrers. Photo #3 is a water tower constructed from a junker single dome tank car with balsa wood and plastic parts. Other scenes in photos #4 and 5 have a mix of handmade and Plasticville buildings. And finally, in photo #6, a Jersey Central diesel waits on a siding for a steam engine to clear the mainline. Anthony, thanks for allowing us to share ideas and show off your fine work. May our recreating it here bring back some fond memories for you!



Introduction *(Photos are on pgs. 20-22.)*

Most LCCA members are familiar with the miniature billboards which Lionel has produced on and off since 1949 for use as scenery on toy train layouts. Of the many different billboard signs produced by Lionel, three advertised the Silver Springs tourist attraction near Ocala, Florida. These three were made in the early 1950's and are shown in photo #1. Displayed in photo #2 are billboards which were produced by Silver Springs, not by Lionel. The signs are identical to those produced by Lionel except for slight differences in the shading of the colors. These signs are sometimes mistaken for Lionel #310 billboard signs and are often found at train meets. This is not surprising because many were mailed to Lionel train owners in the 1950's by the advertising department of Silver Springs and included by Lionel in certain boxed train sets.

Thanks to many helpful collectors, the authors have found fifty-eight (58) different Silver Springs billboard signs so far. About 50 of these signs are visible in photo #3 which shows the authors' display at the 1992 LCCA Convention in Orlando.

We would like to caution readers that even though this article represents over four year's worth of research and study by the authors with contributions by members spread all over the United States and Canada, it is by no means a complete, comprehensive and final authoritative document. This article represents our best attempt at summarizing and presenting the information that we have collected to date. We still welcome any future contributions of related material or information.

Comparison Of Silver Springs And Lionel

The Silver Springs billboard signs are similar in size and in overall appearance to a Lionel billboard sign but they differ in obvious ways. The two most noticeable differences are (1) the words "Outdoor Adv." printed on the lower front border rather than "Standard" which appears on all of the Lionel signs produced from 1949 to 1955; and (2) instead of the plain cardboard backing that Lionel used, the back of the Silver Springs signs is a blue ink blotter (remember them), as shown in photo #4. Some of you younger members may not be familiar with ink blotters or fountain pens, which were the instruments for which blotters were designed! Speculation on why Silver Springs produced these signs as ink blotters is provided later in the article.

As can be expected, all of the signs found so far contain the name "SILVER SPRINGS" and with all the letters capitalized. All but two include "Florida's" before the name although it is not always in all capital letters. The two exceptions do have the word "Florida" elsewhere on the sign. Quite a few of the signs contain the words "NEAR Friendly OCALA" which is always near the bottom of the sign and most of the time in the lower right hand corner. The word "Friendly" is always in italics. Many also have a small drawing of the Glass Bottom Boat, which is usually in the lower right hand corner. Photo #5 shows a sign which includes both of these features.

The border of the Silver Springs billboards is similar to Lionel's as there are 5 1/2 to 6 rows of square dots under the sign. The Lionel billboards produced through 1955 had 5 1/2 rows while some later varieties had 6 and others had 5 rows.

A third difference on many of the Silver Springs signs is the color of the border surrounding the scene. Although the green border found on all Lionel billboards from 1949 to 1962 was used on almost 75% of the Silver Springs sign varieties which we have found so far, we have also found 5 other border colors as shown on many of the other photos in this article. The other border colors include a second distinctly different shade of green and three distinctly different shades of blue and gray. There also seems to be slight differences in the shades of gray borders but the differences are not nearly as obvious as with the green and blue borders. Not included in the Silver Springs border colors was the purple or lavender border used by Lionel in the mid-1960's. We are quite certain that production of the Silver Springs miniature billboard signs had ended by then.

Another difference is that instead of the black color which is always found in the oval containing the words "Standard" on the Lionel signs, the color for the oval behind the words "Outdoor Adv." on the Silver Springs signs vary as a total of five different colors have been found: black, blue, maroon, green and red. In addition there are also variations in the shades of the blue and red background colors. Not counting these minor variations in border or oval colors, a total of ten different combinations of border and background colors have been found so far. However, the "Lionel" color combination of a green border with a black oval was also the most widely used by Silver Springs since over half of the signs found so far have this same combination. A description of the colors and a sample of each color combination is included in this article.

The final difference is that these signs have only been found as separate signs and not in attached sheets containing anywhere from 3 to 10 signs separated by perforations like Lionel's.

Silver Springs HO Billboards

Note the two different sizes in photo #2, the larger of which is 3" x 5" and was designed to fit into a Lionel #310 frame. The other size is a 40% reduction (1.8" x 3") and could be called HO-size. This version has a plain cardboard backing unlike the ink blotter backing on the O gauge size. But the picture as well as the border color and "Outdoor Adv." background color on the HO billboards are each identical to the corresponding sign in O gauge size. Of the 58 different signs found so far, all but two have been found in "O" gauge and 48 have been found in the HO size. Ironically, one of the two not found in O gauge is the "America's *Big* Three!" flag sign which is a very common "O" gauge Lionel billboard sign produced in 1950-51. The Silver Springs HO billboard is somewhat larger than Lionel's HO billboard signs, which do not have a border. However, the small Silver Springs size is smaller than the Plasticville billboards that were popular in the 1950's.

We have not found any frames in which they fit which raises a question: why were the Silver Springs HO signs produced in a size apparently without corresponding frames?

After years of speculation on our part, we heard from Clarence Haney, a model railroader who formerly lived in Florida. Mr. Haney was instrumental in helping create the "HO" sized Silver Springs billboard sign and he has documentation to prove it! In 1952 he received some "O" gauge signs from Silver Springs and wrote a letter suggesting that they produce signs for HO model railroaders, as well. Silver Springs responded with a letter from Peter Schaal written in December 1952 asking Mr. Haney to advise Silver Springs what the overall size of the HO billboard should be. A copy of this letter is shown lower, left. According to Mr. Haney, he responded by suggesting that they make the HO sign half the size of the O gauge sign. He then received another letter from Peter Schaal in January 1953, thanking him for providing the dimensions and advising that they would produce HO signs shortly thereafter. This letter is shown lower, right. The Silver Springs HO signs were produced but as 60% of the O gauge size, rather than half the size. But, we still haven't found any frames in which they will fit!

Silver Springs Background Information

The story of how the miniature Silver Springs blotter-styled billboards developed and matured is part and parcel of the history of the Silver Springs recreational area itself. What is also interesting to us is the important role that railroads played in helping to develop the attraction.

Located near Ocala, about 75 miles north of Orlando, Silver Springs is one of the pioneer tourist attractions in the state of Florida. Prior to the opening of Walt Disney World in Orlando in 1971, Silver Springs was one of the most popular tourist attractions in Florida and had a substantial share of the tourism market. Among the attractions at the park over the years have been the Glass Bottom Boats, a jungle river cruise, reptile exhibits, antique car museum, etc. The park was also used for Lloyd Bridges's Sea Hunt TV program back in the 1960's and several Tarzan movies.

Silver Springs is really just another body of water seeping through the earth's crust. Like many of the other springs in Florida, it is simply part of the Florida Aquifer flowing near the surface of the earth.

(Text continues on page 23.)



Mr. Clarence Haney
Route 2, Box 1136
Fort Lauderdale, Florida

Dear Mr. Haney:

Your letter of the 29th suggesting that we reach the "HO" group of model railroad fans with a billboard half the size of the one I sent you is deeply appreciated.

I had intended to include in my letter the suggestion that "HO" owners cut the bottom latticework effect off the billboard and get a board almost in keeping with their set.

However, acting on your suggestion, you will soon see in several model railroad magazines an advertisement inviting "HO" owners to write for miniature billboards that will be in perfect scale with their equipment.

In this connection, can you let me know what the overall size of the billboard should be. I will have our artist reduce the sketch down to fit that new dimension as soon as I hear from you.

Sincerely yours,

Peter Schaal
Advertising Director

Peter Schaal:bs

Approved AAA Attraction
Member of
Florida Attractions Association
Orange Blossom Trail Association
Florida Society of Travel Agents
Florida State Chamber of Commerce
Hartford State Chamber of Commerce
Hartford County Chamber of Commerce
National Association of Travel Officials
Florida Chamber of Commerce Executives

Mr. Clarence J. Haney
Route 2, Box 1136
Fort Lauderdale, Florida

Dear Mr. Haney:

Thank you so much for your letter giving recommended dimensions for billboards for HO scale model railroads.

You will shortly receive a letter from me which will include some billboards of that size. You will also notice ads in the better model publications inviting HO, O, and tinplate gauge rail fans to write us for billboards in any size they desire.

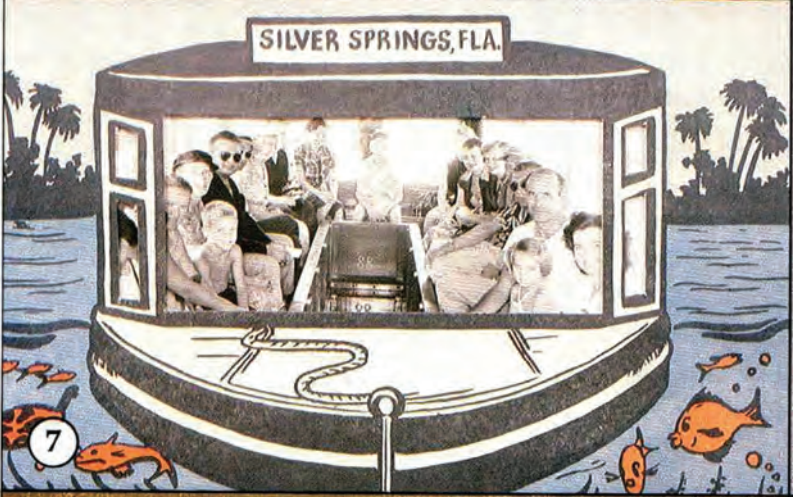
Thanking you again, I am

Sincerely yours,

Peter Schaal
Advertising Director

Peter Schaal:bs

Approved AAA Attraction
Member of
Florida Attractions Association
Orange Blossom Trail Association
Florida Society of Travel Agents
Florida State Chamber of Commerce
Hartford State Chamber of Commerce
Hartford County Chamber of Commerce
National Association of Travel Officials
Florida Chamber of Commerce Executives



Credits

We thank all who responded to our requests for information and LCCA member Ed Richter for his photography. The following collectors provided us with previously-unknown signs or considerable information about how they got their Silver Springs billboard signs.

LCCA Members: Robert L. Baker, Dan Gernat, Bud Hayden, Bruce Larsen, Bill Mursch and Al Weaver.

Others: Bob Edenfield, George Foose, Clarence Haney and James Keeley.

4



EASE THAT TENSION!

See Florida's

SILVER SPRINGS

NEAR Friendly OCALA

5

Outdoor Adv.

See the FISH play FOOTBALL!



at FLORIDA'S
SILVER SPRINGS

"#1 CHOICE OF ALL AMERICANS"

9

Outdoor Adv.

DRIVE SAFELY and SEE...



FLORIDA'S
SILVER SPRINGS

10

Outdoor Adv.

Drive SAFELY and SEE...

FLORIDA'S
SILVER SPRINGS

NEAR Friendly OCALA

14

Outdoor Adv.

A THRILL A MINUTE!



at FLORIDA'S
SILVER SPRINGS

15

Outdoor Adv.

"SEASON'S BEST" Entertainment!



FLORIDA'S
SILVER SPRINGS

19

Outdoor Adv.

Loaded with "SEE" power!



FLORIDA'S
SILVER SPRINGS

20

Outdoor Adv.

SILVER SPRINGS BILLBOARD EXAMPLES

(Continued from page 25.)

