

The



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LION ROARS

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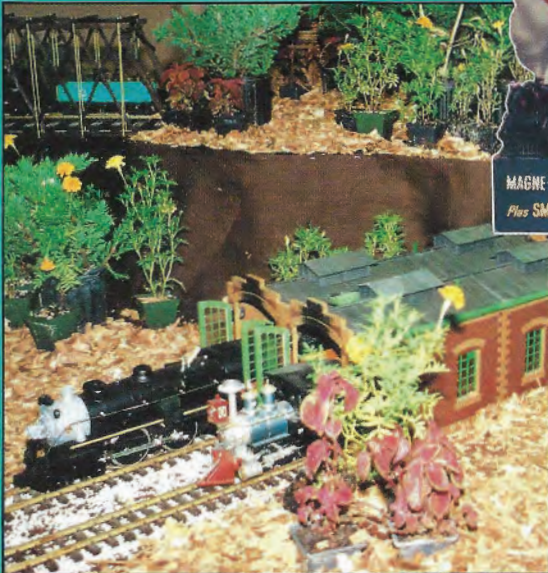
Bimonthly February, April, June, August, October, December



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 LCCA Lionel Collectors Club of America 22nd Annual National Convention Orlando, Florida July 22-26, 1992	 LCCA 22nd Annual Convention Orlando, Florida July 22-26, 1992
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The Lion Roars is mailed to you based on the information provided to the LCCA Business Office. Computer records maintained there are updated monthly and used to create the mailing labels. It is the member's responsibility to notify the LCCA Business Office at least 60 days in advance of a change of address to insure that your publications will arrive without interruption. The Lion Roars is mailed third class. The post office will not forward third class mail unless you specifically request and pay for the forwarding.

What to do if your Lion Roars did not arrive

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

Articles and Photos

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

Glenn Patsch

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Upcoming LCCA Events

- 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.
- November 29, 1992 in York Pennsylvania at the Old Main (red) Hall at the York Fairgrounds**
Barry Keener (717) 367-4745 is hosting this event with cohost Russ MacNair (717) 898-2832. Tables \$10. Guests \$3. Setup at 7 AM. LCCA trading at 8 AM. Public trading from 9 AM to 2 PM. The Old Main (red) Hall at the York Fairgrounds is located at the intersection of Charlisle Ave and Market Street in York, PA.
- July 21-25, 1993 in Dearborn, Michigan, The LCCA 1993 Annual Convention**
Bill Button (313) 722-7464 is the Convention host for the LCCA 1993 Annual Convention. The convention will be at the Hyatt Regency Hotel in Dearborn, Michigan. Planned tours include: the Lionel factory, Madison Hardware, Lionel Visitor's Center layout, Carail (Dick Kughn's private antique auto and toy train museum), the Henry Ford museum, Greenfield village, and a ladies luncheon fashion show. Registration materials will be included in the April 1993 issue of *The Lion Roars*. Plan to attend this terrific event.

Front and Back Covers: Pictures from the 1992 LCCA Convention in Orlando, Florida. Photos by Ed Richter, LCCA No. 13075.

The back cover of the August issue of *The Lion Roars* featured a painting by artist Angela Trotta Thomas. The painting is titled "One Track Mind." Notecards, Christmas cards and limited edition prints of Lionel toy trains are available from Angela Trotta Thomas, LCCA member No. 13961, at (717) 586-0774. The back cover credit was accidentally omitted from the August issue.

Lionel® News and Views by Bill Schmeelk

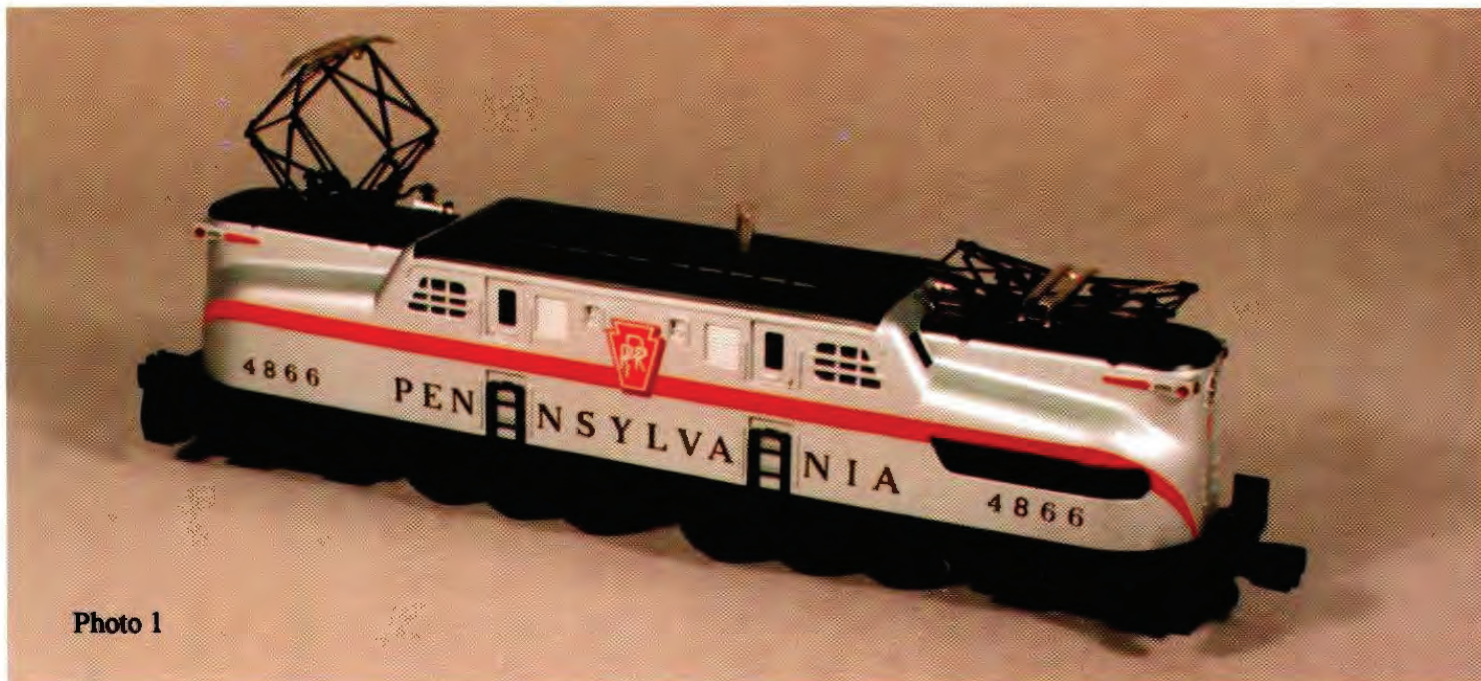


Photo 1

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.

EXCITING NEWS !!!

As you have probably read in the last issue of *The Lion Roars*, next year's convention will be held in Dearborn, Michigan. Dearborn is about forty minutes from the Lionel factory. LCCA president, Al Otten, is working closely with Lionel, and it looks like this will really be one our greatest conventions. Lionel is planning quite a show for us. This is expected to include a tour of Lionel's manufacturing facilities and the visitor center.

In addition, Al is working with Lionel owner, Richard P. Kughn, #5586, on a visit to Mr. Kughn's private museum, Carail, and Madison Hardware. For those unfamiliar with Carail, it is Richard Kughn's private museum and houses a portion of his extensive antique car

collection and also his train collection. Carail is currently being expanded and by the time of next year's convention will also include a large new operating Standard gauge layout.

The convention hotel is also walking distance from the Ford Museum and Greenfield Village, two attractions worth seeing. Without a doubt, this is one convention no Lionel collector will want to miss. Start clearing your end of July 1993 for this once in a lifetime event!

Lionel's NEW GG-1

Lionel's new silver and black Pennsylvania GG-1 is out and we gave it the once over. Photo 1 shows the new loco. By the way, when we say new, we mean new. Every part of this loco is new. Among other things, the cab is a new die, the trucks are new, the pantograph are new, and the motors are new. As you can see in photo 2, the graphics are sharp. This new GG-1 was manufactured in Korea. We used a Lionel No. 8150 for a comparison and found quite a number of changes. No. 8150 was the green GG-1 introduced in 1981. Photo 3 shows the new loco with its cab removed, while photo 4 is the older version.

First, notice that the frame is quite different. The older version had an aluminum frame with a separate steel section at one end. In the postwar versions of the GG-1, this separate section allowed access to the battery compartment. The plate was not that simple to remove and as we know, many left the battery inside rather than go through the trouble of removing it. As a result, many postwar GG-1's are found today with battery damage.

The cab itself seemed heavier than the original so I weighed both of them. The original weighed 33 ounces,



Photo 2

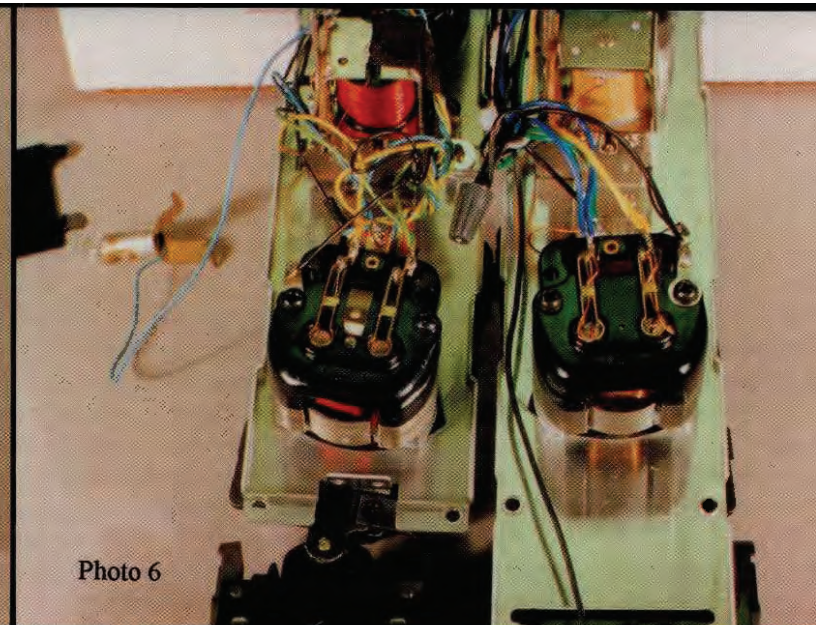


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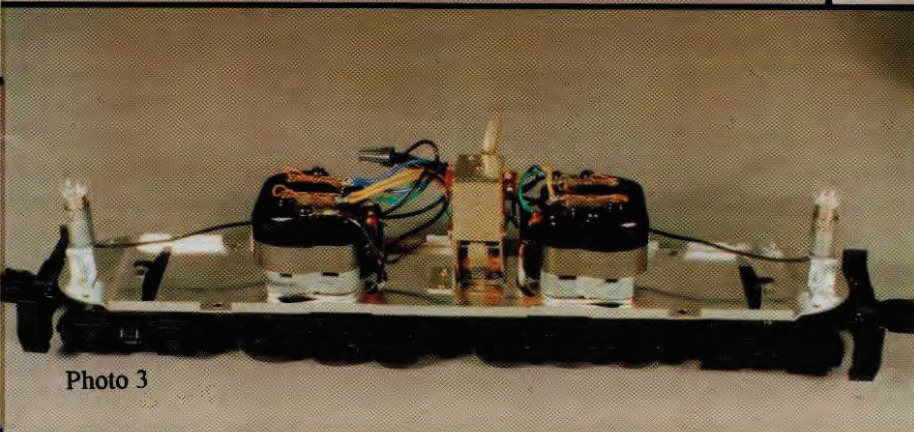


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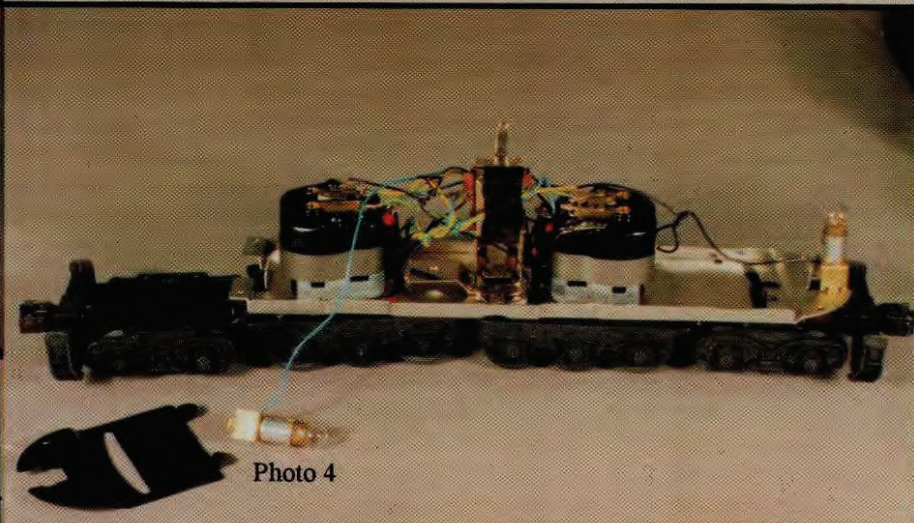


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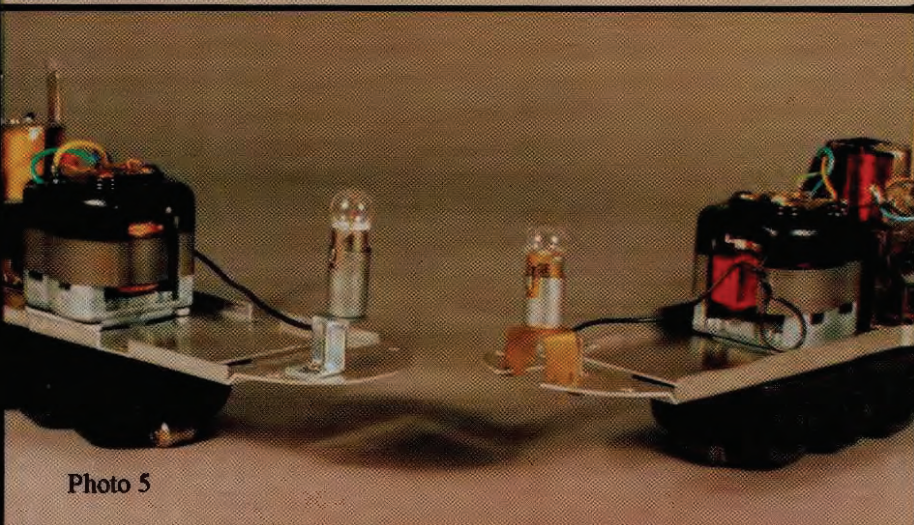


