

The



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# LION ROARS

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**1992 LCCA Convention  
Orlando, Florida**

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*Assistant Secretary* - Mailing of dues stickers, replacement of membership cards, certificates of membership and certificates of appreciation

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*LCCA Business Office* - Applications for membership, reinstatements, change of address, phone number changes, death notice, commemorative orders, convention registration, club mementos.

*Librarian* - Back issue sales of *The Lion Roars*.

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

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

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

### Articles and Photos

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

Glenn Patsch

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- 

## Upcoming LCCA Events

### **June 20, 1992 in Lexington, Kentucky at the Continental Inn**

Harry Overtoon (606) 268-1942 is hosting this meet with cohosts Winfrey Adkins (606) 873-2497 and Bill Crace (606) 299-2423. Tables \$9. Guests \$4. Setup at 9 AM. LCCA trading at 10 AM. Public trading from 11 AM to 2:30 PM. The Continental Inn is located on US 60 and New Circle road off exit 110 of I-75 west.

### **July 4, 1992 in Chattanooga, Tennessee at the Quality Inn - East Ridge**

Bill Stitt (615) 894-1284 is hosting this meet with cohost Charles Sahn (615) 894-2599. Tables \$9. Guests \$5, with families \$7. Setup at 9 AM. LCCA trading at 10 AM. Public trading from 11 AM to 2 PM. The East Ridge Quality Inn is located at 1400 N. Mack Smith Road off Exit 1, of I-75.

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

Bill Trappen (407) 365-7860 is the Convention host for the LCCA 1992 Annual Convention. The Convention will be at the Orlando Twin Towers Hotel and Convention Center in Orlando Florida. The hotel is located south of downtown Orlando at the intersection of I-4 and the Florida turnpike. Use exit 30B from I-4. The registration fee will be \$25 for payment received before July 1st and \$35 afterwards or at the door. No guests will be allowed at the convention. Setup at noon to 8 PM on Friday the 24th and 7:30 AM to 9 AM on Saturday. Trading from 9 AM to 5 PM on Saturday. Trading continues on Sunday from 9 AM to noon. The Convention officially closes at noon on Sunday the 26th. A Hospitality party is planned for Friday night. Registration materials were included with the April issue of *The Lion Roars*. Plan to attend this terrific event. If you need registration materials, please call Convention Host Bill Trappen.

### **August 29, 1992 in Houston, Texas at the Holiday Inn**

Tom Rogers (713) 996-0574 is hosting this event with cohost John Wilbeck (409) 849-9587. Tables \$8, Guests \$6. Family \$8. Setup at 8 AM. LCCA trading at 9 AM. Public trading at 11 AM. The Holiday Inn is located on I-10 West at Silber in Houston, Texas.

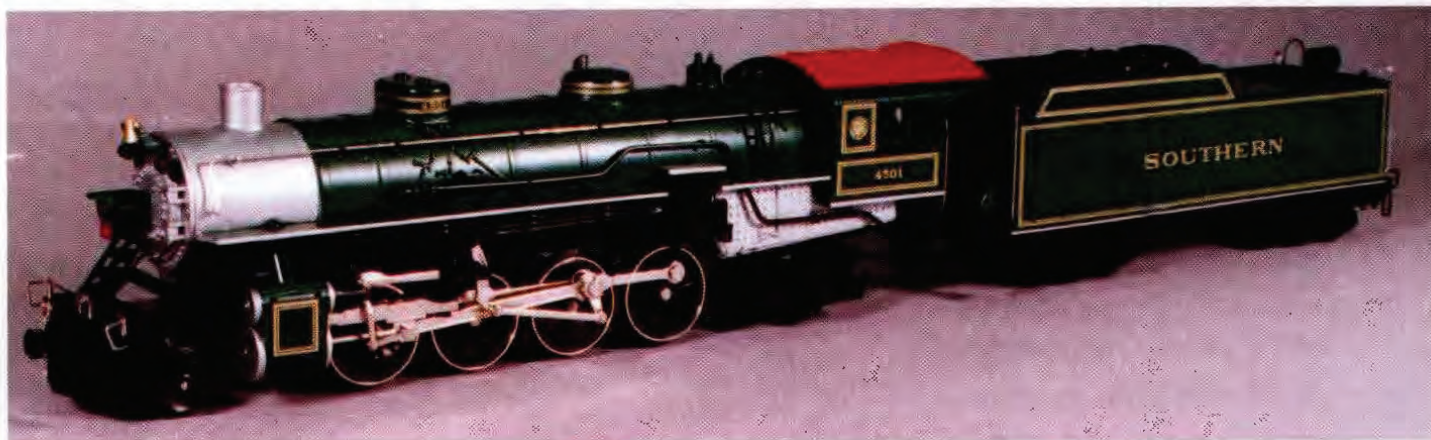
### **September 5, 1992 in Friendship, Ohio at the Shawnee State Park Resort**

David E. Bauer (614) 574-6327 is hosting this event. Tables \$10. Guests \$5. Setup at 8 AM. LCCA trading at 10 AM. Public trading from 11 AM to 2:30 PM. The Shawnee State Park Resort is located on State Route 125 in Friendship, Ohio. Friendship is in the Portsmouth area south of Columbus, Ohio near the Kentucky border.

### **September 27, 1992 in Mingo Junction, Ohio at the Knights of Columbus Hall**

Dave Julio (304) 527-0426 is hosting this event with cohost Ernie Cicone (614) 283-2519. Tables \$10. Guests \$3. Family \$5. Setup at 8:30 AM. LCCA trading at 9:30 AM. Public trading from 10 AM to 2:30 PM. Advance registration requested. The Knights of Columbus Hall is located at 4361 Legion Drive off the Logan St. exit of State Route 7. Mingo Jct. is 45 miles west of Pittsburgh, PA and 120 miles south of Cleveland, OH.

## Lionel® News and Views by Bill Schmeelk



If you have a question or comment or anything that might be of interest to the club, and don't have time to write an article yourself, just call me at (201) 358-1955. Evenings are usually best, and calling on weekends will save you money. I'll do the writing and credit the contributor. We'll throw any questions out to the membership and print the response in the following issue.

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

### New From Lionel - The Southern Mikado

The Southern Mikado is out and we took a good look at it. The photo above shows the engine. You might notice that there are slight differences between the actual production piece and the photo in the Lionel 1992 Book One catalog. The catalog photo is probably a brass model. Compare photo 1 with the catalog and you'll see some small differences. Take particular note of the marker lights. On Lionel's model, these are very small light emitting diodes that actually work. Quite an improvement over the jeweled markers we're so used to. Notice also the coupler in photo 1. This is a scale coupler and is retractable.

Photo 2 is a closer shot showing some of the details. Photo 3 is a front view with the boiler front open. This loco uses a similar system for its headlight, as was used on the turbine. The bulb is quite small and its two wires terminate in a small plug. When the bulb is replaced, the entire bulb, wire and plug assembly is replaced.

Photo 4 is a close up of the cab. There is both an engineer and a fireman in the cab. Photo 5 is a rear view which shows the interior cab detail. If you look carefully you can see both the engineer and the fireman. Photo 6

shows the connection between the loco and the tender. I believe this is the first time Lionel has used a round hole instead of the slot for the tender drawbar.

This new loco incorporates several firsts for Lionel. First, check out photo 7, and look carefully at the drivers. The front and rear driver pairs have rubber traction tires. This would certainly improve the pulling performance of the loco, especially on grades. My personal preference would be to see Magne-traction® used. I would be curious to see just how well Magne-traction would work, if a magnet were placed on the chassis, between the drivers, and charged through the heavy steel driver rims. My theory is that it would work. In the above arrangement, the magnetic circuit would not even involve the spoked portion of the drivers. Just a thought.

Other firsts become apparent when we disassemble the loco. Disassembly is pretty straight forward. Three screws secure the boiler to the chassis. I also removed the rear trailing truck. The ladders will fall free as the boiler is removed. Photo 8 shows the chassis with the boiler removed. I could not completely separate the chassis from the boiler because of the wiring.

Although there is a plug socket on the constant voltage board in the center of the loco, a cable tie was used and clamps those wires to others on the loco. This tie would have to have been cut. I chose not to do that for these photos. Even cutting that tie would not allow the boiler to be completely separated. The plug which goes to the tender is too large to fit through the hole in the cab. Photo 5 shows that hole. In the scale turbine we reviewed last issue, this problem was solved by having a plug and socket for this cable inside the loco. That was not done on this loco. The turbine had wires going to Seuth™ smoke units, but the Mikado uses a typical puffing Lionel smoke unit, which remains with the chassis.

The boiler itself is a heavy die-casting. Lionel has now proved again that it is possible to produce a highly detailed die-cast loco. The use of die-cast boilers is unique to Lionel on the top-of-the-line steam locos. All other manufacturers who are importing high end steam locos, fabricate the cab

Photo No. 1

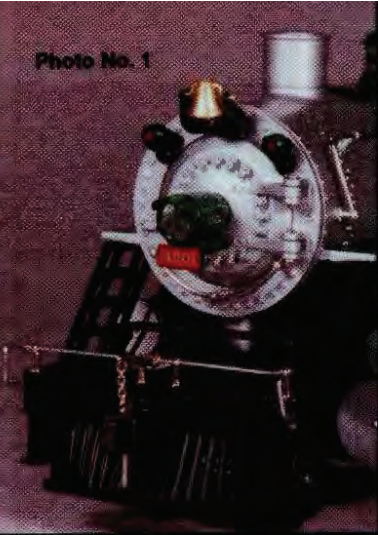


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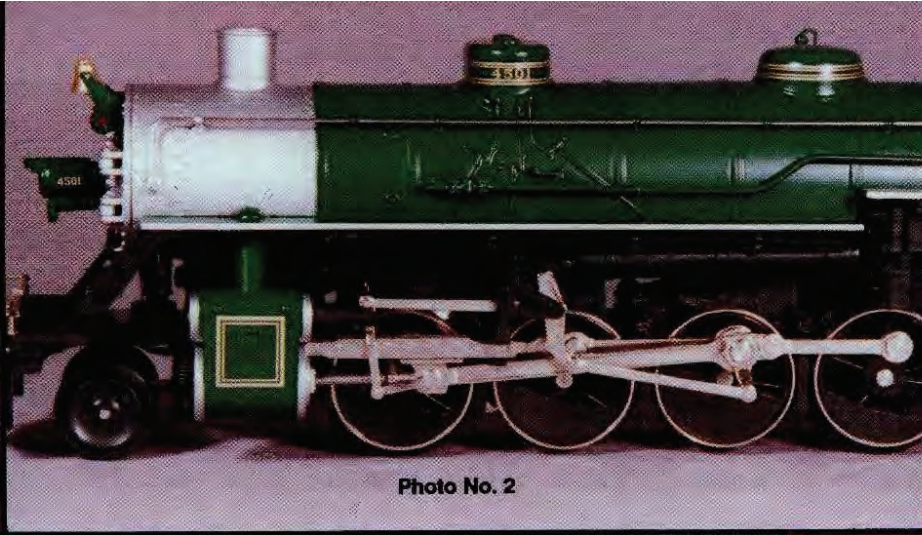


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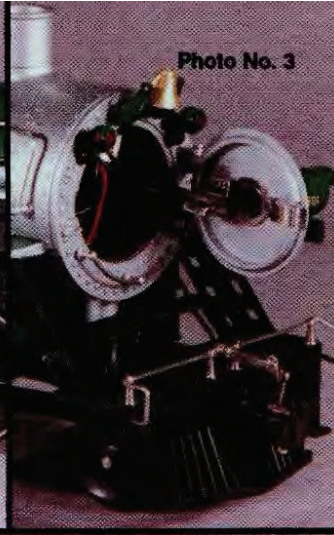


Photo No. 4



Photo No. 5

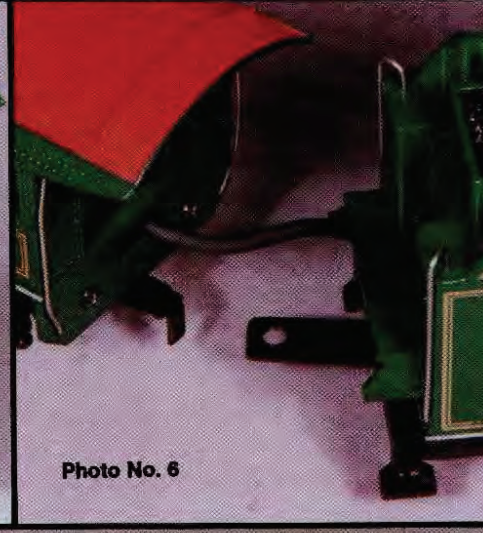


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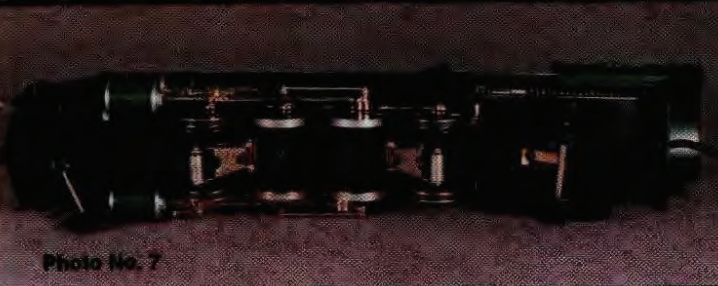