We have found Silver Springs billboard signs in six border colors, five oval colors and ten different combinations. 42 of the 58 signs have the dark green Lionel border and 34 of these also have the black oval which corresponds to the "Lionel" color combination. It is by far the most common. Included in this group are the Lionel "Relax now!" and Baby face which are shown in photo #2, the signs shown in photos #5, 9 & 11 and two of the three dated signs: the 1955 New Years baby (photo #12) and "BIGGEST EVENT OF 1955" (photo #13).

Among the signs with dark green borders, the next most commonly found oval color is dark blue, the shade of which varies and is sometimes mistaken for black. So far we have found 7 different signs with this combination. Included in this group are the HO "Flag" and "It's COOL-ossal!" in photo #6. The next oval color is maroon and one sign has been found in this combination, "Drive SAFELY and SEE", in photo #14. The last of the dark green border signs has a lime green oval color and one variety has been found in this combination: "A THRILL A MINUTE" shown in photo #15. The last sign with a green border has a LIGHT green and was obviously produced to display during the Christmas Holidays. All of the printing is in red or green on this sign in photo #16.

The next most common border color is gray and 7 different signs have been found with this border. Although the shade varies somewhat from sign to sign, we believe that this is just a result of fading. All of these signs have a red oval and its shade also varies from a deep red, almost burgundy, to near orange. An example of this group is in photo #8 and another one, the Trapeze artists "DON'T MISS", is in photo #17. This sign happens to be the first Silver Springs billboard sign which one of us found in 1988 at a meet in Ocala, no less, and started the interest in these signs and the subsequent research.

The next border color is blue and three distinctly different shades of it have been found: dark (almost navy), medium (royal) and light (robin's egg). Only one sign has been found with dark blue and is in photo #10. Four different signs have been found with the light blue border and these also have a red oval. Photo #18 shows a sign from this group that advertises an Arlene Francis TV show which was filmed at the park during the dates shown on the sign (year unknown). The final border color of medium blue is used on two signs, one with a black oval (photo #19: "SEASONS BEST Entertainment") and one has a red oval (photo #20: "Loaded with SEE Power"). This is but a sample of the many interesting and colorful signs.

Final Remarks

Although its share of the Florida tourism market is much lower than what it was in the 1950's, Silver Springs is still in operation and attracting many visitors. Photo #21 shows us standing under the park's entrance sign (Bill left, Dick, right). As you travel the major highways in Florida today, you'll still see many colorful and interesting Silver Springs billboards!

Bill Trappen, RM #739 Dick Bruning, RM #8723
Winter Springs, FL Longwood, FL



6

Outdoor Adv.



11

Outdoor Adv.



16

Outdoor Adv.



21

(Text continued from page 19.)

The springs create a large body of water and from that it begins a path known as the Silver River. The area surrounding the Springs is natural beauty at its best. In the early 1800's the Springs attracted brave visitors who rode steamboats up the Oklawaha River to the picturesque pool. In the mid-1800's the steamboat was replaced by the Glass Bottom Boat which was to become the symbol of Silver Springs. Photo #6 shows one of the many signs in which an image of the Glass Bottom Boat is a predominant part of the scene. The novelty of these boats, found only at Silver Springs, was the prime reason that people continued to venture to the Silver Springs area.

After the first railroad was built in Marion County in 1881, T. Brigham Bishop of New York City built a 200-room hotel about 50 yards from the main spring. Business was good for all concerned as it is estimated that as many as one hundred passengers on a single train came to see the Springs and ride on the Glass Bottom Boats. Therefore the railroad was very instrumental in popularizing one of the first tourist attractions in Florida, which celebrated its 100th anniversary last year.

In 1898, H.L. Anderson, an Ocala lawyer, purchased Silver Springs and the surrounding land. Anderson was also president of the Silver Springs & Western Railroad between the Springs and Ocala and he began operating a fleet of Glass Bottom Boats in the early 1900's. In 1909 Anderson sold the Springs and the land to C. (Ed) Carmichael for less than \$3,000. A major event, at least in the future of the Silver Springs billboards, occurred in 1916. A lime-rock road was built over an old bicycle path connecting Ocala to Silver Springs. For the first time tourists could travel to the Springs by automobile. In that same year, the first of many motion pictures, "The Seven Swans" was filmed at the Springs and national publicity was brought to the park. However, Carmichael was still disappointed with attendance at the park and sold it to Carl Ray, Sr. and Col. W.M. (Shorty) Davidson in 1924. Both lived in the Ocala area and both were inspired as children with the beauty of the area. Ray often remarked that if people only knew about Silver Springs, they would come to see it. Ray and Davidson were the owners when the miniature billboards were produced many years later.

The Information Trail

A study of the history of the Silver Springs billboards should include an effort to locate the individuals who generated the billboard concept as well as those who put the ideas into print. Accordingly, we have tried to obtain information on the history of the Silver Springs miniature billboards from every collector who has responded to our ads in the various train collecting club publications. Many of these members obtained the billboards within the last few years at train meets. However, some members reported receiving the signs directly from Lionel or from Silver Springs back in the 1950's which is verified by information which follows later regarding the distribution of the signs.

What better place to start the search for data on the billboards than at the Silver Springs park itself.

I (co-author Dick Bruning) telephoned the then current Director of Marketing and Sales at Silver Springs (Lannie Avery) and discovered that he had no knowledge of the existence of the billboards. He explained that he was relatively new to the company and that a serious fire in 1955 had destroyed almost all of the old records. He recommended that I contact Dave Warren, his predecessor at Silver Springs. Warren now lives on the east coast of Florida near Cape Kennedy and he remembered that the billboards had been produced, but it had been prior to his employment at the park.

Warren suggested that I contact Bill Ray, the son of the former owner, Walter "Carl" Ray noting that Bill Ray still lived in the Ocala area.

Back to Ocala I traveled by telephone, locating Bill Ray. He remembered the billboards, although he was a young man at the time and not involved in the advertising of the Park. He believed that all of the people involved in advertising were now deceased, such as Peter Schaal and C. D. Davenport. However, he recalled that the billboards were printed by a company in Jacksonville, Florida. After a great deal of thought as well as prodding on my part, he remembered that the name of the printing company was Poster Art Displays.

I followed this path to Jacksonville, and found that Poster Art Displays, which had been owned during the miniature Silver Springs billboard era by Kenneth Friedman, had been sold. However, the new company was still in the printing business. I talked to the new owner, John Hiott, about its role in producing the boards. Mr. Hiott was aware to a limited extent of the work done by Mr. Friedman in the 1950's in producing the billboards, however, I was informed that Mr. Friedman was currently in a nursing home and therefore unable to tell me anything. Also, as a result of Poster Art Displays being sold a couple of times over the years, old inventory and records were no longer available to help determine total quantity produced. Mr. Hiott helped, however, in suggesting that I contact Mr. Leo Bassett who was the lead artist and layout man during the Silver Springs billboard era. He thought that Leo still lived in Deland, Florida.

I continued the quest for data back to Central Florida and found that Leo lived near Stetson University in Deland. I met with Leo and he was very helpful. He discussed in detail how the ideas for the billboard pictures and verbiage were developed and how he and Mr. Friedman laid out the designs and art work. However, he stated that Poster Art Displays did not do the actual printing of the billboards, but just the final art work, or "comprehensive". The "comprehensive" was then delivered to Respass-Grimes Engraving Company in Jacksonville for the actual printing. Following that lead, I located the "Grimes" of the Respass-Grimes Company, in Jacksonville. Mr. Sam Grimes recalled that printing of the billboards was performed in the 1950's, but recalled little of anything regarding quantity, types or special circumstances surrounding the printing requirements. All he could recall is that the billboards were printed, cut and shipped to Mr. Schaal at Silver Springs in Ocala.

→ *(Text continued on page 24.)*

(Text continued from page 23.)

Obviously time dims memories of those involved in the creation, production and distribution of the little blue-backed billboards of the 1950's. Death and senility has also taken from us some of those who could best shed light on the subject. However, even though the path I pursued wound back and forth across Central and North Florida over a period of two months, a good deal of data was discovered and preserved and is recorded in this article. Above all, a special "thank you" is extended to all those people mentioned herein who took the time to visit with me and who sincerely wanted to help record the history of the billboards.

Development & Production

From the beginning of their partnership, Carl Ray took over the business management of Silver Springs, while "Shorty" Davidson headed promotion. From 1927 to 1934 the partners worked hard to advertise the beauty of Silver Springs throughout the country. To attract new visitors, Davidson and Ray adopted a policy which could be summed up as "Advertise where no one else does, and use those mediums not used by others." Following this advertising strategy, Davidson purchased a fleet of small trucks which toured the country carrying Silver Springs dioramas. Highways all over the Southeast were posted with Silver Springs signs nailed to trees. At dangerous intersections Silver Springs safety reminders were posted and markers identified cities and towns, including the mileage from those places to Silver Springs.

In the meantime, new highways were opened to Ocala. With the end of World War II, the American public turned to the "good life" which included vacations in the family car to the sunny south. The American tourist just had to be informed of what was available. It was a tribute to Davidson and Ray that the number of tourists visiting the Springs each year increased from 11,000 in 1924 to more than 800,000 in 1950. Pictured in photo #7 (third from the left) is a young Lionel train enthusiast from Iowa by the name of Richard Bruning as he appeared on a family visit to Silver Springs in the 1950's.

In the late 1940's Davidson & Ray hired an advertising director by the name of Peter Schaal who was a tough-minded advertising executive with many new ideas to spread the word of the vacation mecca of North Central Florida. He reasoned that the cost of advertising was in developing the idea of the ad. Once developed, printing it in many forms was easy. Thus in the late 1940's, Mr. Schaal paid a visit to Mr. Ken Friedman, owner of Poster Art Displays in Jacksonville, Florida. Ken Friedman was considered to be one of the very best in the industry. Poster Art Displays was the oldest in Florida and had an outstanding reputation. It was agreed that Freidman and his staff would come up with ideas for billboard signs advertising Silver Springs. The design would be placed not only on highway billboards, but on buses and taxicabs. A large billboard over Grand Central Station in New York City was even rented to promote Silver Springs.

The understanding between them was that Schaal would visit Freidman approximately every 5-6 months. He'd

look over the artwork and select those ideas which pleased him.

He would tell Freidman of new exhibits, buildings, other attractions or upcoming events at Silver Springs which could serve as material for new billboard advertising. As their relationship grew into the 50's, new billboards were going up on the highways at the rate of about one a month. In 1950 a young artist named Leo Bassett came to Jacksonville seeking employment and applied at Poster Art Displays. He met with Ken Freidman and was hired. An interview with Leo provided much insight on the Silver Springs miniature billboards.

Mr. Bassett grew up in Deland, Florida and went into military service after high school. He attended Miami Art School and then graduated from New York City's Brooklyn Pratt Institute of Art. He and his wife then came to the Jacksonville area. Leo recalls Mr. Schaal's meeting with both Mr. Freidman and him regarding upcoming events at Silver Springs and emphasizing those things that Schaal wanted promoted. Leo's job was to come up with ideas for Mr. Schaal's Silver Springs billboards and then to draw or design an appropriate picture and verbiage. He would draw a number of potential "cartoons" as he called them, and at a later date Schaal would return to Poster Art Displays to choose those that he wanted.

