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Vol. 23, No. 7 June, 1994

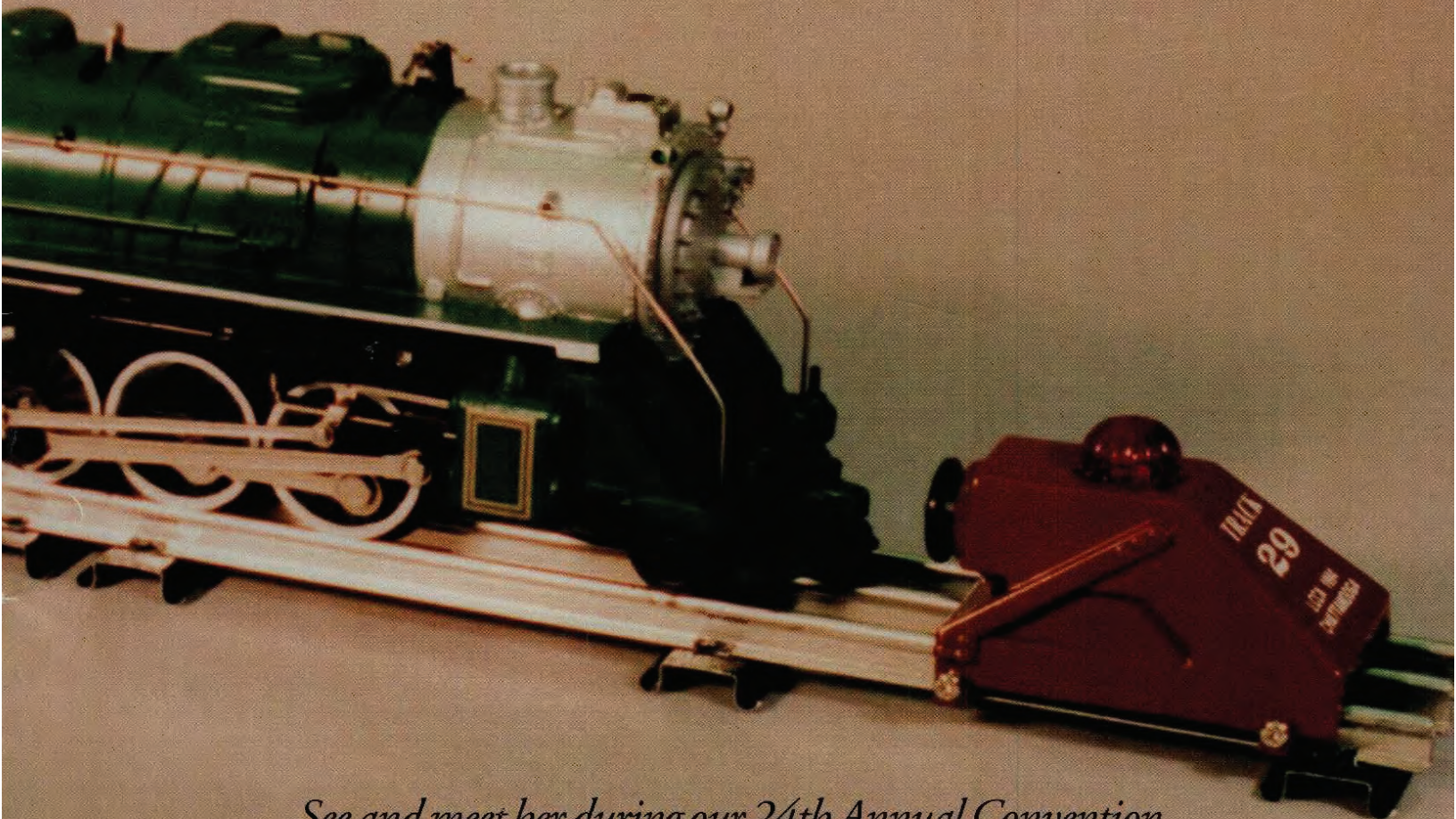
LION ROARS



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

The
Lady
in Green is in
CHATTANOOGA



See and meet her during our 24th Annual Convention

July 27th - 31st, 1994

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Club Archives Sale

The drawing for Set/Items "G" through "J" was postponed until May 15, 1994 because of the delay in receipt of the April, 1994 issue of *The Lion Roars*. Anyone who contacted us prior to that date and requested their name be included in the drawing was accommodated. Thank you for your interest and support of this activity.

New Librarian Appointed

Effective June 1st, Rev. Hulen "Hugh" Warren, RM #10500 of Many Louisiana, has been appointed as your Club Librarian. He is looking forward to sending issues to the membership so that their libraries are complete. Thanks to Dennis DeVito for his past service in this job and he'll continue for this year as Roster Editor.

Final Notes & Your Chance to Register for the 1994 Convention

Covered in many pages of this issue, there's information and your chance to get in on this upcoming extravaganza. Our Headquarters hotel (the Marriott) is booked solid. As covered in the *BLUE* flyer sent with last month's issue of *TLR*, there are three other hotels either across the street or within an easy walking distance. Make your reservations now! Parking is free at the Marriott or you can use valet parking at \$7.00 per day.

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Chattanooga Timetable and Registration Form

Here's the official timetable and registration form for the Convention.

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UPCOMING LCCA EVENTS

July 9, 1994

Shreveport, Louisiana, (site details to follow)

Bert Sams (318) 222-3554 is hosting this event with co-host Mark Kahler (318) 687-1121.

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

July 27-31, 1994

Chattanooga, Tennessee, at the Marriott

Charles Sahn (615) 894-2599 is our 1994 National Convention Host. The Chattanooga Committee has put together an outstanding series of events during this 5 day extravaganza. Registration information was sent with the February, April and June issues of TLR. See you there!

August 26-27, 1994

Houston, Texas, at the Holiday Inn

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

September 10, 1994

Charlotte, North Carolina, in the Hilton at University Place

Tom Carton (704) 847-3043 is hosting this event. Tables \$10. Guests \$3. Family \$5. Setup at 7-9 AM. LCCA trading 9-10 AM. Public trading from 10 AM to 3 PM. The Hilton is off I-85 north of I-77.

THE LADY IN GREEN



With our fast approaching 1994 Convention in Chattanooga right “down the track”, your Editor took excerpts from two previously published articles and put together a piece about both the real and model versions of the Southern Railway’s locomotive 4501.

From John Coniglio’s article, here’s some background and history about the real 4501 (top photo) and an update of its current status.

During its usage on the SR, it was a grimy black freight hauler that was displaced by diesels and stored in 1948. She was purchased by the Kentucky and Tennessee Railroad and run back to their home office in Stearns, Kentucky. As “No. 12” she took her turn hauling hoppers to and from a nearby coal mine.

In the early 1960’s the K&T converted to diesels. Engine No. 12 was priced at her scrap value of \$5,000. Only a miracle stood between the 2-8-2 and that great roundhouse in the sky.

Thank heavens for Paul Merriman outbidding the grim reaper of steam. He was a research engineer by trade and often drove the 150 miles from Chattanooga to Stearns to work as a volunteer on the K&T’s engines.

When No. 12 was put up for sale, Paul’s decision was not whether to buy the engine, but how to get it to Chattanooga. Coming up with the cash was easier than persuading the Southern to run a steam engine over its rails again. But, on June 6, 1964, Paul Merriman rode the cab of his purchase from Stearns to the Tennessee Valley Railroad Museum.

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

On page 14 of Lionel’s 1992 Book I catalog was the introduction of their model of the Southern Railways’ 4501. The photo at the bottom of this page shows Lionel’s model. Photos on the facing page demonstrate one of Bill Schmeelk’s “operations” to illustrate the interworkings of this fine piece.

Thanks to John and Bill for letting me “borrow” information that really ties-in with this year’s Convention. See you there!

—Don Carlson

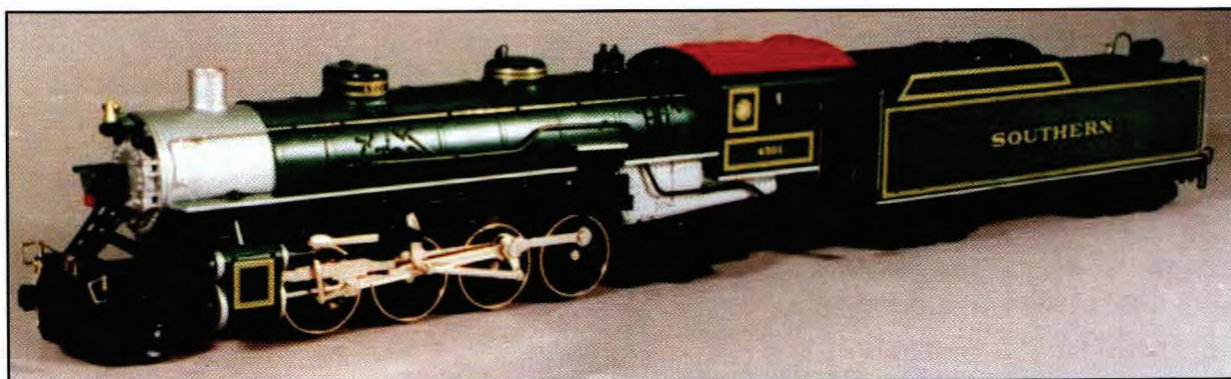


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Photo No. 2

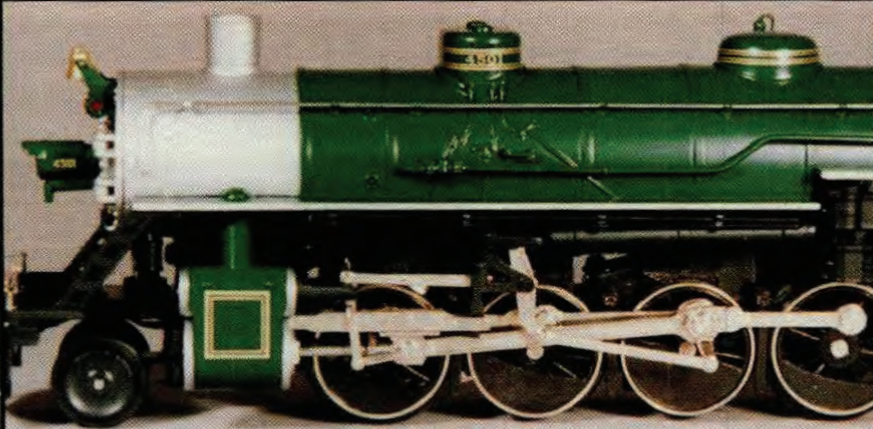


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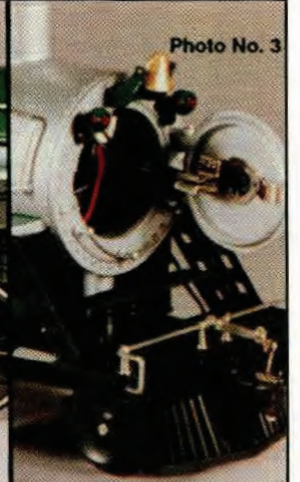


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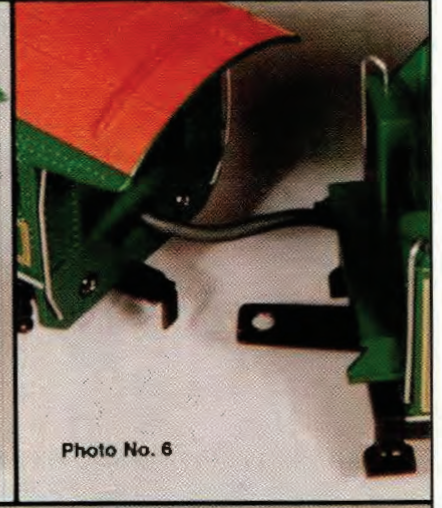


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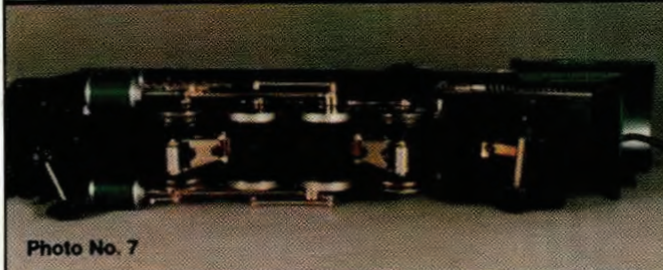


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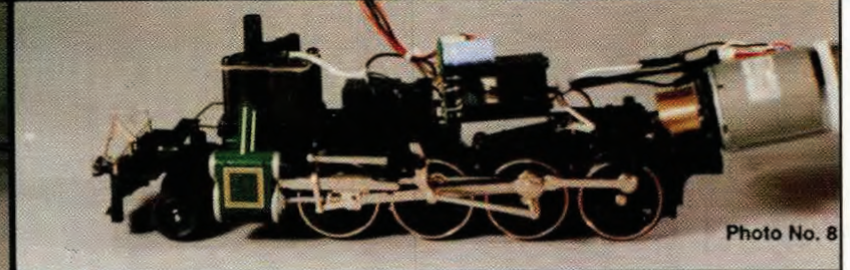


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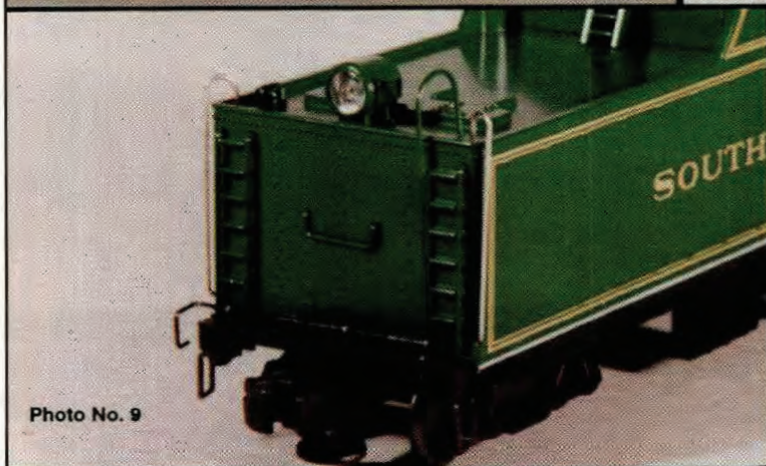


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Photo No. 10



Photo No. 11

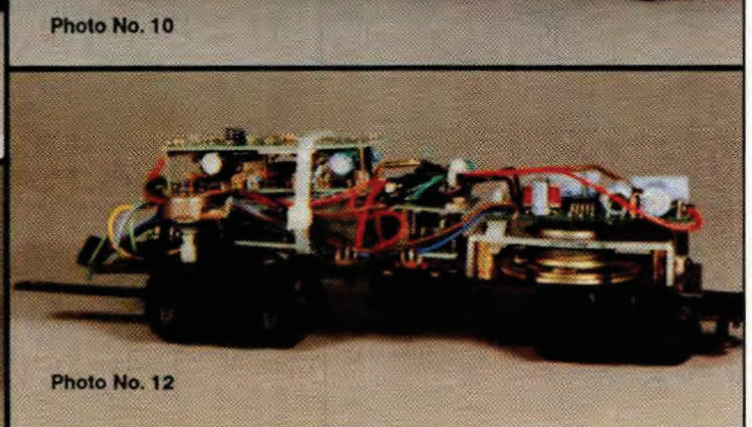
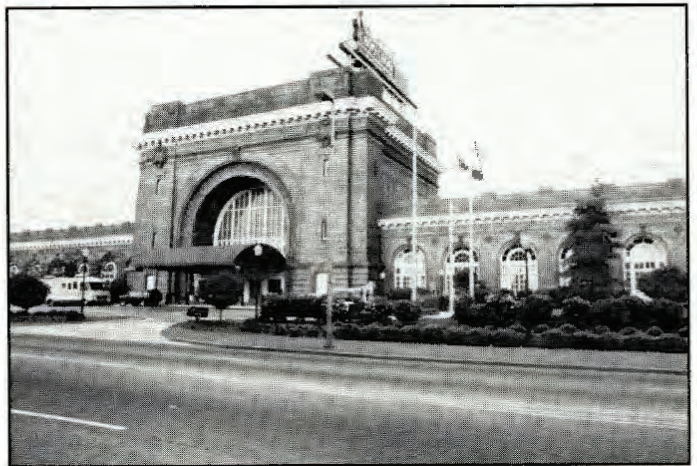


Photo No. 12

PREVIEW SCENES OF "CHUGGIN' TO CHATTANOOGA"



Plenty Awaits Convention Visitors

Featured on these two pages are scenes from events that will take place in Chattanooga, Tennessee, this July 27-31 at our upcoming 24th Annual Convention.

There will be opportunities to enjoy true Southern cooking along with a pleasurable ride on **both** a riverboat and railroad train headed up by a steam locomotive!

If you've ever wanted to be in "high places", then you can venture up to Lookout Mountain where you can see 4 different States at one time by merely standing in one place and turning in a full circle!

You'll even have a chance to combine trains and mountains by taking a ride on the Incline Railway which has some of its trackage at a 72.7% grade.

There are not one but **two** fabulous railroad museums here for you to browse through and see many magnificent pieces of true railroading history!

Even if you are a devout land lover there's an Aquarium full of sights that will bring out your "sea legs" in no time at all.

Every registrant will receive the special Track 29 bumper that's destined to become a classic item in the vast array of Club commemoratives.

All this goes along with fine Southern hospitality and the Club's standard compliment of friends and trains throughout the full 5 days of events and activities.

See You There!

—by John Coniglio & Don Carlson



12-Year-Old's Tips Make Job Fun, Simple

(The next 3 pages have articles and photos on custom decorating from 3 members. Do any others have a similiar story you'd like to share with the membership?)

If you've ever wanted a train car with a paint style that Lionel never made, it's easy to design your own. By using the following instructions, you can learn the simple and fun way to customize a boxcar. The things you will need to do this are: a 2454/6454 boxcar, a small screwdriver, a container big enough to fit the whole boxcar inside, enough brake fluid to submerge the entire car in, can(s) of spray paint in the desired color(s) and decals.

STEP 1 - Go to your local model train store and ask for a beaten up 2464/6454 boxcar. If the train dealer does not have one, look for one at the next train show. They are cheap and easy to find.

STEP 2 - Remove the car from its frame by undoing the four screws at the ends. Place the car in the container and fill it with enough brake fluid to completely submerge the car shell. Leave the car in the brake fluid for a week. (Brake fluid can be easily found at a auto supply store.)

STEP 3 - After the car has soaked in brake fluid for a week, you wash off the brake fluid with water. Remove any remaining paint with a stiff nylon brush. When you have cleaned up the car with water, let it dry well.

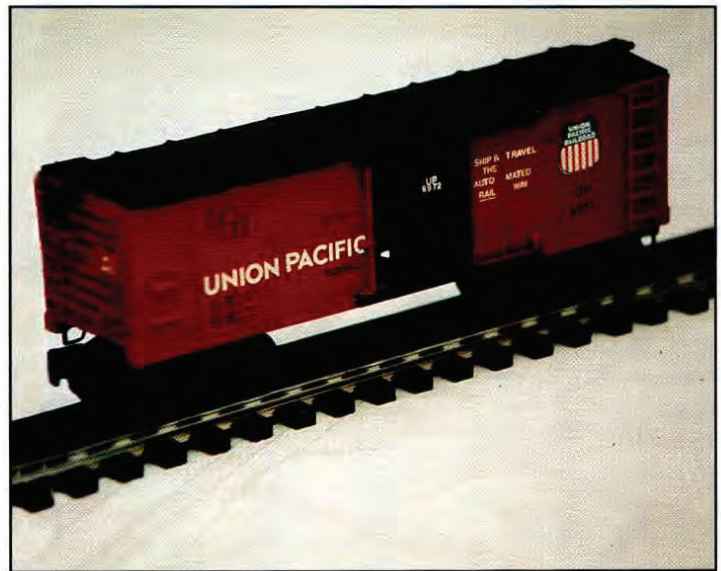
STEP 4 - Now, you can start the painting process. Place the car on a table, being sure that you cover the table so you don't paint it too! (Note: The car may have colorful swirls on it after you remove it from the brake fluid. The swirls are the original color of the plastic and cannot be removed.) Follow the directions on the spray paint can for painting. Paint the inside of the car first to see if the paint agrees with the plastic. If it doesn't, you may have to use a primer first. If you want to paint in more than one color, mask the areas that you don't want to paint a certain color with masking tape. Let it dry the amount of time mentioned on the paint can.