Photo No. 7

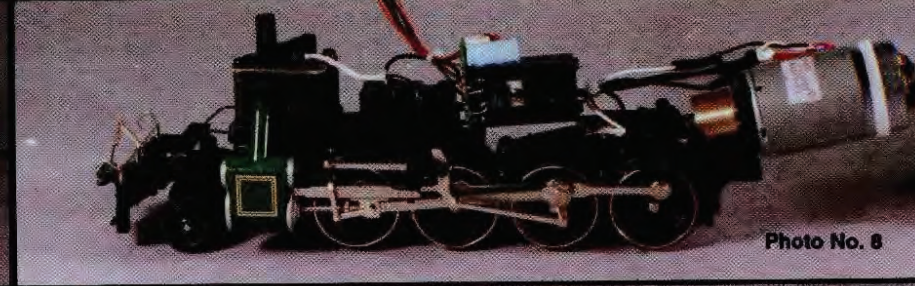


Photo No. 8

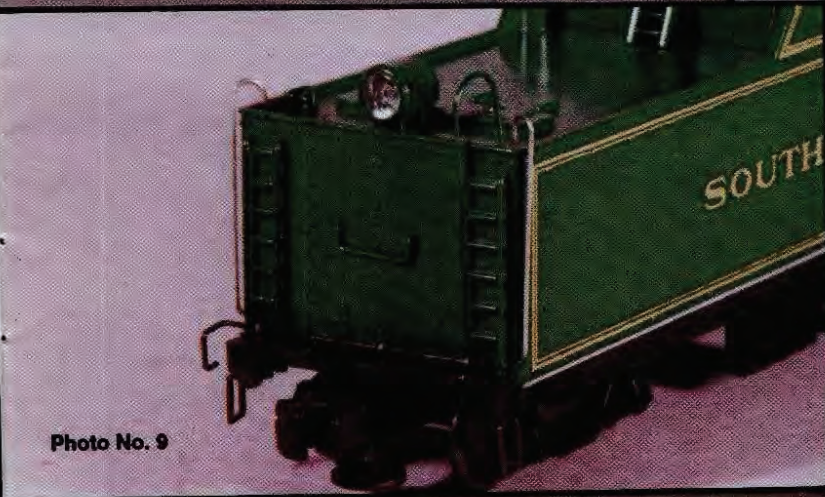


Photo No. 9

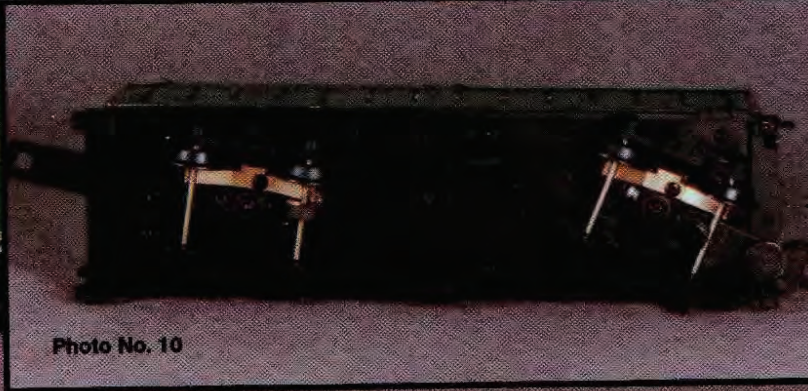


Photo No. 10



Photo No. 11

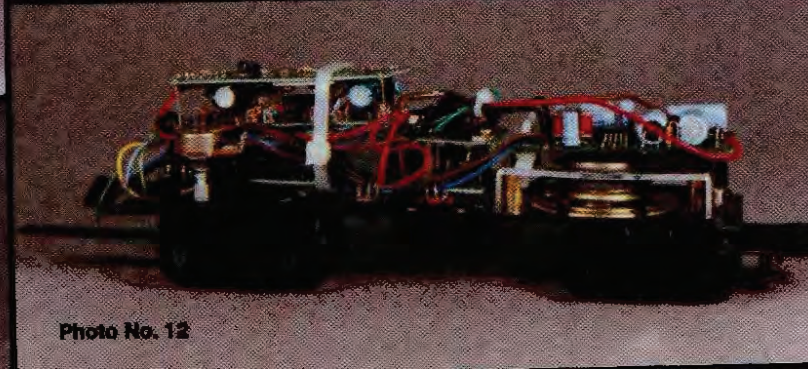


Photo No. 12

and boiler from sheet brass. The use of the die-cast boiler results in a much heavier and more durable product. I personally much prefer the die-cast construction over the soldered sheet brass construction. The Mikado boiler is actually an assembly of several die-cast parts. The cab portion is a separate piece which is secured with screws to the main boiler. This process allows for more detail, and can often help in the painting process, since each part can be painted separately. This boiler and cab are again an excellent piece of work.

A very obvious first can be seen on the chassis. This is the first time that Lionel has used a large DC motor in a steam engine. Notice also that just in front of the motor is a brass flywheel. This helps to provide smoother more realistic operation.

You might also notice that there is no E-unit on the chassis. This loco uses a QSI® DCRU electronic reverse unit which is mounted in the tender. I think most operators will agree that this is an excellent E-unit and it completely eliminates the buzz and erratic performance of the mechanical E-unit. I agree with Lionel's use of this electronic E-unit. There can be little doubt that it outperforms the mechanical version. I think the days of the mechanical E-unit are nearing an end. It's about time.

Lionel has confirmed to me that all future NEW Collector series locos will use the large heavy-duty DC motor. Reissues of older Lionel locos will continue to use the AC motors. I would personally like to see the electronic E-unit used on all Lionel production.

The tender is also assembled from die-cast parts. It is quite heavy and finely detailed. The coal load is made with real coal, so it certainly looks like the real thing. Photo 9 is a rear view of the tender. The coupler is all metal. The back-up light operates when the loco is in its reverse mode. Photo 10 shows the bottom of the tender. Notice that each of the trucks have metal wipers on the axles. This is necessary because the ends of the axles ride in non-conductive Delrin™ bearings. These bearings add significantly to the smooth operation and durability of the trucks. The wipers provide the ground connection.

Notice also, towards the top of the photo, in between the trucks are two slide switches. One, is an on-off switch for the RailSounds™ unit, and the other is the electronic E-unit lockout. Photo 11 shows the interior of the tender shell. Notice the small wire and plug. This is the back-up light wiring assembly. It plugs into one of the circuit boards in the tender.

To replace the tender back-up light it is necessary to remove the tender shell. The instructions point out six screws which must be removed. Apparently, whoever draws the diagrams for the instructions, has never disassembled the tender. The two screws pointed out in the diagram at the coupler end of the tender, are the WRONG screws to remove. The actual screws are on the bottom plate under the truck and not at the very edge of the tender. Removing the indicated screws will not release the shell. Photo 12 is NOT a photo of a rat's nest. The tender is loaded with electronics.

Both the RailSounds unit and the electronic E-unit are housed in the tender.

Other than my preference for Magne-traction, I can find nothing to fault this engine. If all you have seen is the catalog photo, you will be quite pleased with the look of this engine. Due to the angle of the engine in that photo, the engine looks shorter in the catalog than it actually is. Lionel has done a superb job in both detailing and operational aspects of this engine. I feel confident in saying that those who purchase the engine will not be disappointed.

### Pennsy GG-1

Last issue we mentioned that the GG-1 would be made in the United States. We have now been advised by Lionel that they will be made in Korea. The locos will have AC motors and a mechanical E-unit. They should be out by the time you read this.



### Hampton Hobby Products

Hampton Hobby Products offers several products for the upkeep and maintenance of your trains. The photo shows an assortment of their products. First, their Antique Train & Toy Cleaner, ATTC for short. This new product has been out for about a year now. The company calls it a super-strength, biodegradable cleaner for most metal and plastic collectibles. The literature explains that it is a concentrated detergent in a lotion base. It will safely remove mildew, grease and grime, and rinse completely, leaving no residue. ATTC contains no harsh petroleum based solvents. The instructions contain tips for its use and add a cautionary note. Always test the product in an inconspicuous area. Care should also be taken when cleaning around decals. Water may loosen decals or lettering. You should also use care when cleaning painted items. The use of a stiff brush could scratch the paint. No cleaner will prevent that. A soft sponge is recommended on these surfaces. ATTC is available in both 4 ounce and 16 ounce bottles. The price is \$4.95 and \$12.95 respectively.

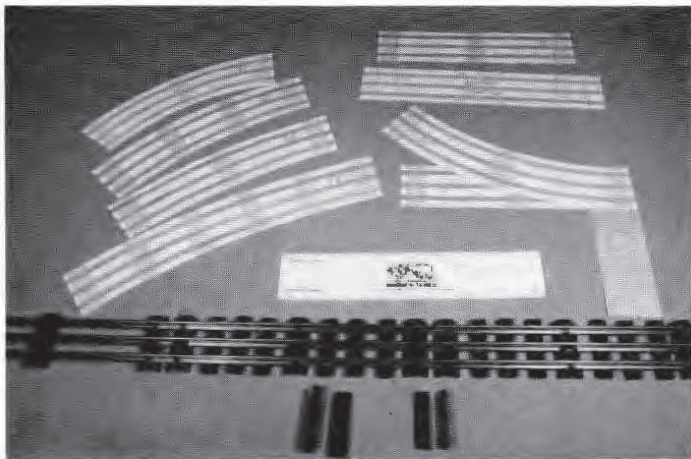
I tested the product on a postwar box car. I really didn't have anything that was particularly dirty – or so I thought. My tooth brush was up for replacement, so I used it, dampened with hot water, to apply the ATTC. I scrubbed only a portion of the roof, including the walkway with all of

its little crevices. This would allow a before and after comparison. I used only a couple drops of the ATTC. It lathered a little and then easily rinsed clean with water. I was quite surprised to see just how dirty the car had been. The cleaned section looked great – a definite improvement.

Hampton Hobby Products also offers replacement boxes to store trains in. Three basic sizes are available. Two of these are heavy cardboard for storing engines. These boxes come in two sizes to accommodate most of Lionel's production. Each box has a separate cardboard liner and a two mil. plastic bag to protect the engine. These boxes open from the top for more convenient loading. Also available is a rolling stock box, complete with end flaps to accommodate the couplers and a 2-mil. plastic bag. The box is sized to fit Lionel's 6464 box cars and is varnish coated to extend its life. The large and small engine boxes are \$2 each and the rolling stock boxes are \$1 each or \$10 a dozen.

Finally, from Hampton, are lubricating products. An oil with Teflon™ and a grease with Teflon. Each is supplied in a convenient one ounce applicator bottle and priced at \$3.99. Mail orders over \$50 are shipped free. For further information, or to place an order, write to:

Hampton Hobby Products  
258 Rt. 356  
Apollo, PA 15613



### Moondog Express

Every once in while a product comes along that makes you say, "Why didn't I think of that?" Moondog Express has come out with products that fall into just that category. Simple ideas, well executed, that fill a need. The photo above illustrates two of their products.

The first product we'll discuss are the rubber track ties. These ties are just the right size to add to your Lionel track to give it a more realistic appearance. But that's not all they accomplish. The ties are 1/32 inch taller than the height of the metal track ties and therefore keep the metal tie off the table surface. By doing this the rubber helps to reduce the sound transmitted through the table. Photo 3 shows a section of '0' gauge track with the rubber ties in place. The ties are available in four different sizes so that they can be used with '0', '027', 'S', and Standard gauge track. The '027' rubber ties are brown to match '027' track, while the

other three sizes are black. The ties are sold in bags of 150. The '027' ties sell for \$26.95, the '0' ties for \$39.95, the 'S' ties for \$32.95 and Standard gauge ties for \$49.95. If you have a large layout, Moondog also offers a discount with the purchase of four or more bags.

The second product shown in the photo is the die-cut tag board patterns of Lionel track. The configuration of the patterns has been carefully considered to allow the same pieces to be used for different sizes. The straight patterns for example can be used to make 36" sections as well as 40" sections. Straight track has been available in both those sizes. Markings on the track allow straights to represent either '0' or '027' sizes. Curve sections are supplied in 27, 30, 42, 54 and 72 inch diameters to match all standard sectional curves available.