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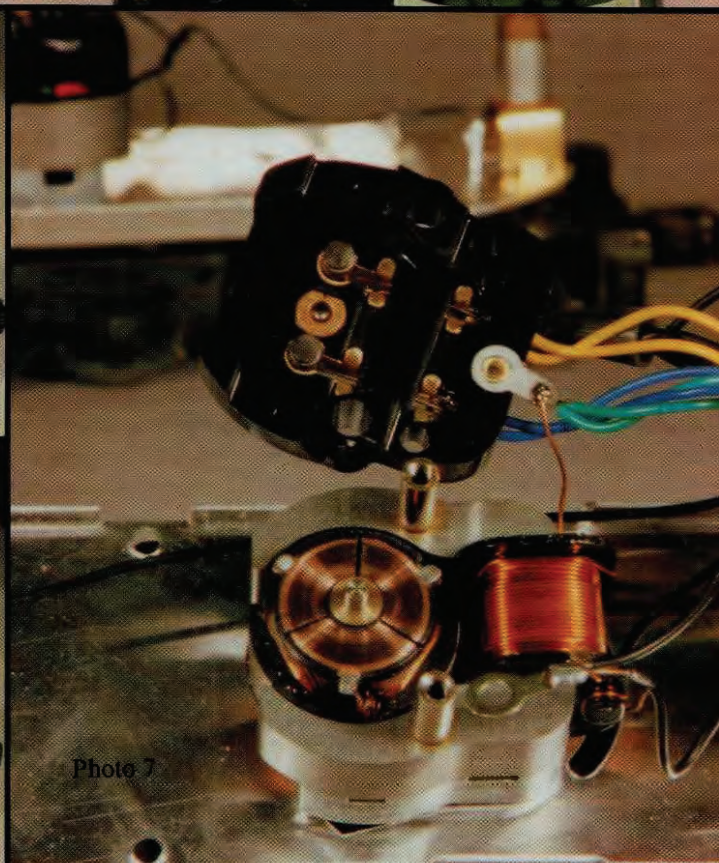


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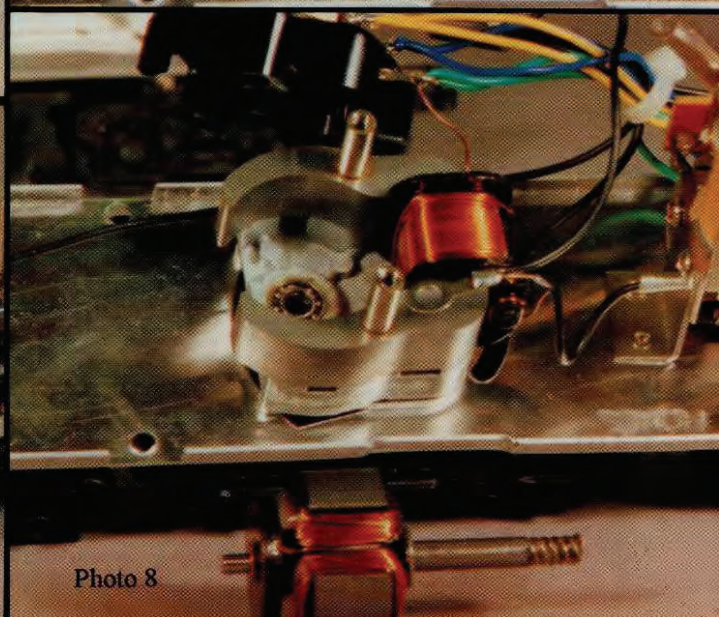


Photo 8

while the new one weighs in at 46 ounces. That makes the new version about 40 percent heavier.

Another change in the frame is the height of the folded flange. The newer version is not as high, and has two notches at each end. Since these notches effectively remove the flange at that point, the frame is less rigid when the cab is off. These flanges accommodate 'bosses' on the cab shell into which the screws secure the frame. Once installed, these 'bosses' then provide ample support.

Also notice in the photos the difference in the E-unit bracket. The older version is the postwar type. The older bracket has an extension on which the horn relay was mounted. Although the clip has been there on all previous modern era GG-1's, it hasn't been used since the postwar period.

Photo 5 shows the new GG-1 on the left and the older one the right. As you can see the light bulbs are mounted differently. In the older version, the bulbs could be changed without removing the frame from the cab. To change bulbs on the new version, you must remove the cab. Also note in this photo that the armature stack on the older one is epoxy coated (red). Interestingly, on this loco, one motor has this coating but the other does not. I checked with Mike Braga, of Lionel Customer Service, and discovered that the process is still being used, but the outside of the armature is buffed to ensure accurate clearance within the field. This process removes the coating on the outside, it remains on the areas where it insulates wires.

Photo 6 shows the motors of each GG-1. On the left is the older version. There are a couple of important changes which were made. First, look carefully at the brushes of each motor. The new motor has what is called shunted brushes. This means that a wire is connected directly to the brush. In the older style, the current is transmitted only through the brush spring. If you've ever changed the brushes on your electric drill, you'll know that shunted brushes have long been the standard for power tools.

Note also in this photo that the newer version does not have the oil wick on the brush plate. Older Lionel motors have long had the small felt wick, onto which a drop of oil is placed for lubrication. Photo 7 shows the inside of the new brush plate. The end of the armature runs in an oil impregnated bronze bushing. The very top of the armature rides against a small steel ball bearing. Photo 8 shows the same motor with the armature removed. Notice the small steel ball bearing to the left of the armature.

Another worthwhile change is the ball bearing race which the other end of the armature rides in. It can be seen inside the base of the motor. To remove the armature from the older GG-1, it was necessary to remove the entire motor from the truck. A 'C' clip under the motor secured the armature. In the new version, the armature can be pulled straight out, without removing the motor from the truck.

Photo 9 shows the new motor completely removed from the truck. There is an aluminum spacer between the motor and the frame. The spacer is laying in front of the chassis in the photo. Although the base of the older and newer motor

appear identical, they are not interchangeable. The old motor will not fit into the new truck and vice versa.

Photo 10 shows the chassis of each loco with the motor removed. The newer one is on the left. The older loco had spacer washers between the frame and the truck. These were not necessary on the newer one. The newer one has a brass spacer in the truck. This is different from the older version. It is also interesting to note that the newer truck is packed with grease, while the older one is practically dry. Let that be a warning to those collectors that have had their engines in boxes for years. If you decide to operate some of these locos, you should definitely check it for proper lubrication before running.

Photo 12 is a bottom view of the new and old pilot trucks. They are very similar, but notice one difference. The newer truck, on the left has more material in the section going across the coupler. Photo 11 shows the two trucks, and the screws used to secure them to the frame. The new truck is shown on the left. All of the trucks on the new GG-1 are painted black. The finish on the older trucks is black oxide. If you look carefully at the photo you may also notice another significant improvement in the new truck. The new truck can be completely disassembled. The truck sideframes are screwed into place. On the older truck, the sideframes are staked. The screws on the newer truck means that replacement of wheels and axles is easily accomplished. This should be a consideration in the design of any new trucks. Most of Lionel's die-cast trucks are quite difficult to disassemble. If a wheel becomes damaged, its easier to simply replace the entire truck.

Photo 13 shows the new and old pantograph. The new one, on the left, has a couple of changes. First, the bottom plate is black. A much better match to the black top of the loco. Second, the springs which raise the pantograph are completely different. The original used a blued steel flat spring. The new version uses two coil springs, one per side.

One more observation concerns the Magne-traction®. The magnetic strength on the new model is considerably more powerful than the older one. Magne-traction® remains a feature that I like to see exploited.

How does it run, you ask? Glad you asked. We put the new GG-1 to the rails and fired it up. The engine ran smoothly and quieter than I expected. Operation was essentially the same in both directions. Running without any cars, the loco drew slightly over three amps. The amperage draw was also similar in both directions.

On almost all points we found the improvements in this new GG-1 to be significant. One complaint - Where's the horn? This engine hasn't had a horn since the sixties. Lionel's standard electronic horn won't fit inside. Surely however, a smaller circuit board could be designed to fit at one end and the speaker at the other. It just seems a crime to have a top of the line engine, with so many positive features, lacking a horn. Perhaps this one engine doesn't justify the costs involved in designing a new circuit board, but it sure seems a shame when diesels costing half the price of the GG-1 include a horn.

Lionel Announces New Dealer Agreement

Beginning with the 1993 Book One offerings, dealers who wish to purchase from Lionel must agree to the terms of Lionel's new *Value-Added Dealer Agreement*. Lionel describes the agreement as "value-added" because they believe that the services provided by dealers add value to the product and benefit the customer. The five page agreement has some interesting points which may change the way some collectors purchase their trains. The agreement covers the 1993 Book One, Book Two, and Stocking Stuffer catalog items. Products from earlier catalogs are NOT covered. The agreement is expected to be renewed each year. Under this agreement, Authorized Value-Added Wholesalers may sell only to Lionel Authorized Value-Added Dealers or other Authorized Value-Added Wholesalers. An Authorized Value-Added dealer may only sell the covered Lionel product to consumers and collectors who are not purchasing for resale, or to other Authorized Value-Added Dealers. Now here's the real killer. Dealers may not sell products covered by this agreement at train meets, swap meets, or flea markets. This means you won't see dealers selling the new line at train meets until one year after the catalog expires. That means that Lionel 1993 Book One items could not be sold by dealers at train meets until about June 1994.

Other key points of the agreement require that Dealers are expected to be open for business during normal business hours at least five days a week. The store must also have an operating Lionel train display. While this new agreement seems to support full time Lionel dealers with stores, it appears that this new policy will make it tough for "basement dealers" to operate. It will be interesting to see what develops.

TM's Latest Video Ranks High

From TM Books and Video comes part V of the *Great Toy Train Layouts of America* video series. TM's new tape features two terrific layouts. First is Ron Zweig. Ron's layout has an interesting history. The track work was completed and in the basement when he bought the house. One of the highlights of Ron's layout is the catenary system. During the video, Ron explains and demonstrates exactly how he built the system.

The second layout is owned by Doug DuBay. This fantastic layout was built by professionals. It was hard to believe that construction was started and completed within six weeks. My own layout is going on eight years and all the tables aren't up yet. The video shows the construction of the layout and then its transportation and set up on site at Doug's train museum. It is truly a sight to behold. The complete setup took place in one day. Truly unbelievable! This is the kind of tape that could prompt you to tear up your layout and start over again.

What makes this tape rank so high, in my opinion, is that it is more than just watching a layout run. Both detail much of the construction and scenery techniques. These are all useful tips if you're planning a layout. Both are great

Lionel layouts. Ron's layout also features a loop of American Flyer®. Doug's layout uses some very interesting techniques and visual effects. His layout was constructed by two-time Tony nominee, Clark Dunham. His expertise in theatrical lighting and stage craft, is put to great use. He designs the layout from a different point of view than most train people. The result is beautiful.

Convention Car Error? – NO!

Those attending the convention were pleased with our new convention car. This car is quite prototypical and is the only uni-body tank car that Lionel has made with white rails at the bottom. In fact, the car is so prototypical that several members thought an error was made.

If you've purchased one of Lionel's previously released uni-body tank cars, you know that it is supplied with four placards. These little signs are usually black and contain a Flammable warning. Our convention car is also supplied with the four placards, but they are white and contain no warnings on them. A small instruction sheet enclosed with the convention car explains how and where to install these signs on the car.

Since Lionel used its usual instruction sheet, the placard are shown and described as having the warnings on them. It is prototypically correct however, for the NASA car to have white, blank placards. Photo's on display at the convention pictured the real NASA car and on that car the placards are white and blank. So, we hope there hasn't been too much confusion about that.

More On E-Units

The response concerning your preference of electronic or mechanical E units has not been overwhelming. I do receive a couple of letters between each issue, but that's it. So far there is surely no consensus of opinions. There are those who feel strongly in each direction. Robert Haas, #12206, writes that he has had experience operating both. Although he has had no trouble with the electronic E-units, his preference is for the mechanical one. He has found them reliable with an occasional tear-down and cleaning of the finger units, drum, and plunger to keep everything in top shape.

Thanks Robert for the comments. Among those who prefer the mechanical E unit, one of the primary reasons seems to be that they can be maintained and repaired. If an electronic E-unit needs repair, they are almost always replaced. Few have the knowledge, especially without a wiring diagram, to diagnose and repair the electronic versions.

Those who prefer the electronic E-unit usually point out its quiet operation and the fact that they start in the same position after an extended stop. The QSI units which have been installed in some of Lionel's engines take a slightly longer pause to change directions than do the mechanical E-units. This feature allows them to do better over switches and track which is not perfectly clean. Let's hear some of your comments.

