

The Lion Roars



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KIDS STATION



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Librarian-Back issues sales of *The Lion Roars*

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The President's Report

by

Harry H Overtoom



CONVENTION VOLUNTEERS

The convention in Philadelphia is developing into one of the biggest ones the LCCA has ever enjoyed. As a result, we are going to need additional volunteers to help during the week of the convention. Jimmy Popp and Lou Caponi can't do it all themselves. If you live near Philadelphia and have from 3 to 5 days available to help during July 21 - 26, please call Lou at (610) 583-7711 during the day. Just call! It will be a lot of fun and you will have a great time.

HORSESHOE CURVE TOUR

As of April 27, 1998 we have sold over 300 seats for the train tour. This leaves only 200 to go. If you haven't signed up and want to go, you better do it now.

It has come to our attention that some non-members have signed up for the tour. Let me restate that a member can take his/her spouse and children under the age of 21. If you know of anyone who is over the age of 21 who has signed up to go and does not fit the above qualifications, please have them take the additional step of calling me or Lou Caponi to join the LCCA and register for the convention. This is a requirement of our insurance carrier. We will be checking prior to boarding the train. Don't embarrass yourself or us. Have non-members over 21 please check with us.

The train will have two Dinette Cars for snacks and to serve the lunch provided with your ticket. There will not be any alcohol served or allowed on the tour. In addition, Amtrak does not allow smoking in the cars. There will be plenty of time to light up prior to loading and once we arrive in Altoona. It's going to be a great trip - sign up now!

LAYOUT TOURS

We have had several inquires as to why there are no layout tours in Philadelphia. The two main reasons are the houses are small, so only a limited number of people could attend and the streets are so narrow, busses would not be able to maneuver and park. Beyond that, the

Club has a liability if anything is damaged or removed from someone's home. When possible, we do try to offer layout tours at our conventions.

ODYSSEY MOTOR

I attended several meetings at the April York Meet. At one of them, Lionel's new Vice-President of Sales, Bob Ryder, mentioned the disappearance from their display of the prototype Odyssey Motor. I am sure someone inadvertently took it, so if you know who may have it, please call Bob Ryder at Lionel (810) 949-4100 or me at (606) 268-1942. We will help return it for other train buffs to see.

BEN FRANKLIN

At our Convention banquet, we will have a very well known Philadelphia figure come to the dinner and meet, greet, take pictures with, and entertain you as Ben Franklin. He dresses like, looks similar to and talks to us as he portrays the venerable old Philadelphian. You will not believe your eyes or ears. He is very good and extremely convincing as he portrays the old gentleman. He is worth the price of admission.

MEMBER CARDS

Many of our new and old members have had their new member cards delayed in mailing. It was our fault because we ran out of cards and it took a long time for them to be reprinted, sent to our business office and mailed to you. My apologies to you who were affected.

NEW ZW

Bill Schmeelk spoke with Niel Young who told him that Lionel would be coming out with a new ZW in about a year. It will resemble the old ZW, but will operate off of 190 watt power blocks like the TrainMaster system. By combining four, you can get up to 760 watts. It has many other hi-tech features you all want. We have been waiting a long time for this and now it seems we will get it. We will provide you more information as it is available.

VOTE

In the last issue, I thought you would have your ballot. That was obviously wrong. I'm sorry I misled you. It will be arriving shortly. Please vote. Remember, it is your Club.

Editor's Den

Jim Kellow MMR



We have found a new, very gifted, artist for *The Lion Roars*. The art work you see above for my column was done by Mrs. Dennis Clad. I think it is very special and greatly appreciate her creativity and effort. I have asked Mrs. Clad to consider doing a piece for a future front cover. I look forward to seeing more of her work.



The LCCA Board of Directors met on March 14, 1998 at the Adam Mark Hotel Philadelphia, PA. (See **Photos 1 through 3**) The meeting started at 8 A.M. and adjourned about 3:30 P.M. This was the first Board of Directors meeting I have attended. I was impressed by the professionalism of the Board and the significant amount of work they accomplished. If you can come to the convention I think you will be very pleased with the Adam Mark facilities and the many family activities available in the area. I look forward to seeing you at the convention.

The Board approved the development of a 3" cloth patch to be presented to LCCA members who write articles for *The Lion Roars* (See **Photo 4**). To qualify a member must write an article which is accepted by the Editor for publication in *The Lion Roars*. The article can be about your layout, collection, or a Lionel train related subject. Please contact me if you have any questions about this program. I look forward to getting your articles.



New Arrival for the JN&PRR! I recently opened the door and found a visitor. She carried a letter of introduction which read in part as follows. "I am at a loss for words. For a brief period of time, I was a resident of Maryville, but the city fathers have now declared me an outcast. All I wanted to do was enjoy my own backyard, get a little sunshine and a nice tan. My problem began when the town council approved a new Police surveillance helicopter. I was arrested, spent five days in jail, and told to leave town. A friend of mine, Mr. Ronnie Rise MMR, suggested you might make a home for me. If you can find a secluded place for me on your layout I will be quite happy." (See **photo 5**). Thanks Ronnie for the new arrival. **Photo 6** shows the swimming pool area in her previous backyard. (Pool scratchbuilt by Ronnie.)



The LCCA had a complete set of *Model Builder* magazines. Sometime ago it was discovered that one of them was missing and I would like to replace it. It is Vol. 9, Number 50, October, 1945. If any member has a copy and would like to loan it to me so I can make a copy, or better yet, donate it to the LCCA library, please let me know. Thank you.

Lastly I want to advise you that Ken Morgan has agreed to write a regular article on Pre-War Tinsplate. This is a favorite area for me and I know Ken will provide us a lot of insight into this area of Lionel collecting.

Mainline to Chesterfield

by

Gary Moreau

President, Lionel L.L.C.



A stegosaurus attacks a Union Pacific caboose, while a triceratops crawls toward a Lionel tunnel. Elijah McCoy, the real McCoy inventor of the continuous lubricator for trains, oils a super duper thought generator. Hand-drawn trains in all colors of the rainbow are framed and displayed. Have the folks in Chesterfield lost their sanity? No, we're just thinking like kids.

In 1997, Lionel re-chartered the Lionel Kids Club as part of a broad program to introduce a whole new generation of kids to the magic of Lionel model railroading. As the saying goes, the kids are our future and the hobby's strength and vitality will ultimately depend upon them.

Lionel has always had a special relationship with children. Joshua Lionel Cowen had them first and foremost in mind when Lionel developed many of its most famous products. To paraphrase one of his more memorable quotes, he said he picked colors based on what mothers wanted to buy for their children. Blue and red locomotives weren't a common sight on the mainline routes, but they did brighten up many a Lionel layout.

In addition to bringing smiles to young faces, Mr. Cowen viewed his products as an ideal way to bring families together. The idea of a parent spending time with their child was a common theme throughout Lionel's advertising and catalogs. It's an ideal that we still adhere to. In fact, as parents, we believe it is more needed today than ever before.

Whenever I talk to adult hobbyists, it seems the conservation inevitably comes around to childhood. In describing what Lionel and model railroading means to them, many hobbyists refer to the joy Lionel products brought them as children, and/or the time they allowed them to spend with their fathers. And without exception, all adult hobbyists seem to want the current generation of kids to experience the wonder of Lionel.

But few go as far as Joe Rendeiro of Howell, New Jersey has. Joe is a Lionel Ambassador. During the Christmas season of 1997, Joe offered to help us demonstrate our new pre-school product line at stores in his area. That allowed him to earn the top Ambassador Board recognition - the Joshua Lionel Cowen Ambassador Award. He was the only one to accomplish that feat in 1997. As a result, Joe will be presented with a one-of-a-kind gold-accented woodside caboose with exclusive award markings. Congratulations, Joe! And thank you.

If you know a child between the ages of 5 and 12, make sure they know about our new club designed just for them. In addition to quarterly issues of the brightly colored Kids Station newsletter, they will be entitled to a slew of other benefits, including an annual Lionel catalog filled with products just for kids, special product offerings, and an annual Kids Club car.



Call us at 810-949-4100, or visit our website at www.lionel.com to learn more about this and the many other new programs that we've introduced to prepare the company and the hobby for a new generation and the new millennium.

Odds & Ends

From The Backshop

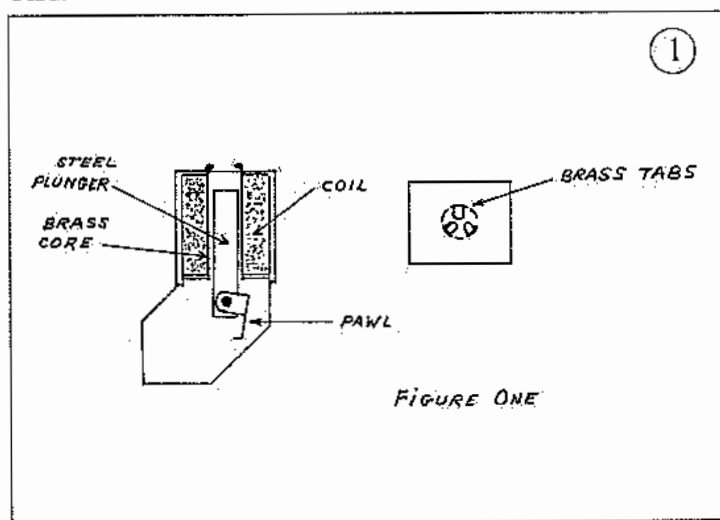
By

Ronnie Rise MMR



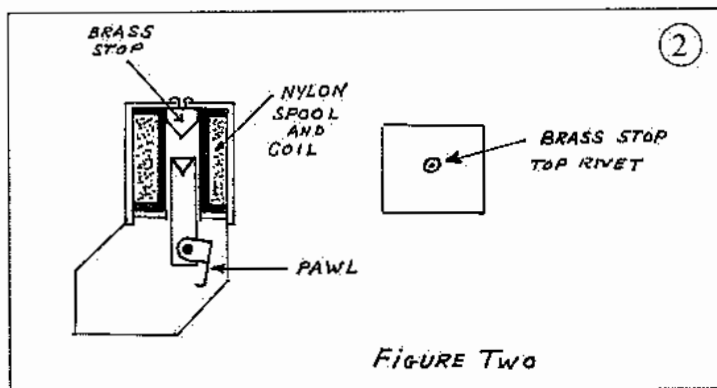
Early "E" Units

In my first column, I am going to deal with a very common problem which manifests itself in most all Pre-war Lionel E units, both 'O' and Standard gauge. Most frequently these E units will stick in the operated position and no amount of cleaning of the solenoid plunger or the coil core will restore reliable operation. These E units have a built in design problem, which I will show you how to correct. Lionel later re-designed the coil assembly, after the war, and eliminated the problem. The E units in question can be identified by looking at **Figure one**.



Look at the top of your E unit and compare it to Figure one. If it has the three brass tabs and no visible rivet in the center, you have one of the pre-war units. When the early E unit operates, the plunger makes contact with the steel frame and sticks to it. This sticking problem is caused by the plunger and the coil frame becoming magnetized over a period of time. Early on, I experimented with de-magnetizing, but found this to be a temporary solution at best.

Looking at **Figure two** will show how Lionel corrected the problem when they re-designed the unit. Note that the conical insert is made of brass. This eliminates the steel-to-steel contact between the plunger and the frame and corrects the residual magnetism problem very nicely. Also, take note of the nylon coil form which replaced the paper coil form in the updated version. This simplified machine winding of the coil.



In analyzing the differences between the early and late E unit designs, it becomes readily apparent that we need a magnetic barrier of brass between the plunger and the top of the frame. I have devised a simple modification for the Pre-war E unit which solves the problem quite nicely. See

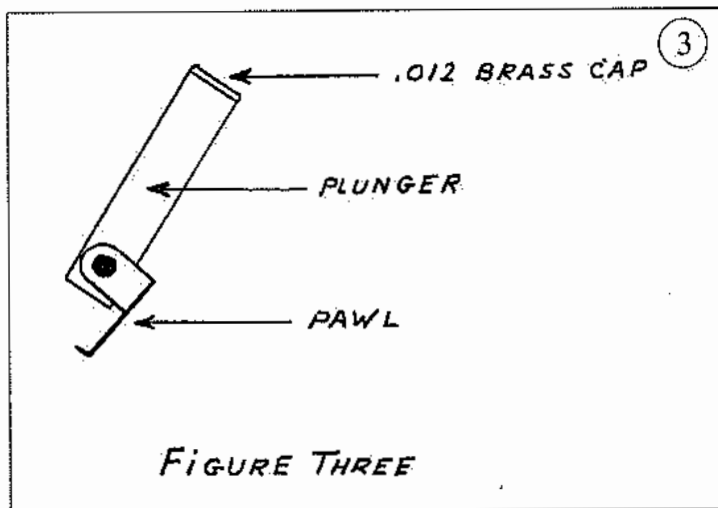


Figure three.

To modify the Pre-war style E unit, proceed as follows. Spread the bottom halves of the E unit using either a large pair of needle-nose pliers or a Lionel spreader tool. Remove the lower contact finger assembly and drum. Spread the frame just far enough to extract the pawl and plunger assembly.

This is the part we will modify. Secure a small piece of thin (.012) brass sheet stock from a hardware or hobby store. Using a bench grinder, remove material from the top flat of the plunger equal to the thickness of

the brass you plan to add. After grinding, dress the top of the plunger to insure it is both flat and square. Cut a small strip of brass and fold it around one side of the pawl pin. This will protect the pawl pin from the serrations on the jaws of the vise. Carefully clamp the pawl pin in the vise, with the top of the plunger facing up. Using a heavy soldering iron, pre-tin the top of the plunger with solder. After the solder cools, it will be rounded out. File off the excess solder until the top of the plunger is again flat. Cut a 1/2 inch square piece of (.012) brass and re-tin one side with your iron. Center this piece on the plunger. Using a knife blade or pointed tool press down gently on the brass square while you apply heat to the plunger with a propane torch. As you apply heat to the plunger, you will feel the brass square settle to the top of the plunger. Raise the pointed tool straight up and continue to apply heat for another five seconds or so. At this point in time, pull off the heat, turn off the torch and go drink a cup of coffee. Allow at least fifteen minutes for the parts to air-cool and then remove from the vise.

When the plunger is cool enough to handle, we are ready to proceed. Using metal shears or a grinder, remove the excess brass which over hangs the diameter of the plunger. Clean up the circumference of the finished joint with a sharp file and polish the plunger with 600 grit emery paper. Carefully re-assemble the E unit and test the finished product.

I have used this modification on dozens of E units over the years with very good success. I hope the information will be of help to you also.

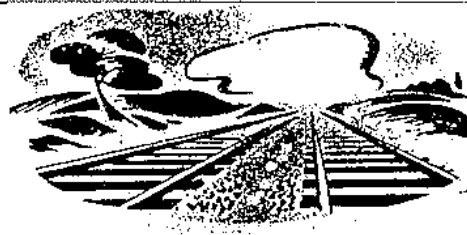
Please exercise extreme caution when working with the soldering iron and the propane torch, as both of these tools are very unforgiving of careless mistakes on your part. Keep your hands clear of the heat and safeguard against burns.

Happy Railroading!

Editors Note:

Next issue starts a new series on Building Structures. If there is a building you would like to have included in the series let me know. The author, who agreeded to do the series, is a really talented modeler and I know you will learn a lot of building techniques and tips.

If you have an idea for a series let me know even if you do not want to write it.



Lookin' Down The Tracks

by

Ron Stem

There are some interesting words that come to mind with this hobby... active, involved, challenging, skill enhancing, educational.

Ours is not the only pastime around...to be sure. Further, I could only name a few that are as all encompassing as model railroading...no matter what the scale. It could be said that modeling, in general, is a pastime, that generates such far reaching implications in terms of it's personal impact.

It is active. It requires the use of one's mind and hands. There is the conceptualization, planning, and execution of all facets of our hobby. More often than not, we have to take our thoughts and put them to paper. If a problem is encountered, it almost certainly has to be solved prior to it being transformed into anything taking shape or form. Then, there's the manipulation of pencils/pens, erasers, dividers, rulers, paper products of all kinds, plastics of different types, metal of various kinds. All to be fashioned into items necessary to recreate in miniature that world which surrounds our Lionel trains. Yes, collecting and operating our Lionel trains is an active pastime, indeed.

You not only become involved with out pastime; you can be immersed with all facets of the subject matter. Dare I even begin this list. There is prototype operation based on design, cab control, signaling, operation of a "clock" schedule, specific time period modeling, collecting and operation a specific railroad herald...there is just no end to the cornucopia of all that makes up this collecting and operating hobby of ours.

When it comes to a challenge, how about the kit you haven't yet started. Or...maybe, it is that part of your pike that needs some detail done to the scenery to make it more life-like. Possibly, heaven forbid, it is a Lionel piece that requires some attention to return it to it's former glory...only it may not be "factory" on its completion. Then, there are those of us who are just all "thumbs" when it comes to the electrical part of putting it all together so those darn trains finally do run. There is no

end to the challenges that await us to make our layouts look better, the trains run or look better... and possibly not have the skills to do so.

Which leads me to the skill enhancing part of this pastime, those skills that most of us don't possess. We either have to take the time to learn them slowly at first or find an acquaintance to teach us those skills or lend a helping hand. Not only are we acquiring that skill and knowledge, but at the same time we have fostered the camaraderie, which is such a vital and vibrant part of this wonderful pastime.

Through all of this, most of us...I know I do...learn something new with every passing week. Some new "tid bit" of information engenders a question to add to that store of knowledge. Some that just may be of help to that new member or the friend that is trying to construct his first layout. With the gaining of this knowledge, who benefits...we all do.