STEP 5 - Now you are ready to put the decals on. A large supply of wet and dry transfer decals can be found at your local hobby shop. Instructions should be included with the decals. After you have put the decals on, put the car back on its frame. Now the car is finished.

I hope you have fun making your new paint style. I have done this twice, both times with great results.

— Stephen M. Kuhn, FM #18967, Louisville, Kentucky

(Editor's Note: Author of this article is the 12 year old son of Wolfgang Kuhn, RM #11908. Stephen has done an excellent job customizing pieces for his layout and writing the article. Thanks for sharing your experience with us!)



My Perfect Lionel Train Set

(Editor's Note: The set in this article is Photo 3 on page 8.)

I think I just created the *perfect* Lionel train set! At least if you use my criteria. Now, I know one of the things that make model railroading so much fun is the individual freedoms we all have. Some readers are big steam fans, some readers are loyal to a given road name, and others model or collect without regard to a "master plan". I appreciate all of you. You are what makes this hobby so much fun. So, if you will indulge me for the time it takes to read this story, I'll tell you, based on my criteria, why I think I have just created the perfect Lionel set.

1. - No matter what you run on your three rail layout, it should cause a visitor to make a comment, ask a question or just smile with approval. One way to do this is to mix in something a little bit different than the other rolling stock. What better way to get this reaction than to parade a locomotive decorated with a name other than a well known road name. Unless you lease all of your motive power from LMX, the General Electric leasing subsidiary, a locomotive painted like mine will be different and unique on your layout.

2. - Nearly every Lionel operator needs one more locomotive, especially when it is as big and powerful looking as the Dash-8. Lionel is to be complimented for introducing this fine locomotive as the Union Pacific Dash-8 40C (six drive wheels), and following up the next year in the Santa Fe colors as the Dash-8 40B (four drive wheels). Both units are beautiful and look powerful. But, how do you get this unit to run on your layout if you don't model the UP or SF? For me, waiting until it comes out in my favorite road name was not even a consideration. The Milwaukee Road (my personal favorite) was already bankrupt or so short of cash that it never owned any such locomotives. Since the Milwaukee Road still runs, at least in my imagination and on my layout, it also has enough cash flow to lease a Dash-8 40B from LXM.

3. - When I first saw the Lionel Dash-8 in person, I was amazed at how big it actually is. This engine needs O-Scale cars to pull. It just would not look right pulling the 027 rolling stock that we all love so much. It is time to move on now that the folks at Lionel have given us a very impressive family of O-Scale cars to build that special train. For my perfect set, I have selected one of each type of O-Scale cars made by Lionel.

4. - Caboose or End of Train Device, take your choice. I prefer to be as modern as possible so I have selected to display my ETD on the last car in my perfect set. Since I have already violated one rule by custom painting a collectable Lionel train, I could easily have continued this practice and custom painted one of the new scale steel cabooses that came out in 1990. The New York Central or Reading would surely sacrifice one caboose to the hands of my custom painter and, surely that fine little caboose would look regal in its coat of Milwaukee Road orange paint. But alas, I want to

run my perfect train now so I'll have to run with the ETD. When no one is looking I can always run a bay window caboose, even though it isn't very close to scale. (I find the best way to run a bay window is directly behind a flat car which disguises the obvious mix of scales.)

5. - I also have the sincere belief that all I hear and all I read is correct. I believe the Lionel collectors of today have been heard. We wanted more scale equipment. Evidence the B-6 (0-6-0 Pennsylvania Switcher), the T-1 (4-8-4 Reading) and the L-3 Mohawk. So thank you Lionel for giving us what we want; more scale equipment. The best way to say thank you to Lionel for listening is to buy this equipment. So, I do own a B-6, T-1, L-3 and a Hudson. Thanks for the scale steel caboose, uni-body tank car and recent release of the stackable container cars.

One more small point, however, needs to be made. Some readers probably have a difficult time with custom decorating. At one time, I also felt this was a violation to the unwritten rules of collecting. But after a time, I realized that what makes this hobby so much fun is that I get so much fun out of it. So please don't diminish my fun by not allowing me the freedom to do what I want to do. I want to have as much fun as you are having with this wondrous hobby. Well those are the reasons I vote my set "The *Perfect* Lionel Train Set".

A special thank you goes out to Bob Schneider from Bloomington, Minnesota. Bob is my custom painter. He does an excellent job, is fair and turns out my requests in a timely manner. I intend to write at least one more article about Bob's custom painting work since he is in the process of doing an SD-40 (ex-CP Rail) in the Milwaukee Road Bicentennial paint scheme. I am really having fun with this hobby and hope you enjoyed this article!

— Pete Frayer, RM #12149, Carrollton, Texas

Jersey Central Rebirth

(Editor's Note: The 10 photos for this article are on page 10.)

Here are some photos of my custom painted rolling stock. I've been a member of the LCCA for just more than one year and this is my first chance to submit information to *The Lion Roars*. I know some members will cringe at the sight of some of the re-paints of my trains, but it is for my enjoyment and a pleasure to share my experiences with the Club.

All work was done by myself. Take note of the cars and you will see that I was able to remove just the lettering that I wanted and still keep the Lionel markings. The engines were total re-paints. As you can tell from the pictures, I'm a big fan of the now defunct Jersey Central Lines.

This roadname is used as the primary source of motive power on my "L" shaped 6' by 24' and 14' by 6 1/2' layout. The rolling stock is 95% O-Scale and 5% 027 gauge.

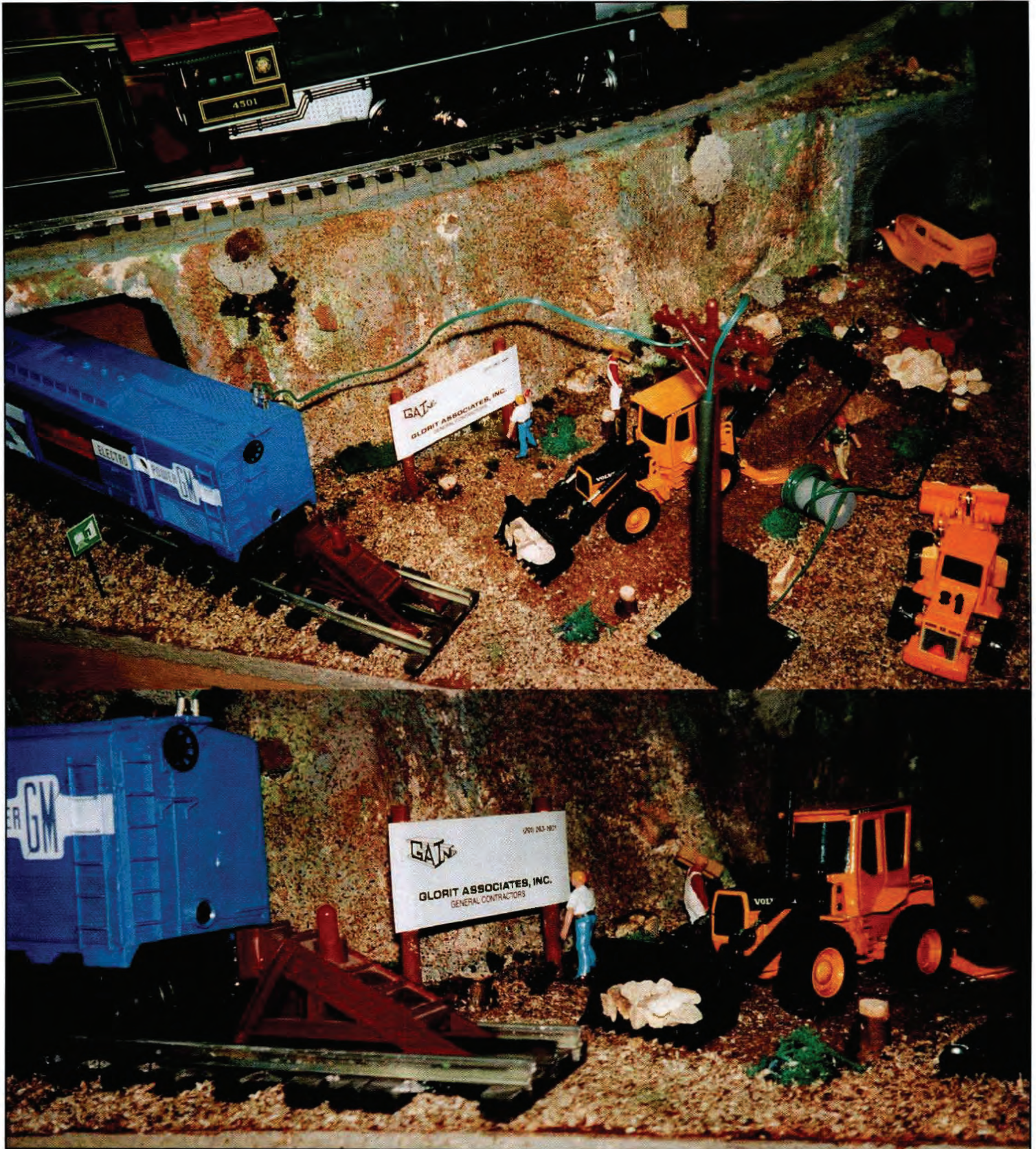
— Richard Belesky, RM #16889, Pt. Pleasant, New Jersey

CUSTOM RE-PAINTS (Continued)



TRACKSIDES 1

Sheldon Glorit, RM #11012 of Mountain Lakes, New Jersey, furnished this scene with a construction crew hard at work near a siding on his 13 x 15 foot layout as the *Lady in Green* passes overhead. The crew is very productive and ready to work through the night since they've brought in a #3530 Generator Car and searchlight. A closer look at the billboard on the work site reveals a truly "inside" job is taking place! Thank you Sheldon for showing us your layout with its fine combination of trains and construction equipment on it.



Collector Turns Dream Into Reality

■ Is it a *ghost* or is it a Lionel? By looking closely at photo 1, you can see the Lionel version with an image of the real steam engine it was modeled after in the background.

The idea of making a model came to me several years ago when I purchased a mint Lionel Corporation 2055 type motor complete with wheels. My vision was to make a Northern Pacific steam locomotive to run under the Christmas tree since at the time Lionel had never produced a NP steamer.

When LTI came out with the Northern Pacific passenger cars I knew I had to find the necessary parts and get to work in order to complete my idea. I wanted a 4-6-2 wheel arrangement and the motor assembly I'd bought matched up perfectly with my vision. I also thought that the 2055 was a great match for the streamlined passenger cars. It took me a while to find all the parts, but by May I was ready to begin.

What better locomotive to have as the prototype than the actual engine itself, which is Northern Pacific's #2164 that was used to head up their North Coast Limited. In addition, it's currently located in Bismark, North Dakota, and is only five miles from where I live.

I decided to paint the engine and tender black (which is not truly prototypical for the Northern Pacific) because I always liked the Lionel Corporation's black steam locomotives. My efforts are shown in **photo 2**.

Within a month of obtaining all the parts, I had found time to paint and assemble my 2164. The day had finally arrived to test it and witness the fruits of my labor as well as the satisfaction of bringing an idea into reality. As I nervously pushed the ZW handle forward the engine came alive and responded to my commands. As it moved around the track everything worked perfectly, including the whistle and sound of steam. I now had my Christmas train!

For the 1991 Holiday season (and all future ones as well) my 2164 was and will be the star attraction as it pulls the colorful LTI Northern Pacific passenger cars around the layout under the tree. It's shown in **photo 3** with two of the cars in the consist.

This was as good as receiving a new Lionel locomotive for Christmas and brought back many fond memories. For the most part everything I used was new.

As background for those of you who may not be familiar with the Northern Pacific or its #2164, here are parts from a reference article about the engine as printed by the North Dakota State Historical Society.

This locomotive was built in 1909 by the Baldwin Locomotive Works - Class Q3. The 4-6-2, 150 ton steam engine travelled 1,400,000 miles for the Northern Pacific Railroad and originally was used on the main line for passenger service. The engine used to be the pride of the NP by pulling the North Coast Limited and as time passed it was degraded to local service.

The last engineer to operate the locomotive was Mr. Larson from the Jamestown, North Dakota Division. He ran this engine on the Jamestown-Pingree line until June 4, 1955. This date marked the beginning of conversion to diesel power over the entire Northern Pacific Railroad system.

#2164 was
built in 1909
and retired on
June 4, 1955.

After this last run, the engineer's order was to run locomotive 2164 into the roundhouse at Jamestown where it was to be drained, cleaned and completely refurbished. It was then consigned to be pulled onto its present site at Camp Hancock in Bismark, North Dakota.

The North Dakota State Historical Society gratefully accepted the transfer on October 12, 1955. At Camp Hancock, 2164 stood on brand new trackage. The 4-6-2 was in fine condition and complete running order when it was retired.

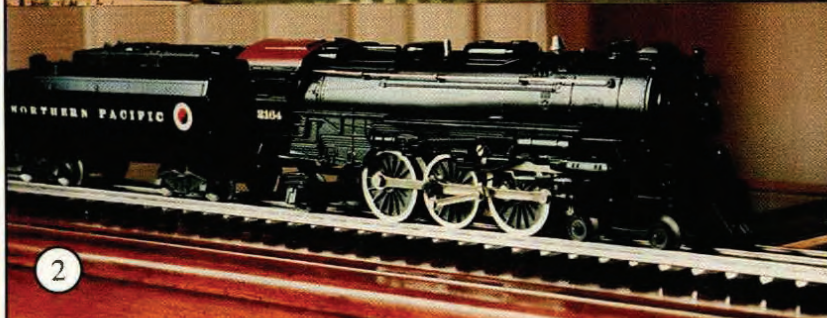
Over time the elements, mostly rain and snow, have had a very deteriorating effect on the engine. It was given a new "skin" of tin sheathing all over its boiler section and entirely repainted in 1974. The cost of the repairs were \$1,700 at the time.

Photos 4 through 8 are taken during an excursion when I was allowed to climb in and over the engine. The caretaker is pictured by one of the drive wheels to show its size.

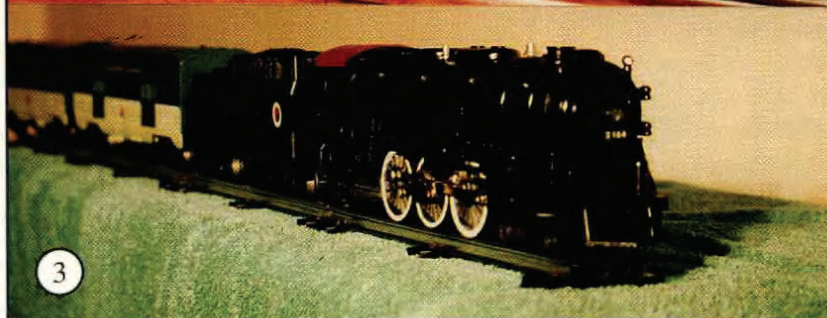
—Larry Rohde, RM #10281,
Bismark, North Dakota



1



2



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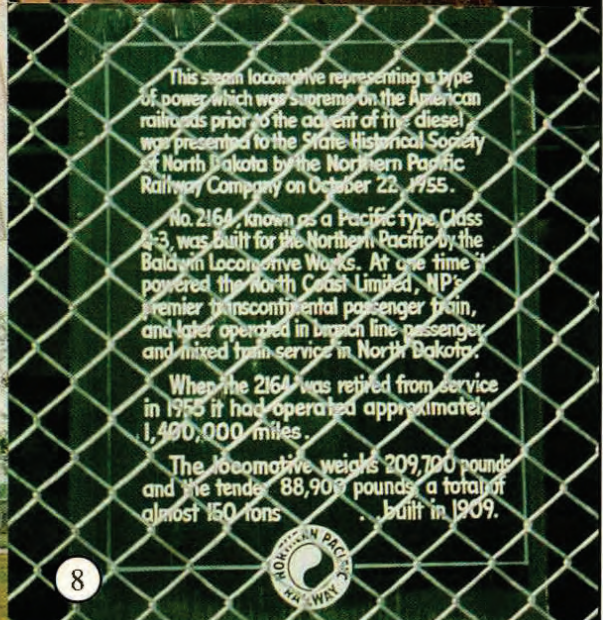
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This steam locomotive representing a type of power which was supreme on the American railroads prior to the advent of the diesel was presented to the State Historical Society of North Dakota by the Northern Pacific Railway Company on October 22, 1955.

No. 2164, known as a Pacific type Class 4-3, was built for the Northern Pacific by the Baldwin Locomotive Works. At one time it powered the North Coast Limited, NP's premier transcontinental passenger train, and later operated in branch line passenger and mixed train service in North Dakota.

When the 2164 was retired from service in 1955 it had operated approximately 1,400,000 miles.

The locomotive weighs 209,700 pounds and the tender 88,900 pounds, a total of almost 300 tons. It was built in 1909.



(Note: All Photos are on Pgs. 17-18.)

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

More On Lionel Alcos

After last issue's discussion of the new Lionel die-cast Alcos, we had several comments from members. Most are pleased with Lionel's decision to correct the front end of the loco and their choice of Union Pacific for it's next rendition. Nice to hear again from Emil C. Vatter, RM #3301, who also agrees that Lionel is doing the right thing by correcting the look of the Alco. Emil would also like to see the lower red stripe added to the Union Pacific Alco due out this year. His major complaint are the names Lionel chose to put on the cars. Emil feels strongly that either California names, or the New Jersey names should be used. As it stands now, the set has two cars with Michigan names, Romeo and St. Clair Shores, one Connecticut name, New Haven, and two New Jersey names, Plainfield and Livingston.

Emil also commented on the black frame which shows on the cheaper Alcos. We had commented in a previous issue, that when the body is not black, this frame adds an unsightly black line along the bottom. Emil has written with a solution to disguise the frame without painting it. He recommends the use of auto pin striping tape to cover the folded flange along the bottom. These tapes are available in a wide variety of colors and widths. Emil suggests covering the frame with a matching or complimentary color. The tape can easily be removed without destroying the collector value. Emil has tried this successfully with his Amtrak Alcos. Thanks for the tip Emil, always good to hear from you.

New From Greenberg

New from *Greenberg Books* comes **How to Build Your First Lionel Layout**, by Stanley W. Trzoniec. This book is clearly geared for the first time layout builder. We hear that in the 90's more and more of the train buyers are operating their trains. Well, if you're one of those who's decided to get the trains out of the boxes and off the shelves, here's a step by step book to help you build that first layout. There are nine chapters, each dealing with a different phase of layout construction. Chapter topics include planning, table building, laying track, wiring, scenery, maintenance, and accessories. The author's clear explanations are generously supplemented with photos and diagrams. Without exception, the photos are extremely sharp and professional. I've never seen better photos in a train book. The diagrams show the same professionalism. The book closes with a list of

suppliers and organizations, LCCA among them. If you're a veteran layout builder and have done several, this book will probably not give you any new information. On the other hand, if you've never built a permanent layout and are planning to start one, give this book a look, you might find it quite helpful. The book is bound in soft covers, with 96 8 1/2 x 11" pages and sells for \$12.95. It can be purchased through your local train shop or direct from *Kalmbach Publishing Co.* by calling toll free (800)533-6644.