The track patterns are also marked for the location of half curves and straights. Did you know that two half straights are larger than one full straight? This is due to the fact that a half section uses the same tie spacing and uses the tie that was centered on the full section. Each curved section is marked not only with its diameter, but also with the number of sections necessary to make a circle. There are also reference lines marked every seven and a half degrees. Special sections are included that allow you to create 45 degree and 90 degree crossings. A separate pattern is included for switch motors. Switches are made combining a straight and curved section. The patterns are marked to ensure accurate placement.

If you had a huge pile of track, you might just lay them out to plan your layout. The patterns however, are good for planning before you purchase track, and easily allow changes to your plan. Moondog has obviously put some planning into their design of these patterns. A pack of the templates sells for \$34.95 and includes 235 feet of track.



Moondog's latest product is the cleverest yet. Moondog Streets are shown in the photo above. The roadway you see in the photo is made up of nine sections of the special one-eighth inch thick bonded rubber material. Three of the separate sections are also shown. Notice how the seams barely show. The look of the material even resembles blacktop pavement. A set of Moondog Streets sells for \$39.95 and includes 44 sections of seven inch wide

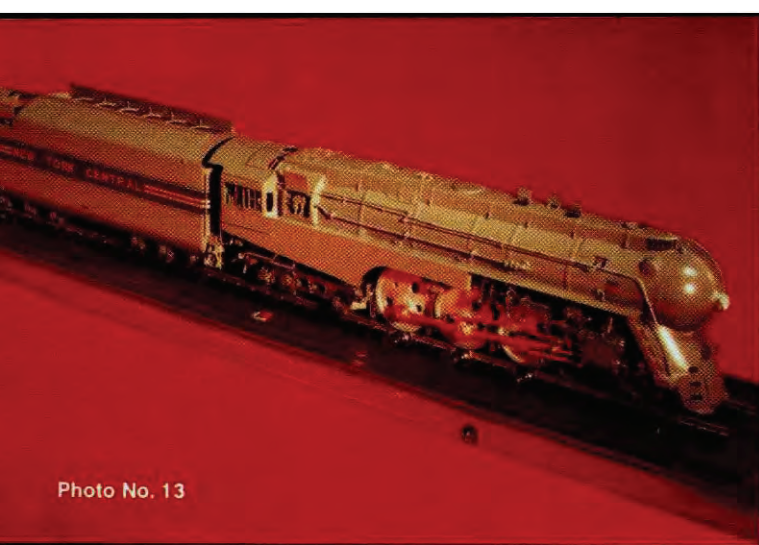


Photo No. 13

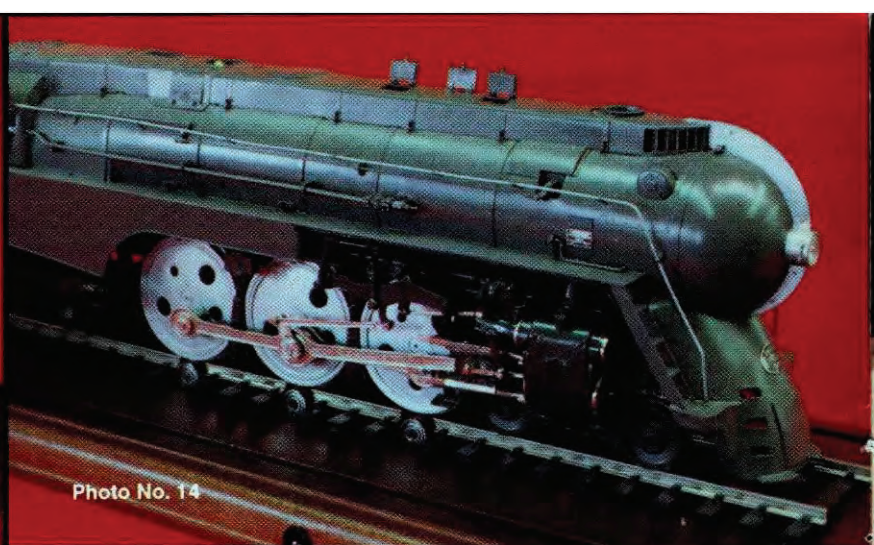


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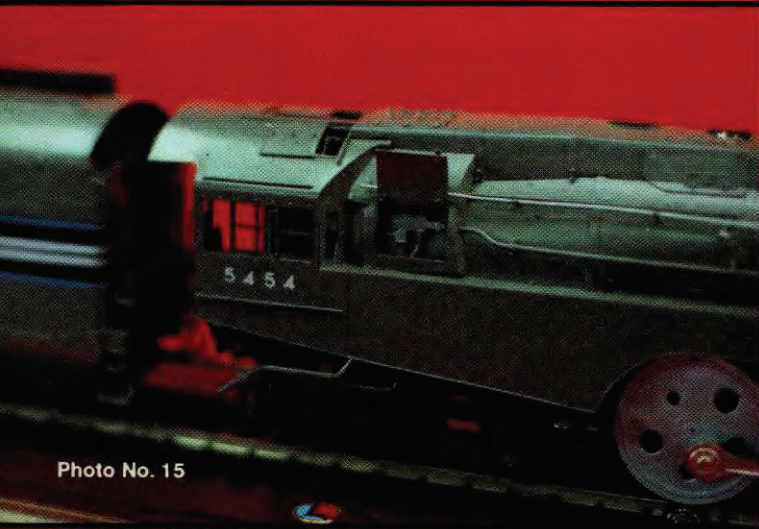


Photo No. 15



Photo No. 16



Photo No. 17

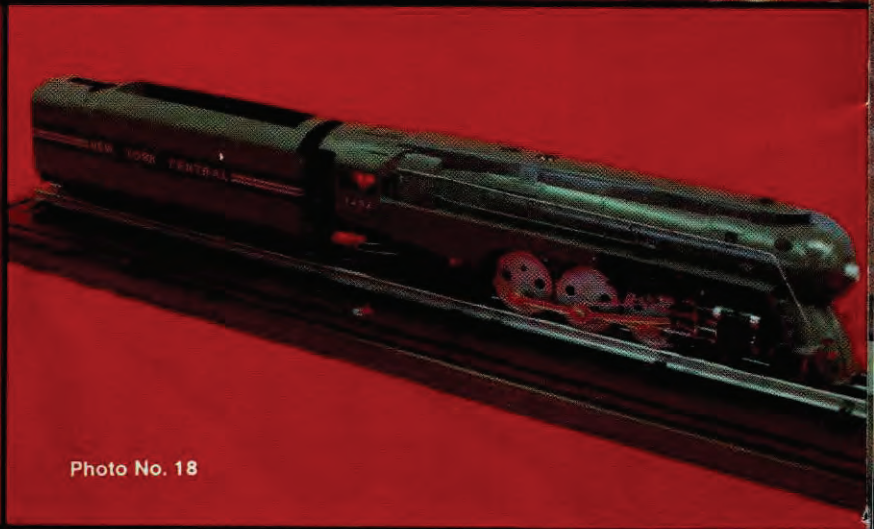


Photo No. 18

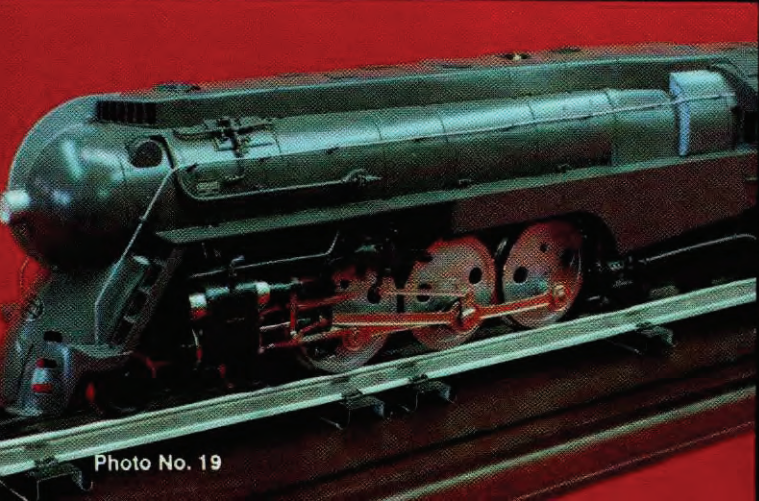


Photo No. 19



Photo No. 20



roadway, enough for about thirty feet. Additional sections can be purchased for \$2.50 each, but thirty feet is really quite long. The assortment includes two radius sizes of curves, straight sections, and sections specially marked for railroad crossings and intersection. You also receive two intersections which can be used as three or four way intersections.

All types of sections are used in the small layout shown in photo 4. All of the sections are marked with the center line in yellow. The one-eighth inch material is the same all the way through, so they can also be used with the back side up where you wouldn't want the lines or markings to show – a parking lot for example. When I first received these sections, some did not lay flat. The instructions warned that this might happen in shipping and advised that the sections merely be laid out flat in the sun. It rained all week here, but laying them out flat indoors even solved the problem. The sections can also be easily cut for narrower or special streets. Another well thought out and executed idea.

Each of Moondog's products comes with a full sheet of instructions with all sorts of additional tips. Moondog customers also receive *Moondog Express*, a catalog and train tips bulletin. The eight page bulletin contains information on their products and lots of additional train tips and info. The front page even has a weather forecast, but concludes that its, "A good day to stay home and do trains." Who can argue with that? To place an order you can call (800) 848-0644. Add \$3.50 for shipping and handling to all orders. You can get in touch with them at:

Moondog Express  
1245 Riverview Drive  
Fallbrook, California 92028

### More News on the Dreyfuss

Our February issue had details on Lionel's Smithsonian Collection. The first offering is an 'O' scale model of the famous 1938 New York Central J3a Dreyfuss Hudson. This edition will be limited to 500 numbered units. Photo 13 is a picture of the first prototype of the model. There is an amazing amount of detail on this engine – certainly more than toy train operators are used to. Photo 14 shows a closer shot of the engine. Notice the open doors on the top. These doors operate as do many others on the loco. Photo 15 shows the cab portion with some of the doors opened. These doors can all be closed. Photo 16 shows some of the tender detail. These doors and covers can also be opened or closed. Photo 17 shows the detailing on the end of the tender. After looking at this model, it becomes obvious that much of the work is done by hand.

The engine is supplied with a wooden box and a special display board. Take another look at Photo 14. Notice the socket on the edge of the board. In production, I believe this socket will be on the back of the board, not on the labeled side. This socket allows a transformer to be connected to power the track.

Look again at the two rail track under the drivers. You'll notice there are small bearings which will allow the

engine to operate without moving off the track. This special track will allow all of the engines special features to be operated.

A special sound system is also incorporated into this engine. This is an entirely different system from RailSounds. We hear it has some very unique effects.

The Smithsonian Edition is a two rail locomotive. It will not operate on Lionel track. In response to many inquiries, Lionel has decided to also offer a three rail version of the Dreyfuss Hudson. This version will not be part of the Smithsonian Collection and will not feature all the detailing of the two rail version. Both versions have boilers constructed from brass and will use a heavy duty Pittman DC motor.

The three rail version, which operates on 072 track, will also include the same sound unit as the two rail version. The three rail version is shown in photo 18. Photos 19 and 20 show closer shots of the loco and tender. The three rail version will not have all of the operating doors. If you compare photo 14 with photo 19 you can see that some of the detail is missing on the three rail version. The brakes between the wheels are missing on the three rail version. Even without all of the opening doors and some of the detailing, the three rail version is more detailed than we have seen on three rail locomotives.

The three rail version will also not be supplied with the special base which allows operation. The loco will be supplied with a wooden carrying case. The special mechanical base will be available to those who purchase the three rail version as an extra cost option. The three rail version will be limited to 750 units which will be serially numbered. The two rail version sells for \$2500 and the three rail version sells for \$1500. Both require a \$300 non-refundable deposit at the time you place your order.

This strictly limited offering will be available only directly through Lionel. This has touched a sore point with several dealers, but Lionel insists that it would be impractical to allocate so small a number among all its dealers. The two rail version will be delivered in August 1992, while the three rail version is due out in March 1993.

Lionel has also announced that part of its Stocking Stuffer offering will be boards similar to those supplied with the two rail Dreyfuss. These boards will be available in versions for most of Lionel's collector steam engines and even for an F-3 set. We don't know the actual cost yet, but we believe they will be well under \$200. These will be sold through the dealer network.

I had a chance to look closely at one the boards. They are cleverly constructed in such a way as to allow RailSounds to operate. Keep in mind that RailSounds operates by the movement of one of the tender axles. The problem – How do you get the tender wheels to operate when the train isn't moving? Answer – The board has an axle under the rear drivers of the loco. This axle is turned by the drivers. Connected to this axle is a very small sprocket and chain which connects to another sprocket and axle under the proper tender wheels. Therefore, as the

engine drivers rotate, so does the tender axle that controls the RailSounds. This also means that the sounds are still synchronized with the speed of the drivers.