There you have it...a veritable potpourri of all that this wonderful hobby/pastime provides for each and everyone of us...an activity that is not passive...gets you involved...even immersed at times...it challenges you, whether it's in the learning or the acquisition of a new skill. It will inspire you. And...maybe...just maybe, it will add a newly discovered dimension you never thought possible. now, isn't that somethin'.

Parts Bin Surgery

by

Ken Morgan



What do you do when you have a few spare moments (an admittedly rare commodity), a too full spare parts bin, and an imagination? Scrounge and scratch build, if you're like me. Actually, I spend more time dreaming up projects than I actually spend working on them, but a few finally do get finished. Such is the origin of my semi-Lionel F-7AB

An F-7, you may ask? Yes, truly so. In reality the F units, from F-1 through F-9 were externally very similar, and differences overlapped models. The 1939 vintage F-1 was slightly smaller and developed 1350 h.p. The F-2 was a post W.W.II transition model to the very popular F-3, rated at 1500 h.p., as was the even more popu-

lar F-7. The F-9, which didn't sell as well due to rapidly rising popularity of the road switcher configuration (GP-7/9 in the EMD line-up) produced 1750 h.p.

The Lionel F-3 is modeled after the early F-3, based on the air intakes along the top of the sides. The B unit should have three portholes, not just two, and the small vents or louvers, between the portholes shouldn't be there, but it is essentially very close to scale. Late F-3s had different air intake grills, running the length of the car body aft of the cab, or full length on the B units. These are "Phase IV" F-3s, which look just like F-7s. The difference is internal electronics. According to Kalmbach's *CYCLOPEDIA Vol. 2, Diesel Locomotives*, there were only 104 F-2s, all produced in 1946, 1807 F-3s, with production ending in 1949, and 3849 F-7s, made from 1949 to 1953. There were only 241 F-9s produced through the end of the line in 1957. It appears that Lionel significantly out-produced EMD!

So much for trivia. On to the scratch building. As I said the late F-3 and the early F-7 are essentially indistinguishable externally, so after shoving a really beaten up 2353 dummy A unit around in the spare parts box too many times, I decided to see if I could use it to create an F-7. Like most projects, this one made like topsy and just grew. Before I knew it, I needed a B unit so I could mount a diesel sound system. Fortunately, Bob Amling, RM 9116, and I found complementary sources: I forgot who found which, but one of us located new frames complete with trucks, and one found new unpainted shells. The total cost was \$25 (\$10 for one, \$15 for the other). That does sort of date this project, doesn't it? But I digress. First, I removed what little paint was left on the F-3A. Then I reworked the shells by removing the casting joint lines from the roof and the nose, plus the oval things (I don't know what else to call them) on the roofs of the Lionel bodies. (See **photos 1 and 2** for what I mean). Then I cut the plastic vents out



of the A unit and fashioned a screen out of Scale Scenics Aluminum Micro Mesh. Of course, starting with a 2343 would have saved me this step! I drilled holes for the



nose grab irons(standard repro parts) and drilled out the marker lights. I then made a second headlight by cutting out a lower hole on the nose door and used nested pieces of brass tubing to build up the fitting, into which I inserted another repro part, the lens. A little green stuff modeling putty and the mounting was all set. Yes, I know the upper one should be a Mars light, but I'm not into electronics enough to get that effect.

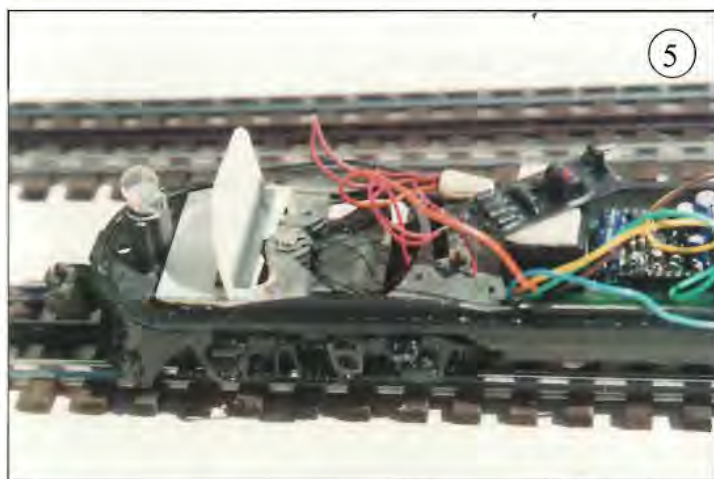
I then transition into the parts ordering mode. The characteristic air intake screens would be made from the Micro Mesh and Evergreen .020 x .040 styrene strips. After judicious cutting and gluing (you haven't lived until you try keeping the delicate Micro Mesh in place while lining up those very flexible styrene strips!), I added detail parts. Some were purchased (the window shades and the M.U. connections on the ends), some were scratch built. The coupler release was an eyeballed construct of brass rods. The speed recorder on the left front truck was made from brass tubing and rods. The nose lift rings were cut from styrene scraps. I just removed all plastic that didn't look like the pictures in the references I had. See **photo 3**, which also shows the nice, clean nose without the casting lines. I then filled in the louvers on the B unit with green putty, and drilled out the port-



holes. I added the third porthole, using plastic washers reamed to the correct diameter glued inside the shell to provide the shoulder on which to set the porthole itself. See **photo 4** which contrasts this with the Lionel version.

Then I installed a generic diesel sound unit. This is an early one; at the time it sounded very impressive. Now, compared to the latest from the Big L and MTH, it's sort of tame, but it fit the B unit and my budget very nicely!

Inside the A unit, I built a view-block of scrap styrene on the frame which nests into some foam installed in the shell to keep the headlight from illuminating both the



cab and the trucks. They are shown in **photo 5 and 6** respectively. I bought a used power truck and installed an early ACRU electronic reverse unit. I had also installed a strobe which I purchased at the time, but I subsequently replaced it. The original was powered by a 9 volt battery. This caused two problems: first, it wasn't bright enough (not to mention that I had to install a small hidden on/off switch). Second, we all know better that to store engines with the horn battery installed, right?

Well, I learned not to store it with a 9 volt battery in place. I've never seen one of them leak before or since, but that's why the right side of the A unit was recently partially relettered. Nice of Microscale to supply more letters than I needed for the original project. After repairing the damage, I installed a Column Concepts loco strobe unit which is track powered and brighter than the original. It also has a quick disconnect, so the shell can be separated from the frame for things like class B motor overhauls. This unit is the black oblong device seen in **photo 5**. Don't let the perspective fool you, it fits inside the shell nicely.

But to return to my story, next was the major decision: what railroad should the loco be? I had considered SP, for the Black Widow scheme, but then I decided on BN, both because I like BN, and since nearly all other Lionel F-3s are from the early days, I thought I would paint a representative of some of the last units in the revenue operation. Besides, the paint scheme is easy to mask. So Cascade green it was. Microscale decals provided the lettering. Scans of several magazines and picture books, plus Microscale's instructions, gave me the numbers. Floquil Barrier provided the primer, and I was off. The final products are shown in **photo 7**. I enjoyed



this project. It's nice to finally finish some of the arm-chair projects I keep dreaming up. And it did leave me with a unique diesel to operate which always gets second looks from people trying to figure out just where it came from.

Editor's Note: I am interested in seeing layouts and collections of members who live in the Philadelphia, Pennsylvania area. I will be attending the LCCA convention in Philadelphia July 21 - 26, 1998, and would like to be able to take photos and interview members about their layouts and collections. If you are interested please let me know so we can set up a suitable time to get together.

Lionel News and Views by Bill Schmeelk



The Bascule Bridge Returns

An entire page of the 1940 catalog was devoted to the introduction of Lionel's new No. 313 Bascule Bridge. The catalog features a fairly accurate illustration of the bridge in action. At the top corner of the page, a boy is shown operating the bridge along with the caption, "Press the button an' up she goes." The description touts that the bridge, "Opens at the touch of a button - Automatically stops train." The first sentence of small print proclaims that, "A thousand boys begged us to build it." The price for this new accessory was \$10.75. Other operating accessories in the 1940 catalog included the No. 97 Electric Coal Elevator, the 164 Log Loader and the No. 165 Triple-Action Magnetic Crane. Of these accessories, the Bascule Bridge was the largest and most expensive, costing at least \$2.00 more than any of the others. Of the four motorized accessories, it was the only one never to be offered as part of a set. The bridge returned in the 1941 catalog in an almost identical full-page ad. One significant difference was that the price had increased to \$11.95. In 1942, the last of the prewar catalogs, the Bascule Bridge shared the page with the other three motorized accessories and the price remained at \$11.95. Following WWII, Lionel's first full color catalog was issued in 1946. The Bascule Bridge returned with a similar but shorter description. Even the word New was retained from the prewar ad copy. The bridge that came out after the war was numbered the same but several modifications had been made to it. Not the least of these was a near doubling of the price to \$23.50. Postwar inflation had begun. We'll discuss the mechanical modifications later in this article. In 1947, the catalog returned to its familiar landscaped format and the Bascule Bridge was offered at the same price of \$23.50. The description added an incomplete sentence at the beginning that said, "One of the most popular accessories ever manufactured." The bridge returned in 1948 with an increase in price to \$24.95. In 1949, the bridge again received a large area of the page and the description copy was changed. The copy now, for the first time described in more detail exactly how the bridge

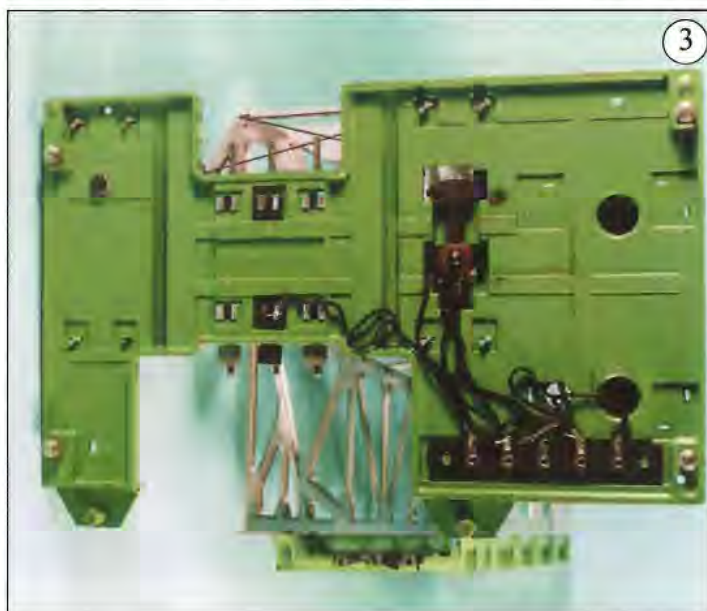
operated, first opening and then after a few seconds closing. Also added was a line saying that the bridge was, "Constructed exactly like hundreds of actual Bascule Bridges used by the railroads throughout the United States. The price remained the same. This was the last catalog in which the Bascule Bridge appeared. In the 1950 catalog the No. 213 Real Railroad Lift Bridge, an accessory that was to retail for \$9.00 less at \$15.95, replaced it. As we all know, production models of the No. 213 were never to be manufactured. The Bascule Bridge was offered in seven catalogs – a notable achievement for a Lionel motorized accessory. The description copy mentioning its popularity was probably true, since the bridge was not kept in the catalog merely to reduce leftover inventory. We know this because the bridge went through several changes, right up to the last year that it was offered. The bridge itself was stamped steel while the green part that moved up with it was painted phenolic (Bakelite). The stationary part of the base was die-cast metal. **Photo 1** is an example of the prewar version



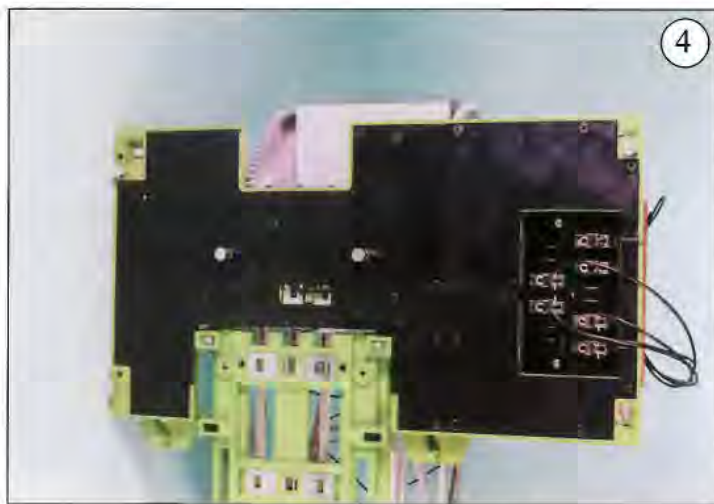
of the bridge. The original bridge in all of the photos that follow is a prewar version. The best way to determine this is by looking at the shed. In both the prewar and the postwar version the motor is located in the shed beside the bridge. In the prewar version, the drive shaft extends through what would be the rear most window of the shed on the side that faces the bridge. The postwar version has all windows intact and a separate slot between the two windows for the shaft coming from the shed. After an absence of 48 years, the Bascule Bridge returned in Lionel's 1997 Heritage catalog. The new catalog illustrations are similar to the original ones, but for some odd reason the red lamp on the top of the bridge is missing. **Photo 2** shows the new bridge and as you can see the red lamp is certainly there. Although at first glance **photos 1 and 2** look quite similar there are some very sig-



nificant differences between the two. A careful look at **photo 1** shows five binding posts in front of the shed of the original bridge. There were so many of them because in addition to the bridge raising and lowering, there were contacts which operated to cut the power to the track while the bridge was up. This feature would stop an approaching train unless the bridge was in its completely lowered position. The light on top of the bridge went on when the bridge was being operated. As seen in **photo 2**, the five binding posts are missing from the new version. **Photo 3** shows a view of the underside of the die-cast metal base of the original bridge and **photo 4** shows the same view on the new bridge. All the wire connections on the new bridge, six of them, are located under



the base. There are six connections because bridge operation is slightly different with the new bridge. The new base also has two plastic sections that screw into place to cover the wires that lead to different parts of the bridge. Putting the wire connections under the base means that you must lift the bridge up to get at them but makes for a

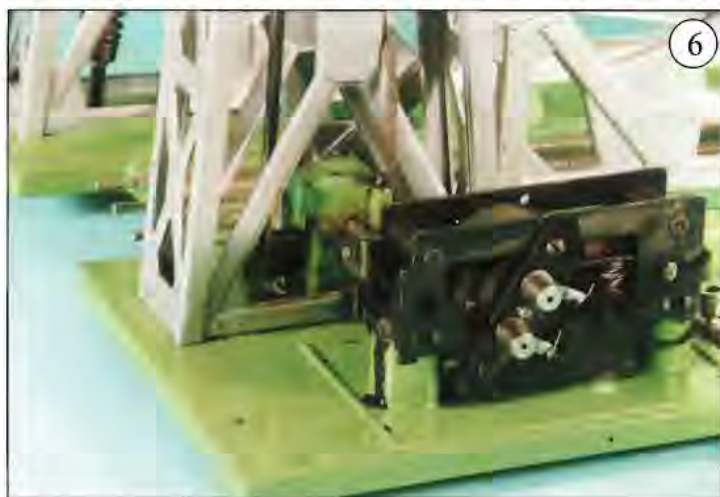


neater installation. Differences between this new die-casting and the original are such that the new base cannot be used to replace the base of an original bridge. The die-cast base on the old version has the number 313-50. According to Alan Stewart in his fine book, *Greenberg's Guide to Lionel Trains, 1945-1969 Vol. VI Accessories*, the prewar version has a base part number of 313-49. The postwar version has a base number of 313-45. Interestingly, the newer version has the lower number. I'm not sure what to assume about the 313-50 number on the one I photographed. I cannot be sure whether it is newer or older than the 313-49 version. It is certainly a prewar version. I'd like to hear from anyone who has more information on that. **Photo 5** shows the switches supplied with the original and new bridges. On the original bridge, you pressed the black button and the action



started. The bridge would begin to rise, the red light went on and power to the track was cut. You could then release the button and the bridge would continue to rise to its uppermost position at about a 45-degree angle. After a small pause, the bridge would then start back down again. Upon reaching the bottom, power to the track would be restored allowing any trains to proceed across it and the bridge would be ready for the next press of the

button. The new version operates differently. When you press and release the red button on the switch, the bridge begins to rise, the red light begins blinking on and off and track power is cut. Once the bridge reaches its uppermost position, it stops. It will remain in this position until you again press and release the red button. Then the bridge will return to its lowered position, the red light will turn off and power to the track is restored. The means by which these operations are accomplished are completely different in new and original bridges. In the original version, the motor that powers the bridge is located in the shed. **Photo 6** shows a view with the shed removed. Removing the shed is not something you want to do very often since it requires straightening metal tabs



that go through the base and are folded to secure it. In my own case, the tabs of the shed were already straightened and I have not refolded them. This allows me to easily remove the shed. The motor drives a shaft through two sets of worms and gears. The shaft connects to the gearbox that is located within the silver tower that supports the bridge. The gearbox turns a cam that has two functions. Connected to the cam is a rod that continues up to the pivot shaft of the bridge. The rod connects to an offset lug that is connected to the shaft. The gearbox cam moves this rod which causes the bridge to raise and lower. The cam also operates a set of leaf contacts located in the base. These contacts act as a switch to open and close the current to the track and to the motor driving the bridge. When you press the button, you are momentarily bypassing an open leaf contact. Once the cam on the gearbox turns, it allows one set of contacts to close, causing the motor to continue to run without having to keep your finger on the button. Additional leaf contacts open to break the track voltage. When the gearbox cam gets back around to its starting position, the bridge is in its lowered position and the motor contacts

are again opened causing the motor to stop. At the same time, the track contacts are closed restoring track power.