Lionel's New Berkshire

Lionel first introduced the Berkshire, with its 2-8-4 wheel arrangement as the 726 in 1946. The boiler casting was actually a carry-over from 1938 when it was made for the Pre-war 266E. The new Berkshire featured a 2-8-4 wheel arrangement.

With the addition of MagneTraction™ in 1950, the number was changed to 736. Throughout the post-war years, it remained a staple of the line. In addition to the Berkshire 2-8-4 wheel arrangement, the same boiler casting was also used on less expensive engines like the 646, the 2046 and the 2056. The chassis from the Berkshire was also used for the 746 Norfolk and Western introduced in 1957. The point is, that by the time Post-war Lionel ceased production of the 736 Berkshire in 1966, the tooling had seen a great deal of use.

In 1980 the Berkshire returned when Fundimensions announced the Chessie Steam Special in their Spring Collector Series brochure. Before 1980 Fundimensions had used the Berkshire boiler casting for engines with other wheel arrangements. These included the 8900 Santa Fe, 8702 Southern Crescent and 8801 Blue Comet. Other locos using the same boiler, produced after 1980 include the 8210 Joshua Lionel Cowen Loco, 8101 Chicago and Alton, the TCA Locomotive and 8610 Wabash. In addition, more Berkshires were produced including the 8002 Union Pacific and 8215 Nickel Plate Road. Lionel also produced other locos using the Berkshire boiler and chassis with a modified wheel arrangement. These included the 8309 Southern Mikado and 3100 Great Northern. The Berkshire chassis was also used for the 4449 Southern Pacific, 8100 Norfolk and Western, 18001 Rock Island, 18003 Lackawanna, 18007 Southern Pacific and 18016 Northern Pacific. Again, the tooling received alot of use.

In 1986, through J C Penney, Lionel offered what would turn out to be the last locomotive to use the original Berkshire boiler tool. This was the 8615 L & N Big Emma. The ad for the loco stated that production was limited to 3,000 units, but rumor had it that the boiler die finally gave out during production of this loco. That is the reason no Berkshire had been produced since.

Finally, in Lionel's 1993 catalog, the Berkshire returned once again. Although the photo in the catalog is of the original casting, the new Pere Marquette Berkshire, would feature an all new boiler casting. The actual production of this new loco is shown in **Photo 1**. Lionel did more than remake the Berkshire boiler, many new details were added.

To see just what changes Lionel made, we compared the new Pere Marquette boiler (engine # 1201) with a previous release, the 8215 Nickel Plate Road (engine # 779) produced in 1982.

First, let's compare the hand railing. **Photos 2 and 3** show the right, rear end of the boiler. Notice the difference in the manner in which the handrail ends and is inserted into the casting. The original version has the rail with a slight bend and then inserted into the forward facing end of the cab. The newer version is bent at 90 degrees and inserted into the boiler. Next notice the stanchions which hold the handrail in place along the boiler. The new version has returned to the specially made metal stanchions similar to those originally used on the 726 in 1946. In 1947 Lionel changed to cotter pins to hold the railing. The cotter pins have been used ever since on the Berkshire boiler. While we're on the subject of hand railing, notice the addition of the hand rails and stanchions at the extreme left edge of the cab. This is entirely new for Lionel's Berkshire.

Notice in the same photos, the difference in the piping, just forward of the cab. The new version has an added section of piping running parallel to the handrail and just under the cab number.

A great deal of additional detail has been added to the sides of the ash pan. Even the rivet detailing now continues further along the edge.

Finally, notice that there is no E unit lever protruding from the top of the boiler on the new model. The Pere Marquette loco includes the new LIONTECH™ electronic E unit. To lock out the electronic E unit, Lionel has returned to the method used on the 1946 version - changing the plug's position in the socket on the back of the motor.

Photos 4 and 5 show the front, left side of the loco. Here you can see the continuation of the extra piping just below the hand rail. Also notice, just under the hand rail is a small door. On the older version, this is a single door, on the new version, the door is split and the latch detail on the right end is missing. Notice also that on the new boiler, the additional piping which started at the cab end of the boiler continues to the right of this small door.

Photos 6 and 7 show the left, rear end of the boiler. Here you can see significant additions in the area of the ash pan. Notice the additional riveting and piping details. Also note that just under the cab, the new boiler has an additional piping detail and the round tool mark on the original version has been eliminated.

Photo 8 shows the boiler fronts of the two Berkshires. Here you can see the addition of number boards. These are a die-cast part of the boiler front.

Along the top of the boiler, the new version shows no signs of the parting line, so visible on previous versions. We did find some marks near the smoke stack. Notice in **Photo 9**, just under the piping detail near the smoke stack.

Photo 10 is a rear view of the two locos. The older one is on the left. Notice the additional handrails along the rear

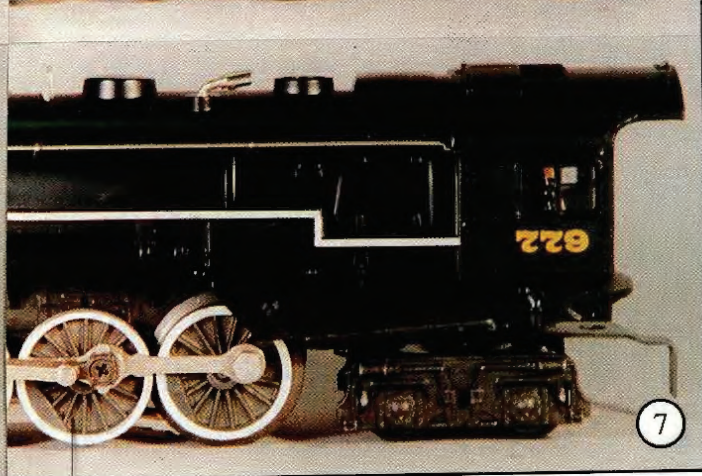
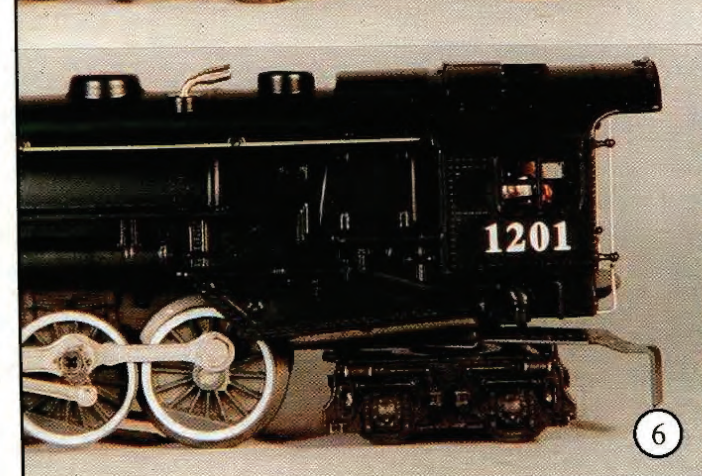
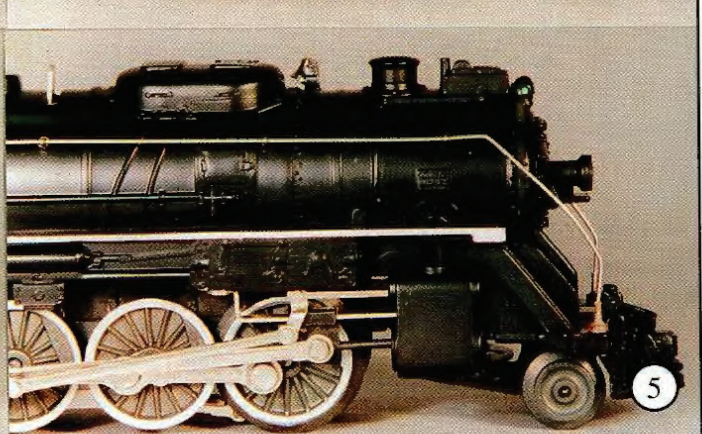
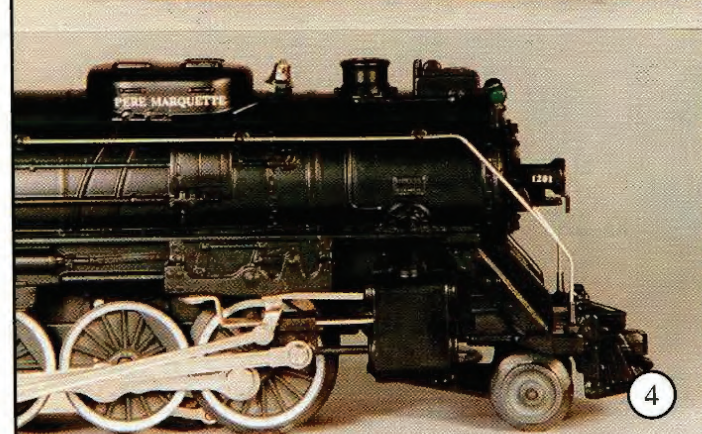
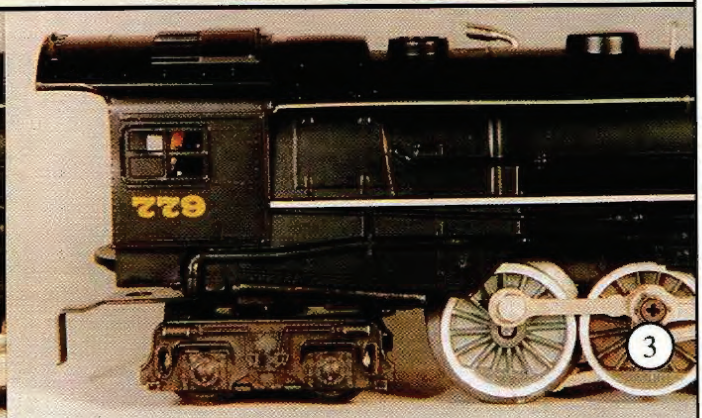
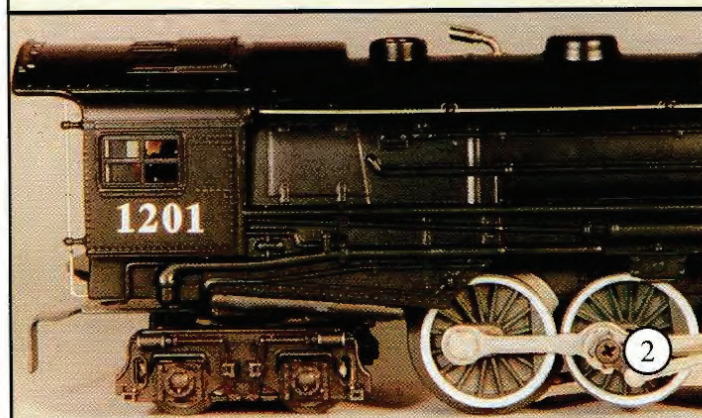
ends of the cab. Both locos use a similar motor, but the Pere Marquette includes Lionel's latest improvements. There are shunted brushes in the new version. Also notice the banana plug on the new version which is used to lock out the E unit. Also notice that in both versions the bottom edge of the brush cap has been sanded at a bevel to allow a better fit in the rear of the cab. Finally, notice that the older version has a plug which must be plugged into the tender for the electronic Sound of Steam™. This plug is not needed on the new version, which features RailSounds™. There is no electrical connection between the tender and the loco.

Changes in the new boiler are not restricted to the outside. **Photo 11** is a look inside of the two boilers. Both boilers are removed from the chassis in the same way, but the new version used three fillister head screws, while the older version used two at the rear and one flat head screw at the front. Notice the large lug in the original boiler toward the rear. This has been eliminated on the new one. Also notice that the old boiler has two E unit slots marked out on the inside. Only one of course goes all the way through. The center E unit slot was used for the Berkshire, while the rear most slot was used when the boiler was equipped as an engine with six driver wheels instead of eight. With the advent of the LIONTECH™ Electronic E unit, both slots have been eliminated from the new boiler. You might also notice in this photo that the rear end is smoother. At the front end, notice the difference in the flat areas on the left and right of the boiler front. Also slightly changed is the lug into which the whistle is inserted. This lug is smaller on the new version.

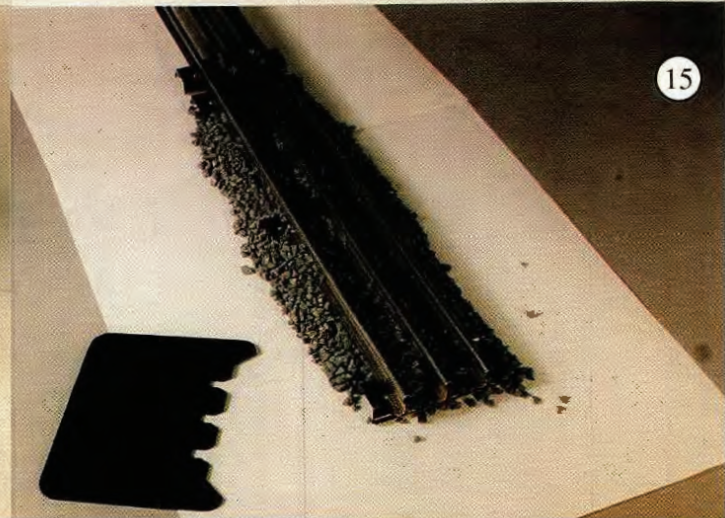
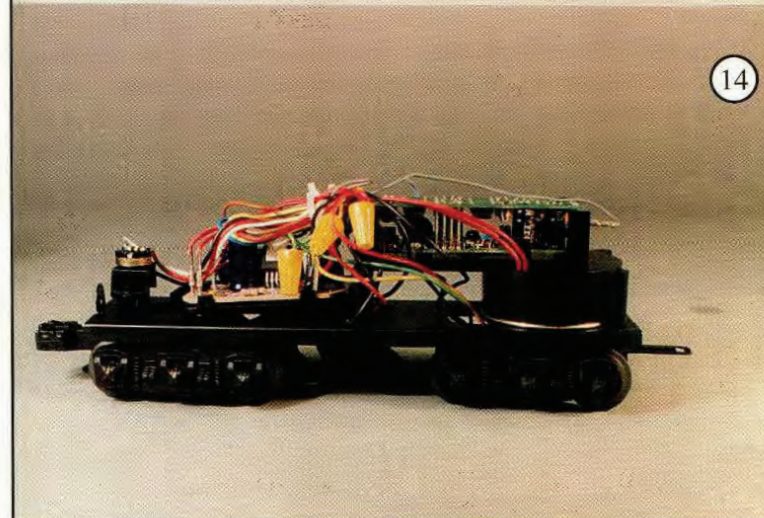
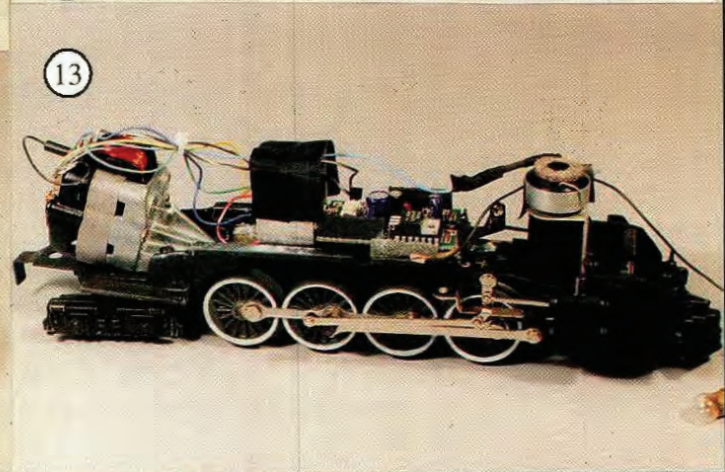
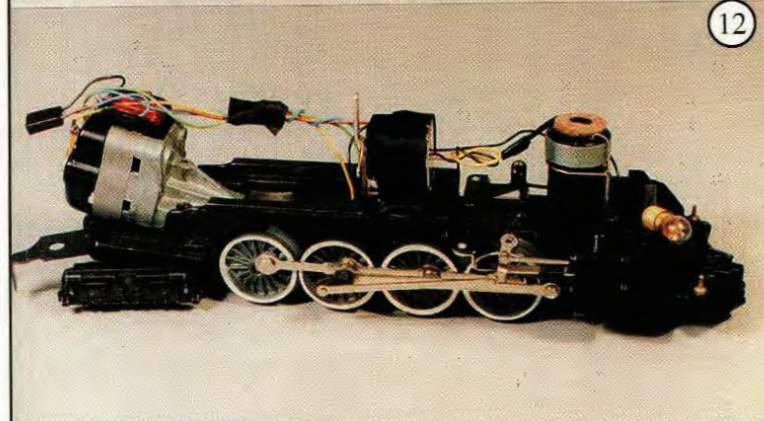
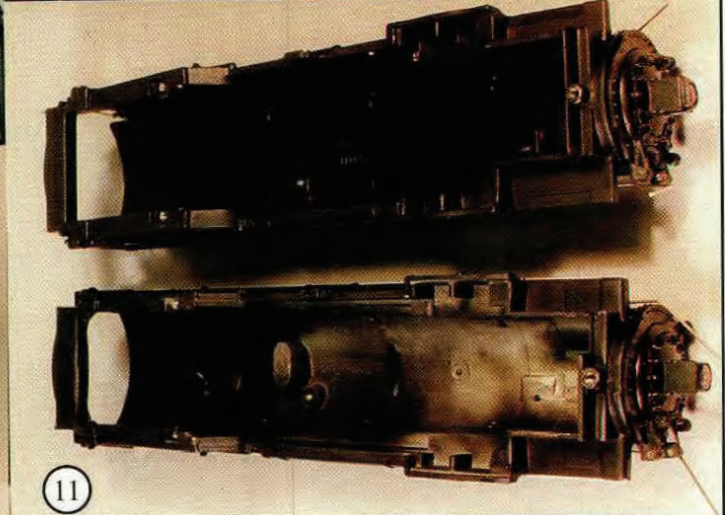
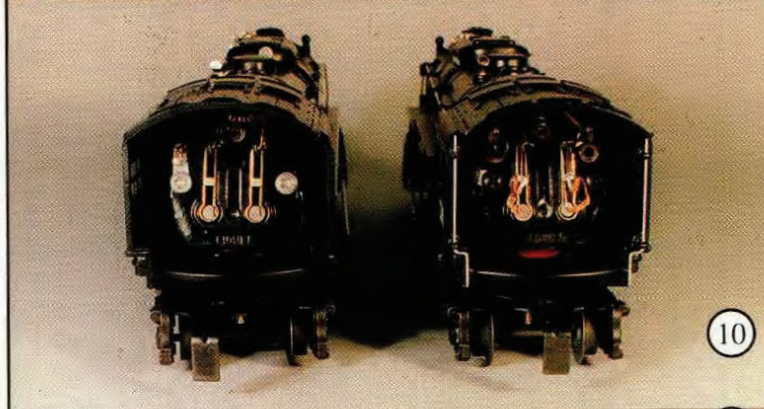
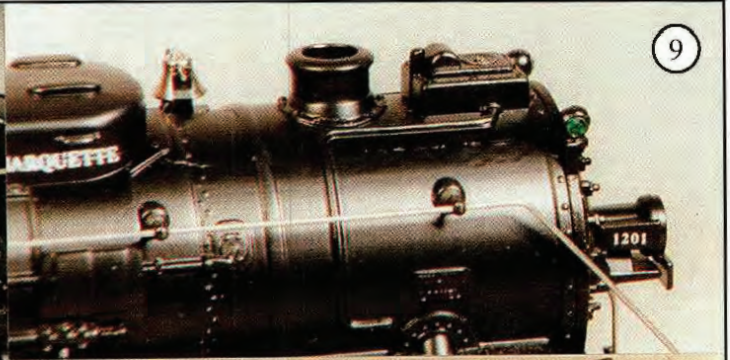
Photo 12 is the previous chassis and **Photo 13** is the new version. The tooling for the undercarriage is not new, but there are differences inside the loco. Immediately you notice the difference in the E unit. This is the first steam locomotive that Lionel has installed it's new LIONTECH™ electronic E unit in. Looking at the new E unit on the new version, you can understand why the large lug inside the boiler cab had to be removed.

