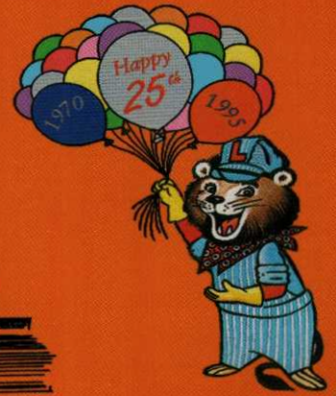
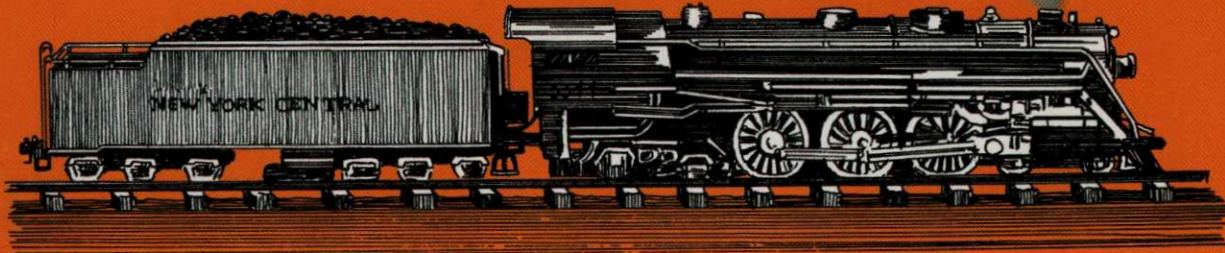


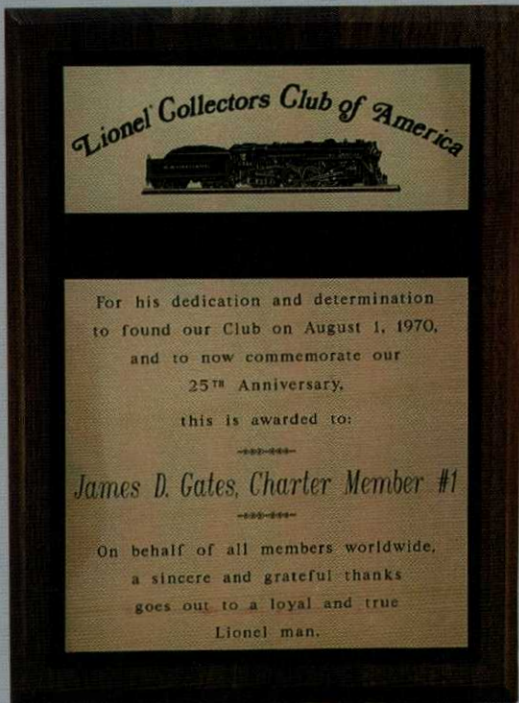
# The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

## Presentation to LCCA's Founder on Our 25th Year!



Jim Gates, CM #1, (at right) receives very special plaque from Chuck Seddon, Club President and HCM #46





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## Contacting the Business Office

The only method to contact the LCCA Business Office is in writing.

## Member Roster

The 1995-96 Lionel® Collectors Club of America's *Member Handbook & Roster* was recently issued to all active members. Please take a few moments to check your listing and make sure it's correct. If there is a need to change any information, send a postcard or letter with your name, address and phone number to the LCCA Business Office. Be sure to write down the necessary information in a legible manner. They will follow up and handle all mailings of the Club's publications. It is critical for us to have your current, correct address at the Business Office.

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*The Lion Roars* is sent to you via Second Class postage around the middle of the month. This change from the previous Third Class or Bulk Rate should assure quicker and better service. *The Lion Roars* is mailed to you based on the information provided to the LCCA Business Office. Computer records maintained there are updated monthly and used to create the mailing labels. It is the member's responsibility to notify the LCCA Business Office at least 60 days in advance of a change of address to insure that your publications will arrive without interruption. **If you have not recently changed** your address and your *Lion Roars* did not arrive by the end of the month of its scheduled date, notify your local Post Office and fill our their U.S. Postal Service Consumer Service Card (PS Form 4314-C, July 1991) so that they can follow-up for you. If your *TLR* cannot be found, notify the Editor.

## Articles Wanted

Contents within each issue of *The Lion Roars* depend upon input from you, the membership. Many of you have submitted articles and photographs for us to publish. We continue to appeal to all of you to contact any member of the *TLR* Editorial Team should you have an idea for a story or just want to share your layout with the membership. (Refer to the February, 1994 issue for details.)

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## UPCOMING LCCA EVENTS

**August 26, 1995****Houston, Texas, at 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. Registration and set-up 6-9 PM on the 25h and 8-9 AM on the 26h. LCCA trading at 9 to 11 AM. Public trading from 11 AM to 4 PM. The Holiday Inn is at 7611 Katy Freeway near the Sibley exit from I-10W.

**November 24 & 25, 1995****Lexington, Kentucky, at the Continental Inn**

Harry Overtom (606) 268-1942 is hosting this two day event that is also open to the public. Tables are \$12 for LCCA members and \$18 for non-members. Guests and adult public \$3.50. Set-up and "early bird" trading is 6-9 PM on Friday, November 24th and 8-10 AM on Saturday, the 25th. Meet is open to the public from 10 AM to 4 PM on November 25th. There will be several operating layouts, vendors and 200 trading tables available. The Continental Inn is located at US 60 and New Circle Road in Lexington.

**November 26, 1995****York, Pennsylvania, at the York Fairgrounds (Red Hall)**

Barry Keener (717) 361-9652 is hosting this event with co-host Russ MacNair (717) 898-2832. Tables \$10. Guests \$3. Setup 7 AM. LCCA trading at 8 AM. Public trading from 9 AM to 2 PM. The York Fairgrounds are located on Carlise Ave.

**December 3, 1995****Naperville, Illinois at Naperville Central High School**

Len Hopkins (708) 420-9066 is hosting this event with co-host Larry Brongel (708) 354-8486. Tables \$10. Guests and adult public \$5, with family \$10. Registration and setup 8-9 AM. LCCA trading 9-10:30 AM. Public trading from 10:30 AM to 1 PM. The High School is located at 440 W. Aurora Ave in Naperville.