Leo stated that a "miniature" billboard was produced for each full-sized billboard to be displayed as a highway sign. The same design was also used on other signs of various sizes for buses and taxi cabs. The miniature signs were to be printed on blue blotter-type paper. No apparent reason was given for the use of this paper, however, Leo was told that the miniature billboards were to be placed in plastic frames and would be distributed to motels, restaurants, and other tourist-oriented businesses along highways leading to Ocala, Florida. The miniature billboard would be placed on or near the motel's registration desk and near cash registers of restaurants to remind tourists to visit Silver Springs. If this was in fact Mr. Schaal's original plan, it is logical to make the billboards into small blotters since fountain pens would have been used in those establishments and blotters would serve a useful purpose.

Leo commented on his cartoon ideas that many times were made into a finished product. The first design he drew that was accepted by Peter Schaal was a lady hanging bed sheets on an outdoor clothesline with writing on the bed sheet that said "See Silver Springs." We have not been able to find this particular billboard and it is unknown if it was printed. Leo's favorite design is the picture of the huge fish with its mouth open and the little man swimming toward the fish's mouth. Photo #8 shows this sign. He remembers that many different "cartoons" were drawn when Mr. Schaal suggested that the operators of the Glass Bottom Boats were dropping a ball of fish food over the side of the boat so that tourists could watch the fish "fight" over the food. The image of fish fighting did not come out well, so after many efforts it was determined that the fish were playing football instead and really were "pushing" the ball of food toward one goal or the other. The final billboard reads "See the FISH play Football...! at FLORIDA'S SILVER SPRINGS" and is shown in photo #9.

Our trail of billboard design and production ends here.

Silver Springs Billboards - Production Dates & Distribution

It is unknown that Schaal was a model train hobbyist. If he was a fan, it may have been the #310 Lionel billboards that prompted an idea of Silver Springs billboards. He had a lot of respect for the Lionel Corporation because he made a deal with them, apparently in 1949, to place a miniature billboard in certain Lionel boxed sets. Below, left is copy of a letter written in 1952 by Peter Schaal to "Model Rail Fans" offering a copy of each new Silver Springs miniature billboard for use on their layout. Remember that Lionel started producing billboards in 1949 and one advertising Silver Springs in 1950. Below, top right, is a mailing envelope for the billboards. We have several but unfortunately without a no postmark or date.

Apparently lists of set owners were given to Schaal by Lionel. It is not known how many Silver Springs miniature billboards were sent with each mailing or put into the general public's hands. It's likely that many hobbyists returned the "tear off" portion to Schaal and thus began a national direct distribution of the blue-backed miniature Silver Springs signs. Member Bruce Larsen reports receiving them sometime between 1955 and 1957 either from his direct request for information about the Park or through an advertisement with a coupon in either **National Geographic** or **Travel Holiday** magazine. Another collector reported that his father purchased a Lionel set in the early 1950's, sent in the warranty card and received the signs in the mail several weeks later directly from Silver Springs.



PETER SCHAAL
Advertising Director

Dear Model Rail Fan:

How would you like to receive miniature billboards like the ones enclosed at regular intervals, and with our compliments?

As the largest users of billboards in the South outside Coca Cola, we reduce our highway boards down to miniature blotters that we send all over the country every month.

If you swear by LIONEL equipment, you may have noticed that for the past three years a Silver Springs miniature billboard has been included in the set of eight or 10 printed annually.

We thought that perhaps you'd like to "change" billboards ever so often, especially if your floor lay-out is permanent.

So, if you like the idea, simply print or type your name and correct mailing address at the bottom of this letter, and we'll do the rest, at no cost to you.

New miniatures will be sent at regular intervals as soon as we find out how many extras we will need.

Very truly,

Peter Schaal
Advertising Director

Peter Schaal

Tear off and mail this portion to Peter Schaal, Ad Director, Silver Springs, Florida.

My Name _____

Mailing Address _____

City _____ Zone _____ State _____

Approved AAA Attraction
Member of
Florida Attractions Association
Orlando Business Travel Association
American Society of Travel Agents
Florida State Chamber of Commerce
Hotel & Motel Management Association
Marion County Chamber of Commerce
National Association of Travel Operators
Florida Chamber of Commerce

While we believe that the miniature billboard idea began in 1949 based on Peter Schaal's December 10, 1952 letter, it is uncertain when the miniature billboard distribution ended. We are told that problems developed among the management of Silver Springs and Mr. Schaal left employment with Davidson and Ray. He was replaced by Mr. C. D. Davenport. The only correspondence found by the authors is an undated "memo" from Mr. Davenport to **The Model Railroader**. This memo shown lower right, says that no more miniature billboards will be sent to hobbyists due to the expense of the program, but hopefully it would resume. To our knowledge it never was.

Certain events and billboards give some idea of distribution dates. We have found only three dated billboards. On two of these, the date is 1955 and we know the program started long before then. The other dated one shows a picture of a 1957 New Year's Baby (photo #10) so it was probably produced in late 1956. We know that the Early American Museum was established in 1953, and the Deer Ranch in 1954. Photo #11 shows the sign of Tommy Bartlett's deer feeding attraction. In 1960, the Aquatorium, a large free-floating underwater observatory was installed to allow visitors a leisurely study of the plant and marine life in the largest spring. Such a major addition would surely deserve a billboard. However, we have not found a billboard which promotes the Aquatorium. Thus, it is very likely that the miniature billboard production and distribution ended between late 1956 and 1960.

Ray and Davidson's long association with Silver Springs came to an end in 1962 when American Broadcasting Companies, (ABC), acquired Silver Springs and 3,900 acres of surrounding land along the Silver River. The Silver Springs miniature billboards remain in the hands of many Lionel train owners and others throughout the world. All of the billboards promote a year-round, happy, fun-filled vacation experience.

Ray, Davidson and Ray
OPERATORS OF
Florida's Silver Springs
RETURN POSTAGE GUARANTEED



Mr. E. W. Meier
630 Marion Ave
Kalamazoo, Mich

A MEMO FROM



To the "Model Railroader" Addressed -

For some time we have been supplying you and many others throughout the Nation miniature replicas of our current outdoor posters. We hope such a service proved helpful to you and of interest to the many viewers of your train layout.

Because the expense involved in this program has grown so greatly, it has been found necessary that we temporarily suspend the issuance of these cards. We regret very much that current circumstances beyond our control make this action necessary. We are hopeful that in the not-too-distant future we shall be able to resume the program and in that event you shall hear from us again.

Cordially yours,

FROM THE DESK OF
C. D. DAVENPORT
Director of Advertising

C. D. Davenport
C. D. Davenport

(Article concludes on page 22.)



TRACKSIDES 4

Glen James, RM #11270 from Alameda, California sent in the nine photos on the opposite page of his very large layout which he's named "The Mound Street Railroad". His operation takes up virtually all of the 728 square feet of available floor space in an upper level section of the James' home. Listed on this page are descriptions for the photographs and specifications for Glen's fabulous railroad empire.

Thanks so much for sharing your incredible set-up and operation with the members!

PHOTO CAPTIONS

#1 & #2 - Split view of the MS RR.

#1 is left side of the layout with the two-level yard area. The stairwell leading down to home's lower level is shown at the far left, lower portion of the picture.

#2 is the right side featuring the city portion with its several levels of track tunneled through the mountain. Note the access hole at the far right, center of this photo.

#3 - Here is a wide angle view of Glen James' railroad empire with Robert Pfaendler operating from the right side of control central.

#4 - Roundhouse portion of the lower yard area with its Korber Roundhouse extended to 13 stalls.

The O gauge turntable with a 1776 Seaboard Coast Line U36B on it is made by Diamond Scale Construction and features automatic indexing.

#5 - Another view of the two level yard area showing Kristy Pfaendler as the operating engineer of a long consist of Lionel's Disney set cars being pulled by a Williams cab forward engine highballing down the mid-level main line of the MS RR.

#6 - Here's a close-up shot in the city area with a double headed Santa Fe 2343 coming through the city as a pedestrian safely waits at a crossing near the far end of town.

#7 - Another close-up view taken in the city section at one of the crossings in the downtown area. Featured is a 2402 passenger car on its way to the station for arrivals and departures.

#8 & #9 - Pull back photos at the same downtown crossing with a 682 Turbine and set of 2400 Series passenger cars pulling through.

All photographs by Billy Hustace.

SPECIFICATIONS

Layout size:

Large "L" shaped on 2 levels with 624 sq. ft. total area.
Table level: 484 sq. ft.
Upper yard: 140 sq. ft.

Construction:

2 x 4 framework, sitting on 1 x 3 legs with 32" table height.
1/2" plywood topped with 1/2" Homasote™.
Covered with Life-Like™ paper grass.

Trackage List:

Approximately 500 feet of straight track (30 & 40" sections).
96 pcs. 072 curves and 50 pcs. 022 curves;
65 switches (mixed 022 and 072);
2 60° & 2 90° crossings; 35 UCS/RCS sections

Operations power:

Trains -
2 - ZW, 275W transformers

Accessories, Switches, etc. -
1 - Z, 250W transformer;
2 - 0.5 KVA 16V control transformers
2 - Variacs transformers for fine voltage control

Signalling:

Crossing gates, cross buck flashers, dwarf and full size block target signals, semaphores, banjo signals and signal bridges. (Signal block control by 6 VDC power through relays.)

Motive Power:

8 - Steam engines (6 Lionel, 2 Williams)
15 - Diesels (All Lionel)

Rolling Stock:

Passenger and freight. Miscellaneous Lionel post-war, MPC and LTI stock. Some K-Line and Williams.

Accessories:

97 Coal Elevator	2324 Op. Switch Tower
164 Lumber Shed	9224 Horse Loader
313 Bascule Bridge	12700 Oper. Fuel Station
342 Culvert Unloader	12702 Control Tower
345 Culvert Loader	12703 Ice House
364 Lumber Conveyor	12716 Searchlight Tower
397 Coal Loader	12720 Beacon
455 Oil Derrick	12722 Diner
456 Coal Ramp	12723 Microwave Tower
2300 Oil Drum Loader	12761 Billboard
2315 Coal Station	19810 Milk Unloader
2323 Operating Freight Station	

Turntable - Diamond Scale Construction, Oregon

Roundhouse - Korber Model, extended to 13 stalls.

SPRING !! And a young man's fancy turns to York. Oh, sorry that's that other train club. What I really mean is the 1994 LCCA Convention. Register now folks; the good seats are goin' fast. Here are a few reasons why the '94 LCCA Convention will be better than anyone else's:

1. Intercom system will have a distinct southern accent.
2. Wide walkways between tables.
3. York won't have TRACK 29 metal bumpers 'til October.
4. Grits available at most area restaurants.
5. Lionel Value Added Dealer located next to Aquarium.
6. Local collectors have to join LCCA to attend.
7. Civil War not over according area Rebel-buffs.
8. Temperature above 60 degrees F on trading days.
9. Use of psychic hotline for pricing is discouraged.
10. No Table Police.

Items NOT SEEN at Toy Fair

Well, Toy Fair, and the more or less concurrent Lionel version thereof, have come and gone for 1994. As usual, Lionel Trains stole the show and LCCA members saw the new items in *The Lion Roars* almost before the paint was dry on the product samples. The Rambler's invitation to Toy Fair(s) must be still in the mail. One would think those folks could follow up with a phone call. So the Rambler's string of missed Toy Fairs remains unbroken (maybe there's a song in there ?).

Like the Rambler, some product samples don't make it to Toy Fair. They are the most interesting to many collectors. They also create the most mayhem when they surface in the marketplace or the price guides. The Rambler, while persona non grata (that's Latin for instant grits) at Toy Fair, has once again become privy to pictures of items that were NOT on display during that august event in February. We share them for three reasons; to deny the counterfeiters and to scoop any other Press with the same idea. Remember, the Value Added Dealers have NOT seen these items; YOU are the first.