Photo 14 shows the inside of the new tender. If you ever need to remove the tender shell, you'll find lots of screws on the bottom of the tender, but only the one on each end need be removed. The balance of the screws secure the speaker housing and RailSounds™ parts. As with most RailSounds™ engines, a switch is provided to turn off the steam sounds along with a volume control to adjust the sound level. The RailSounds™ system uses one of the tender axles to trigger the steam chug sounds. That is why the wire from the loco which was necessary on the older loco, is not needed in the newer one.

If there's one sore point with those I've spoken to about this engine, it's the tender. The original Berkshire, in 1946, came with a die-cast tender. This tender was the same tender that was used in 1950 behind the 773. Wouldn't it be great to see this tender return behind the Berkshire? From 1950 on, the Berkshire was supplied with the plastic Penny type tender. The Nickel Plate Road came with a die-cast



NEWS AND VIEWS (Continued)



tender, but not the full sized one that originally came with the Berkshire in 1946 through 1949.

After examining the loco in detail, we gave it a test run and found that the loco ran smoothly in both forward and reverse. It seemed to run smoother than many previous Berkshires. We give the new Berkshire high marks.

One interesting thing to note is that the smoke unit is wired differently than usual. We spoke with Gary Svehar of Lionel Technical Services and he explained that the smoke unit is wired so that it only operates when the loco is in the forward or reverse mode. The smoke unit will not operate in neutral. This helps to prolong the life of the smoke unit. This method of wiring the smoke unit was first used in the Northern Pacific Loco.

This year, the new boiler casting will be used on the Santa Fe Mikado and will feature RailSounds™ II. This new sound system features more realistic sounds and we'll let you know more about that as soon as it is released and we have a chance to hear it in action.

Relive The Magic

Tom McComas, of *TM Books & Video* and with the cooperation of LCCA has released a new video featuring the LCCA 1993 Dearborn Convention. The tape takes you from start to finish and features lots of highlights. You'll see inside the Lionel factory, the Lionel Visitor Center, the layouts and cars at Carail as well as, of course, a walk through Madison Hardware. There are even highlights of the Lionel seminar. If you attended the Convention, you might even see yourself. If you didn't attend, here's a chance to share in the excitement of this grand event. The tape is available direct from *TM Books & Video*. Check out the ad on page 35 of this issue for more details.

New Cushion For Your Railroad

From M & R Distributors comes a new type of track ballast. This new ballast can be seen in **Photo 15** and is actually granular rubber. It is available in five different colors, black, gray, light brown, medium brown and cinders brown. For consistency and ease of application, a special spreader is available. Seen in the photo, this black, specially cut spreader fits over the track rails and helps to spread the granular rubber evenly. In addition to O gauge, a similar spreader is also available for N, HO, S, and G gauge track. The granular rubber sells for \$3.50 a pound, or \$15.00 for five pounds. According to their advertising sheet, a five pound bag will ballast approximately twenty feet of Lionel O gauge track or thirty feet of Gargraves.

Shipping for orders under six pounds is \$5.00. Orders for six pounds or more are shipped free in the 48 states. For info write:

M & R Distributors
P.O. Box 152
Circleville, NY 10919-0152
(914) 361-2611

I'd Like To See

Richard P. Lanard would like to see the semi-scale cars continue. He would especially like to see a New York Central Pacemaker car added to the series. I'm not sure that we'll see any more of the semi-scale cars, but I certainly agree that a Pacemaker car would certainly make a popular addition to the series. Thanks Richard for the comments.

Edward L. Smothers, RM #2331, would like to see a Chicago and Eastern Illinois Railroad box car and a top-of-the-line passenger set such as the Meadowlark train with F-units. Ed explains that the Meadowlark ran from Chicago to Cypress, Illinois. It was popular during the 1940's and 50's. Thanks Ed for the suggestion.

Jim Gilmore, RM #13858, would like to see Lionel bring out a B unit for the Erie Lackawanna PA set. For a new set, Jim would like to see Lionel produce an F3 A-B-A set decorated in the B&O colors. Jim's also been waiting for a Milwaukee Road tool car to match the smoking bunk car.

Bob Meisner, RM #14250, would like to see shorter heavyweight passenger cars and a camelback engine, either 0-4-0 or 0-6-0 type. Thanks Bob for the comments and let's hear from the rest of you with your wants from Lionel.

Well, that's about it. Soon we'll see Lionel's Stocking Stuffer Catalog with more new releases. We hear there'll be some surprises. More on that next issue.

— Bill Schmeelk, RM#6643, Hillsdale, New Jersey

News Flash

Kent Johnson Named Book Acquisition Editor

BROOKFIELD, WI - *Kalmbach Publishing Co.* has hired Kent Johnson (RM #16818) as an acquisition editor for its Kalmbach and Greenberg lines.

Johnson previously worked in Champaign, Illinois, for Computer Sciences Corporation and Horizon Hobby Distributors (formerly Hobby Dynamics Distributors). He has a bachelor's degree in English with a concentration in rhetoric from the University of Illinois.

A native of Champaign, Illinois, Johnson now lives in Pewaukee, Wisconsin. He is a member of the Lionel Collectors Club of America and the Society for Technical Communication. Johnson also enjoys performing as a jazz drummer with a variety of groups.

The Kalmbach and Greenberg book lines include more than 200 titles on a wide range of hobby topics such as model railroads, railroads, dollhouse miniatures, radio control models, plastic models, toy trains, and astronomy. *Kalmbach Publishing Co.* has approximately 250 employees in its offices in Brookfield, Wisconsin; Sykesville, Maryland; and Chantilly, Virginia.

Modification Stokes Smoke on Steam Locos

Rework captures all the smoke in the chamber allowing piston to expel full charge of smoke through smaller opening.

Here's an easy method I've come up with that will make your Lionel steam locomotives equipped with liquid smoke units "puff" smoke much better. The project is simple to do and performance of the smoke unit will be greatly improved. Objective of this rework is to reduce the opening size of the smoke chamber (that is, the outlet hole for the smoke itself) without altering the smoke stack.

(**Note:** Before performing this rework on your Lionel locomotive, look down into the smoke stack first. If you see a smaller opening at the bottom of the smoke stack, do not perform this modification. The newer engines that also emit steam chest smoke probably have this smaller hole at the bottom of their smoke unit. I can only say that it didn't work on my N&W #611 which is the one steam locomotive in my roundhouse which has the steam chest smoke feature.)

If your Lionel steam locomotive does not have this smaller opening at the bottom of its smoke unit, this simple rework will provide excellent results.

Step One:

The first step is to remove the steamer shell from the frame to expose the smoke unit. On the top of the unit is the cover and gasket. This is where we are going to install our modification to reduce the opening. Begin the operation on the smoke unit by removing the gasket and setting it aside.

Step Two:

Step two is to get some metal stock that is approximately 1/64" thick. (I use and will recommend a thin, disposable ash tray such as the ones used by caterers at parties.) Then, cut a 3/4" by 3/4" square piece out of your stock material. Place this piece over the opening in the smoke unit's cover and create a second cover by forming your material around the sides of the raised portion of the original cover. Keep working around the sides of this raised portion until it fits very snugly. I use my fingers and fingernails since the use of a screwdriver or other tool can cause the material to tear or break. Make the fit of the "new" cover as tight as possible to avoid any smoke leakage. (The material needs to be thin to form easily and give a good seal as well as more durable than just using aluminum foil.)

Step Three:

Step three is to use a small, thin awl or nail punch and push down through the material in the center of the cover to create a 7/64" hole. (You may experiment later with making the hole size to your liking.)

By carefully pushing down with the awl or punch, rather than just drilling out the hole, you will form a small funnel for the smoke fluid to drain into the smoke chamber. (Make sure you have this funnel effect to prevent smoke fluid from spilling around the outside of the smoke unit!)

Step Four:

Step four is to trim the excess material to about 1/8" around the lower edge. (It is **very** important to make sure the hot lead/wire to the smoke resistor is shielded well. The new cover can touch both the ground and hot leads/wires of the resistor and cause it to be shorted out if not trimmed enough.)

Step Five:

The fifth and last step is to put the gasket back in place and assemble the shell to the frame.

As a final note, I found it much easier to perform this rework task over a replacement unit cover (Lionel part number 2029-16) on my workbench rather than over the cover mounted on the smoke unit.

This is a good "safety" precaution so that if you push too hard while forming the new cover or go down too far when making the hole, there is no danger of cracking the resistor inside.

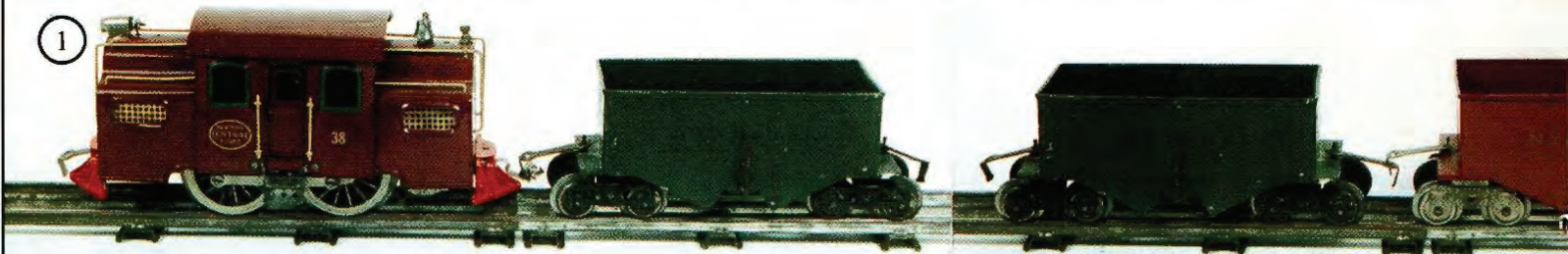
After this simple modification, you will see that the smoke emitting from the stack comes out with authority!

I believe what this rework does is to better capture all the smoke in the chamber and when the piston comes up, it has a full charge of smoke to expel through a smaller opening.

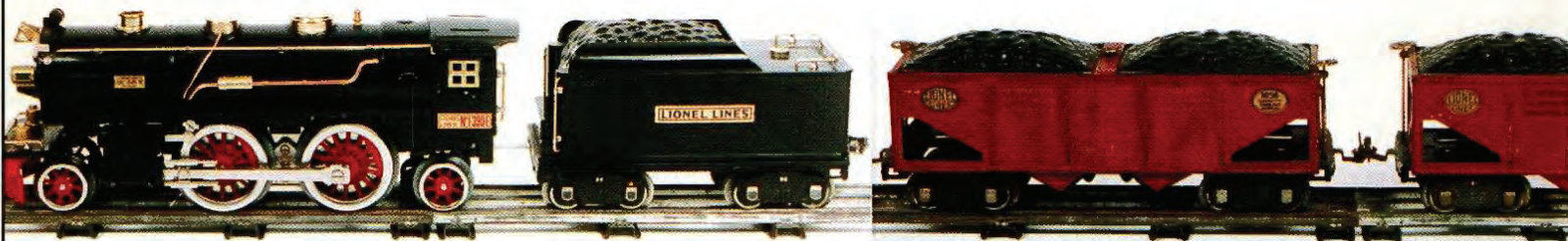
Your locomotive will be *smokin' up*, like it is supposed to, rather than simply whiffing out.

— Robert Lamas, RM #6064, Woodhaven, New York

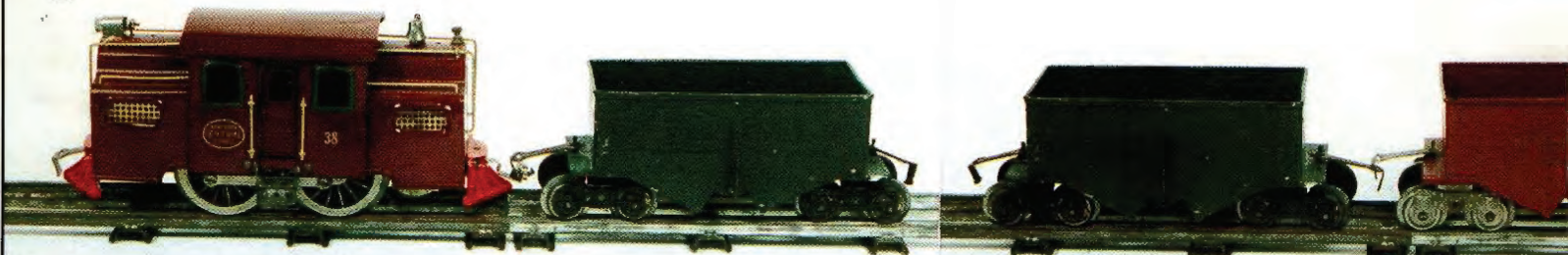
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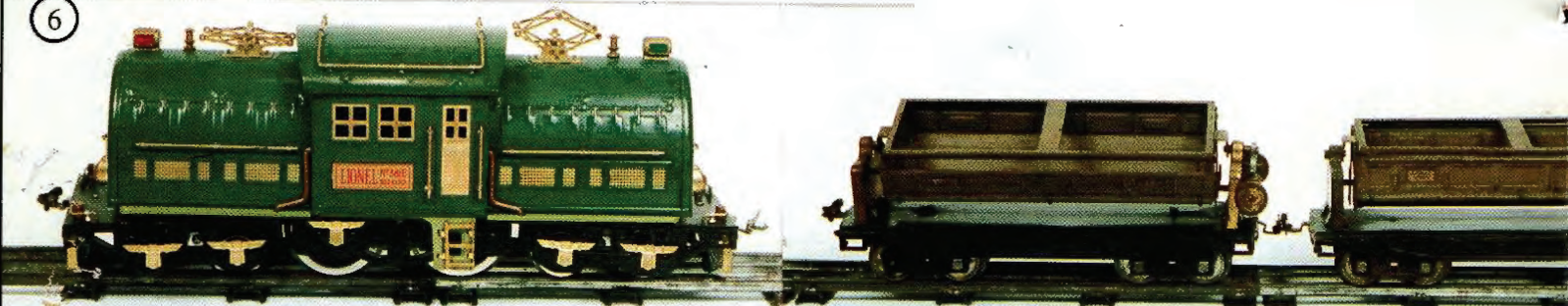
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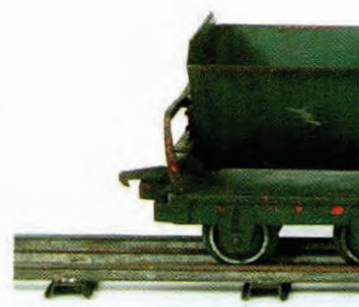
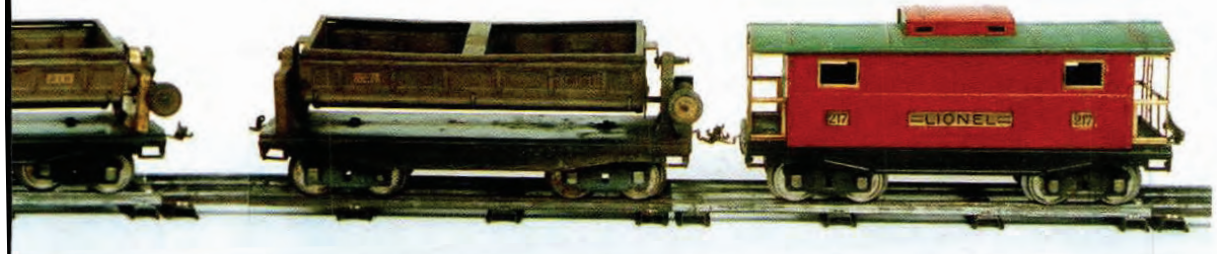
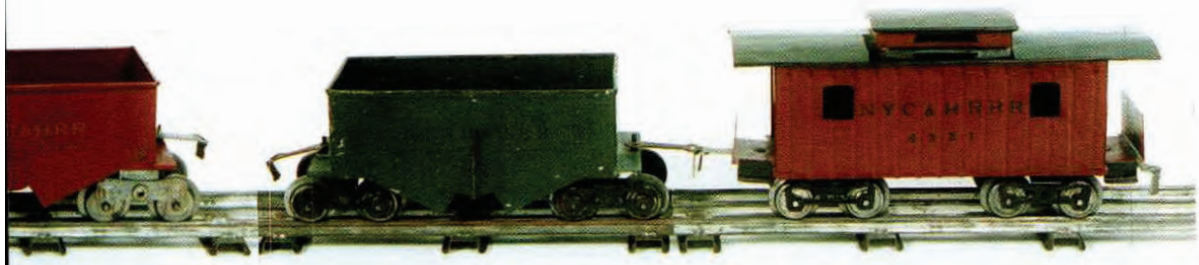
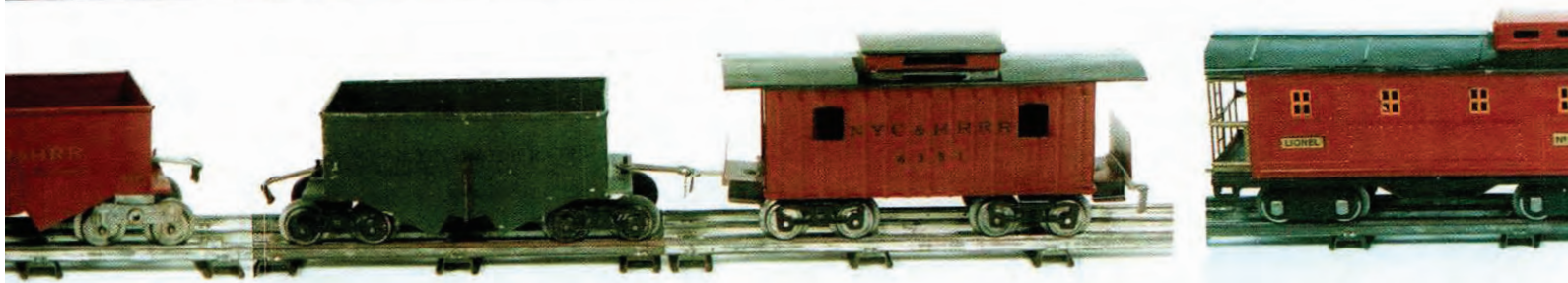
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STANDARD GAUGE HOPPER TRAINS



(Continued from page 23)

came in three variations, which I have in the most common tan or “mojave” color. The first one has brass ends, with knobs on both ends of the shaft of the worm gear that opens the side doors. (The 1929 Lionel catalog illustration shows a knob and gears at both ends of the dump car, which is wrong.) To save money, only one knob was used a few years later. Instead of brass, the last variation has steel car ends painted the same color as the car body. One could use any of the three 217 cabooses and any Classic locomotive for this train. If nothing has been repainted or reproduced, it is entirely “collectible.” (Photo 6)

Because so few hoppers are available from other manufacturers of pre-war wide gauge rolling stock, it’s difficult to assemble a coal train of those makes. If this is true of American Flyer, Dorfan and Ives, it’s next to impossible to do so with Marklin or Boucher/Voltamp standard gauge hoppers. (Photos 7 & 8)

Buddy “L” offers two possibilities. Their industrial or mine train will fit standard gauge track, and consists of several dump cars of two different kinds. (Photo 9)

They are uncommon, but I once saw three of these smaller Buddy “L” trains for sale at a local meet. To have and operate a big Buddy “L” 3 1/4 inch gauge coal train is only a dream, unless you have lots of money and space. A circle of its track has a diameter of 25 feet and original Buddy “L” rolling stock, or that being made by Norman Thomas of T-Reproductions, is very expensive. Unlike the original, the T-Reproductions locomotive can be ordered with an electric motor, powered by batteries in the tender.

