

The



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# LION ROARS

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

## The Real Southern Mikado ...



... And Lionel's



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

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

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

## Articles and Photos

The *Lion Roars* needs good color photos of your layout for Trakside 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

- 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 Jct., 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.
- October 10, 1992 in Daytona, Beach, Florida at the Voyager Resort Motel**  
Dienzel Dennis (904) 258-8574 is hosting this event with cohosts Tom and Tony Rotunda (904) 238-7391. Tables \$10. Guests \$3. Family \$5. Setup is at 8:30 AM. LCCA trading at 10 AM. Public trading from 11:30 AM to 2:30 PM. The Voyager Resort Motel is located at 2424 North Atlantic Avenue.
- November 7, 1992 in Bossier City, Louisiana at the Bossier Civic Center**  
Bert Sams (318) 861-3554 is hosting this event with cohosts Mark Kahler (318) 867-1121, Milton Geltz (318) 222-5529 and Milton Fritch (318) 686-2581. Tables \$8.50. Guests \$3. Family \$5. Setup Friday the 6th 5 PM - 9 PM and Saturday the 7th at 7:30 AM. LCCA trading starts at 9:30 AM. Public trading from 11 AM - 4 PM. The Bossier Civic Center is located on 620 Benton Road at exit 20B or exit 21 off I-20.
- November 15, 1992 in New Berlin, Illinois at the Sangamon County Fairgrounds**  
Bill Beatty (217) 546-8591 is hosting this event with cohost Chuck Kuhn (217) 546-7599. Tables \$6. Guests \$2. Family \$4. Setup is at 9 AM. LCCA trading starts at 10 AM. Public trading from 11 AM to 2 PM. The Sangamon County Fairgrounds is located off exit 82 of I-55.



# 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.

## Dreyfuss Hudson Confusion

Last issue we may have confused a few readers in our talk on the Dreyfuss Hudsons being offered by Lionel. We listed the prices differently in separate sections of the article. So, let me set the record straight. The Smithsonian Collection two-rail scale Dreyfuss sells for \$2500. Production will be limited to 500 units. Call (800) 628-6202 from 9 AM to 5 PM EDT to place your order, or to ask for additional information. The three-rail scale Dreyfuss being offered by Lionel sells for \$1500. Delivery is expected around March of 1993. Production will be limited to 750 units. Call (800) 777-1527 from 9 AM to 5 PM EDT for information and to obtain an order blank.

## More News on the Dreyfuss

Since writing about the Dreyfuss last issue, some more interesting tidbits have come out. According to Lionel President, Nicholas De Grazia, #12943, enthusiasm for the Smithsonian Dreyfuss has been running high. Since we photographed it in April, Lionel has ordered 140 corrections and improvements so that it can justifiably be claimed as the finest 'O' scale locomotive ever produced. Scale detail is visible from any angle you look at the loco, including the underbody.

Lionel has also announced that development is well underway for the first four cars which will replicate the original thirteen car consist of the 20th Century Limited. According to a letter from Nicholas De Grazia, the Pullman Company has made available for the first time, the original erection drawings in total. Lionel promises that these cars will feature an unprecedented amount of detail, including scale lighted interiors and complete underbody realism.

The cars are scheduled to be shipped in November and will first be available to those who have purchased a Dreyfuss Hudson. Dreyfuss owners will have the option of purchasing cars with serial numbers that match their loco.

## More on the ZW

Comments on our ZW transformer discussion in the last two issues of *The Lion Roars*, continue to come in. Captain Philip R. Shaw, #12029 writes to say:

"I agree with you about the need for a new and redesigned ZW. I am now using a ZW but it would be nice to have a transformer with all the required switches and buttons mounted on the case. Also, an off and on or power switch on the case. This is probably asking for too much, but how about AC volt and amp meters. It would be interesting to see how much power each engine uses."

Thanks Philip for the comments. In my own shop, we use a computer controlled saw. When we placed our order for the saw, we had the manufacturer install an amp meter on the control panel. By monitoring the power, we can easily tell when the special saw blades need to be sharpened. An amp meter on a train transformer would let you know the power a train is consuming. In a future issue we'll discuss how to measure the power consumption of your trains. I think many will find it interesting.

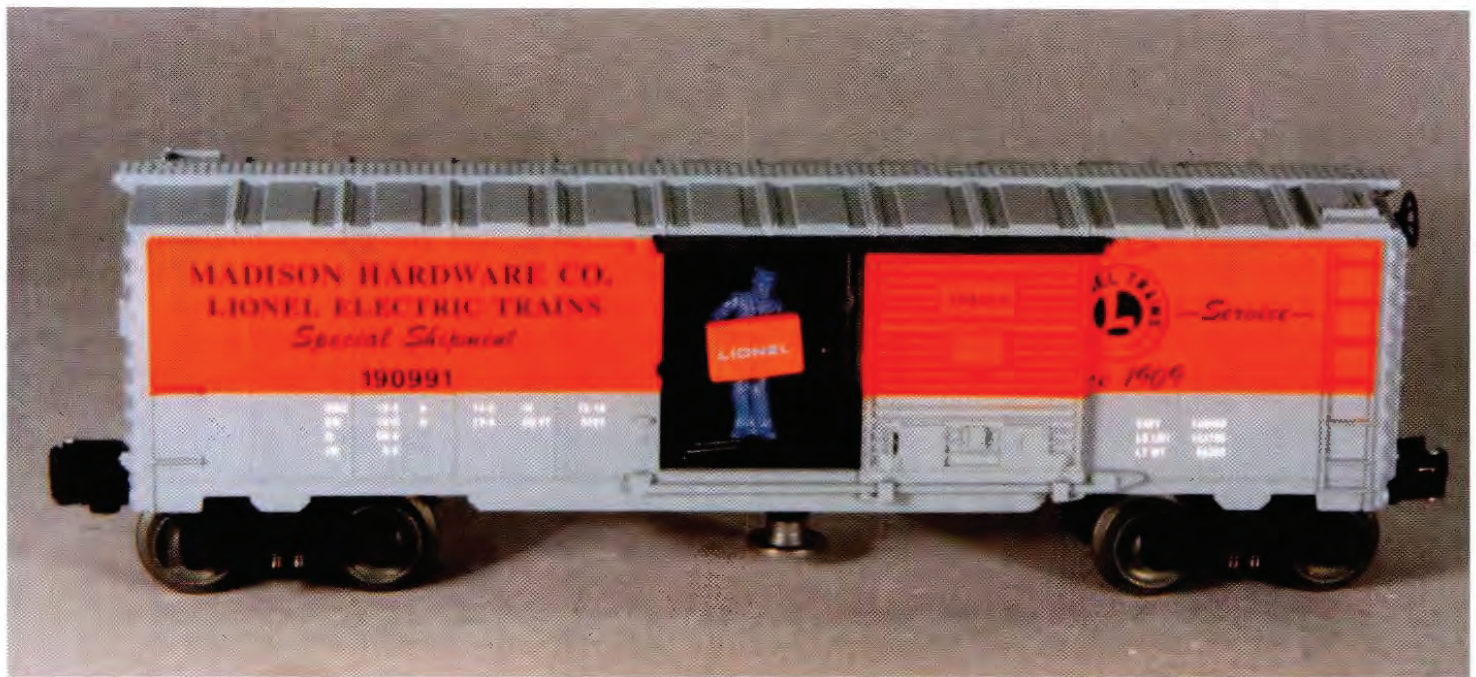


## Flash! Lionel Postman Gets New Job

Certainly most of you know the Lionel postman. He's worked for Lionel since 1959, when the No. 3428 United States Mail operating boxcar first came out. He's the fellow with the magnet embedded in his chest, who has been tossing mail bags out of boxcars since 1959. Recently, he's gone on to bigger and better things. He's left the post office and his latest job is delivering Lionel train sets for Madison Hardware. After all, who wouldn't prefer delivering Lionel train sets instead of bags of junk mail?

The photo at the top of the next page shows the operating boxcar that the postman now delivers from. This limited edition car was a special offering from the new Madison Hardware. The car is quite handsome and a unique souvenir of the famous Lionel service station. The photo above is a close up of our conscientious Lionel employee, just as he's about to toss another Lionel set from the boxcar. He's quite strong for his age. He's able to toss that set a good 12 inches from the car. We haven't heard whether Madison Hardware will be offering another special car this year.





### 1992 Sears and JC Penney Offerings

Just as we're about to go to press, I received some information about Lionel trains which will be sold through Sears and JC Penney stores this Christmas season.

As you might remember, JC Penney did not offer a collector loco last year. This year they will offer a Gulf, Mobile & Ohio RS-3 Diesel collector engine. It will feature dual can motors and will come with an oak base with a plexiglass™ cover.

In addition to the loco, JC Penney will also be offering a Missabe Duluth extended vision caboose. This is the first time that a limited edition caboose has followed a prior year JC Penney collector engine. This caboose will be a companion piece for the Missabe Duluth SD-18 engine which JC Penny introduced in 1990. The caboose will be packaged in a Lionel orange and white box, and a display case with an oak base will be available.

Sears is getting more ambitious with its Lionel offerings. This year they will be offering a sequentially numbered box car assortment with an illuminated caboose. All cars will have die-cast trucks. The road name is Chicago, and Illinois Midland.

To go with the above set of cars will be a Chicago and Illinois Midland SD-9 Diesel. The loco will come with the usual display board and plexiglass™ cover. The loco will feature the large vertical can motor, six-wheel drive and a diesel horn.

Also from Sears will be a Texas and Pacific Mountain locomotive and tender. This will be a super detailed, die-cast loco, measuring over 24 inches long. Features include: RailSounds™, red glow from the firebox, Pullmor® AC motor, directional lighting and a backup light. The tender will have a real coal load. The loco will also feature spoked drivers with stainless steel rims, and will operate on a radius as small as 042. This loco is made in Korea.

Finally from Sears is the Coastal Limited 027 train set. This set features a die-cast metal loco with a C & O tender. The loco will have an operating whistle, smokestack, and headlights. We're not sure of the cars supplied, but there is at least a boxcar, a flatcar and a caboose. Also included in the set is a die-cast metal truck and an AC transformer.

That's the latest, but check the catalogs to be sure of the specifications. We don't have any prices yet.

### A Collector's Journal

From Tom McComas comes a new journal for toy train enthusiasts. The journal will be published quarterly and comes in two parts. The first part is a sixteen page journal with mostly color and some black and white photos. I just received the first issue. It includes stories on Lionel motorized units, a comprehensive seven page article on Lionel helicopters and flatcars, a collector survey, the 610 Erie switcher, Kusan firsts, and more. The journal contains no advertising, every page is devoted to trains. The masthead of the journal lists Joe Algozzini as a main contributor, but Tom has recruited many others who will contribute their expertise.

Along with the journal is a separate sixteen page price guide, intended to compliment the TM Price and Rarity guides. In fact it is exactly the same size as the regular TM price guides, except it is only sixteen pages.

These quarterly price guide updates will come with each issue of *Toy Train Revue The Collectors Journal* and will provide current prices. In this way, Tom feels collectors will not have to continually purchase the more expensive guides. They will only be replacing the prices. Since the text and photos do not change, Tom feels this will be a more economical way to keep up-to-date with current values.

The price guide update that came with the first issue covered Lionel postwar. The pricing is marked a little



differently than the regular TM guides. The high price is the asking price for the item in Like New condition. The low price is for Very Good condition. The prices are for items without original boxes. If the item has an original box add 10%. If the item is mint, add 20% to the price. If the item is mint and has the original box, add 30%.

Tom comments that original boxes and master cartons are in great demand, and that a future guide will include prices for boxes. In addition to the price, many items are marked with trend arrows. This new feature indicates the growth or decline in value and demand. If the item is hot and on the up swing, an up arrow is used. Alternately, if the item is going down in demand, a down arrow is used. Where there is no discernible trend, either up or down, no arrow is used.

In keeping with Tom's philosophy concerning price guides, He plans to publish a *Lionel Postwar Encyclopedia* in two volumes. These books will contain all the necessary reference and collector information and rarity ratings, but will not have prices. The books will be priced at about \$50 a volume. Updated and current pricing information will be provided by the quarterly guides supplied as part of the *Toy Train Revue The Collectors Journal*.

The first volume of the *Lionel Postwar Encyclopedia* is expected out in the Fall of 1993, with Volume II available in the Spring of 1994. By publishing this set, Tom will be separating the historical and reference information from the ever changing price and value information. In this way, you will not have to repurchase the information that does not change.

A one year subscription to *Toy Train Revue The Collectors Journal*, costs \$25. The first issue will also be available for separate sale for \$7.95. If you wish to place an order call TM at (219) 879-2822. You will not be billed until the first issue is sent. Tom promises that with added staff and computers, issues will be delivered promptly. The first issue is dated September 1992. We wish him the best with this new venture.

### **New TM 1970-1992 Price Guide**

Also hot off the press is the new *TM Price and Rarity Guide for Lionel 1970 to 1992*. This is TM's latest guide printed on coated stock with lots of color photos. The book includes engines, rolling stock and accessories in an easy to carry volume of 150 pages. The price is \$24.95. For mail orders add \$2 for UPS shipping charges.