On the side of the bridge opposite the motor, is a heavy spring. One end of this spring is attached with a bolt to the die-cast base. The other end of the spring connects to an offset lug on the pivot shaft, much the same as the rod operated by the motor. This spring made the job of lifting the bridge much easier and served to take much of the load off the motor and gearbox. This proved to be a flawed design. **Photo 7** shows this spring and also the damage it causes. Look carefully at the photo and you will notice that the spring has actually pulled the rear part of the base up off the table. The real life prototypes of these bridges used a tank, which is modeled on



the Lionel version, to supply ballast weight to ease the load on the lifting machinery. This would have been a better way for Lionel to do it. The tank on the original version is empty. In later postwar versions, the gearbox and drive was changed, but the spring counterbalance remained. The new version has a completely re-engineered and greatly improved drive system. The shed on the new version also connects to the base with bent metal tabs. I did not want to bend any tabs on the new bridge, but sliding the roof off gives you a good view inside the shed. **Photo 8** shows the results. There is no motor in sight, but rather an abundance of electronic controls. The mechanically controlled leaf contacts in the base have been replaced by electronic controls in the shed. Relays are used to perform the functions of the leaf contacts. In this new version when you press the button of the controller you are only powering the relay which closes the contacts necessary to power the motor. What this means is that the motor current is not passed through the controller button. This allows a TrainMaster SC-1 controller to safely perform the function of the button. The only wiring difference necessary to operate this accessory with the CAB-1 remote



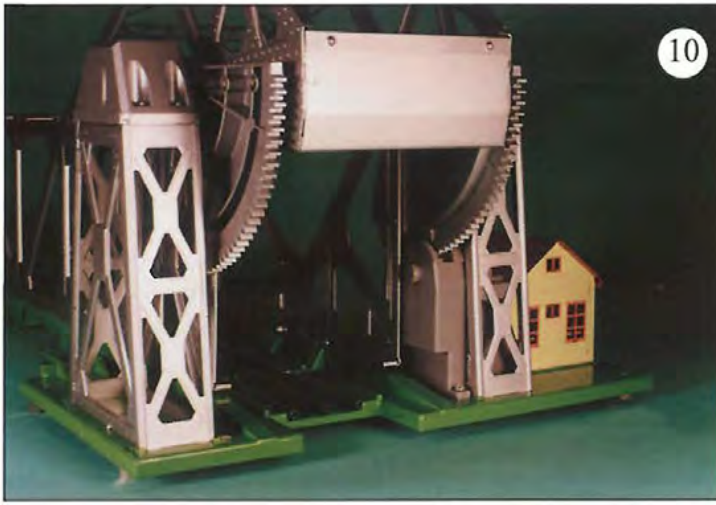
controller is to eliminate the button and connect the two wires instead to an SC-1 controller. You may also choose to run two additional wires from the same clips and leave the button connected. In this way you would have the option of using the CAB-1 or manually pressing the button on your control panel.

New in this version is a light inside the shed that illuminates its interior. The motor and gearbox are contained within a gray colored plastic case that is located in the bridge tower. This can be seen in **photo 9**. Also visible in this photo is the large die-cast gear plate located along the rear sides of the bridge. Two identical gear plates are used, one on each side of the bridge. Only the one on



the shed side is actually geared to the motor. The second gear plate is only there for symmetry and serves no mechanical function.

Photo 10 is a rear view showing how the gearbox engages the left gear plate. The spring used to counterbalance the bridge on the original has been eliminated. I strongly suspect that there is weight in the tank at the end of the bridge, but did not want to bend any steel tabs to



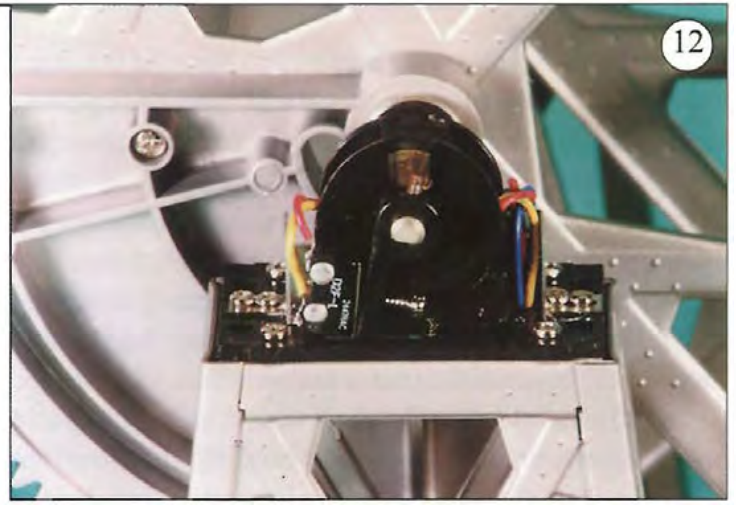
open it to see. The addition of the two gear plates adds an inch to the width of the base plate. This, among other reasons eliminates its use as a replacement on an original bridge.

Photo 11 shows the bridge in its uppermost position. The contacts that stop the bridge at its upper and lower stop positions are located under the cap on the bridge tower next to the shed. These caps are die-

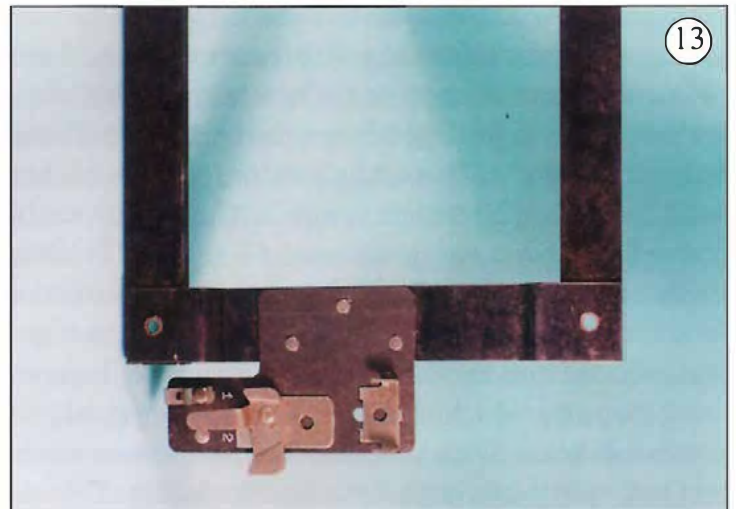


cast metal and secured with four screws. On the original bridge, these caps were phenolic and screwed with four screws from underneath, inside the tower. **Photo 12** shows the tower with the cap removed. There are two micro-switches, one on the left and one on the right. Connected to the rotating shaft of the bridge pivot are two stops, one for each of the micro-switches. These stops each have a screw that can be adjusted to control the precise stopping positions of the bridge. The upper control is not critical, but the switch controlling the lower stop position must be accurately set so that the bridge is completely lowered before the motor stops.

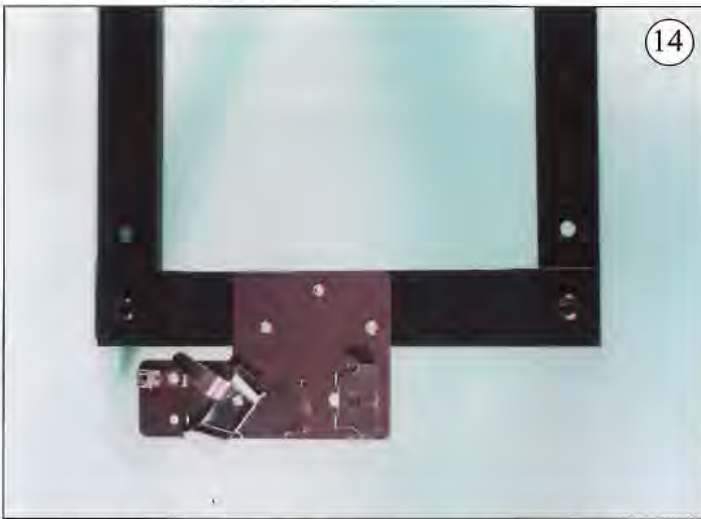
On the bridge I had, the control screw was already completely backed out and the bridge still did not lower enough. The solution was to carefully loosen



the two screws that secured the micro-switch and slide it slightly further away from the contact. I then turned the screw in enough so that the bridge still did not lower enough. Then by making $\frac{1}{4}$ turn adjustments on the screw as directed on the instruction sheet, I was able to accurately set the lower stop position. Incidentally, it is very important when adjusting these stops that you test it with the cap held in place. The cap helps position the shaft and it must be in place to keep the shaft from lifting during operation. Lionel's Director of Consumer Services, Mike Braga mentioned the possibility of the wires shorting against the metal tower cap. If this problem occurs, placing a piece of black electrical tape on the inside of the cap can easily eliminate it. To allow the bridge to be used on non-permanent layouts, where the bridge would not be screwed to a table, a special frame was included to keep the track aligned with the bridge. The new version also includes this frame. There is little difference between the two. The original is shown in **photo 13** and the new in **photo 14**. On the original the three pieces of



blackened steel were spot welded together. On the new



version, the frame is bolted together and there are two additional unused holes on the long sides near the bolt holes. The holes used by the bolts on the new version are on the original but are unused. If you were to use this on a layout where you were actually spanning a small river for example, the black frame would be rather unsightly and would remain across the span when the bridge was raised. Securing the bridge to the layout table eliminates the need for this frame. For the original version, it is especially necessary to secure the bridge to your layout to keep the base flat and the bridge aligned. Screwing it down eliminates the problems of a warped base. Both versions require you to remove several mounting supports from the base if the bridge is to be used for "027" operation, four on the original and six on the new version.

Another small difference is in the light at the top of the bridge. **Photo 15** shows the original and photo



16 shows the new version. Alan Stewart points out that in 1948 there was a change in the red light cover. Until 1948, the red cap used was the snap in type that was used on some prewar transformers. This is as it appears in **photo 15**. For 1948 and 49, the ZW



screw-in type was used. Since the hole required to use the ZW screw-in was different, a change had to be made in the die to accommodate the new jewel cap. I believe the light socket was also different. The new version also uses this screw in type lens, but the new version is a transparent red as opposed to the translucent red of the postwar version.

So, how do they run? Glad you asked. We wired up both of the bridges. The original worked well and the most notable thing about its operation was the loud grinding noise produced by the motor. This is typical of the prewar motorized accessories. The new version runs more quietly, and the new gear system is clearly superior to the original. I did find one flaw in its design however. This is not a mechanical flaw but an electrical one. As the bridge was operating, the motor seemed to surge every second or so. I then noticed that this uneven motor noise was accompanied by a corresponding dimming of the shed light. All of this matched the blinking of the red light on top of the bridge. To see if this blinking light was the culprit, I loosened the bulb in its screw socket enough so that it no longer lit. The problem was gone. Apparently this bulb being turned on an off as it blinks, drops enough voltage to deprive the rest of the circuit and the motor slows down slightly and the bulb in the shed dims. With the bulb out, the bridge operates very smoothly and it is a shame that some kind of voltage regulation wasn't employed in the circuitry. While most of the dimensions of the bridge are the same, the height from the track to the inside top of the bridge is $\frac{1}{4}$ inch higher on the new version. This was obviously done to accommodate more of today's larger cars and engines. The new version of the Bascule Bridge is well made should please many operators who plan to use it on a layout. It is clearly a significant improvement over the original version.

Lexington, Kentucky LCCA Meet March 7, 1998



Photo 1 left to right, back to front, Harry Overtoom, A. K. Grace, Harvey Coggins, Bill Crace, Dudley Gravitt, Shirley Black. Elsewhere in the hall Winfred and Wanda Adkins, Larry Black, and Libby Overtoom.



Photo 2 Ray and Rene Grosser and their award winning portable "HO" layout.



Photo 3 pictures Jim Welage on right.

Kids are the future of the hobby. Looks like the future is in good hands. (See Photos below)



LIONEL'S RAILROAD MAP ROADNAME LOGOS / ITEMS - PART VII

by
Don Carlson



In part seven of the series, here's nine more logos from Lionel's #950 Railroad Map with a list of the items by category, inventory number, description and *year(s)* produced they've modeled in these roadnames.



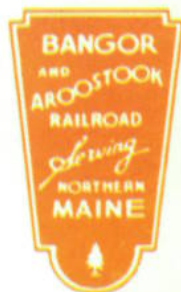
Atlantic Coast Line Railroad



National de Mexico Railroad



Nickle Plate Railroad



Bangor & Aroostook Railroad



Gulf Mobile & Ohio



Lehigh Valley Railroad



Norfolk & Western Railway



Canadian Pacific Railroad



Central of New Jersey Railroad

Atlantic Coast Line Railroad

Steam Engines

8006	4-6-4, (JC Penny Special), 80
8902	2-4-0, Slope-back Tender, 79-90
18600	4-4-2, (JC Penny Special), 87

Diesel Engines

11903	F3 ABA Set, "342, 342B, 343", 96
18807	SD-18 "8807", 90

Boxcars

9471	Tuscan/wht ltr, 84
9471	TCA, tuscan/wht ltr, 84
16247	Tuscan/wht ltr, 94
52046	TTOS, brwn/wht ltr, "16247", 94

Cabooses

9341	SP-Type red/white ltr, 79-90
16517	B/W, red/white, 90

Passenger Cars

19154	Four-Car Passenger Set, 96
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Bangor & Aroostook Railroad

Diesel Engine

8665	GP-9 "Jeremiah O'Brien 1776", 76
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Boxcars

6464-275	State of Maine, 55-59
9709	State of Maine (SSS), 72-74
9734	BAR, red/white ltr, 79
17218	State of Maine, "2184" (Std O), 95
19273	S of M, "6464-275", strpd dr, 96
19285	S of M, "6464-275", red door, 96

Caboose

9176	N5C red/wht/blue, 76
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Operating Car

3494-275	State of Maine Boxcar, 56-58
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Refrigerator Car

19503	Blue and white sides, 87
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Canadian Pacific Railroad

Diesel Engines

2373	F3 AA Units, yellow trim, 57
8152	SD-24 Powered, 81
8365/66	F3 AA Units, yel ltr (SSS), 73
8469	F3 B Unit (SSS), 74
8660	NW-2 Switcher, red/wht, 76-77
8854	GP-9 Pwrd, red/wht, 78-79
18203	SD-40 "8203", 89
18209	SD-40 Dummy "8209", 92
18564	GP-9 "2380", gray/mar/yel, 97

Motorized Units

8264	Snowplow, yellow ltr, 82
18411	Fire Fighter Car, 90

Boxcars

9208	Yellow/blk ltrs, 71
9417	Black/wht ltrs, 79
9442	Silver-black/red, 81
9703	Red/blk ltr, 72
9713	Green/blk ltr, 73-74
9729	Black/wht ltr, 78
9730	Silver/wht or blk ltr, 74-75
9748	Blue/wht ltr, 75-76
17200	Silver-blk/red, (Std O), 89
19207	DD, burnt orange, 88
52006	LCAC "930016" (Std O), 93

Bunk/Tool Car

5728	Bunk Car, tuscan/wht, 86
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Cabooses

6433	B/W, gray w/maroon ltr, 81
9057	SP-Type, yellow/blk, 78-79
9165	N5C, red w/white ltr (SSS), 73
19705	Wide-vision, yel/blk, smoke, 89

Crane Cars

6508	12-wheel, maroon/wht, 81
6508	LCOL, w/added lettering, 83

Flatcars

6233	Black/wht, w/stakes (Std O), 86
9149	Red/wht, w/silver vans, 77-78
16350	Bulkhead w/wood load, 91
16395	Red/wht, w/rail load, 94
16903	Bulkhead w/pulp load (SSS), 94
17500	Black/wht, w/logs (Std O), 89

Gondolas

6205	Tuscan/white ltr, 83
9336	Red, white ltr, 79
17400	Red/blk-wht w/coal (Std O), 89

Operating Car

9228	Boxcar silver/red-blk, 86
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Refrigerator Cars

5710	Woodside, tuscan/wht, 82-83
17300	Brown/wht (Std O), 89

Passenger Cars

2551	Banff Park Observation, 57
2552	Skyline 500 Vista Dome, 57
2553	Blair Manor Pullman, 57
2554	Craig Manor Pullman, 57

Central of New Jersey Railroad

Steam Engines

8303	2-4-2, two-tone, 73-74
8308	2-4-2, gold lettering, 73-74
8310	2-4-0, gold lettering, 74-75
8604	2-4-2, gold lettering, 76
8801	Blue Comet 4-6-4, 2 tone, 78-80
18712	2-4-0, "2000", 93

Diesel Engines

611	NW-2 Swtchr, blue/wht ltr, 57-58
621	NW-2 Swtchr, orange ltr, 56-57
2341	Trainmaster, wht ltr, 56
8550	GP-9 Pwrd, red/wht ltr, 75-76
8561	GP-9 Dummy, red/wht ltr, 75-76
8687	Trainmaster, cream striping, 86
18932	NW-2 Swtchr, "8932", wht strp, 96
18933	NW-2 Calf, "8933", wht strp, 96

Boxcars

7404	Green w/cream ltr, 86
9787	Black w/gold ltr, 77-79

Bunk/Tool Cars

19652	Bunk Car, brown w/wht ltr, 88
19653	Tool Car, brown w/wht ltr, 88

Cabooses

6483	LCCA SP Type, red w/wht ltr, 82
6917	Wide-vision green/cream, 86
9069	SP Type, brown w/wht ltr, 73-76
9173	SP Type, red w/wht ltr, 75-77

Crane Car

16717	4-wheel, red w/white ltr, 96
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Gondola

16943	Red w/white lettering, 96
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Refrigerator Car

5732	Tuscan w/white lettering, 85-86
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Passenger Cars

9536	Blue Comet Baggage, 78-80
9537	Blue Comet Combine, 78-80
9538	Blue Comet Pullman, 78-80
9539	Blue Comet Pullman, 78-80
9540	Blue Comet Observation, 78-80
19000	Blue Comet Diner, 87

Gulf, Mobile & Ohio Railroad

Diesel Engines

8772	GP-20 Powered, 77
18554	RS-3 "721" (JC Penny), 92-93

Cabooses

9187	SP-TType, red/blk/wht, 77
19721	E/V "2956" (JC Penny), 93

Lehigh Valley Railroad

Diesel Engines

625	GE 44-ton Swtchr, wht strp, 57-58
627	GE 44-ton Swtchr, wht strp, 56-57
8775	GP-9, Powered, yellow ltr, 77-78
8778	GP-9 Dummy, yellow ltr 77-78
18800	GP-9 "8800", 87
18807	RS-3 "8807", 90

Boxcars

9473	Light green w/white, 84
9788	Cream w/blk & red ltr, 77-79
16258	Green w/white ltr, 95

Cabooses

6417-50	N5C, gray or tuscan, 54
9288	N5C, red w/yellow lettering, 77-80
16501	SP-Type, yellow-silver w/blk, 87
16516	SP-Type, red w/wht ltr, 90

Gondola

16388	Tuscan/wht ltr w/4 canisters, 94
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Hoppers

2456	Short, black w/wht ltr, 48
6076	Short, gry/blk/red/yel body, 63/70
6176	Short, yel/gry/blk body, 64-69

6436-1 Quad, blk w/wht ltr, 55
 6436-25 Quad, mar w/wht ltr, 55-57
 6436-100 Quad, w or w/o cover, 63-68
 6436-500 "643657" (Girl's Set), 57-58
 6456 Short, blk/red/mar/gry bdy, 48-55
 6476 Short, red/gray/blk body, 57-62
 6476-1 TTOS short, gray, 69
 6476-85 Short, yel w/blk ltr, 69
 6476-135 Short, yel w/blk ltr, 64-68
 6476-160 Short, black, 69
 6476-185 Short, yellow, 69
 17113 w/coal load (Std O), 92-93
 19317 Quad, part of Girl's Set, 91

Operating Cars

16609 Derrick Car, yellow boom, 87
 16657 Coal Dump Car, gray bin, 92

Ore Car

16305 Gray w/black lettering, 87

Searchlight Car

16808 Black w/gray superstructure, 87

Tank Car

16103 2-D, gray (027), 88

National de Mexico Railroad

No Lionel models made to date.