Lionel also announced that future releases will include a set of passenger cars for both the Smithsonian Edition and the three-rail version.

Call Lionel Trains at (800) 628-6202 for the two-rail Dreyfuss Hudson. For the three-rail Dreyfuss Hudson, call (800) 777-1527. Call Monday through Friday from 9 A.M. to 5 P.M. Central Standard Time for information or to request an order form. The cost will be \$1500 for the two-rail version or \$2500 for the three-rail version plus applicable sales tax and shipping. A non-refundable deposit of \$300 is required at the time you return the order form to place your order. Orders will be taken on a first come, first served basis.

#### Comments on a New ZW Transformer

Our comments in the last issue concerning the ZW transformer spurred more than the usual letter writing. This is obviously a subject that many have strong feelings about. Among all the replies I have received so far, there are NONE who think that Lionel should abandon the pursuit of a modern, powerful transformer. Some members asked not to print their name, but here is a sample of the comments we received. Many of the comments were similar and I've included them here only once:

Emil C. Vatter, #3301, writes, "You are absolutely right about the ZW's - make something new!"

Ralph N. Taylor, #9102, "I have seven of the original ZW's operating my layout. I would be delighted to purchase a more efficiently designed transformer with the abandonment of the old case. I also agree with your comments on whistle operation."

William M. Newton, #010290, writes, "Agree with you 100% on the ZW transformer article. ...we need to modernize our thinking and get up to the 90's. Technology today can provide a much improved power supply for the newer Lionel line. I'm ready to buy a new more powerful transformer as soon as they become available."

Arthur H. Young, #13223, writes, "...quite frankly, I don't care what it looks like or how it is shaped. It can have knobs, handles, buttons or zippers - just as long as it has POWER. A reasonable price would be nice, too."

Others members had these comments:

"Many people who only ran one train, still purchased ZW's. Even though a 1033 would have handled the job. They used a ZW because they liked it. The ZW is unlike any other transformer when it comes to operation with the vertical position of the handles. Maybe it seems more like real train operation. I'm absolutely convinced that the case design was not a factor. It was the vertical position of the handles. The original handles should be kept on any new design"

"Since the ZW was the top of the line for transformers, many people just want the best. If you operate one it just seems to have that feel of heft and quality."

Lee Price, one time employee of Lionel in the postwar period, commented that some electronic reverse units, including some used by Lionel, are adversely effected by the use of the transformer direction switch. These units should be brought to zero voltage and then back up to operate them reliably. Using the direction button on a transformer, without lowering the voltage can cause a voltage build-up inside the electronic E-unit and the unit will eventually spike itself. Once this happens, the unit will no longer function properly. Lee feels that the direction button should be eliminated from any newer design. We spoke to Mike Braga, at Lionel's Customer Service Department, who reported they have not experienced this problem with Lionel electronic E-units. If anyone has experienced this type of problem with an electronic E-unit, please let us know. Any preference for mechanical E-units or electronic E-units?

A couple members also expressed a desire to see Lionel make available replacement parts for the original ZW's.

One thing is for sure - There is a great deal of interest in a new more powerful transformer. All of the letters I received were positive. A couple expressed a concern about what price a new transformer would sell for, but no one felt that the ZW project should be abandoned. We've passed these comments on to Lionel Trains and we will keep you posted on any future developments.

#### New Greenberg Books

Lots of new items to review this time. First, from Greenberg Publishing Company comes the release of volumes V and VI of the bound reproduction Lionel catalog set. The series began in 1989, with additional volumes coming out one by one.

Volume I of the set contains reprints of Lionel's earliest catalogs. The volume begins with the 1902 catalog, the first known Lionel catalog, and goes through 1922. There are very few, if any, collectors who own originals of all these catalogs. In fact, there is only one known original copy of the 1902 catalog still in existence. Most of these catalogs are in black and white, though we can see the beginnings of Lionel's use of color. Volume I is 555 pages.

Volume II contains catalogs from 1923 through 1932 and is 492 pages.

Volume III runs from 1933 - 1942 and completes the pre-war era. Volume III contains 504 pages.

Volume IV includes catalogs from 1945 to 1954, and presented the publisher with a dilemma. The 1945 catalog, a 4 page brochure, and the 1946 catalog were published in a vertical format, rather than the horizontal format used more often by Lionel. For this reason, the 1945 and 1946 catalogs are not bound into the volume, but are supplied separately, along with the volume. Volume IV contains 326 pages.

Volume V covers 1955 to 1960, the shortest number of years and the thinnest volume in the set at 320 pages.

Volume VI includes catalogs from 1961 through 1969, the end of the post-war era of Lionel trains. Lionel traditionally published its catalogs in a horizontal format. This format was most likely chosen for its ability to more

advantageously display trains sets. In 1961, Lionel, for the first time since 1946, abandoned the horizontal format in favor of a vertical format. Lionel continued to use this format through 1965. The 1966 catalog saw the return of the horizontal format.

While volumes I through V of this series are in a horizontal format, Volume VI is by necessity, vertical. The horizontal 1966 catalog is printed in the volume with fold out pages so that the entire page can be seen. There was no 1967 catalog as Lionel simply continued to use the 1966 catalog. In 1968, they returned for one last time to the vertical format. The 1969 catalog went back to the horizontal format and is printed in the volume by turning the pages on end to fit the vertical format. This was possible with the 1969 catalog, since none of the copy ran across two pages. Its interesting to note that this volume contains Lionel's thickest and thinnest catalog (excluding the 1945 folder). That gives you some indication of the chaos that was going on at the Lionel Corporation during the sixties. Volume VI is 352 pages.

At \$110 each the volumes provide varying degrees of convenience versus economy. For example, to purchase originals of the catalogs in Volume I would be virtually impossible. It is both convenient and cost efficient to purchase the bound volume. To purchase originals of the catalogs in Volume II, the cost, according to *Greenberg's Guide to Lionel Paper and Collectibles*, by Robert Osterhoff, would be \$1017. Original catalogs of Volume III would cost \$675. The Originals of the catalogs reprinted in Volume IV would cost \$400. We still have both convenience and cost efficiency. To purchase originals of the six catalogs in Volume V however, would cost only \$91. At this point we're paying for convenience. Originals of the eight catalogs in Volume VI, could be purchased for \$50. The price of convenience is going up. In all fairness, there are other considerations. Each of the volumes is printed on coated paper that is of better quality than Lionel originally used. The volumes are hard bound and also include a history of the Lionel Corporation through the years covered.

Each of the six volumes is priced at \$110. Volumes I through V are also available as a set for \$495. The press run is limited to 500 copies of each volume. *Greenberg's Lionel Catalogs* volumes are available from your local dealer or direct from Kalmbach Publishing at (800) 533-6644.

### **TM's Toy Train Revue Video III**

The third and fourth editions of TM's video magazine have been released. This completes the first year of Tom McComas' Toy Train Review. Each of the tapes has eight segments, plus a few commercials.

Volume I Number 3 begins with Karl Burkhardt's eleven by eight foot Lionel postwar layout. Then on to Terry Johnson's layout in Lansing, Michigan. This layout wasn't completely finished, but showed great promise. The layout included a forty inch scratch built wooden trestle bridge. The 'U' shaped layout is about eighteen by twenty-one feet and incorporates a large lift bridge to allow entrance to the

room. The operating bridge was made from one by fours, Tinkertoy™ parts and a gear motor.

More than just Marx® fans will enjoy George Echand's Marx-A-Tronic train set. This set is battery operated and sold in 1959 for \$6. Marx called it, "The train with a brain." The switcher loco carries two cars and automatically drops each one off at different sidings, loads a barrel into one of them then comes back to pick up both cars. The entire operation is totally automatic. It is great to watch.

Next John Drury narrates an interview with Bob Weaver of Weaver Quality-Craft Models, and a look at his 34 by 60 foot scale layout. John's experience as a Chicago ABC News anchorman is quite apparent as he narrates. John mentions that his own interest in trains began as a boy when he received a sheet metal American Flyer® Zephyr, which cost his parents \$5. Today he has a good size collection of trains, but still hasn't found that train that started it all. Can anybody help him?

For American Flyer fans, its off to Bruce Lorence's layout. This layout started as a six by nine foot setup, and grew to a point where the trains now ride around the entire family room, across the top of the mantle, through the wall into the laundry room and back. I always find it interesting to see how creatively people use the available space. Bruce has a *very* understanding wife. As a Lionel fan, I most enjoyed the operating accessories on this layout. Over a dozen Flyer accessories are shown in action. There's even a comical comparison between Lionel's milk car versus the Flyer version. Neither one was perfect. This was also the first time I had seen Gabe, the Lamplighter. This accessory is terrific and would make a great addition to any layout.

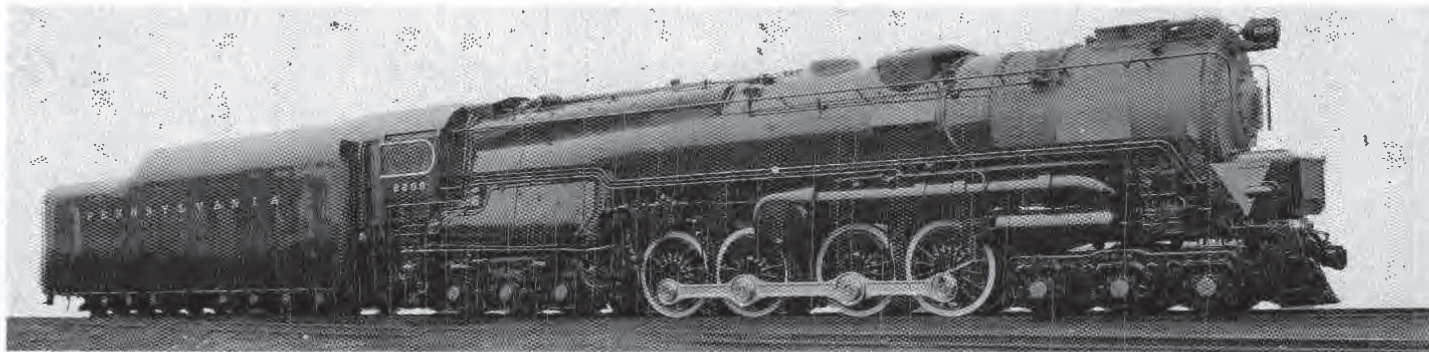
The tape continues with a "Twilight Zone" like video by Dan Marquardt and a tour of the Choo Choo Barn in Strasburgh, PA. The tape concludes with an action look at Lionel's new Visitor Center and layout. The large 14 by 40 foot layout is shown from all angles and in both day and night lighting.

### **TM's Toy Train Revue Video IV**

TM's Toy Train Revue video Volume I No. 4 continues the action with a look at layouts by Michael Salnick, Ed Mularz, and a modular layout built by The Train Station for exhibition at New Jersey's Meadowlands Fair. We're also shown Lou Palumbo's Underground Railway Hobby Shop, with its large operating layout.

There's an interesting segment by Rich Sherry, who demonstrates how to repaint an F-3 shell. I would like to have seen even more time on this segment. Another segment provides an interview with artist Angela Thomas, who has recently done some paintings of train nostalgia. In another segment, Joe Algozzini puts together a train of regular, but rare production Lionel items.

The final segment of this tape was a most interesting look at the design and construction of Lionel's new Visitor Center layout. We're shown everything from the planning, to wall demolition, wiring, and layout construction. You even get an under the table tour. There's even an air



circulating system to rid the room of excess smoke. More on the Lionel layout is promised for the next tape.

With the first year complete, Tom McComas' hard work in putting this project together is evident. Here's wishing him the best in this unique video magazine. Volume II No.1 should be out soon. For information on purchasing these videos or subscribing to Toy Train Revue, contact them at: TM Books and Videos, Box 278, New Buffalo, MI 48117

### Long live the Turbine

After our review of Lionel's new Pennsy Turbine last issue, several questions were raised. A couple members noted that in the photos of the actual Pennsy loco, the drivers did not have white rims. Lionel first used the white rims on its 1984 reissue of the 682. This loco also had a white boarder on the running board and the cab window. This white boarder highlighted the unique curved window on the cab. The two modern era locos are pictured on page 5 of the April 1992 issue. The actual prototype loco is pictured on page 26 of the same issue. The prototype does show the white boarder on the cab window, but not on the running board or drivers.