### **Avon Calling All Lionel Collectors**

Last year, the Avon company put out a porcelain replica of the Lionel 400E Blue Comet locomotive. Yes, this is the same Avon that sells cosmetics door to door. Just in time for Father's day, they have introduced the second in a series called, The Lionel Classic Train Collection. The second offering is a replica of the 381E locomotive. The loco is in Lionel's classic green and brass and sits on a wood base with an inscribed metal plaque. The engines are smaller than their standard gauge originals, in fact they're

close to HO scale in size. The Blue Comet is eight inches long by two inches wide. The 381E is eight and a quarter inches long by two and a half inches wide. These are not bottles that contain anything, but are porcelain replicas that are displayed on wooden bases. The 1991 offering, the Blue Comet, is still available and costs \$39.99. The 1992 offering is now available and costs \$44.99. They are available from your local Avon lady.

### **Electronic or Mechanical E-units**

Last issue, in our review of the Southern Mikado we mentioned the electronic E-unit and asked for comments about your preference for electronic or mechanical E-units.

Arthur Young, #13223, wrote to say that he owns three Williams locos in which the electronic E-units failed and needed replacement. In fairness to Williams, we understand that they now use a different electronic E-Unit. I don't really know which units Arthur had. His major complaint with the electronic E-unit is the same one that I've heard from others. Although the electronic E-units have some definite operating advantages, they cannot be easily repaired. Even a Lionel service station doesn't repair electronic E-units, they replace them. I believe the mechanical E-units are also less expensive when replacement is the only solution.

Thanks Arthur for your comments, and let's hear from more of you concerning your preference.

### **Last Words on the Pennsylvania S-2**

Last issue we mentioned that there had been some confusion about the paint job on the real Pennsylvania S-2 Turbine. A letter came in from Niven McDonnell. Niven is not a member of our club, but read the story on the S-2 from a friend's copy. Niven has been a scale custom painter for thirty years and is also a member of the Pennsylvania Historical Society. He had the answers to our questions about the S-2 paint job. According to Niven:

"The turbine was painted Brunswick Green, almost black. The running board was never striped in white. The outline around the window was Dulux Gold, the same as the lettering and numbering. Niven adds that Dulux means yellow. The White tires are only on the builders photos, not in service."

It was common practice for builders photographing the locomotives to use gray cardboard in the windows and to paint the tires with a white wash. This was gone by the time of delivery. Sometimes the running boards were also done in white wash. If you check the photo on page twelve of the June issue of *The Lion Raars*, you can see the cardboard in the window. Pennsy's common practice did not include white walls on the drives.

Thanks to Niven and others who contributed information. I'm sure we've enlightened at least a few.

### **That's It For Now**

Well, it's off to Orlando, Florida for the LCCA convention. We'll talk again in the October issue. Lots more is due out by then. Keep those calls and letters coming.



# President's Report

Listed below are the 1992 election results. I congratulate the winners and thank all of the candidates for their willingness to serve the club. I would encourage the non-winners to run again next year.

Now, I have some bad news and some good news. First the bad. As you know in 1993 our convention was to be held in Shreveport/Bossier City, Louisiana. On May 13th, Bert Sams, the convention chairman, resigned due to ill health. We had thought that the balance of the committee would step in and pick up the ball, but no one felt they had the time to head it up and do a good job. Bottom line, Shreveport/Bossier City is a dead issue.

Now for the good news! Thanks to Bill Button, our 1993 convention will be at the Hyatt Regency in Dearborn, Michigan. In 1982, Bill and his crew hosted our convention at the same place (Hyatt Regency) and from my own personal experience I can tell you it was one of the best L.C.C.A. conventions I ever attended. In a discussion with Richard Kughn, chairman of Lionel Trains Inc., I was advised that he and everyone at Lionel Trains will help us any way they can, and we certainly will be calling on them.

Our 1992 N.A.S.A. convention car is being produced at the factory as I write this report. The 1992 Lionel Stocking Stuffer lineup has been announced and is reviewed on the next page.

The financial position of your club is very healthy, and you have my assurance it will continue to get even better.

By the time you read this report our Orlando, Florida convention will have come and gone. Based on preliminary numbers, this should be one of our best attended conventions.

The 1992 Roster has been mailed and all of you should have received your copy. Some names are missing from the Roster and the explanation for this appears below this report. As I have said many times in the past, "We need *you* to submit articles for publication in *The Lion Roars*." Let's stop putting the burden on the same three or four people. If a club is to grow, its members must work at it. Growth takes many shapes, i.e., writing articles in *The Lion Roars*, contacting friends to get them to join, holding L.C.C.A. meets, etc. In my opinion, we have the best train club, and I intend to see to it that it remains the best. But, I cannot do it alone. It takes an effort on the part of each of you.

*Al Otten*

## A Special Message from the Roster Editor

By now all charter and regular members should have received their 1992 copy of the *LCCA Membership Roster*. Some of you will not find your names listed therein, and will wonder why. The reason is that if the LCCA business office didn't receive your 1992 dues renewal payment by January 15, 1992 or earlier, your name was automatically dropped from the list of members used to generate the roster. This does **NOT** mean your name has been dropped from the club's list of active members – only from the copy of the list used to make the roster.

*Charlie Fellecker*

## The Results of the 1992 LCCA Election

Vice President	Directors	Directors continued
<i>Dienzel Dennis</i> 1273	<i>Arthur Broshears</i> 1087	Louis Caponi 625
Winfrey Adkins 823	<i>Charles Seddon</i> 1081	Stephen Simon 486
	<i>Bill Stitt</i> 1066	Larry Kesselring 416
Secretary	<i>Harry Overtoom</i> 961	
<i>Larry Nahigian</i> 1299	<i>Stanley Roy</i> 921	Constitution Changes
Hulen Warren 786	John Ourso 857	<i>Yes</i> 1675
	Bill Button 691	<i>No</i> 326
Convention Site	Barry Keener 663	
<i>Springfield, IL</i> 1233	Alan Schwartz 651	
Phoenix, AZ 697	Russ MacNair 641	



# Lionel's 1992 Stocking Stuffers



## Christmas Boxcar Change

Mark Gordon, Vice President of Marketing and Sales for Lionel, advised us that there will be a change in the Christmas boxcar. Lionel will actually be making two different Christmas cars. This is a policy that started last year. In 1991, a Christmas car was designed for distribution to Lionel's employees. The car given to the employees was different than the car made for the consumer release. The same will be done this year. The employee designed car shown in the brochure will actually be the one distributed to the employees. The consumer version of the Christmas car, shown above, is of a design which better matches those previously released. Needless to say, the Lionel employee car will be made in a much smaller quantity than the consumer version. Lionel will soon be releasing a flyer for the consumer version of the car.

## 1992 Stocking Stuffers

Lionel has announced its 1992 Stocking Stuffer items. The eight page color foldout brochure contained several surprises. An SD-40 dummy unit to match the 1989 CP Rail set will be available. The Union Pacific Vista Dome and Santa Fe Full Vista Dome aluminum passenger cars will be out by year's end.

The I-Beam flatcars which were pictured in the 1992 Book II catalog will be out, but in a shorter version, that allows them to use regular Lionel track. As announced in Book II, the cars would have been twenty inches long. This length would allow them to be operated only on 072 or larger radius track. According to Lionel, strong feedback from the dealers indicated that the shorter car would be more successful.

The new cars will feature the same road names: Burlington Northern in green and Southern in tuscan. The new cars will be thirteen and one-half inches long. I've already heard from some who would rather see them in the original scale length. I'm sure there are others who are pleased to see them available for layouts that do not have wide radius track.

## Amtrak Maintenance Set

At the 1991 Toy Fair, Lionel announced an Amtrak Maintenance Train. The set is pictured in the 1991 Book II catalog. At that time, orders were not up to Lionel's expectations, and the set was canceled. Dealers at Toy Fair felt the price was just too high. That set included enough track for a comparatively large layout, including a manual switch and a ballast station.

The set has returned with some significant changes. The 1991 set had four cars, the new Amtrak Work Train, has five. Several of the cars are new. The wheel car has returned from its postwar days with Amtrak markings. Also new is the rail carrier car. This car carries several sections of track rail, that appear to be from half-straight sections. To me they look a little short for the flatcar. The crane car, with four wheel trucks, and the illuminated bunk car remain the same as was shown in 1991 set. The searchlight caboose is similar, but the shed is gray and the base is black.

Most who saw the original set especially liked the RS-3 diesel engine. The paint scheme is Amtrak's passenger loco scheme, of silver and black with red, white, and blue stripes. The black is slightly different on the new loco. The new version has no black below the windows, or on the vertical portions of the cab. The front and rear nose of the



loco is all in silver. It makes for a sharp looking loco. The new set is supplied with: enough track to make a figure eight, an AC transformer, a sound activation button for the diesel horn, and the new grade crossing sections that allow the tractor and trailer units to cross the track. The switch track and ballast station have been eliminated from the set to keep the cost down. At the right price, I believe this will be a popular set.

### **Locomotive Bases**

In the last issue we described the operating roller base that was being supplied with the new Dreyfuss Hudson locomotive. Lionel has announced nine different versions of this base to accommodate all of their recent collector series locomotive production.

These bases feature a section of two rail track equipped with ball bearing rollers, situated under the drivers of the locomotive. These bases were displayed at the York, PA TCA meet where I heard some comments that all the bearings weren't really necessary. Why not simply raise the loco slightly above the track rails? Here's the answer. If the loco were merely raised slightly above the track, the drivers would turn and the loco smoke unit would operate, *but* – the RailSounds™ unit would not function. Remember that for RailSounds to operate, one of the tender axles must revolve. These new bases accomplish this by having an axle under the rear drivers, which by way of a small chain drive turns a similar axle under the proper tender wheels.

What this all means is that RailSounds will operate just as it does when the train is moving on the track, in proportion to the speed of the loco. The bell and whistle or horn can also be operated. The board is internally wired and any Lionel AC transformer can be plugged into a jack, neatly built into the rear of the base. On the front side of the base, a metal Lionel medallion is inlaid into the wood. A plexiglass™ dust cover is also included with each base.

### **Operating Cars and Reefers**

What was surprising to see as a Stocking Stuffer, was two Traditional Series operating cars. First is a Burlington log dump car in green. Technically, a Burlington car should probably be red, as only Burlington Northern used green. Second is a Lehigh Valley coal dump car in gray and black.

Two new billboard reefer cars include Rice Krispies, in white and blue, and Hormel in cream and green. These will each have die-cast trucks.

### **Christmas Boxcars**

The 1992 Christmas car will be offered for both 'O' and 'S' gauge. I had to look twice when I saw this in the brochure. At first, I thought for sure that this must be a picture of the handmade prototype, but after reading the description, I was wrong. This car is first in a series of cars designed by Lionel employees. This year's car was designed by Bertha Collins and her granddaughter, Laura Collins.

Note that the Christmas boxcar shown in the Stocking Stuffer brochure will be the version distributed to Lionel

employees. The regular consumer Christmas boxcar is shown in the color photo on the previous page.

### **Disney Boxcars**

If there was any doubt that Lionel was beginning a new series of Disney cars, it has all but disappeared with the announcement of two more high cube boxcars with Disney graphics. The new cars include Mickey's World Tour car in white and black, and a Disney World 20th Anniversary car in white and red. The graphics on both look quite good. Both cars feature die-cast sprung metal trucks.

### **RailSounds™ Boxcars without the Sound**

A surprise in the offerings, was to see the two RailSounds boxcars from the Lionel 1992 Book II catalog without RailSounds, but with die-cast sprung trucks. Both the Railway Express Agency boxcar and the New York Central Pacemaker boxcar will be available. I hope this is a trend that Lionel continues. The graphics on this Pacemaker boxcar are closer to the prototype than the photo in the catalog. Also offered is a single door Rock Island cattle car.

### **Lionel Classics Standard Gauge**

As you might have expected, a fourth standard gauge brown state car, the Illinois, is being offered for the two tone brown standard gauge state set offered last year.

### **American Flyer® 'S' gauge**

For American Flyer® fans, there are two 'B' units, each with RailSounds. A Union Pacific and a Missouri Pacific will be available. Each will be equipped with Diesel RailSounds complete with horn, bell and volume control. A sound activation button is also included. The Christmas boxcar shown in the Stocking Stuffer brochure has been replaced by the boxcar shown in the color photo on the previous page.

### **Louisville & Nashville Set**

Finally, on the back page of the stocking stuffer brochure is the Louisville & Nashville set. This set is quite similar to the set shown in the 1992 Book II catalog, with a couple of changes. First, all the items are being sold separately. Second, all the cars will have die-cast metal trucks. Finally, the yellow smoking caboose shown in the catalog, has been replaced with an illuminated bay window caboose in red and yellow.

### **A Talk with Lionel**

We spoke to Mark Gordon, of Lionel, and asked about the quantities of product produced for the Stocking Stuffers. I'm sure many will remember that last year the Santa Fe 'B' units and the Disney cars were in short supply. Mark has advised that in response to consumer input, increased quantities of the Santa Fe Full Vista Dome car and the new Disney boxcars will be made.