1. Norfolk Southern Dash 8 Floor Toy. Displayed by Rob Carden, son of LCCA Member John Carden RM #12868. The NS loco did not win a recent Cub Scout Pinewood Derby. (It was however, the fastest "train" in the annual competition.)



2. Southern Ry. American type Cab Forward "S" Gauge Steamer. The hobby has been underwhelmed by new "S" gauge steam locomotives since A. C. Gilbert banked his fires in the '60s. But, alas, again an innovative design becomes an airball in the tournament of trains.

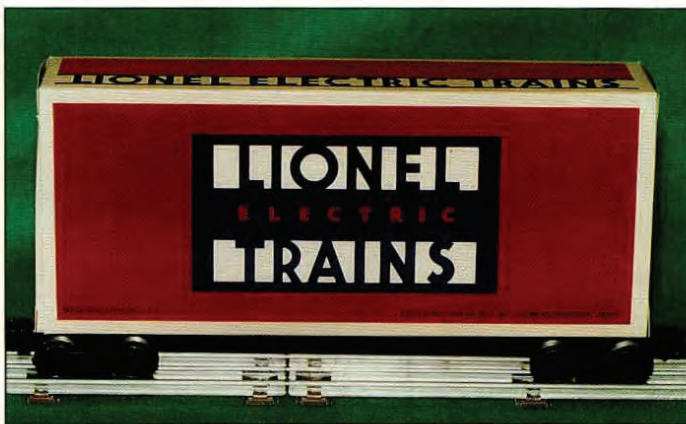


3. "CSX" Circus Train. This "CSX" is NOT the transportation company based in Jacksonville, Florida; any similarity between CSXT and this train is in the dementia of the beholder. This "CSX" is for Circus Special Xpress. Complete with a cutout of the same Big Top graphic used in newspapers to promo the **Barnum and Bailey Circus**, this set offers a 3 Ring mix of modern and prehistoric. The engine is an 0-4-2 cab forward steamer and tender in Royal Circus Blue. When asked why a circus train needed a cab forward engine, the set's designer asked in return if the interviewer had ever been on a circus train that stalled in a tunnel. The tender is equipped with barrels for fuel and water. The tender also answers the question, "What kinds of clowns are running this railroad?" Following the loco is a consecutively numbered 3 section articulated flatcar set with wagons in circus colors. Most of the retail on this car would have been the QSI animal sounds installed in each wagon. Unfortunately sanity, and silence, prevailed. Finally, hold the applause, an End of Train Device. Remember, "CSX" stands for Circus Special Xpress and the train wasn't seen at Toy Fair or anywhere else 'til now.



4. Boxcar. Designed for the mint-in-the-vault colleelector, this car enables the owner to have his trains and run them too. Trucks mount on the box; the carbody remains MINT. (Collision insurance not included.) It's NOT on your Dealers' shelves. Yet.

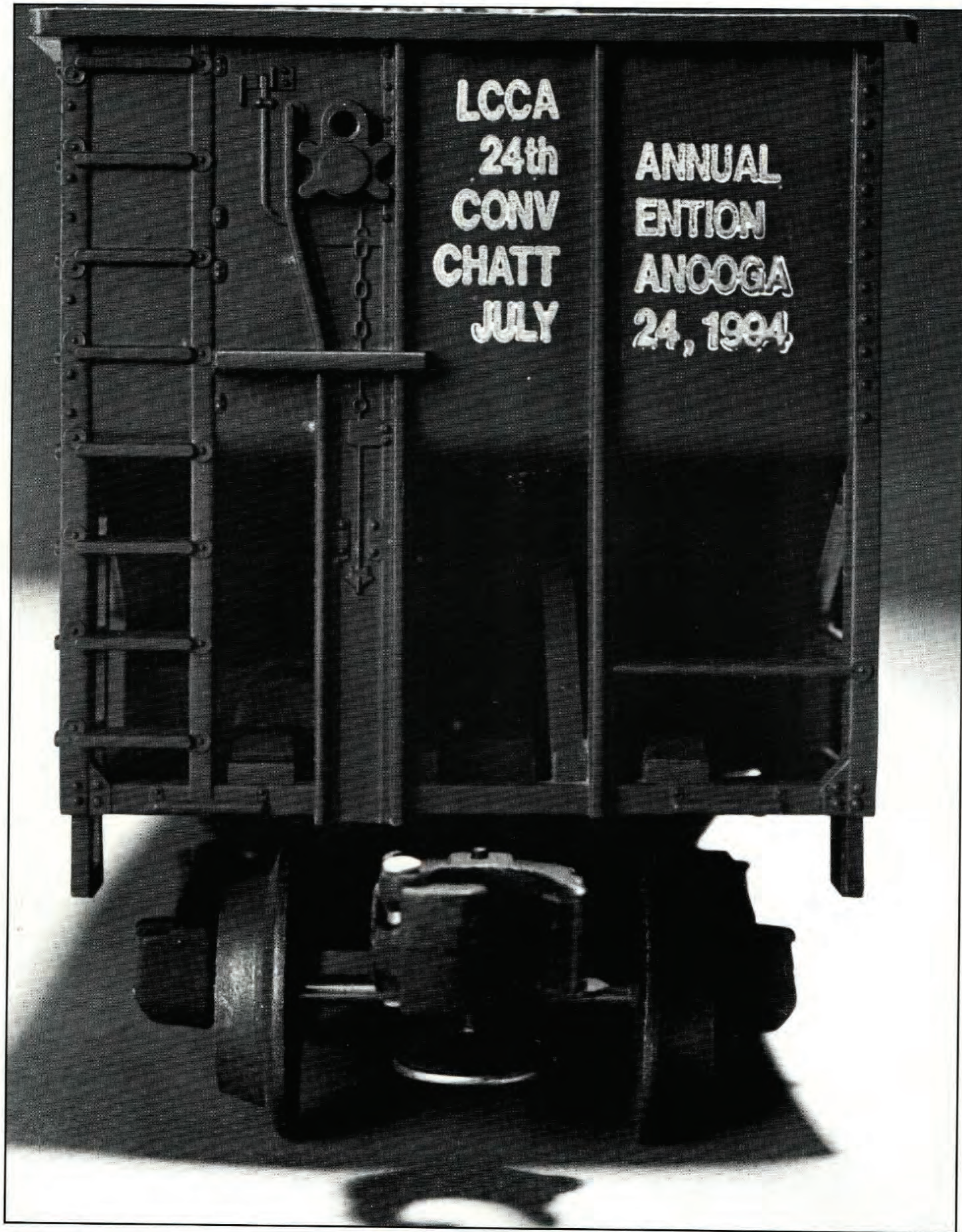
And the last reason? (A barrel of April Fuel to all.) See you at the Chattanooga Convention in July. That's NO April Fool's!



Down the Road

Best Loco Contest Results.
Thomas and the Bogie Man.
Home made trains.
1994 LCCA Convention in
CHATTANOOGA!

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



Here's a shot of the original, mock-up used to design this year's Convention Car. The printed notation on the end of the 3 bay Standard O hopper will be a first for Lionel! Thanks to The Three Rail Rambler for sending in this photo.

TRACKSIDES 5

Ray Smith, RM #10427 of Burlington, Massachusetts, felt that the "Girl's Train" he bought for his daughters Caroline and Jackie needed something extra in order to look even nicer. What was missing from the set that would add that special touch? Ray solved their dilemma fairly quickly: a tank car! Using a post-war #6425 Gulf 3-dome tank car, Ray used a little magic and transformed the car into a neon green Burlington Northern "Ladies Only" tank car. Judging from the photo, we can see that Ray and his daughters did one heck of a job! He used HO decals on the car. Over the past few years, Ray has custom painted about one dozen pieces of old Lionel rolling stock. Some of his recent work includes a post-war #6560 crane car which now proudly wears the colors of the Pennsylvania Railroad, and an L&N woodside reefer which Ray transformed into a Western Pacific. He's currently working on one of his favorite types of cars - a #6419 post-war work caboose. When Ray's finished with this piece it will be a Canadian Pacific which he will add to his #1158 Maple Leaf set.

Although Ray has a collection of 800-900 pieces, he does not yet have a permanent layout. He and his daughters took the photo of their "new" tank car on Labor Day weekend in their backyard. They set up a nice little diorama (wouldn't we all like to find a real Corvette like the one in the picture?) that really shows off their fine piece of work. Always on the lookout for custom-painted trains when he attends shows, Ray plans on repainting many more "old" trains as time permits. He's also said that he would love to submit more photos of his work. All we can say is "keep those photos coming"! Thanks for sharing your fine work with us.



If you have a question or comment or anything that might be of interest to the Club, and don't have time to write an article yourself, just call me or any other member of *The Lion Roars* Editorial Team. We'll do the writing and credit the contributor. We can put any questions out to the membership and print the response in a later issue. So let's hear from you, even if its just a suggestion for a topic of discussion. Letters are also welcome of course. If you send a letter, be sure to include your name and address so that we may get back to you with any questions and follow-up.

The Latest Updates

Lionel has announced some updates, corrections, and amplifications for the 1994 catalog offerings.

First of all, you might have noticed that while most of the new sets offered an all new Lionel wall pack transformer, the 6-11739 Santa Fe set and the 6-11743 C&O set are pictured with the traditional 4851 transformer. Lionel has now announced that these two sets will also be supplied with the newer type transformer, pictured on page 58 of the catalog.

The 6-18919 Santa Fe Alco non-powered A unit will include a 5906 sound activation button.

For steam engines, the 6-18638 Norfolk & Western 2-6-4 locomotive will have lettering to match the color and style of the matching passenger cars offered in the catalog. That means that gold is in, and the white is now out.

The 6-18034 Santa Fe Mikado will be supplied with a die-cast tender. Although it is pictured this way in the catalog, the die-cast feature was inadvertently omitted from the list of tender features in the descriptive text.

Also not mentioned in the catalog is RailSounds II™. The Mikado will be the first steam locomotive to have this premium sound system.

The totally new system's features include:

- Prototypically correct loco, whistle and bell sounds
- Multi-Whistle that provides varying tones
- Automatic start-up sounds
- Steam Chuff that varies in direct proportion with the locomotive's drive wheel speed
- Synchronized smoke puff with chuffing sound
- "Appliance" sounds, such as compressors, steam release, etc. all programmed to play at the appropriate times
- Automatic shut down sounds for the locomotive when track power is turned off.

The sounds are generated electronically and use track power. It adds a lot of very realistic operation to the steam engines.

The 6-18216 Conrail SD-60M will feature the diesel version of RailSounds II™. The diesel's totally new sound system features include:

- Prototypically correct engine, horn, and bell sounds
- Three RPM levels available in neutral
- Authentic start-up sounds
- Automatic increase in RPM at high speeds
- "Appliance" sounds, such as set brake and compressor sounds, all programmed to play at appropriate times
- Automatic shut down sounds when the track power is turned off.

The diesel sounds are also generated electronically from recordings of actual diesels in operation!

These new versions of RailSounds II™ were being demonstrated by Lionel at both its Dealer Preview and at Toy Fair. The steam and diesel sound systems from Lionel received tremendous approval and enthusiastic support at both events. I'm certain you'll agree they are something else when you can listen to them yourself!

Here's some news that post-war fans will welcome. Later in this article we reviewed the Erie Alco diesels which Lionel brought out in 1993. Our only real concern was the front end of the loco, which was altered from the post-war version to accommodate a different coupler. After much feedback from collectors and dealers, Lionel is pleased to announce that the 6-18119 Union Pacific Alcos in the new catalog will have a redesigned front apron which will more closely resemble the front apron of the die-cast frame on the Alcos of the early 1950's. The front coupler was the main reason this unsightly change was made on the Erie Alcos. To solve that problem, the new units will feature a self centering fixed die-cast coupler at the front of each of the A units. This means that the locos will not have operating couplers, but will lose the unsightly recessed apron. I think most collectors and operators will welcome this change. As long as the engine is coupled to a car with operating couplers, switching operations can still be performed, since only one operating coupler is needed.