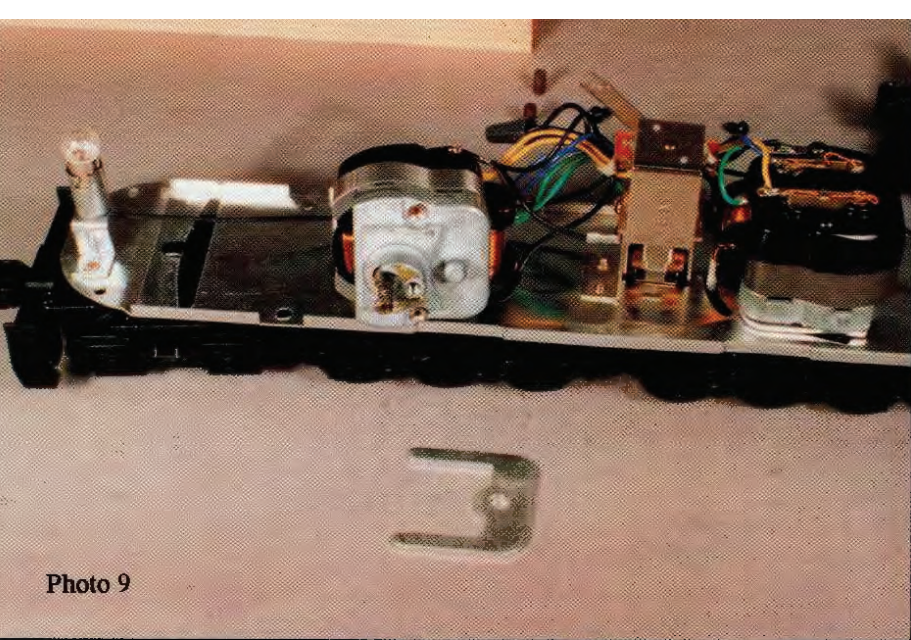


Photo 9

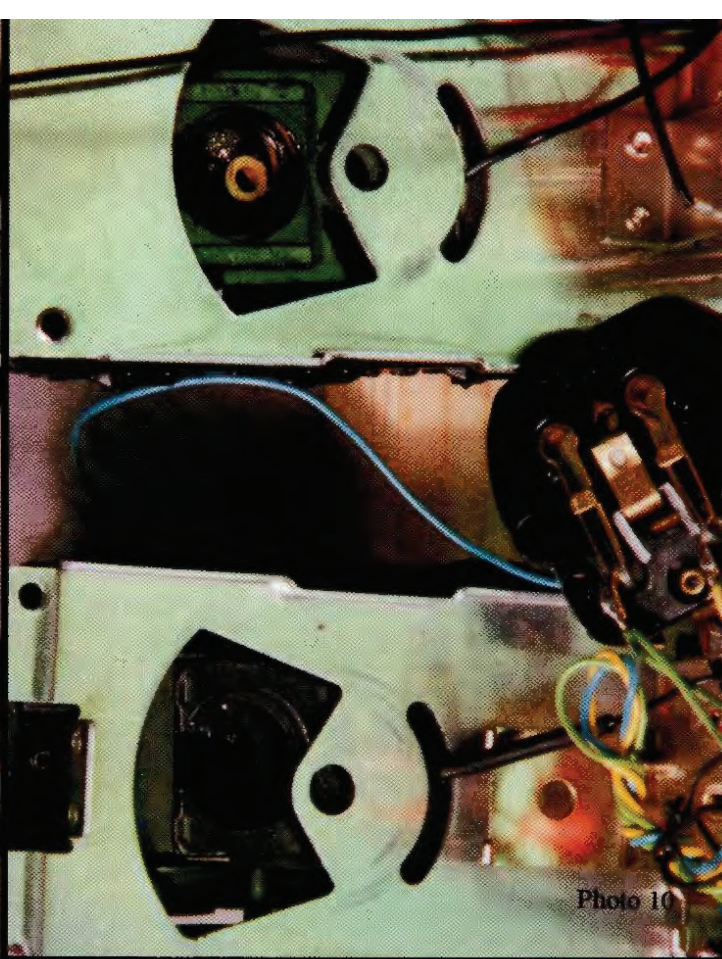


Photo 10

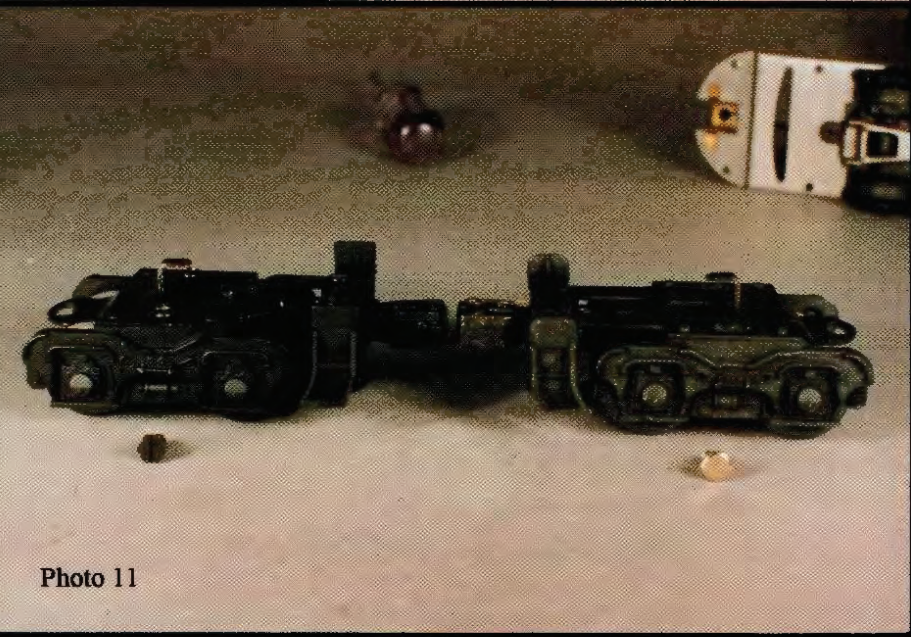


Photo 11

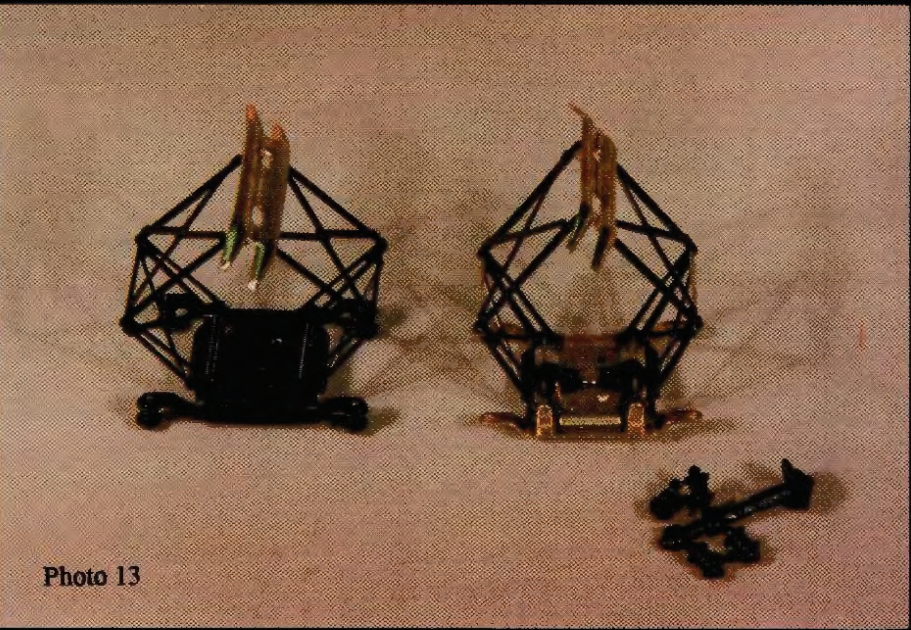


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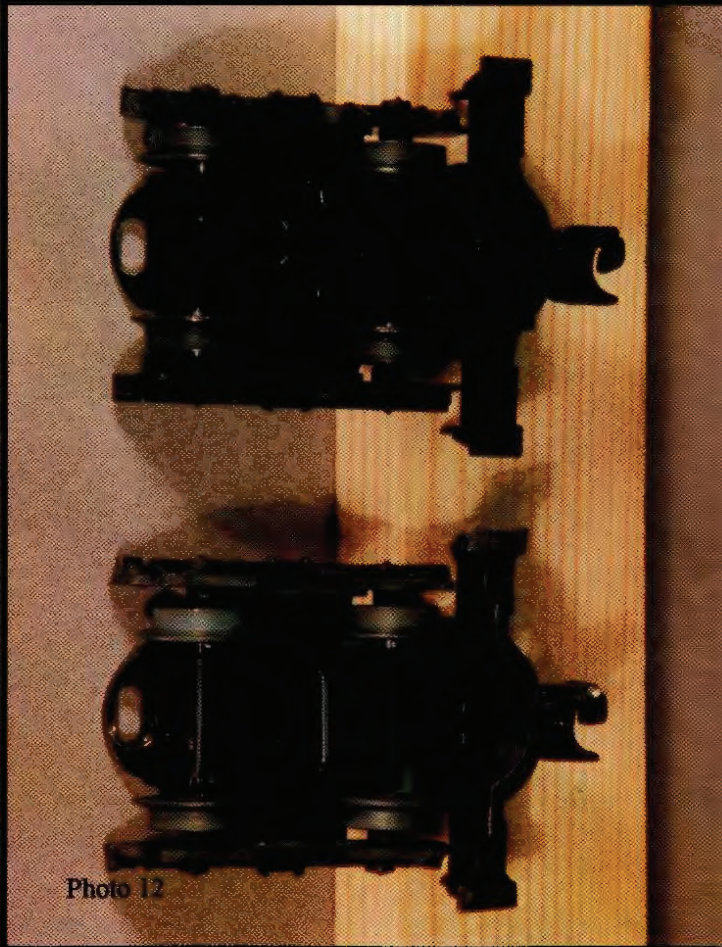


Photo 12

Feds Nail Cohn for Taxes

In 1959, times were hard for the Lionel Corporation. Ron Hollander's excellent book, *All Aboard*, details the story of Joshua Lionel Cowen's sale of his Lionel stock to Roy Cohn, his great nephew. Roy Cohn had gained prominence for his work as chief counsel to Senator Joseph McCarthy. Recently, HBO released a new movie on its cable network, *Citizen Cohn*. The movie is based on the book of the same name by Nicholas von Hoffman. I have read the book and watched the movie. If you had any doubts about what kind of person Roy Cohn was, you might be interested in seeing the movie. Lets just say that he is not put in a very good light. According to Ron Hollander's book, Roy Cohn and his group, paid \$15 a share for Lionel in 1959. When he sold out in 1963 he got \$5.25 per share. His dealings with Lionel are not mentioned in the movie. Cohn did too many other deeds that merited inclusion in the movie. The book however, does mention his connection with Lionel. The book mentions for one thing, that Cohn's car was seized to collect a judgment against him. The car was seized during a Lionel stockholder's meeting.

On September 2nd, I saw an article in the *New York Daily News* about Cohn. He died of AIDS in 1986. The federal government has just come to a settlement with members of Cohn's old law firm. They will receive 4.7 million. The article concludes by stating, "*In addition to the federal government settlement, New York State will receive \$317,315 and New York City \$9,643 to cover back taxes. In addition, American Home Assurance Co. will be paid \$105,000 to settle malpractice claims and two investors in the Lionel Corporation will share \$300,000 to settle a 1964 judgment against Cohn, who had an interest in the company.*"

A Talk With Lionel

Lionel was represented at our annual convention by the President of Lionel, Nicholas DeGrazia, Vice President of Sales, Mark Gordon, and Chuck Liebrock. The Lionel seminar continues to draw a large crowd at the conventions. This year was no disappointment. The program started with a slide presentation showing the new Lionel Visitor Center. The slides were interesting, but they just wet our appetite

for what we'll be able to see in person come next July at our convention.

Next, Nicholas DeGrazia took the podium to answer questions from our members. This always proves to be enlightening. We'll recap some of the interesting points. Nick mentioned that Lionel had perhaps in recent years placed too much emphasis on the higher priced end of the line. The 1993 line will be concentrated more at the lower to medium price range. Nick was quick to point out that quality would remain a high priority.

The ZW question was brought up and Nick confirmed that although they had initially been lead by Underwriters Laboratories to believe that the ZW could be improved enough to be put out, it was simply not possible to meet their requirements and retain the original case. Nick also confirmed that alternative "power sources" were in development. That's as much as we could get out of him on the transformer question. We'll have to wait and see what develops. We were pleased to hear that Lionel was not abandoning a ZW replacement.

That's it for Now

Keep those letters and phone calls coming. Let us know if you have something you'd like to see discussed. See you next time.

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

10th Anniversary

This is Bill Schmeelk's 60th News & Views column. He has been writing News & Views for *The Lion Roars* for 10 years. His first News and Views appeared in the December 1982 issue.

The Editor

Convention Car Notice

Please be advised that the placards for the 1992 LCCA Convention NASA tank car are supposed to be *white without any lettering*, just like the placards on the real NASA car. The instructions for attaching the placards are from Lionel's regular production tank cars which have placards with lettering.

Bill Trappen

President's Report

It's a pleasure to report that we had a great convention in Orlando, Florida. We had over 400 members registered and that doesn't include wives and children. I found Orlando to be a beautiful city with lots of trees and not a lot of Florida sand. The city is laid out very orderly and is very, very clean. I can recommend Orlando to all of you without reservation.

I would like to express my sincere thanks and appreciation to Bill and Rosemary Trappen and their staff. Great job gang. You might also be interested in knowing that Bill Trappen and others on his committee recruited approximately 150 new members. WOW! That has to be an all-time record.

The old Board of Directors and the new Board met and both went extremely well. Several years ago when club finances were not what they should have been we instituted many cost saving programs. Two of the cost savers that affected you most directly was a cut in the number of pages in *The Lion Roars* and a reduction in the number of words in *The Interchange Track* ads. You were told that as the club's financial health improved, the cuts would be reinstated. Well many months ago I directed the editor of *The Lion Roars* to increase the pages back to 32 and to eliminate, where possible, black and white photos. I think you will agree we accomplished our goal. Now back to the Board of Directors meeting. Your Board voted unanimously to increase the maximum words in *The Interchange Track* from fifty (50) to one hundred (100), effective with the January 1993 issue.

On Sunday, July 26th, I had a breakfast meeting with the officers, editors and invited guests. We spent the majority of the meeting discussing next year's convention in Dearborn, Michigan. When we had our 1982 convention there, which was also at the Hyatt Regency Hotel, we had over 500 members register. With what we and Lionel have planned we expect the 1993 L.C.C.A. Dearborn convention to attract between 1000 and 1200 members. I assure you 1993 will be the year of the L.C.C.A. Here are some of the plans for the 1993 convention. I have been working very closely with the folks at Lionel and let me tell you, they are as excited as we are. Dick Kughn, Nick DeGrazia and Mark Gordon have really come through for us. Let me tell you what is planned:

- Tours of the Lionel factory
- Tours of the new Lionel Visitors Center with its huge operating layout
- Tours of Carail, Dick Kughn's private antique auto and toy train museum. This is an outstanding facility.
- Tours of Madison Hardware

How is that for a lineup? In addition, hosts Bill and Diane Button have tours planned for such places as Greenfield Village, the Henry Ford museum and a ladies luncheon fashion show. There will be lots more to announce in the months to come. I suggest you make your 1993 vacation plans now for Dearborn, Michigan.

Not only are we gearing up for a big convention, but we will also be launching a massive campaign to boost our membership in the L.C.C.A.

I am very grateful to the Board, Officers and appointed officials for their tremendous support. There is nothing I have asked for that they did not approve. It is that kind of cooperation that make the Lionel Collectors Club so successful.

Finally, all the 1992 L.C.C.A. convention cars have been shipped. If you have not received your car, please contact Bill Trappen at (407) 365-7860.

Al Otten

NOTICE

Due to postal redistricting, Lionel Trains, Inc. has new addresses effective immediately. All *correspondence*, which includes letters, comments, Railroader Club material, service inquiries, service return authorization requests, etc. should be sent to:

Lionel Trains, Inc.
P.O. Box 748
New Baltimore, MI 48047-0748

All repair packages should be sent to:

Lionel Trains, Inc.
50625 Richard W. Blvd.
Chesterfield, MI 48051-2493

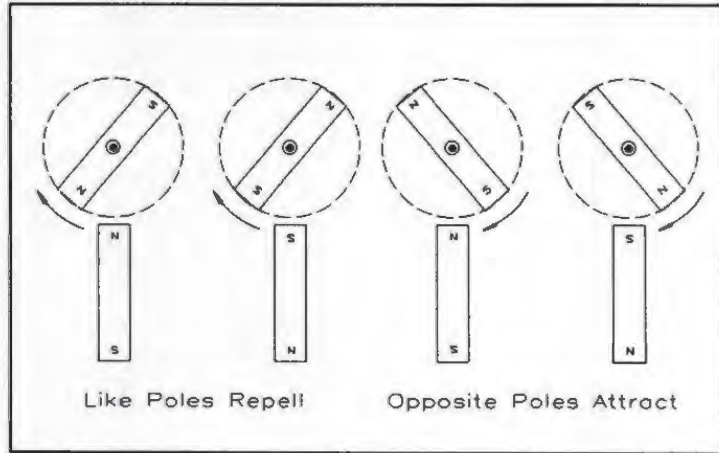
Mt. Clemens is no longer a viable address.

The Back Shop – An Inside Look at the Lionel® Motor

The principles on which the Lionel® electric motor works are found in the fundamental laws of magnetism and magnetic induction.