*Bill Schmeelk*



# Toy Train Motors by Charles Burt

*LCCA President Al Otten wrote a letter to Charles Burt asking him to write an article about toy train motors, motor repair and how he could learn more about repairing motors. His Reply:*

Dear Al:

Sorry Al, but I just do not have the time to write any articles, and I really do not care to have it written by anyone else. Years ago when I wrote a short series of articles for TCA I never did finish going over another four articles I had written in rough draft. Time was a problem and I figured when I retired I could get them out, dust them off and finally write them up. Well I retired in 1983, and I foolishly let the word get out I was retired. Within six months I was deluged with work, from a lot of people who figured that time would no longer be a problem. Now its more of a problem than ever. I have reduced the work load a bit by boosting armature rewinds in price. I also boosted full motor unit overhauls to a price I considered out of this world. Where overhauls had run from about \$90 up to \$150 depending on how much of an overhaul was involved, I boosted it up to a flat rate of \$350. I thought this would KO it down to about 5% of its former volume. It went down all right but only to about 25% of its old rate. I thought I could live with this for awhile and have done so, however the armature rewind end of it has caught on, to over double its old volume, and once again I am in a perennial hole.

All the work I do is a one man operation. I don't believe that anyone else except a few people would take on what I do, once they had a taste of it. You have to love it from a deep down level. Most of all most people would consider armature winding a bore, and stripping down an old armature to bare metal that has been wire brushed clean, a dirty chore and even more boring.

Rebuilding motors is more interesting, but you must also have a liking for that to.

It has always been a mystery to me, is how so many people who profess to love old toy trains, and know all about their history, and history of the companies who made them, and of the individuals who first made them and started off the whole process. These people can also quote minute points of rarity in color, trim, lettering etc. However when it comes to the beautiful little motors inside, they do not know their derrieres from a depression in the earth. Many of them do not even know what the armature is, or what the field, brushes, commutator is either. This amazes me. I continually get inquires worded the little black bits-slugs-do dads-whatchamacallits in reference to brushes. Commutator becomes the little copper plate-ring-circle a few who are a little more descriptive call it a segmented or sectioned copper plate. Also people somehow get to calling the commutator a commentator. Myself I would think that people who have an interest in toy trains, would have at least a rudimentary knowledge of the electric motor that

make them possible for the great amount of them, that run on a track.

Did you know that a three pole armature, a very descriptive term that is actually incorrect, but a term I also use commonly, is really rightfully a three slot armature.

In conjunction with this it also carries over to it being a three pole motor. Equally incorrect. All the motors I have ever seen in toy trains are a two pole motor. The number of poles a motor has is in reference to the field, not the armature. I believe it is impossible to have a motor that does not have an even number of poles. (Two Four Six Eight etc.) When a multi-pole motor is used (quite common outside of the toy field) if it has brushes and a commutator it most likely will have an equal number of brushes as there are poles.

Do you know that one major manufacturer of toy trains used a four pole armature? Excuse me a four slot armature in one common application. It is not a weird form of a motor and instantly recognizable as a four pole job.

Do you know that one major manufacturer of toy trains actually put the brush springs outside the tube and not inside? Not very common but I am sure that a few repairman have spotted it. The makers of these two oddities are well known and were made in this country.

One not too well known toy train manufacturer in this country used a gear setup to reverse the loco and did not actually reverse the motor. Who was it? Probably an even lesser known U.S. company had its rotating member geared to the drivers on both sides. Why was it necessary to gear both sides and what problem did they solve by doing it this way? I would be surprised if the average member can answer even one of the above. Can you Al?

Practically all toy trains made in this country with the exception of 'HO' and smaller gauges and one other exception and that is 'G' use what is known as a Universal motor, meaning it will run on either AC or DC. Did anyone use a motor that would only work or run on AC? Yes to this. I know of three companies that used the common induction motor that will only work on AC. Who were they? The motor is common and is used in many household appliances. Notably Electric fans. Their are several styles anyway of induction motors and this particular one is known as a shaded pole motor.

What little known toy train maker in this country reversed their locos by using a pivoted motor mounting that allowed you to turn the motor unit 180 degrees so as to let it run backwards? One more question. There is a form of electric motor that is known as a make and break motor. Technically I think it's properly called an impulse motor. Did anybody ever use it in the toy train field? Yes to this. It was used in a motorized version of a baggage truck that ran on 'O' or '027' track. It was not self-starting and had to be pushed to start. It was a very poor performer and many of them had great difficulty in running at all I believe. The



same company also put it either in a trolley or handcar or both. I have samples of the baggage unit and also the trolley, I think.

Getting outside the toy trains did anyone ever use the electric motor in the scale field in a direct drive motor unit? Drive wheels mounted direct on the armature shaft. Yes they did. In 'HO' and I believe it was also used in an 'S' version. Who was it? This time I can't remember the manufacturer myself. A unique feature of it was that the drive wheels were actually a commutator with a flange.

Well enough of this, and anyway that is about all I can think of. Oh yes, let me revert back to the impulse motor once more. This motor runs far better on DC than AC. If any members have these items they might try using DC on them to get them running.

No Al I did not ask what's in it for me. I already knew it means more work, which I don't need. This is the reason also why I only advertise in the TCA directory. Advertising with others means additional work which is what I am trying to avoid. I started with the TCA and will stick with them as long as I am able.

As for teaching you Al or anyone else for that matter, it is rather flattering that anyone would want me to. However I am 71 years old, and probably cantankerous and prejudiced in my ways. I resist change. I would like to keep toy trains in the old way or style of manufacturing. I despise plastic for 99.9% in it applications. To me plastic means junk. Privately I refer to the 'G' in 'G' gauge as standing for garbage. This I know is insulting to the lovers of 'G' as well as the makers. However it is the way I feel. When they start making the real article out of plastic I might conceivably change my mind. To me an important part of trains is their massive weight. When metal was used they captured this sense of weight. When I picked up a train as a kid it always impressed me with its sense of weight. A good substantial feeling of holding the real train in my hand. To this day I feel the same. When you pick up a plastic car it feels like a feather in your hand, and fragile to boot. The essence or soul is gone. Plastic does not translate or capture it. Now of course I am cognizant that railroads and many other industries would love to reduce weight, and many of them have. Still trains are a heavyweight item and until they become lightweights I won't even consider any other way of making the toy ones in a similar manner. In all fairness I think I should say that one plastic car did impress me. It did indeed capture the weight factor. I am referring to Lionel's Madison cars. If you ever take one apart you will see why. The thickness of the plastic is up around 1/8 inch. Not the flimsy 1/32 inch material they use today.

Guess I wandered off the subject of teaching you. Like I said I am an old man and I just don't feel up to teaching someone. To be a repairman and really do good work you have to enjoy doing it. I'll even go a step further and say you have to love it, and that I do. In repairing trains if you really go into it as I have you have to be a combination electrician and machinist. I was an electrician most of my adult life. About a 1 1/2 year stint as a toolboy in a lathe department at

Bendix aviation in Philadelphia gave me the rudiments of doing a little machine work. When I started doing this I bought a small metal lathe and I think because I really liked this work that learning how to use a lathe came easy. I did not approach it hesitantly but literally dived right in and loved every minute of it, and I still do. Although I say I dove right into it you still have to respect machinery. YOU CAN HURT YOURSELF.

To anyone who wants to get into repairing trains on a do it all basis, your best bet is to go to evening school and learn how to work with electricity and then as a backup learn in a metal class how to machine it. The rest is up to you. The desire to know is the best asset you can have. Many solutions to problems will come easy then. The sticklers will really make you think, but few if any are unsolvable. What I thought was not really feasible years ago I learned in time that there was a good solution. The only one that is still a can of worms is Dorfan. If Dorfan had reached the popularity with collectors that Lionel, Ives American Flyer and now Marx I doubt if repairing them today would be a problem. The loco castings (Quality Ones) along with drivers and several other parts many original motors could be reinstalled and you would see Dorfan join the parade. While I'm on this particular phase. Some other good items that could be reproduced are windup motors. There are a lot of the cast iron cab and boilers around, but alas no motors. Also why doesn't someone reproduce the American Flyer diesel motor chassis casting with some bearing inserts incorporated in them. I wish at times that I was a young man again and knew what I know now. How many times have I (You) heard that said before?

I think in time these parts will be made but like everything else someone has to have a fire set under him to do it. After its been done others will wonder why didn't I think of that or why didn't I do that?

Well I guess this is all.

Sincerely,

*Charles Burt*

P.S. Or rather as an addendum I would like to say that after I had written a page of this it occurred to me that I might have the basis of a good short item for the Lionel Collector. I decided to just keep on going and see what would turn out. As it was not thought out in advance I sort of just rambled on. This was easy as I have a tendency to do just that anyhow. After I write something I generally go over it myself and make corrections and put together some sentences or paragraphs that are disjointed and even incoherent perhaps. I deliberately did not get into having someone come and take pictures of my so called shop. Actually it is a very cramped small area in one corner of my basement. When I say cramped I mean it. Only one person can work comfortably in it. It would disillusion many who saw it. The rest of the basement is a colossal mess so I am extremely reluctant to have anyone in to take pictures.

*The answers to the questions about toy train motors appear on the next page.*



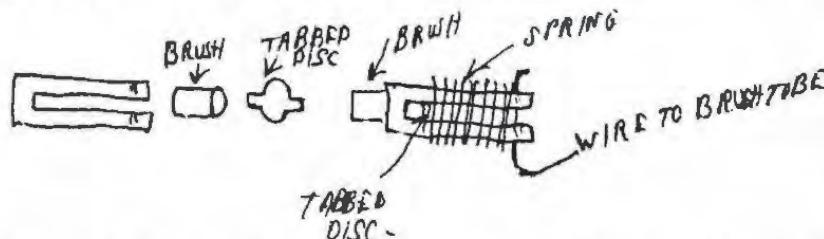
# Questions on Toy Train Motors by Charles Burt

1. What major manufacturer of toy trains used a four slot armature?

*MARX used this little cutie in their whistling station. I think they sold thousands of them, but few people ever realized it. It had a four pole armature.*

2. What major manufacturer of toy trains actually put the brush springs outside the tube?

*American Flyer in their spur geared challenger and Hudson locos. Scaled for 'S' but for 'O' track. The brush tube was slotted for most of its length. The brush was slipped in first than a little twin tabbed disc on top of the brush. The spring was outside the tube and the bottom of it rested on the tabbed disc. An additional hole at the top of the tube with a connecting wire in it retained the spring in a compressed position.*



3. One not too well known toy train manufacturer used a gear setup to reverse the loco and did not actually reverse the motor? *HOGÉ*

4. An even lesser known manufacturer had its rotating member geared to the drivers on both sides. Why was it necessary to gear both sides and what problem did they solve by doing it this way?

*General Models std Streamliner. The driver axles did not rotate. Drivers (two of them) had a fibre bushing in them to insulate them for two rail pickup. Remember this Std Streamliner was for two rail track. Since all drivers were free to rotate of themselves on their axles it was necessary to gear both sides.*

5. What four companies used an AC only induction motor?

- ① *Western Coil and Electric 'O' gauge Zephyr Streamliner*
- ② *General Models Standard Gauge two rail streamliner*
- ③ *AC Gilbert for 'S' gauge accessories - log loader, talking station*
- ④ *Lionel's model airplane back in about 1938*

6. What little known toy train maker reversed their locos by using a pivoted motor mounting that allowed you to turn the motor unit 180 degrees so as to let it run backwards? *Western Coil and Electric*

7. What manufacturer used an impulse motor in a toy train? It was used in a motorized version of a baggage truck that was not self-starting. It was also available as a trolley car.

*General Models Corporation of Wheaton, IL manufactured the "Mac" handcar*

8. Who used a direct drive motor for 'HO' or 'S' gauge trains? The drive wheels were actually a commutator with a flange. *This one I can't remember myself. Let's see if someone else can recall it. I have seen several of the 'HO' ones over the years. Not to much power in starting I've heard, but if it had wings it would have flown after it finally revved up a bit.*

9. What common make used an armature pinion gear that was as big as the armature diameter and what was it used in? *American Flyer used it in their whistle unit when they used a fourth rail track. I presume to get around Lionel's patent. This whistle unit actually was geared to the impeller fan. The armature gear had 48 teeth and drove the impeller shaft that had about a ten tooth gear. It took several seconds for it to wind up.*

10. Most of us have seen American Flyer's diesel armature with a worm on each end of the shaft. Used in 'S'. This I thought was rather unique. Did anyone else ever do it like this?

*Yes. Märklin in a No. 1 Gauge loco about 1910, I believe. Way before American Flyer. Märklin also used the so called double wound field for reversing the motor in 'HO' back in the 1930's. The double wound field I believe is properly called a split series motor. I also repaired years ago a Märklin No. 1 Gauge loco that also used this type of motor.*



# The Back Shop by Bill Beatty

## Trick Whistle

Back in 1937, Lionel® published an article entitled "Trick Wiring Blows Whistle." This appeared in the March-April 1937 issue of *Model Builder* magazine. The article is reprinted below.

In this article, Lionel describes a method by which a train will automatically sound its whistle or horn by means of an isolated track section having a "D" size flashlight battery connected to it.

Although this approach is simple, it does have drawbacks. First, the AC track voltage flows through the battery which, in my opinion, is not safe since the AC voltage could cause the battery to explode. Second, with time, even today's batteries may leak corrosive acid. This acid may come in contact with the family pet, small children or worse yet other Lionel trains stored underneath

the train table. Third, batteries do die and therefore must be replaced.

However, if you feel this simple method is for you, then at least promise me one thing. "I, (your name), an avid Lionel train operator do solemnly promise to visit my local electronic store and purchase a "D" size battery holder. I will resist all temptations to solder any wire to a battery. For soldering a wire to a battery may cause it to explode, not to mention making it difficult to replace. I state this pledge on (date) in front of my Lionel engines."