**Meet Hosts Wanted!**

Contact Jerry Dangelo (815) 397-2104



# After What Seemed Like an *Earthquake*, the *NLOE* is Now Back in Service!

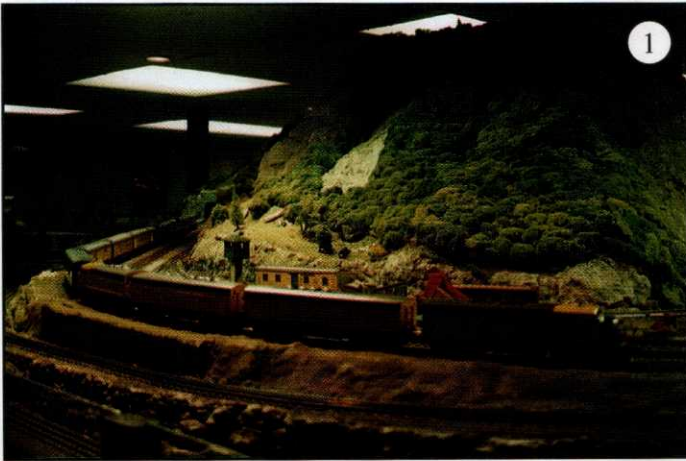
An earthquake on Long Island! Is this the east coast or the west coast?

Well, maybe not exactly an earthquake, but on a 1/48th scale, pretty close. But how prototypical is your layout? At the Nassau Lionel Operating Engineers, (NLOE) we have had scale floods, earthquakes, and high winds, only one of which is common to the local area.

Let me explain. We have experienced floods twice. The first was due to a leaky pipe on the floor above our basement quarters. The second was caused by a leak in the roof. That one wiped out part of our town, almost bankrupting our classic Hudson auto dealership. If you remember the old 1950's Hudsons, they were referred to as "bathtub Hudsons". Great place for a flood, it gives a macabre twist to that old description. Fortunately, the dealership was able to arrange a small business loan from the NLOE. We are about as small a business as you will find around these parts! So Hudson autos are again available to the 1/48th residents of our downtown area.

As far as the earthquake is concerned, perhaps we borrowed from the west coast again. You see, it was a man made earthquake. Let me explain why we did it.

The NLOE was laid out in April of 1984. The curves and grades were quite generous for a Lionel based railroad of that vintage. But over the past few years, both Mr. Kughn and his competitors have produced more and more scale sized equipment. And not only is it fully scale sized, but the prototypes are larger. If you don't believe that the current 12 inches to the foot railroad equipment is larger than that of the 1950s, take a Lionel 2338 GP-7, or any of its successors, and put it next to the current MTH scale GP-7s. Within a very small fraction of an inch, they measure the same in all dimensions. So do the F-3, the NW-2, and a few other locomotives. So don't let anyone tell you the only scale sized equipment Lionel ever built was the Hudson! But now take those scale sized engines and place them alongside a new SD-60. The modern locomotives are much larger.





Steam engines make this comparison even more apparent. Other than the Hudson, Lionel did not make a large steamer in scale size. Now there are many available, including true giants, like the Challenger. But even some non-articulated engines are huge. Contrast Lionel's scale Pennsylvania S-2 turbine to a 671!

And the size difference between modern rolling stock and that of the middle of the century is even greater than that of the diesels, not to mention that most of what came with those Lionel F-3's was undersized. Passenger cars now come not only in 80 foot scale length, but the Amtrak Superliners need very high clearances. Between the length and the height, vertical clearances and the areas inside curves become critical. Even freight trains require more space. Scale double stacks are high. That is why many places in the east, especially the northeast, do not see either Superliners or double stacks.

The NLOE was a true northeast railroad. Even with the original clearances. We had already expanded our tunnel portals. But we could not pull long passenger trains, with their high power consumption, up the mainline grade. And neither Superliners nor double stacks could pass under the bridge where the mains crossed under themselves.

Hence our man made earthquake.

A model railroad is never "completed" due to the constant additions and repairs, but this was to be a major overhaul, requiring the cooperation and work of the entire membership, not to mention a hefty piece of our treasury. Nevertheless, the decision was made by the membership to close down the layout in the Spring of 1994, and to have all the work completed in time for our annual open house, scheduled for the two weekends immediately following the Thanksgiving holiday. The entire main line along the grade had to be redone, and the bridge needed to be rebuilt to make the grade a more constant slope. This required shifting over 200 feet of triple track main line, plus three sidings. While this was going on, several other changes were made. The entire mountain was reforested, changing our Spring green trees, and their ten years of accumulated dust, to Fall foliage. About a dozen budding Johnny Appleseeds in the club planted well over 1000 new trees. Even more impressive, a new line was engineered through the difficult mountain terrain, complete with tunnels, trestle, and a suspension bridge. Simultaneously, a number of sidings were reconstructed and extended, and our turnout replacement program was completed. **Photo 1** shows our original mountain, with its green trees, and without the high line. Every member had to pitch in, but the coordination provided by Al Schwartz, RM #8798 and Bob Trnka on scenery, and Dick Stern, RM #11718, on trackwork, was critical.

*(Editors Note: Photo 1 also features a unique lashup of UP equipment. You may remember Ken's "Long Streamliner" article from The Lion Roars, April, 1994 issue. If you want to see something new built, just tell Ken that it can't be done. When Lionel told Ken that they wouldn't be making a smooth sided coach with an off centered dome, he made his own. When he approached Lionel about a powered "B" unit, the answer was, you want to power what? As the photo shows, Ken's powered "B" enabled his train to conquer the mountain, long before Mohammed moved it. Bob Amling, TLR Editorial Team)*

The first job involved cutting all the supports for the mains and splicing in new supports to change the grade. This was our earthquake! The plaster scenery was cut. The roadbed remained in place, but was lifted up by varying amounts by the local surveying crews. See **photo 2** for the splices for the joists. This will also give you some idea of the sort of cramped conditions our miners had to overcome to accomplish the job.