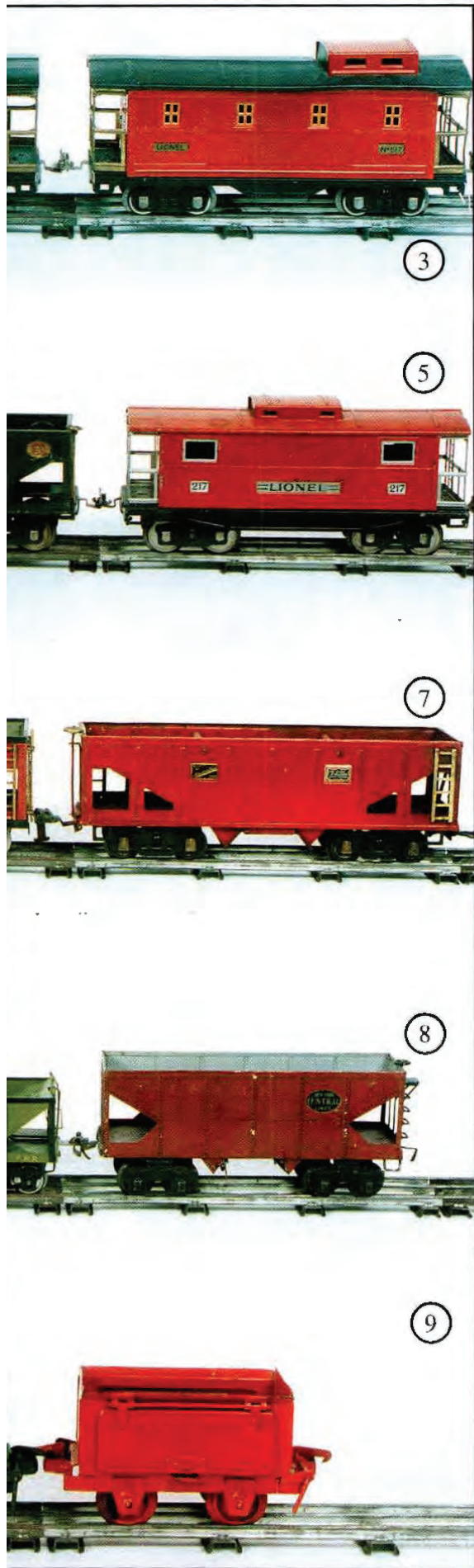
The standard gauge rolling stock in the Lionel coal train has also been reproduced, although not as a set. The 390E steam locomotive, tender, and 516 hoppers were built by Mike’s Train House for Lionel Trains, Inc., after 1985. Mike Wolfe also made 216 hoppers, 218 dump cars, and cabooses in both series but none with black roofs.

Lionel never made much effort to promote for sale the coal train, or any freight cars except the work train. The top of the line were standard gauge passenger trains, like the Blue Comet and the State Sets. Even the modern reproductions of those trains are too expensive for me. I must content myself with an almost complete collection of standard gauge freight trains, including the coal train which gave me hours of pleasure as a child and still does.

I have pursued an alternative to upgrading my old Lionels. My collection includes half a dozen modern hopper trains in standard gauge made since 1965. They are not so well known as the Lionel coal train. But several are more accurate models of the prototypes, built by obscure craftsmen who deserve wider recognition within the hobby. Some of their rolling stock is rarer than Dorfan or Boucher, and should become at least as “collectible” as Lionel.

I will share my modern hopper trains with readers in the second part of my article in the next issue of *The Lion Roars*.

— Nelson Williams, RM #14062, Floral City, Florida
(All photographs by Ed Richter)



1929 Coal Train is Granddaddy of All

Part I: The Lionel Coal Train and its Family

The Lionel "coal train" of 1929 is the grand dad of many trains of hoppers in standard gauge. Some are legitimate, but the ancestry of others may be questioned.

As pictured in the 1929 Lionel catalog, the coal train consisted of a black 318E electric locomotive, three red 516 hoppers with metal coal loads and capacity data rubber stamped on their sides, and a red 517 caboose with a black roof. **(Photo 1)**

It cost \$38.75 brand new, complete with 16 sections of track and a rheostat. One might think that thousands of sets were sold, even during the Depression years. Today it is so scarce that the collector must beware of fakes, and will have to offer a four figure sum for the genuine article.

In later years, the coal train was headed by the 390E steam locomotive. At first, it had a coupler in its "cowcatcher" like a switch engine, but its pilot and trailing trucks show it was meant to be a road engine that could run in tandem with a second locomotive. **(Photo 2)**

The most famous Lionel coal train is the one Frank Petruzzo operates in the TM video, "Great Toy Train Lay-outs of America" Part VI. The consist is 27 rubber stamped 516 hoppers and three red 517 cabooses with black roofs, pulled by two 390E locomotives and tenders. Everything is 100% authentic, upgraded with original parts from less perfect trains.

An original Lionel coal train with the black 318E was on display at the Anaheim convention of the Train Collectors Association in 1979. The red paint of the hoppers and caboose was darker than usual for these cars, and the caboose had orange window inserts. I bought an authentic coal train caboose just like it at a local meet a decade later. No one else recognized what it really was, and I got it for the same price I gave the seller for one that he had "restored" earlier. When you see them side by side, it is easier to tell the differences. The original coal train caboose is on the left. **(Photo 3)**

I cannot claim to have a 100% authentic coal train. My dark grey 318 locomotive is earlier than the 318E, as it has a manual reverse handle outside the body. It has transition couplers at both ends, and could run behind my black No. 1-390E steam engine and tender as a helper to pull a long coal train. When Lionel Trains, Inc., reproduced this 390E, they did not put a coupler in the slot of its cowcatcher. Using my engines, cabooses and all the hoppers in my collection, I can more or less "make up" the coal trains shown in Lionel books.

My half dozen hoppers have not been upgraded, and they show their age. I have replaced some of the metal coal loads we lost as kids when we took them off to put gravel or marbles in the hoppers. One hopper lost the doors, which we often opened to let the play loads fall into a wooden cheese box underneath.

I did not know any of them were rubber stamped until years later, when the faint lettering showed up while cleaning one of the cars. Since hoppers had more play value than most other cars, they are hard to find in better than "good" condition now. Even though mine are only average, I have been accused of hoarding them. If you question the authenticity of my coal trains, worse news is yet to come.

Many Lionel 517 cabooses have black roofs that were originally red, and quite a few are red bodies that were originally green. If the counterfeiter did not have original orange window inserts, he may have repainted nickel or brass ones. That is how the market responds when an authentic coal train caboose is worth about ten times the price of an ordinary 517. *Caveat emptor.*

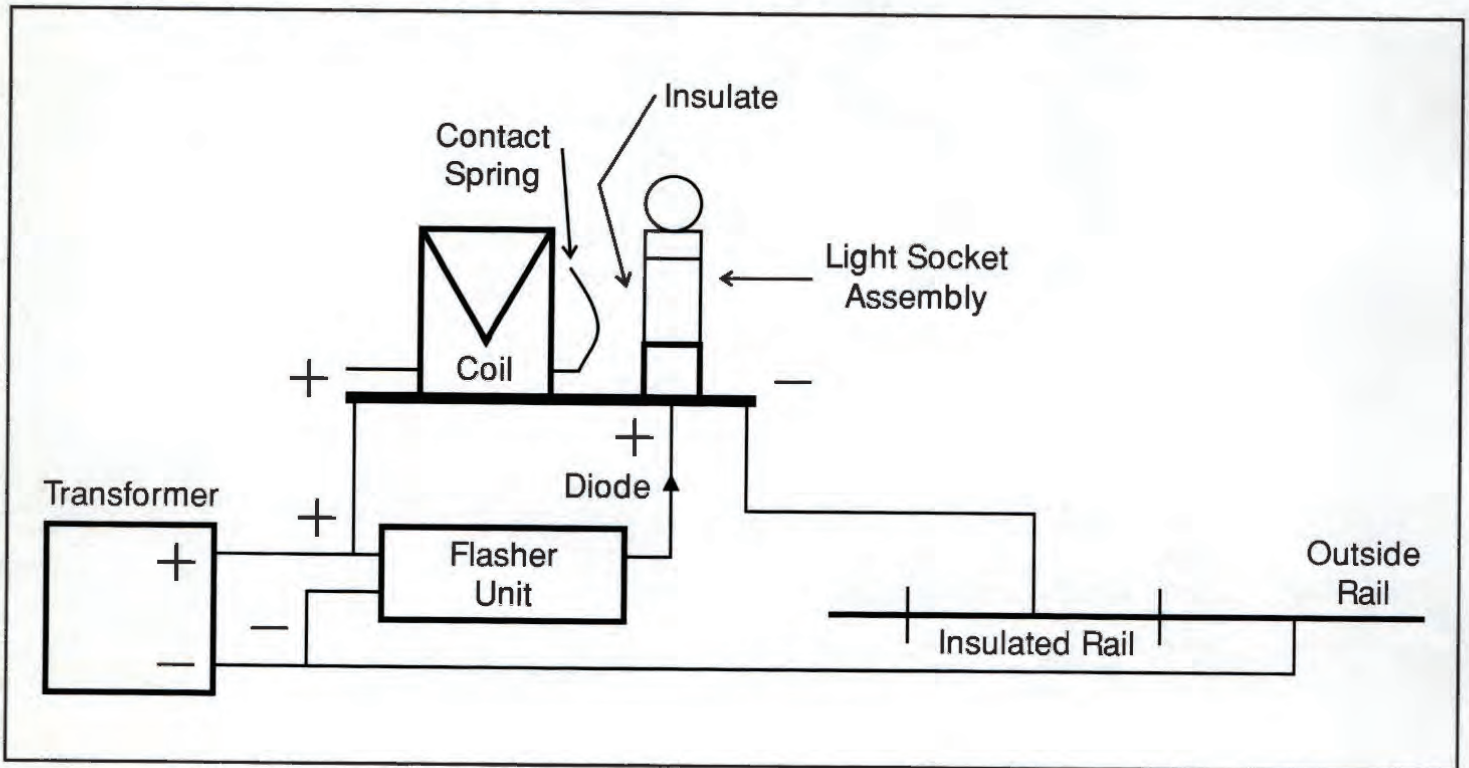
One does not have to bend the rules to have an authentic Early Lionel hopper train. All you need is an electric locomotive made before 1926, a string of the common 116 "ballast" cars, and a 117 caboose. You can get the 116's in various colors, and the caboose in red or brown (its roof is black already). They are not expensive, and would be a conversation piece as a legitimate ancestor of the real coal train. **(Photo 4)**

Another member of the Lionel family is more suspect. Some collectors have "made up" a big brother of the 500 series coal train, using a string of larger 216 hoppers and a red 217 caboose with its green or red roof repainted black. I am told there was once a big Lionel coal train like this in the Train Collectors Museum at Strasburg. The former proprietors of the Lionel Museum in Sarasota repainted their 216's red, and so-called "replacement coal loads" are available for them. The original 216 hopper was always dark green, it never had a coal load, and neither red 217 caboose had a black roof. I can't say whether the oversized coal train yet runs in the Lionel Museum since Richard Kughn moved it to Michigan. **(Photo 5)**

A more legitimate Lionel 200 series train might substitute a string of the 218 dump cars for the hoppers. These are heavy cars, weighing 2 lbs., 12 oz. apiece. They

← (Continued on page 22)

Flasher Unit Makes Lights More Realistic



I've come up with a method that will add realistic operation of the red warning lights on a Lionel 252 Crossing Gate accessory. With this method, the lights will flash on and off just like they do on a real crossing gate.

Here's what you need to do:

1. Insulate the lamp socket assembly from the contact spring by either:
 - a. Bending the spring away from the socket, or
 - b. Placing an insulating material between the contact spring and the lamp socket.
2. Solder a wire to the base of the lamp socket assembly.
(This is now the "+" feed to the lamp rather than the spring contact.)
3. Hook this new feed wire to some sort of flasher unit.
(A single flasher unit will operate numerous light bulbs.)

4. All the other connections to the Crossing Gate are the same as before.

The result is that as the train passes over the insulated rail the coil of the Crossing Gate is activated and the crossarm will remain in the down position, but the lamp and thus the red lenses will flash on and off as long as the circuit is completed by train wheels on the insulated rail.

Some other considerations:

- Use a fuse between the transformer and flasher unit.
- Use a diode between the flasher unit and each lamp.
- Use at least two insulated rails--one or more on each side of the crossing gate.
- You may want to use a relay or a relay with time delay with the insulated rails.

Enjoy the realistic action of the 252 Crossing Gate!

— Charles Lambe, RM #8781, Zwingle, Iowa

Member Uses Insulated Rails to Control Signal

Upon reading Ken Griffin's article in the February, 1994 issue of *The Lion Roars* about the 153 Contactor Substitute, I thought some of the readers might be interested in how to operate their block signals through use of a pair of insulated rails. Like the previous article, my method eliminates the spring loaded 153 C contactor and still provides realistic operation of the signal.

The diagram to the left on this page illustrates my rather simple method. Here's all you need to do:

1. - Connect the center terminal (No. 2) of the block signal to terminal "B" or "C" of your ZW...or...to terminal "C" of your LW transformer. This is the power supply for the block signal.

2. - Connect the RED lamp terminal (No. 3) to terminal "2" of the lockon which is clipped to insulated rail "A".

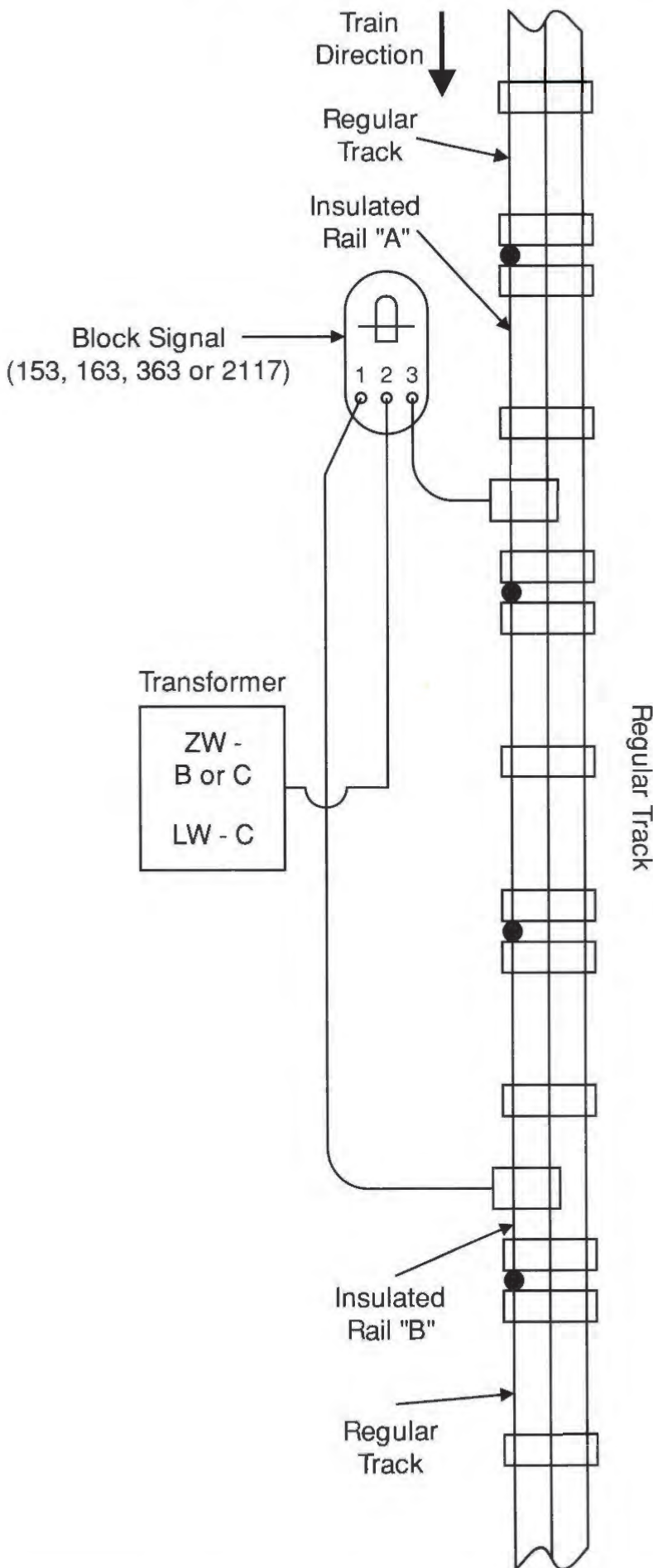
3. - Connect the GREEN lamp terminal (No. 1) to terminal "2" of the other lockon which is clipped to insulated rail "B" further on down the line. (See note below.)

With a car on the insulated section of track connected to the RED lamp, move the control dial of your transformer until the signal just comes on. Then, during operation, when the train crosses that section of track, the RED lamp of the signal will turn on to warn other trains that the line is in use!

As an added note, my advise is to move the insulated rail that operates the GREEN lamp far enough down the track so that when the last car of the train leaves insulated rail "A" and the engine crosses "B", the signal will operate in sequence.

This simple and easy-to-do method for controlling the operation of block signals has worked very well for me and so far I've gotten good results. It will work on the 153, 163, 363 and 2117 block signals.

—Richard Shaver, RM #3698, Loveland, Ohio





Quiz, Contest and Convention Tidbits

LT-IQ Postponed!

That's right kiddos, school's almost out and it's time for the Rambler's annual Lionel Trivia-Insanity Quotient spring semester exam. But this year, in honor of the 1994 LCCA Chattanooga Convention, the eagerly awaited and dreaded quiz is postponed 'til fall. Also postponed are product reviews of Lionel items ignored by the mainstream tinplate press.

Best Loco Contest

The votes are all in; the envelope please—. The winner-drumroll Maestro- and it was not close, is the Lionel horizontal motor F-3. Sam Hopkins, RM #12609, sent a picture (photo 1) of a Richard Sherry repaint. 2nd place goes to the turbines as a group. Thanks to all who participated.

Welcome to Choo-Choo City

The Rambler and Choo-Choo Matthew welcome everyone to the 1994 LCCA Convention in Chattanooga, Tennessee. The rest of this month's column is given to help ya'll enjoy training in Chattanooga.