The battery holder makes replacing a worn out battery easier and more convenient. It also allows you to easily remove the battery to prevent the train from automatically sounding its whistle or horn when it passes the insulated track section. Battery holders are readily available and sell for less than \$1.

## Trick Wiring Blows Whistle

### Insulated Track Sections at Approaches to Model Crossings Operate Locomotive Warning Automatically

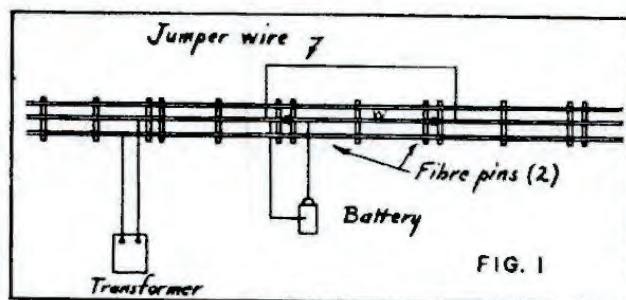
Many model engineers possessing engines or streamline trains equipped with a whistle have enjoyed pressing those red buttons on the whistle controller every time they wanted the whistle to blow. When there are switches to attend to and signals to flash however it is sometimes difficult to have a free hand with which to "blow" the whistle at the proper times; for instance, as the train approaches a crossing or a station. Fellows with many duties to attend to on their systems have wondered how they could make the whistle blow automatically — and here is the simple trick in detail.

All you need is one two-volt flashlight battery, a few fibre pins with which to insulate sections of the third rail, and a little wire.

Figure 1 shows a portion of track—any portion of your layout with the transformer connected in the usual manner. If you want to continue to make use of your whistle controller,

leave it wired in the usual manner. Select the spot at which you want the whistle to blow and insulate the third rail there for a length of one track section. The third rail is insulated by inserting fibre pins in each end as shown in the drawing.

Solder two wires to the flashlight battery, one to the top brass contact



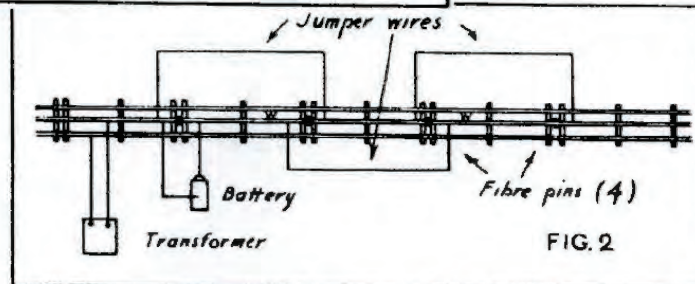
and one to the zinc side under the cardboard cover. Then attach one wire (either one) to the insulated section of third rail and the other to the third rail on the opposite side of the fibre pin. Next connect a jumper wire as shown in the diagram.

Start your train and each time it passes over this insulated section of track it should give one blast of the whistle. The secret is simply that the little flashlight battery functions electrically just as your whistle controller does when you press the red button—provided you connect it exactly as indicated.

If one toot is not enough and you want two toots of the whistle, look at Figure 2 and see how it can be done simply by using two insulated sections of track separated by one section connected to the remainder of your system by jumper wires.

A very long toot can be obtained by making the insulated third rail (marked W in the sketches) two track sections in length.

Try this simple stunt and see if your friends can figure out how your train whistles automatically everytime it passes a certain spot.



**WARNING! Never Solder wires to a battery - it can explode causing serious harm.**



### A Better Way

But wait! There's a better way to motivate your engine to be a self-tooter without spending a lot of money or being an electronics expert.

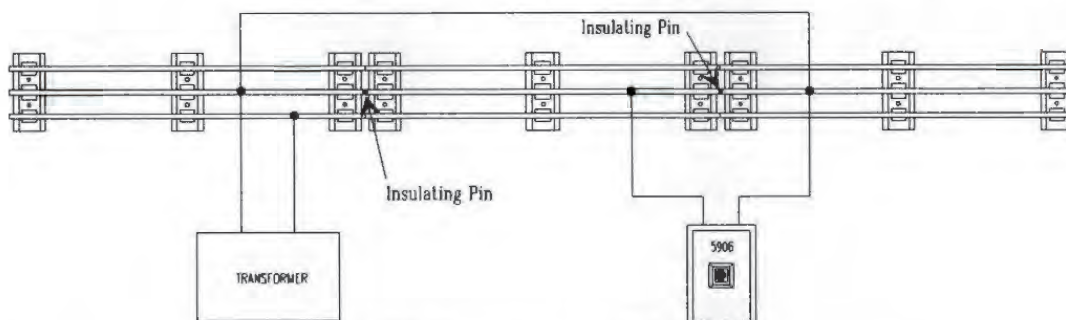
Let's first review the principles on how the whistle and horn works. When the whistle button is pressed on the transformer, a small DC (Direct Current) offset voltage is created on the AC (Alternating Current) track voltage. The presence of this DC voltage is sensed by an electrical device in the train to turn on the whistle/horn or bell sound. The old postwar engines used a relay to activate either a horn with a "D" cell battery or to connect the AC track voltage to a small AC motor in the tender which made the whistle blow. MPC, Lionel Trains, Inc. and others sense the presence of this DC voltage with an electronic circuit. This then activates other electronic components to create the desired sound effects. To better understand RailSounds and how whistles work, refer to two previous Back Shop articles: "Understanding RailSounds", February 1991 and "Willy's Whistle", October 1991.

### Adding the Automatic Whistle to your Layout

To add a modern automatic whistle or horn to your layout, the hardest part may be deciding where to place them. Follow the procedures detailed below:

1. Select a location on your layout where you want to blow the whistle or horn and remove one section of track.

2. Remove the metal track pins from the center rail on each end and replace with plastic insulating pins.
3. A wire will need to be attached to the center rail of the section of track just removed and to the adjacent piece of track. Either solder the wires to the tracks or use Lionel track lockons.
4. If required, drill small holes through the top of the layout to allow the wires to run underneath.
5. Instead of connecting a battery and battery holder to these wires, check your box of train accessories and locate a Lionel No. 5906 sound activation button. One of these is included with each engine or boxcar that has RailSounds.
6. Using a large cable tie, wrap the cable tie around the button and tighten the tie so that it holds in the pushbutton. Note that this keeps the button in, just as if you had pressed it. If you do not have a cable tie, you can also use a piece of solid wire wrapped around the button to keep it pushed in.
7. Using small wire nuts, connect the wire from the center rail of the section of track you removed and insulated with plastic pins to a wire from the 5906 button. Do not worry about which wire on the 5906 to use for now. Connect the other wire on the 5906 to the center rail of the adjacent track. One way it will blow the whistle or horn, the other the bell. When you test it, if it is the wrong way, then switch the two wires going to the 5906 button. Refer to the diagram below.



Wiring diagram for Automatic Whistle

### Triggering the Whistle

In the postwar era, Lionel did not care if the DC voltage to blow the whistle was positive or negative with respect to the AC track voltage. The old whistle relay just sensed the presence of DC and the whistle or horn sounded. However, engines that use electronically created sounds like Sound of steam™, the electronic horn and RailSounds™ are designed to be polarity sensitive. By changing the polarity of the DC voltage, RailSounds senses whether it should sound the whistle/horn or ring the bell. This is why reversing the wires to the 5906 button matters.

I should also add that if one section of track does not blow the whistle or horn long enough, just increase it to two sections. Make sure that the plastic insulating pins are on both ends of the center rail and that the center pin between the two sections of track is metal.

Sounds easy? It is! In less than 20 minutes this simple track trick will mystify both young and old. It is really neat to watch the train go by and have the whistle or horn blow.

### How Does it Work?

So how does this actually work? By isolating the center rail of a track section and connecting it to the 5906 sound activation button, it is just like you pressed the button yourself. Of course, because the section of track is isolated by the center pins from the rest of the layout, the whistle or horn only blows when the train is on that section of track.

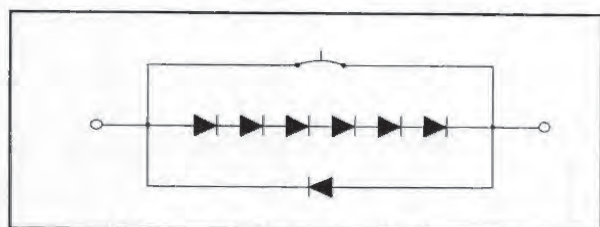
If you need extra Lionel 5906 sound activation buttons, they can be ordered from your local Lionel dealer for about \$13 each. As a Lionel repair station, you can also order the 5906 sound activation buttons from me, if you cannot find them locally.



I decided to use the Lionel 5906 sound activation button because they are readily available and work well. You could open up the 5906 and change the wiring inside to bypass the pushbutton switch and avoid the need for the cable tie. I thought most people would prefer not to open up the 5906 and solder wires inside.

### A Few More Improvements

You could also purchase the diodes and wire up the circuit yourself. The schematic diagram shows the diodes and the SPST normally closed pushbutton switch in the 5906. Building your own circuit may prove to be a more economical approach if you need quite a few of these on your layout. You do not need the SPST switch if you are going to build the circuit. If you decide to build your own, the diodes must be rated for at least 6 amps at 200 volts. If you operate dual motor postwar engines, you should use diodes rated for at least 10 amps at 400 volts.



Lionel No. 5906 Sound Activation Button schematic

### Postwar Steam Engine Whistles

You will notice that your postwar steam engines with whistles in the tender will slow down when the train passes over the special track with the 5906 button attached and the whistle is triggered. When you blow the whistle using a Lionel transformer, it boosts the track voltage by 5 volts to

compensate for this slow down. You could add your own 5 volt boost to compensate for the voltage drop, but that is a bit beyond this article. If anyone is really interested in this, let me know and I'll explain how or include it in a future Back Shop article. Of course you could also use a RailSounds boxcar on your train and disconnect the older whistle in the tender.

### Prewar or Standard Gauge Operators

Any prewar or standard gauge operators out there that would like to do this? You'll need to make your own circuit with heavy duty diodes and you will want a 5 volt boost to compensate for the extra load of the whistle.

### No Whistle or Horn in the Train ?

If your train does not have a whistle or horn (or it's not working anymore), then you could use an insulated track section to activate the Lionel whistling freight shed accessory. You'll need to insulate one of the outside rails of a section of track and connect this to the whistling freight shed. The other wire from the shed goes to the transformer. When the train comes by it provides the ground, blowing the whistle. Diesel horn shed accessories are also available if you operate diesels.

See you next issue. Until then, enjoy your self-tooter.

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(217) 787-4855 - Work  
(217) 787-4865 - FAX

## From the Vice President

I will soon be leaving the office of Vice President at the convention in July. The club membership needs to know that during 1991-1992, LCCA train meets increased in number from 16 last year to 18 this year. This is a most modest increase in an area where the club has a chance to grow through regional train meets. We still need members willing to host LCCA train meets in their area. If you and some fellow LCCA members wish to schedule an LCCA train meet, please contact the new Vice President, Dienzel Dennis, as soon as possible.

Special thanks are given to all the LCCA members who were involved in hosting LCCA train meets during 1991 and 1992. Members hosting meets: Tom Rogers, John Wilbeck, Bert Sams, Mark Kahler, Milton Geltz, Milton Fritch, Mark Williams, Dienzel Dennis, Tom Rotunda, Tony Rotunda, Hal Gray, Bill Beatty, Chuck Kuhns, Harry Overtoom, Winfrey Adkins, Bill Crace, George Tebolt, Ron Szczepanski, Gary Whitman, Dick Mitchell, Fred Elmer, Jack Miller, Charlie Fellencer, Jerry Dangelo, Brady Thor, Bill Trappen, Bruce Larsen, Scotty Askenas, Tom Purdy, Dan Miller, Larry Laune, Howard Hagemester and Charles Sahn. Many thanks to the spouses and family of these members for their help and support. Also, special recognition goes to Tom Hancock who represented the LCCA at an NRHS gathering in Syracuse, NY.

Please give strong consideration to hosting an LCCA train meet in the future. It's a great way to enjoy trains and help the club at the same time.

*Bill Stitt*



# Treasurer's Report

I am happy to report that the Club ended Fiscal Year 1991 in excellent financial condition. Copies of the audited December 31, 1991 financial statement and an unaudited April 30, 1992 financial statement appear below.

*William P. Hourigan*

Treasurer

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Lionel Collectors Club of America  
Statement of Assets, Liabilities and Membership Equity - Modified Cash Basis

## ASSETS

	4/30/92	12/31/91
<b>Current Assets</b>		
Cash on hand and in banks	\$391,118	\$304,798
Certificates of deposit	94,587	93,268
Inventory at cost	28,805	28,805
Advances	<u>8,000</u>	<u>8,000</u>
Total current assets	\$522,510	\$434,871
<b>Fixed Assets</b>		
Equipment, net of accumulated depreciation **	\$1,185	\$944
<b>Other Assets</b>		
Convention deposits	\$2,263	\$2,575
<b>Total Assets</b>	\$525,958	\$438,390

## LIABILITIES AND MEMBERSHIP EQUITY

<b>Current Liabilities</b>		
Account payable	\$0	182
1992 convention car deposits	<u>146,664</u>	<u>93,300</u>
Total liabilities	\$146,664	93,482
<b>Membership Equity</b>	<u>\$379,294</u>	<u>344,908</u>
Total Liabilities and Membership Equity	\$525,958	438,390

*Notes:*

\* April 30, 1992 numbers not Audited by Certified Public Accountant.