Nickle Plate Railroad

Steam Engines

8001 2-6-4, DC motor, 80
 8040 2-4-2, white letters, 70-72
 8043 2-4-2, white letters, 70
 8215 2-8-4, white stripe, 82
 8310 2-4-0, gold lettering, 73
 8617 4-4-2, yellow stripe, 86-91

Diesel Engine

18505 GP-7 black w/yel stripes, 92

Boxcars

7926 Yellow w/black ltr (027), 86-91
 9404 Tuscan w/slvr strp, whi/blk ltr, 78
 19236 DD brown w/white ltr, 92

Cabooses

6905 Wide-vision red/gray, 83
 6919 SP-Type red/white, 86-91
 9060 SP-Type mar or red/white, 70-72
 17612 Steelside brown/wht (Std O), 92

Flatcars

16307 Blue/wht w/silver vans, 88
 19411 Black/wht w/Sears trailer, 92

Gondolas

6254 Black/yel w/2 canisters, 86-91
 9031 Brown/wht w/2 canisters, 73-91
 16328 Lt. gray/yel ltr, 90-91
 17407 Brn/wht w/scrap load (Std O), 96

Hoppers

6137 Short, gray/blk, 86-91
 19318 Quad, blk/wht w/coal load, 92

Refrigerator Cars

5722 Woodside, yel w/brwn roof, 84
 19527 Yellow w/bm & blk, 92

Norfolk & Western Railway

Steam Engines

746 Streamlined 4-8-4, 57-60
 8100 4-8-4 "611", 81
 18040 4-8-4 "612" org/yel strp, 95
 18638 2-6-4, "638" white stripe, 94

Diesel Engines

8266 SD-24 Powered w/horn, 82
 8559 GP-9 Powered, "1776", 75
 8763 GP-9 Powered, 76-78

Automobile Carriers

9125 Blue/blk body w/wht ltr, 73-77
 9129 Tuscan, white lettering, 75-76

Boxcars

9205 Blue w/white lettering, 70
 9215 Tuscan/blue w/white ltr, 71
 9604 Hi-cube, black w/white ltr, 76-77
 9704 Tuscan, white lettering, 72
 9771 Blue w/white lettering, 76-77

Bunk/Tool Car

19658 Tool Car, green w/slvr & wht, 91

Cabooses

6419-100 Work, "576419", 57-58

6900 Wide-vision, red-silver/wht, 82
 9170 NSC, "1776" red, white, 75
 9182 NSC, black w/white ltr, 76-80

Cattle/Stock Car

7301 Brown w/white lettering, 82

Flatcars

9325 Black/wht w/fences, 79-81
 16360 Maxi-stack w/cntrns, red/wht, 93

Hoppers

54-6446 Quad, blk/gry "546446", 54-55
 6106 Quad, gray/blk, 82
 6446-1 Quad, blk/gry "546446", 54-55
 6446-25 Quad, b/g "546446", 55-57/70
 9111 Quad, tuscan/white, 72-75
 9113 Quad, gray/blk (SSS), 73
 9135 Quad, blue or purple body, 70-75
 17109 ACF 3-bay gray/blk (Std O), 91

Operating Cars

3456 Hopper, black w/wht ltr, 50-55
 9363 Coal Dump, blk w/wht "9325", 79
 9364 Derrick blk/wht w/yel boom, 79

Passenger Cars

7203 "491" Diner, 82
 9562 "577" Baggage, 81
 9563 "578" Combine, 81
 9564 "579" Coach, 81
 9565 "580" Coach, 81
 9566 "581" Observation, 81
 9567 "582" Vista Dome, 81
 16061 Baggage "6061-Plum Run", 94
 16062 Combo "6062-High Bridge", 94
 16063 Pass "6063-Max Meadows", 94
 16064 Pass "6064-High Hill", 94
 16065 Obsrv "6065-Hanging Rock", 94
 19108 Full Vista Dome Car "576", 91
 19139 Baggage Car "577", 95
 19140 Combination Car "494", 95
 19141 Dining Car "495", 95
 19142 Passenger Car "538", 95
 19143 Passenger Car "537", 95
 19144 Observation Car "582", 95
 19151 Duplex Roomette Car, 96
 19159 Passenger Car set of 4, 95

Author's Notes:

This completes the seventh part of our tour around Lionel's Railroad Map.

The eighth and final part of the article will be in August's issue. We'll have the logos of:

- Atlanta and West Point RR.
- Denver & Rio Grande Western
- Erie Railroad
- Great Northern Railway
- Illinois Central Railroad
- Lehigh & New England Railroad
- Missouri, Kansas & Texas Ry.
- St. Louis-San Francisco Ry.
(Frisco Lines)

Again, there will be a list of items Lionel has made in these roadnames.

Item list taken from *Greenberg's® Roadname Guide To O Gauge Trains* © 1997. Reprinted with the permission of **Kalmbach Publishing Co.**



Mark your calendar and make plans to meet with your Club friends this Summer from across the country in **Philadelphia, Pennsylvania**, as the Co-Hosts and their 1998 Convention Committee invites you and your family to the Lionel® Collectors Club of America's **28th Annual Convention!** Historic Philadelphia provides a dazzling array of fun places to see, learn and discover.

The **Adam's Mark Hotel** is located on the City Line and will be the LCCA's Headquarters. It's an outstanding facility that will enable Members to treat their spouse and family to a luxurious stay throughout the Convention's festivities at a very affordable price. Be sure to use the **Hotel Reservation Request Form** in the Brochure to get the LCCA's special, low room rate for our Convention.

There are many activities for everyone to enjoy!

Register early and join us this **July 21-26** in Philadelphia to celebrate "*The Keystone to Happiness is Toy Trains!*".

TOURS AND ATTRACTIONS:

- *Train Ride and Visit to Horseshoe Curve*
- *Northlandz World of Miniature Trains*
- *Longwood Gardens & Franklin Mint*
- *History by the Square Foot*
- *Showcase Philadelphia*
- *Mansions in Fairmount Park*
- *Houses of History; PLUS much more!*

The Philadelphia Convention and Visitors Bureau also has information. Call at (800) 537-7676 or write to: 1515 Market Street, Suite 2020, Philadelphia, PA 19102

CONTAINS EVENTS AND HOTEL REGISTRATION/INFORMATION!

Supplement to *The Lion Roars*, Volume 27, Number 5, April, 1998

REGISTRATION, HOTEL, TRADE HALL, BANQUET and OTHER INFORMATION

Convention Registration - The special, early registration fee is set at only **\$39** for those received by **May 30, 1998**. Registrations after this date or at the door will cost \$54. (All Pre-Registrants will receive a confirmation by mail.)

Each registrant will receive a registration packet along with a special Convention Souvenir. Pre-registered Members may pick up their packet at the Registration Desk by showing your current LCCA membership card. (Members who register but do not attend will get their special Souvenir by mail after the Convention.) Guests aren't allowed under LCCA Convention rules - only your immediate family (spouse and children under the age of 21) are admitted under your registration. **Tickets** will be **provided** in your registration packet and are **required** for all tours and other events. **Register early** to be sure to get the tours, events and tables you want.

Accommodations - First-class lodging has been reserved at the Adam's Mark Hotel, which is located right on the City Line at City Avenue and Monument Road. There are 515 guest rooms and the Hotel has indoor/outdoor pools, a well equipped health club, two restaurants and plenty of free parking. It is convenient to the Pennsylvania Turnpike, Amtrak's 30th Street Station and the Airport. Make your room reservations on the special form in this Brochure and **send it directly to the Adam's Mark Hotel.**

Trade Hall and Tables - The Exhibition Center with over 16,000 square feet of space will accommodate 100's of 6' by 30" tables. Tables are available for \$20 each with no limit on number. If you want your table(s) next to another Member, please indicate in the area provided on the Registration Form and send both Forms with separate checks in the same envelope. Tables that require an electrical outlet are available for an additional fee of \$25. No flashing lights, sirens, blowing horns, etc. allowed.

Unloading and set-up will be on Friday, July 24th from 10:00 a.m. to 9:00 p.m. and on Saturday, July 25th from 7:30 to 8:45 a.m. No trading is allowed during set-up times. Violators will be asked to leave and disallowed from selling at the Convention. Security will be provided from 10:00 a.m. on Friday until 12:00 Noon on Sunday. Tables reserved will be held only until 12:00 Noon on Saturday, after that they will be sold at the door. If all tables are sold your name will be put on a waiting list and will be assigned after 12:00 Noon on Saturday. As always, all train and train related items must be clearly marked and priced. All restored and refinished items must be identified with special LCCA labels available at the Trade Hall stage during set-up and show times.

Shipping - We will have on-site shipping for Members wishing to ship their trains. This service will be available outside the Trade Hall on Saturday, July 25th, from 10:00 a.m. to 6:00 p.m.

Transportation -

AIR - Philadelphia International Airport is served by all major airlines with hundreds of direct flights daily arriving from over 200 cities. The Adam's Mark Hotel is just 20 short minutes away and there is shuttle service.

AUTO - Easily accessed from the PA Turnpike.

RAIL - Amtrak travelers will find the 30th Street Station just 10 minutes from the Convention Hotel.

Banquet and Entertainment - Theme of "*The Keystone to Happiness is Toy Trains!*" will be in place for the 28th Annual Convention Banquet on Saturday, July 25th. The cocktail reception will begin at 6:00 p.m. and dinner will be served at 7:00 p.m. in the beautiful Grand Ballroom. For your dining pleasure we will have a choice between Chicken Marsala or Broiled Filet of Sole. Both adult's and children's meals are available. After dinner, you'll be treated with entertainment, souvenirs and special table favors. Don't miss it! There are 720 seats for this event that always sells out, so **register early** to reserve yours!

Get Acquainted Party - Join us at 6:30 p.m. on Thursday, July 23rd for the "*Get Acquainted Party*". It's a special time to renew old and create new friendships. With its 'a taste of Philly' theme, food will be great! \$10 for Convention registrants staying at the Adam's Mark, \$15 for non-Adam's Mark guests and \$5 for children.

LCCA Business Meeting - Want to learn more about our Club? Join us for the Annual Business Meeting in the Gettysburg Room at 3:00 p.m., Friday, July 24th.

Lionel Seminar - Look for the Lionel Seminar from 4:00 to 5:00 p.m., immediately following the Annual Business Meeting. Get the inside scoop directly from Lionel on future products.

Public Displays - There will be several operating layouts and displays for all to enjoy. See the latest in technology and products demonstrated by Lionel on their layout!



Lionel® Collectors Club of America

28th ANNUAL CONVENTION – REGISTRATION FORM



Form may be
photo copied

Pre-Registration - Must be received by May 30, 1998
(Registration received after May 30th or at the door - \$54)
(No refunds after July 15, 1998)

Please Print or Type

Name: _____ LCCA#: _____
(First) (Middle Initial) (Last)

Address: _____ Phone #: _____

City: _____ State: _____ Zip Code _____ Are you a dealer? Yes No

Spouse's Name (if attending*): _____ (*If spouse is a Regular Member, Registration must be paid.)

Children's Names and Ages (if attending): _____

If you want your table next to a specific Member*, indicate:

Member's Name: _____ LCCA#: _____

* Please send your form and the other Member's form (with separate checks/money orders) in the same envelope.

Member Pre-Registration (includes non-Member spouse & children) _____ @ \$39 = _____

Tables - Each with one chair _____ @ \$20 = _____

Electrical Hook-up _____ @ \$25 = _____

Get Acquainted Party _____ @ \$10 (Adult) _____ @ \$15 (Adult) _____ @ \$5 = _____
(Adam's Mark Guests) (non-Adam's Mark Guests) (Children)

Family Banquet Make your entree choice, (includes salad, vegetable, coffee/tea/milk & dessert)

Adult _____ Chicken Marsala -or- _____ Broiled Filet of Sole _____ @ \$34 = _____

Children _____ A menu specially designed for our younger guests. _____ @ \$15 = _____
(They'll love it!)

Tours Selection Enter the total cost of the tour(s) selected on the reverse side on this line, _____ = \$ _____
and list the Tour #'s and seats (e.g. Tour #1, 2 seats, Tour #3, 4 seats, etc.) below:

CREDIT CARD # _____ VISA MASTERCARD DISCOVER

(PLEASE CHECK ONE)

EXP. DATE _____ SIGNATURE _____ GRAND TOTAL = \$ _____

Make check/money order (in U.S. funds) payable to: 1998 LCCA Convention

Send this form with
check/money order to:
1998 LCCA Convention
PO Box 479
LaSalle, IL 61301-0479



DO NOT send hotel reservations to the LCCA
Use the separate form to make your reservations at
the Adam's Mark Hotel and mail your request directly
to their address listed on the form.

Arrival Date: _____ Departure Date: _____

Lionel® Collectors Club of America

28th ANNUAL CONVENTION - TOURS WORKSHEET

(Limited seating - YOU SNOOZE, YOU LOSE! All travel by motorcoach only.)

Name: _____ LCCA#: _____
(First) (Middle Initial) (Last)

Wednesday, July 22nd

- Tour #1** - Amtrak Horseshoe Curve Excursion (6:00 a.m. to 8:00 p.m.*) _____ @ \$138 = _____
(Includes lunch, transportation and all admissions) *approximately
- Tour #2** - Showcase Philadelphia (9:00 a.m. to 12:00 noon) _____ @ \$24 = _____
(Includes transportation.)
- Tour #3** - History by the Square Foot (1:00 p.m. to 4:00 p.m.) _____ @ \$24 = _____
(Includes transportation and all admissions.)

Thursday, July 23rd

- Tour #4** - History by the Square Foot (9:00 a.m. to 12:00 noon) _____ @ \$24 = _____
(Includes transportation and all admissions.)
- Tour #5** - Northlandz Miniature Train World (9:00 a.m. to 5:00 p.m.) _____ @ \$60 = _____
(Includes lunch, transportation and all admissions)
- Tour #6** - Showcase Philadelphia (1:00 p.m. to 4:00 p.m.) _____ @ \$24 = _____
(Includes transportation.)
- Tour #7** - Mansions in Fairmount Park (1:00 p.m. to 4:30 p.m.) _____ @ \$29 = _____
(Includes transportation and all admissions.)

Friday, July 24th

- Tour #8** - Houses of History (9:00 a.m. to 12:00 noon) _____ @ \$29 = _____
(Includes transportation and all admissions.)
- Tour #9** - Showcase Philadelphia (9:00 a.m. to 12:00 noon) _____ @ \$24 = _____
(Includes transportation.)
- Tour #10** - Longwood Gardens & The Franklin Mint (9:00 a.m. to 3:00 p.m.) _____ @ \$44 = _____
(Includes transportation and admission. Lunch is on your own.)
- Tour #11** - History by the Square Foot (1:00 p.m. to 4:00 p.m.) _____ @ \$24 = _____
(Includes transportation and all admissions.)
- Tour #12** - Houses of History (1:00 a.m. to 4:00 p.m.) _____ @ \$29 = _____
(Includes transportation and all admissions.)

Saturday, July 25th

- Tour #13** - The Shopper's Shuttle (10:00 a.m. to 4:00 p.m.) _____ @ \$14 = _____
(Includes transportation. Lunch is on your own.)