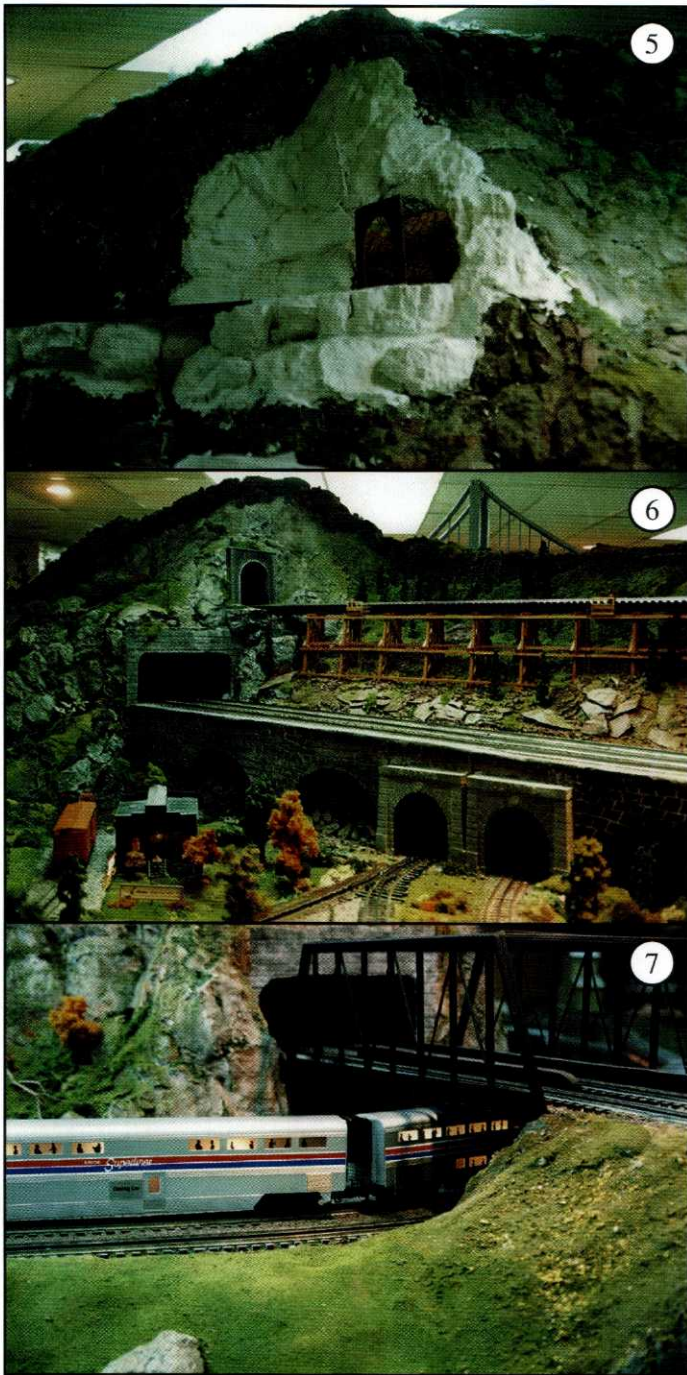
While this was taking place, the scenery crews started making trees for the mountain, and the membership began the nearly endless debate over the type of bridge to be built to carry the proposed mountain line over the triple main lines. That debate took almost as long as it took Ray Troiola, RM #9427, to build the final result, a suspension bridge. And when last did you see nearly six feet of suspension bridge on a model railroad? **Photos 3 and 4** show the bridge and mountain under construction, and the finished products.

The trees were a communal project. Those in the foreground are individual tress, with trunks and branches, mostly Woodlands Scenics type of highly detailed plants. With well over a thousand trees on the mountain itself, individual trees would have been too expensive. Also, to make the mountain appear fully forested, as well as to force a feeling of perspective, we made tightly placed trees from balls of cotton or poly stuffing and lichen. These were kneaded in a bath of dilute white glue, then sprayed various colors, and overlaid with ground foam while everything was still wet. You want a messy job, become a tree builder!

The regrading of the main line went quickly and smoothly. Walter Baumann, RM #14430, led surveying crews with plumb lines and levels to lay out true level references from which to calculate a constant grade, resulting in a smooth ascent uphill. As soon as this was done, and the splices placed on the joists screwed in, the plastering crews took over. Some of the original detail work, like wooden retaining walls, was reused, but the entire base was re-plastered. Plastering crews also attacked the mountain, where tunnel

*(Continued on Page 6.)*





(Continued from Page 5.)

portals had been cut. In places, especially on the mountain, latex rock molds were used to provide the basic texture. These were positioned over wood and screen foundations. **Photo 5** shows work in progress on the mountain. On both the mountain and the lower main line grade, final plaster work was sculpted and carved to give the appearance of different rock formations. Water based paints, mostly browns, tans, and greens, were used for the base coat. Some gray and black washes provided details. Ground cover is mostly sifted ground foam.

As the plaster work proceeded on the mountainside, Tony Mattina, RM #146, went to work on the long trestle supporting the new tracks. The entirely scratch built trestle is now our eye-catcher as guests walk in the door. See **photo 6** to check out Tony's handiwork.

As we got later into the Fall, pressure increased to finish the project. We take pride in operating O gauge trains on a scale model railroad, so we had to make sure that all the scenery was finished up to NLOE standards. This entailed lots of detail work and repairs to areas that suffered from members crawling all over the layout in the course of working on the project. Finally, all the trackwork needed to be inspected and cleaned. This was particularly critical around the turnouts. With all that plaster and paint, even with plastic sheeting covering the tracks, there was a lot of effort required to ensure that the trains would run smoothly for the open house. Then we had to test run everything. There was a minor problem in the mountain tunnel over the area where the mains pass through the mountain. The only tight radius curves we have are on the new mountain line. We had decided to use 0-27 trains up there to add to the perception of distance. But the inside of the mountain limited the swing of the front of any equipment passing through. During a test run, all the mains came to a sudden halt. That was because the locomotive, a small 2046 type Hudson, had fallen off the mountain line and was blocking the mains. Fortunately, there was no significant damage. But it took a while to determine that the cause was the pilot of the steamer hitting the plaster work lining the mountain. That sort of killed our concept of running Generals up there! Experience now results in things like FAs, 44 Tonners, or a prewar 1700E set.

Did we make it? Of course. Otherwise, I wouldn't have been able to write this article. One of the rules of model railroading is happy endings! **Photo 7** shows Amtrak Superliners passing smoothly under the mainline bridge. And over 3,000 guests enjoyed our Christmas open house.

Oh yes, the high wind I mentioned at the beginning. I said there was a lot of debate concerning the type of bridge to be placed on the mountain line. There was as much wind in our club meeting room due to that debate as our most recent hurricane, reduced to 1/48th, of course.

If you are in the Long Island area, and would like to visit the NLOE, meeting nights are Fridays. Write us at the Medical Arts Building, North Village Green, Wolcott Road, Levittown, NY 11756. Or call Al Schwartz, NLOE secretary, me, or the other members noted in this article. With one exception, we're all in your LCCA Roster. (We're working on the holdout.) Happy railroading!

—Ken Morgan, RM #12231, Williston Park, New York



# As a "Tie-In" to the NLOE Article, Here's One of Their *Special Club Cars!*

We Lionel collectors must be the luckiest people in the hobby world. With all the variety and directions our collecting can take us, and the friendships we can make along the way, there's little room left for boredom. However, no matter how hard he tries, it's near impossible for our beloved Lionel Lion to satisfy our individual yearning for that favorite regional railroad and particular piece of rolling stock.