\* December 31, 1991 numbers Audited by Certified Public Accountant.

\*\* Accumulated depreciation as of 4/30/92 was \$3172, as of 12/31/91 was \$3413.



**Lionel Collectors Club of America**  
**Statement of Revenues, Expenses and Changes in Membership Equity - Modified Cash Basis**

**REVENUE**

	4/30/92	12/31/91
Car sales	\$540	243,048
Dues	89,095	166,097
Convention	0	30,187
Interest and dividends	5,191	14,840
Initiation and reinstatement fees	3,180	5,801
Meet income	3,343	7,957
Other	2,771	2,233
Gain on sale of stock	0	531
<b>Total revenue</b>	<b>\$104,120</b>	<b>470,694</b>

**EXPENSES**

Car sales	\$1,695	136,486
Lion Roars	18,843	57,388
Interchange Track	15,472	46,872
Roster	462	15,898
Professional fees	8,982	25,135
Officers and board of directors expenses	7,411	37,398
Convention expenses	1,613	30,434
Printing	1,137	5,186
Meet expenses	2,500	5,641
Miscellaneous	1,680	1,141
Federal income tax	0	2,610
Insurance	7,414	9,445
Depreciation	0	871
Bank and bankcard charges	914	967
Membership expense	1,611	6,314
Election notice and expense	0	4,647
Awards and honorariums	0	417
<b>Total expenses</b>	<b>\$69,734</b>	<b>368,850</b>
<b>Revenue over expenses</b>	<b>\$34,386</b>	<b>83,844</b>
<b>MEMBERSHIP EQUITY AT BEGINNING OF YEAR</b>	<b>344,908</b>	<b>261,064</b>
<b>Membership equity</b>	<b>\$379,294</b>	<b>344,908</b>

*Notes:*

- \* April 30, 1992 numbers not Audited by Certified Public Accountant.*
- \* December 31, 1991 numbers Audited by Certified Public Accountant.*



# The Lionel® ST-350 Riveter by Rob Kinsey

Late last summer while visiting The Train Crossing, a train shop in Costa Mesa, California, I met the owners, Hassan and Lavia Amir. I learned that a Lionel® ST-350 riveter and tools were for sale. I purchased the riveter and brought it home without incident except for a couple of inquisitive airport security officers that were curious to see just what I had in the box. The light blue press in photo 1, on the left, is the one I purchased.

I did some quick research on the riveter and found an excellent article in *Greenberg's Guide to Lionel Paper and Collectibles* on page 146. The article identified two versions of the riveter, one an early blue version and one a later red version. I had the earlier blue version . . . or so I thought.

After a few weeks, I happened to visit the local Lionel train repairman and service expert. I asked to see his riveter. To my surprise, his riveter, shown in photo 2, was a much darker blue than the one I had found in Costa Mesa. Nowhere was a lighter shade of blue mentioned in any of the books. Clearly a mystery was afoot that needed solving.

I called Hassan, the Costa Mesa train dealer, and inquired further about the background of the light blue riveter. It had been the property of the dealer for many years, and had been purchased by him from an individual who had one of the lowest Lionel Service Station numbers on the west coast. The riveter had been used by the early service station owner for repairs. Hassan also had a newer red version of the riveter, still in its original box, that he could use. See photo 1.

Hassan recalled two other blue riveters in the Los Angeles area. One was at the Knotts Berry Farm train shop which has long since been closed. The other was with an Anaheim service station repairman, Al Vandervoss, who had passed away about a year ago. I recalled having visited Al's Hobby Repair some years ago. I went there again to speak to its new proprietors. They proved to be very helpful in providing additional information and several photos of another blue riveter. The Anaheim riveter was also a darker blue as shown in photo 3 on the left.

## Chicago Rivet & Machine Company

With the mystery yet unsolved, I contacted Chicago Rivet & Machine Company in Naperville, Illinois which manufactured the riveter for Lionel in the 1950's, 1960's and 1970's. I talked primarily to Pete Sansone. This past January, after several letters and telephone conversations, I visited Pete at the headquarters of Chicago Rivet. He was a great help in introducing me to individuals who had been at Chicago Rivet for many years and in researching details. We may even have another Lionel train collector when we're done.

With Pete's help, I learned that Chicago Rivet & Machine Company began operation on St. Patrick's day in 1920 and today offers a complete line of automatic rivet setting equipment. The plant in Tyrone, Pennsylvania has

manufactured automatic riveters for years. The plant in Albia, Iowa still manufactures today's version of the ST-350 riveter. The plant in Jefferson, Iowa manufactures rivets. The Bellwood, Illinois plant, where Lionel riveters were made, was closed in 1982. Many early records from the Bellwood plant were pitched during the move to Naperville.

The riveter, or hand press as it was originally called, has been made, according to the Chicago Rivet literature, since at least 1948. It was originally called the "Chicago Bench Riveter Model 33." It was advertised to reline brakes and clutches for cars, trucks, buses and tractors. The "HP" lettering on the handle stands for hand press.

Early versions of the hand press, or riveter, have a one-half inch hole tapped into the underside of the riveter base. The hole is threaded for "attaching the riveter to the tractor tread" as described in the 1948 literature. The later red versions of the riveter have the hole, but it is not threaded. Paul Cady, who is in charge of the sales and engineering department for Chicago Rivet, recalled people bolting a piece of flat steel to the base of the riveter and attaching it to a workbench or farm tractor using a vise.

Paul confirmed, by looking at my light blue riveter, the color is an authentic Chicago Rivet color that was probably used in the late 1940's or early 1950's. Paul remembered the dark blue color, the current red color and even an orange color. The orange color, he thought, was from the 1930's or 1940's. He could not recall ever seeing a green riveter. The Greenberg book reported a green riveter, but without confirmation.

Charles Sigadel of Albany, New York provided some additional information. The blue riveter was indeed the earlier version, but it too had two versions. The early version had a thin neck and the later version had a thick or "filled in" neck. The thick-neck riveter is on the left and the thin-neck riveter on the right in photo 4. Charles believes Lionel began receiving red riveters in 1971.

## 1955 Riveter Blueprint

A blueprint, obtained from Pete Sansone, dated March 11, 1955 is shown in photo 9. This shows the riveter with the thicker neck leading this author to conclude the thinner neck version was manufactured prior to 1955. A closer look at the 1948 Chicago Rivet literature, shown in photo 10, shows a slightly different neck design from the riveter shown in the 1953 Lionel Service manual, shown in photo 11. The Chicago Rivet literature shows a neck with one long rib for support, while the Lionel manual shows a thinner neck with one long rib plus two short ones. The only thin-necked riveters I have seen have the three ribs. From the information at hand, I believe the three ribbed thin-necked blue riveter was manufactured from 1949 to mid 1955.

The photo of the riveter on the far right of photo 4 clearly shows the thinner neck with three full ribs distinctly



present. The light blue riveter in photo 3 is also of the earlier design with the thinner throat and three ribs. The red riveter shown in photo 1 clearly shows the thicker neck with the three ribs only partially showing, due to thickening of the neck over the top ends of the ribs.

### Riveter Tools

Again, referring to the Chicago Rivet literature, the 1948 version came with a knockout punch, three clinchers and an anvil. The tools provided to Lionel service stations in 1953 included: five rivet sizes, a roll clincher, two anvils (for eyelets and round head rivets), three anvils (for threaded binding posts used on transformers and accessories), one sliding shoe anvil, one star clincher, one splaying clincher, one knockout punch and one knockout punch anvil. Photo 11 shows the Lionel Service manual page from Greenberg's *Lionel Service Manual*.

All the tools identified in 1953 are still available from Chicago Rivet & Machine Co. Upon request, you may obtain the tools with the Lionel ST-350 numbering stamped on the tools, at no additional cost. The current stamping, however, uses 1/8 inch letters and numbers which are much larger than the 1/16 inch size used during the early Lionel years. It is not clear when the tools came with larger numbers and letters, but it has been some time ago.

Replacement tools today cost anywhere from \$8.55 for a single anvil holder nut to \$49.50 for a splaying clincher. The tools can be ordered using either the Lionel ST-350 numbering system or the current Chicago Rivet 'T' numbering system. Refer to the table below.

### Tools for Lionel ST-350 Riveter

Lionel	Chicago	Description	Price
ST-350-3	T-793	Anvil Holder	36.40
ST-350-4	T-794	Anvil Holder Nuts (2)	8.55
ST-350-7	T-809	Large Rivet Anvil	23.15
ST-350-8	T-811	Roll Clincher (0.062")	23.15
ST-350-9	T-772	Roll Clincher (0.088")	29.45
ST-350-10	T-790	Roll Clincher (0.098")	29.45
ST-350-11	T-771	Roll Clincher (0.125")	29.45
ST-350-12	T-764	Roll Clincher (0.140")	21.80
ST-350-13	T-763	Star Clincher	24.15
ST-350-14	T-876	Binding Post Anvil (0.116")	32.75
ST-350-15	T-877	Binding Post Anvil (0.144")	32.75
ST-350-16	T-878	Binding Post Anvil (0.166")	32.75
ST-350-17	T-879	Sliding Shoe Anvil	49.50
ST-350-19	T-880	Splaying Clincher	49.50
ST-350-20	T-881	Knock-Out Punch	28.25
ST-350-21	T-807	Small Rivet Anvil	23.15
ST-350-22	T-882	Knock-Out Anvil	33.40

The thumbscrews have a slightly larger handle than the originals. The anvil holder and the anvil holder nuts are still available along with a newer version of the riveter. Photo 5 shows several of the new riveters in January 1992, ready for shipment from Chicago Rivet's Albia, Iowa plant.

### Chicago Riveter Model 915

The current riveter, the model 915 includes two T-794 anvil holder nuts and the T-793 anvil holder. It may be purchased from Chicago Rivet without any tools for \$225. The riveter plus the 15 tools is priced at \$710.

Chicago Rivet & Machine Company  
Box 3061  
901 Frontenac Road  
Naperville, Illinois 60566-7061  
(708) 357-8500  
ask for Pete Sansone

### Madison Hardware

I wrote Madison Hardware in Detroit, Michigan to inquire whether they had any tools for the riveter. As of June 26, 1992, their answer was no, but they are still looking and suggested I should try again later.



### Wood Tool Blocks

All the wood blocks for the 15 tools have three horizontal rows of five holes. These are all the same diameter except the first hole in the middle row which is noticeably larger. This larger hole is to accommodate the ST-350-22 knockout anvil. See photo above. All the wood blocks I have seen are painted red with "Lionel Service" painted on in thick white lettering. Photo 6, from Charles Sigadel, shows the block lettering. Notice the top block has thicker lettering.

While the article in *Greenberg's Guide to Lionel Paper and Collectibles* advises that the wood blocks used to hold the riveter tools were made by Lionel of pine, I have found one, if not two, blocks made of hardwood. All the blocks I have seen, have no chamfered edge on top as depicted in the Lionel Service Manual. The block has the knockout anvil in the first hole of the middle row, not the third hole in the first row. I conclude therefore the drawing in the Service Station manual is an incorrect artist's rendition of the actual block. One block provided by Bernie Smith of Spotlight Railroad in Kansas City, Missouri, shows the large hole as the last hole in the middle row. In that case the "Lionel Service" was painted on the back side of the block.



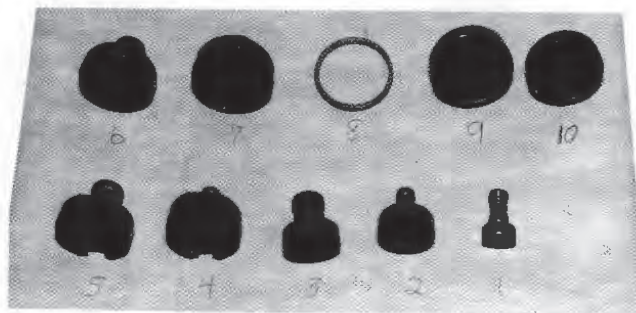


### Nameplates

I found information on the nameplates that are attached to the riveters interesting. The Lionel nameplates are all red paint on a bright aluminum or chrome-plated brass. These were purchased from Western Nameplate. Western Nameplate was purchased by Chicago Nameplate Company around 1977. I spoke with Bob Desbles of Chicago Nameplate and was advised that all the records of Western Nameplate before 1977 were destroyed or lost.

This is particularly interesting because Pete Sansone found a 3x5 card in Chicago Rivet's records indicating that 200 Lionel nameplates were purchased from Western Nameplate in 1976. Whatever happened to those nameplates is unknown. Pete thinks they were probably ordered by a stocking clerk that noticed the Lionel nameplates were almost gone. They might also have been the last order placed by Lionel for use on the later red riveters. The early blue riveter nameplates had no serial numbers while the later red riveter name plates did have serial numbers. See photos 7 and 8. Current nameplates used by Chicago Rivet are aluminum with black paint and include a space for the serial number, as shown above.

The nameplate is secured to the riveter with two brass escutcheon pins one quarter inch in length. See photos 7 and 8. This is the same method that was used to attach the nameplates on all the earlier riveters.