If you purchased the Erie Alcos and are now sorry that you didn't wait until the apron was changed, Lionel has some good news for you now. The new parts will be available to allow you to retrofit the Alcos with the new apron. Details on the program will be announced through the Customer Service Department later this year.

The 6-18419 Lionelville Trolley will be supplied with an AC motor as described in the new catalog. The Spring Release catalog incorrectly stated this unit would have a DC motor.

Finally, the detailed undercarriage for the box cars will have only about 25% of the holes that are on the 1993 product.

New From Kalmbach

Kalmbach Publishing has released a new book which highlights many of the great toy train layouts that have been featured in the pages of *Classic Toy Trains* and *Model Railroader*. The new book called, **Classic Toy Trains Toy Train Layout Tour**, features thirteen layouts including Lionel Standard Gauge, pre-war O, post-war, modern, and American Flyer. All but one include a typical Kalmbach track plan drawing to help you visualize the entire layout. These drawings can be very helpful to the reader in visualizing the entire layout.

If you need some inspiration for that layout you've always been going to start, you might give this book a look. The softbound book is large format, and has 96 glossy pages with color on every page of the book. The price is \$14.95 and can be ordered directly from **Kalmbach Publishing Co.** by calling their toll free number (800) 533-6644.

New Instructional Video

TM has produced a video called, **How To Build a Toy Train Layout - Part 1 Getting Started**. This 50 minute video starts from scratch and takes you through the construction of a layout that includes lots of scenery and a realistic grade, made with the "cookie cutter" method. The instructor is Elliot Feinberg, the creator of Entertainment, the nine-level layout and one of the attractions at Minnesota's Mall of America.

The video begins with a blank sheet of plywood and takes you from the construction of the table through the application of the finishing scenic details. You're shown how to make your trees, make a plaster grade for the train to climb, ballasting your track and more. You're also shown how to wire your layout and shown how to make and use insulated track sections to control accessories. Much of what's on this tape you could find in several books, but seeing the work done and watching the layout progress is a decided advantage.

At the end of the tape, more advanced tapes in the series are promised. The construction of a large mountain is featured in the next tape. The video is reasonably priced at \$19.95 and can be ordered direct from **TM Books and Video** by calling toll free, (800) 892-2822.

I'd Like To See

We continue to get lots of requests from our members, and here are some of the latest. If you've sent one in and haven't seen it here, please be patient, sometimes we just run out of room. Best wishes and keep those cards and calls coming.

Jim Gilmore RM #13858, would like to see a matching B unit for the new Erie Lackawanna PA Alcos. I'm not sure, but I do not believe that the Erie Lackawanna ran A-B-A Alcos. Jim would also like to see more in the way of Milwaukee Road and Missouri Pacific roadnames. He asks, "When will the Milwaukee Road Tool car, to match the bunk car, be out?" Jim would also like to see a B&O F-3 Diesel A-B-A set. Although Lionel did produce the B&O F-3 diesel set in 1975, this only had one motor and none of Lionel's improvements to this great looking engine.

Jim feels that Lionel is being too repetitive with roadnames and expressed his sorrow over their inability to get approval for manufacturing the ZW transformer. Thanks Jim and lets see what Lionel puts out to replace the ZW (check out Talk with Lionel in the October, 1993 issue of *The Lion Roars*).

Charles Armato, RM #15834, is also a member of the Howard Beach Operating Train Society and reports that many members of the Howard Beach club have expressed an interest in seeing Lionel bring back the No. 350 Engine Transfer Table and the extensions to add on to it. Chuck would also like to see the 175 Rocket launcher return. And how about the No. 464 Lumber Mill. Modern era Lionel did bring this back over a decade ago, but how about returning it with a motor drive?

Thanks Charles, and I couldn't agree more with your suggestion for the Transfer Table. That's an accessory that's hard to find in good shape. I do know where there is a stack of unused ones. While we were touring Madison Hardware, I noticed a stack of them. The parts inside were in poor shape with lots of rust. Many who have originals would also appreciate being able to purchase the extension tables. The extension table is actually an additional table section and is exactly the same as the section that is included with the table. My guess is that everyone who bought a new transfer table would also buy at least one extension.

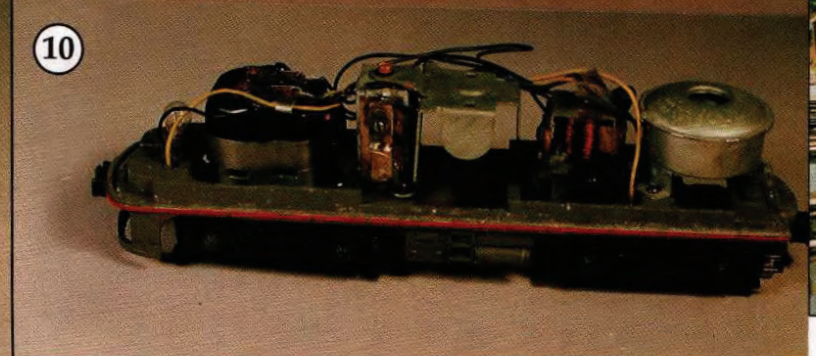
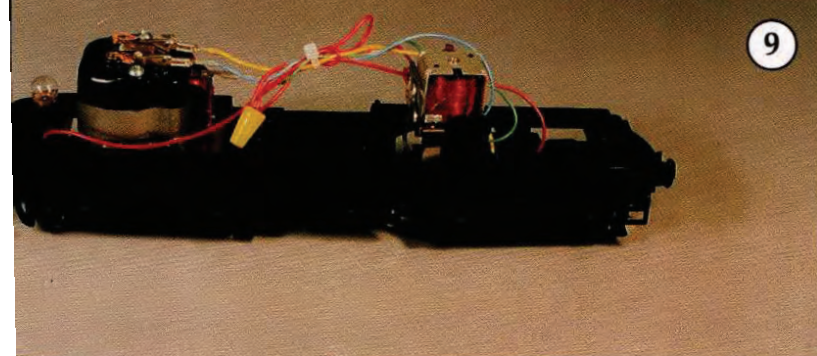
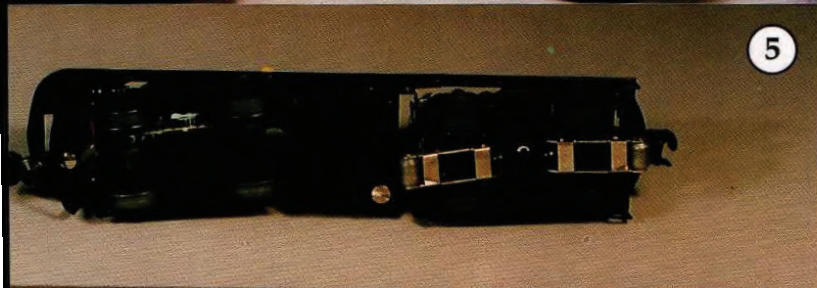
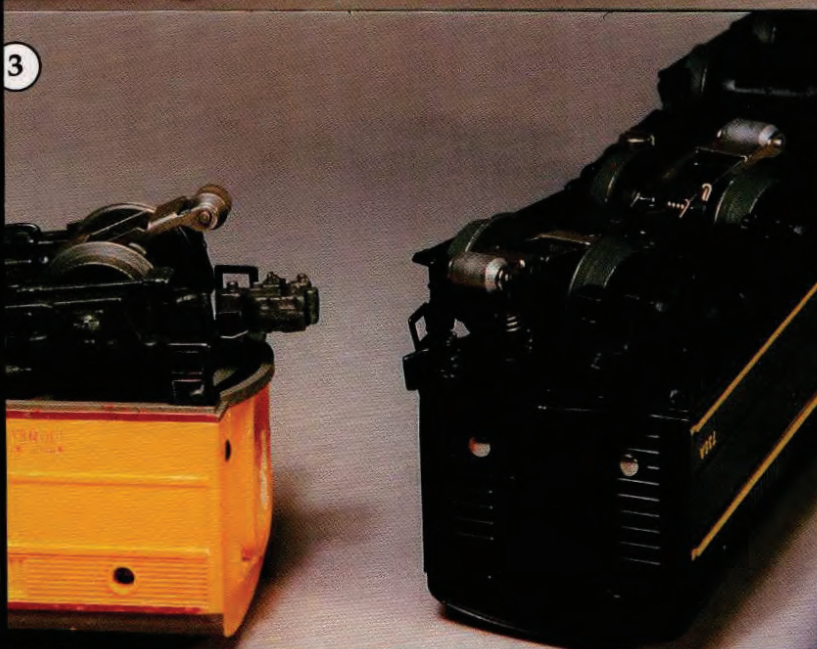
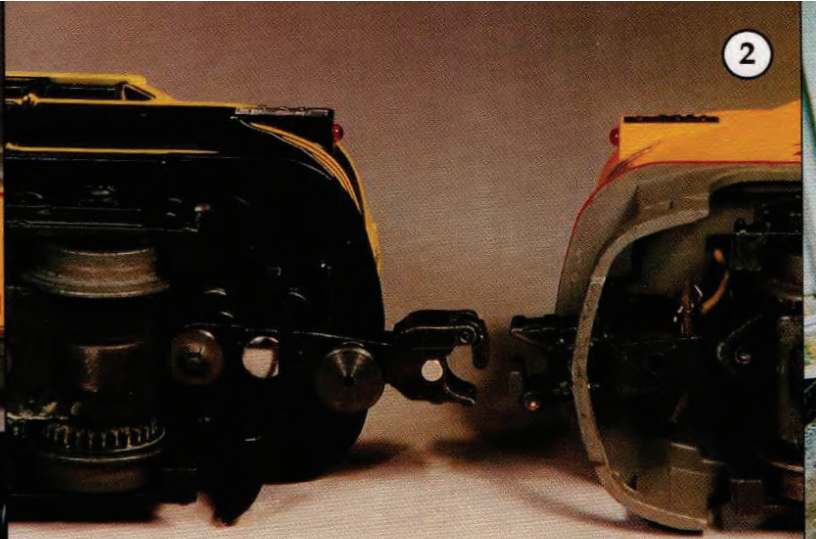
Coming Up

Next issue we plan to have the full story on Lionel's new Berkshire. The first of these was released last year and included several changes from the Bershires we're so used to. We'll give it a thorough going over next time.

For now, let's take a close look at the die-cast frame Alco diesel which Lionel re-released in 1993.

POST-WAR ALCOS RETURN

It was quite pleasing to collectors and operators alike when Lionel resurrected the post-war Alcos. This engine style was introduced in 1950 with the Union Pacific roadname. The Alco featured a heavy die-cast frame with die-cast trucks, and an excellent motor drive. In 1952, two additional roadnames were added, Erie and Rock Island. In 1953, a small change was made in the mold, adding a round raised section on top. (According to Volume II of McComas & Tuohy's, *Lionel, A Collector's Guide and History*, this was added to eliminate a warping problem.) The original Alcos were considered by many to be Lionel's best running loco. Despite tossing the scale ruler to the wind, post-war Lionel put out a mechanically well designed engine. These Alcos have a good reputation for smooth running reliability. The three Alcos continued in 1954 and were dropped from the catalog in 1955. When they returned in 1957, they had been totally re-engineered to reduce expenses involved with the production of the die-cast version. The chassis was now stamped steel and the motor drive was all new. From 1957 and later, it was a completely different loco.