You can count yourself lucky if you live in New York and are a member of the Nassau Lionel Operating Engineers. Since 1987, thanks to Rich Williams, RM #6248 and their Club Car Agent, one of the many benefits of this well run club has been a truly collectable regional car. Due to the hard work of both Williams and Al Schwartz, RM #8798, on behalf of NLOE, their 1994 Lionel TOFC has to be one of the most interesting and desirable of all offerings.

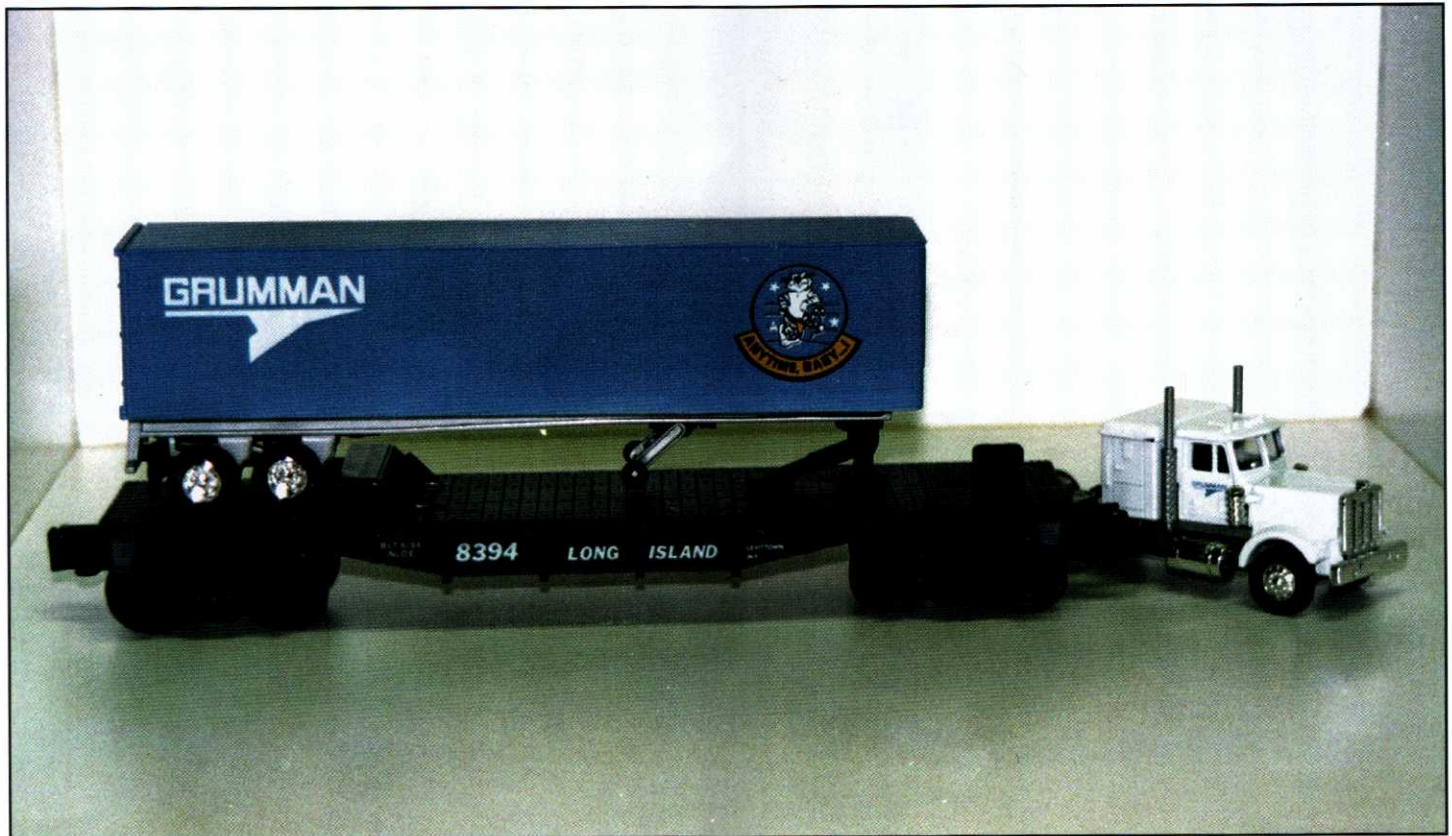
This set honors Grumman, an aircraft builder and long-time resident of the Long Island community, who are best known for its defense work, particularly the Tom Cat Fighter. The slogan and logo of the plane grace the prototypical blue trailer which rides on the dark gray flat car featuring the graphics of the Long Island Railroad. Along with

the pictured Tom Cat wearing a holstered six shooter is the famous challenge to all enemies of the United States, "Any Time Baby". Lionel tractor and trailer collectors will appreciate the white tractor with the blue Grumman logo which completes the three piece set. The paint and graphics are second to none; a truly first class offering to the NLOE members.

While only 143 of these unique sets were made, if you would like to begin collecting NLOE Club Cars, a good place to start might be the first piece they offered which is the 1993 Tenth Anniversary Box Car in Long Island Railroad colors and markings. While only 425 of these were produced, they can still be found at reasonable prices in the *Interchange Track*.

By the way, collectors can also look forward to the NLOE's Fifteenth Anniversary, as another Grumman car featuring different graphics, that will be made available to the public, is in the works and like their previous ones, is sure to be a winner!

—Dennis Leon Clad, RM #10430, Amelia, Virginia





# Lionel “Takes Flight” in this Reference Article About Helicopters!

In the late 1950's, not only was the world changing but Lionel in its perception of toy trains was changing along with it. I suppose it was forced to produce the line of trains which would ultimately lead to its demise. Steam engines, diesels, switchers and motorized units were no longer enough. Even their realistic operating cars and accessories which reflected the real railroad world seemed neither interesting nor exciting to the public. The space age had arrived and with it an explosion of new cars and accessories and even engines which now brought trains into the future and probably the most exciting was the operating Lionel helicopter cars and accessory.

Lionel ‘launched’ its first helicopter car in 1959 and continued this tradition until 1965. Helicopter cars came in many colors and styles, both automatic or manually launched. There were even cars with helicopters just sitting on them for transport and an extremely rare accessory with a launching helicopter pad. Even in the waning years of postwar Lionel, they did not lack imagination or daring in what would appeal to the public.

There were basically six different Lionel helicopter cars and one accessory. Of the six flatcars, there were many variations and colors which make collecting these items most interesting as well as intriguing and yes, even a great challenge.