Long time member John Stalma, #5897, sent some information that answers some of the questions about the white details. Photo 1 is a print of the original loco. This print is the face of a card printed by the builder, Baldwin Locomotive Works. The back side of the card, shown in Photo 2, lists more info on the engine than I've seen before. Notice in the photo that the drivers and the cab window are outlined in white. The running board however, is not white. Since this is a photo taken by the manufacturer of the loco, its probably safe to assume that it was taken shortly before delivery to the Pennsylvania Railroad. It also seems apparent that at some point the Pennsy Railroad decided to do away with the white drivers. Perhaps they were too difficult to keep clean. The interesting thing is that with all the attention Lionel paid to detail, they did not outline the cab window in white.

The photos in the last issue of *The Lion Roars*, were taken from Lionel's *Model Builder* magazine. Member Jim Spatafora, #8308, sent me a copy of an article in the January, 1945 issue of *Popular Science* magazine. Their article uses the same photographs, among others. The Baldwin card informs us that the loco was built in September 1944. This probably is the completion date, since it obviously took more than one month to build. We really cannot be sure which photos were taken first. It would seem likely that the photos which appeared in the January

*Popular Science* issue, must have been taken several month's earlier.

So, we still have no answer to the question of whether or not the Pennsylvania Railroad altered the white drivers. Perhaps the photos that do not show them are the earlier ones. To answer the question, we need to see a photo of the turbine which we can be sure was taken after the locomotive was delivered to the Pennsylvania Railroad. Can any of our members solve the mystery? Thanks to members John Stalma and Jim Spatafora for the info.

NEGATIVE NO. 12,843

### THE BALDWIN LOCOMOTIVE WORKS

Class 6-8-6 Steam Turbine Road No. 6200

Built for **The Pennsylvania Railroad**

Railroad Co.'s Class S-2

(Order covers 1 locomotive, No. 6200)

Gauge	4' 8½"	<b>DRIVING WHEELS</b>	
Non-condensing, geared steam turbine.		Diameter, outside	68"
		Diameter, center	60"
		Journals, main 11¼" dia.	Roller Bearing
		Journals, others 11¼" dia.	Roller Bearing
		<b>ENGINE TRUCK WHEELS</b>	
		Diameter, front	36"
		Journals 7" dia.	Roller Bearing
		Diameter, back	42"
		Journals 8" dia.	Roller Bearing
		<b>WHEEL BASE</b>	
		Driving	19' 6"
		Rigid	13' 6"
		Total engine	53' 0"
		Total engine & tender	107' 10½"
		<b>WEIGHT</b>	
		In Working Order	
		On driving wheels	260,000 lb.
		On truck, front	143,000 lb.
		On truck, back	177,000 lb.
		Total engine	580,000 lb.
		Total tender	347,000 lb.
		Based on ⅔ coal and water capacity	
		Average, pair drivers 65,000 lb.	
		<b>TENDER</b>	
		Wheels, number	Sixteen
		Wheels, diameter	36"
		Journals 6½" dia.	Roller Bearing
		Tank capacity	18,000 U. S. gal.
		Fuel capacity	75,000 lb.
		<b>Tractive force</b>	
		70,500 lb. Forward;	
		65,000 lb. Reverse	
		Service Passenger	

Construction No. 70,900 Built Sept. 1944 Drawing No. 1

Equipped with Type "E" single loop superheater, feed water heater, stoker, six circulators, one piece cast steel locomotive bed, and air brake on all front truck, trailer truck, driving and tender wheels, with two 8½" c.c. air pumps.

### That's It For Now

Well, it won't be long before I'll be heading to Orlando, Florida for the LCCA Convention. I hope to meet many of you who have called, written, or simply been reading News & Views. If you have any comments please don't hesitate to stop me and say hello!

# President's Report

At our Board meeting in Little Rock on March 14th, we debated many changes to the constitution and in fact the committee of Chuck Seddon, Bill Button and Johnny Ourso updated the total document. I am pleased to report that the final document was unanimously approved by the Board and you, the members, will vote on it in June.

The Nominating Committee of Harold Powell, Terral Klassen, Steve Holic and Joe Guido put an outstanding slate of officers and directors together. Your Board, again, unanimously approved the nominees. As with the constitution, you will be voting for your choices in June.

I have begged and pleaded in the past for members to submit articles for *The Lion Roars*. To date, editor Glenn Patsch has received a very modest response and this disturbs me. Your officers, directors and appointed officials cannot do the job alone. This club is made up of 6600 active members, but you would never know it. I sometimes get the feeling that it's a one way street, i.e. all take and no give. There is a tremendous amount of talent in our organization and it's not being shared. If you have some particular expertise, but need help in writing the article, contact Glenn or me and we will gladly assist you. This club does not end with your paying your dues. Paying of dues is the beginning. Help your club to help you.

Vice President Bill Stitt and I have received some complaints recently about why we don't have meets in certain areas or cities. Our response to that question is, "Why don't you run a meet?" Most times the response is, "Oh, I don't have time." Then our response is, "Your complaint doesn't hold water." Rather than complain, call and volunteer to host a meet. The club assists in every way with its written meet guidelines plus the club pays all the expenses. What more could you ask for? Call Bill Stitt --- today!

Bill Trappen, our Orlando 1992 convention host, and I recently signed off on all the blueprints of the N.A.S.A. tank car and it should be a beauty. There's going to be a lot of disappointed members, i.e. the ones that didn't order a tank car.

There was a delay in getting out the roster due to the selection of the cover photograph. This has been resolved and the roster should be in your hands within the next sixty days.

Lastly, the club finances have improved dramatically and we are on good solid ground. Don't forget to vote in the club election. *Every* vote is important.

*Al Otten*

## Immediate Past President's Report - New Member Dues

When Al Otten took over as president, I was appointed to address a problem we've had with some who apply for new membership. In the past our procedure has been that all memberships ran from January to December. All members receive dues notices at the same time. Although this method initially helped ease the bookkeeping work, it became apparent to me, while I was president, that those new members who joined late in the year, were being treated unfairly. Although our membership application clearly states that the dues paid by the new member "are for the current calendar year and will not be prorated according to the month of application," few new applicants read or understood this small print. A new member joining in September, for example, pays \$30 dues plus a \$10 initiation fee. Then in two months, receives a dues notice for the next year and is required to pay another \$30. I came to understand this problem while I was serving as president. Several very annoyed new members called to let me know how they felt.

We submitted to the board several ways to change our system to be more equitable to new members. I'm pleased to let you know, that the board has approved, and put into place, a new dues system. This system has been in effect since April. We have divided the year into four quarters. After the initial dues payment, each new member will be billed for dues the following years, in the same quarterly period in which he or she joined. This means that new members will receive a full year of club publications and services, for their first year and subsequent dues. Back issues of *The Lion Roars* will no longer be sent to new members. They will still be available for purchase through the club Librarian.

As an example, a member who joins the club in August, would be in the third quarter, and would receive his next bill for dues, the following year just prior to the third quarter. As a result, the business office will be sending out dues notices, four times a year. Individual members would receive only one a year, but all members would not receive their bills at the same time. Our membership application has been changed to reflect this new policy, and will be published in the Interchange Track soon.

New members dues will always be due the same quarter in which they join. The board has also approved a plan to bring the current membership in line with this new system. The business office has already arbitrarily assigned existing members to one of the four quarterly periods. Details of how present members will be effected will be published in a future issue of *The Lion Roars*, as the plan is put into operation.

*Bill Schmeelk*

# The LCCA Convention in Orlando, Florida by Bill Trappen

July 22 to July 26, 1992

The 1992 LCCA Convention Committee and the Central Florida LCCA Members cordially invite you to the 1992 LCCA Convention in the vacation capital of the World! Statistics show that Orlando has been the Number One Vacation area in the U.S. for many years. Your family has probably been begging you to take them to Orlando, so why not make everybody happy by combining your family vacation with an LCCA Convention that promises to be one of the best Conventions in Toy Train History!

Very good rates have been negotiated for you during the peak summer season at this popular destination. We have arranged a great program with something to do for everyone, including tours to the famous tourist attractions at discounted prices. Remember, it's not how much it costs, but what you get for your money.

Convention Headquarters is the Orlando Twin Towers Hotel & Convention Center. Very reasonable hotel room rates have been obtained for us. The hotel has blocked out 550 rooms for the LCCA. The hotel is located in the heart of the Orlando area at the entrance to Universal Studios. Additional attractions such as the Kennedy Space Center and the Atlantic Ocean beaches are less than an hour's drive. Even if you have been to the area before, there is so much to see and do that we have added an extra day of group tours to the Convention schedule. So come early and stay late, because the hotel has extended the special LCCA room rates for three days before and after the Convention!

The main event is the trading of Lionel® trains. The 23,000 square foot trading hall is a very large ground-floor convention hall with indoor access from the hotel. Approximately 350 tables will be set up for trading. There is unlimited free parking in the hotel's lot and easy unloading of trains from the parking lot through large doors into the trading hall with no steps to climb. Unloading and setup will start on Friday, July 24th. The trading will start on Saturday morning. All members registering for the Convention will receive a registration packet with a special Convention souvenir which will be a nice addition to your layout or train room.

Arrangements have been made with many airlines for special fares for LCCA members and their families. The airport is about 20 minutes from the Hotel. Special fares have also been arranged on Amtrak for both regular passenger service and the AUTO-TRAIN. The Amtrak station is about 20 minutes from the Twin Towers Hotel and the AUTO-TRAIN terminal is about 45 minutes away in Sanford.

If you need a rental car you are encouraged to make reservations early. Special rates have been setup with AVIS.

You are invited to a welcoming Party on Friday Evening which is being sponsored by members Tom & Tony Rotunda from Roundhouse South of Daytona Beach. Snacks and hors d'oeuvres will be provided with a cash bar.

The annual Lionel seminar will take place on Friday afternoon. Representatives from Lionel Trains, Inc. will show slides of what is new which will be followed by the always interesting question and answer session. This is your chance to talk to Lionel directly.

At the request of many members, the Committee has arranged an interesting and informative seminar for you. Orlando member Bruce Pemberton will show us how to transform pieces with little value (like Scout engines) into something usable on your layout. He will show us examples of many of his creations and will also show us how to clean and preserve our valuable equipment which will appeal to collectors as well.

A public display area will be located near the trading hall and this area will be an attraction in itself. Featured will be Lionel's display of their new products. The committee will also have other displays such as a multi-gauge operating layout, a display of Disney toy trains, "alter-a-thing" which is a display of altered trains, a unique display of Lionel and Silver Springs Billboards, a beautiful display of Plasticville, and the rarest of all postwar Lionel sets: The Boy's Train!

Because there is so much to see and do in the Central Florida area, we are starting the Convention tours one day earlier than in past LCCA conventions. You will have your choice of many different group tours at special prices with comfortable air-conditioned transportation arranged for you.

Image International, the Convention's travel agent, has obtained special rates for you at all of the famous tourist attractions in the Orlando area, including the popular Walt Disney World resort. Register for your tour options by June 15th and your name will be entered in the early bird drawing to win a round-trip ticket to anywhere in the continental U.S.

For details, the schedule for the Convention, to register for the Convention or to make reservations for the hotel, airlines, Amtrak, rental cars or the tours, see the Convention Registration brochure which was mailed with the April issue of the Lion Roars. If you need a Convention brochure, give me a call.

See you in Orlando!

The annual LCCA Convention Banquet will be on Saturday evening. The highlight of the evening will be a 50's Sock Hop. A Disc Jockey will spin records that will take many of us back to the time that we received our first Lionel trains, the 50's & 60's. You can dance to the Oldies or just listen and watch. Ladies wear your poodle skirts and Guys slick down your hair because there will be a valuable prize for the best 50's costume. Everyone who attends the banquet will receive a souvenir and there will be special door prizes.

# The Three Rail Rambler by John William Coniglio



Photo 1 - White 672 diesel switcher on 1949 Lionel layout.

©1951 The Lionel Corporation, Reprinted with Permission of Lionel Trains, Inc.

## Lionel® Diesel No. 672

### Shattered Illusions/Showroom Showoffs

Sometimes the hazy memories of childhood are more comfortable than the published revelations that replace the mysteries – and rumors – about “old” Lionel® items. The facts are seldom as engaging as the legends they derail, but the research goes on anyway. So it is with a touch of melancholy that the Rambler concludes a 40 year quest for a very special Lionel diesel switcher. The story follows thanks to former Lionel Corp. employee Lee Price. And remember, according to the date on the cover you read it here first.

The Rambler, during his 2nd grade school year, was confined in the hospital, then home in bed for several weeks with one of those bugs seven year olds can't pronounce. It made for a lot of reading and dreaming time as our house was in the majority of those without TV. Among the various books and comics that arrived to help pass the time was a booklet titled “Romance of Model Railroading with Lionel Trains.” It was published in 1951 and was illustrated with drawings of real trains and with photos of the Lionel Showroom layout in New York.