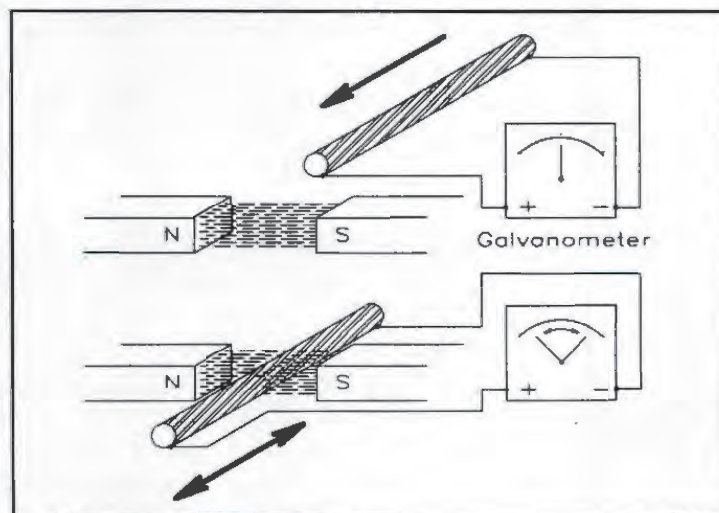
Magnetism

Some time in your youth, you probably took several magnets and learned that each magnet had a north and south pole. Then you might have tried to bring identical magnetic poles together (North and North or South and South). You quickly discovered that they repelled each other. Likewise, opposite ends are attracted to each other.

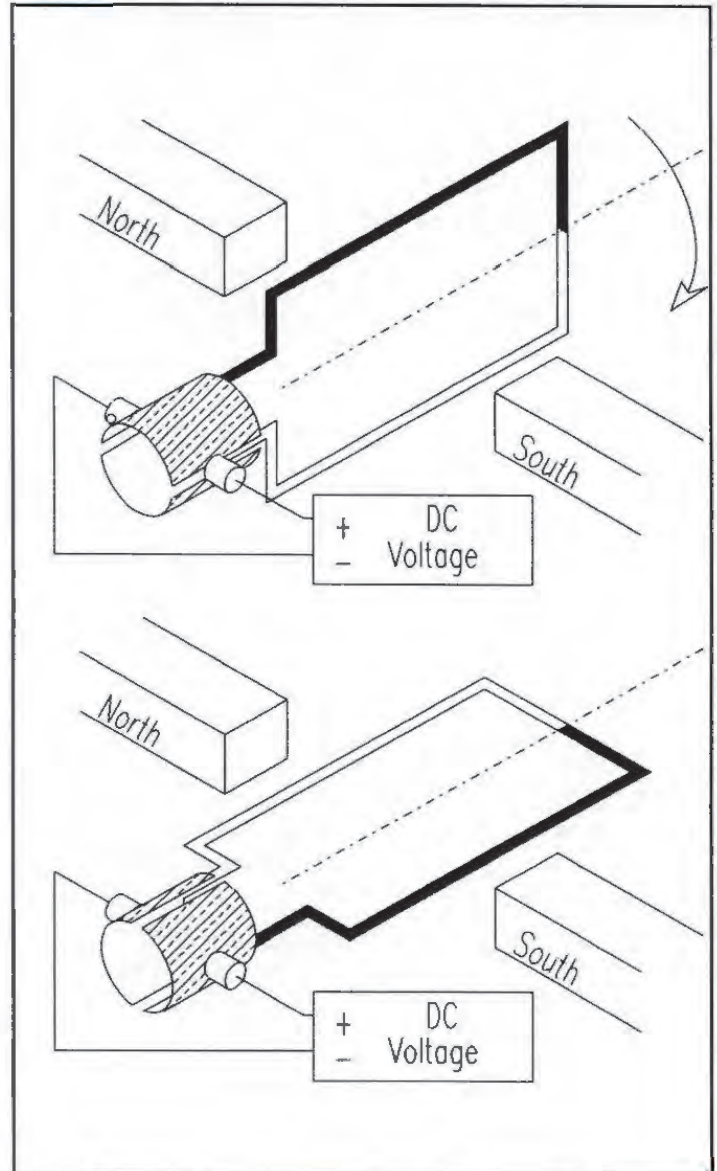


Induction

Later on, perhaps in a science class, the instructor demonstrated the effects on a galvanometer, a device used to measure electrical current, that was connected to a coil of wire. When a magnet is moved along in parallel with the coil, the indicator on the galvanometer moved from its center location. In technical terms, passing a magnet in close proximity with a coil of wire, produces a momentary electric current within the coil. This effect is called current induction. Passing a wire through a magnetic field so that it cuts the lines of magnetic force, creates an electrical current to flow.



Understanding these two simple laws of magnetism and induction are the basis for all AC or DC electric motors. Lets use this knowledge to construct a simple Direct Current (DC) motor using permanent magnets.



Looking at the top of the figure above, a loop of wire is suspended between two opposite pole magnets. Passing a DC voltage through the loop of wire, the top half of the loop produces a positive magnetic field which is attracted to the south magnetic pole or negative side. This forces the loop to rotate in a clockwise rotation due to the magnetic interaction. Remember, unlike magnetic poles attract and opposite magnetic poles repel.

Soon the loop of wire reaches the position shown in the bottom of the figure above. At this point in time, the loop of wire no longer blocks the magnetic field and the loop of wire comes to a rest. If that was all there was to a motor, it would stop rotating at this point.

By adding a means to reverse the polarity on the loop of wire, the loop can be made to rotate towards the other magnetic pole, where again the polarity of the loop is reversed and the cycle is repeated over again.

This is accomplished by a multi piece metal ring called a commutator. The commutator mechanically reverses the armature coil connections to the external circuit at the same instant that the direction of the armature no longer cuts the magnetic field from the permanent magnets. Real life motors have multiple armature windings, each with its own pair of commutator contacts. With just one armature winding, the rotating motion of the motor would be jerky. By adding additional armature windings and commutator contacts, the push/pull magnetic rotation is smoothed out. The motors used by Lionel have three armature windings wrapped around a circular metal holder called a stator.

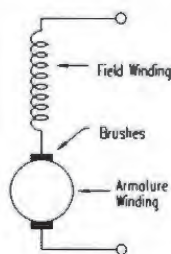
Finally, adding a shaft to the armature winding provides a means of transferring the electrical energy into mechanical energy as rotary motion.

DC Motors

There are four basic types of DC motors:

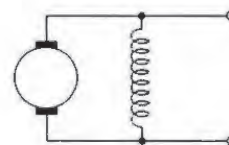
1. Series
2. Shunt
3. Compound
4. Permanent Magnet

Believe it or not, we have been describing the principles of a permanent magnet motor. The two permanent magnets can be replaced with a coil of wire wrapped around a stack of metal plates called a field. The field and the armature can be wired in different ways to create the series, shunt and compound motors.



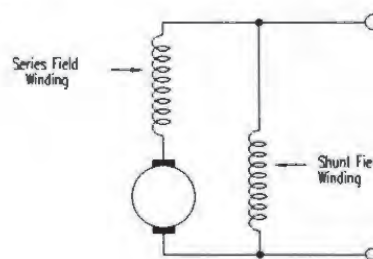
Series Motor

In a series motor, the field coil and armature windings are in series with each other and the same current therefore passes through both. The figure above shows a series motor. When power is applied to a series motor with no load, a fairly large amount of current flows through the windings giving the motor a very high starting torque. As the speed increases, the field is weakened, allowing the armature to rotate even faster. If this speed is not limited by adding load, the motor may be damaged. In summary, a series motor offers a high starting torque and its speed is determined by the mechanical load. As the load increases, its speed decreases.



Shunt Motor

The second type of DC motor is the shunt motor. As illustrated in above figure, the armature winding is connected in parallel with the field winding. The field current in a shunt motor is smaller than the field current in the series motor. When power is applied, the armature current will be high, giving the motor a high starting torque. As the motor comes to speed, a counter induced voltage will increase until it reaches the supply voltage. At this point, the motor will stop increasing its speed and will remain relatively constant almost independent of the external load.



Compound Motor

The compound motor is a combination of both the series and shunt types. This motor has two field windings, one in series with the armature, while the other is in parallel. The compound motor is very much like the series except the parallel field winding prevents the speed runaway problem that can be encounter with a series motor under a no load condition.

AC Motors

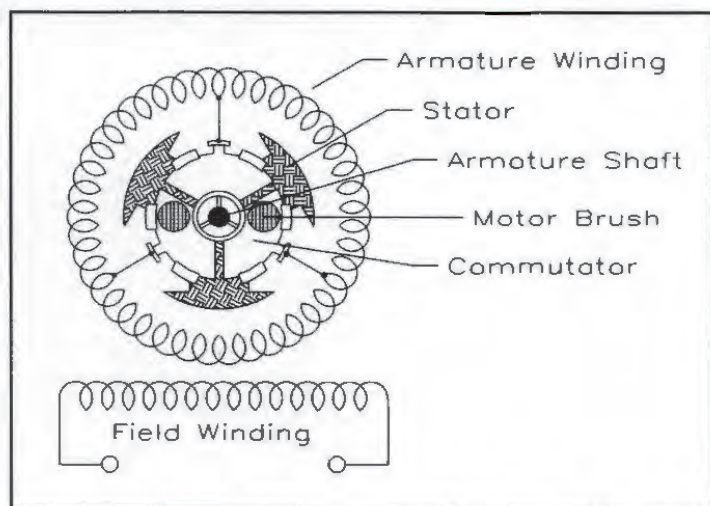
Describing the many types of Alternating Current (AC) motors would in it self become a multi-hundred page book. There are at least eight different types available, but only one style has been primarily used in toy trains these past 90 years. The Universal motor is the most common type of AC motor used in toy trains, past and present.

Universal Motor

A universal motor is a series wound or compensated-series wound motor designed to operated at approximately the same speed and output on either DC or single phase AC having a frequency not greater than 60 Hertz.

As previously noted, all universal motors are series wound and perform very much like those of the usual DC series type. Although the no-load speeds are quite high, it is seldom high enough to damage the motor. As with the DC motor, speed decreases as the load increases.

Lionel uses the Universal type of AC motor. It consists of three similar armature windings, each connected to a separate commutator. The figure below illustrates this.



Maintenance

Motor maintenance falls into nine categories:

1. Worn brushes.
2. Worn brush springs.
3. Worn brushplate.
4. Dirty brush holder.
5. Dirty commutator surface.
6. Damaged commutator rings.
7. Armature shaft not straight.
8. Worn armature bearings.
9. Lubrication.

Taking care of our train motors probably falls into the same category as our automobile, we take it for granted. We respond with bad language when it fails to start in the morning or stalls in five o'clock traffic. There is a time when the engine shell should be removed and the motor given a good visual inspection. When or how often is determined by usage. It would be interesting to hear from you on how you plan your maintenance.

As a service station for Lionel, every engine that enters my shop has its motor inspected, cleaned and lubricated.

Brushes are replaced if they fail to meet a minimum length or provide sufficient tension on the brush springs. I am unable to state a figure because of the multiple types of brushes that have been used. In just the past two years, I have seen three different styles being used in addition to the standard 600-8040-150 brush. Look inside a Pennsy GG-1, NYC Mohawk and diesel switcher, they are all different.

Speaking of the 600-8040-150 brush, several illustrations in the Greenberg repair manual that covers the time period from 1970 to present, have them shown backwards. The smaller diameter end goes towards the commutator.

On the subject of brushplates, I have had to replace them due to cracks and an over enlarged hole where the armature rides. Depending on how the armature is secured to the lower motor casting, too much vertical play in the brushplate may cause the armature to ride up, thus binding the gears. Be sure to clean inside the brush holder while you have the brushes out.

Having removed the brushplate, the armature should be removed. Clean the commutator rings using an ink eraser and a non-lubricating cleaning solvent. Inspect and remove any foreign material from between the slots of each commutator ring. Inspect the solder connections on the commutator for broken or cold connections.

Armature bearings should be inspected for damage and fit. Too much play is a sign of trouble. Ring marks around the armature shaft is a sign of a possible problem. Check both ends of the armature to verify it is true. A drill press or metal lathe and a dial indicator are extremely handy tools to have. Dial calipers and a micrometer are a must for verifying bearing diameter and depth. I am pleased to say that Lionel has greatly improved the quality over the past five years, but there have been and will probably be a few engines with motor problems sneaking past the overseas inspectors.

I can't think of a better way to destroy a motor than to starve it to death. What water is to human life, a drop of oil or grease is to a motor. With the holiday season coming upon us, please... do not run the engine that has been sleeping for thirty years wrapped up in newspaper in grandmas' attic. Inspect, clean and lubricating the motor, gears and other movable linkage! If you feel uncomfortable in overhauling your engine, visit your local authorized Lionel Service Station. For more information on lubrication refer to the February 1989 Back Shop article in *The Lionel Roars*.

I hope this article has helped to increase your understanding of motors. Keeping that toy motor purring like a kitten will allow you to pull those heavy Madison cars or long freights. Any comments will be welcomed.

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

The drawings in this article were done by Bill Beatty.

LCCA 1995 Convention Volunteers Needed

Interested in helping with the 1995 LCCA convention in Springfield, Illinois? Contact convention host Bill Beatty for details.