Let us begin with not only the first helicopter car but also the most popular and plentiful one, #3419. This car **A** had quite a few variations. Normally it was a dark blue car which came with a single rotor blade gray Navy helicopter without pods on the ends of the blade. This car was equipped with a small winder for launching that was approximately 1 1/4 inches wide with one lever on top for locking the winder in place. The helicopter sat on the winder and its tail rested on a tail stand mounted to the rear of the car on the end opposite to the brakestand of the flatcar. The helicopter itself had a removable clear yellow tail with “Built by Li-

“ In the late 1950's, steam engines, diesels, switchers and motorized units were no longer enough. Lionel's realistic operating cars and accessories seemed neither interesting nor exciting to the public. The space age had arrived and with it the operating Lionel helicopter cars.

onel” engraved on it. The mechanism which launches the helicopter of this particular one is an unblackened metal or for want of a better term, silver in color. This car works by remote control and also manually by releasing a lever protruding from the side. Usually the tail stand for this helicopter car is the high version of the two versions Lionel produced, one extending higher than the peak of the tail stand and the other almost being cut off at the peak of the stand. The second version of this car is identical in every way to the first except for the color of the flatcar itself and that being light blue. The third version is the aqua blue version that I myself first found this year. I am quite aware of color

changes in light blue and fades and I assure you that this is a genuine aqua car. It is my contention that all light blue cars that Lionel ever made also came in aqua blue and I have found all, including gondolas, Mercury Capsule cars, helicopter cars and flatcars such as the #6502. The only one I have yet to find is the #3409 in aqua which I am sure is out there, but all this is better left for another article.

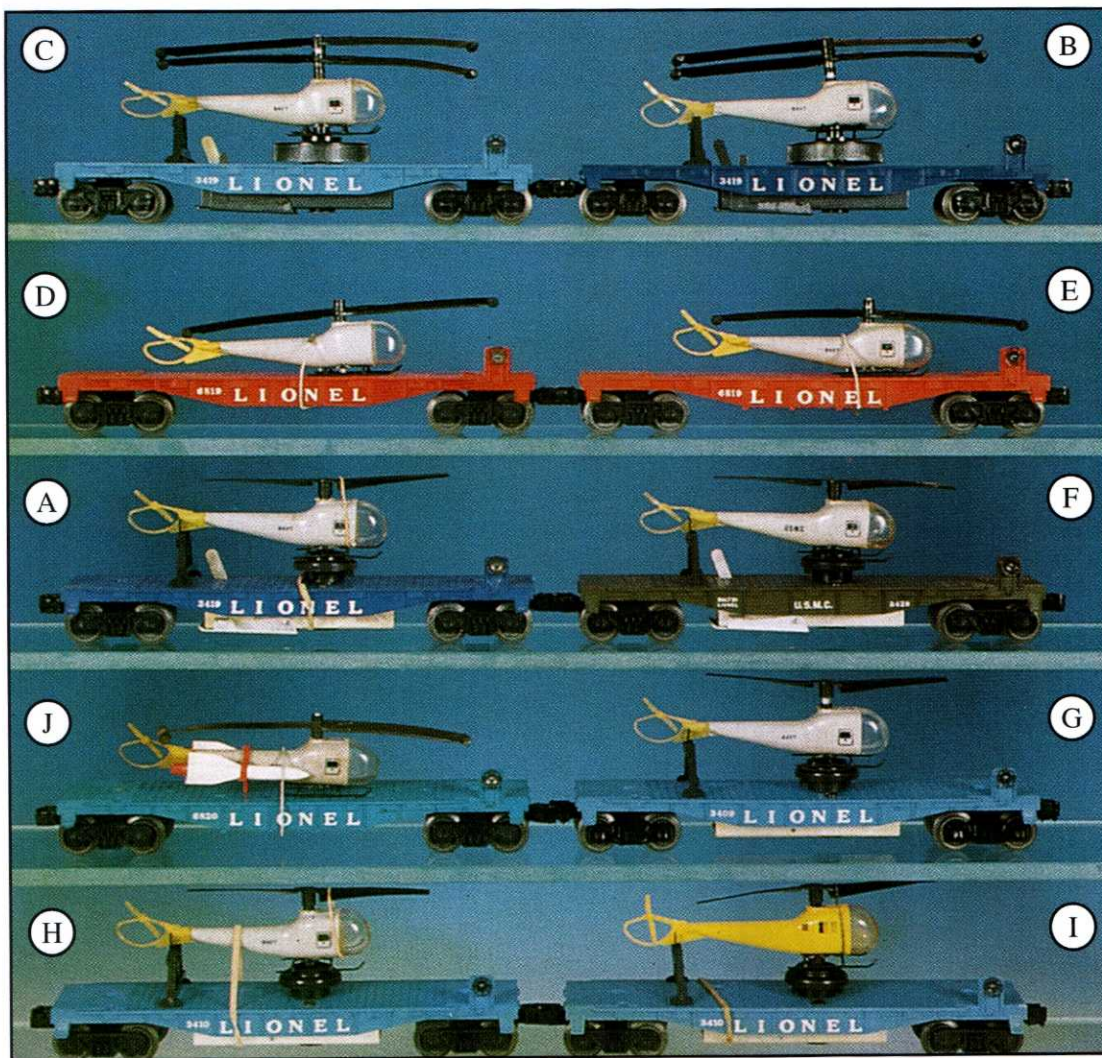
The #3419 also came with a larger winder **B**, that is about 2 inches in diameter. In

the order of availability is first the dark blue version. The mechanism to this car differs to the first one in the article in that it is blackened and rather than manually released from the side, there is another lever, a smaller one, on top of the car's bed to manually release the helicopter. The tail stand is the shorter version and the helicopter is the same except that the single blade was replaced with the two rotor version with pods on the ends. There is also an identical car like this in light blue **C** and an extremely rare one in purple blue or very dark blue.

Also, the mechanism of this type not only came blackened but also in a two color version, a blackened launching mechanism with a silver or bare metal locking lever unit **C**. This is extremely hard to find. All of these versions

(Continued on Page 10.)





**Photo 1**  
**Lionel**  
**Helicopter Cars**

Photo courtesy of  
*TM Books and Video*  
*Toy Train Revue*  
*Summer, 1992*



**Photo 2**  
**Lionel**  
**#419 Heliport**  
**and 4 Types**  
**of Helicopters**

Photo courtesy of  
*Kalmbach Publishing, Inc.*  
*Greenberg's Guide to*  
*Lionel Trains 1945-1969*  
*Volume VI: Accessories*  
 © 1994



(Continued from Page 8.)

came with the same helicopter and the short version of the tail stand. The #3419 ran from 1959 to 1965 in some version or another.