The photo on page 6 was meant to promote the Lionel line of steamers; there are two turbines, a berk and an 0-4-0 in the roundhouse scene. But, it was the lady in the white dress, in photo 1 above, that captured the school age Rambler's fancy. Black diesel switchers were in the catalogs, but the one in this picture was white as a ghost. And the number on the cab was clearly 672, not 622. This infirm youngster wanted THAT engine. Not a black one – not even a 6220 – but that white 672 Lionel Lines diesel on page 6. The passage of the postwar years brought more catalogs and booklets, but no mention of a white switch engine. By 1966, the boy was in boot camp; his trains were stashed in a box in the attic.

The Rambler's trains and books came out of Mom 'n Dad's attic in the late 1970's. The rusty three rail track led to the LCCA and that other (and larger) train club, but the

trail of No. 672 had evaporated. The booklet and picture proved her existence in 1949, but what about 1989? Then like so many ghosts throughout history the Lady-in-White reappeared in her old haunt. Well – not in New York, but on a showroom layout. The reason for her appearance was to help families of children in the hospital in Jackson, Mississippi. But I'm getting ahead of the story here.

No. 672 had kept her family history a secret all these years, but a sister engine had posed for the December 1949 issue of *Popular Science* magazine on page 153. And there were several more including a black 622 lettered “Lionel Lines”, according to Lee Price.

Lee then applied the crusher. Those switchers are NOT Lionels. Never were. An undecorated version even made the page with the Maplewood pullman and new automatic stop station in the 1949 Lionel dealer advance catalog. But, it's obviously not a Lionel. Check out the screw in the middle of the truck sides! The engine also has single instead of double handrail clips and the pilot is closed beneath the front end walkway. Lionel's pilot is open to allow for coupler swing on 'O' gauge curves. See photo 2 below.

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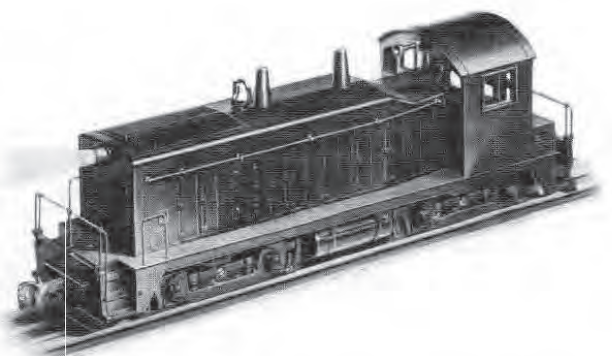


Photo 2 - GMC diesel switcher in Lionel 1949 Advance Catalog

The *Popular Science* and 'Romance' booklet 672's appear to be identical except for cab lettering. And note the similarity between the switcher advertised on page 23 of the December 1948 *Model Builder* and the advance Lionel catalog model. See photos 2 and 3.

©1948 The Lionel Corporation, Reprinted with Permission of Lionel Trains, Inc.

**Check this gift selection!**

**A G.M.C. DIESEL SWITCHER for Christmas**

*A great Christmas gift for the model railroader will really appreciate such an exciting machine, precision made and ready to run. For only \$35.00, you'll get the G.M.C. Diesel Switcher in the perfect and lasting gift to delight a child or even complete the modeler's set.*

**Here's why!**

- 1. True scale appearance - an exact replica of the real G.M.C. Diesel Switcher - completely detailed for complete operation. Dies a wide flare and wide track at all corners for protection.
- 2. Precision made - precision made and operating with quiet, efficient operation.
- 3. Great value - the best \$35.00 switcher for the gift or operation on the layout. This is a modeler's complete - realistic.

- 4. Diesel-like operation - in slight operation for forward motion and the rest built from up when back up.
- 5. Runs on all popular gauge tracks - 1/2" - 3/4" - G scale.
- 6. Accurate - realistic - built to exact standard specifications - simply gives a hint for its scale and realism.
- 7. Complete - complete - complete and complete with Lionel car.

Now get just a fraction of the fun that makes the G.M.C. Diesel Switcher the Christmas gift selection of the year - complete and ready to run for \$35.00. Available in kit form for only \$39.95.

**GENERAL MODELS CORPORATION**  
Manufacturers of Model Trains

102 Ohio Street      1000051      Wheaton, Illinois

Photo 3 - December 1948 Model Builder advertisement

Now compare the old pictures and ads with the side by side photo of Lionel's 622 and GMC's model of the E.M.C. 1000 HP diesel switcher in photos 4 and 5, on the next page.

Just don't try to tell the Rambler his childhood dream locomotive ain't a real Lionel. Its just that the folks in New York needed a few samples of their budding boisterous bell ringer for toy fairs and dealer previews. The 622 was still in the oven so Cowan's coursers copped a case of GMC's - that's General Models Corporation - and at least one wore - and wears - the Lionel lady-like livery of white.

But, what's this stuff about showrooms and hospitals got to do with an engine that will barely pick its way through an 022 switch? Check out photo 6 and stay with me. That picture was taken in the spring of 1992. The three stall roundhouse is in place and work on the turntable continues. A variety of trains from 1946-48 are running on the layout, but many buildings are still incomplete. And the Lady-in-White presides over the locomotive terminal, but there are no ghosts here. Welcome to Northpark Junction at Northpark Mall in Jackson, Mississippi!

### The Mac-Train Connection

According to a fly on the wall the 672 parked by the roundhouse is the same Lady-in-White we were just gossiping about. And the new-New York showroom layout is for real.

It seems that the Jackson Society of Model Engineers was like a locomotive all steamed up with no rail to run on back in 1989. A society project had failed - through no fault of theirs - and group morale was in need of a boost. Then Ronald McDonald made them an offer no three railer could refuse. Northpark Mall would provide space for a permanent setup. Ronald would provide materials and trains, etc. and Society members would do the work. HO and G scale layouts were planned, but something didn't seem quite right. Something was needed to make Northpark Junction unique.

The Rambler doesn't know who first had the idea to recreate the NY Showroom layout. What matters is that between July 26 and November 16, 1991 the Jackson Society of Model Engineers built a full size duplicate of the Lionel Corporation's 1949 Showroom layout. They got it up and operating even if somewhat incomplete and about 15,000 people toured the display during the Christmas season. Lee Price loaned the 672 to add a touch of authenticity. The society also has a 672 redone from an old Lionel engine. See photo 7.

The Ronald McDonald House benefits from Northpark Junction's fund raising efforts. Northpark Junction will open again this coming November 20 - December 31. When you go, give a generous donation. Tip your hat to the JSME volunteers and the folks who helped them recreate the dream. And give my regards to the Lady-in-White.

**Kudos:** To Lionel Trains, Inc. for attaching a coupler to the observation end of the "Sager Place" Madison car. Folks this one works! During a recent test on the 'O' gauge Tennessee Central the "Sager Place" car was paired with TC Office Parlor car No. 1, a rebuilt old Lionel Irvington car, and coupled behind our Alco AB diesel set (ex-UP 2023's). Then we added a 17 car string of early '50s vintage Lionel freights - 6462s, 6464s, etc. and attempted to pull the knuckles out of joint at speeds from a scale crawl to wide open. Half an hour later the Rambler's hat was tipped toward Mt. Clemens. That coupler was still closed. And don't those new Madison cars look good behind the LCCA steamer!

### Next Issue

LTI's 4501 in Profile, Is She for real? Photos of the former Southern Railway prototype and LTI's Lady-in-Green will let you decide.

### Your Letters and Comments

Do you disagree with the Rambler? Have a question the big boys can't or won't answer?? Have an axe to grind??? Take your axe to the hardware store and write or telephone the Rambler about the other two.

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



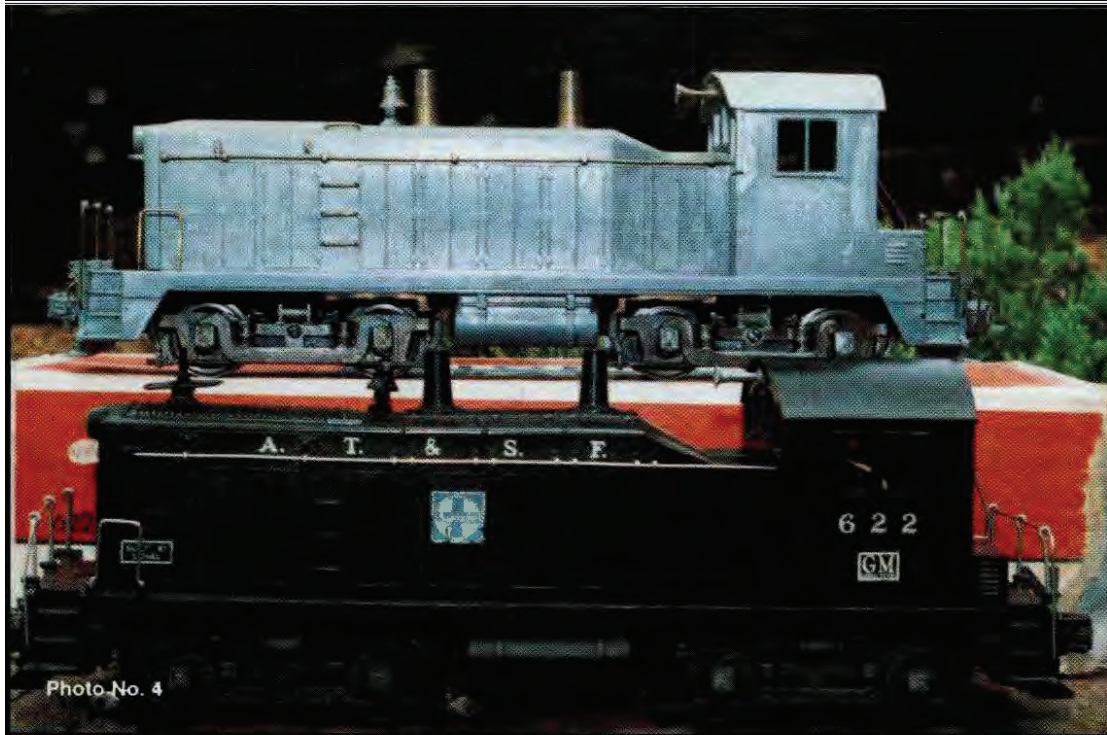


Photo No. 4



Photo No. 6

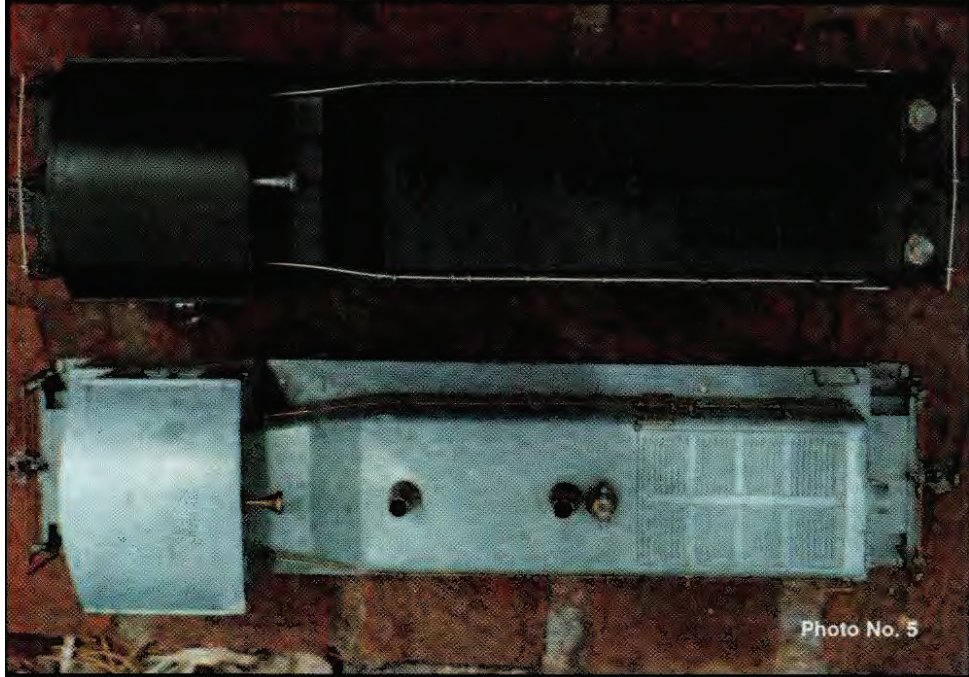


Photo No. 5



Photo No. 7



Photo No. 8



Photo No. 9

# The Back Shop by Bill Beatty

## May Your Light Shine!

It's interesting to read the monthly periodicals and other publications where articles on the history of Lionel® are sometimes more speculative than fact. Either all the retired employees from the old Lionel Corporation took the factory records home when they retired or there is a growing number of basement train collectors that are psychic. Either way, I enjoy running my trains. Enjoying them for what they are ... a toy. (I just wish they were priced that way.) OK, now that I've made my speech. What does this have to do with your Back Shop article?