In 1993 Lionel brought back the original die-cast version with the Erie roadname for this re-introduction. Several changes have been made, and we'll detail them as we disassemble the loco. For comparison purposes, a 1950 version in the Union Pacific roadname will be used. Lionel has brought back the UP with its colorful markings in 1994.

Before we do any disassembling, let's look at the outside of both versions. At first examination, there's little difference to be found. The trucks are identical. The new version even includes the separate ladder on the front truck as did the original one.

Photo 1 shows the two engines meeting head to head. The first very obvious difference is in the couplers. The new coupler is all metal, but notice how much further it protrudes from the front of the loco. Lionel's method of opening couplers also required a change in the front of the chassis.

Photo 2 shows the two Alcos from the bottom. The original engine used electrically controlled coil couplers. In 1950, Lionel was beginning to discontinue the use of coil couplers on its cars and rolling stock. It took longer to discontinue the use of the coil coupler on its motive power.

The post-war, die-cast frame Alco was equipped with operating coil couplers throughout its entire five year long production run.

Notice that the coupler on the new Alco is die-cast and includes a metal armature bar. This is similar to the armature bar Lionel used in the late fifties when they changed to plastic trucks. Even the pull down is machined completely from steel and does not use a thumb tack. The knuckle is also die-cast and uses a small metal spring to push it open.

Note also in Photo 2, that it was necessary to make a change in the front of the chassis to accommodate the new coupler. The metal section from which the coupler protrudes has been moved back from the front of the loco. Look again at Photo 1 and you can see a definite change in the front part of the chassis. On the new version, this metal section is a separate piece which is screwed in place. On the original design it was all part of the chassis casting.

Remember that earlier in this article we mentioned that Lionel will offer their latest design parts to retrofit these 1993 versions to look virtually identical to the 1950's design. Release dates for the parts should be later this year. Even though the new couplers will be fixed (that is, non-operating), the visual enhancement to the front of the engines is well worth the changeover.

Photo 3 shows the rear truck and coupler of each design. The new version uses a completely different system for self centering the rear coupler. Both the original and new designs are die-cast and non-operating. This style of coupler is normally used to connect the diesel units together.

The diesel cabs are removed in the same manner from both generations of engines. A metal tab at each end is pivoted with a screw driver and the cab lifts off. (This is the same method used on Lionel's diesel switchers.)

I particularly like this method of holding on a shell as there are no loose screws or parts when the shell is removed.

Photo 4 shows the two locos head to head with the cabs removed. You can see the differences in the chassis front. The metal ladder attached to the front truck is also visible.

Photo 5 shows the chassis underside of the new and Photo 6 shows the original. The original design has a removable metal plate to allow insertion of a "D" cell to operate the horn. The new chassis still has the plate, but the plate serves only to cover the battery hole.

The plate fastens in the same manner as the original, but is plastic. On the non-powered "A" unit, this cover conceals a switch to disable the electronic horn when the engine is operated on DC power.

Photo 7 shows the top of the new design cab and Photo 8 shows the original cab. If you look carefully you can see the additional round raised section on the new cab. I was surprised to notice that the detail on the new cab is much sharper than on the original one. All the molded in bolt heads on the roof are much more detailed.

Although not visible in the photos, the molded in fan blade is visible through the screen on the new cab, but not on the older cab. The metal diesel horn is attached in the same manner on both.

The interior of the two cabs are the same. Both feature lighted number boards with the appropriate number on them. At each end of the cab there is a riveted metal plate. The plate has a slot in it which is held by the rotating tab on the chassis. On the new design the rear plate was a little loose. This seems to have been done intentionally, since the plates on both of the "A" cabs have the same loose attachment.

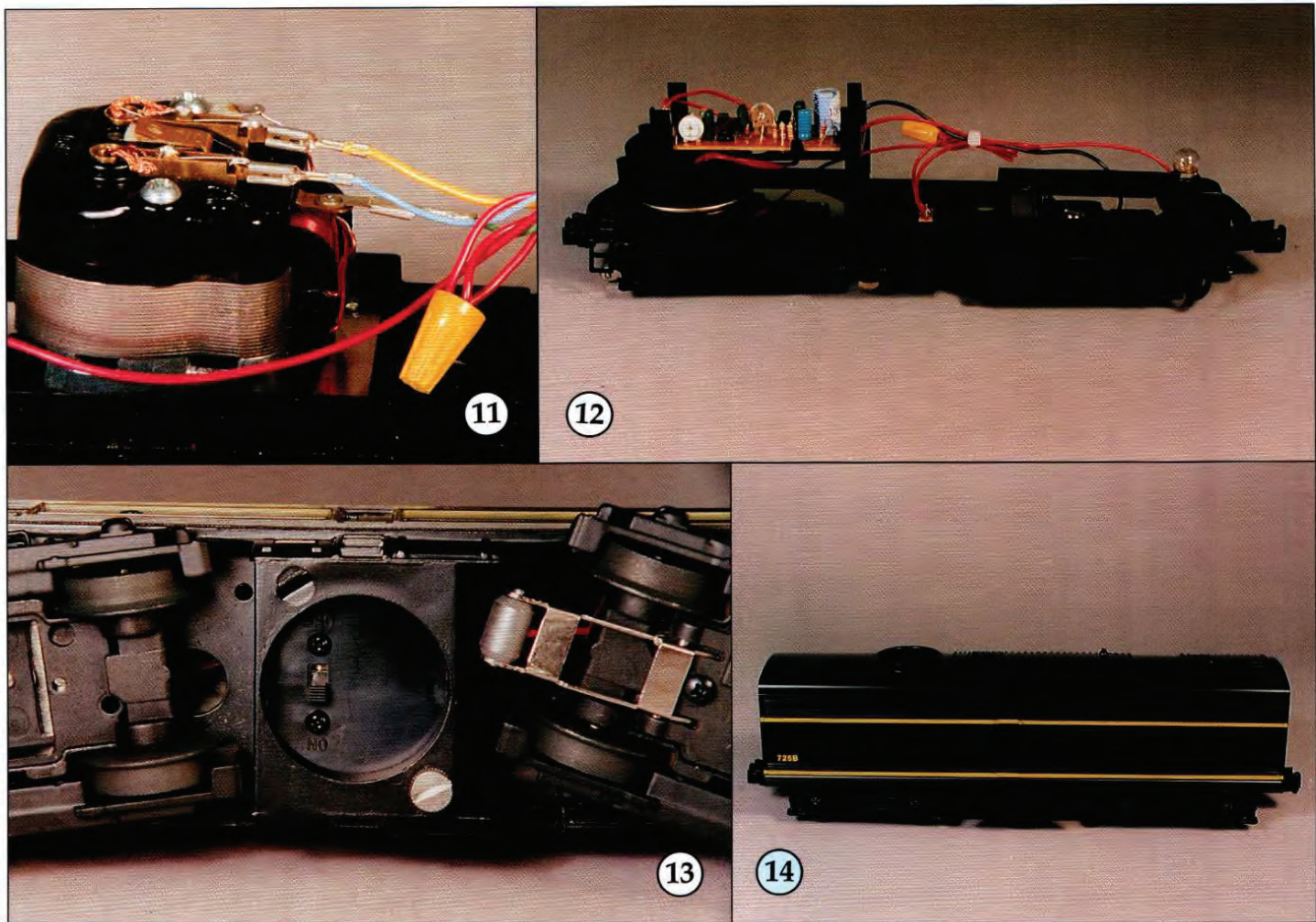
Photo 9 illustrates the new "A" unit chassis with the cab removed. Compare this design with the original version shown in Photo 10.

The most obvious difference is the lack of the horn, relay and battery holder. A close look will also reveal some changes to the casting. Notice at the rear end of the chassis, there is more metal on the new version.

Also look carefully at the section of the casting just left of the E unit. The new version has been filled in with more metal and two round pin-like protrusions front and back have been added. Their purpose will be become much more apparent when we look at the dummy "A" unit.

(Continued on page 36)

POST-WAR ALCOS RETURN *(Continued from page 35)*



The motor drive system of both is nearly identical. Shown in Photo 11, the new motor features shunted brushes. Another improvement is the use of removable wiring to the motor. All three wires are connected to the motor with solderless connectors. This allows the wires to be pulled off their connections easily and can be securely replaced, all without a soldering iron. The original Alco used brass gears to drive the wheels, while the new one has black nylon gears.

Photo 12 shows the interior of the non-powered "A" unit. This unit uses the same die-cast chassis, and now the reason for the two new molded in pins becomes apparent. These pins are used to support the plastic frame which holds the electronic diesel horn circuit board and speaker. The non-powered "A" unit has all the detail of the powered unit, right down to the ladder on the truck. Photo 13 shows the underside of the non-powered unit. The battery cover is removed to reveal a switch that can be used to disable the electronic horn when the loco is run on DC current.

During the entire run of the die-cast Alcos, Lionel did not produce a "B" unit. The first "B" unit appeared in 1959, two years after the Alco had been re-introduced with its stamped metal frame. No tooling existed to make a "B" unit with a die-cast frame matching the construction of the "A" unit.

In the design stages, Lionel had to decide whether to make new tooling for the "B" unit, or to simply use the later version. The stamp frame design shown in Photo 14 is used. The "B" unit features die-cast trucks and fixed self centering couplers. For this paint scheme, the "B" unit looks fine but if the body were not black, the stamped frame would show.

I don't care for this particular design. I think the stamped frame could have been designed to be narrower and to fit inside the cab shell. The frame is particularly unsightly when the loco is not black. A look at the Santa Fe Alcos in the 1992 Book II catalog brings home my point.

When the original debuted in 1950, it featured the just out, Magne-traction. The new version is true to form and equipped with Magne-traction. We put the new design on the track and gave it some current. The diesel ran quite well, smoothly and quietly. Those who feel so strongly about the original will not be disappointed with this new model. It's quite obvious that Lionel made an effort to change the loco as little as possible. In operation, the performance of this new design is excellent.

Bill Schmeelk, RM #6643
Hillsdale, NJ 07642

PAST YEAR COMMEMORATIVES FROM CLUB ARCHIVES SALE DRAWS TO A CLOSE

The sale of commemoratives from the Club's archives is drawing to a close! (The first six sets sold out!) For background, the Officers and Board decided to deplete the archives and that this could be accomplished in the fairest and best manner through a lottery system. Started this past February and continuing through May 1, 1994, separate items or sets consisting of 2 to 6 cars will be available for all eligible Charter and Regular LCCA members. With a limited number of items/sets, only **one** entry per member per item/set. Any duplicates for the same item/set are not put into the drawing. To enter the final portion of this special lottery, do as follows:

1. In an envelope, send **only one** 3 x 5 card per item/set with your name, address and membership number to:

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

2. Above your name on the 3 x 5 card indicate the item/set you are interested in and its price. (eg. Set "G" \$130.00)

3. You must have a separate check or money order (US funds) for each item/set you wish to purchase. Cost includes shipping.
(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 quantity of commemoratives available. The winners checks will be cashed and their item/set mailed to them. Non-winners checks will be promptly returned after the drawing date.