Tours SUBTOTAL from this side of form = \$ _____
(Put this amount on the other side of the form.)

PLEASE TELL US ABOUT YOUR PLANS:

I will be traveling by: _____ Car _____ Motorhome
 _____ Plane _____ Train _____ Bus

Arrival Date: _____ Departure Date: _____



Form may be photo copied

TOURS BACKGROUND AND INFORMATION

Tour #1 - Amtrak Horseshoe Curve Excursion

This is a once-in-a-lifetime adventure for railfans! You'll travel 500 miles round-trip by rail aboard an Amtrak train especially setup for the LCCA! You'll ride *to and over* The Horseshoe Curve near Altoona, Pennsylvania, all along with a stop and visit to the all-new Altoona Railroaders Memorial Museum. While there, you'll have a chance to view trains going around The Curve (there's an incline railway to get you to the top) and can learn about it first hand along with the famous Altoona Shops where Pennsylvania RR headquartered equipment construction and maintenance. Seating is limited to approximately 500 passengers, and will be sold on a first come-first served basis, so **register early** to get on board this tour! (Please use your discretion for children under 10 years of age due to the length of the tour.) Cost includes all motorcoach transportation, admissions and lunch.

When: **Tour #1**-Wednesday, July 22nd, 6:00 a.m.-8:00 p.m.*
Cost: \$138.00 per person *approximately

Tour #2 or #6 or #9 - Showcase Philadelphia

You'll have the chance to see the story of America during a 3 hour city motor tour. Relax on a motorcoach as your guide covers 300 years of the city's history. You'll see such sites as Boat House Row; the Victorian mansions on the Schuylkill River; the Franklin Parkway with its world famous museums; Fairmount Park, the largest in-the-city park in the world with its colonial summerhouses; Broad Street, the longest straight street in America and the Victorian giant City Hall, the world's most decorated building. Through downtown Philadelphia you'll pass Antiques Row; America's first hospital; the Memorial to the Unknown Colonial Soldier; and the remarkable restoration that is Society Hill. You'll see the Historic Area in all its colonial elegance, byways and alleys and Penn's Landing at the Delaware River. Tour guests will get a brochure of translations of common Philadelphia phrases so they can talk like a native. Cost includes transportation.

When: **Tour #2**-Wednesday, July 22nd, 9:00 a.m.-12:00 noon
or - **Tour #6**-Thursday, July 23rd, 1:00 p.m.-4:00 p.m.
or - **Tour #9**-Friday, July 24th, 9:00 a.m.-12:00 noon

Cost: \$24.00 per person

Tour #3 or #4 or #11 - History by the Square Foot

This 3 hour tour will visit many historical sites. For many, it will be a great chance to see the true beginnings of our Nation's birthplace, including: the Liberty Bell, Independence, Carpenter's and/or Congress Halls, and the Franklin Museum. You will also visit Christ Church, Betsy Ross' House and Ben Franklin's grave. Cost includes transportation and admissions.

When: **Tour #3**-Wednesday, July 22nd, 1:00 p.m.-4:00 p.m.
or - **Tour #4**-Thursday, July 23rd, 9:00 a.m.-12:00 noon
or - **Tour #11**-Friday, July 24th, 1:00 p.m.-4:00 p.m.

Cost: \$24.00 per person

Tour #5 - Northlandz Miniature Train World

If you want a "train experience" like no other in the world, then welcome to Northlandz. The Guinness Book of Records credits Northlandz as a largest concentration of miniature trains in the world. The adventure begins with The Great American

Railway, a spectacular tour through the world of model trains. 125 different trains ride on eight miles of track, weaving in and out of 35 foot mountains, over 40 foot handmade bridges and past thousands of handmade buildings, scenery and more than 10,000 freight cars. About 10% of the layout is Lionel. Cost includes a 90 minute ride on a video equipped motorcoach, admission and lunch.

When: **Tour #5**-Thursday, July 23rd, 9:00 a.m.-5:00 p.m.

Cost: \$60.00 per person

Tour #7 - Mansions in Fairmount Park

Drive through the beauty of America's largest in-the-city park, where the 17th Century aristocrats spent their Summers. You'll visit one of the mansions, furnished and maintained just as it was when the guest lists included our Colonial forefathers. Rooms are complete to bedwarmers, needlepoint stands and authentic furnishings. There are special treasures like antique toy exhibits. Stories that surround their life will spice the tour as your guide leads you back in time to meet the people who shaped our past. Cost includes transportation and admissions.

When: **Tour #7**-Thursday, July 23rd, 1:00 p.m.-4:30 p.m.

Cost: \$29.00 per person

Tour #8 or #12 - Houses of History

The story of Philadelphia is told in its special historic houses, and, on this 3 hour tour you'll see two of these mansions. At "Cliveden", George Washington summered in 1773 and '74. Here, too, the Battle of Germantown raged in 1777. The Home is restored with a collection of Chippendale and Federal furnishings as well as period costumes. Then, at "Strawberry Mansion" you'll visit a huge colonial home whose history parallels the nation's story. This house is filled with antiques and period decor including an attic room full of toys. Cost includes transportation and all admissions.

When: **Tour #8**-Friday, July 24th, 9:00 a.m.-12:00 noon
or - **Tour #12**-Friday, July 24th, 1:00 p.m.-4:00 p.m.

Cost: \$29.00 per person

Tour #10 - Longwood Gardens & The Franklin Mint

If you love exquisite flowers, majestic trees, and opulent architecture, you will delight in the glory that is Longwood. Its 1,050 acres offer glassed conservatories with year-round rose and orchid rooms, fountains, 14,000 kinds of plants, indoor sculptured French gardens, and even idea gardens for the home gardener. Whatever your favorite season, you will see it all at Longwood's all-year long floral kaleidoscope. At the Franklin Mint enjoy an array of collectibles - past and present. Cost includes transportation and admissions. Lunch is on your own.

When: **Tour #10**-Friday, July 24th, 9:00 a.m.-3:00 p.m.

Cost: \$44.00 per person

Tour #13 - The Shopper's Shuttle

Your shopping chariot awaits at the hotel to whisk you off to 4 special areas of Philadelphia Shopping. The shuttle stops every hour in each area and cost includes round-trip service. Complete shuttle schedules are available upon boarding.

When: **Tour #13**-Saturday, July 25th, 10:00 a.m.-4:00 p.m.

Cost: \$14.00 per person



adam's mark.
philadelphia

Form may be photo copied

PLEASE NOTE -

RESERVE YOUR ROOM(S) WITH A CREDIT CARD (BELOW)
...OR...MAKE CHECK/MONEY ORDER PAYABLE TO:
ADAM'S MARK PHILADELPHIA
DO NOT SEND CURRENCY

ORGANIZATION Lionel® Collectors Club of America

FUNCTION 1998 Convention

DATES July 21 to July 26, 1998

ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 1998

Please reserve accommodations for:		<i>Print or Type</i>	
NAME	_____	COMPANY	<u>Lionel® Collectors Club of America</u>
	LAST FIRST		
ADDRESS	_____		
CITY	_____	STATE	_____ ZIP CODE _____
SHARING ROOM WITH	_____	NO. OF PERSONS	_____
SIGNATURE	_____	PHONE NUMBER	_____

MONTH	DAY

ARRIVAL TIME

MONTH	DAY

CHECK IN TIME AFTER 3:00 PM
CHECK OUT TIME 12:00 NOON

ARRIVAL DATE

DEPARTURE DATE

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT A CHECK FOR THE 1ST NIGHT'S DEPOSIT OR YOUR CREDIT CARD #. YOU WILL BE CHARGED FOR THE 1ST NIGHT IF RESERVATIONS ARE NOT CANCELED PRIOR TO 3:00 PM, TO MAKE RESERVATIONS FILL OUT THIS FORM OR CALL 1-800-444-ADAM (2326).

CREDIT CARD # _____ AMEX DINER'S CLUB VISA MASTERCARD DISCOVER

EXP. DATE _____ SIGNATURE _____

(PLEASE CHECK ONE)

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-444-ADAM (2326) FOR RESERVATIONS.	
Please reserve ___ No. of:	<input type="checkbox"/> Single <input type="checkbox"/> Triple
	<input type="checkbox"/> Double <input type="checkbox"/> Quad
<input type="checkbox"/> NON-SMOKING ROOM	<input type="checkbox"/> SMOKING ROOM
LCCA Rates are: \$96 for Single, Double, Triple or Quad PLUS Applicable Taxes	
THE "SPECIAL" LCCA CONVENTION RATES WILL BE HONORED BOTH 3 DAYS BEFORE JULY 21 ST AND 3 DAYS AFTER JULY 26 TH FOR THOSE WISHING TO COME EARLY OR STAY LATE. IF RATE OR ROOM TYPE IS NOT AVAILABLE, NEAREST AVAILABLE RATE WILL BE ASSIGNED. ROLL-A-WAY CHARGE IS \$15.00 PER NIGHT. AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES OF 13%. NO CHARGE FOR CHILDREN 16 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.	

Fill out all necessary information
and mail directly to:

ADAM'S MARK HOTEL

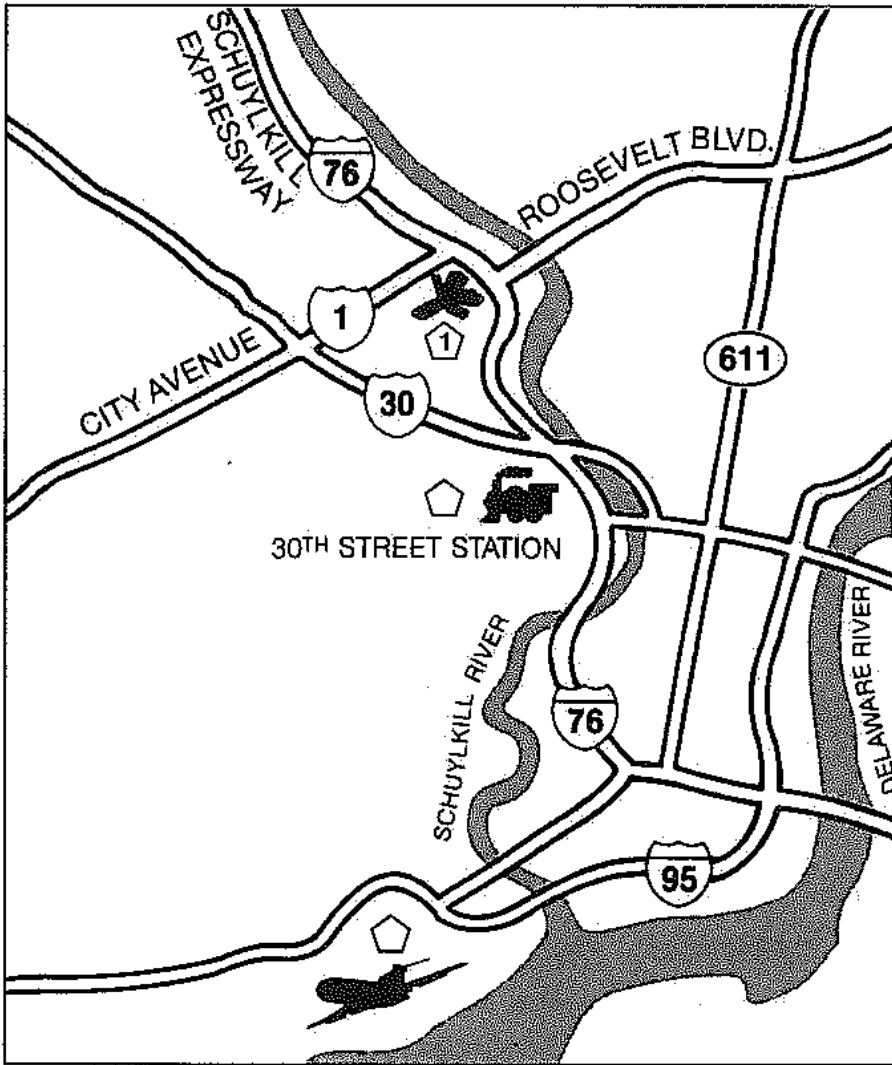
Attn.: Reservations Department
City Avenue and Monument Road
Philadelphia, PA 19131

Phone: (215) 581-5000 or 1-800-444-ADAM (2326)

Fax: (215) 581-5069



CONTACTS AND DIRECTIONS FOR LCCA CONVENTION TRAVELERS



PEOPLE TO CONTACT

- For general questions and information:
Co-Hosts, Lou Caponi - (610) 543-1540
- Or -
Jim Popp - (302) 322-1476
- And -
- For Registration questions/
information:
Mario Evangelista - (215) 467-1640
-Or-
John Ellingson - (612) 933-3215

LOCAL MAP LEGEND

- 1 - Adam's Mark Hotel
(LCCA Headquarters Hotel)
City Avenue and Monument Road
Phone: (215) 581-5000-or-(800) 444-ADAM
- 2 - Amtrak 30th Street Station
- 3 - Philadelphia Airport

GENERAL DIRECTIONS TO HOTEL

FROM NORTH:

Follow Northeast Extension of PA Turnpike South to Norristown Exit, to Philadelphia 476 to I-76 East - Proceed to City Avenue (US 1 South) Exit #33 - Follow City Avenue one block South to the Adam's Mark Hotel.

FROM SOUTH:

Follow I-95 North to Philadelphia - Follow Schuylkill Expressway (I-76) West to City Avenue (Exit #33) - South one block to Hotel.

FROM EAST:

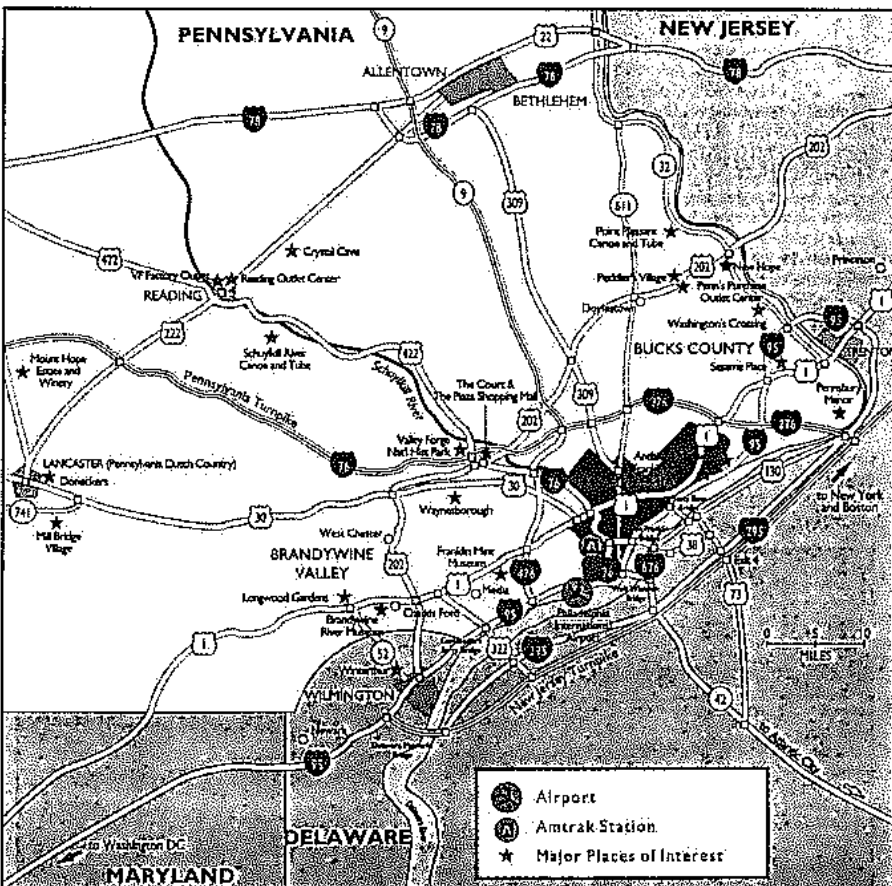
Garden State Parkway to NJ Turnpike, then Exit 6 PA Turnpike West to Exit 25A, then 476 South to I-76 East Philadelphia. Take Exit #33 (City Avenue) to Monument Road, which is second light, turn left to Hotel.

FROM WEST:

PA Turnpike (I-76 East) to Exit #24 (Schuylkill Expressway) to City Avenue (US 1 South - Exit #33) - South one block to Hotel.

FROM AIRPORT:

Exit airport and get on I-76 West to Exit #33 (City Avenue), when you get to Monument Road, make a left to the Adam's Mark Hotel.