Well, really nothing, it just sounded like a way to blow off a little steam. (Ha Ha) This time, we will be discussing Thomas Edison's greatest invention, the electric lamp as applied to Lionel diesels made from 1970 to present. And I will say, the following information is factual.

I enjoy repairing Lionel trains. It still impresses me how these toy trains and their many operating accessories worked based on simple, inexpensive electro-mechanical principals of the 1940's and 1950's, which includes Edison's light bulbs.

Over the years, Lionel has used more than fifty different types light bulbs to illuminate their engines, cars and accessories. Many companies have catalogs of these lamps for our convenience. However, most of these service manuals only go through the year 1969.

The following tables show a listing of lamps used by Lionel in non-steam engines from 1970 to present collated from the Lionel service manuals. These manual supplements are available from Greenberg Publishing Company. The first table shows the lamps used in the Dummy units, the second table the engines.

Dummy Type	Service Manual Reference Page	Year	Location	Quantity	Lionel Trains Part No.	Comments
Alco "A"	2-1	78 ~ 86	None			
Alco "B"	2-3		None			
Alco Twin DC	S13:1-3	88 ~ 89	Nose	1	600-0161-300	
Budd	2-5	2-5	Center, each end	3	600-0161-300	
F-3 "A"	2-7	78	Nose	1	600-0363-300	
	S20:2-2	92		1	600-0161-300	Railsounds™
F-3 "B"	2-9	78	None			
	S20:2-1	92	None			
GP-7	2-11	78	Cab end		600-0161-300	See note
GP-9	2-11	78	Cab end		600-0161-300	See note
GP-20	2-14	78	None			
SD-18	2-16	79	Window shell	1	600-8352-300	
U36B	2-17	78	None			

Note : Early models of MPC GP-7 and GP-9 Dummy's may use a 161 lamp or none at all.

## Conclusions

As your can see, Lionel has used six different lamp types over the past 22 years. It is interesting to note that when a new style of engine has been introduced, Lionel sometimes illuminated it with only one lamp, while later models of the same engine style will have two or possibly three lamps. All of these lamps are rated for either 12 or 14 volts. The 8352 lamp offers the longest life, followed by the 161 lamp.

As the old saying goes, "Why change a good thing"! See you in Florida...

Bill Beatty, #11124  
 20 Kirkley Lane  
 Springfield, IL 62704  
 (217) 546-8591 - Home  
 (217) 787-4855 - Work  
 (217) 787-4865 - FAX

Engine Type	Service Manual Reference Page	Year	Location	Quantity	Lionel Trains Part No.	Comments
Alco "A"	1-1	78 ~ 86	Nose	1	600-0161-300	2-Position E-Unit
	1-3	78	Nose	1	600-0161-300	3-Position E-Unit
	1-5	86	Nose	1	600-0161-300	DC, Electronic-E-unit
Budd	S13:1-3	88 ~ 89	Nose	1	600-0161-300	DC, Electronic-E-unit
	1-7	78	Center, each end	3	600-0161-300	
Dash-8	40B	S18:1-1	Window shell, rear end	2	600-8352-300	
			Mars light	1	610-8205-009	
40C	S14:1-4	89	Window shell			
	S14:1-1	91	Rear end	2	600-8352-300	
			Mars light	1	610-8205-009	
Electrics	1-53	78	Each end	2	600-0161-300	
F-3 (1 Motor)	1-9	78	Nose		600-0363-300	
		78 ~ 84		1	600-0161-300	See note 1.
F-3 (2 Motor)	1-11	78	Nose		600-0363-300	
	1-16	78 ~ 84		1	600-0161-300	See note 1.
	S20:1-4	92		1	600-0161-300	
Fire Car	S10:1-2	88	Red dome	1	600-2307-530	Blinking, try 257 lamp
FM	1-17	78 ~	Each end	2	600-0161-300	
GG-1	1-51	78	Each end	2	600-0053-300	
GP-7/9 (early)	1-19	78	Nose	1	600-0161-300	
GP-7/9 (current)	1-21	78	Nose	1	600-0161-300	
GP-7/9 (low cost)	1-23	82	Window shell	1	600-8352-300	
GP-20	1-24	78	Window shell	1	600-8352-300	
all models	1-26	86	Window shell	1	600-8352-300	DC, Electronic-E-unit
magnetraction	1-28	86	Each end	2	600-0161-300	8477
GP-38	S20:1-1	92	Window shell, each end	3	600-8352-300	
Handcar	S13:1-5	89	None			
MU's	S19:1-1	92	Cab shell	2	610-2402-300	
NV-2 switcher	1-41	78 ~ 86	Nose		600-8010-024	2-Position E-Unit
				1	600-8352-300	See note 2.
	1-43	78	Nose	1	600-8352-300	3-Position E-Unit
	1-45	86	Nose	1	600-8352-300	DC, Electronic-E-unit
(18501)	S14:1-6	89		1	600-0363-300	
RS-3	S13:1-3		Window shell	1	600-8352-300	See note 3.
			Each end	2	610-8301-009	Grain of wheat
SD-18	1-30	84	Window Shell	1	600-8352-300	
	S14:1-1	89	Window Shell	1	600-8352-300	See note 4.
	S15:1-1	90	Window shell, rear end	2	600-8352-300	See note 4.
SD-40 Single motor truck	1-32	83	Window shell, rear end	1	600-8352-300	See note 5 Optional Rear
SD-40 Dual motor truck	1-34	86	Window shell, rear end	2	600-8352-300	
Trolley Car	S10:1-4	88	Shell	1	600-8352-300	
U36B (Early)	1-47	78	Window shell, rear end	1	600-8352-300 600-0161-300	One of each See note 6
			Window shell	1	600-8352-300	No rear
U36C	1-50	79	Window shell	1	600-8352-300	

Note 1: F-3's manufactured in the late seventy's or early eight's used either the 363 or 161 depending on date of manufacturing. The 18102 Santa Fe and 18106 Great Northern produced in 1991 and 1992 use 161 lamps. The preferred lamp is a 161.

Note 2: Models 8010 and 8111 used an 8010-24 lamp, while other models used 8352. The 8010-24 is now obsolete and should be changed out to the the 8352.

Note 3: Per service literature, the RS-3 uses a 8352 in the window shell cab and two 610-8301-009, "grain of wheat" lamps, one for each headlight.

Note 4: Supplement No.14 is a parts list listing for the 18806 N.H. SD-18 only being manufactured in 1989. Supplement No.15 shows the exploded diagram for this diesel as well as the 18808, 18810 and 18813. These diesels manufactured in 1990 used two 8352 lamps.

Note 5: The SD-40's single motor truck models are listed in the service manuals as having at least a 8352 lamp in the window shell. Some early models may also have a 8352 in the rear as a factory option.

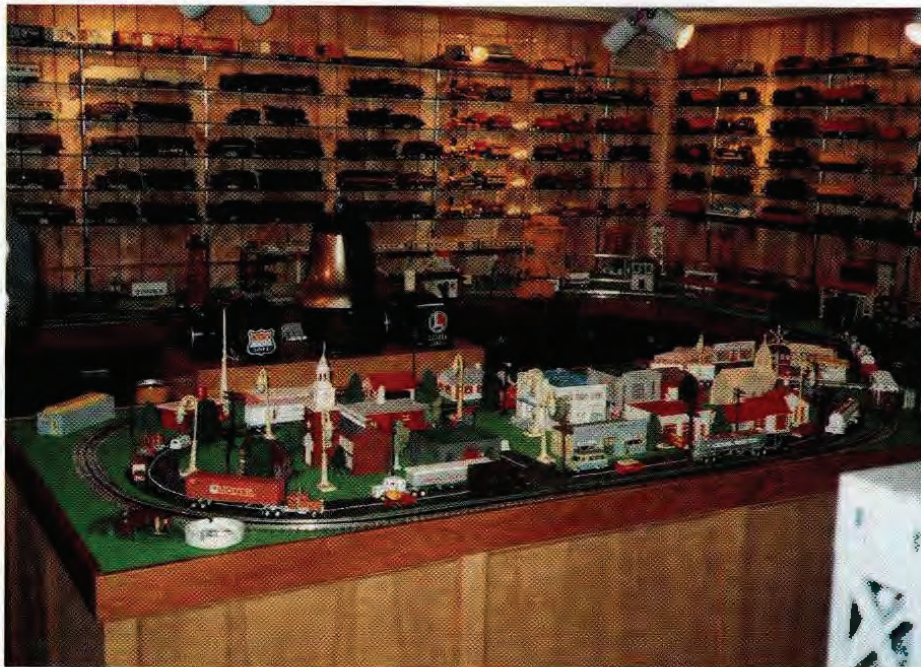
Note 6: Early models of the U36B's used one of each, a 8352 in the window shell cab and a 161 in the rear. Later models did not use a rear lamp.

# Lionel® Trackside Photos

Trackside photos is where the pictures tell the story.  
Send in a photo of your layout, favorite train or accessory to share with everyone.



Mystery member's layout. There is also an extensive collection of items on the shelves.





Bill McAllister's, #11860, year-round Christmas layout.



**LCCA Board Of Directors' Meeting**  
Little Rock, Arkansas  
March 14, 1992

President Otten called the meeting to order at 8:02 A.M. Secretary Overtoom called the roll. All officers and directors were present except Assistant Secretary Sabatelle. Reading of the Minutes was dispensed with since they had been published in *The Lion Roars*.

**Officers' Reports**

**Vice President Stitt's Report**

Since July of 1991, there have been 8 Meets with 693 members, 12 family members and 789 guests attending. We obtained 28 new members and 2 new family members. There was a net income of \$886 from the 8 Meets.

A discussion was held on guests at Meets and having Meet Hosts attempt to keep track of guests to enforce the two time limit. Director Broshears moved that "the LCCA discontinue the two time limit of guests attending Meets." The motion was seconded by Director Dennis. Motion passed.

Vice President Stitt continued his report by indicating there have been 14 complaints received, 12 have been resolved and 2 remain pending.

**Secretary Overtoom's Report**

As of March 1st, there were 6028 regular members, 42 charter members, 410 family members for a total of 6520 members. In addition, we have 14 courtesy members and we have dropped 15 members for cause. He also reported the '91 Convention locomotive is now settled with the refund of monies to Ron Beard, RM 738.

**Assistant Secretary's Sabatelle's Report**

(by Al Otten) Since taking office in July, the numbers are:

New member membership cards	300
1992 Dues Renewal Stickers	6600
Replacement Cards	75

Due to scheduling problems at the printers, some dues billings went out late (after 12/15) in December, 1991.

Motion made and seconded that we accept Mr. Sabatelle's report. Carried.

**Treasurer Hourigan's Report**

Membership equity has risen appreciably since last year (from \$261,000 to \$367,000). This was achieved through the efforts of the Board of Directors, the officers, the Finance Committee and cost considerations from Lionel. Two years ago, the membership equity was \$80,000. This improved position includes results from a successful Convention Car and Stocking Stuffer Program.

The cost of all the individual officers' expenses was \$8,300, and the cost of a face-to-face meeting is \$8,500.

Treasurer Hourigan asked for the Board's permission to purchase a computer for the Treasurer to perform his duties. Following a brief discussion, Director Adkins moved that "At the discretion of the Treasurer, we spend up to \$2,000 to purchase a IBM PS/1". The motion was seconded by Director Seddon. The motion passed.

**Report on Convention**

President Otten then asked Vice President Stitt for his report on the Annual Conventions.

Vice President Stitt reviewed the 1992 Orlando Convention brochure with the Board. The Board recommended a few minor changes and agreed that Orlando under Host Bill Trappen will be a great Convention.

Vice President Stitt then reviewed the status of the Shreveport/Bossier City 1993 Convention. He indicated the committee would like the Board to consider opening the Convention to the Public from 9 A.M. to 2 P.M. on Sunday. A discussion of the Convention car was made by Vice President Stitt. The Board encouraged Host Bert Sams and his committee to have the prototype car and their budget ready for presentation at the Orlando meeting.

Vice President Stitt then recommended that Chattanooga be given the 1994 Convention with Charles Sahn as Host. Following some discussion, Director Adkins moved "Acceptance of Chattanooga for the 1994 Convention." The motion was seconded by Director Broshears. The motion passed.

President Otten then asked Director Beatty to have the Springfield, Illinois Convention Sales Manager, John T. Malkus, make a presentation for the 1995 Convention. Following the presentation, Immediate Past President Schmeelk moved "Springfield be placed on the ballot for the 1995 Convention." The motion was seconded by Director Adkins. Motion passed.