SET "G" \$130.00



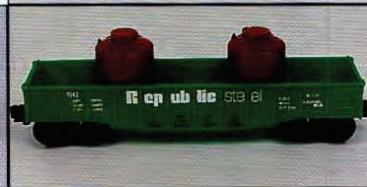
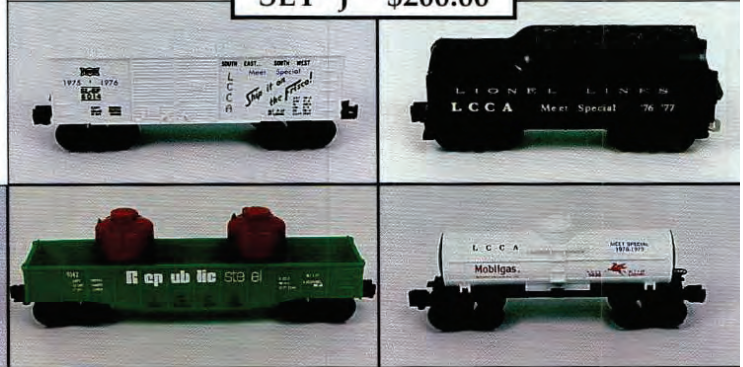
ITEM "H" \$90.00



ITEM "I" \$45.00



SET "J" \$200.00



LISTING OF AVAILABLE SETS/ITEMS

Item	Number	Description	Cost	Draw Date	Quantity
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
J.	n/a	Six LCCA Meet Special Cars (1975-1982)	\$200.00	5/1/94	10 Sets

FROM THE PRESIDENT'S DESK:

April! With spring here, can summer and our Convention be that far away?

At the spring Board of Directors meeting in Chattanooga, Tennessee, this March, the Officers and Directors had a chance to see the area and the Convention site first-hand. The Marriott with its in-site trading hall are not only beautiful but also spacious with easy loading and parking. Convention Chairman Charles Sahn brought his crew to the meeting and it was obvious they were anxiously looking forward to the event and well prepared for all of you to "come on down."

The city of Chattanooga is clean, well lit and revitalized. It's also very easy to get around. They have a shuttle bus system that runs continuously past all the points of interest including Lookout Mountain, the Tennessee Aquarium, the Chattanooga Choo-Choo and many more. The shuttle is reasonably priced and eliminates worries about the weather, parking or having to walk too far and allows you to take in all the area has to offer. The Tennessee Visitors Bureau has "The 1994 Vacation Guide" available to all who request it. Along with the 154 page book you get an official highway map. By calling (615) 741-2158, you can receive both in your mailbox in about two weeks and best of all - it's free! What a beautiful area with fabulous events planned - don't miss it!

The Board of Directors meeting was long and fruitful. One subject was the proposed postal rate hike. Presently, we mail *The Interchange Track* First Class to all our members as part of your membership dues.

Current cost for 11,000 copies @ \$0.76 for 3 oz. = \$8,360 per issue (or \$50,160/year)

With proposed \$0.03/oz. hike @ \$0.85 for 3 oz. = \$9,350 per issue (or \$56,000/year)

Now a \$0.03 increase won't affect our personal lives much, but the additional \$0.09 per copy per issue will quickly add \$5,940 to the Club's mailing budget. We feel *The Interchange Track* is the best publication of its kind. We want to continue serving the membership by improving it and keeping it timely so we'll continue on as we do now and watch our expenses in all areas.

Our flagship publication, *The Lion Roars*, just keeps getting bigger and better. (How about our first ever centerfold this issue!) Now, if we could only get it to you in a safe and timely manner! The February mailing was huge with *The Lion Roars*, the 1994 Lionel catalog, two flyers and the Chattanooga Convention brochure all in the same envelope. If we had mailed it First Class, the package would have cost \$2.90 each for a total of \$31,900 in postage for the one mailing. Well, we mailed it Third Class (or bulk rate) on February 11th. Our printer inserted cards in various packets asking members to return them stating the date they received their *Lion Roars*. The results were terrible! Some did get it in about a week, but the majority were delivered three, four and (would you believe?) five weeks later! As a possible solution, we are checking on Second Class mailing which we are told will improve delivery but, as always, it will cost us more. Perhaps in recognition of us using legible labels, proper packaging and paying a ton of money monthly to mail both of our publications, the Club will receive an "Appreciated Customer Award" from the U.S. Post Office - but then again, perhaps not.

In the Board of Directors minutes published in this issue, the Nominating Committee presented their candidate recommendations. My thanks to Chairman Larry Kesselring as well as Mike Sciavicco and Dick Kirchner for their efforts on this very important task.

On the facing page is our unveiling of the promotion for "our" video. Tom McComas RM #1083, of TM Books & Video has produced another first in train collecting for the LCCA. I have had the opportunity to see the video tape presentation and it's great! The camera went everywhere we went and filmed Club members and their families along with Lionel employees at the banquet, the Lionel Visitors Center and Factory, Carail, Madison Hardware and the hotel. The numerous stills, the action, the dialogue - all blended masterfully by Tom McComas is truly a "**must have**" for your library. Unfortunately, I'm not in it but I know you are! Instructions for ordering the presentation are on the facing page. Again, when you see it, you'll love it!

Note ... We still have a very limited supply of the Madison Hardware trucks available. Don't forget to get what you need now; they are going fast. In case you missed any of the previous flyers, an order form is included with this issue of your *TLR*. This special tractor trailer set will never be made again - enough said?

For Christmas, 1994, we will again offer a Stocking Stuffer. More details will become available later this year. (Just as a teaser, a program was approved at the recent Board Meeting.)

Enclosed is another catalog from Lionel on items for sale with their logo. We are happy to give you all the catalogs made available by Lionel so your "paper" collections are up to date. I had an opportunity to see many of the items first-hand at the Dealer Preview in January. All the items are in keeping with LTI's philosophy of producing a quality product. As I said with the last catalog, kick back, enjoy it; maybe someone you know will use the catalog for that special gift for the "collector" in the house.

With everything the Club is doing, along with the ever increasing membership rolls, hang on - stick with us - it's going to be a GREAT year. See you next issue.

Charles P. Seddon, President

Relive The Magic



Everyone who attended our 1993 Convention last July in Dearborn, Michigan, agrees it was an experience to be cherished and remembered.

The LCCA, in conjunction with Tom McComas of **TM Books & Video**, is proud to announce a new video that captures the exciting events and magical moments which took place during the biggest Convention in our Club's history!

The presentation takes you on close-up tours of the Lionel Visitors Center and Factory, as well as Madison Hardware and the Carail Museum. You'll have a first-row seat at the Q&A session, where many topics important to our hobby were discussed. You'll see Lionel's new modular display layout, travel around the action-packed trading halls and witness the poignant moments at the banquet.

Even if you didn't attend, here's your chance to *Relive The Magic*, see all the fun and excitement. If you did attend, you may even see yourself, your family and your friends on TV!

Produced by fellow LCCA member Tom McComas (#1068), who is also a respected author of toy train books and videos, this presentation is a must-see for all toy train enthusiasts.

"This video has everything - great train action, how Lionel makes trains, lots of smiles - a ringside ticket to the greatest toy train convention ever held by any club anywhere."

Al Otten, Immediate Past LCCA President

"I was amazed at how many events and members we were able to get on tape. For me, it was like being there all over again."

Chuck Seddon, LCCA President

The LCCA's 1993 Convention video is now available for immediate delivery. 65 minutes in length. VHS only. **\$19.95 plus \$3.95 P&H**. To order, call 1-800-892-2822 or write:

TM Books & Video
Box 279
New Buffalo, MI 49117

BOARD MEETING MINUTES

Lionel Collectors Club of America
Board of Directors Meeting
March 11, 1994
Chattanooga, Tennessee

Before the start of the Board of Directors meeting, Charles Sahm, the host of the 1994 LCCA Convention, spoke to the group as to his plans. He also introduced the Board to the members of his crew. The Convention looks to be not only very well organized but should be very enjoyable for members and their families.

President Seddon and the rest of the Officers and Directors of the LCCA are looking forward to this year's convention here in Chattanooga, Tennessee.

The Officers and Board Members inspected the convention hall/facilities and approved of the preparation to date.

Meeting called to order 10:05 AM.

Attendees:

Chuck Seddon, President
Dienzel Dennis, Vice President
Larry Nahigian, Secretary
Art Broshears, Assistant Secretary
Barry Findley, Treasurer
Al Otten, Immediate Past President
Bill Beatty, Director
Bill Button, Director
Johnny Ourso, Director
Harry Overtoom, Director
Stan Roy, Director
Don Carlson, Editor, *The Lion Roars*
John Fisher, Convention Consultant

Minutes were suspected due to being published in *The Lion Roars*.

Secretary's Report: As of March 3, 1994, the Club had 39 charter members, 10,091 regular members and 605 family members for a total of 10,735. We continue to grow at an accelerated pace.

Treasurer's Report: Barry Findley reported that \$511,322.37 is in the Club's treasury. There have been some glitches on refunds from the Dearborn Convention. But, the last of those have been turned over and will be quickly handled. Everything is in good order. Expenses are within budgeted amounts. The proposed Postal rate hike will have to be absorbed by cost containment.

Vice President's Report: Dienzel Dennis said that because of a snow storm a train show in south had to be cancelled at a loss to the Club. The Club usually loses some money on each train show.

However, the Club would rather lose some money than meet hosts. We are having at least 17 meets this year. The Club is still looking for meet hosts and Dienzel will help them put on a meet. Six meets are presently scheduled in various parts of the country.

Immediate Past President's Report: Al Otten reported that there have been six complaints this last year. They are all settled with two of the members resigning from the Club.

President's Report: Chuck Seddon reported that as of March 9th, 3,346 convention cars have been ordered. He also commented on his satisfaction on the progress the Club is making.

OLD BUSINESS:

1995 Des Moines Convention Report: John Fisher reported that he has talked with Doug DuBay and the convention site people. And that the committee is in place with all the basic facilities picked. There will be many nice tours for the family. Since this will be the Club's twenty-fifth anniversary and a return to its roots many special features are being planned. He noted that this will be Lionel's ninety-fifth anniversary and a giant party could be possible.

1996 Grand Rapids Convention Report: Dienzel Dennis reported that the preliminary details are being worked out. The Grand Amway Hotel will be the host hotel. It is known as one of the finest facilities in the US. John Fisher will be working with the host to smooth out the usual problems with contracts, etc.

TM Video Report: The video of the 1993 LCCA Convention is in the final stages of editing. The contract has been signed and the Club will receive a percentage from each sale. The slip cover design was the Club's responsibility and it is a photo montage. The tape will sell for \$19.95 plus \$3.95 shipping and handling. The tape will be copyrighted by the Club for protection.

Interchange Track Changes: Chuck Seddon reported that the Club will no longer add # signs in front of numbers. The deleting of just that will save a page or more. Also following Club guidelines the *Interchange Track* will no longer use grade modifiers (+ and - signs). Chuck is very pleased with the new look of the color cover that the Editor has used for the past two issues.

The Club is also looking into improvements for the listing format (more on that later). With the growing membership we are running 500 plus ads and additional pages may be necessary.

Stocking Stuffer Report: The Madison Hardware poster was a success with all 2381 that were left over from the convention being sold out. The Madison Hardware truck and trailer sales are going well (anybody can buy as many as they like). We still have a very limited supply to sell.

Registered Agent Report: Chuck Seddon reported that the annual filing of the 990 report will be done shortly and that the annual State of Illinois filing was done January, 1994.

Year 2000 Report: Al Otten reported that the TCA has turned down our request to have a joint year 2000 convention to celebrate the one hundredth anniversary of Lionel Trains, Inc. The LCCA is planning a huge convention for 2000 with or without the other clubs. Some discussion followed on opening the convention to all toy train collectors regardless of club affiliation.

The Lion Roars Report: Don Carlson reported that his area is going well. There is more color than ever. Don went over some of the basic costs of printing *The Lion Roars*. Certain costs are fixed such as color separations while others are variable such as printing color due to the number of passes through the press. The Club is looking into the net effects of the postal cost increases, and plan no additional cost to the members. Now all members receive *The Interchange Track* First Class whereas the other clubs have to pay extra to receive it anything but bulk. The Club is also looking into improving the mail service on *The Lion Roars*. Going to Second Class mailing is one option under consideration. Don will be getting back to the Board on that in July. The Club is looking into new applications showing the potpourri of stuff that a member received or could purchase last year coupled with a new membership request form.