In 1959 and continuing to 1960, Lionel produced a red flatcar numbered 6819. This car is normally found on a #6824-11 mold but I have found it also on a #6511-2 mold. Colors vary from light red to darker red on the #6824-11 mold and I believe only dark red on the #6511-2 mold. The helicopter which rests on this car is held on by a single elastic band is a gray helicopter without Navy markings ① with a solid yellow tail and long single rotor with tip pods in either black or harder to find brown. This is a non-operating helicopter. This car is also found with the single rotor Navy operating helicopter ② usually sold only at the original Madison Hardware in New York until its closing but it could be that the helicopters were switched there or Lionel simply used up old stock to deplete inventory. As this car only transports and does not launch, I contend that the first helicopter, the non-operating one, is the only true correct one. This is also the only car found with the solid yellow tail on the helicopter, that being the non-operating helicopter.

In 1960, Lionel decided to produce a U.S. Marine set which included a U.S.M.C. helicopter identical to the first #3419 version except that it is painted olive drab and numbered 3429. This car ③ is extremely hard to find and even harder to find with the correct helicopter. The car is part of the Land, Sea and Air Set. The helicopter is also identical to the first Navy helicopter except that in the place of U.S. Navy, it is heat stamped U.S.M.C.

The next helicopter cars are the #3409 only produced in 1961 ④ and the #3410 made from 1961 to 1963. Both cars came in light blue and I believe as I said in aqua blue but so far I only have found the #3410 in aqua blue. They came with manual only mechanisms released by a protruding side lever. The mechanisms are not blackened but rather silver looking or cadmium plated. There is no top lever although the slot is there for one. The side lever also locks the mechanism. The #3409 came with arch bar, fixed coupler trucks while the #3410 came with AAR early trucks with disc couplers. Both are scarce but the #3409 is definitely harder to find. Usually the support for the tail is the longer version on the #3409 and the shorter one on the #3410. The #3409 came with the gray Navy helicopter with one rotor, no tip pods and a clear yellow tail. The #3410 came with this

same helicopter also ⑤ and with an all yellow unmarked helicopter ⑥ that had one rotor, no tip pods and a non-removable tail which was molded into the body. This helicopter intact is almost impossible to find which makes this in my opinion the hardest version of the helicopter cars to obtain.

In 1960 and 1961, a light blue flatcar, #6820 was produced that was painted in either a flat or glossy finish and is only known to exist on a #6824-11 mold. It only transported a special helicopter ⑦ that was held by a simple elastic band. No mechanisms were used and the helicopter was a non-operating type. The helicopter is gray Navy, with a clear yellow tail and a long single rotor with tip pods in either black or brown. This helicopter had two small white missiles with red tips held in place by a red missile rack. These missiles are the same as the ones used on #6844 and #6544 cars as well as #44 and #45 engines. The only difference is that all of those missiles came equipped with weights in the tips. On the missiles used for the #6820, no weights are present.

Last, and finally, Lionel produced an accessory in 1962, the #419 Lionel Heliport (photo 2) with a launching helicopter. This article would not be complete without mentioning this item because of the launching mechanism and helicopter it used. The mechanism is operated by a ring spring release protruding from the bottom of the tower which is red with a gray roof similar to other towers Lionel made such as the #465 Sound Dispatching Station. The only helicopter that originally came with this accessory is the same one as used with the #3410 car. It is the all yellow, one piece design that is almost impossible to find intact because the tail section is usually broken and cannot be replaced.

The space age was most interesting for Lionel and the launching helicopter provided the action that at the time seemed appropriate for them. It was a logical progression in a series of action cars and yet somehow helped to hasten the demise of a great toy company. These cars along with others were interesting, intriguing and sometimes even unbelievable!

If you are thinking of purchasing one of these postwar Lionel Helicopter Cars and want a completely original version, remember that a lot of the parts have been reproduced and are easily interchangeable. This reference article should help you to determine which helicopter came with which car and how to look for some of the repro parts.

—John LaLima, RM #13498, Englishtown, New Jersey



## Here's an Easy-To-Do Project for "Automatic" Whistle/Sounds Activation on Your Layout!

I am mostly a Lionel operator. I buy some things for the value they will have with the passage of time, but I operate everything I own to some extent. Since I like to operate my trains, I try to get as much happening with as little effort as possible. In other words, I have relays to start and stop my trains and control switches, etc. In an effort to further my laziness, I decided to take apart a RailSounds™ activation button to see if I could somehow wire it or a similar device to a block of track so that every time an engine with sound capabilities ran over it, the sound would activate and then discontinue as soon as the engine left that block of track. All of this without my fingers touching any button or pushing any whistle lever.

Upon examination of the RailSounds™ button, I discovered that Radio Shack carries the rectifier diodes that are just like the ones Lionel uses. These come six to a box and you need seven for each circuit. I connected them in the same way that they are connected in Lionel's button (see **Figures 1 and 2** below). Just bend the wires coming out of each end of the diode and push the ends through the holes in a piece of perfboard. You will need to enlarge the holes slightly with a drill bit. Be sure to arrange the diodes so that they can be connected correctly. The band on one end marks the cathode end and must be connected in the correct position or the circuit will not work.

To make the block of track you just need to insert one insulating pin in the center rail at each end of the block. The block of track should be a minimum of three track sections long. I have found that the engine (or other sound emitting rolling stock) must have all of its power pick-up rollers on the block of track that is hooked to the circuit in order for the sounds to activate. If you only make the block one section of track long, one truck will be getting power from the block and the other will be on the track next to the block, the engine will ignore the signal coming from the block and no sound will be activated. If two track sections are used the sound will start and stop very quickly (depending

on the speed of your train). The longer you make the block of track, the longer the sound stays on.

Wire one end of the circuit to the center rail of the block of track and the other wire to the center rail of track that is not part of the block. Somewhere I read that if you hook up a RailSounds™ button to the track and it doesn't work, simply reverse the wires and it will work. The same applies to this circuit. If you have a steam RailSounds™ tender and its bell is activated, just reverse the wires at points A and B and the whistle will activate. Or add a second block of track hooked to the same circuit further down the line and the bell will start at the first block and stop at the second. You could place one block where your train enters a town and the bell will start tolling to let the town know that the train is passing through. Then place the second block where the train leaves the town and the tolling will stop. I haven't yet tried this, but it is the same as pushing a RailSounds™ button twice to start and stop the bell.