Vice President Stitt then discussed the interest that Phoenix, AZ has in Hosting the 1995 Convention. Following some discussion, Director Seddon moved "We place Phoenix on the ballot for 1995 if sufficient interest and data is provided to President Otten and Vice President Stitt to indicate their desire to be considered." The motion was seconded by Director Dennis. Motion passed.

Vice President Stitt then reviewed the interest Grand Rapids has in the 1996 Convention. He also said George Tebolt has an interest in hosting the 1996 Convention in Albany. He said that several members in the Cincinnati area have indicated a strong interest in the 1996 or 1997 Convention. Vice President Stitt will follow up with these locations.

Vice President Stitt then asked guidance from the Board on having joint Meets with other clubs and train organizations. Considerable discussion followed and Director Seddon moved "We allow the Vice President to negotiate joint Meets with other train organizations, and the President investigate all insurance questions prior to any joint Meets." The motion was seconded by Director Broshears. Motion passed.

**Candidates for Office**

President Otten then presented the Slate of Candidates for the 1992 election. The list follows:

**VICE PRESIDENT**

Winfrey Adkins, #7180, Versailles, KY  
Dienzel Dennis, #6713, Daytona Beach, FL

**SECRETARY**

Lawrence Nahigian, #6152, Bloomfield Hills, MI  
Hugh Warren, #10500, Columbia, LA

**DIRECTOR**

Arthur Broshears, #2440, Salem, IN  
William Button, #3835, Westland, MI  
Louis Caponi, #8735, Springfield, PA  
Barry Keener, #728, Elizabethtown, PA  
Larry Kesselring, #1744, Chicago, IL  
Philip Kosut, #7845, Flushing, NY  
Russell MacNair, #10258, Landisville, PA  
Johnny Ourso, CM33, Tucson, AZ  
Harry Overtoom #1185, Lexington, KY  
Stanley Roy, #8656, Glenview, IL  
Alan Schwartz, #8798, Levittown, NY  
Charles Seddon, CM46, Rockford, IL  
Stephen Simon, #8649, Boone, NC  
Bill Stitt, #259, Chattanooga, TN

Immediate Past President Schmeelk moved "Acceptance of the Slate of Candidates." The motion was seconded by Director Beatty. Motion passed.

The Board commended the Nominating Committee, Chairman Harold Powell, and Members Terrel Klaassen, Steve Holic and Joe Guido for their work.

**New Dues Structure for New Members**

Immediate Past President Schmeelk discussed the Dues Structure Revision. When people now join, their future Dues will be billed in the quarter of the year that they join. The Business Office has already divided the current membership into 4 separate quarters. To accomplish this, three-quarters of the current membership will get two Dues Notices next year. Immediate Past President Schmeelk will write an announcement for the

LION ROARS explaining how this transition will take place.

Immediate Past President Schmeelk then discussed having the Business Office computer print the Membership Card on a Post Card to be mailed to the membership. This would save the Assistant Secretary from having to send the Dues sticker to each member. This item is to be finalized in July.

**Roster**

President Otten then discussed with the Board the high level of quality that Roster Editor Charlie Fellencer has given to the publication. Director Beatty elected to show the next proposed Roster cover to the Board. During the discussion, Director Beatty showed both proposed covers and following some discussion, the Board directed President Otten to pursue using the original proposed cover for the Roster.

Lunch - 12:25 To 1:20 P.M.

**Constitution**

Director Seddon, Chairman of the Constitution Committee, reviewed the proposed new Constitution. This was done on a page by page method. There was considerable discussion which resulted in several changes to the proposed constitution. Director Seddon is to make the changes.

Director Adkins moved that Article VI Section 1C of the old Constitution as voted on and approved by the members last year be included in the new Constitution. The motion was seconded by Immediate Past President Schmeelk. After some discussion the motion was defeated.

Break 3:15 To 3:40 P.M.

Article V Section 3 was discussed at considerable length. Director Dennis moved the officers stay the way they are currently and two Directors serve for two years and one Director serve for one year. The motion was seconded by Director Adkins. Motion did not pass.

Following additional discussion on terms of office, Director Seddon moved that two Directors be elected for two years and one Director be elected for one year. The motion was seconded by Director Adkins. Motion passed. Director Adkins moved the officers' progression stay the same as is currently. The motion was seconded by Immediate Past President Schmeelk. Motion passed.

Immediate Past President Schmeelk moved the revised Constitution be approved based on the agreed changes. The motion was seconded by Director Broshears. The motion passed unanimously. Director Seddon is to make all corrections and changes. Immediate Past President Schmeelk moved to commend Constitution Chairman Seddon and Members Johnny Ourso and Bill Button for their work. The motion was seconded by Director Adkins. Motion passed.

**Procedure Manual**

President Otten asked Director Beatty to discuss the Procedure Manual. He made his report and asked for continued input from all Officers and Board Members. He passed out a bound manual to all present and asked they pass them on to their successors.

**Next Meeting**

President Otten informed the Board that we will have a Board Meeting November 7, 1992 in Bossier City. He then asked for permission to solicit bids from advertising agencies to get professional help to promote new members in the LCCA. Following some discussion, the Board gave its approval.

Immediate Past President Schmeelk moved the meeting be adjourned. Motion was seconded by Director Adkins. Motion passed.

Meeting Adjourned At 4:30 P.M.

Respectfully submitted,  
Harry H. Overtoom  
LCCA Secretary

# Welcome Aboard New Members

13711	Edward E. Brown 2361 Gomo Trenton, MI 48183	13741	Daniel C. Dantini 303 Rio Pinar Trail Ormond Beach, FL 32174	13771	Timothy A. Weidel 20026 Damman Harper Woods, MI 48225	13801	James E. Yeatts 5416 Chippewa Lane Kingsport, TN 37664
13712	Patti Tamagnini 32 Meadow Road Clark, NJ 07066	13742	John E. Hendershot 3818 Water Drop Court Burtonsville, MD 20866-2051	13772	Monty L. Blacet P.O. Box 346 Harbor City, CA 90710-0346	13802	Stephen J. Sherman 34 Cheshire Drive Longmeadow, MA 01106
13713	Tom J. Buchman 4350 Runningfawn Drive Cincinnati, OH 45247	13743	James C. Frew 4874 Monongahela Street San Diego, CA 92117	13773	Richard A. Siegel 6751 S.W. 97th Street Miami, FL 33156	13803	John Wojnar 87 Bobbie Drive Ivylund, PA 18974
13714	Charles A. Nolting 3435 West U.S. 22-3 Loveland, OH 45140-1570	13744	J. Terry Christopher 148 North Grand Avenue Poughkeepsie, NY 12603-1211	13774	Frederic H. Owings 38 Oak Ridge Drive Decatur, IL 62521	13804	Stephen E. Foster 1483 Bloomingdale Road Jacksonville, FL 32221
13715	Charles D. Holder 1765 Brynell Drive Lexington, KY 40505	13745	Peter P. Haviar 2717 Azalea Drive San Diego, CA 92106-1132	13775	Myles D. Tonnacliff P.O. Box 13201 Gainesville, FL 32604-1201	13805	John R. Phipps 2591 65th Street North St. Petersburg, FL 33710
13716	Darren L. Kenner Route 2, Box 485 Mooreburg, TN 37811	13746	L. Bruce Skillings 1089 Caggiano Court San Jose, CA 95120	13776	John Manochio 838 Lake Street Newark, NJ 07104	13806	James E. Eastwood 3063 North State Route 605 Sunbury, OH 43074
13717	Robert D. Fluck 605 Jefferson Street, Apt. 1 Fairborn, OH 45324	13747	Jospeh D. Fondacaro 1080 N.W. High Point Drive Lee's Summit, MO 64081	13777	Paul J. Miller, Jr. 341 Beaumont Road Devon, PA 19333	13807	Donald J. Borneman 6309 Dewey Drive Columbia, MD 21044
13718	Bernard F. Krimm 206 Linden Lane Nicholasville, KY 40356	13748	Bill C. Fort 33 Van Buren Eureka Springs, AR 72632	13778	Michael K. Forgione 450 E. Bradley Avenue Space 64 El Cajon, CA 92021	13808	John R. Korff 612 Thornhill Place Flushing, MI 48433
13719	Robert C. Sewalls 2 Colby Hills Winchester, KY 40391	13749	Ron Komosinski 2138 Egert Drive Clearwater, FL 34624	13779	James T. Hurley Route 2, Box 330 Tomkins Cove, NY 10986	13809	David L. Tucker 250 O'Fallon Avenue Bellevue, KY 41073
13720	Tim L. Gardner 3195 Beaver Court Lexington, KY 40517	13750	Warren W. Haas 5166 Sun Palm Drive Windermere, FL 34786	13780	Richard S. Arto 277 Old Gale Hill Road East Chatham, NY 12060	13810	Thomas C. Mayer 1152 Devonshire Road Lancaster, PA 17601
13721	Robert W. Seminack 27 Hillside Lane New Hope, PA 18938	13751	Harry A. Hay 6121 Holiday Hill Lane Orlando, FL 32808	13781	Phil McBride 22751 Via Tercero Mission Viejo, CA 92691-1841	13811	Carl F. Edsall Box 14121 Clearwater, FL 34629
13722	Jeff D. Crawford 6251 Vistardge Lane Cincinnati, OH 45227-1317	13752	Robert J. Marotta 1961 S.W. Fifteenth St., Apt. 83 Deerfield Beach, FL 33442	13782	Eric Haefli 1636 West Latham Lane Peoria, IL 61614	13812	Jerold W. Julius North 675 Julius Drive Appleton, WI 54915
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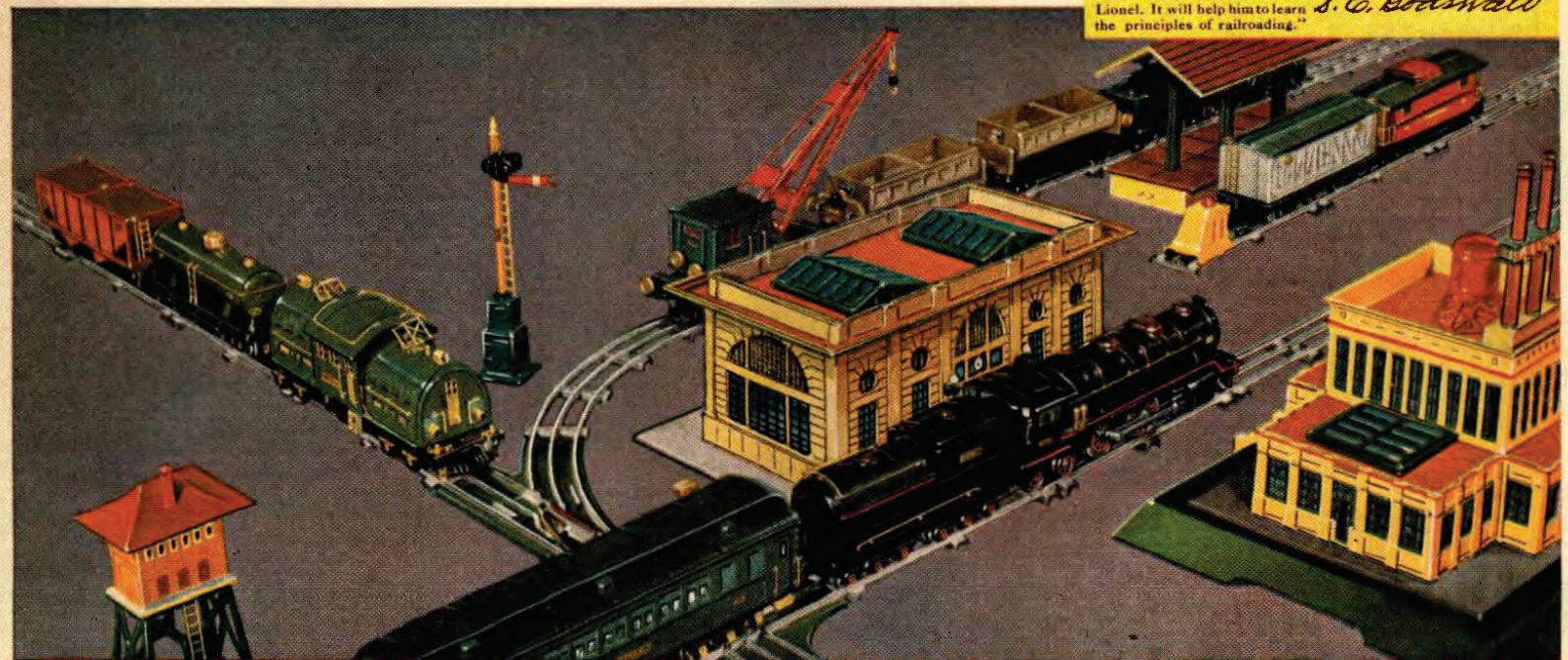
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