### Wheel Cup Sets

Wheel cups were provided, but not manufactured by Lionel for its service stations. The photo above shows the ten piece cup set. For some reason, parts 1 and 2 were not numbered. Part 8 is also not numbered, because of its shape. I have seen several wheel cup sets, but none of them have pieces numbered 1, 2 or 8. There is also some question whether there were one or two No. 8 rings. I believe there was only one after talking to several individuals.

### Riveter Paint Colors

Chicago Rivet's records reflect little information about paint colors. However, Pete Sansone found records indicating Armstrong No. R-1492 light blue paint was purchased from Armstrong Paint & Varnish from 1968 to 1970. It is doubtful that my light blue riveter was painted that late due to its history and the thinner neck used on the riveter in the late 1940's and early 1950's.

### Hobby Horse Products

The wheel cups offered by Hobby Horse Products, according to Bob Kollman, are compatible with the ST-350 riveter. Hobby Horse Products also offers a riveter and tools. One advantage of the Hobby Horse riveter is that it is large enough to repair standard gauge and Large Scale™ trains in addition to 'O' gauge. Hobby Horse Products also publishes an excellent how-to *Toy Train Repair Manual* that describes the use of their riveter, tools and wheel cups to perform various repair tasks. A brochure describing their press and the tools offered is available.

Hobby Horse Products

P.O. Box 543

Kendallville, Indiana 46755

(219) 347-3958

### Additional Information

Any additional information anyone can provide for the ST-350 riveter, the tools and wheel cup sets would be greatly appreciated. I am particularly interested in confirming the authenticity of the early light blue riveter as a Lionel era tool. I am not yet convinced as to its authenticity as a *Lionel color*. The Lionel nameplate could have been removed from a dark blue riveter and tapped onto an earlier Chicago Rivet riveter that was manufactured before Lionel started purchasing riveters from them. Research is ongoing to confirm whether a medium blue paint was ever used.

### Thanks

A final note. Special thanks to Glenn Patsch, *The Lion Roars* Editor, for encouraging me to finish this project, to Hassan and Lavia Amir for their information and hospitality, to Pete Sansone at Chicago Rivet & Machine Company for invaluable research and assistance, to Charles Sigadel and Rudy Srb for photos and background information, to Ron DeSimone, Randy Giroux, Jay Keeley, Bob Griffiths and Jim Nolan who split time between Al's Hobby Repair and The Toy Train Shop in Anaheim, California and provided their time and talents to gathering and photographing riveters and tools plus a variety of other bits of information about service station tools, which will hopefully be the subject of additional articles, and to all the other people along the way I pestered for information.

Rob Kinsey

#10502



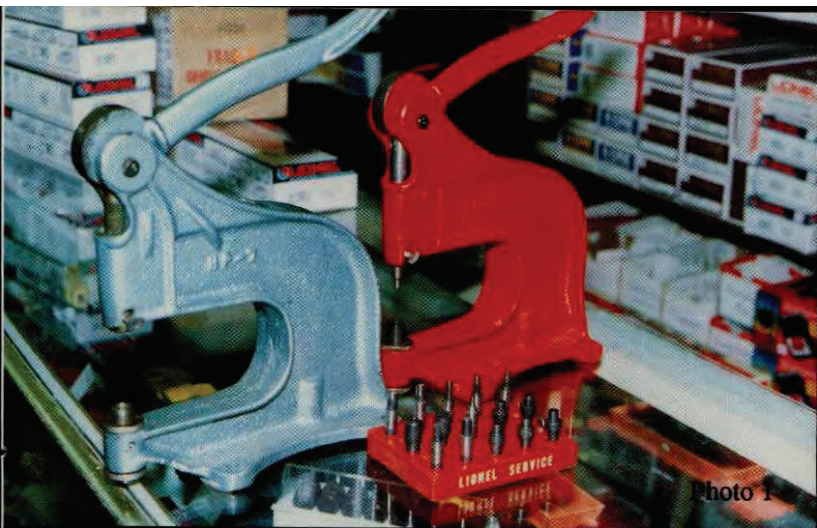


Photo 1



Photo 3

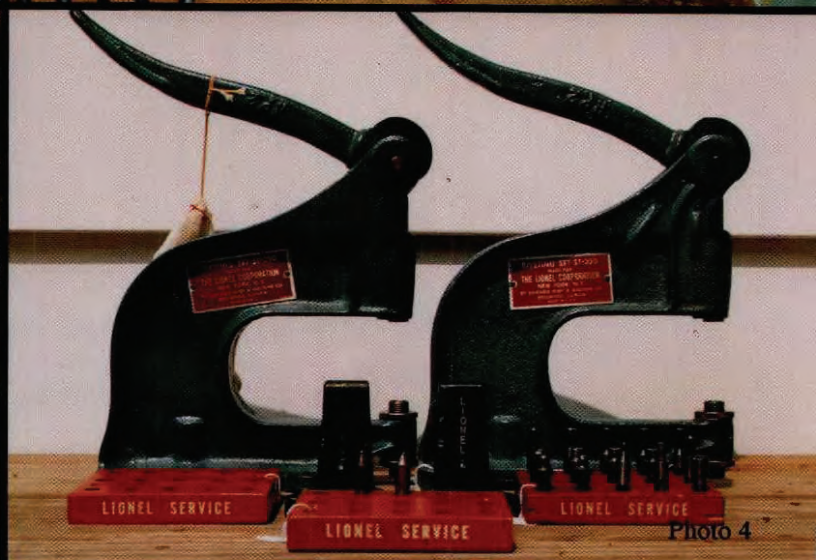


Photo 4



Photo 5



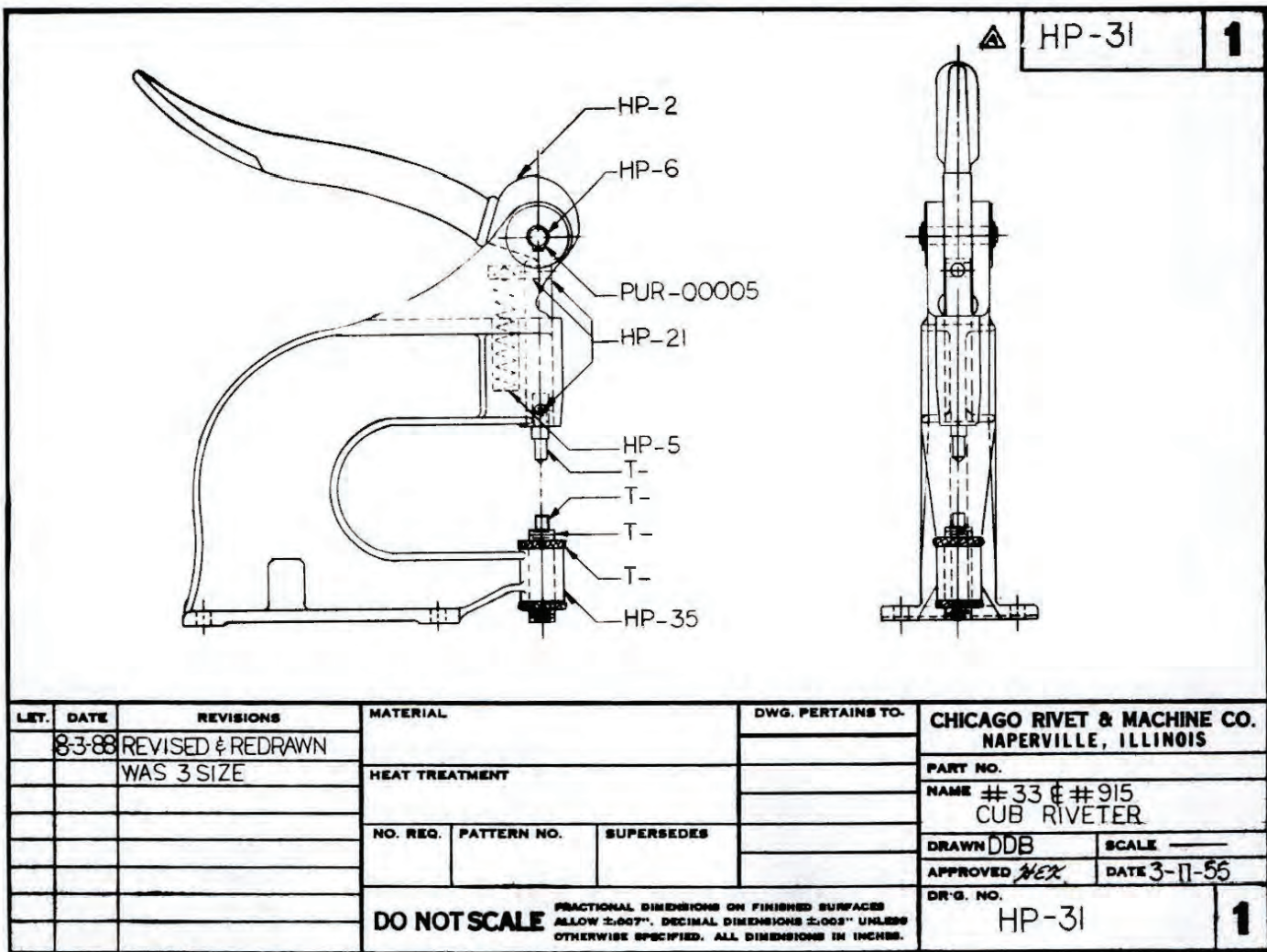
Photo 6



Photo 7







LET.	DATE	REVISIONS	MATERIAL			DWG. PERTAINS TO	CHICAGO RIVET & MACHINE CO. NAPERVILLE, ILLINOIS	
			HEAT TREATMENT				PART NO.	NAME # 33 & # 915 CUB # RIVETER
	8-3-88	REVISED & REDRAWN WAS 3 SIZE	NO. REQ.	PATTERN NO.	SUPERSEDES	DRAWN DDB	SCALE	
						APPROVED <i>WEX</i>	DATE 3-11-55	
DO NOT SCALE						FRACTIONAL DIMENSIONS ON FINISHED SURFACES ALLOW ±.007". DECIMAL DIMENSIONS ±.003" UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS IN INCHES.		
						DR-G. NO. HP-31	1	

BRUNING-40-21 Δ 8-9-88

Photo 9

950  
Page 134  
SEPT. 15, 1946

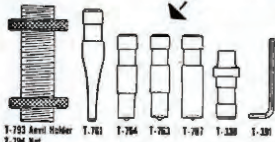
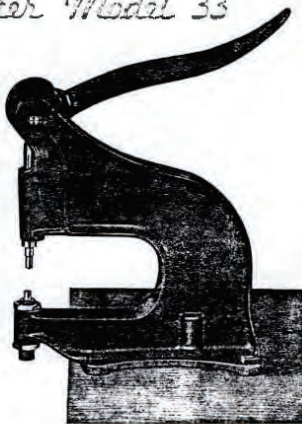
### Chicago Bench Riveter Model 33

For relining of brakes and clutches for automobiles, trucks, buses and tractors which use 3/16" and smaller rivets. Base of head is made with four holes for easy bench mounting—can also be mounted on Tractor Tread for Field Repair Work. Has deep throat of 4 7/8".

The Model 33 Riveter is designed for the small shop where a limited amount of brake and clutch repair work is done. It is easily operated and can be used on 1/8", 9/64" and 3/16" body diameter brake lining rivets.

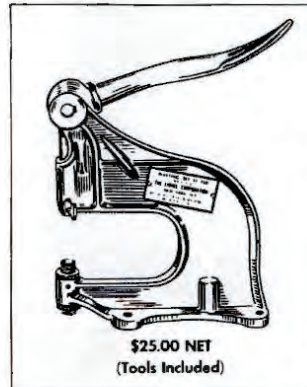
The long handle and cam design develop an exceptionally strong squeezing action on the riveting tool. Standard tooling includes the most popular tools for removing old rivets and setting new rivets in brake shoes, brake bands and clutch plates.

The base of the riveter is tapped and threaded for attaching the riveter to the tractor tread. A 1/2"-20 S.A.E. Cap Screw Bolt 2 1/2" long is required for such usage. Net weight 12 lbs.



- TOOLS FURNISHED WITH No. 33**
- T 761 Knockout punch for 9/64" brake rivets.
  - T 764 Roll clincher for 9/64" rivets.
  - T 763 Star clincher for 9/64" rivets.
  - T 767 Star clincher for 3/16" rivets.
  - T 358 Anvil for 5/16" and 3/8" head rivets.
  - T 391 10-32 Allen Wrench.
  - T 793 Adjustable Anvil Holder.
  - T 794 Two Adjusting nuts for T 793.

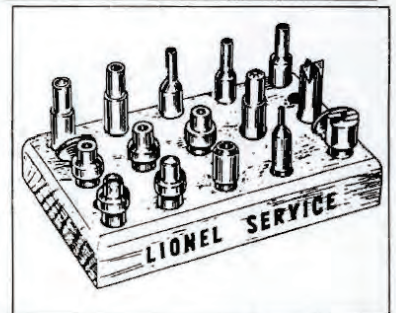
### ST-350 RIVETING SET



- This basic machine, built to high precision especially for Lionel Service Stations, will do literally hundreds of riveting and assembly jobs.
- The longhandle and cam develop an exceptionally strong but sensitive squeezing action on the riveting tools.
- Anvil holder is adjustable for length of rivets and size of tools. The throat is 3 inches high and 4-7/8 inches deep and will accommodate all types of Lionel equipment including locomotives and switches.
- The riveter is easily mounted on a bench. Compact and convenient, occupying space only 10 inches long, 4 inches wide and 20 inches high.
- A set of 15 different tools specially designed for Lionel equipment and conveniently mounted in a tool block is furnished.