Best Places to Watch Tinplate Trains

- a) Public display area at the Trade Center/Convention Hotel
- b) Chattanooga Regional History Museum (near the Aquarium)

Best Place to Watch Scale Trains

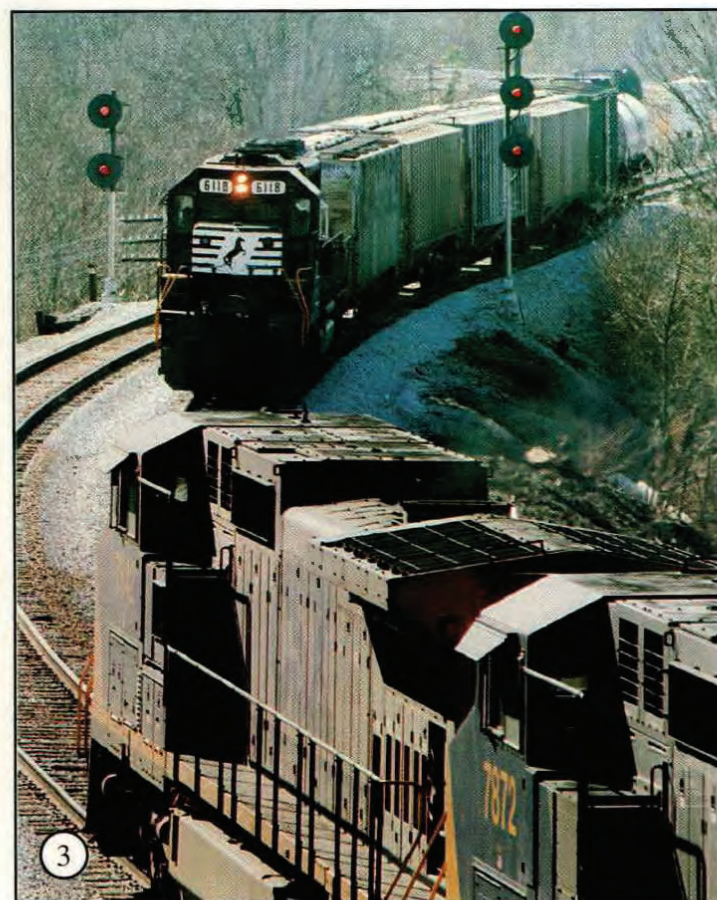
- a) Sprawling HO layout at Chattanooga Choo-Choo complex

Best Places to Watch Real Trains

Norfolk Southern- The TVA public use area at the lock beside Chickamauga Dam looks south toward Tenbridge, a lift bridge reminiscent of the 1950 Lionel engineering sample accessory. Tenbridge carries the Norfolk Southern line that runs between Chattanooga and Cincinnati.

Tennessee Valley RR Museum- the Grand Junction Depot, located near Hwy 153 at Jersey Pike, is where the action is for steam and diesel activity most afternoons (photo 2). The NS Knoxville and Atlanta mainlines are just above and behind the depot. CSX Atlanta Division trains can be heard but not seen from Grand Junction. The CSX line runs just across Airport Road from the Chattanooga air terminal.

CSX- The Chattanooga Nature Center at Reflection Riding maintains a small park on the side of Lookout Mountain just off of US Hwy 41. The park overlooks the CSX bridge over Lookout Creek. It is a nice place to have a picnic and



THREE RAIL RAMBLER (Continued)

watch CSX Atlanta-Chattanooga trains and an occasional NS interchange movement (**photo 3**). NS Birmingham and Memphis trains can also be seen from the park.

The NS crosses Hwy 41 and the CSX on an overpass before heading south beside US 11 (**photo 4**).

Chatooga and Chickamauga Railway- This line is hard to trace through Chattanooga even if you live here. Best viewing is along US Hwy 27 South between Rossville (**photo 5**) and Lafayette, Georgia.

Sequatchie Valley RR- Their HQ is at South Pittsburg, TN on US Hwy 72 just off I-24. They have engines from almost everywhere (**photo 6**). SQVR runs from a Bridgeport, Alabama, connection with CSX to Dunlap, TN.

Best and safest place to do a lot in short order is the Tennessee Valley RR Museum. There are lots of staff members and volunteers to assist you and answer questions.

Also note that while the CSX and NS folks don't mind if you watch their trains they do request that train watchers stay off of RR property for safety reasons. (More about this on the pop quiz next issue.) If in doubt and no one to ask- don't.

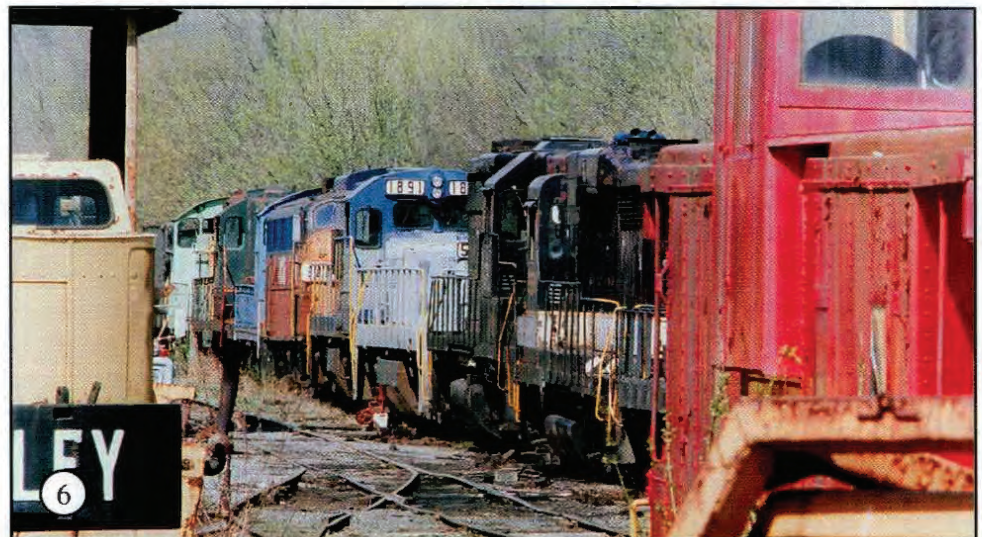
Have a safe and fun trip to Chattanooga this July. See you at the TVRM and the LCCA Convention. ALL ABOARD !

Down the Road

Thomas and the Bogie Man. More Home made trains. 1994 LCCA CONVENTION in CHATTANOOGA! See You There!

John William Coniglio, RM #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 10:00 PM Eastern. Do not call collect, not even train collect. Happy Ramblin'—.

—John Coniglio



APPLICATION FOR MEMBERSHIP IN THE
LIONEL® COLLECTORS CLUB OF AMERICA
"A Lifetime of Happiness Collecting Lionel® Trains"

FOUNDED AUGUST 1, 1970

PLEASE CIRCLE TYPE OF MEMBERSHIP DESIRED

REGULAR \$40 (\$45 Foreign)
 \$30 Annual Dues and
 \$10 Initiation Fee
 (\$5 Foreign Postage Surcharge)

FAMILY \$15.00
 \$5 Annual Dues and
 \$10 Initiation Fee

Family Members must be part of the immediate family of a regular member and must reside at the same address.



NOTICE
 A separate form must be submitted for each individual applying for membership. Please answer all questions and remit the necessary fees with the application. Incomplete forms or incorrect fees will necessitate the return of the application form to its originator.

Make Check or Money Order
 Payable to "LCCA"

PLEASE PRINT IN INK

NAME (First, MI, Last)

ADDRESS (Use this line 1st)

ADDRESS (Line 2 if necessary)

CITY

STATE/PROVINCE

ZIP CODE - **OR Foreign Postal Code** _____

COUNTRY (If other than USA)

TELEPHONE NUMBER - -

Age _____ Recruited By: _____ # _____
(Over 21 for Regular member, any age for Family member) (LCCA member's name & membership number)

Occupation: _____ Operating Layout? Yes No

I hereby apply for admission into the Lionel® Collectors Club of America. If accepted, I agree to support the Constitution of the Club, (a copy of which is included in the club's Membership Roster or available from the club secretary), and to honor its name.

Date _____ Signature _____

Club information on reverse side. The dues payable with this application are for one year. Dues for subsequent years will be billed on the quarterly date closest to the anniversary date of your application. Make check or money order payable to "LCCA".

DO NOT WRITE BELOW THIS LINE – OFFICE USE ONLY

MEMBER NUMBER **SPONSOR NUMBER** **DATE OPENED** / / **AFFILIATE NUMBER**

NAME CODE **MEMBERSHIP TYPE** **ENTERED INTO SYSTEM** _____

SEND TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LA SALLE, IL 61301
 (This form may be photocopied)

Trainmaster® Debut Set for Late 1994

High tech remote gives engineer more features,
greater control without being tied to the transformer.

In the February issue of *TLR*, we briefly mentioned Lionel's new remote control train operation system. We've recently seen it demonstrated and had a long talk with Lionel engineer Terry Hughes about its operation. The new system is called TrainMaster® and allows you complete control of your trains without being tied down to the transformer. The TrainMaster® is a product of Lionel's development in conjunction with Liontech™.

The basic system (shown in the photo on page 30) consists of three parts. The black unit on the right is a power supply and provides between 17.5 and 21 volts at 7.5 amps of power. Power from the transformer or power supply is wired directly to the receiving unit. From the receiving unit, power is wired to the track. The receiver unit also contains the necessary electronics to control RailSounds™. The control unit, which somewhat resembles a VCR remote control, rests on top of the receiver. The control unit is not wired and can be removed from atop the receiving unit and operated remotely, much like a cordless phone. The control unit has an extendible antenna, which when fully extended increases the distance at which it will operate to control your trains.

There are so many features provided by the TrainMaster®, that it's hard to decide where to start. I think the best way to describe the operation of the TrainMaster® system is to first explain the function of each of the buttons on the controller. To operate a train, the controller functions by regulating, through the receiving unit, the amount of voltage which goes to the track. Notice that there is a keypad with ten number keys, 0 through 9. One controller can operate up to 10 different loops of trains. Although only one controller is needed, each loop that you wish to control must have its own receiving unit. Suppose you were operating 2 loops of trains. Each receiving unit would be connected to a different loop of track.

Notice the five buttons along the top of the controller. To start the train on loop 2, you would first press the fourth button from the left, labeled **TR** for track. Then, press the number of the track loop you wish to control, in this example number 2 on the keypad. The controller will now address the receiver connected to loop 2. The large red knob

on the control unit can now be used to control the voltage, and therefore the train on track loop 2.

So, to continue with our example, let's say you set the train for a medium speed. Now, to start the train on the first loop, you merely press the **TR** button and then number 1 on the keypad. The train on track 2 will continue at the speed at which you left it, and the red knob will now control the speed of the train on loop number 1.

Now, notice the five larger buttons running vertically along the right side of the controller. The top one triggers the whistle or horn. The second button turns the RailSounds™ bell on or off. The third button is used to change the direction and operates by interrupting the power to the selected track loop. During our discussion, Terry Hughes mentioned that the whistle button can serve as a way to let you know which loop the controller is addressing. If for example you were controlling four different loops, and you forgot which loop you had last set the controller to operate, you merely hit the whistle button and one train will blow its whistle. In this way you have identified the loop being controlled.

The next two buttons are particularly interesting. The fourth button is labeled **Boost** and the fifth is labeled **Brake**. When you press the Boost button, the train on the controlled loop will accelerate in speed for as long as you hold the button. As soon as you release the Boost button, the train will return to the speed at which it was running before you pressed the button. You might use this button as a train approached an upgrade. As the train is going up an incline of trestles, you could give the engine some additional speed to make the climb, then release the Boost button as the train made it to the top of the incline, and the train would resume the speed at which it was originally set. The fifth button is a Brake button and functions in a manner exactly opposite from the Boost button. As the Brake button is depressed, the train slows down until the button is released. Once released, the train resumes its original speed. That allows for some pretty classy operation!

Above and to the left of the red knob are four additional large buttons. Only one of these functions at this time. The leftmost upper button of the group is labeled **AUX**. Press-

ing the AUX then the 0 button on the keypad will shut down the current loop. The train could then be started again by turning the red knob, or pressing the Boost button.

Just below and to the left of the red knob is a red triangular button labeled **HALT**. Pressing this button stops operation of all loops operated by the controller. At the bottom of the controller is a plastic cover which conceals four additional buttons. These four buttons are labeled **SET**, **L**, **M** and **H**. They add another dimension to train operation that Lionel operators haven't usually had - momentum control. The letters stand for Light, Medium and Heavy.

By pressing **H** for example, the engine will act as though it were pulling a long heavy train. The momentum causes acceleration and deceleration to occur more slowly than usual. If you rapidly increase the power by quickly turning the red knob, the train will respond slowly, but will come up to whatever speed you set it for. If you reduce the speed by quickly turning the red control knob, the train will lower its speed slowly. If the **M** button is pressed, the delay is less. With the momentum set for **L**, the train will operate without any momentum.

Momentum control takes a little getting used to if you haven't previously operated trains under its control. The fast stops that Lionel operators are used to doesn't occur



under momentum control. What's great about this is that its operation is under your control. If you like it use it, if you prefer traditional operation, that's possible too.

The **Set** button adds another very useful feature by allowing you set the lowest voltage of a particular loop. Here's how you would use that feature. First you press the **Set** button. This will cause the train on the addressed loop to stop. Now, you rotate the red knob clockwise and run the

train. Then, turn the red knob counter-clockwise until the loco stops, but before the E unit trips. Next push the Set button again. Now, no matter how far you turn the red knob counter-clockwise, the voltage will not drop below the set voltage and the E unit will not trip. The direction button can still be used to change direction. Once this low voltage point is set, you could use the Brake button to stop and then start at a station, without resetting the E unit. If the Brake button is used, the train will stop, but the E unit will not trip. Releasing the Brake button will allow the train to resume previous speed in the same direction. This will work with both electronic and mechanical E units, without locking them in forward position.

More Features

The controller is supplied with a TR 1 default setting. In other words, if you do not set a different loop using the TR button, loop 1 will be operated. If for any reason you prefer this default to be a different loop, any choice can be accommodated. To change the defaulted loop, you use a special switch on the receiver unit. This switch has two positions, PROGRAM and RUN. To change the default loop, you set the switch to PROGRAM and press the TR button followed by a number button corresponding to the loop you wish to make the default.

Mr. Hughes also explained that a traditional Lionel transformer, such as a ZW or KW could be used in place of the black power supply. He also mentioned that the TrainMaster® system would give the operator better slow speed control of Lionel engines. A Dash 8 for example could be made to creep very slowly. This kind of operation is tough with a ZW. The black power supply has a circuit breaker which will trip above 7.5 amps. This will protect the receiver unit as well. The receiver has a short circuit detector. Should a train derail for example, causing a short circuit, the green power light will blink each second until the short is corrected, or the circuit breaker in the power supply trips. If you are using a transformer which is capable of supplying more than 7.5 amps, a ZW for example, it is advisable to add a 7.5 amp circuit breaker in line to protect the receiver unit.

Mr. Hughes mentioned that they have done extensive testing with the units and have used a GG-1 pulling 8 illuminated passenger cars going up a trestle. If however you tried pulling several dual motored engines and a line of illuminated cars, you would trip the breaker. The maximum is 7.5 amps.

This new system is designed to work with all types of trains which currently operate on Lionel layouts. The system has been tested with Lionel's mechanical E unit, and

both electronic E units. It has also been tested for use with the QSI unit. There is a small difference in the operation of RailSounds™ with the QSI. The delay is slightly longer when activating the bell or whistle.

So, that's our first look into the exciting and very realistic features of this all-new system of train control and operation. As discussed further in this article, this advancement is only the first step ahead for operators. Get yourself ready for the future and do read on, there's even more information Lionel shared with us!

What's Next

You might have noticed that there are some buttons we didn't address. This system will eventually be upgradable to Lionel's Command Control system coming in the future. The Command Control system will operate with the same controller, but will operate differently. The TrainMaster® system will be compatible with the new Command Control system now under development. The new system will incorporate digital signals sent to each locomotive.

Well, if all this seems mind boggling to you, join the club. The conventional remote control system, which addresses track loops will be officially announced in the Stacking Stuffer catalog due out in June. Each of the three units will be sold separately, allowing you to purchase only what your situation demands. The controller operates on four AA batteries. The cost has been quoted as being about the same as a mint ZW. I guess that's about 300 to 400 dollars. Later, if you decide to upgrade to the full Command Control system, you can use the same controller. The Command Control system will require each engine to have a new super E unit, which is still in the development stages. The conventional system will allow you to run all existing Lionel and similar trains without modification.

The next question is when will we see the TrainMaster® in the train stores. Lionel expects to ship it by November. The Command Control system is expected to ship by Spring, 1995. If your planning to build a new layout, it's interesting to note that with the TrainMaster® system, there is no longer a need to build a large control panel. I knew there was a reason the the grand Schmeelk layout was being put off, but now I'll have no excuse.

Special thanks to Terry Hughes and Mark Gordon, of Lionel Trains, Inc. for all the help in getting the facts straight. The new TrainMaster® control system will most certainly add another dimension to the operation of Lionel trains!

—Bill Schmeelk, RM #6643, Hillsdale, New Jersey

Florida Man's Hobby Becomes Holiday Tradition

Shown below are scenes from the annual holiday layout of Richard Bellosi Jr., RM #16508, of Boca Raton, Florida. (Look for the *Lady* in the top one!) Because he must use a spare bedroom for the space needed to build his empire, Richard can only enjoy it for a short time each year. It takes him about 6 weeks to set it up and have it operational by the end of November for the grandchildren to enjoy during their visit. Then he'll spend a week dismantling it around the third week of January to make room to accommodate his winter guests. Needless to say, Richard is envious of members who can leave their empires up year-round. Thanks for sharing with us Richard and may these photos be a year-round reminder for you of the upcoming enjoyment you have to look forward to each holiday season!



Rockford Member Volunteers for Special Duty

What started as a single 18-wheeler in my driveway became a lot of smaller ones inside my garage recently. During what must have been a weak mental moment, I said “okay” to Chuck Seddon’s request for a shipping agent he needed to handle a few LCCA items.

As **photo 1** shows, my arms became longer as I had to reach to the ceiling during the onset of operations. (It dawned on me later that the contents of the garage could have paid off the mortgage!)

Photo 2 was taken sometime later when more than half of the original quantity had been sent off to their new owners. We could now get at least one car in the garage! (My dear and lovely wife Brigitte is shown walking away and she only asked me one question throughout the entire operation. The question was “WHY?” and she asked it only one or two million times.)

If you’ll closely examine **photo 3** taken this last Thanksgiving Day, you can just make out the faint traces of Brigitte’s kitchen and dining room table. In order to successfully complete the operation, this room had been converted into the LCCA Shipping Center. (I think this might be one of the “WHY’s?” mentioned earlier.)

The scene in **photo 4** is a favorite one. It shows me cheerfully sending an LCCA item (destined to be a classic) to an eagerly awaiting member. We even came up with a theme song during operations. To the tune of “99 bottles of beer” we’d sing “3,247 boxes of trucks in the garage, 3,247 boxes of trucks, if one of those boxes should happen to ship, 3,246 boxes of trucks in the garage”, etc., etc.

Seriously, it was a pleasure to send them out since they will be a valued treasure for their new owners.

—Jerry Dangelo, CM #67 Rockford, Illinois



SPECIAL PRE-INVENTORY CLOSEOUT SALE

There are a limited number of special edition Madison Hardware Lionel tractor and trailer sets available for this sale. Rather than put them in the archives the Club is offering them now. Until all stock is gone, all members can order as many sets as they want at last year's price. That's right, there is **no limit on quantity and your cost is the same as before!!** Act now to take advantage of this special sale. All shipments will be made within 2-3 weeks from receipt of your order.

PRICE \$19.93 PER TRUCK - NO LIMIT ON QUANTITY ORDERED!
SHIPMENT OUTSIDE CONTINENTAL U.S. ADD \$5.00 PER TRUCK



All trucks will be shipped via UPS. Shipment cannot be made to P.O. Boxes. You must provide a street address. Orders will be shipped on a first come first served basis, while the supply lasts.