1995 Lantern Report: Larry Overtoom has been looking into the possibility of having real railroad lanterns made to commemorate the Club's twenty-fifth anniversary next year. The lanterns are made by the same people that made the Lionel seventy-fifth anniversary lanterns and will be marked with both Lionel and LCCA logos. More details to follow.

Archives Reduction Report: Harry Overtoom reported that the efforts to reduce the archives are going well, with sell outs on most all the cars. The Club is short on the Ford - Armstrong Lancaster Convention car set. We need five sets. If any members have some for sale please let us know and the Club will pay market price. He also noted that the sale of the cars are only the "extra" cars and the Club will still maintain an archive of past commemoratives.

Procedure Manual: Bill Beatty handed out the updated procedure manual. He asked for help in reviewing the descriptions of all the jobs.

Two Day Meets Update: Harry Overtoom reported that he has contacted the Lexington people and is working towards a meet there or some other suitable location. Harry is planning a day and a half meet verses a two day meet. The meet would start on Friday night and end Saturday night. The meets would not be limited to LCCA members only but would be priced structured to favor the LCCA member. The trains as always would not be limited to Lionel, in fact could be any maker, any era or any railroad related item. Harry was given Board approval to put on a trail day and a half meet.

NEW BUSINESS:

Finance Committee Report: Al Otten reported that there are some funds within the treasury that do not need to be in immediate access (as in the money market). The Board has a responsibility to the members to have a prudent and safe return on the Club's monies. The Board approved the President and Treasurer to proceed with investments in government secured paper.

Constitutional Committee Report: Bill Button, Chairman and John Ourso, member of the Constitutional Committee recommended that two changes be made to the constitution. The first change pertaining to the site selection of national conventions, they suggested ...

Add Article VI (Appointed Officials/ Committees) Section 1, Item "C" ... "The President shall appoint a three (3) member standing committee to seek out, research and recommend future convention sites. This committee will report to the President

on acceptable sites at least three years in advance of the proposed convention. Their report shall contain their recommendation on the preferred site.

The President shall contain their recommendation on the preferred site. The President will submit the proposal to the Board of Directors for final approval."

The Board feels this change is vital in the convention site process.

It will eliminate sites being selected that perhaps don't have all the necessary requirements (both physical and financial) to insure a successful convention to the membership.

The next change is in regard to qualification for the office of the President. It will better clarify the intent of the qualifications.

Existing Article VII (Nominations and Elections), Section 2 (Qualifications), Item "D" ... "Candidate for President shall have served at least two terms as Director and/or Officer."

Proposed Article VII (Nominations and Elections), Section 2 (Qualifications), Item "D" ... "Candidate for President shall have served at least one (1) term as Director and one (1) term as Officer."

This change insures more experience in the operation and administration of the Club's business that is required of the President today.

The Board supports both changes, and unanimously recommends that the members vote both changes in.

1994 Stocking Stuffer Report: For the past several years, the Club has had a stocking stuffer that reflects back to the national convention. Last year we had the Madison Hardware truck to reflect the convention in Detroit. This year with the national in Chattanooga we would like to have two truck and trailer combinations to celebrate a great convention.

The Board's thinking for the two is Little Debby and Southern Railroad. Both of those companies have their corporate offices in Chattanooga, Tennessee.

The price for either would be \$19.94 with a special price for the pair.

1997 Convention Site Report: Dienzel Dennis reported that he is suggesting St. Paul, Minnesota for the 1997 Convention site. This will be on the upcoming ballot (because the proposed change has not taken place yet).

Nomination Committee Report: Chuck Seddon reported that the following members have been slated for the upcoming election.

Vice President: Dangelo and Adkins
Secretary: MacNair and Schmeelk
Director 1 year (one to be elected):
Sheer, Nahigian and Overtoom
Director 2 year (two to be elected):
Dennis, Caponi, Hourigan,
Warren and Ourso

Advertising Blitz Report: Al Otten reported that Combs and Heathcott has contacted him about having a twenty-fifth anniversary membership drive. The Board gave its approval to have them at the meeting in July.

Meeting adjourned at 5:15 PM.

Respectfully submitted,

Lawrence Nahigian,
LCCA Secretary

— In Memory Of: —

Cornelius J. Fagan, RM #10600
Frank R. Keever, RM #16027
Robert E. Nussey, RM #5731
Joseph T. Welch, RM #6616

The Club relays its condolences to their families and loved ones.

— Special Notes: —

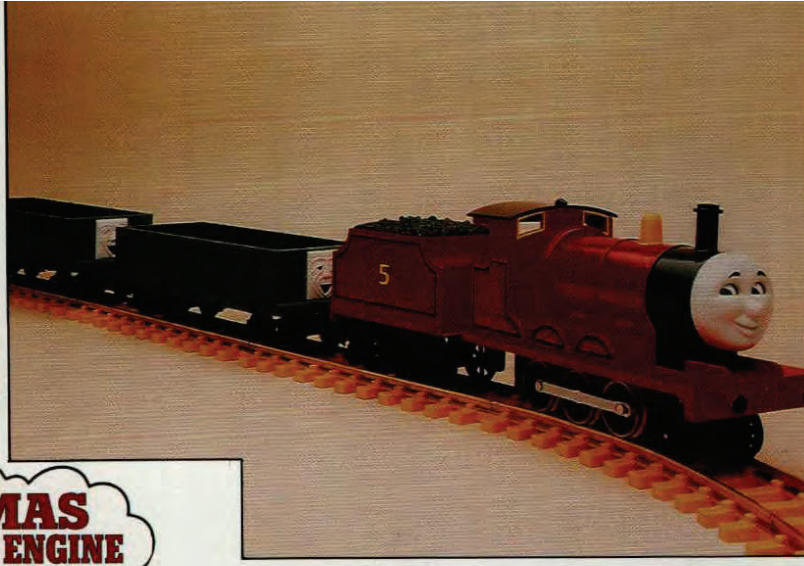
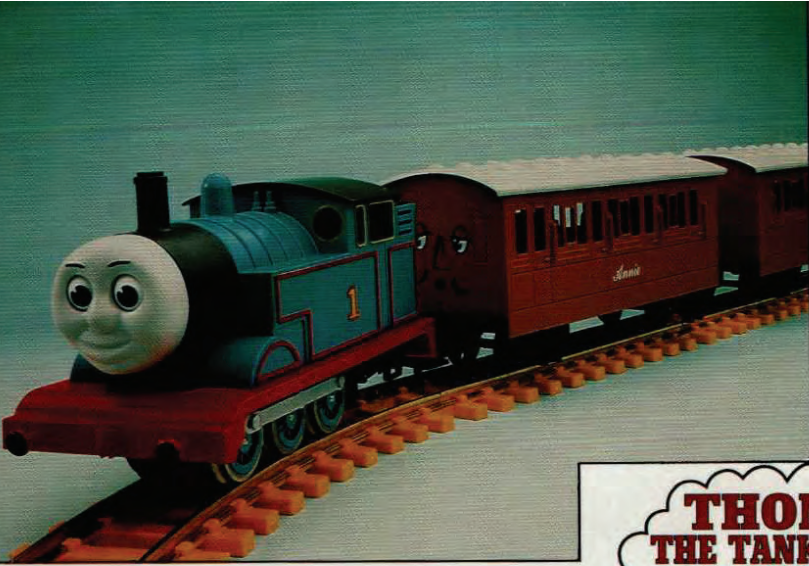
William F. (Bill) Button, RM #3835, who is currently serving as a Director for the Club and was the 1993 Convention Host incurred a stroke late in January.

After successful surgery to remove the blockage in an artery, he is now recovering at home.

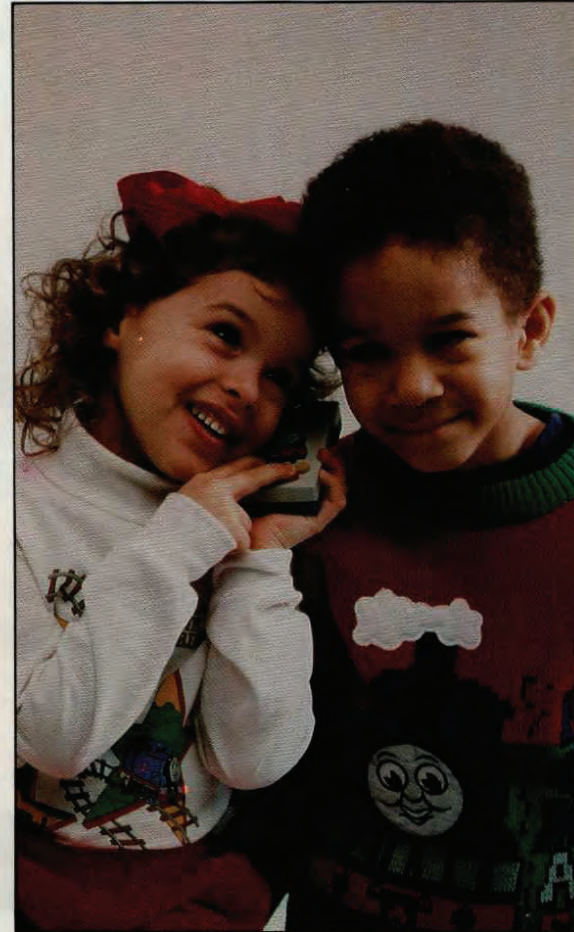
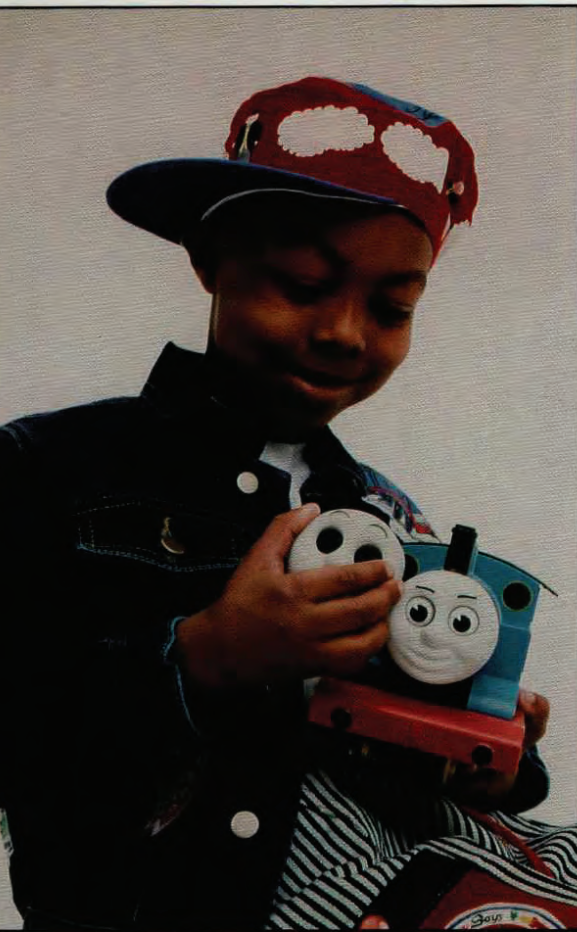
If you want to send a card or note, Bill's address is:

2410 W. Miller Circle
Westland, MI 48185

Another cycle of dues has occurred on March 31, 1994. If you are included in this cycle, you should have received your notice by now. Your prompt attention will assure your continued receipt of Club Publications.



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