The Three Rail Rambler

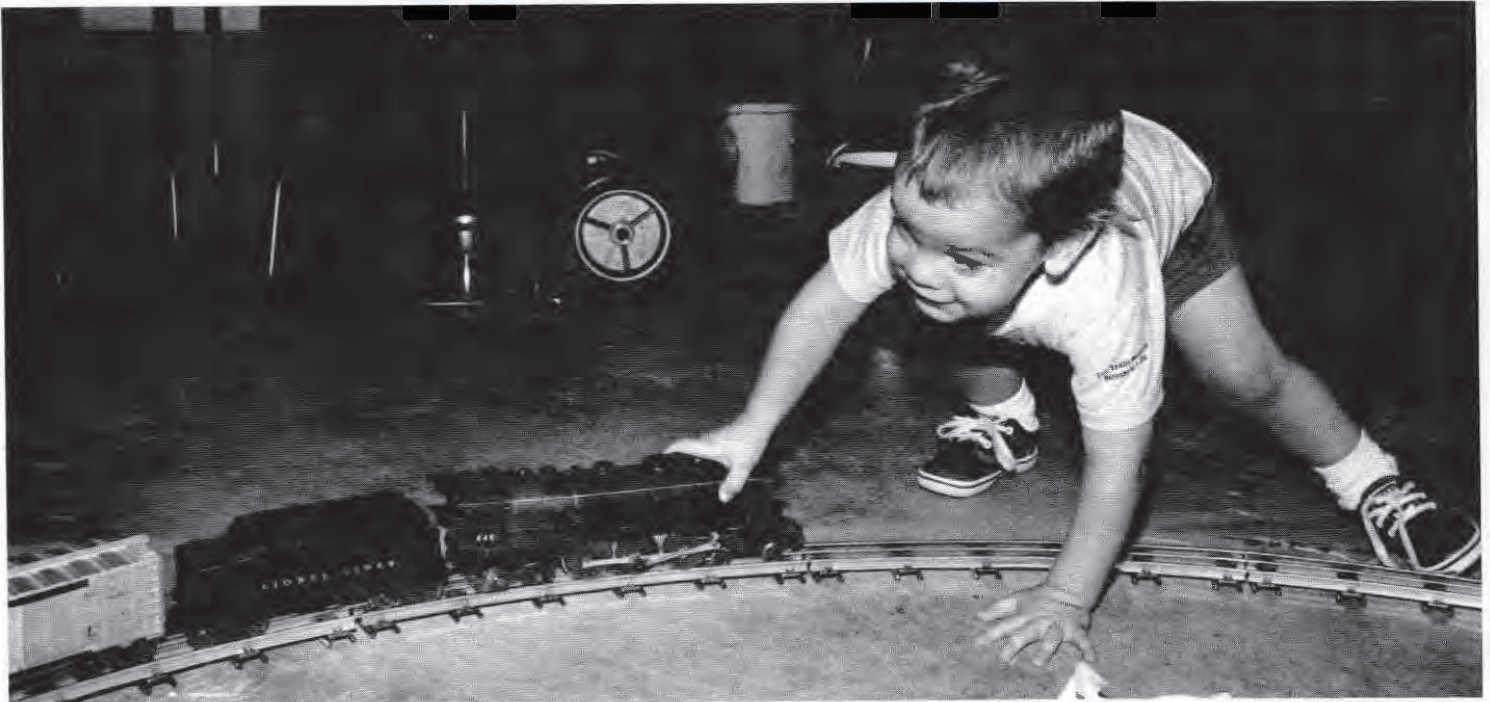


Photo 1 - Engineer Matt reverses a Lionel 646.

Train your children well

“All Right, Mama, I'll get up, but do I HAVE to go downstairs and play with the trains?” “No, but don't touch that Nintendo. It is in MINT condition and still in the original box. Somebody will pay big bucks for it some day.” OK, its been a long summer, but now couch potato season is here and the train/wreck room beckons. It is time to start on that layout. But you can't drive a straight nail? Join the club. The Rambler is the original persona non grata in the “New Yankee Workshop” so don't look for blueprints and a step by step “EZ Guide to Train tables” here. What y'all will find here is inspiration and a challenge. If the Rambler can get up a layout, ANYBODY can. And it doesn't have to be too much like work.

Layout Planning, The Hard Facts

The 'O' Gauge Tennessee Central began operations on the bare concrete basement floor last January. Plans for a table developed slowly while living area remodeling proceeded upstairs. Several track plans have been tried on the floor. The main advantage of temporarily running on the floor is that tablework doesn't have to be redone to correct mistakes in track planning. And the trains are accessible to young children like 9 year old Andy and his almost 2 year old brother, Matt.

Decisions Decisions

While gently supervising the youngsters from a safe distance the layout planner, or “Pop” as the 1944 Lionel® booklet called him, can begin by making a list. The Rambler's list is in the form of questions. You may have others; send them in and we'll add them to the list.

The List

- ① How much and what shape space is available?
- ② What is the largest locomotive (read longest wheelbase) to be- the 'R' word again- run?
- ③ Based on 1 and 2 some brands or types of track and switches can be eliminated. Which track and switches do I prefer at this point?
- ④ What kinds of trains will be run? Prewar, Postwar, Post 1970 Lionel, Marx or Flyer 'O' gauge, Ives, Modern Era trains from the “Big Three?” And there are other brands and other gauges. The Rambler respects this diversity and in fact has built layouts and or trains in everything from English double 'T' scale thru 'MFG' era Lionel standard gauge (see *The Lion Roars, April 1982, page 25*). Only for this discussion is the topic limited to 3 rail 'O'/027.
- ⑤ Will children, especially young children, play with the trains? If so read on. If not, take up HO, grouch-O.
- ⑥ What table height is appropriate for the youngsters?
- ⑦ Will some parts of the layout be designed so trains may be pushed by hand?
- ⑧ Are large or small transformers preferred?

So whip out the ole pad 'n pencil, brew a cup of 40 weight and get on with it.

Beginning Construction

A non-negotiable bathroom door set the width of our table work at the western end of the layout at 32 inches, just enough for a turn around in 'O' gauge. A station was planned for the area inside the oval. This section was built 41 inches above the floor, with storage shelves below.

Cabinet doors can be added later. This first unit was made 8 feet long. 'C' clamps were used during construction to hold the legs and bracing while pilot holes were drilled. Extra long drywall screws hold the framework together. During all phases of work two levels (photo 2) were used to insure that the surface remained flat and level. Uneven tablework is much easier to rework before track and scenery are added.

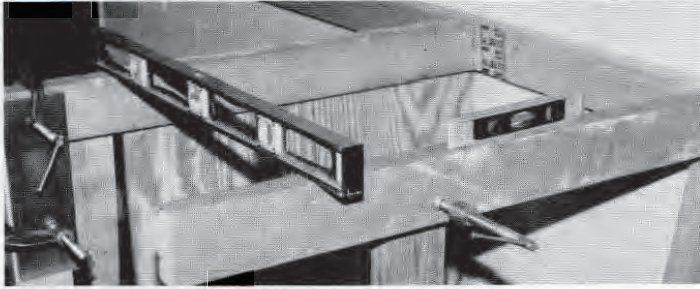


Photo 2

Until the basement ceiling is in place, work on the train table is on hold and the trains run on the floor (photo 3).

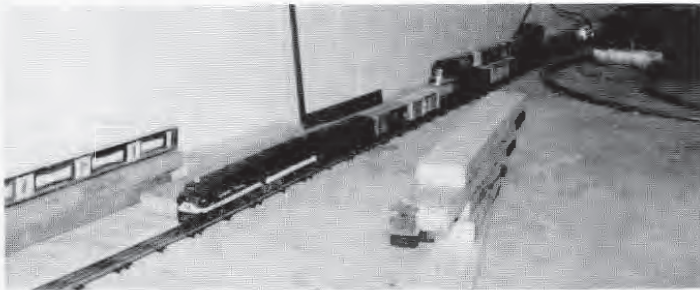


Photo 3

Yard tracks on the table (photo 4) serve as temporary storage. Some of the tables will have to be low enough for the youngsters to play on and a spiral grade will permit trains to run between the adult and child sized areas. How all this actually happens along with the problems and solutions will be related in future issues.



Photo 4

The Unhappy Coupler

The new Lionel Railroader Club GP-38 arrived here in Ramblerville a couple of weeks ago. Now the Rambler is a confessed skeptic when it comes to traction tires and can motors, Kusan notwithstanding. But the GP-38 is a nice looking engine and sooner or later we had to find out (like a new auto), "what it will do." A typical freight on our

Tennessee Central runs about 15 postwar era cars, give or take a few. Following prototype practice from the mid 1950's our eastbound train is No.81. The GP-38 was assigned to No. 81 one evening recently. The consist was 13 freights and two madison type pullmans. It was a Lionelville marriage, but sad to say, the ceremony came off without a hitch.

Translation - No. 81 made a few circuits of the basement floor track (new Lionel track from a not so local dealer) before the coupler on the long hood end of the diesel arbitrarily opened itself and left the train somewhere between Nashville and Harriman, Tennessee. Shortly after that the groovy electronic diesel horn quit beeping. Our transformer du jour was an LW and a voltmeter was used to ensure that no more than 12 to 13 volts was fed to the new geep. The Rambler dispatched a letter to one of LTI's main men asking for answers.

Go back to the photo 1, at the beginning of the article. Why is a two year old child playing with a 36 year old toy train (Lionel 646 engine with a 6466WX tender, for the purists out there) while a new one worth less \$\$ according to the price books occupies space on the rip track? Answer: Because it is a solid reliable plaything. It stays coupled to all it can pull; its whistle fills the room and gives the neighbor's pooch the heebie jeebies; and if it breaks down daddy can most likely fix it with a wet fingertip and a screwdriver.

Down the Road

Stay tuned for the following future topics:

- Your letters
- Review the Lionel Railroader Club GP-38 Diesel
- The automatic 022 switch in reversing loops
- The prewar "Isle of Trains"
- Other stuff that's Top Secret

How to Contact the Rambler

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



**LCCA Board of Directors' Meeting
Orlando, Florida
July 24, 1992**

The meeting was called to order at 8 A.M. by President Otten. Secretary Overtoom called the roll and all were present except Assistant Secretary Sabatelle. Visitors present were newly elected Board member Stanley Roy and Secretary Lawrence Nahigian. Also present were Interchange Track Editor Bill Crace; Lion Roars Editor Glenn Patsch; Assistant Editor Larry Black; Roster Editor Charlie Fellencer and Convention Consultant John Fisher. Future Convention Hosts Charles Sahn and Bill Button were present as well as members Nancy Swan, George Krainz and Kevin Black.

Officer Reports

Vice-President Stitt's report was as follows: In the last 12 months, there were 18 Meets which attracted 1785 regular members, 54 family members and 1,822 guests. There were 92 new members and 2 new family members. Total income was \$18,026.31 and total expenses were \$15,611.44, for a slight profit of \$2,414.87.

Vice-President Stitt then reported there were 18 complaints; all of which have been resolved. Five of the complaints were due to the use of club publication for personal, non-train related items. Following some discussion, Director Dennis moved his report be accepted; seconded by Director Adkins. Motion passed.

Secretary Overtoom reported that as of July 1st, there were 6,416 regular members, 43 charter members, 423 family members and 14 courtesy members for a total of 6,896 members. We have dropped 15 members for cause. He reported that a registered letter to member Phil Kosat, RM 7845, was not picked up by him and thus was returned to the Secretary unopened. The election results were:

Vice President	Dienzel Dennis
Secretary	Lawrence Nahigian
Directors:	Art Broshears
	Harry Overtoom
	Stanley Roy
	Charles Seddon
	Bill Stitt

Director Adkins moved acceptance; seconded by Director Broshears. Motion passed.

Assistant Secretary Sabatelle's Report: Mailed out a total of 6800 renewal stickers and approximately 950 new members and replacement membership cards. All mailings were completed within 48 hours of receipt of the address labels from the Business Office.

Treasurer Hourigan's Report: The membership equity is approximately \$373,000. This is a great improvement. This improvement was due to action by the Officers and Board of Directors combined with assistance from Lionel Trains, Inc.

Following some discussion, Director Seddon moved acceptance; seconded by Director Dennis. Motion passed.

Convention Host Bill Trappen reported: Pre-registration - 278; 216 tables; 180 banquet tickets. Current registration - 300 registered and expecting an additional 80 members. 250 tables currently taken with 14 available for walk-ins. He estimated over 200 people at the banquet. The billboards were selling well and all of them which are not

sold must be destroyed per the contract with Walt Disney Productions. The convention cars were available for distribution. The tours were not filled to the minimum, so tours were offered to the members by the hotel at the same or somewhat lessor price.

Following some discussion it was pointed out that Bill Trappen and his staff recruited approximately 150 new members for the convention. His report was accepted with many thanks for a job well done.

President Otten's report: The liability insurance was increased from \$500,000 to \$2,000,000 for an additional cost of \$726.

He brought up the subject of articles for the Lion Roars, and urged all officers and directors to help get articles by talking to members. It was suggested that we again start up articles on meets with pictures. Lion Roars Editor Glenn Patsch said that sharp clear print photos without any writing on the back is what is needed.

Most all the club's railroad stocks have been sold for about \$300. There are still a few left, but will be disposed of as soon as possible.

Director Adkins moved acceptance; seconded by Director Dennis. Motion passed.

Vice-President Stitt reported on the problems with the Shreveport convention committee which resulted in the canceling of that convention. All deposits were returned and all tours canceled.

The Convention for 1993 was then moved to Detroit, Michigan at the Dearborn Hyatt. Bill Button will head up the Convention with several exceptional tours provided by Dick Kughn of Lionel Trains, Inc. There will be tours of the factory, the Lionel Visitors Center, Car Rail and Madison Hardware. He is encouraging members to bring children and families.

The 1994 Convention is to be held in Chattanooga, TN under the direction of Charles Sahn. He reviewed the convention including tours and convention car proposals. The Marriott will be the host hotel with the Convention being held in the Chattanooga-Hamilton County Convention Center. The trading hall is 21,000 sq. ft. The estimated cost of the hotel is \$70 per night.

The Board complimented Mr. Sahn on his efforts and requested a financial budget for the next Board Meeting.

Bill Beatty made some comments on the 1995 convention to be held in Springfield, Illinois. He discussed potential tours, convention car and welcomed the club to the Central Illinois Area.

Vice-President Stitt then discussed potential 1996 convention sites. They are Albany, New York and Grand Rapids, Michigan. Following some discussion, the Board suggested we follow up on these potential locations.

President Otten then introduced John Fisher, President of the St. Paul Visitors & Convention Bureau, who also is the Convention Consultant Chairman for the Club. He discussed the ins and outs of conventions and how it is possible to negotiate from a position of strength with cities and hotels. The Board was very receptive to his comments and will use his knowledge in the future.

Break 10:42 to 11:00 A.M.

Glenn Patsch, Editor of The Lion Roars, gave his report. He emphasized the request to have other people send in articles and pictures. He emphasized that he is flexible and can help writing articles.

Larry Black, Assistant Lion Roars Editor, added his comments and requested that someone write some articles on Standard Gauge. There was some discussion on how to develop additional contributors to The Lion Roars.

President Otten then requested ideas on potential stocking stuffers. After some conversation, Glenn was requested to check out the idea of Christmas cards. This must be done very quickly. President Otten then complimented Glenn and Larry on doing an outstanding job with The Lion Roars. Both received a well deserved round of applause.

Bill Crace then presented the report on the Interchange Track. He felt there were no problems and everything seems to be going smoothly. Some discussion was held on mailing to Alaska, and suggestions were made.

President Otten then discussed increasing the word limit in the Interchange Track from 50 to 100 words. Following some discussion a motion was made by Director Dennis and seconded by Director Adkins to increase the word limit from 50 to 100 words for the Interchange Track, effective with the 1/93 issue. Motion passed.

President Otten appointed a committee of Glenn Patsch, Larry Black and Bill Crace to investigate the computerization of the mailing lists.

Bill and Akay Crace were complimented on their efforts and results in the Interchange Track. The Board gave them a warm round of applause.

Dienzel Dennis gave a report on LCCA engines and Ashland tankers. Following his report, President Otten asked new Director Overtoom along with Bill Schmeelk, to assume the future duties of selling the convention cars.

Charles Fellencer gave the Roster Editor's Report. He covered the details of the roster including costs, pages and printing. The cost of the Roster was \$2.94 per copy. He then requested that the new Board review his budget and approve it at the next meeting.

A discussion was held on why many members weren't included in the roster. This will not happen again because of staggered dues and extending the cut off date to January 31st. President Otten and the Board were very complimentary of Roster Editor Fellencer on a job well done.