1998 LCCA CONVENTION TIMETABLE

Tuesday July 21, 1998

3:00 p.m. to 9:00 p.m. Early Registration

Wednesday, July 22, 1998

5:00 a.m. to 6:00 p.m. Registration Desk Open

6:00 a.m. to 8:00 p.m.*
(*approximately) Tour #1 - Amtrak Horseshoe Curve Excursion

9:00 a.m. to 12:00 noon Tour #2 - Showcase Philadelphia

1:00 p.m. to 4:00 p.m. Tour #3 - History by the Square Foot

Thursday, July 23, 1998

8:00 a.m. to 6:00 p.m. Registration Desk Open

8:00 a.m. to 4:00 p.m. Old/New Board of Directors Meetings

9:00 a.m. to 12:00 noon Tour #4 - History by the Square Foot

9:00 a.m. to 5:00 p.m. Tour #5 - Northlandz Miniature Train World

1:00 p.m. to 4:00 p.m. Tour #6 - Showcase Philadelphia

1:00 p.m. to 4:30 p.m. Tour #7 - Mansions in Fairmount Park

6:30 p.m. to ?? "Get Acquainted Party"

Friday, July 24, 1998

8:00 a.m. to 5:00 p.m. Registration Desk Open

9:00 a.m. to 12:00 noon Tour #8 - Houses of History

9:00 a.m. to 12:00 noon Tour #9 - Showcase Philadelphia

9:00 a.m. to 3:00 p.m. Tour #10 - Longwood Gardens & The Franklin Mint

1:00 p.m. to 4:00 p.m. Tour #11 - History by the Square Foot

1:00 p.m. to 4:00 p.m. Tour #12 - Houses of History

10:00 a.m. to 9:00 p.m. Trading Hall Available for Unloading/Set-up

3:00 p.m. to 4:00 p.m. Annual Membership Meeting

4:00 p.m. to 5:00 p.m. Lionel Factory Seminar

Saturday, July 25, 1998

7:00 a.m. to 3:00 p.m. Registration Desk Open

7:30 a.m. to 8:45 a.m. Trading Hall Available for Unloading/Set-up

9:00 a.m. to 5:00 p.m. Trading Hall Open

10:00 a.m. to 4:00 p.m. Tour #13 - The Shopper's Shuttle

6:00 p.m. to 7:00 p.m. Cocktail Reception - Cash Bar

7:00 p.m. to 10:30 p.m. "The Keystone to Happiness is Toy Trains!" Banquet

Sunday, July 26, 1998

9:00 a.m. to 11:00 a.m. Registration Desk Open

9:00 a.m. to 12:00 noon Trading Hall Open

12:00 noon Convention Closes - Safe Travels

See You in '99 in Fort Worth, Texas!



Unique Items

by

Fred Albers



I don't know about you, but when I read an article like the one that appeared in *TLR* in August, '97, these unusual items really pique my interest. It's like having a close friend for many years and then finding out that they have this hidden skill.

Richard Sliwka presented an excellent, as well as in-depth article on the Lionel compass. In closing his article, he solicited input for other Lionel items produced. We have two items from the war years. The first is a cabinet for a compass and the second is a "pelorus".

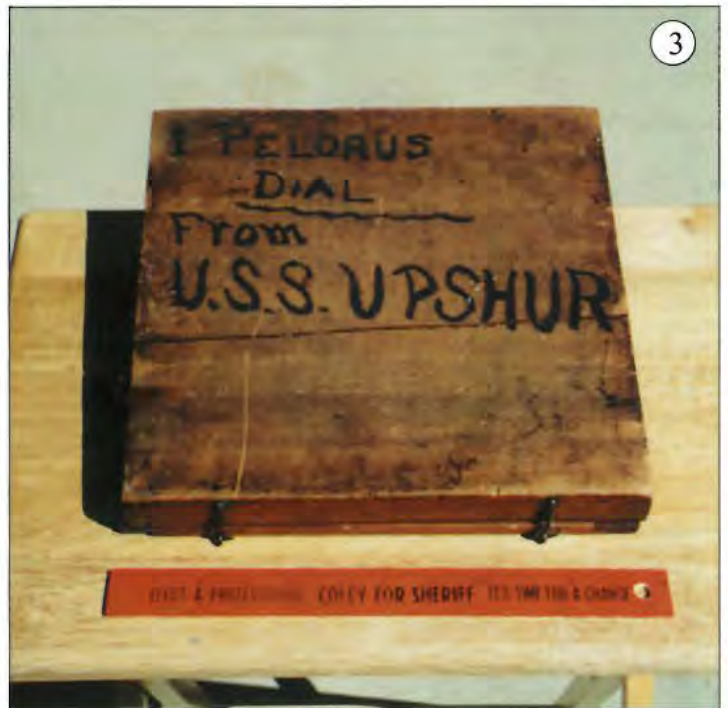
The compass cabinet (we have only the cabinet, the compass is missing) appears to be made of copper and is approximately eight inches square (**photo 1**). The right side contains a small chamber that houses a kero-



sene light that would illuminate the compass (**photo 2**).

The fellow from whom I purchased it, had repaired the unit. You can see bright soldering done on the seam across the top. The plaque on the front indicates the Lionel Corporation. If anyone has the compass for this unit and is interested in parting with it, give me a call.

The second piece is a pelorus dial. I know it's a pelorus dial because that is what is written on the bottom of the box that it's in (**photo 3**). An old Navy friend explained that the dial is part of a non-magnetic compass that uses it for sights for determining locations



(**photo 4**). He went on to explain that the dial was the



important part of the equipment and that the navigator had his own dial and kept it in a box similar to the one it is in now.

I am aware of the one other piece of equipment owned by a friend. It's small hand held compass that would be used by an infantry soldier. For those of us that were in the military, you might remember this compass from your compass reading exercises. Perhaps another member might have one of these and can submit a picture or two.

Richard thanks for bringing this subject up. Hopefully we'll get a few more installments. Is that compass that you described still available? If so what's the shops phone number? Ha ha!



operating giraffe car, a 6476 red Lehigh Valley hopper, a 6162 blue NYC gondola with canisters, a 6057 SP type caboose, a 175 rocket launcher, a 1015 transformer, a 147 whistle controller, a figure eight of track, and a channel master billboard. This set is missing the 147 whistle controller and the billboard. The set is in a plain tan generic carton marked

Post War Today

by

Carl Edsall



Hi there postwar enthusiasts!

One of my favorite areas in the postwar realm is uncataloged sets. It is quite interesting to many of us to collect and research sets that are not commonly found. I have selected a few examples for this months column.

First is Lionel set # x870, an unusual set probably dating from the early 60's. This outfit has a single powered Santa Fe A unit #220, a 6801 Boat car, a 6825 flatcar with gray arch trestle bridge, a 6826 flatcar with Christmas trees, missing the tree load as usual, a 6017 tuscan caboose, a boxed 128 animated newsstand, a 1015 45 watt transformer, and a figure eight of '027' track.

The set box is a plain tan generic carton, marked Lionel Trains on the top and both ends. One end is stamped with the uncataloged set number x870. There are no other inserts or packing present. See **photo #1**. If anyone out there has a similar set or any further information about same, I would welcome your input. This set was purchased from the original owner and I would like to see if any others are still in existence, and if so, to compare contents.

Next is a Channel master set #9745, variation D from 1960. This set was obtained a few years ago at a yard sale. See **photo #2**. This somewhat elaborate set consisted of a 243 Steam Locomotive, a 243w tender, a 3376

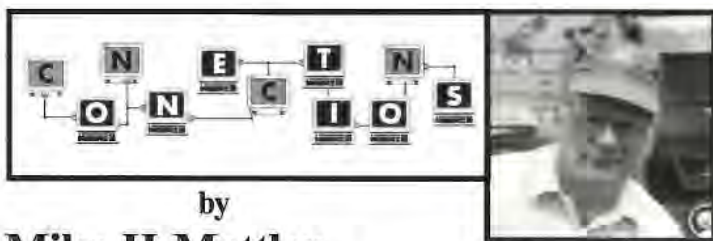
Lionel Trains on both ends and marked Channel Master, promotion NO. 9745. All items are component boxed.

Less exotic in content, but still quite collectible, is set #19440 from 1965. It came in a type D display box with unboxed components. See **photo #3**. Of major interest in this set is an uncataloged #635 U P NW2 diesel switcher. Also included are a bland consist of freight cars including a black #6076 Lehigh Valley hopper, a 6473 rodeo car, and a 6465 orange Lionel tank car. Also included is a 6149 uncoupler, and a 1025 transformer.

Of course, I still like regular production sets, but collecting uncataloged sets and occasionally finding one not mentioned in the guide books always makes the search much more interesting. Another of my favorite areas is operating various items from my collection. Anything I have Postwar, with very few exceptions, is fair game for an operating session. However there is still a tendency to pick certain pieces more often.

There has never been in this hobby a better selection of new and innovative products available. Probably one of the most significant new products is Lionel's Command Control System. Soon there will be parts and Retrofit Kits available and we will be able to adapt this fantastic system to many of our favorite Postwar Locomotives. This will make a pleasant blending of old and new. Command control is everything we wished for in the 50's and much more. We will delve into this topic in future columns after we have retrofitted a few locomotives.

It's now pushing 2:00 AM as I write this, so I guess it's so long till next time. Any questions, comments, suggestions, etc. are welcome. Contact us at (813)733-5953 or drop a note to: A Toy Train and Hobby Showcase Inc. 1425 F. Main St. Dunedin, FL. 34698, ATTN: Carl Edsall



by

Mike H Mottler

Using the Internet to pursue an interest in the train hobby is fun, not work. There's a web site for practically every niche, and it's now easy and fast to exchange e-mail with trainfolk everywhere. Directed by curiosity and intuition,

one can travel all around the world in pursuit of train stuff. Although Phineas Fogg required 80 days to circumnavigate the globe during the Victorian era, we can do it today in 8 seconds (or less, with fiber optic cable and a fast modem).

In the 1830s, a Frenchman who visited young America, Alexis de Tocqueville, wrote in his book, *Democracy in America*, that Americans are joiners that like to affiliate with others who share a common interest. In his time, the eagerness to join associations and groups was evident in social reform groups and an array of other organizations. In our time, the Internet is the technological manifestation of that same tendency. Today we call the associations, "special interest groups," but the underlying activity is the same now as then. Of course, we are one of those SIGs, and the Internet connects us to each other on the topic of model trains.

Probably the fastest and easiest way to find train sites is to use the search engine in your web browser and enter generic hobby words like: trains, Lionel trains, model railroads, etc. When I entered trains in Infoseek, 1,230,161 pages were cited; in Yahoo, 43 categories with 1,232 sites were presented. Like many of you, I've saved many favorite train sites on my PC for quick reference, and this article is a mini-tour of some of these.

<http://www.mcs.com/~dsdawdy/cyberoad.html> This fabulous site — Cyberspace World Railroad — will widen your trainhorizon considerably. It offers an impressive list of about 2,200 web sites and exploring them will consume an entire weekend or more. This site is a great time-passer; immerse yourself in it on days when the wife visits her mother and you're left at home alone at the PC with a raging case of train hobby fever. Enjoy!

<http://rr-us.informatik.uni-ulm.de/rr/> Watch live video of a model train layout located at the University of Ulm, Germany, and operate it by clicking on-screen commands from your PC. The university professors in charge of this venture consider it research in advance digital control systems. Yeah, right. According to their stats, over a half-million visitors from around the world have participated in this "research project." What I want to know is — first, how do Teutonic academicians get away with this; and second, how can I get in on it?

<http://home.t-online.de/hom/hubert.wetekamp/oscale.htm> Want to find out what 2-rail O scale (1:48) train modelers think about train hobbyists with an affinity for 3-rail O gauge trains? Subscribe to this e-mail list service and read and reply to e-mail with folks who share their considerable expertise and well-formed opinions about trains of our size but not of our railbed. To start

a lively exchange of conversation, suggest on-line that 2-rail O scale trains can only exist in the marketplace because 3-rail O gauge trains “pay the way.” Then run for cover.

<http://www.lionel.com> You’ve all “been there and done that,” right? For many 3-railers, it’s Mecca. IMHO, it’s one of the best train venues on the web. I enjoy and use the Greeting Cards section – someone in the marketing department deserves a gold star for presenting this nifty (and free) feature. Web sites by MTH and Weaver are also impressive, and Williams maintains a site too. Curiously, K-Line (as this text goes to press) has not yet entered the web zone.

<http://storm.simpson.edu/~RITS/> This is the locale of the Rock Island Technical Society, one of a many train sites related to a “fallen flag” or a still-operating “1:1 scale” railroad. Because I’m a RI collector, I check this site every day, just as others in the hobby check in at web sites of clubs dedicated to the legacy of their favorite line.

<http://www.amtrak.com/> Check the routes, ask questions, buy a ticket, request a vegetarian meal aboard – one can do it all on “the passenger railroad that’s left.” I wish most Amtrak stations were as spiffy as their web site. I’ve planned a rail trip with this cybertool, and it works quite well. It’s more engaging and less frustrating than talking on the phone to an airplane-oriented travel agent that confesses, “I don’t know nothin’ about trains.”

<http://www.nauticom.net/www/allssaint/train.html> This web site is by All Saints School, a Catholic school founded in 1902 in Pittsburgh, PA. I call it to your attention not for religious indoctrination, rather, it’s an idea that teaches us a lesson about life and affirms the universal appeal of electric model trains. In collaboration with parents and students, a teacher at this school created a train layout and a phenomenon. The group built an impressive 3-rail layout at the school and opened it during the holiday season for public enjoyment and viewing for a modest admission fee. Begun in 1995, this venture now produces several thousand dollars annually for the school program. This web site shows photos of their layout in 1996 and the new construction performed in 1997. I wonder — can students earn credit for this? What an educational concept!

<http://www.rkymtnrail.com> Through spectacular photos presented as a “slide show,” you too can pre-explore the Canadian Rockies from Vancouver to Jasper or Calgary to Vancouver via Rocky Mountaineer Railtours. Then increase your credit card spending limit

and arrange a ride aboard the train that presents to railfans the ride of a lifetime through glacier country. Wow.

<http://pages.ebay.com/aw/index.html> LCCA publishes The Interchange Track as an auction-like marketplace for model train sellers and buyers, and this web site is a digital equivalent. From the home page, go to Collectibles and then to Railroad Models and join a constantly unfolding on-line auction of railroadiana and model trains in all gauges. Lionel trains are regularly featured, and photos are posted for many of the items. Some of the Lionel pieces could be considered “best buys,” I saw a #264 operating fork lift accessory for sale, and the prevailing bid at the time was only \$96. Greenberg says it’s worth \$225 if excellent.

<http://www.rrhistorical.com> This web site contains hyperlinks to several railroad historical societies, railroad-related museums, and RR historic sites. What caught my eye was a listing for Knox Station Bed and Rails, a bed and breakfast site near Galesburg, IL that caters to train watchers. The facility is near the former CB&Q and Santa Fe rights of way, so passings of BNSF and UP trains are quite frequent; probably at all hours of the day – and night. So bring your handheld radio-scanner, lawn chair, and sunscreen and play “name that diesel” as the trains roll by. For a good night’s sleep at KSB&R, don’t forget the earplugs.

www.lionelcollectors.org Our club’s web site contains helpful information for those inquiring minds who want to know more about the train hobby as it relates to the legacy of Joshua Lionel Cowen. The site describes the club’s services and publications (including *The Lion Roars*) and opens the digital door to membership for those who find us by this pathway.

Many club members have presented their own web site to the world, including our Editor in Chief. Check out his site at: <http://www.widomaker.com/~jkellow/> It’s a traditional venue but quite train-friendly. By contrast, his son’s site is Glitz City. Got a favorite train-related web site? I invite you to share it with LCCA members here.

Meanwhile, I’ve got to get back to the keyboard. I’ve got e-mail to read and more train sites to explore

Editor’s Note: Mike is reachable by e-mail at mottferm@conwaycorp.net My son Patrick made my web site. If you want a site and need help, e-mail Pat at pkellow@widomaker.com Patrick is really involved in the internet, and web site design.

The Mane Line

Travels in Lionelville

by

Dennis Leon Clad

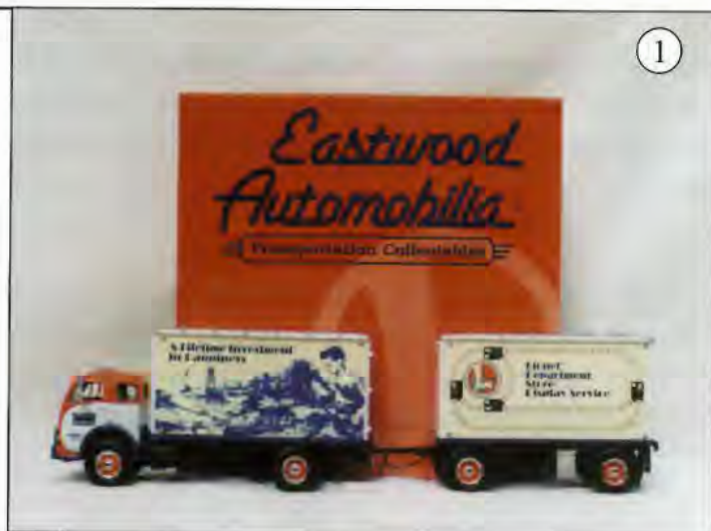


SECOND CHANCES

Life's never been known for giving many of us a second chance, and as unfortunate as it may sound, about the same number of us who get that rare opportunity seldom take advantage of it. Even with the never ceasing efforts of Presidents Moreau and Overtoom to keep the flag of fairness flying high over Lionelville, many of us citizens (myself included) can't help but sometimes feel segregated to the Pottersville of Collectibles when we find ourselves wishing for a second chance to obtain the Lionel toys and store displays of the 1950's that turned our favorite train shop of that era into a fantasy wonderland. The three residents of Lionelville that I would like to introduce you to not only feel the same way about the toys of that special period in American history but actually succeeded, each in their own way, in bringing to modern era Lionelville happy reminders of the fabulous 50s.

The first resident needs no introduction as she is not only a long time member of the Lionel licensee family, but her pleasant manner and respect for the Lionel Collector is not easily forgotten by visitors to the semi-annual York meet who crowd her displays sometimes 3 or 4 persons deep just to get a glimpse of her beautiful Lionel toys. Yes, I could only be speaking of Kaye Broom, the talented lady behind the creative line of Lionel toys from the Eastwood Company. Talk about toys with built-in boomer quality and value – it's easy to see why they're prized by Lionel collectors who anxiously await their next Eastwood catalog.