Ship to my LCCA address (No P.O. Box Addresses)
Ship to a different address shown below

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT
REGULAR	_____	_____	_____	@ \$19.93 each	_____
FAMILY	_____	_____	_____	@ \$19.93 each	_____
FAMILY	_____	_____	_____	@ \$19.93 each	_____
FAMILY	_____	_____	_____	@ \$19.93 each	_____
		NON-CONTINENTAL U.S. SHIPPING	_____	@ \$5.00/truck	_____
			TOTAL ENCLOSED		_____

Enclosed check or money order (no cash please) payable to 'LCCA' in U.S. Funds for the total amount due.

PAYMENT BY MASTERCARD, VISA, OR DISCOVER. For credit card payment, please fill in card information below and sign this order form. **YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.**

CARD TYPE: _____ CARD # _____ EXP. DATE: _____

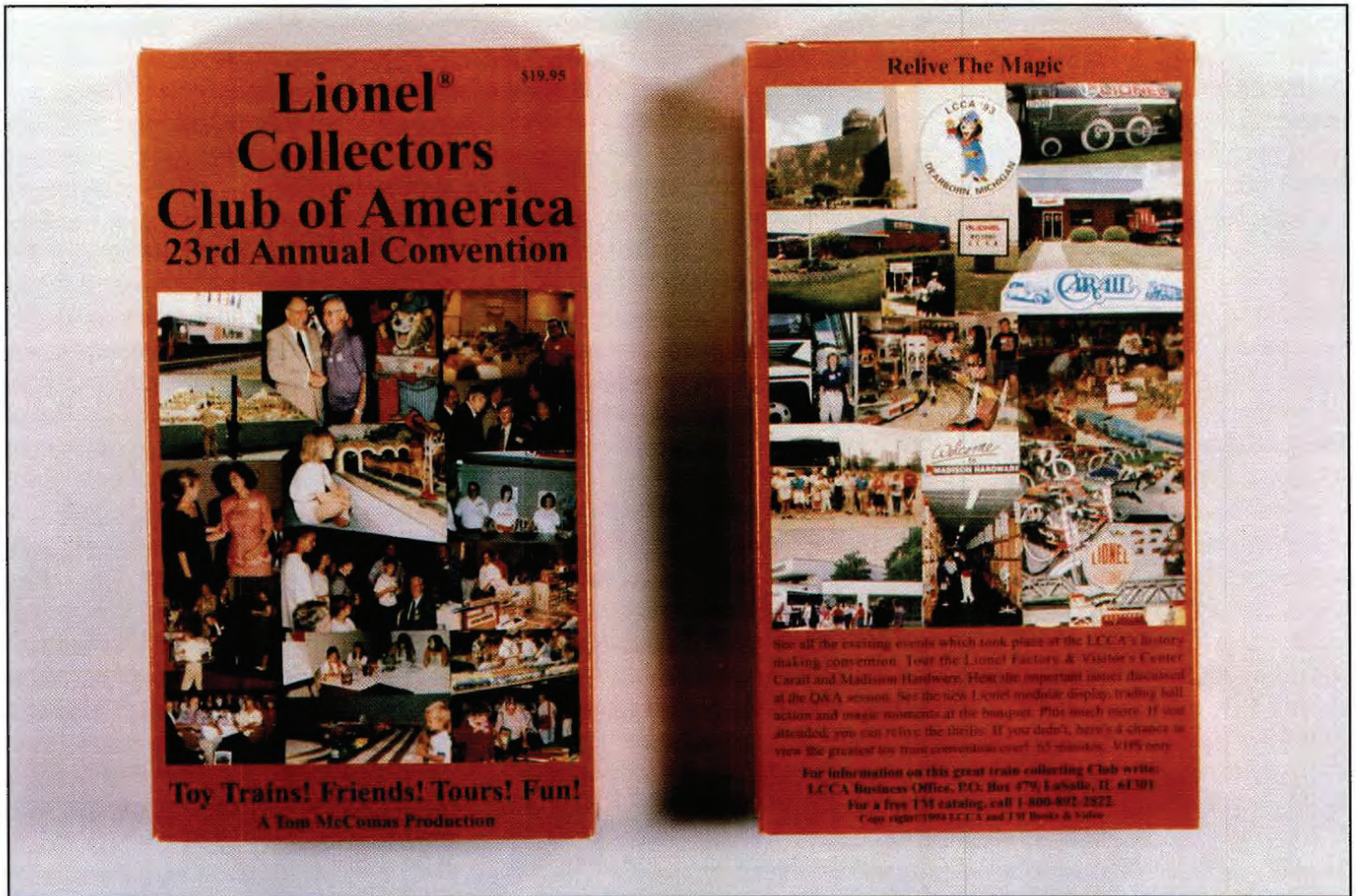
SIGNATURE _____

Date _____ Street Address (For UPS Delivery) _____ City _____ State _____ Zip _____

MAIL TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LASALLE, IL 61301

THIS FORM MAY BE PHOTOCOPIED

Video Captures Spirit of '93 Convention



Here's your chance to own a piece of the LCCA's history! Introduced with the Club's pioneering spirit this past April 1st was a professionally produced videotape of our fantastic 1993 Annual Convention in Dearborn, Michigan.

There's coverage of all the major aspects including the welcome party, tours, Q & A during Lionel's seminar, trade halls, displays, banquet and much, much more! Best of all it features many LCCA members having fun with family and friends!

Those who have had an opportunity to see the tape have given it good reviews. Here are some of their comments about the presentation:

"An excellent piece that furnishes great inside scenes of our operations at Lionel, Madison Hardware and Carail as well as my desire to share all of it with you. I'm proud to have been part of the grandest model train convention ever."
 — Richard Kughn, Chairman/CEO, Lionel Trains, Inc.

"The LCCA put together one fabulous show in Dearborn. While watching the tape I am reminded of many magical moments that occurred. It is a great way to remember good friends and wonderful experiences."

— Nicholas DeGrazia, President/COO, LTI

"A wonderful way to relive great memories."

— Mark Gordon, V-P Marketing & Sales, LTI

"The stars in this video are all the happy collectors and their families who came to Dearborn. The rewards to us are all the positive comments and smiles that radiate from the people. It certainly pays for all our efforts in making it a great Convention for the Club."

— Bill and Diane Button, 1993 Convention Host and Hostess

The sixty minute video can be direct ordered from **TM Books & Video** by phoning (800) 892-2822. It's priced at \$19.95 plus \$3.95 S&H.

It's TIME!

That's right, it's time for our 24th Annual Convention! Chattanooga, trains, mountains, trains, old friends, new friends, more trains all mixed together with the seminar, banquet and tours--well, what else do you need? As advance registrations keep coming in, the numbers are beyond our high expectations! Make sure you don't miss out on another terrific Convention.

Election Notes

By the time you're reading this, you'll have received our 1994-95 LCCA Election Ballot. Please take a few moments to read the summary of candidates and proposals then mark and mail your ballot so it is postmarked by July 1, 1994. Don't overlook this important aspect of your Club membership.

Last Chance?

This may well be your last chance to obtain the Madison Hardware tractor/trailer. Our supply is going at an accelerated pace as the set shows up at meets for \$35, \$45 and \$50. You can still order yours from the Club for \$19.93 POST-PAID! If you do order several and we run out you will receive a refund but for now there is no limit to those who order right away.

Relive The Magic

Our first ever video hit the market as scheduled on April 1st. The initial response both "over the counter" and by mail has been overwhelming! As stated before, it is professionally done by **TM Books & Video** and available to all who call (800) 892-2822. We believe this is another first for the LCCA. No other club has made a professional video available to its members and the public before. We keep on leading the way!

Lionel Trains, Inc.

Over the years a common misconception arises, that of the relationship of Lionel Trains, Inc. (LTI) and the Lionel Collectors Club of America (LCCA). LTI is owned by Richard Kughn and operated by him and a fine group of people who together design, build and sell Lionel products. All of which is done with the standard business motive of making a desirable product that will sell and produce a profit. The LCCA is a not-for-profit organization that by its very name enters the process after the product is produced. Perhaps reversing our name best explains who and what we are when you come up with an American Club Collecting Lionel (ACCL). In 1970 the Club was founded to collect Lionel trains primarily and foster and educate the members about Lionel trains and railroads. Read the Club objectives listed

in Article II of our Constitutional By-laws in your Roster on page 281 for further clarification. Does this mean we march "lock step" with LTI? NO! We have on many occasions reviewed or disassembled a product and dutifully pointed out its shortcomings. You may also have noted that we praise a good product but stop short of encouraging you to purchase it--that decision is yours alone! Remember the Club allows no advertising and endorses no product other than its own as per the Constitution. LTI does listen and values our input. The appearance of suggested retail prices in their 1994 catalog is the direct result of the Lionel seminar at the 1993 Dearborn Convention when Mr. Kughn in answering a question asked if the membership present wanted prices in the catalog. The response was an overwhelming "YES"! The point is that if you have a comment on a product, a suggestion for a new product, or a criticism of a product or policy, address them to LTI Consumer Service Department. We are two different entities and rightfully attend to our own place in a great hobby.

Membership Dues

The LCCA annual dues structure is based on a cycle system that has all dues payable in 1 of 4 cycles during the year depending on when you joined the Club. You can help the Club save money by paying your dues on time and ensure you won't miss one of our monthly publications.

Other Clubs

I personally belong to the 4 major train clubs and enjoy a low membership number in each; LCCA CM #46, TCA LM 71-3617 (Train Collectors Association), LOTS #286 (Lionel Operating Train Society), and TTOS #1286 (Toy Train Operating Society). There are more fine clubs available but due to financial constraints, I chose these. Over the years I have been asked to run for various positions in all the clubs both on the National as well as the Divisional level but have decided to devote my energies to the LCCA, mainly because the LCCA best fits my idea of what a club should be. The others are fine organizations but that was my choice. When collectors gather inevitably the conversation goes..."are you in the TCA?"..."did you read this month's bulletin?"..."are you a member of LOTS?" and so on. These questions are fine and point out the fact that all the clubs compete for your membership in their group.

Each club it seems to me has its strengths and its weakness, including the LCCA, but inevitably the subject of dues comes up. This or that club cost X or Y dollars to serve its membership. In an effort to let you compare who does or doesn't do "what", the following chart is offered:

FROM THE PRESIDENT'S DESK (Continued)

<i>ITEM</i>	<i>TCA</i>	<i>TTOS</i>	<i>LOTS</i>	<i>LCCA</i>
Monthly Publications	-	12	-	12
Bi-Monthly Publications	6	-	6	-
Quarterly Publications	5	-	-	-
Annual Membership Roster	yes	Every 4 years	yes	yes
Exclusive Lionel Commemoratives	no	no	no	yes
Allow Advertising	yes	yes	no	no
Free Meets	no	no	yes	yes
1st Class Postage Charges	yes	yes	yes	no
Business Office (Club Run)	yes	yes	no	no
Paid Employees	yes	yes	no	no
Museum	yes	no	no	no
Total Publications	11	12 1/4	7	13
Initiation Fees (1st Year)	\$25	\$15	\$6	\$10
Annual Dues	\$20	\$22	\$22	\$30
1st Class Mail Charges	\$15	\$15	\$10	\$0
Total Cost Per Year (w/o Initiation Fee)	\$35	\$37	\$32	\$30

As I review the "bottom line" of the chart the LCCA looks better and better. Thirteen full color publications, prototypical Lionel commemorative issues, fun Conventions and dedicated members add up. We give you more for less money per year than anyone else! We specialize with quality in each product and publication that we embark on. Quality will always rise to the top every time.

Growing Up

As we grow I find we are in need of more people to become involved in the writing and have computer skills for data entry and text composition. If you want to help and become active in the Club's operations, drop me a line.

Librarian

Effective June 1, 1994, the Rev. Hulen Warren of Many, Louisiana, was appointed the newest Club Librarian suc-

ceeding Dennis DeVito who will continue to be Roster Editor this year. "Hugh" will fill the orders we get from members for back issues of our publications. Welcome aboard!

2nd Class Mailing

With this issue of *The Lion Roars*, we're launching our initial mailing of the publication via 2nd Class Postage! It has taken us several months to obtain the permit from the Postal authorities and this new method will result in your receipt of each issue in a more timely manner than the previous Bulk or 3rd Class methods. This change was accomplished with no additional dues or separate charges to the members! Here again, more **quality** service at less cost for LCCA members.

Talk to you next issue after I see you at the Convention!

— Charles Seddon, President

Florida Display Spans a Century of Lionel Trains

Almost a century of Lionel trains were displayed at the Citrus County Fair at Inverness, Florida, March 21-26. Over 6,000 people saw these trains, and the large HO and N gauge layouts in the clubhouse of the Citrus Model Railroad Club.

Behind the oil field in the foreground is a 500 series standard gauge freight train of the 1930's, about to pass a 1920's passenger train. A replica of the first Lionel train (1901-06) in 2 7/8 inch gauge is in the background at track level.

Modern Lionel trains are shown on the shelves: Thomas the Tank Engine with Annie and Clarabelle in G gauge (1993), and an O gauge freight with three freight cars made for the TCA. Grandpa Nelson, pictured at the controls, won the CP Rail diesel engine in a Lionel layout contest in 1974. (Photo by David Marquis.)

—Nelson G. Williams, RM #14062 Floral City, Florida



Alaska Update

Seeing Jim Kellow's article "Lionel in Alaska", in the February, 1994 issue of *The Lion Roars* was a real treat for those of us who brave the icy dark of Alaskan winters to get together for no greater purpose than to enjoy looking at, talking about, and playing with our electric-powered, track-guided toys. Here's some updated information regarding the article.

Glenn Case, mentioned throughout Jim's article, is no longer a member in the Alaska Lionel Collectors' Club. Since the Club cannot meet any longer in Glenn's home, we've been getting together once a month at the Valley River Center in Eagle River, a suburb 8 miles out of Anchorage. Actually, club members tend to get together more often than just monthly whenever Eagle River is celebrating Winter Carnival, Bear Paw Festival, Christmas and just about any other holiday that gives us an excuse to open our large and ever-growing operating layout for the public.

Jim's article may have led readers to believe that only one club (the Lionel Railroad Club of Alaska) has a public layout. In reality, both clubs have operated splendid layouts for over four years now.

Jim's article also seemed to have another significant omission in it. Although it speaks of Alaska Trains and Gifts operated by Steve and Carol St. Peter (the only authorized Lionel Value-Added Dealer in Alaska), the article gives the address of only The Great Alaska Train Company. In fairness to Steve (RM #10440) and Carol, their business address is 5210 Emmanuel Ave., Anchorage, AK 99508-4930.

Jim's closing statement that "Lionel is alive and well in Anchorage" is obviously more true than he realized. Visitors to The Great Land will find their Lionel interest piqued not only by the well-advised visit to Glenn but also by a visit to the Lionel RR Club of Alaska layout in the Alaska Greenhouse as well as to the ALCC empire in the Valley River Center. Those who come during festive seasons when open houses are prevalent will also enjoy beautifully detailed scenery on the magnificent HO scale layouts of the Northern Lights Model Railroad Club and the Military Society of Model Railroad Engineers. Or come in the summer, when it's enjoyable to be outside and see the activity of the Alaska Live Steamers group. All in all, there's far, far more railroad activity in the 49th state than Jim suspected--but we're sure glad he wrote the article.

—William H. Fuller, RM #11746, Editor, "Excess Baggage," Alaska Lionel Collectors' Club, Inc., Chugiak, Alaska



Tunnels, Trestle, Bridges, Lake Complete Member's Empire

Here are five scenes from the magnificent layout of Mark Miller, RM #2855 of Vandalia, Illinois. The table work measures 17 by 8 feet with a 5 by 9 foot center section and two 4 by 8 foot ends to form a capital "C" configuration. There are upper and lower loops of track with a double mainline on the lower level.

Based on inspirations from reading through various model railroad magazines over the years, Mark included tunnels, a mountain, a trestle, bridges and a lake all as part of his empire!

Except for the Lionel Elevator and the Rico Station, most of the structures, accessories and scenery details are scratch build. For added realism, Mark uses real advertising signs and displays to dress up the structures. The lake scene shows a home made Mastercraft ski boat sitting low in the water and even the light posts are hand made to look just like the ones he remembers from his childhood. The water tower in the upper, right hand photo can be removed and will stand by itself (like a golf ball on a tee)! Thank you Mark for letting us present your layout and enjoy your craftsmanship.



BELOW: Here's an *end* look on the 1994 Convention. In a scene from John Coniglio's Tennessee Central is the Track 29 End Bumper that will be given to all registrants! See You There!

1994 LCCA CONVENTION TIMETABLE

Wednesday, July 27, 1994

12 Noon to 6:00 PM	Early Registration
7:00 PM to 11:00 PM	Riverboat Cruise with Dinner and Entertainment

Thursday, July 28, 1994

8:00 AM to 3:00 PM	Old/New Board of Directors Meeting
10:00 AM to 4:30 PM	Flexible Tours, Lookout Mtn./Aquarium
10:00 AM to 8:00 PM	Early Registration
6:00 PM to 11:00 PM	Train Ride (Old Fashion Steam Engine with Southern cook-out and evening at Chattanooga Choo-Choo).

Friday, July 29, 1994

8:00 AM to 9:00 PM	Registration
10:00 AM to 4:30 PM	Flexible Tours, Lookout Mtn./Aquarium
12 Noon to 8:00 PM	Convention Hall Open, Unloading/Set-up
3:00 PM to 4:00 PM	Annual Membership Meeting
4:15 PM to 6:00 PM	Lionel Factory Seminar
7:30 PM to ???	Welcoming Party

Saturday, July 30, 1994

7:30 AM to 8:45 AM	Convention Hall Open, Unloading/Set-up
7:00 AM to 5:00 PM	Registration
9:00 AM to 5:00 PM	Trading Hall Open
10:00 AM to 3:00 PM	Ladies Shopping Tour (Hamilton Place Mall)
1:00 PM to 4:00 PM	Convention Car Distribution
6:00 PM to 7:00 PM	Cash Bar
7:00 PM to ???	Banquet and Entertainment

Sunday, July 31, 1994

9:00 AM to 11:00 AM	Registration
9:00 AM to 12 Noon	Trading Hall open
12 Noon	Convention Closes - Drive Carefully See You Next Year in Des Moines!!!

“Chuggin to Chattanooga”

24th Annual LCCA Convention

*Pre-Registration — Must be received by July 1, 1994
(Registration after July 1, 1994 or at the door — \$40.00)*

Member Pre-Registration (includes non-member spouse, children FREE) _____ @ \$30.00 _____

Tables — \$15.00 Each — No Limit _____ @ \$15.00 _____

Are you a dealer? _____ Yes _____ No

Electrical Hookup _____ @ \$10.00 _____

If you want your table next to a specific member,
Other Member's Name: _____ LCCA# _____

Banquet: Your choice of Entree plus Salad, Vegetable, Coffee/Tea & Dessert
Prime Rib _____ Chicken _____ @ \$28.00 _____

Children's Banquet:
Hamburger, French Fries, Salad, Milk, and Dessert _____ @ \$10.00 _____

Coming to Friday night hospitality? _____ Yes _____ No

Tours

Riverboat Cruise and Dinner _____ @ \$22.50 _____
 Wednesday, July 27th, 7:00 p.m. - 11:00 p.m. — Children _____ @ \$14.50 _____

Train Ride with Southern Cookout _____ @ \$23.00 _____
 Thursday July 28th, 6:00 p.m. - 11:00 p.m.— Children _____ @ \$17.00 _____

Flexible Tour — Lookout Mountain _____ @ \$20.00 _____
 Thursday and/or Friday July 28th/29th — Children _____ @ \$10.00 _____

Flexible Tour — Aquarium and Downtown _____ @ \$6.00 _____
 Thursday and/or Friday July 28th/29th — Children _____ @ \$6.00 _____

Ladies Shopping Tour — Hamilton Place Mall _____ @ \$3.00 _____

Total _____

Make Checks payable to: **1994 LCCA Convention**
 Mail remittance to: 1994 LCCA Convention
 P.O. Box 479
 LaSalle, IL 61301

Please Print or Type

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

Address _____

City _____ State _____ Zip _____

Spouse Name (if attending) _____ LCAA# _____

Children's Names (if attending) _____

Phone Number: (____) _____

Note: DO NOT send hotel reservations to the LCCA.