Bill Schmeelk then reported on the new dues structure. Current members have been assigned to a 'quarter' within the year. The dues statement will be sent in November. The dues will reflect the change to the quarterly system. In addition, the membership cards will be on paper. The Business Office will send out the printed membership card following payment of dues.

The new application form is done and copies will be sent to all Officers and Directors. President Otten thanked Bill for his efforts in getting the dues structure changed.

Bill Beatty made his report covering the Procedures Manual. He asked that any changes needed, be sent to him, and he will make the change and the distribution. Vice-President Stitt requested that Harold Powell, Nominating Chairman, be sent a book so he can forward the job descriptions to potential candidates. The Board complimented Bill on his efforts.

President Otten then passed out the inventory list of cars, etc. to the officers and directors.

Director Seddon reported that the registration of the club is complete and up to date. As Registered Agent he wanted to inform the Board of the fact. He then passed out copies of the

approved constitution.

Under new business, President Otten asked for the next car to be sold. It was decided that the 1987 EC&H Box car be sold. After some discussion, a price of \$75 including shipping was established. There will be 60 cars available. Director Overtoom along with Immediate Past President Schmeelk are to handle the sale.

Immediate Past President Schmeelk moved to adjourn, seconded by Director Adkins. Motion passed. Meeting closed at 11:40 A.M.

New Board Meeting

The new Board Meeting convened at 11:56 A.M. Acting Secretary Overtoom called the roll and all were present except Assistant Secretary Sabatelle. Visitors were Winfrey Adkins and Charles Fellencer, Roster Editor.

President Otten passed out his list of appointed officials. Director Overtoom moved passage; seconded by Immediate Past President Schmeelk. Motion passed.

Director Stitt suggested the next Board meeting be held at 8 A.M. on Saturday, October 17th at York. He then moved this take place; seconded by Director Seddon. Motion passed with the exception of Immediate Past President Schmeelk. Nancy Swan commented that those

with tables at York must stay until 2 P.M. or lose their tables in the future.

President Otten requested a meeting at 7:30 A.M. Sunday with the Officers, Editors, and selected appointed officials.

He then asked Bill Button to give his report on the Detroit convention in 1993. Bill talked about the location at the Hyatt in Dearborn. He discussed the tours of the Lionel factory, Lionel Visitors Center, Car-Rail Museum and Madison Hardware. The actual handling of the tours was discussed since he is expecting a very large membership turnout.

The Board brought up the possibility of having their board meeting on Wednesday or Thursday rather than Friday. This would give more flexibility to have the tours.

The banquet will be in the Hyatt; and the Hyatt will allow parking for the convention. John Fisher made some excellent suggestions on making arrangements with the Hyatt. Bill then discussed the proposed convention cars. The officers decided to go with the Detroit & Toledo Shoreline Hopper as proposed. The details of getting the car information ready to be in the October Lion Roars was talked about in detail.

Director Seddon proposed a LCCA credit card. He passed out a brochure for the Board to

review and to be given consideration at the next Board meeting. Director Stitt offered to investigate this proposal.

Director Seddon then proposed a personalized business card for LCCA members. This would be done with Letter Craft Press of Rockford. The card would be 4 color - cost would be \$40 for 250 cards. The club's profit would be added to the \$40 plus \$8 shipping and handling. Following some discussion the item was tabled until next meeting.

Charles Fellencer, Roster Editor, asked for agreement on his proposed budget. He asked for a budget totalling \$22,261. He feels he can come in under that figure but would like approval of that amount. Following some discussion, Director Stitt moved acceptance of the budget; seconded by Director Overtoom. Motion passed.

Director Seddon moved to go into Executive Session; seconded by Director Stitt. Executive Session 1:16 to 1:38 P.M.

Director Overtoom moved adjournment; seconded by Immediate Past President Schmeelk. Motion passed. Meeting adjourned at 1:40 P.M.

Respectfully submitted,
Harry Overtoom
LCCA Secretary

L.C.C.A. 1993 Election

While it is still 1992, it is not too early to be thinking about our officer and director slate for 1993-1994. Your club needs officers and directors that have good business sense, a love of trains and a love of the Lionel Collectors Club of America. In 1993, we will be electing a new President, Treasurer and five directors at large. The revised constitution, which was voted on in June of 1992, provides that in 1993-1994, three directors will be elected to serve a one year term and two shall be elected to serve a two year term.

Some of the Qualifications for Office are:

- Candidates must be in good standing
- Candidates must be at least 25 years of age as of the date of the election (7/15/93)
- Candidates must be bondable
- Presidential candidates shall have served at least two terms as director and/or officer

Refer to the L.C.C.A. constitution Article VII - *Nominations and Elections*, sections 1 to 7, for additional details. Note that the constitution printed in *The Roster* is not current. The new constitution was sent out with the election ballot. There are particular qualifications for the office of Treasurer and these qualifications can be secured from the nominating committee chairman, Harold Powell. If you would like to run for office, please contact him at:

Harold Powell, Nominating committee chairman
1805 Provence Drive
Greensboro, NC 27410
(919) 282-1101

Welcome Aboard New Members

13950	Thomas L. Mitchell P.O. Box 46 Carr, CO 80612	13980	John Johnson 2821 Ashland Avenue Covington, KY 41015	14010	Stephen J. McGee 3701 Lithia Ridge Boulevard Valrico, FL 33594	14040	Michael Bielich 5607 Antler Trail Lakeland, FL 33811
13951	William J. Kraemer 440 Mooringline Drive Naples, FL 33940	13981	Frank J. Hamilton 201 South Washington Blvd. Hamilton, OH 45013	14011	James C. Thal 139 South Main Fredericktown, MO 63645	14041	Sherman O. Boger 251 S.W. Sixteenth Street Pompano Beach, FL 33060
13952	Michael A. Craven 3411 Emerald Drive Jeffersonton, KY 40299	13982	Zigmond F. Biernacki 16142 Carden Drive Odessa, FL 33556	14012	Eugene W. Perry 831 Ridgetop Circle St. Charles, MO 63303	14042	Charles A. Sunderman 3939 Lake Erie Road Groveland, FL 34736
13953	William C. Wesley, Jr. 62 West Broadway Pt. Jefferson Station, NY 11776	13983	Gene Crossley 2812 Sun Glow Way Clearwater, FL 34621	14013	Darrell P. Lienemann 15 Lake Meramec St. Peters, MO 63376	14043	Michael T. Sipko 1550 Fatima Drive Parma, OH 44134-5373
13954	Daniel Cohen 208 Southampton Drive Irmo, SC 29063	13984	Armand R. Deambrosia P.O. Box 5130 8036 Philatelic Drive Spring Hill, FL 34606	14014	James D. Hailey 305 Auburndale Street Winston-Salem, NC 27104	14044	Paul J. Imhoff 7840 Bayou Fountain Avenue Baton Rouge, LA 70820
13955	Joe Sever Nineteenth Street South Palm Harbor, FL 34683	13985	Barry M. Elkin 14810 Rue Bayonne, Apt. 4-G Clearwater, FL 34622	14015	Charles J. Huff 17 Top O'The Ridge Drive Scarsdale, NY 10583-6715	14045	Larry A. Pacific 14027 Alexander Street Livonia, MI 48154-4501
13956	Lawrence H. Golub 102 Wild Plum Longwood, FL 32779	13986	Gary Gissiner P.O. Box 2216 Inverness, FL 32651-2216	14016	John J. Skidmore 15035 North 49th Street Scottsdale, AZ 85254-2205	11046	Dale L. Larson P.O. Box 4013 Cheyenne, WY 82003-4013
13957	Frank S. Pac, Jr. Route 4, Box 54 Alachua, FL 32615	13987	Howell O. Hilton 3428 Royal Oak Drive Titusville, FL 32780	14017	William F. Slaughter 225 Glenn Drive Hurst, TX 76053-6112	14047	Paul Isenberg 2080 Haverhill Road West Palm Beach, FL 33417
13958	Robert Braseth 5010 Saxony Court Cape Coral, FL 33904	13988	Arthur C. Kraft 905 Naples Way Poinciana, FL 34758	14018	Theodore George 1 Summit Circle Shelburne, VT 05482	14048	John W. Collins, Jr. 12160 Via Antiqua El Cajon, CA 92019
13959	Robert A. Lederman 4867 Linden Road, Apt. 231 Rockford, IL 61109	13989	Keith A. Martino 604 Shearwood Drive Flagler Beach, FL 32136	14019	Clair L. Varner, Jr. Route 9, Box 240 York, PA 17402	14049	Carl M. Shepard 6215 Hidden Way Lane Harrison, TN 37341
13960	William L. Kading 1605 Annway Drive Sioux Falls, SD 57103	13990	Kevin T. O'Hara 4818 Dunbarton Drive Orlando, FL 32817	14020	Bonnie Varner Route 9, Box 240 York, PA 17402	14050	James M. Wallace P.O. Box 1889 Bradenton, FL 34206-1889
13961	Angela D. Thomas 1107 East Longwood Drive Clarks Summit, PA 18411	13991	Horace E. Shave 3780 Oak Lane Melbourne, FL 32963-0294	14021	Jerry M. Littleton 1708 Hislop Drive Ogden, UT 84404	14051	Lois I. Jones 9950 Turf Way I Orlando, FL 32837
13962	Sam Milicia 1114 Ridgeway Drive Rochester, MI 48307	13992	Arthur G. Carter 1210 S.E. 23rd Street Cape Coral, FL 33990	14022	James D. Cathcart 6430-B West 80th Drive Arvada, CO 80003-2002	14052	Scott H. Jones 9950 Turf Way I Orlando, FL 32837
13963	John B. Steen 77 East Andrews Drive Apartment 383 Atlanta, GA 30305	13993	Jack W. Callihan 2318 Lake Lena Boulevard Auburndale, FL 33823	14023	Martin Echeto 3100 East Mariquita Street Long Beach, CA 90803	14053	Stewart W. Long 28 Nob View Circle Little Rock, AR 72205
13964	Robert A. Friedman 2328 Kara Drive Tallahassee, FL 32303	13994	Mike Kinschel 4346 McCormick Street Fort Myers, FL 33905	14024	Terry R. Vittorio 270 Shawnee Drive Carol Stream, IL 60188	14054	Jack L. Katchuk 3 Mandarin Terrace Safety Harbor, FL 34695
13965	David B. Rufh 3915 Pleasant Valley Boulevard Rockford, IL 61111	13995	Peter F. Held 2944 Ashwood Court Apoka, FL 32703	14025	Richard A. Railing 811 West King Road Malvern, PA 19355	14055	Charles J. Ganucheau, Jr. 5045 Mark Drive Boynton Beach, FL 33437
13966	Edward E. Szachnit 633 Rose Court Lisle, IL 60532-2748	13996	Daniel T. James 1006 Shinnecock Hills Drive Ouedo, FL 32765	14026	Marvin Laster 1805 Hoffnagle Street Philadelphia, PA 19152	14056	Jerome A. Dvorscak 8632 Cottage Grove Avenue Highland, IN 46322
13967	William Naretta 404 Peach Tree Circle Loves Park, IL 61111	13997	Charles R. Klingel 1319 Peachtree Lane Mount Prospect, IL 60056	14027	Thomas J. Golembowski 38701 Westchester Road Sterling Heights, MI 48310	14057	Howard A. Leist, Jr. 841 S.W. 83rd Avenue North Lauderdale, FL 33068
13968	Ronald W. Witt 4615 Tamarach Court Crystal Lake, IL 60012	13998	Vincent Licciardo 9924 N.W. Fifth Court Plantation, FL 33324	14028	Dale L. Johnson 845 Trombley Road Grosse Pointe Park, MI 48230	14058	Clarice A. Engleman 730 Second Street Union Beach, NJ 07735
13969	Jim Wiesendanger 5568 Angle Lane Greendale, WI 53129	13999	Charles Meyer 740 Lambert Avenue Flagler Beach, FL 32136	14029	Duane P. McKenzie 6785 Granger Drive Troy, MI 48098	14059	Llewellyn D. Shaw 712 Seventh Way West Palm Beach, FL 33407
13970	Matthew F. Gibbons 333 North Vale Rockford, IL 61107	14000	James B. Nichols 98 Mohican Way Melbourne Beach, FL 32951	14030	Robert V. Machacek 29055 Oak Point Drive Farmington Hills, MI 48331	14060	Ronald J. Gresiak 1853 Destiny Blvd, Apt. 106 Kissimmee, FL 34741
13971	Michael Marziliano 3820 Fillmore Avenue Brooklyn, NY 11234-4810	14001	Thomas J. Perez 1440 Lester Court South Merritt Island, FL 32952	14031	Michael T. Zahara 32648 Bardley Street Livonia, MI 48154	14061	Michael R. Bevaqua 1 Havenwood Trail Ormond Beach, FL 32174
13972	Robert E. Mayes 34 E. Flower Street, Apt. 30 Chula Vista, CA 91910	14002	Eliha F. Phares 2104 N.E. 45th Street Fort Lauderdale, FL 33308	14032	Dean P. Forbes 12318 Perthshire Road Houston, TX 77024-4103	14062	Nelson G. Williams 7589 South Groveswood Loop Floral City, FL 34436
13973	Larry D. Hughes 1203 Huron Drive Elizabethton, TN 37643	14003	Robert W. Price 1845 Cavalier Court Kissimmee, FL 34744	14033	Larry G. Mudie 10045 South Westnedge Portage, MI 49002	14063	Lawrence Kaynes 19 Broadlawn Avenue Kings Point, NY 11024
13974	George E. Oldham, III 1604 Par Court, N.E. Johnson City, TN 37601-2623	14004	William Tyrner 10840 Wilderness Court Orlando, FL 32821	14034	Robert R. Brumbaugh Route 6, Box 83 Johnstown, PA 15909	14064	Wayne W. Spiegel 5022 Gladly Creek Drive Urbana, OH 43078
13975	John A. Caudill P.O. Box 518 Millers Creek, NE 28651	14005	Barry J. Treskovich 9119 Palos Verde Drive Orlando, FL 32825-8049	14035	Russell Brumbaugh Route 6, Box 83 Johnstown, PA 15909	14065	Frederick R. Claassen 2965 Hawthorne Drive Columbus, GA 31903-2605
13975	Johannes Mohr 48 Applecross Road Weaverville, NC 28787	14006	George A. Kirkorian 1100 W. Shaw Ave., Suite 114 Fresno, CA 93711	14036	Michael N. Papaioanu 309 Greenwood Drive Hilton Head Island, SC 29938		
13976	Joseph R. Brown P.O. Box 5067 Johnson City, TN 37603-5067	14007	Harry A. Gerry Box 156, Dog Team Road New Haven, VT 05472	14037	Arsenio J. Dellilo 5291 S.E. Nassau Terrace Stuart, FL 34997	83	In Memory of...
13978	C. Thomas Huggins 2323 Kings Way Augusta, GA 30904	14008	Robert A. Grossman 857 East 237th Street Euclid, OH 44123	14038	Stephen Hunt 14255 Flora Lane West Palm Beach, FL 33414	101	Luke R. Sinclair
13979	Thomas L. Carr 4949 South University Blvd. Englewood, CO 80110	14009	Alan R. Crescenzi 102 Kinkade Drive Middletown, NJ 07748	14039	Frederick L. Highsmith, Jr. 2808 Forest Mill Lane Jacksonville, FL 32257	1632	David L. Hagar
						2069	Edward J. Demberger
						6030	Ray Hawkins
						7891	Wallace T. Engstrom
						8226	John H. Blair
						10179	Craig Darasko
						10558	Albert R. Bailey
						12629	Donald E. Brown
							R.C. Appel

Standard Gauge Lionel® Train Display at the LCCA Convention

I created a display of Lionel Standard Gauge trains for the 1992 LCCA Convention in Orlando, Florida. See photos 1 and 2 on page 21. The display shows four freight trains made from 1910 to 1940.