With offerings like 410500 (**Photo 1**), the Lionel Display Service Truck and Pup Trailer, who can blame us? If you're an L.C.C.A. member looking for a highly detailed (**Photo 2**) Lionel toy with the look and feel of the 1950s that's a true collectable whose value can only increase, then Eastwood's line of Lionel Trucks produced by 1st Gear is the place to put your hard-earned hobby dollars. One Eastwood Lionel surprise Kay held back for me (and I'm glad she did) till I got my press release



was the 397000 (**Photo 3**) Lionel Security Patrol 1956 Ford Sedan. Also produced by 1st Gear, it has all the quality and class we've grown to expect from their line of trucks. Lucky collectors who have several of Eastwood's Lionel trucks just might want two of these captivating patrol cars to escort a truck convoy of priceless Lionel treasures safely across Lionelville. With details like a whip antenna, roof beacon, and siren it won't take much imagination to hear Broderick Crawford reciting his famous line "Twenty one fifty, by".



One of the keys to Kaye's success is that she listens to the Lionel enthusiast and asks questions. For us collectors and operators alike who've asked for an O-Gauge-friendly Lionel Tractor trailer with all the extra detailing such as West Coast Mirrors, tailgate latches, and exposed under-carriage that make her 1/34 scale Lionel, 1st Gear trucks are the hottest collectable toys on the transportation collectors market. Well, Kaye heard us, and did she ever deliver – with 417500 (Photo 4) the Lionel Freight Liner FLD 120. Without a doubt, this modern-style rig is the prettiest and most desirous of any tractor-trailer to ever touch rubber to pavement in or out of Lionelville. With each of these future classics being a limited edition of only 2,500 each, their place in the collectable Lionel Hall of Fame is a sure thing. So give the folks at Eastwood a call at 1-800-343-9353 for their free catalog.

Long before Commando Cody, Sky Marshal of the Universe, could capture my imagination or Molly Moore would steal my heart at Oceana School, cupid's arrow struck me at the Sears store on Granby Street the moment I caught my first glimpse of none other than himself, the Lionel Lion and his swinging lantern display. Little did I know this love affair with a mesmerizing cardboard lion sign would last for thirty five years as its' value would out pace my wallet in the life-long race of



affordability. If I were a betting man, and was asked to place a wager on the one area from Lionel's pre-1970 past that today's residents would never get a second chance at, it would have to be those wonderful animated dealer displays that attracted our youthful attention and gave personality to the corporate giant of toy trains. Even after sharing his plans with me and knowing longtime friend and fellow Republic Serials fan, Robert Salerno (Rm 580), I still had my doubts that Robert would get the project off the ground, much less be successful. With LTI's failure to fill the thousands of orders for their catalogued Conductor Display just a few short years ago, what chance would a hard working and honest small businessman have on the J. R. Ewing corporate playing field of the 1990s? Well, today I'm happy to share with you that my old friend didn't just beat the odds, he crushed them with his first offering (Photo 5) of our beloved mascot's 1958 Lionel Catalog Counter Dispenser. This official Lionel Corp. reissue is not only an authentic replica of Lionel's earlier issue with today's higher quality paper, inks, and '90s printing process (and you thought I didn't like anything about the '90s), it is better. Being a limited edition of only 1,300, I can't imagine a loyal L.C.C.A. member who won't want this

beautiful catalog dispenser prominently occupying a place of honor in their train room.

Even if I had wanted to, before I could have descended the escalator of joy from cloud nine, my talented friend was already hard at work with not only his second offering, but the postwar dealer display that I was in awe of as a youngster—none other than the phenom of felines, the Lionel Lion's 1960 Swinging Lantern Display (**Photo 6**). Being an artist who leaves nothing to chance and wanting his reissue display to be an exact replica of the original with the only differences being superior inks, paper, and craftsmanship. Robert knew the only place to begin his research was with the prominent professor of Postwar, Barry L. Keener (Rm 728). To ensure authenticity, Professor Keener loaned Robert a Lionel Corporation first issue Lion display, brand new in its' original box. In fact, one might say that all 1,500 of Robert's second issue Lion displays are clones of Barry's lion. Even the boxes for Robert's displays are styled after the first issue box. As an L.C.C.A. member, you know how protective our Mascot is of his likeness being used (and who can blame him, being the handsome fellow that he is) so don't expect at the almost giveaway prices of \$99.00 for an animated second issue Lion display or Robert's Lion Catalog Dispenser for only \$39.00 to be inexpensive knockoffs of their first cousins. Our mascot and Robert wouldn't stand for it. At a recent Pennsylvania auction a first issue catalog dispenser sold for \$3,100.00 and a Lion display sold for \$6,100.00. With such high quality, limited edition displays priced within reach of every L.C.C.A. member, don't be surprised to see their prices skyrocket at the end of their production run. A colorful, collectable catalog of Robert's art is free by calling 717-457-6805.

As hard I tried to mask my lack of enthusiasm, I think Duo Cards President Alan Gordon could sense, even over the phone, that I had no interest in his Lionel trading cards. Maybe this absence of excitement over a Lionel licensed product can be traced to the childhood neglect my Mantle and Maris rookie cards received. Even my 1961 New York Yankees Team card received the ultimate punishment a bubblegum card could receive - clothespinned to the front wheel of my Schwinn Newsboy special. Little did I know that the tradeoff for that rumbling motorcycle sound would be a childhood keepsake that, in adulthood, would be worth something more valuable than money-memories.

As I was about to thank Alan for being generous with his time, he said the magic words "Jim Bunte was

involved." My surprise was equalled to Alan's, I'm sure, as my interest did a 180° turn and my order was placed. For the first time in a very long time, I wasn't visited by that post-order nemesis, Worry, and his constant companion, Regret, over the money spent as I knew my mentor's involvement with the Duo Cards people could only mean two things: quality and collectability for the Lionel Collector. With **photo 7**, it's easy to see that Alan and Jim didn't disappoint us. The hobby of bubblegum card collecting has come a long way in 37



years and there's no better proof than this 72 card set of Lionel trading cards made of heavy card stock with a UV protective coating. Not since the historical Joshua Lionel Cowen Steam Set of 1982 has the history of Lionel Corp been told any better than through the pen of the legendary Jim Bunte. If you're not already a fan of Jim's writing, you will be with your very own set of Lionel Trading Cards. To keep your cards organized and protected for years of enjoyment, an impressive album (**Photo 8**) is available. As with the bubblegum cards of my youthful past, the Duo Card Co. has added built-in

collector fun in the form of six special chromium cards packed two per dealer box of cards. Normally, an L.C.C.A. member would have to buy 3 boxes of cards from their dealer with no guarantee of not getting doubles. Even the card album has six pockets waiting for their chromium mates. Never before has the Duo Card Co. made an offer like this, and it's for us L.C.C.A. members only. Just call Alan at 201-794-9877 and for only \$35.00, get a complete set of their six chromium chase cards to complete your collection. Just give Alan your L.C.C.A. number and one set per member will be yours. With Duo Cards already sold out of Dealer Boxes of cards, their complete set of 72 cards for only \$14.95 is also a heck of a deal. Alan is already talking to our mascot about a second series of Lionel Trading Cards. If it becomes a reality, as a collector, I don't need to tell you what happens to the value of the first of a series in our hobby.

With the inability to repeat the Philadelphia Experiment, or ready access to Mr. Verne's Time Machine, there's no better way to re-visit the toys that made cherished memories for Boomers than through the quality Lionel Collectibles of Eastwood, Classic Replicas, and the Duo Cards Co. Thanks for the second chance.

Happy Tracks!

NMRA 3-RAIL MODULE GROUP

by

Jim Kellow MMR, Editor

I believe the 3-rail Special Interest Group (SIG), of the Tidewater Division, of the Mid-Eastern Region, of the National Model Railroad Association is the only 3-rail group in any NMRA Region or Division. The person in charge of the SIG is Ed Brooks, owner of the Roundhouse hobby shop in Virginia Beach, Virginia. Before it's involvement with the NMRA, the group consisted of six members who put up their modules behind Ed's store on sunny Wednesdays to run 3-rail trains until the soda pop ran out. After a few years and some notice by the local community the Tidewater Division of the NMRA asked the group to become a SIG within the Division.

Ed says the group at first would set up their modules for public displays at libraries, Greenberg shows and similar events in the Tidewater Virginia area. The Manager of a

local Mall saw their consumer draw potential and offered the group a location in the Mall for a permanent layout. The group stayed there until the space was needed for a paying business. The group then moved to its present location at the Tower Mall in Portsmouth Virginia. The layout is about 25 feet by 50 feet. In addition to the permanent layout, the group has other modules that they store at the Mall and use for their traveling public display.

There are currently 30-35 members of the group. They meet every Wednesday night at 7:00 P.M. Two Wednesdays a month the group works on the layout and runs trains. The other two nights they go to a local restaurant and have dinner and talk trains. There are no formal dues but members are asked for a monthly donation of \$5.00 to pay for lumber and various supplies and repair parts. Each module belongs to the member who built it. Some members own as many as 6 different modules.

The following photos show all four sides of the layout as well as the center aisle yard areas. One of the members, Manford R. Groves RM 10406, is shown setting up one of the trains. I hope to go see Manford's collection and present it in a future issue. If you are in the area it is worth taking your time to stop and see this layout. Call Ed at (757) 340-7980 for more information and to make sure the trains will be operating. By the way, the modules are built to NMRA standards but as Ed points out the standards do not provide sufficient clearance for the scale 3-rail which is currently being produced by various manufactures. The group should have used the NMRA 'O' Scale standards in order to have sufficient clearances. FRONT View shown below.



Manford R. Graves RM10406



Middle Yard View



Right Side View



Left Side View



Rear of Layout Looking toward Front



Back View



Editor's Note: Maybe the LCCA should develop appropriate 3-rail module standards? Can you imagine what an LCCA module group could put together at our Annual Convention with modules coming from all over North America or even the World! If you are a member of a module group, how about telling us about your activities? I look forward to hearing your thoughts about modules.

The Layout and Collection of Thom Shepler



I operate on a 12' x 7' modular layout that I take to various shows in the Pittsburgh PA area. I am also starting an "O" Gauge Hi-Rail modular group in Pittsburgh. If you are interested please, give me a call at (412) 371-8021

Photo 1 is the 5' x 7' corner module. It has a British Car junk yard.



Photo 2 is a PRR Work car I built and painted.



Photo 3 is a SF Express car I converted from a Rock Box car.



Photo 4 is a custom car made using dry transfer lettering and decals.



Photo 5 is my custom made Coil Car.



Photo 6 shows the Little League Billboard I made on a Color Copier. I painted the Jim's Train Shop truck for the hobby shop where I buy most of my trains.



Editor's Note: I hope Thom and his module group will share some photos of their modules when they are completed. Anyone else interested in forming or being a member of a local module group? Let me know.

Standard Gauge

by

Grandpa

Nelson G. Williams



McCoy MFG. Reaches end of Track

In her own words, Margaret McCoy recently announced that the largest post-war manufacture of wide gauge trains has reached the end of track in Kent, Washington. I hoped that the family could keep the business going after the death of Bob McCoy, Sr. , in 1995, but that is not to be. Margaret sent me this personal note with my latest order and we talked at least half an hour on March 8, 1998.

Dear Nelson,

It's with mixed emotions that I'm writing this to you. Bob, Jr. and I are closing the doors of our business this summer. I guess this is known as the end to a long era—40 years. What a roller coaster ride it has been! It's been people like you who have been full of surprises that has made it all so worth while. When we got into the train business it changed my life forever—all for the best. Thank you for everything, MARGARET

Like every standard gauge enthusiast, I owe more thanks to the McCoy's than they do to me. I am glad they enjoyed my articles about McCoy trains in the national magazines of the LCCA, Toy Train Operating Society, and the Train Collectors Association. Although I did not rate the McCoy hoppers among the best, Margaret and Bob Sr. enjoyed my series on standard gauge tinplate hoppers in the LION ROARS, Feb-Apr, 1994.

I have been fortunate to collect very TCA national convention car the McCoy's made, 1965 to date. I also have their San Francisco cable car, a Wapid Wabbit rail bus, and the short line Black Diamond train designed and built by Bob McCoy Jr. My set includes a red pipe car that was a memento of our visit to the McCoy plant in 1985. Bob Jr. also put a couple of McCoy motors in my TCA 25th Anniversary 408E so it would pull the Williams Reproduction of a 1929 Lionel passenger set.

No one has a complete collection of McCoy wide gauge trains—not even the family who made them. They manufactured a huge variety of tinplate rolling stock, starting in 1957. Their 40 years in the business is longer than the Lionel Corporation itself made standard gauge trains.

The first McCoy trains were reproductions of the early Lionel 2 7/8 inch gauge trains and trolleys. These

were later made by James Cohen of Turnbull, Connecticut, and are now cast by Joseph Mania of Freehold, New Jersey, from the same molds that Bob McCoy used. Bob also reproduced the early Lionel steam locomotives, but decided against more reproductions when collectors said his were so good that the unwary might think they were originals.

The McCoy's turned to making locomotives and tinplate rolling stock of their own design about 1960. Thank goodness they ignored the critics who said that standard gauge was dead, and nobody would buy tinplate any longer. Whether you count in dollars or items sold, their sales would total more than six figures. They never expected to get rich, but their hard work earned the family a decent living and the friendship of many train collectors in the United States, Canada, and as far overseas as Australia.

If you want to know more about this remarkable family enterprise, you may order Mark Horne's book, *The McCoy Story: from a Chicken Coop to Model Trains*, published by the Main Event, P.O. Box 2801, Quartersite, Arizona 85346. And keep your eyes open for the McCoy's wide gauge trains. They should become more collectible when no more are going to be manufactured.

Photo 1. Passengers board the McCoy/TCA train 1982-87 at the Marx Glendale station while the tender takes on water from the American Flyer water tank. The ancillary Strasbourg water car was repainted by Pleasant Valley Process Company to use up an overrun of 1977 TCA Houston oil tank cars.



Photo 2. The McCoy/TCA passenger set—1932 Denver combine; 1983 Louisville baggage; 1984 Pittsburgh Pullman; 12985 Seattle coach; 1986 New Orleans observation car. The auxiliary Strasbourg water car was repainted by Pleasant Valley Process Company to use up extra 1977 TCA Houston tank cars.



Photo 3. Bob McCoy Jr. designed and built this Black Diamond short line train in 1985. That year, TCA visitors to McCoy Mfg. in Kent, Washington, were given an extra red pipe car as memento. The bobber caboose is illuminated and its music box plays "I've been working on the Railroad."



Photo 4. Half a dozen special cars from the McCoy/TCA freight train 1966-81. See Top of next page.



Upper Track: 1973 Dearborn bunk car; 1974 Seattle supply car; 1975 Orlando kitchen car. Lower Track; 1971 Anaheim circus animal car; 1972 Pittsburgh bandwagon car; 1976 Philadelphia bicentennial car with water tank and tickets.

Photo 5. Three McCoy circus cars were built for the TCA national conventions—1972 Pittsburgh bandwagon car; 1971 Anaheim circus animal car; 1976 Philadelphia car with water tank and ticket wagons. McCoy built several time the number of circus cars (freight and passenger) as were in the Classic Ives circus train.



Photo 6. Upper Track: Southern Division box car designed by Herb Morley, between the TCA “Go National” caboose and Grandpa Nelson’s 4-4-4 electric motor No. 6535.



Photo 7. A memorial box car for Bob McCoy’s many years devoted to making standard gauge electric trains, with a refrigerator car that the McCoy’s gave to the Red and Janet Forney during their long visit to Kent in 1983. Red Forney manufactured wide gauge tinsplate trains in Carlisle, Pennsylvania, for a decade before his tragic death in 1985.



The Layout and Collection of Jerry Turnbull



Like many of us I have enjoyed toy trains for a long, long time. My father had a layout in his basement where we ran his postwar collection for many years. Before he passed away he gave his collection to my brothers, my sister and me. So I really got started on my layout and collection about three years ago. Since then it has grown to more than 400 cars and 45 engines. I run postwar, MPC and LTI. I built my 10' x 18' layout in a 1950's style, on a flat table with as much track on it as possible and a lot of postwar accessories. Three KW transformers are used to run three separate trains, one elevated, and a trolley line. The trains are changed about every month.

I like to run all of them. My wife, Jean, and I go to all the train shows to look for another piece of train we just cannot live without. She is still looking for a Girls Train we can afford. Some of the little neighbor kids come over to see and run the trains. It's fun to see how big their eyes get when they enter the train room.





Chief Dispatcher

by
Bob Amling



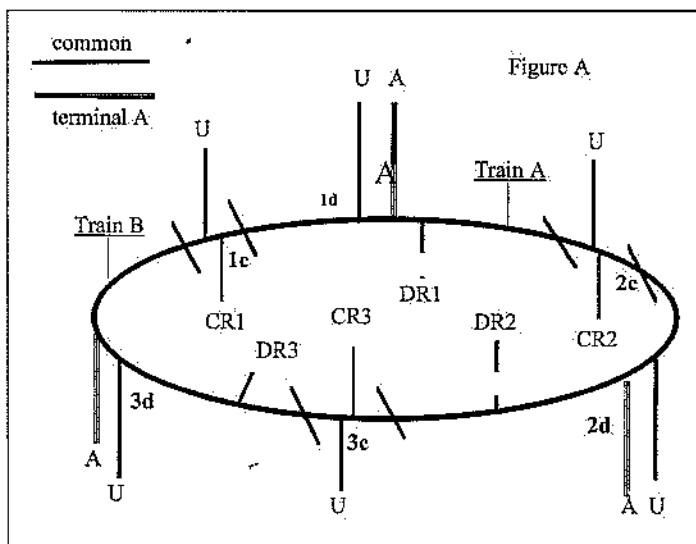
CONTROLLING MULTIPLE TRAINS ON THE SAME LOOP

Before I start this issue's column, I would like to pause a minute and remember a good friend and fellow LCCA member, John Forcenito (RM2907). It was John's layout that I made reference to last issue, and I will probably draw from my familiarity with John's layout in future issues.