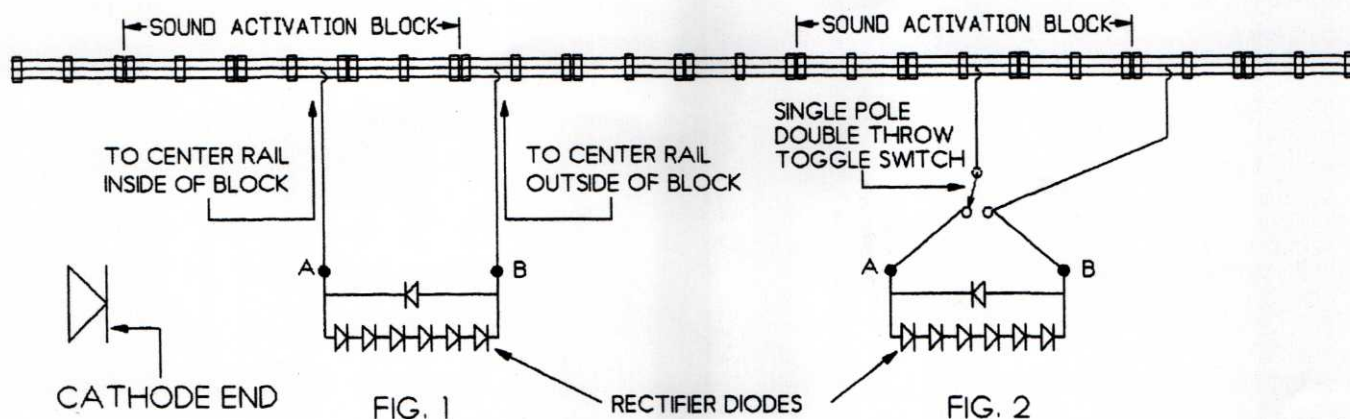
If you wish to be able to turn this feature on and off, a single pole double throw (SPDT) toggle switch can be wired to the circuit as shown in **Figure 2**. This switch in one position will send power to the block through the sound circuit. In the other position, it bypasses the circuit and sends power directly from the rest of the track to the block.

Here are the Radio Shack part numbers for this project. Total cost for these parts is just under \$10.00.

- 2- Boxes of #276-1661, Rectifiers
- 1 - #275-613, SPDT Toggle Switch
- 1- #276-1396, 6" x 8" Perfboard

—Jerry A. Bock, RM #18258, Warren, Michigan

(Editor's Note: In the October issue of TLR, Jerry will show us how he uses a timer circuit on his layout!)



SCHMATIC DIAGRAM  
SOLDER DIODES TOGETHER WITH  
CATHODE ENDS ARRANGED AS SHOWN



## ***We'll Travel to the East Coast for Some "Hi-Line" Scenes!***

In the five photos on this page is the layout of John Warren, RM #14650 of Nesconset, New York. His "Warrenville Railroad" mainline is 24 x 13 feet and contains four appropriately named sections. There's Lisa-Marieville and Karentown (named after his two daughters), Cape Warrenaveral (with its 1960's space items) along with Absolute Yards (because he promised his wife that the yards would be the 'absolute' last expansion). All the track is 027 and most of the curves have a straight track between the two curve tracks to make the overall turn less severe, or are wide radius. John likes the low profile of the 027 track and he also likes to squeeze in as much as he can. To improve the track's appearance, there are over 2,400 hand cut balsa wood track ties! There is also an elevated two loop branch line that travels over trestles and through tunnels into his workshop area where it goes around paint cans and other things before returning to the train room. Overall, five trains, a trolley and a Santa handcar can all be operated at once. Thanks John for sharing with all LCCA'ers!





# An Easy Way to Convert Some 027 Engines to Operate Smoothly on 0-Gauge Trackage!

When you are trying to run 027-gauge engines such as #1654/55, #1101, etc. on 0-gauge trackage, there can be a problem with the sliding shoes used for pick-ups. These sliders (**photo 1**) are spaced in such a way that both of them can end up over electrical “dead spots” on turnouts and crossovers.

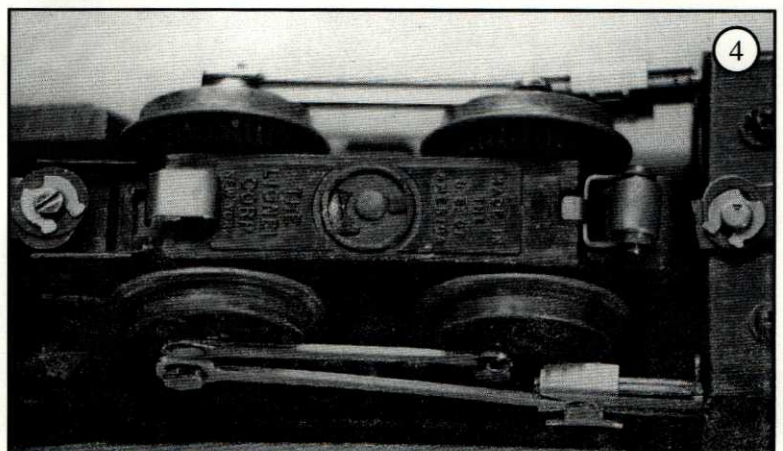
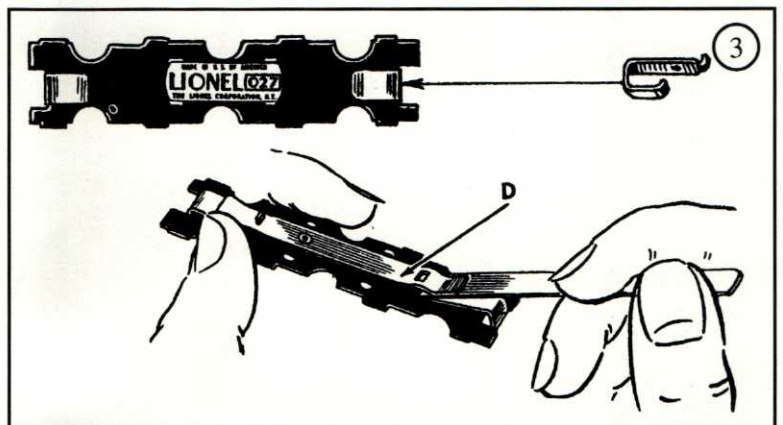
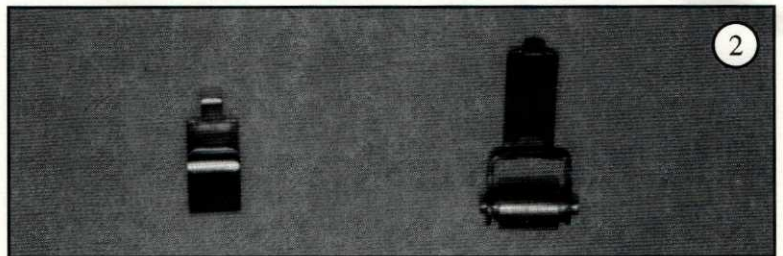
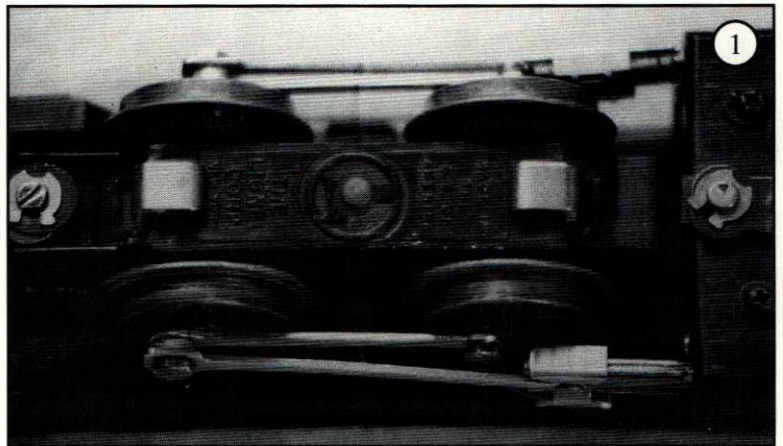
Installing a reversing unit such as the QSI “ACRU” unit (covered in December, 1994’s *TLR* article titled “Man’s Fascination With 221 Links Past, Future”) is one choice that will definitely take care of the problem. However, I feel that this is the ‘high-road’ approach to addressing the issue, and have discovered a much less expensive way of getting some 027 engines to run smoothly on 0-gauge track if the pick-up is the only problem that needs to be fixed.