Five small 100 series cars in the first Lionel freight train, shown on the lower shelf, became the basic consist of their later trains. These were a gondola, cattle car, boxcar, hopper and caboose. No tank car was sold in this series. A No. 51 thin rim steam locomotive and tender head the train with a short gondola. All of these were made in 1910 to 1911 and are rare today.

The larger early 10 series, shown on the second shelf from the bottom, added a tank car and a dump car mounted on I-beams instead of a flat frame. The train shown also had both flat cars. The early flat cars came with railings and the late ones with just brake wheels. A No. 6 locomotive and tender, reproduced by James Cohen, heads the train.

Both the 100 and 10 series were made by Lionel from 1906 to 1926. In fact, the same body styles and colors were used in the 800 series O gauge freight trains which Lionel started to make in 1915.

In 1926, Lionel designed two completely new series of freight trains for Standard Gauge. Many people may recall these as the big Lionel prewar trains, made before 1941. Mike's Train House has reproduced some of them for Lionel in recent years.

The 500 series cars were larger than the 10 series had been. These included the flat or lumber car, gondola, cattle car, boxcar, tank car and hopper. The early caboose was green with a red roof, then all red and red with a black roof for the special 1929 coal train set. A refrigerator car was added about the same time.

My "Nickel Plate Special" is shown on the top shelf of the photos. The locomotive is a grey 392E with a 12 wheel tender. The cars are the late 500 series, made from 1934 to 1940, have nickel journals, nickel number plates and nickel brake wheels. The early 500 series cars used brass instead of nickel. I call this my "Nickel Plate Special" because the cars are trimmed in nickel, not because the cars have Nickel Plate Railroad markings on them. These freight cars shown in the photo are some of the least common colors.

The massive 200 series cars, shown on the second shelf from the top, are the largest freight cars Lionel ever built. Besides the bigger versions of all the 500 series cars, the "work train" had several special cars. These special cars were the 218 dump car, the 219 derrick or crane car and the 220 floodlight car. The work train was normally pulled by a two motor 402 or 408 electric engine. I choose to display the set with Lionel's biggest steam locomotive, the 400E with a Vanderbilt oil tender.

There are 36 different Lionel Standard Gauge freight cars, not counting the variations in colors, trim, trucks and couplers. I do not have the rare No. 14 boxcar which Lionel customized for the Harmony Creamery of Pittsburgh in 1920. Because their milk cans could not be seen inside the boxcar, the next year the Harmony Creamery used a special Ives flat car instead. I do have all the Ives, American Flyer and Dorfan wide gauge freight cars.

A replica of the first Lionel train was probably the most unusual item in the display. It ran on an oval of thin metal "track" set 2 and 7/8 inches apart in wooden ties. See the track on table at the bottom of the photos. The set was made up of a Baltimore tunnel locomotive, a gondola, a working crane car and the supply car. The set was made for me by James Cohen of Turnbull, Connecticut. Each car is so heavy that it has its own DC motor. Bob McCoy reproduced them without motors many years ago.

There were several other excellent displays at the convention. John Bailey showed over a thousand Disney train related items. Henry Myers had a large operating layout and display of Lionel standard and O gauge trains and accessories from the 1930's. Bob Schuster of the International Toy Train Museum had an operating layout with Lionel G gauge trains. Lionel showed current production items and several future items in a very nice and colorful display.

I still operate my Lionel Standard Gauge freight train set, which I received for Christmas in 1937.

Nelson G. Williams

The LCCA 1993 Annual Convention

July 21-25, 1993 in Dearborn, Michigan

Bill Button (313) 722-7464 is the Convention host for the LCCA 1993 Annual Convention. The convention will be at the Hyatt Regency Hotel in Dearborn, Michigan. Planned tours include: the Lionel factory, Madison Hardware, Lionel Visitor's Center layout, Carail (Dick Kughn's private antique auto and toy train museum), the Henry Ford museum, Greenfield village, and a ladies luncheon fashion show. Registration materials will be included in the April 1993 issue of *The Lion Roars*. Plan to attend this terrific event.

The LCCA 1992 Convention in Orlando by Bill Trappen

"A Good Time Was Had By All" at the 22nd Annual LCCA Convention In Orlando, Florida. Orlando's most famous resident, Mickey Mouse, had to share the local spotlight with the 1992 LCCA Convention during the last weekend in July.

The committee of Scotty Askenas, Dick Bruning, Bruce Larsen, Alan Pecca, Ed Richter and Bill Trappen, Chairman, supplemented by spouses and 30 other local members hosted a great convention at the Orlando Twin Towers and Convention Center. The facilities were beautiful, spacious and conveniently located under one roof in the heart of the vacation capital of the world. Plenty of free parking made access to the ground-floor Convention hall very easy for members.

Upon arrival, members and their families were greeted by a friendly and well-organized registration desk staff. Attendees picked up their registration packages which included Orlando souvenirs, information and a special key chain donated by Train 99. The Convention special souvenir was a sheet of eight beautiful billboard signs (see photo) depicting various scenes representative of the Central Florida area and the Convention. This set of billboards was designed like the Lionel® billboards of the 1950's by Ingrid Pecca, daughter of Alan Pecca, and is destined to become a real collector's item. In order to preserve the set in mint condition, many members purchased extra sets to use on their layouts.

Prior to the Convention members visited the many local tourist attractions for which Orlando is famous.

On-site Convention activities started on Friday afternoon with the annual LCCA business meeting. President Al Otten and the other officers presented a summary of LCCA operations and activities and answered many questions from members.

The Lionel Factory Seminar was a big hit on Friday afternoon. Mark Gordon of Lionel Trains, Inc. presented a slide show of the layout at the new visitors center in Mt. Clemens, Michigan, which you can see in person if you attend the LCCA Convention next year. Then Lionel President Nick DiGrazia discussed what was new and hosted a very interesting question and answer session.

A public exhibit area featured Lionel's display of their new products. Among the other displays were several large operating layouts, a display of Disney toy trains, a display of complete Lionel postwar billboard collection, a large display of Silver Springs Billboards, a fantastic Plasticville city and one of the rarest of all Lionel postwar sets - the blue Boy's Train. Pictures of several of these displays are included in this issue. The displays received plenty of attention from members, the public and the local media. Two of the area's network TV affiliates covered the displays and ran film clips of the displays during the weekend local news shows.

Members thoroughly enjoyed a welcoming party on Friday evening which was sponsored by members Tom,

Tom Jr. and Tony Rotunda from Roundhouse South of Daytona Beach. Roundhouse South provided snacks and hors d'oeuvres along with valuable door prizes which were presented to those members with the lucky numbers on the Lionel bumper stickers, which were handed out at the door.

The main event, of course, was the trading of Lionel trains. The large trading hall provided ample aisle space for the many tables full of trains that members brought to trade. A wide variety of Lionel trains from all eras was observed on the tables. Trading activity was brisk as plenty of trains were seen leaving the trading hall in the arms of happy purchasers. Thanks to the generosity of LTI, the LCCA and two local hobby shops (including member Stew Marshall), so many door prizes were available that prizes were awarded to lucky members every half hour! In addition, member Steve Andrews donated the 1980 LCCA diesel locomotive and 17 LCCA Convention cars from 1974 to 1991. The Committee added a 1992 NASA tank car and the entire package was auctioned off as a set to a lucky member in a silent bid auction.

The 1992 NASA convention tank car was distributed to those members who requested to pick up the car at the convention. This car is a beautiful and exact replica of the real car at the NASA Kennedy Space Center.

At the request of many members, the Committee arranged an interesting and informative seminar which was very well attended. Orlando member Bruce Pemberton presented a slide show in which he showed step-by-step examples of how he created very admirable and usable models out of junkers and basket cases.

The annual LCCA banquet on Saturday was very well-attended. Members enjoyed a delicious dinner followed by the annual presentation of awards. Two great favors were provided by Lionel to lucky attendees at each table: a specially stamped Ford New Holland trailer and a 1992 Toy Fair box car. But the highlight of the evening was the 50's sock hop party. Members and their "dates" danced to records spun by a disc jockey. The music and the dancing took us back to the 50's when many of us received our first Lionel trains. Valuable prizes were awarded for the best man's, lady's and child's 50's costume. Prizes were also awarded for the Hula Hoop & twist dance contests. Several photos of the party are included in this issue. This great party capped off a very busy and eventful Saturday.

Trading continued on Sunday morning as many last-minute deals were made. The most valuable door prizes were saved until last and among these were the new Lionel boat and a new 384E standard gauge locomotive, both donated by LTI. At the conclusion of the Convention the LCCA decade train was raffled off to a lucky winner.

Members that attended enjoyed one of the finest LCCA Conventions ever held. If you missed this Convention, you missed a great, fun-filled combination toy train and family oriented vacation happening! Photos by Ed Richter.



Photo 1



Photo 2



Photo 3



Photo 4



Lionel® Trains 1993 Book One by Bill Schmeelk

Lionel's 1993 book One Releases

Rumor abounded that Lionel would be taking a new approach in the 1993 line. A new dealer agreement was drawn up. We had heard that the Book One releases would lean more heavily toward a lower priced line. Lionel officially announced its new line on August 28, 1992. Usually, by the time the date approaches, I have heard rumors about what is going to be announced. This year I had no idea until I actually visited Lionel to photograph the new line on August 28th.

A New Look

The Lionel 1993 Book One catalog has a decidedly new look. As we had hoped, the catalog features scenes of Lionel trains in action on the new Visitor Center layout. Another feature of the catalog is people. Yes, the catalog features real people enjoying trains. The cover features a photo of a grandfather handing a young child a Lionel die-cast steam locomotive.

I especially liked the photo on page four. Here we see a young boy with an orange Lionel T-shirt and a Lionel engineer's cap. He's looking over the new 4-6-2 Chicago & North Western steam locomotive. The photo is taken in a way that makes the loco appear larger than life in relation to the boy. Although the boy adds to the photo, it is the locomotive that steals the show. To me, this is the best photo I've seen in a Lionel catalog. If there were an Oscar for catalog photos, this would be the winner. Although it is a photo, it clearly brings back the excitement of the older artist drawn catalogs. In the past, Lionel catalogs have been merely photos of the trains.

This new 1993 Book One catalog goes a long way towards showing excitement. The catalog goes further than displaying new trains, it illustrates the excitement of owning and operating a Lionel train. Clearly, this catalog was designed to show a new generation of youngsters the fun and excitement of Lionel Trains. Bravo! Now wouldn't it be great to see a Lionel TV commercial showing the trains in operation on a large layout. Scenes like a near collision barely avoided except for the flick of a switch track in the nick of time by a young railroader. This is what I remember from Lionel ads of the fifties. Excitement is contagious! Seeing it in the catalog and in action on TV will surely bring new blood into the hobby.

A New Direction

Two things which have been in every Lionel catalog for years, are not found in this new one. They are the words "Traditional" and "Collector." Gone is this division of products into two categories. The catalog progresses from steam to diesel, and within each, from lowest price to highest price. I'd even like to see them go one step further and not separate the steam from the diesel. Leave them

intermingled, but progress in price. I think there is good reason to arrange a catalog like this. This again is a few steps closer to the way the original Lionel catalogs were arranged. As a kid, I remember always longing to get something from a page beyond the page my loco was on. Its sort of like the way Erector® sets were. You received an instruction manual that displayed projects which progressed from needing a small number of parts to those needing many more parts than were supplied with the set you had. You always wanted to get more parts to progress further in the manual. Photos of operating layouts in the catalog also serve this function.

Although we had thought that the plastic body steam locos were to be no more, three of them are offered in the new line. Each is the same 2-4-0 loco. They consist of a blue Jersey Central, a green Southern, and a black Southern Pacific. These are powered by a DC can motor, but have an electronic E-unit and will operate on AC or DC current.

At the high end of the steam line is a 4-6-2 Chicago & North Western steam loco. This die-cast loco packs all of the top features, AC Pullmor® motor, Magne-traction®, smoke, electronic whistle, and die-cast tender trucks. Its been about five years since a loco with these features has been made.

On to the diesels. First, Lionel is offering two non-powered F-3 'B' units. One is for the Santa Fe. This should please those who were angered by the short supply of these from last year's stocking stuffer items. This new one differs slightly from the one offered last year. There is no number stamped on the 'B' unit. The catalog states that it can be added "to any Santa Fe F-3 diesel set." Without the number on it, the 'B' unit can even be added to post-war Santa Fe sets. Also offered is a 'B' unit for this year's Great Northern set. This does have a matching number on it. Both units feature the metal screen louvers.

At the low end of the diesel line are three industrial switchers. There's a blue one for CSX, a gray one for Amtrak, and a yellow one for Union Pacific. These switchers have been upgraded since they were last offered to include an electronic E-unit and they can be powered from either AC or DC.

The Gang Car makes its first appearance in Lionel's modern era. This new version is mechanically faithful to the original. The motor brush plate is black and the body is yellow. The rubber bumpers at each end and the three men are molded in black. I'm glad to see the Gang car return, but would sure like to see the men decorated with some color. Black seems a strange color to use. The figures would have to be painted by hand, so to cut down on expenses, they have been left unpainted.

A new GP-38-2 Diesel for the Clinchfield Railroad is black with yellow trim and lettering. This engine features a dual can motor drive and will operate on AC or DC. In fact,

all of the locos, from the top of the line to the bottom will operate from an AC transformer. DC locos that will not operate with an AC transformer have become a relic of the past for Lionel, and wisely so. A Clinchfield Railroad red and black illuminated square window caboose is available for use with the GP-38-2.

New York Central "A-A" Alcos will be available. The powered 'A' unit has dual can motors. These make a perfect mate to the NYC passenger cars offered in previous years.

Two additional non-powered Canadian National Budd passenger cars are being offered. These can be used to extend the motorized unit offered last year. Last year's set did not have a diesel horn, and unfortunately, neither does this set of non-powered cars. A diesel horn would have been the finishing touch the set screams for. The catalog photo accurately shows the three chains at the ends of the cars. Last year's catalog showed the mock up which had large chains which were not as attractive as the production models. The chains are a nice touch to the Budd cars.

A new railroad, the Montana Rail Link, is represented with an SD-9 diesel. The Montana Rail Link is a colorful paint scheme and should prove to be popular. The loco features black, blue, red, and white. A matching extended vision smoking caboose with die-cast trucks is also offered. The loco features plastic sideframes and the larger vertically mounted can motor. This loco also features individual grab irons and a diesel horn.