#### THE FOLLOWING TOOLS ARE INCLUDED WITH ST-350 RIVETING SET

- 5 sizes of rivet and eyelet roll clinchers ranging from 1/16" to 9/64" to flare over tubular rivets and eyelets.
- 2 sizes of anvils for eyelets and round-head rivets.
- 3 sizes of riveting anvils for threaded binding posts used on transformers and accessories.
- 1 anvil for riveting sliding shoes used on automatic operating cars.
- 1 star clincher for riveting thick-walled tubular rivets.
- 1 applying clincher for riveting solid rivets.
- 1 knockout punch for removing rivets and broken binding posts.
- 1 knock-out anvil for above.



Replacement parts and individual tools are available for separate sale and special tools to fit the riveter will be added as they become necessary.

### Chicago Rivet & Machine Co.

930 SO. TWENTY-FIFTH AVENUE  
BELLWOOD, ILLINOIS (Chicago Suburb)

Branch Factory: TYRONE, PENNSYLVANIA  
Address all Correspondence to BELLWOOD, ILL.

Form 1298 3-53

X-1

PRINTED IN U. S. OF AMERICA

Photo 10

Photo 11

Reprinted with permission of Greenberg Publishing Company from Greenberg's Lionel® Service Manual © 1984 Greenberg Publishing Co.



# Letters to the Editor

Dear Glenn,

On the question of white tires and other applications of white paint to the trim of steam locomotives: I have been collecting Lionel since I refused to sell my 259E set during WWII. Lionel prewar 072 got me interested in O scale over 30 years ago and that developed an interest in prototype equipment. I have an extensive collection of Builder's Photos purchased from Alco, Baldwin and Lima back in the era when they were still in business, but no longer producing steam locos.

It was the custom to photograph the engineer's side (right) of at least the first loco of a new series of steam locos for publicity purposes. Around WWII, the builders also started photographing the left side, front, tender rear and cab interior. These shorts show that many photos of the same loco made on the same day will have white trim on the right view and none on the left side.

Often, these white stripes were not even paint but whitewash. There are even photos in existence showing the formal view with white details and another made after the loco had been moved a few feet showing gaps in the white stripes on the wheels where there was no paint behind the rods. Modelers become too fixated with "mint." By the time a steam locomotive had been delivered to the purchasing railroad it was usually dirty. Few railroads kept their locomotives in 'mint' condition. They were really dirty machines with smoke, coal dust, road dust and spray all mixed with their own lubricating oils. The New York Central attempted to keep their passenger locomotives clean, but they were the exception.

There are many reference books to illustrate my points. Kalmbach's *Steam Locomotives* and *Steam's Finest Hour* as well as several by Staufer. His *Pennsy Power* has a number of photos of 6200, on pages 240-244, including the addition of smoke lifters to 6200 on December 10, 1946 and his *Pennsy Power II* shows views of 6200 on pages 112 and 113, neither of which show white tires. I have a booklet, published by the PRR sometime after WWII, *Modern Power For Today's Trains'* that pictures 6200, looking very new and no white trim on the right side.

So, you have your choice and go by the era you like.

R. Dan Moss, PhD. #7490

*Dear Dan, Thanks for explaining about the white drivers on the locomotive. The photos in Staufer's "Pennsy Power" book of the 6200, better known as the S-2 turbine, are great. Any Pennsylvania Railroad fan will enjoy the book. Glenn*

Dear Glenn, Customer Beware: With the recent opening of Madison Hardware of Detroit, many new postwar parts are becoming available. What could be happening is the very strong possibility that parts are being interchanged with older postwar trains making yesterdays used trains mint today. All a person has to do is a little cleaning and change the wheel sets which is very easily done. By some person doing this there would be no sure way to tell if parts were replaced. What I would advise to all of us who buy postwar trains, is that you know who the person is that you are buying from. It is up to the buyer to decide what is original mint or today's new mint. Do not necessarily assume the integrity of all sellers is present.

Al Schwartz, #8790

*Dear Al, Thanks for the warning. It is unfortunate that some people attempt to misrepresent items they are selling. It is wise to always know who you are buying from and to carefully check what you buy. Glenn*

Dear Glenn, I must compliment you on the truly excellent photographs of the Lionel Visitors Center. They were far superior to anything appearing in the commercial press and I confess that I have poured over them endlessly since receiving the February 1992 issue. Rubin Guttman, #10477

*Dear Rubin, Bill Schmeelk, author of News & Views, took the great photos of the new Lionel Visitor's Center. Glenn*

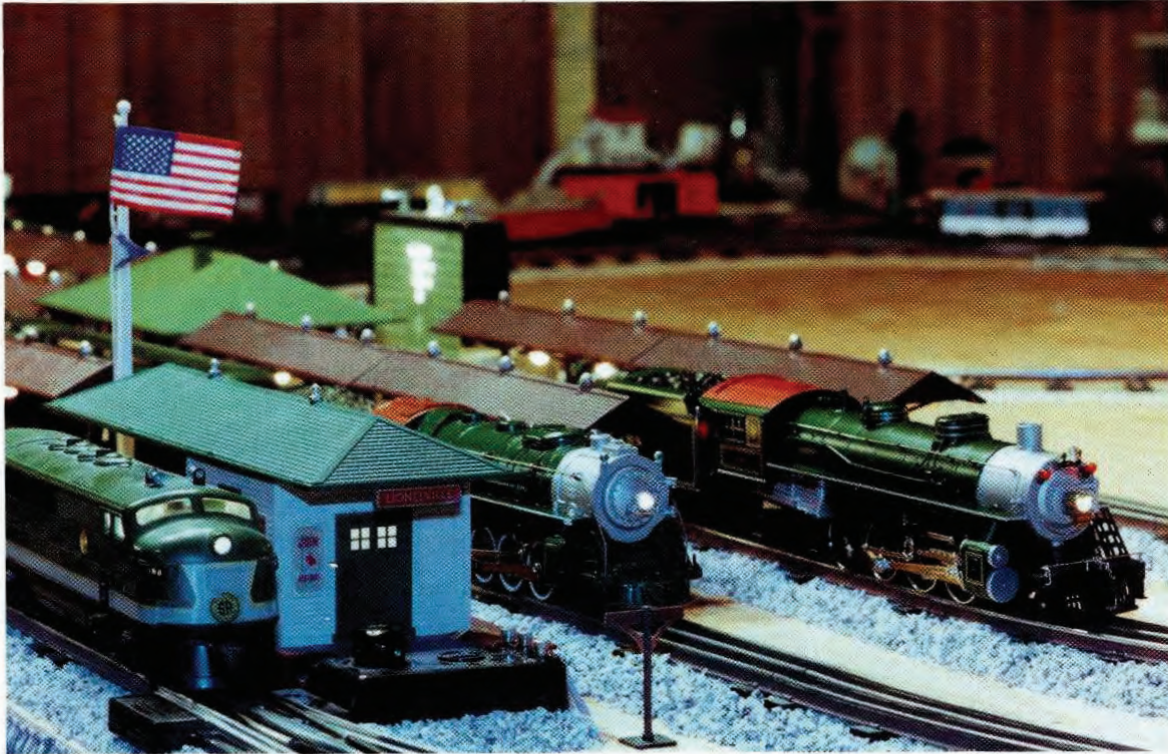
Dear Glenn, Thank you very much for returning the Christmas photos and sending 2 extra copies of The Lion Roars. I was about to request 2 copies (and pay for them) when the 2 complimentary copies arrived. A very nice Christmas present. Also, Thanks very much for printing the photos. My two daughters, both Lionel operators and collectors (they each have a Disney car, Cinderella and Alice in Wonderland) will hopefully be part of the Lionel future. Jeff Cooper, # 8972

*Dear Jeff, Thanks for sending in your trackside photos to share with everyone. Maybe Santa will drop off the two new Disney cars in the 1992 Stocking Stuffer brochure for your daughters. The complimentary copies of The Lion Roars are my way of saying thanks for sharing your photos with the club. Everyone who sends in trackside photos or articles that are published in the magazine receives two complimentary copies of the issue their photos or article appears in. Glenn*



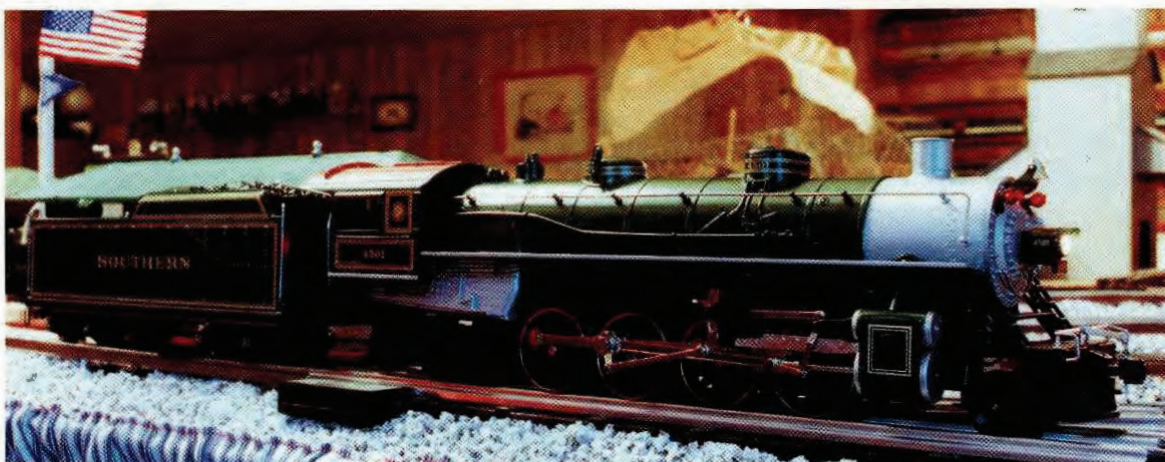
# Lionel® Trackside Photos

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



Above, Lionel's 2356 Southern F-3 diesel poses on Charles Sahn's, #4366, layout with the 1983 and 1992 versions of Lionel's Southern 4501 steam locomotive.

Below, a closeup of Lionel's Southern 4501 steam locomotive on Charles Sahn's layout.





# The Three Rail Rambler



The Southern No. 4501 steam locomotive owned by the Tennessee Valley Railroad Museum

## The Lady in Green

When Lionel's 1992 Book I catalog announced the offering of a model of locomotive 4501, the Rambler was a confessed skeptic. How good a model could the Mt. Clemens magicians manufacture when they didn't know or wouldn't tell whose locomotive it was? At least that's how it appeared to an observer reading the copy on page 14 of that catalog. And that's how it appeared to the Rambler as an otherwise magnificent example of semiscale sculpture hustled a 24 car standard 'O' freight train around LCCA member Charles Sahn's Lionel layout.

The Rambler had left 8 year old Andy in charge of the Tennessee Central for an evening and motored over to Charlie's to gather info for this review of LTI's version of the 4501. Sometime in the next year or two you will get to know Charlie as a future LCCA Convention Host, but he is also on the endangered species list. He takes *new* trains out of their boxes (gasp ! ) and the 'R' word – *runs* them (smelling salts, please, a collector/investor just fainted).

A spoonful of history is unavoidable at this point, but don't touch that dial!! This is what the catalog didn't tell you: Southern Railway's 4501, a grimy black freight hauler, was displaced by diesels and stored in 1948. She would have been turned into pickup trucks and tomato cans had the Kentucky and Tennessee Railroad not been looking for used locomotives. The K&T gave slightly more than 8 times what the models are going for today, fired up their future museum piece and ran her back to their home office in Stearns, KY. They numbered her "12" and she took her turn hauling hoppers to and from a nearby coal mine.

The K&T did things a lot like Charlie Sahn – they ran their steamers. And No. 12 was still running in the early

1960's when the K&T finally converted to diesels. Engine No. 12 was priced at her scrap value of \$5000. Only a miracle stood between the 2-8-2 and that great roundhouse in the sky.

Paul Merriman outbid the grim reaper of steam. Merriman was a research engineer by trade and a black belt ferroequinologist by avocation. He often drove the 150 miles from Chattanooga to Stearns to work as a volunteer on the K&T's engines. When No. 12 was put up for sale Merriman's decision was not whether to buy the engine, but how to get it to Chattanooga. Coming up with the cash was easier than persuading the Southern to run a steam engine over its rails again. But, on June 6, 1964 Paul Merriman rode the cab of his purchase as she steamed from Stearns to the Tennessee Valley Railroad Museum in Chattanooga.

Paul and his sidekick Robert Soule were leaders of the TVRM in those days. With a little help from their friends at the Southern, the TVRM volunteers rebuilt 4501 and painted her in the green and gold colors of Southern's passenger service. In August, 1966 she went to work hauling excursions and has been at it ever since.

In a way 4501 will always be Merriman's, though TVRM became her owner a few years ago. Robert Soule is now President of TVRM and he reports that while you are reading this story 4501 is having her valves adjusted, getting ready for the fall excursion season. And maybe, just maybe, when the Chattanooga LCCA convention rolls around he will let you sit in the cab for a moment and savor the aroma of coal smoke and listen to sounds no digital device can accurately reproduce. And you can think about what we might have missed if Paul Merriman had not become interested in trains when he was a child.