I realize that there are some that will say this is old technology, but it is more reasonable than using electronic modules and/or TMCC, while more reliable than the Lionel actuator. I used this application on a loop that is a 30' X 10' closed oval. There are surely many other configurations that can be designed and used.

To build this control setup you will need many sections of insulated rail. Gargraves track lends itself nicely to this application. The other components of the project are: a multiple power source such as a ZW, a heavy duty bridge rectifier for each control section, and a Double Pole Double Throw (DPDT) relay for each control section

In **Figure "A"** we see Train A is occupying Block 1, and train B is occupying Block 3, and held by Control Relay 1. Block 2 is unoccupied. Train A has a green light to enter Block 2, while Train B has a red light and



cannot proceed until Train A clears Block 1.

As train A proceeds into Block 2, Control Relay 2 is energized, and Control Relay 1 is released. When Con-

trol Relay 1 releases, the signal changes to green and power is restored to Train B. As Train B proceeds into Block 1, Control Relay 3 will release clearing the way for Train A which is approaching Block 3.

This sequence will continue for as long as you wish, providing there are no malfunctions. There are key things that you can do to minimize malfunctions. The trains should be fairly well matched in power, weight and vintage. These three items will affect how the trains pace each other. As an example, we were running two Budd sets that were identical in consist, but one was Postwar and the other MPC. The Postwar set would race to the block and wait for the MPC to clear the block ahead. If we started with the Postwar immediately in front, after so many passes it would be right behind the MPC set. It appears that Postwar engines are more efficient with power when sharing the same track and power source. I am sure that this could be rectified with some electronics added to the Postwar engine between the E-Unit and the motor, but it was easier to swap the set.

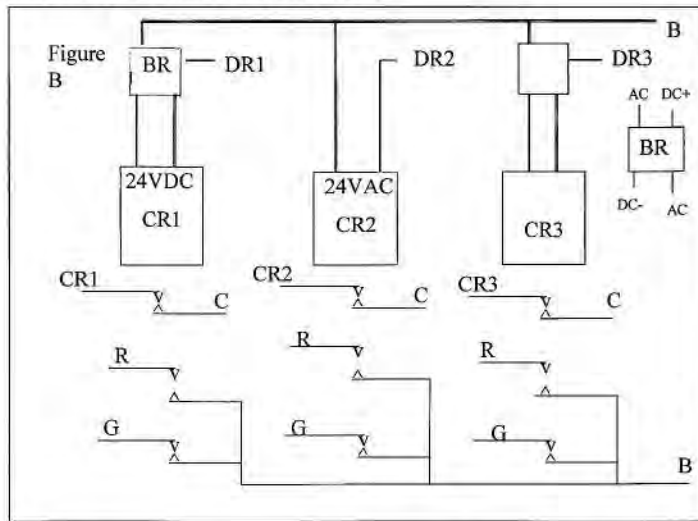
The separation of the insulated rail is critical to dependable operation. There must be a clear cut in the rail, and the opening must be inspected periodically for slivers that migrate across the gap. These slivers are the products of wheel and track wear that show up at the opening. The tiniest sliver will conduct enough current to cause a malfunction of the control circuit.

Advanced planning is also important to proper operation. First determine the length of the trains that will run on this loop or section. All trains should be equal in length. The coasting factor must be tested. If the Control section is not long enough, a train can coast through it and pick up power from the next block. The insulated detect rail is optimally the length of the block, however if sectional track is used you may want to just insulate the first, middle, and last sections. The insulated sections of a particular block must then be wired together. A train must never be short enough to fit between insulated sections in a block, i.e.; some portion of the train (with steel wheels) must always be on an insulated control section.

You will need three separate power sources, to supply the control relays, control track, and common track. A ZW is ideal for this, but smaller phased numbered transformers could also be used.

On a ZW, I use one inner ring to supply the relays, the other to supply the control track, and one handle to supply the common track. The connections to the track are shown on **Figure "A"**. Terminal "U" defines a connection to the common side. Terminal "A" would be the

power source for the uncontrolled sections. Terminal "B" is the supply for the relay windings. Sections 1d, 2d, and 3d are the portion of the loop between "c" or control sections. Some or all of the d sections should be insulated for the "detect rail".



Relay connections are shown on **Figure "B"**. Notice that relays 1 and 3 are 24VDC and have a connection to a Bridge Rectifier (BR). A BR converts AC to DC. Relay 2 is a 24VAC relay; therefore it does not require a bridge rectifier. I originally wrote this article, utilizing the DC relays because low voltage AC relays are usually hard to find. I said usually, because my latest parts catalog arrived, and there are several 24VAC relays. I modified **Figure "B"** to show the circuit without a BR (relay 2). The supply for the relay is lead "B". The grounded side is wired to the respective detect rail. Lead "C" or ring "C" on a ZW is the power for the Control track. Lead "C" passes through Normally Closed (NC) contacts on the relay and is wired to the respective Control rail. Lead "B" or ring "B" on the ZW also supplies power for the block signals. The "G" lead is passed through another set of NC contacts and wired to the Green light. The "R" lead is passed through Normally Open (NO) contacts and wired to the Red light.

To review, when a train is on a detect rail, lead "U" is passed through the trains wheels and axles to DR1. DR1 becoming grounded energizes relay 1. Relay 1 in operating removes power from CR1 and G and applies power to R. A supply source for relays is Herbach and Rademan. To obtain their catalog call 1-800-848-8001 or reach them on the Internet at www.herbach.com. They are currently listing 24VAC relays on page 53. They are shown as KUP type the H&R number for a DPDT is TM98RLY3141 @ \$7.50 each. You may want to order sockets for ease in mounting. When planning your control rail placements, consider the option of having your train

stop at a station while waiting to proceed.

Feedback or questions about this article may be addressed to hirail02@aol.com or by mailing to my address listed in directory.

Author's Note: Transformers are phased by ensuring that the polarity is the same on all transformers serving the same layout. Modern transformers accomplish this by incorporating polarized plugs. Check phasing by following these steps. "Follow precautions listed by transformer manufacturers, if you are not sure do not proceed, ask for help." 1 Wire the common terminal of two transformers to each other. 2 if you intend to use a polarized plug transformer, always use it as the master. Attach a length of wire to the hot side, e.g., terminal "A" of one and strip the other end. 3 Plug in all transformers, setting them at the same level. Touch the bare end of the wire to the same terminal on the second transformer, if you see a big spark pull the plug of that transformer and reverse it. Test again, the spark should be gone. Before unplugging, mark the plugs with paint or nail polish on one side. Repeat above for remaining transformers. Thereafter when plugging in always face all plugs in the same direction.



In August we visit Fred Albers and his Success Valley Railroad. It is really something to see. Photo above.

Toy Trolleys

by
George Bunch

My railroad building used to be my workshop. It has been remolded to accommodate my layout and toy trolley collection. It is air conditioned, carpeted, and has all the electrical wiring in the walls. The layout is approximately 7' x 12' and is built of studs and plywood. All the layout wiring is under a 30" crawl space.

I have a LGB trolley running around the 20' x 20' room near the ceiling (**Photo 1**). I used "L" brackets to support the track and poplar wood for the base because of its light weight and ease in forming. The track is LGB brass track. I have installed telephone poles made from dowels which make it appear that the street car is getting its power from overhead wire.

The LGB transformer number 5003/110 is installed at my main control panel along with my Lionel 250 watts type ZW (**Photo 2**). The ZW transformer controls all other power needed for the trolleys to traverse around the city and countryside including trips to the amusement park which has a Ferris wheel, airplane ride, etc. (**Photo 3**). The main scene on the layout is the 3 track repair yard and car barn (**Photo 4**). The parallel tracks, which have cranes on flat cars, provide the ability to work on all my trolleys which need repair. There also is a pile of used parts, work sheds, and a control tower.

The "City of Norfolk" consists of Plasticville and scale model vehicles. The water tower, located at the end of Main Street, is lettered with the name of the city. It is made from a tomato sauce can painted white and lettered. Also at the end of the street is a school and a hospital. Along the street is a bank, police station, fire station and a warehouse with a loading dock (**Photos 5 and 6**). All the streets have a tar look with white paint strips down the middle. Sidewalks are made of Balsa wood which is painted gray. Streets lights are set at all corners. Next to the city is a Naval housing project with streets, grass, and fencing. The fence is made from plastic gutter pipe wire. The Naval Base has piers, water, and metal ships from about 1940. This area is still under construction.

All the walls are covered with pictures of all types of trolleys. The latest was the Christmas cover with the yellow trolley from *The Lion Roars*. The pictures are from all time periods as well as from all over the country.

The shelves that support the display of different sizes and gauges of trolleys are also on "L" brackets along the two walls (**Photo 7**). The trolleys are setting on painted black track which makes their trucks stand out better. There are Tooterville, San Francisco (open, closed, and double deckers), Walt Disney collectibles, North Pole, with magnet dancers from the top deck, etc. The Trolleys come from all over the world, including London, England, Hong Kong, China, and Yugoslavia. It seems everyone was in on the Trolley boom at one time or the other.

All of the trolleys need a shot of lubrication and repairs once in a while. I use a table with a magnified light and small tools to meet these repair and maintenance needs (**Photo 8**).

The last trolley I purchased was the Christmas Village Trolley. It is on a short run over by my pool pump (**Photo 9**). I have installed telephone poles to give the appearance of overhead service. Trees have been installed as well as a piece of glass painted white to look like a frozen pond. I intend to make this a winter wonderland.

I hope you have enjoyed seeing my Toy Trolleys.





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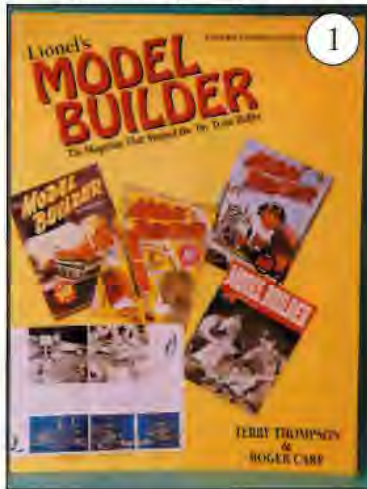
**DO NOT MISS THE LCCA
CONVENTION IN PHILADEL-
PHIA, PA, JULY 21 - 26, 1998.
The Convention Hosts have some
surprises you should not miss.**

New From Kalmbach

by
Bill Schmeelk
Contributing Editor

A new book by Terry Thompson and Roger Carp, *Lionel's Model Builder – The Magazine That Shaped the Toy Train Hobby*, has just been published by Kalmbach, see **photo 1**. The book is large, almost 9 inches by 12 inches, which allows full pages of the original magazine to be reproduced without reduction.

The 95-page book includes many pages reproduced from the original magazine combined with new material about the publication. One of the editors of the original magazine, Gordon Zern, is still alive and provided some inside information about Lionel and the magazine. In the History section, Roger



Carp mentions that *Model Builder* magazine was introduced in 1937, following the demise of *The Lionel Magazine*. Did you know that there was another magazine published by Lionel between those two? Although not mentioned in the book, Lionel also published a magazine called *The Model Engineer*. The first and only issue came out in November-December 1936. Apparently there was a problem with the title being claimed by another publisher and Lionel was forced to abandon it. So in January, the magazine was re-titled *The Model Builder*. At some point the word *The* was eliminated from the title. *Model Builder* went on to publish a total of eighty issues before ceasing publication. This new book is softbound on glossy paper and sells for \$15.95. Also new from Kalmbach is the seventh edition of *Greenberg's Repair and Operating Manual for Lionel Trains 1945-1969*. See **photo 2**. Most of us in the hobby probably own an earlier edition of this book or perhaps even the original Lionel version made up for Lionel Service Stations in the postwar period. Kalmbach also publishes a full size, 8½ x 11-inch version in four volumes, but for most, this 6 x 8½-inch all-in-one volume is the best value. The book reproduces sheets originally written by Lionel including exploded diagrams and part numbers. Text along with each item also includes Lionel's recommendations for fixing certain common problems and advice about design changes made in the factory. For items where no repair sheets were

available, the original instruction sheet is included. This new edition includes about 4 pages of corrections to Lionel's sheets. These have been collected in the eight years since the last edition of this book. If you're new to the hobby and collect or operate Lionel trains, this is a

book that is well worth its \$21.95 price tag. The book is an indispensable guide to the trains we all admire. The book is softbound and has 736 pages. The above books are available through your local train shop or direct from Kalmbach Books by calling, 1-800-533-6644.



Off The Track

by
Ed Richter



Pretty Pink

Pink is for girls, and blue is for boys? What's up with that statement? This occurred to me as I walked down our hall past the children's rooms and noticed my daughter's room is pink and our son's room is light blue. I guess I unknowingly bought into this "notion" without even thinking about it back when we selected paint! How many times have we seen a newborn infant not knowing if it were a boy or girl and then desperately scan the clothing, blankets, toys, (anything!) looking for that telltale pink or blue color for help? I, for one, am glad that it is now popular for infant girls to wear headbands with little pink bows.

Anyway, back to color and how it has been applied to gender. In the late 1950's, Lionel's marketing people must have had a desire to get more little girls involved in our hobby. In 1957, the legendary "pink" set was introduced; and as we all know, it didn't go over very well. There has also been lots of interest in the "blue" boys train of that same vintage. This remarkable train was on display at our 1992 National Convention in Orlando and is featured on the cover of the October 1992

Lion Roars. There is also a story in the December 1997 Lion Roars about this same train.

I think I understand the pink train strategy and the market segment Lionel was focusing on, but I am clueless as to why the blue train. They were selling all kinds of trains to little boys as evidence of that I submit our club and this hobby! Perhaps they were looking at that subliminal "notion thing" I fell into when painting our children's rooms. If anyone knows the answer, please clear up this mystery!

In the late 1940, Lionel purchased the sport fishing company called Airex, that produced fishing reels, lures and other fishing gear until the mid 60's. What do you think was advertised in their 1958 and 1959 catalog? You guessed it: pink and blue fishing reels for boys and girls. There was even a Bronzine (bronze) one for dad. According to Dienzel Dennis RM6713 (the club's resident Airex expert), the Airex Spinster #317 came in pink (#317P) and aqua (317A). The Apache Model #319 also came in pink (319P) and aqua (319A) and Airex even had rods to match (#160 pink & aqua #161). I have never seen the aqua reel but found a pink Spinster in a flea market about five years ago. The shade of pink on the reel is practically the same as the train. Now, taking into consideration fading, age and exposure to sun, I have wondered if Lionel used the same paint and supplier for both products. From a business point of view, that would be logical given more purchase power for larger quantities and the ease of dealing with the same paint supplier. Did both these items come from the same marketing people? I have also been curious about pink reel sales and if they experienced slow sales volume's as with the train. If rarity in the collectors market is an indicator, they must not have sold well. Dienzel tells me both the pink and aqua reels are hard to find, whereas the black and silver version is more common.

It is interesting to see this pink and blue marketing strategy appear in both companies during the late 1950s. I wonder if this was by plan or just coincidence?

If you have more information or can answer any of the questions I have posed, contact me at: erichter@magicnet or 2008 Paprika Drive Orlando, Florida 32837-8506.

GET INVOLVED IN YOUR ASSOCIATION BY HOSTING A LOCAL LCCA EVENT

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LCCA UPCOMING EVENTS

June 27, 1998

Chattanooga, Tennessee at East Ridge Retirement Center

Bill Stitt (423) 894-1284 is Hosting this event with Co-Hosts George Blatz (423) 842-6094 and Ron Herman (423) 344-5799. Tables \$10, Guests \$5, with family \$7. Registration and setup 9-10 AM. LCCA trading 10-11 AM. Guest trading 11 AM to 2 PM. The Retirement Center (formerly the Days Inn) is at 1400 N. Mack Smith Road off I-75 Exit 1. Phone is (423) 899-6370

August 8, 1998

Avondale Estates, Georgia, (Atlanta area) at First Baptist Recreation Center

Weyman Barber and Ken Switay are Co-Hosts. Tables are \$6 each. Contact Ken Switay at (770) 860-1148 for table reservations. LCCA Members and their family are free. Guests admission \$3. Setup is 7-9 AM, LCCA trading 9-10 AM, meet open to guests 10 AM - 1 PM. The Recreation Center is located at 47 Covington Road.

September 26, 1998

Winterville, North Carolina, (Greenville area)

Paul Lang (919) 355-2273 is Host of this meet. Registration and setup 7:30-9 AM. LCCA trading 9-10 AM. Guest trading 10 AM - 1 PM. Tables are \$10 each. LCCA Members and family admitted free. Guests \$2 each with children under the age of 15 at \$1. The First Presbyterian Church is located at the corner of Highway 11 and Firetower Road.

October 25, 1998

Wichita, Kansas, at the Sedwick County Extension Center

Meet Co-Hosts are Bill Laughlin (316) 744-2527 and Ellis Brandy (316) 722-4342. Tables are \$8 each. Setup 7-8 AM, LCCA trading 8-9 AM, meet open to guests 9 AM - 3 PM. LCCA Members and their family free. Guest admission \$3. The Extension Center (4-H Hall) is located at 7001 W. 21st Street North.

July 21-26, 1998

28th Annual Convention in Philadelphia, PA

Make plans to attend this year's fantastic LCCA Convention. Co-Hosts are Lou Caponi (601) 543-1540 and Jim Popp (302) 322-1476. A Convention Registration Brochure is in the February, April and June issues of the Lion Roars.

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(Note that this photo is of early prototypes. Actual production models may vary.)

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