Two additional Pennsylvania Multiple Unit Commuter Cars will be available to supplement the powered set that was released this year. These will also feature directional lighting and all the details that were offered on the original set. I believe that this is the only offering in the catalog that is made in Korea.

A new Dash 8-40B will be offered in the Susquehanna road name. Having seen both the catalog photo and the actual piece, I must say that I felt the catalog photo did not show off this engine at its best. I found it to be an attractive engine. This engine features die-cast truck sideframes, a diesel horn, Magna-traction[®], and dual Pullmor[®] motors. A matching bay window caboose will also be available. The caboose will also feature die-cast trucks.

The FM Trainmaster returns heralding the Reading road name. This top of the line diesel will have all of Lionel's best features including dual Pullmor[®] motors, diesel horn, and Magna-traction[®]. The prototypical paint scheme is a dark green with yellow lettering. No caboose is offered, but this is wise, since there have been several Reading cabooses offered in the not too distant past.

The SD-40 makes its return with the Illinois Central, in orange and white. A matching orange extended vision smoking caboose, with die-cast trucks will also be offered. The Fallen Flags Series continues with the Erie Railroad. Just as the Fallen Flag Series was used to re-introduce the die-cast frame switcher, it is now being used to re-introduce the die-cast frame Alcos. The locos will be offered as an "A-B-A" set. The B-unit has matching die-cast trucks, but not a die-cast frame. The Alco B-unit was never available with a

die-cast frame. The die-cast trucks are the correct Alco trucks and not the General Motor trucks that we have seen Lionel use in years past. Any operator who has run a post-war die-cast Alco, knows that they were considered by many to be one of Lionel's best and most efficient runners. Steve Saxton advised me that the yellow detailing on the engine would be a little more yellow than is shown in the catalog. Six cars will be offered for separate sale as part of the Fallen Flag set.

Cars in the Erie Fallen Flags set will include a Quad hopper with coal, a flatcar with trailer, a double door box car, a single door boxcar, a reefer, and an illuminated Erie bay window caboose in red with a black roof.

New rolling stock will include two identical ore cars with different road names - Detroit & Mackinac and Chicago North Western. Both are a brown color with an ore load. Other rolling stock will include a Denver & Rio Grande Western Flatcar with Trailer. The trailer was not available at the time I took the photos, but it will be silver with black lettering. The flatcar is black. For the Erie Lackawanna road name, there will be a tuscan flatcar with stakes. For the Clinchfield Railroad road name, a black gondola with gray coil covers will be offered. In the KATY road name will be a Liquid Oxygen Car - a variation of the original liquefied petroleum car. The "I Love" series continues with the I Love Minnesota box car.

New 6464 Boxcars

Even though the word collector isn't in the catalog, there's a new series of cars which were surely designed with the collector in mind. Lionel's new 6464 Boxcar Series, will feature post-war Lionel's original series of box cars. Initially, three cars will be offered. These are the first three that Lionel put out in the early fifties, the silver Western Pacific, the orange Great Northern, and the maroon Minneapolis & St. Louis. The three cars will be sold a set. More will surely follow next year. These new 6464 box cars will feature the original graphics and include die-cast sprung trucks. The full compliment of rivets have already been restored to the box car mold. The original 6464 catalog numbers will be on the car, but each has been assigned its own five digit catalog number. The five digit number will appear on the box, but not on the car.

In the Standard 'O' offerings, all cars have die-cast sprung trucks. A new Baltimore & Ohio double door boxcar will be offered in a brown color. It looked quite sharp. The catalog mistakenly lists its length as 10 1/4 inches long. That is the length of the 6464 type box car. The actual measurement is 13 inches. The Peabody three bay hopper and the Lehigh Valley three bay hopper, which were in last year's catalog but were not produced, will be out next year. Each of them features a coal load and six opening bay hatches. Last year there were problems with the opening hatches and production of the car was postponed.

A new Uni-body tank car will be the SCM Chemicals car. Although the warning placards are not shown in the catalog photo, they will be included.

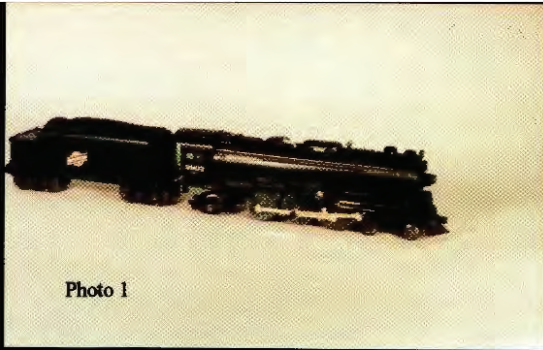


Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

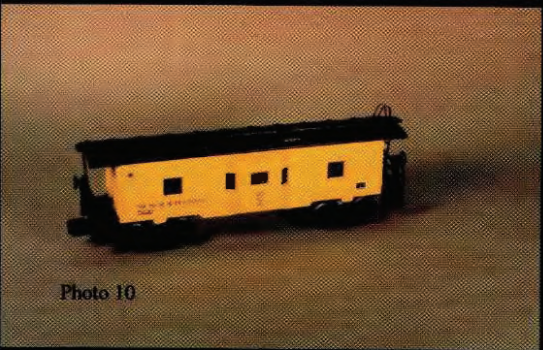


Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16

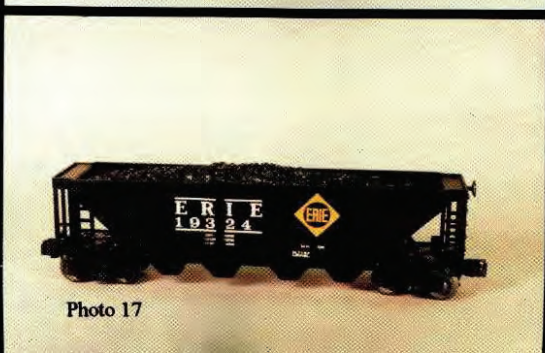


Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36

A Standard 'O' reefer will be the Chesapeake & Ohio. Two new Standard 'O' boxcars will be the Susquehanna and the Railbox boxcar. I especially liked the Susquehanna car. The color is good and the graphics are sharp. The Railbox car includes Diesel RailSounds™. I believe the length listed for the Railbox car is wrong. The correct length is 11 1/8 inches. The catalog shows the correct length for the Susquehanna, but shows 11 1/3 inches for the Railbox car.

A new three bay ACF hopper is particularly good looking. The Archer Daniels Midland logo highlights the medium blue colored car. A Erie Lackawanna six wheel truck crane car is also offered. The Erie Lackawanna flat car will go well with this.

A RailSounds™ Tender

Earlier in the year, we mentioned that Lionel should put out a RailSounds™ tender that could be used to replace older postwar tenders, or to add sound to earlier locos which were not equipped with it. Lionel will in fact be offering a RailSounds tender. The tender has six wheel die-cast trucks and is of the Pennsy type. The tender is black with no markings or graphics, allowing the user to customize it for a particular locomotive. It would have been nice for Lionel to supply say five roadnames on a sheet of rub on lettering. We still think this is a great idea, and should be a stock item.

Passenger Cars

There are lots of new entries in the passenger car department. To compliment the Chicago & North Western steam loco, is a set of the light weight Madison style cars. These include a baggage car, a combo car, two pullman cars and an observation car. Two of the cars are shown in the photos included here.

In Aluminum, are the California Zephyr Passenger Cars. These new cars feature several design changes, making them different from any previously offered aluminum cars. First, a new extrusion die will be used. These are ribbed cars and the section below the windows is ribbed differently than the section above. The lower section has a wider ribbing than we've seen in the past. If you've ever been up close to the real thing, you'll agree that the new look is very realistic. The name California Zephyr appears on a plate mounted above the windows. The car's name is featured on a plate below the window. The car's numbers are also on plates mounted at each end of the car. With the exception of the baggage car, all are vista dome cars. That includes the observation car.

These dome cars are unlike any we've seen from Lionel in the past. The domes are prototypically mounted off center. Also new is a detailed interior with tables and chairs which can be viewed through the vista dome. The cars are all silver and have silver painted trucks.

The choice of road names for these cars was well chosen. The California Zephyr should prove to be popular, and as the catalog points out, they can be run prototypically with several engine road names. The California Zephyr was

pulled by Denver & Rio Grande, Western Pacific, and Burlington. They will of course go well with the Denver & Rio Grande Alcos to be released later this year.

Madison Baggage Car

One final addition to the passenger car line is a Lionel Lines Madison Type Heavyweight Baggage Car. This new car is the perfect addition to the Madison cars released last year. The car that I photographed was obviously a pre production mock-up. It is the same one that appears in the catalog. A production unit has not yet been made. You might notice that the roof line is a little wavy. The production model will of course be similar in quality to the cars released earlier. This car will be produced in phenolic just as the original Madison cars were.

I'm pleased to see a Madison baggage car, but I was disappointed that Lionel chose not to name the car. Other cars in the set were named for locations meaningful to post-war Lionel. I would like to have seen Hoffman Place, or Hillside as a name for the new car. None-the-less, its great to see the matching baggage car.

American Flyer®

For American Flyer®, a Western Pacific "A-A" Alco engine is featured. This never before offered set also features California Zephyr passenger cars. The set comes with a combo car, two vista dome cars and an observation car. Two additional vista dome cars are available for separate sale, along with a B-unit which features RailSounds™.

Accessories and Layouts

There are no new accessories in the 1993 Book One catalog. The block target, rotary beacon, highway lights, automatic crossing gate, and animated billboard are the featured accessories. Two pages of the catalog are devoted to track layout suggestions. Again, people and scenes from Lionel's Visitor Center are featured in the photos.

A New Direction

We sincerely hope that Lionel's new direction will prove to be fruitful for the hobby. According to Mark Gordon, this new direction reflects consumer and dealer input, and a changing economy. Note that there are no \$1000 locos in this new catalog. Mark noted that this does not mean that Lionel will never produce such a loco in the future, but other needs were being met this year.

Lionel will try to please the needs of all Lionel enthusiasts, but it cannot please every one all the time. Sounds like something Abraham Lincoln said. Mark also expressed his excitement about our convention next July. Lionel is will be doing whatever they can to make it a truly memorable event. Its going to be a great time, I can't wait!

Bill Schmeelk

Photo Number	Description of Lionel 1993 Book One Items shown on pages 24 and 25	Lionel Number
1	Chicago & North Western 4-6-2 Steam Locomotive and Tender smoke, headlight, magne-traction®, electronic whistle, die-cast body	6-18630
2	Jersey Central 2-4-0 Steam Loco and tender with headlight	6-18712
none	Southern Pacific 2-4-0 Steam Loco and tender with headlight	6-18710
none	Southern 2-4-0 Steam Loco and tender with headlight	6-18711
3	CSX Industrial Switcher Engine	6-18910
3	Amtrak Industrial Switcher Engine	6-18912
3	Union Pacific Switcher Engine	6-18911
4	Gang Car	6-18417
none	Santa Fe non-powered F-3 B-unit	6-18115
none	Great Northern non-powered F-3 B-unit	6-18108
5	Clinchfield GP-38-2 Diesel engine with headlight and horn	6-18821
none	Clinchfield Square-Window caboose	6-16546
6	New York Central Double "A" Alco Diesel Engines with headlight	6-18908
none	Canadian National non-powered Rail Diesel Cars	6-18512
7	Montana Rail Link SD-9 Diesel Engine with headlights and horn	6-18824
8	Montana Rail Link Extended-vision Caboose with smoke	6-16541
none	Pennsylvania Multiple-unit (M.U.) non-powered Commuter Cars	6-18310
9	Susquehanna Dash 8-40B Diesel, magne-traction®, horn, headlight, dual AC motors	6-18211
10	Susquehanna Bay-window caboose	6-19717
11	Reading Fairbanks Morse Trainmaster engine with headlight, horn	6-18309
12	Illinois Central SD-40 Diesel, headlight, horn, dual AC motors, magne-traction®	6-18210
13	Illinois Central Extended-vision Caboose with smoke	6-19716
14	Erie Alco A-B-A Diesel engines	6-11734
15	Erie Single-Door Boxcar	6-19254
16	Erie Double-Door Boxcar	6-19255
17	Erie Four-Bay Hopper with Coal	6-19324
none	Erie Flatcar with Trailer	6-19415
18	Erie Reefer	6-19535
19	Erie Bay-window Caboose	6-19717
20	Chicago & North Western Ore Car with load	6-19322
20	Detroit & Mackinac Ore Car with load	6-19323
none	Denver & Rio Grande Western Flatcar with Trailer	6-16374
none	Erie Lackawanna Flatcar with Stakes	6-16373
21	Penn Salt Three-dome Tank car	6-16124
22	Clinchfield Gondola with Coil covers	6-16367
23	"KATY" Liquefied Oxygen Car	6-16368
24	"I Love Minnesota" Boxcar	6-19919
25	Western Pacific 6464 Boxcar	6-19248
26	Great Northern 6464 Boxcar	6-19249
27	Minneapolis & St. Louis 6464 Boxcar	6-19250
28	Erie Lackawanna Six-wheel Crane car	6-16658
none	Steam RailSounds™ Tender	6-16655
29	Baltimore & Ohio Double-door Boxcar	6-17209
30	SCM® Uni-body Tank car	6-17906
	Chesapeake & Ohio Reefer	6-17304
32	Susquehanna Single-door Boxcar	6-17213
none	Peabody Three-bay Hopper with Coal	6-17114
none	Lehigh Valley Three-bay Hopper with Coal	6-17113
33	Archer Daniels Midland Three-bay ACF Hopper	6-17118
34	Railbox Boxcar with Diesel RailSounds™	6-17214
35	Chicago & North Western Baggage Car	6-16050
none	Chicago & North Western Combo Car	6-16051
35	Chicago & North Western "Lake Geneva" Pullman Car	6-16052
none	Chicago & North Western "Evanston" Pullman Car	6-16053
none	Chicago & North Western "Mt. Faraker" Observation Car	6-16054
none	California Zephyr Baggage Car	6-19122
none	California Zephyr "Silver Bronco" Vista Dome Car	6-19123
none	California Zephyr "Silver Colt" Vista Dome Car	6-19124
none	California Zephyr "Silver Mustang" Vista Dome Car	6-19125
none	California Zephyr "Silver Pony" Vista Dome Car	6-19126
none	California Zephyr "Silver Sky" Vista Dome Observation Car	6-19127
36	Lionel Lines Madison Type Heavyweight Baggage Car	6-19011



The Lionel Seminar with Chuck Leibrock, Lenny Dean, Mark Gordon and Nicholas DeGrazia ↑ Nicholas DeGrazia, Lenny Dean, Dienzel Dennis



↑ Billboard Display



Artist Angela Trotta Thomas ↑



↑ Bill Trappen at the Billboard display

Tom Rotunda in the Trading Hall ↓



Banquet 50's Sock Hop ↑