Form May Be Photocopied

Chuggin' to Chattanooga

Local Area Attractions

- Chattanooga Choo-Choo
- Confederama
- Hunter Museum of Art
- Incline Railway
- Lookout Mountain
- Raccoon Mountain
- Rock City
- Ruby Falls
- Southern Belle Riverboat
- Tennessee Aquarium
- Tennessee Valley Railroad
- Warehouse Row Outlet Mall

And Much, Much More!



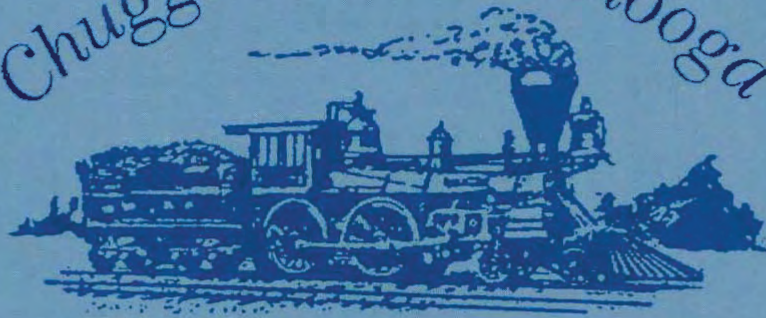
The Tennessee Visitors Bureau has "The 1994 Vacation Guide" available AT NO COST by calling (615) 741-2158.

It contains additional information on all the places and attractions in the Greater Chattanooga area!

See You There!

**CONTAINS UPDATED EVENTS AND
ACCOMMODATIONS INFORMATION!**

Chuggin' to Chattanooga



**L.C.C.A.
24th ANNUAL CONVENTION
July 27th thru 31st 1994
Chattanooga, Tennessee**

LOCAL AREA ATTRACTIONS:

- CHATTANOOGA CHOO-CHOO
- CONFEDERAMA
- HUNTER MUSEUM OF ART
- INCLINE RAILWAY
- LOOKOUT MOUNTAIN
- RACON MOUNTAIN
- ROCK CITY
- RUBY FALLS
- SOUTHERN BELLE RIVERBOAT
- TENNESSEE AQUARIUM
- TENNESSEE VALLEY RAILROAD
- WAREHOUSE ROW OUTLET MALL
AND MUCH, MUCH MORE!

**DETAILS ON THE SCHEDULED
LCCA CONVENTION TOURS ARE
IN THE REGISTRATION PACKET
SENT WITH THE FEBRUARY
ISSUE OF THE LION ROARS.**

**THE TENNESSEE VISITORS BUREAU
HAS "THE 1994 VACATION GUIDE"
AVAILABLE AT NO COST BY CALLING
THEM AT (615) 741-2158.**

**IT CONTAINS ADDITIONAL INFORMATION
ON ALL THE PLACES AND ATTRACTIONS
IN THE GREATER CHATTANOOGA AREA !**

SEE YOU THERE!

1994 PRE-REGISTRATION 24th ANNUAL LCCA CONVENTION

Pre-Registration - Must be received by July 1, 1994
(Registration after July 1, 1994 or at the door - \$40.00)

Member Pre-Registration (includes non-member spouse, children FREE) _____ @ \$30.00 _____

Tables - \$15.00 Each - No Limit _____ @ \$15.00 _____
Are you a dealer? _____ Yes _____ No

Electrical Hookup _____ @ \$10.00 _____

If you want your table next to a specific member,
Other Member's Name: _____ LCCA# _____

Banquet: Your choice of Entree plus Salad, Vegetable, Coffee/Tea & Dessert
Prime Rib _____ Chicken _____ @ \$28.00 _____

Children's Banquet:
Hamburger, French Fries, Salad, Milk, and Dessert _____ @ \$10.00 _____

Coming to Friday night hospitality? _____ Yes _____ No

Tours

Riverboat Cruise and Dinner _____ @ \$22.50 _____
Wednesday July 27th, 7:00 - 11:00 PM - Children _____ @ \$14.50 _____

Train Ride with Southern Cookout _____ @ \$23.00 _____
Thursday July 28th, 6:00 - 11:00 PM - Children _____ @ \$17.00 _____

Flexible Tour - Lookout Mountain _____ @ \$20.00 _____
Thursday and/or Friday July 28th/29th - Children _____ @ \$10.00 _____

Flexible Tour-Aquarium and Downtown _____ @ \$6.00 _____
Thursday and/or Friday July 28th/29th - Children _____ @ \$6.00 _____

Ladies Shopping Tour - Hamilton Place Mall _____ @ \$3.00 _____
Saturday July 30th, 10:00 AM - 3:00 PM

Total _____

Make Checks payable to: **1994 LCCA Convention**

Mail remittance to: 1994 LCCA Convention
P.O. Box 479
LaSalle, IL 61301

FORM MAY BE
PHOTO COPIED.

Please Print or Type

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

Address _____

City _____ State _____ Zip _____

Spouse Name (if attending) _____ LCAA# _____
(If spouse is a regular member, registration must be paid)

Children's Names (if attending) _____

Phone Number: (_____) _____

Note: DO NOT send hotel reservations to the LCAA.

There is a separate form to be sent to the Chattanooga Marriott Hotel.

Pre-Registration - Must be received by July 1, 1994 (Registration after July 1, 1994 or at the door - \$40.00)

RESERVATION REQUEST

CHATTANOOGA MARRIOTT (LCCA Convention Headquarters)

Lionel Collectors Club of America July 27-31, 1994

\$70.00 single/double Cut Off Date for Special Rate: July 4, 1994

2 Carter Plaza

Chattanooga, TN 37402

(615) 756-0002 or 1-800-841-1674

Chattanooga Marriott is pleased you have chosen us for your upcoming visit. Our staff looks forward to serving you in fine Marriott tradition. In making your reservation we request that you either:

1) Enclose a check or money order covering the first night's stay -OR-

2) Send us the entire number of your following credit card:

AMERICAN EXPRESS, DINERS CLUB, VISA, MASTERCARD, CARTE BLANCHE or DISCOVER.

Don't forget the expiration date and your signature.

Deposits will be refunded only if cancellation notification is given up to 72 hours prior to arrival.

Name (print) _____ Phone # () _____

Address _____

City _____ State _____ Zip Code _____

For arrival on _____ Depart on _____

(day) (date) (day) (date)

Please reserve _____ No. of Rooms for _____ people

Name(s) of person(s) sharing accommodations _____

___ Check or Money Order enclosed ___ Diners Club ___ Carte Blanche

___ American Express ___ Visa ___ Discover

___ MasterCard (Please include interbank # directly below card #) Amount \$ _____

Credit Card Number _____ Expiration Date _____

Signature _____ Phone # () _____

I authorize Chattanooga Marriott to charge my account for one night's deposit and all applicable taxes.

Check-out time is 12 Noon. Rooms may not be available for check-in until after 4:00 p.m.

RESERVATIONS REQUESTED BEYOND THE CUT OFF DATE ARE SUBJECT TO AVAILABILITY.

ROOMS MAY STILL BE AVAILABLE AFTER THE CUT OFF DATE BUT NOT NECESSARILY AT THE SAME RATE. PLEASE APPLY 11.75% SALES AND OCCUPANCY TAX TO THE ABOVE RATES.

THE RADISSON READ HOUSE GROUP RESERVATION REQUEST

Please Print & Complete All Information

Lionel Collectors Club of America - July 27-31, 1994

RATES: Suites: Single/Double Occupancy: \$80

Rooms: Single/Double Occupancy: \$66

Additional person charge : NA

Reservation Request Must Be Received By : 6/28/94

No. of People Occupying One Room: ___ One ___ Two ___ Three ___ Four

Room Preference: ___ Suites (King Only) ___ Manor/King Bed ___ Manor/2 Queen Beds

Arrival Date: _____ Departure Date: _____

Names of Each Individual Occupying Room(s): _____

Address: _____ City: _____ State: _____ Zip Code _____

Telephone: () _____ Arrival Time: _____

Do You Have Any Special Needs?: _____

(Special Requests and Type Accommodations Based on Availability)

THE RADISSON READ HOUSE

P.O. BOX 11165

M. L. King Blvd. & Broad Street

Chattanooga, Tennessee 37402

(615) 266-4121 or 1-800-333-3333

Check In Time is 3:00 PM Check Out Time is 12:00 Noon No 6:00 PM Reservations accepted

All Rates Subject to 11.75% Tax

One Night's Deposit (Room + Tax) required or Reservations can also be guaranteed by:

American Express, Diners' Club Card, Carte Blanche, Visa, Master Card or Discover

Card Holder's Name: _____ Expiration Date _____

Credit Card: _____ Card Number: _____

Deposit refundable if cancellation notice is received 48 hours in advance of arrival date.

RESERVATION REQUEST

DAYS INN - RIVERGATE

Lionel Collectors Club of America July 27-31, 1994

\$50.00 single/double Cut Off Date for Special Rate: July 4, 1994

901 Carter Street

Chattanooga, TN 37402

(615) 266-7331 FAX (615)266-9357

Please fill out completely and return with deposit check or money order for \$50.00 (first night). -OR-

Send us the entire number of your following credit card:

AMERICAN EXPRESS, DINERS CLUB, VISA,
MASTERCARD, CARTE BLANCHE or DISCOVER.

Don't forget the expiration date and your signature.

Deposits will be refunded only if cancellation notification is given 3 days prior to arrival date.

Date of arrival: Date of departure: Total # of nights:

RATE: \$50.00 per night plus 11.75% tax (\$5.88) per night.

DEPOSIT ENCLOSED: \$50.00 (check, money order or credit card charge.)

Check-in time: 2 PM. Check-out time: 12 Noon.

NAME (print):

ROOMING WITH:

KING OR 2 DOUBLE BEDS (WE WILL MAKE EVERY EFFORT TO HONOR YOUR REQUEST)

ADDRESS:

TELEPHONE # ()

Check or Money Order enclosed Diners Club Carte Blanche

American Express Visa Discover

MasterCard (Please include interbank # directly below card #) Amount \$

Credit Card Number Expiration Date

Signature Phone # ()

I authorize Days Inn to charge my account for one night's deposit and all applicable taxes.

Because of the high activity of the season, refund of the one night's deposit will
be made only if we are notified of cancellation three days prior to arrival date.

No additional discounts or promotional rates are available with this special group rate.

COMFORT HOTEL - RIVER PLAZA RESERVATION REQUEST

Please Print & Complete All Information

Lionel Collectors Club of America - July 27-31, 1994

Room Rate - Single/Double Occupancy: \$69 (plus \$8.11 tax)

Reservation request must be received by July 4, 1994 to get special rate.

Room Preference: Double Beds King Size Bed

Arrival Date: Departure Date:

Name(s) of Each Individual Occupying Room(s):

Address: City: State: Zip Code

Telephone: Arrival Time:

Do You Have Any Special Needs?:

(Special Requests and Type Accommodations Based on Availability)

COMFORT HOTEL - RIVER PLAZA

407 Chestnut Street

Chattanooga, Tennessee 37402

(615) 756-5150 or 1-800-221-2222

Check In Time is 3:00 PM Check Out Time is 12:00 Noon Reservations guaranteed until 6:00 PM

All Rates Subject to 11.75% Tax

One Night's Deposit (Room + Tax) required by check or money order -OR-

Obtain voucher from any Choice Hotel in your area to secure your reservation -OR-

Reservations can also be guaranteed by:

American Express, Diners' Club Card, Carte Blanche, Visa, Master Card or Discover

Card Holder's Name: Expiration Date

Credit Card: Card Number:

Deposit refundable if cancellation notice is received prior to 6PM of arrival date.

HOTEL LEGEND

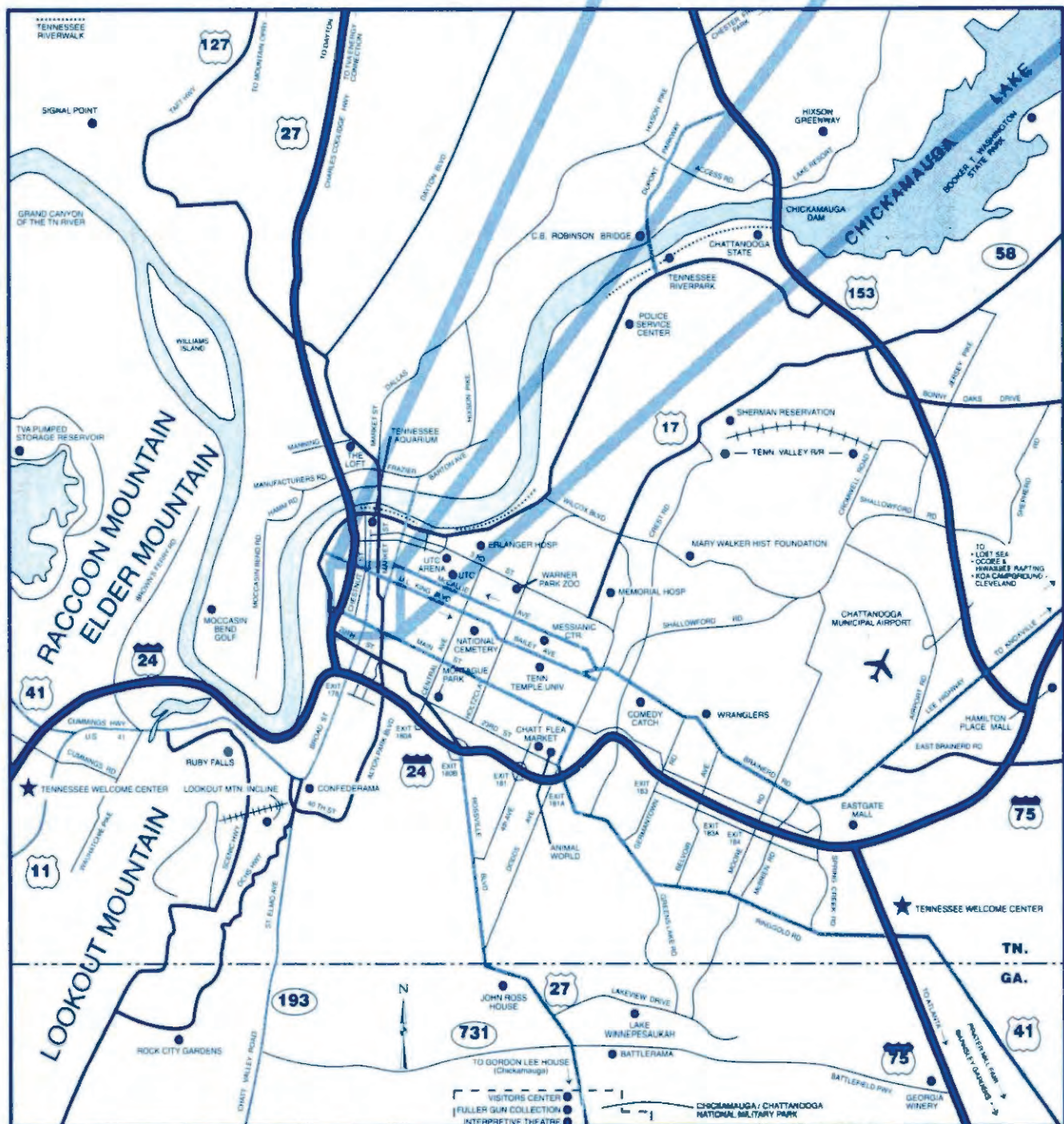
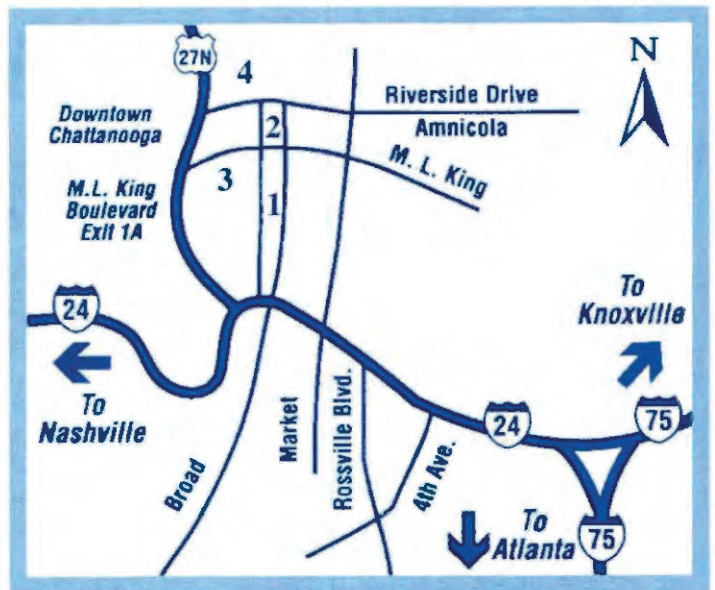
- 1 - Marriott (LCCA Convention Headquarters)
- 2 - Radisson Read House
- 3 - Days Inn - Rivergate
- 4 - Comfort Hotel - River Plaza

GENERAL DIRECTIONS TO CONVENTION AREA

FROM I-75: Take I-24 West to Hwy. 27 North (downtown Chattanooga). Take Exit 1A.

FROM I-24: Take Hwy. 27 North (downtown Chattanooga) to Exit 1A.

FROM AIRPORT: Take Hwy. 153 South to I-75 South. Follow I-75 to I-24 West to Hwy. 27 North. Take Exit 1A.



1994 LCCA CONVENTION TIMETABLE

Wednesday, July 27, 1994

12 Noon to 6:00 PM
7:00 PM to 11:00 PM

Early Registration
Riverboat Cruise with Dinner and Entertainment

Thursday, July 28, 1994

8:00 AM to 3:00 PM
10:00 AM to 4:30 PM
10:00 AM to 8:00 PM
6:00 PM to 11:00 PM

Old/New Board of Directors Meeting
Flexible Tours, Lookout Mtn./Aquarium
Early Registration
Train Ride (Old Fashion Steam Engine with
Southern cook-out and evening at
Chattanooga Choo-Choo).

Friday, July 29, 1994

8:00 AM to 9:00 PM
8:00 AM to 3:00 PM
10:00 AM to 4:30 PM
12 Noon to 8:00 PM
3:00 PM to 4:00 PM
4:15 PM to 6:00 PM
7:30 PM to ???

Registration
Old/New Board of Directors Meeting
Flexible Tours, Lookout Mtn./Aquarium
Convention Hall Open, Unloading/Set-up
Annual Membership Meeting
Lionel Factory Seminar
Welcoming Party

Saturday, July 30, 1994

7:30 AM to 8:45 AM
7:00 AM to 5:00 PM
9:00 AM to 5:00 PM
10:00 AM to 3:00 PM
1:00 PM to 4:00 PM
6:00 PM to 7:00 PM
7:00 PM to ???

Convention Hall Open, Unloading/Set-up
Registration
Trading Hall Open
Ladies Shopping Tour (Hamilton Place Mall)
Convention Car Distribution
Cash Bar
Banquet and Entertainment

Sunday, July 31, 1994

9:00 AM to 11:00 AM
9:00 AM to 12 Noon
12 Noon

Registration
Trading Hall open
Convention Closes - Drive Carefully
See You Next Year in Des Moines!!!

“Chuggin to Chattanooga”