And that's why the Rambler will never *never* understand the omission of Merriman's name from the catalog copy; nor the absence of TVRM's initials from the model's tender.

As for LTI's 4501, check out your last issue of *The Lion Roars*. Our own Bill Schmeelk can reduce a new collector line engine to parts faster than you can say "formerly mint." Ole Bill gave the loco an excellent- and accurate- shakedown, but the Ole Rambler built a fire in that "can motor" and took a ride around Charlie Sahn's main line.

It was a good thing superintendent Sahn had assigned us a freight. The LTI 4501 we tested would have slung coffee all over passengers in a dining car at low speeds. Something seemed to bind up in the running gear and the loco hesitated at the same point in each revolution of the drivers. An increase of voltage to about 12 to 14 volts smoothed out the operation and the engine handled 24 LTI standard 'O' freight cars easily. If your engine has this or other problems check with you authorized Lionel Service Station. Just like the 1940's.

The Lionel model looked good on the layout, but something was not quite right. No fault of Lionel's, how could they have known, the cab windows on the model are closed. Permanently – unless you have a dremel tool. We keep 'em open at TVRM, even in foul weather. The Trackside Photos this month show Lionel's Southern on Charlie Sahn's layout.

The Rambler also must acknowledge that things are done differently in the South than in other (northern) parts of the country. So, we're not saying y'all are wrong, but – those groovy illuminated bright red marker lights belong on the business end of the "Sager Place" or any other pre-ETD era end-of-train car. According to her TVRM crewmen, lifesize 4501 wears clear classification lights normally. An engine heading in the first section of a scheduled movement should have green class lights at night. And if you don't believe the Rambler you can read it in the *Official Book of Rules for Model Railroading*, dated August 23, 1952 and published by Lionel Corp., 15 E. 26th St., New York, NY.

Is LTI's model a reasonable semiscale replica of the Baldwin Babe? Call or drop the Rambler a card pro or con. We will tally your responses and report in January, 1993.

One final 4501 note: the Rambler has been offered a few notes comparing the Williams Southern Mikado with Lionel's new product. The opinions may vary folks, but I calls 'em as I see's 'em. And remember – the Mt. Clemens Militia did NOT pay the Rambler to say this. If your engine ain't a Lionel it ain't a 4501!! If Southern Railway had 2-8-2's like the green one (No. 4869) in the Williams Crown Edition brochure those engines were black. Normal Southern Railway practice called for classification lights to be mounted high on the smokebox. The Williams brochure shows them in line with the headlight. There are also significant differences in the steamchest and piston configurations for the two locomotives.

Lionel's model represents TVRM's 4501 and would look stupid in any other paint scheme. TVRM and Southern

have made many modifications to the engine, including outfitting her with a larger tender. The Williams model is offered in several different road names and gives a nice appearance in all of them whether or not a real locomotive is accurately modeled.

Reports are that the Williams Mikado is a strong loco and a good runner. But, Lionel's Lady in sylvan green and gold stands alone. Now if LTI would just offer a set of red and gold madisons lettered "Tennessee Valley" we could run a 100% Lionel model of a passenger train that is still in (occasional) operation. Ah, dreams — .



### Smallest Layout Contest

The winner of the Rambler's Smallest Lionel Layout Contest is (drumroll please — ) Edward H. Schoen, #10080, for his Christmas mix of old and not-so-old Lionel, built to size and on budget.

### Topics for the Future

We'll discuss collecting with: "Will the three remaining collectors of average excellent postwar please publish their phone numbers." For those of you considering a layout you will not want to miss: "Layout planning – the hard, but fun way." And, for those members interested in the fiduciary aspects of our hobby, a newsletter titled "Financially Aware Train Collectors' Amalgamation Tabloid" (FATCAT). Be sure to Stay Tuned.

### How to Contact the Rambler

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





# Welcome Aboard New Members

13831	Thomas J. Cardell 379 Stones Crossing Easton, PA 18042	13861	David Feuerman 1561 E. 13th Street Apt. E-7 Brooklyn, NY 11230	13890	Joseph Mignemi 66 Cloister Place Staten Island, NY 10306	13920	George P. Petrasek 49147 Babcock Court Shelby Township, MI 48315
13832	Gordon Boucher 1004 West Main Street Lakeland, FL 33801	13862	Stephen J. Coyle 8017 Shepherd Avenue P.O. Box 3351 Spring Hill, FL 34606	13891	Mike D. Marple 104 West Ocean Avenue Lompoc, CA 93436	13921	Russell R. Kuhn P.O. Box 25082 Tempe, AZ 85285-5082
13833	Marcel J. Joly 144 Coolbreeze Pointe Claire, PQ Canada H9R 3S7	13863	Paul C. Kraft 3001 64th Street North St. Petersburg, FL 33710	13892	Steven M. Linn 1727 Lakeside Drive Harbor Beach, MI 48441	13922	Dario G. Brisighella, Jr. 477 South Kingston Circle Aurora, CO 80012
13834	Richard E. Lambing Route 8, Box 5220 Lufkin, TX 75901	13864	Janet C. Vanderkarr 9209 Country Bay Court Orlando, FL 32819	13893	Eric M. Deutchman 25 Moss Avenue Westfield, NJ 07090	13923	Robert A. Weinman 5 Elderwood Drive St. James, NY 11780
13835	Robert E. Mason 2219-B Lawson Drive Charleston AFB, SC 29404	13865	York D. Monhollen 2010 Galen Avenue Winter Park, FL 32789	13894	Michael Tucker 42 Ann Drive Freeport, NY 11520	13924	Harvey D. Wagar 1016 Webster Street New Orleans, LA 70118
13836	Scott A. Gasiorek 1976 N.W. Fork Road Stuart, FL 34994	13866	William F. Mursch 31050 Cove Road Tavares, FL 32778	13895	David B. Campbell 2590 Creekview Circle Oviedo, FL 32765	13925	Charles Boyer 618 Dartmoor Lane Mobile, AL 36609
13837	Walter B. Pemberton 682 Gladwin Avenue Fern Park, FL 32730	13867	Ken Sargeant 1909 North 31st Avenue Hollywood, FL 33021	13896	Richard I. Crews 9700 Villiers Drive, North Jacksonville, FL 32221	13926	Christopher H. Caldwell 17 Osborne Avenue Kenner, LA 70065
13838	Thomas M. Murray 7667 Athlone Drive Houston, TX 77088	13868	Bradley F. Woodward 4007 S.W. Cherokee Street Palm City, FL 34990	13897	Harry C. Geiger 1210 Berwyn Road Orlando, FL 32806-1815	13927	Gene Kelly 111 Gaston Avenue Fairhope, AL 36532
13839	Robert C. Thatcher 110 North Foxford Lane Mullica Hill, NJ 08062	13869	Charles Whittle Star Route, Box 3 Mentone, AL 35984	13898	Harry J. Boothe 7223 Sixth Avenue, N.W. Bradenton, FL 34209	13928	Jack Shepherd P.O. Box 4195 Port Charlotte, FL 33949
13840	Michael A. Morrongiello 38 Spencer Hill Road Coming, NY 14830	13870	Richard M. Trainor MC 381 4400 Alafaya Trail Orlando, FL 32826	13899	Glenn D. Engelhardt 2968 S.W. Sixteenth Terrace Miami, FL 33145	13929	Charles L. Brewster 2326 Bellemeade Avenue Evansville, IN 47714
13841	Steven C. Lalino 59 Robinson Avenue Medford, NY 11763-2616	13871	William C. McKie 117 Comanche Trail West Monroe, LA 71291	13900	Robert E. Griffin 1301 Woodbine Street Daytona Beach, FL 32114	13930	William F. Spanarelli 2806 Fennel Road Edgewater, MD 21037
13842	James G. Bouscher 8367 Christine Street Warren, MI 48093	13872	David R. Doyle 114 Owen Brownsville, TN 38012	13901	Larry A. Pawelczyk 8117 Middlebury Avenue Woodridge, IL 60517	13931	J. Keith Coulter 1216 South New Wilke Road Apt. 103 Arlington Heights, IL 60005
13843	John K. McDermott 37 North Spring Street Blainsville, PA 15717	13873	John M. Gerwin 3534 Woodmere Lane Sugar Land, TX 77478	13902	Eugene R. Burke 7088 Baribill Place Cincinnati, OH 45230	13932	Robert Soha 78 Lahey Street New Hyde Park, NY 11040
13844	John C. Dickhute 5235 Herzell Woods Court Fairfax, VA 22032-3916	13874	Jerry A. Moore 121 E. Tyler Street Longview, TX 75601	13903	David W. Kubat 14 W. Sunny Wood Court St. Peters, MO 63376	13933	Claude P. Mashall 832 North Columbus Street Lancaster, OH 43130
13845	Peter J. Klapper 53 Van Allen Road Glen Rock, NJ 07452	13875	John L. Reed 546 Lafitte Street Mandeville, LA 70448	13904	Carl N. Joseph Route 2, Box 353 Port Murray, NJ 07865	13934	Charles R. Causey 412 West Sixth Street Covington, KY 41011
13846	William L. Mowll 642 Friar Drive Yardley, PA 19067	13876	John K. Mason P.O. Box 53 300 North Pine Junction City, AR 71749	13905	Michael J. Hartley 25532 Chrisanta Drive Mission Viejo, CA 92691	13935	William E. Ruel 7 Naples Street Kingston, MA 02364
13847	Carl N. Sturm 2911 Ferris Avenue Royal Oak, MI 48073	13877	Bobby E. Hill 1504 Lilac Lane Piano, TX 75074	13906	Robert L. Ferguson 1734 Seminary Street Alton, IL 62002	13936	Anthony Bugeja 2900 John Anderson Drive Ormond Beach, FL 32176
13848	George H. Vincent 7800 Lake Dawn Drive Winter Park, FL 32792	13878	Michael T. Wimberly 5531 Hickory Ridge Drive Bossier City, LA 71111	13907	Richard T. Zinszer 9011 North Cedar Cove Road Dunnellon, FL 32630	13937	Patrick W. Bloodgood 978 Santa Maria Drive Greenwood, IN 46143
13849	Larry R. Stewart 8905 Albert Stewart Lane Silver Spring, MD 20910	13879	Bobby F. Muha 105 Poplar Drive Brandon, MS 39042	13908	Frederick H. Lang 516 Andros Lane Indian Harbour Beach, FL 32937	13938	Charles L. Holland 24 Cool Creek Court Carmel, IN 46033
13850	Richard M. Davis 9201 Cypress Lake Drive Fort Myers, FL 33919	13880	John N. Kramig 559 Woodbrook Lane Wyoming, OH 45215	13909	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13939	Carter Kerns 203 South Main Street Pendleton, OR 97801
13851	David W. Hallman 41 North Glenwood Avenue Orlando, FL 32803	13881	Harry M. Harris 562 S.W. Banks Terrace Port St. Lucie, FL 34953	13910	John M. Best Route 1, Box 277-A Durhamville, NY 13054	13940	Jonathan W. Coulter P.O. Box 1456 Winchester, VA 22601
13852	Richard H. Rigby 3949 Sawyer Road Sarasota, FL 34233	13882	Winston G. Shelley 161 East Trotters Drive Maitland, FL 32751	13911	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13941	James S. Melwning 4477 Brittany Lane Crestwood, KY 40014
13853	James F. Fitch 3098 Mapleshade Street Deltona, FL 32738	13883	John Leger 1400 East Highway 50 Winter Garden, FL 34787	13912	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13942	Kent McFaden 1658 Sanford Street P.O. Box 765 Muskegon, MI 49443
13854	Donald E. Winter 1971 Geronimo Trail Maitland, FL 32751	13884	Perrell West, Jr. 527 West 162nd Street Apt. 1 New York, NY 10032	13913	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13943	David W. Lange 193 East State Road Jamestown, PA 16134
13855	Jim Monroe 5560 Rushmore Street Ventura, CA 93003-1137	13885	Andrew M. Martin P.O. Box 1227 Batesville, MS 38606	13914	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13944	Leonard H. Higgins Route 6, Box 177 Waynesville, MO 65583
13856	Ken J. Schultz 1807 Truckee Way Salinas, CA 93906	13886	John P. Shuchart 1841 Lakeview Road Clearwater, FL 34624-3608	13915	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13945	David J. Zeller 3923 Harvest Court Glenview, IL 60025
13857	Patrick G. Ross 310 K Street, Suite 507 Anchorage, AK 99501	13887	Bruce E. Lambert 15 N. 278 Damisch Road Hampshire, IL 60140-9063	13916	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13946	Edward J. Vaughn 1693 Bonner Trail Oregon, WI 53575-2401
13858	James P. Gilmore 2270 Ivy Crest Drive Bellbrook, OH 45305	13888		13917	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13947	Kathy Vaughn 1693 Bouner Trail Oregon, WI 53575-2401
13859	James F. Adams 9362 Wallien Drive Brooksville, FL 34601	13889		13918	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13948	Frank Alberti 11934 Lizard Lane Umatilla, FL 32784-8132
13860	Gianluigi Soldati 54 Summer Street Edison, NJ 08820			13919	Lee J. Feldman 77 Gamage Avenue Auburn, ME 04210	13949	Carol Alberti 11934 Lizard Lane Umatilla, FL 32784-8123