My ‘low-brow’ solution involves installing a different pick-up device, namely part #229M-6, roller bracket and pick-up roller used in engine #1656 in place of one of the sliding contact shoes. (**Photo 2**) This part is available for about \$6.50 and installs right into the place of the slider part #1661-33. As shown in **photo 3**, the process of installing either is identical.

I replace the front slider (**photo 4**), since replacing the rear one will lead to the roller shorting against the shoulder screw supporting the rear truck. Conceivably, a piece of electrician’s tape may be needed to keep the roller from touching grounded metal parts as it travels up; however, this has never happened with any of my engines that I’ve converted with this method.

This simple conversion process lengthens the distance between the two pick-up points, so that even on 0-gauge switches, one contact always maintains electrical current, even when the other one sits on a ‘dead spot’. This little operating tip makes all the difference for my 027 engines and may be useful to other members as well.

—Wolfgang Kuhn, RM #11908,  
Louisville, Kentucky





# For One Member, the LCCA's Symbol is "Just What the Doctor Ordered!"

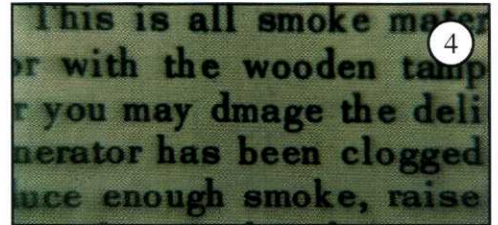
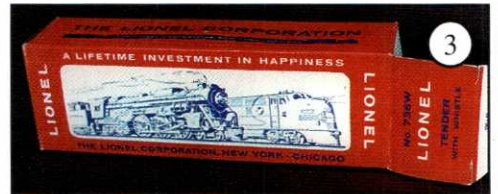
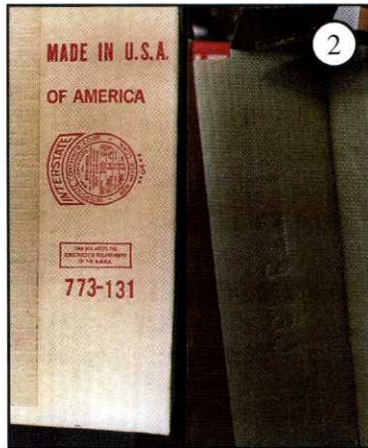
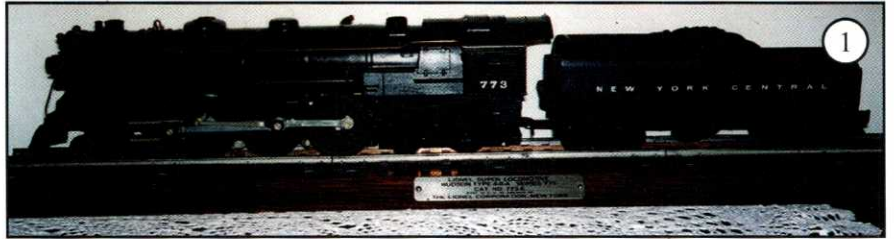
The year was 1964. That's when the Lionel Corporation reissued the 773 semi scale Hudson. Even without its valve guides, it's a real beauty. I was a senior in high school that year and found out, after the fact, that my hobby shop: The Crossing in Cincinnati, Ohio, had taken orders for the 773. For \$57.00 I could have had one of those 'Super Hudsons'. Oh, well!

Hundred's of miles away, a physician was luckier. He ordered his Hudson from the Treasure House, in Garfield, New Jersey. He never ran it. He kept it in a glass cabinet for all those years. Where ever he lived the Hudson was on display. Thirty years later, 'Doc' and I came to amicable terms so that the 'Super Hudson' is on display at it's new location: *my* living room! A careful dusting and some lubrication on a cloth and the engine looks like it just rolled out of the Lionel shops. I removed the Pennsylvania shell and replaced it with a New York Central shell purchased in 1971, from Glen's Train Shop, in Akron, Ohio. Originally, that tender shell was meant for my 2046 'baby' Hudson. Twenty-four years later, it proudly trails the 773. For me, it was just what 'Doc' Ragan ordered.

Descriptions: **Photo 1** shows 773 with New York Central tender on the display board which has three sections of Super O track screwed to it. **Photo 2** is the engine box 773-131 with liner 773-130 and **photo 3** is the new tender's 736-51 box. **Photo 4** is a close-up of the instruction sheet 773-132 8/64 with "damage" misspelled on page two. **Photo 5** is the display track's plaque. **Photo 6** is from underneath the display track to show it reads: "Treasure House Lionel Factory Service Station 267 Passaic St. Garfield, N.J." And in **photo 7** is the original unopened bottle of smoke pellets, the wooden tamper and packing paper.

(A special thanks to my good friend, *Hap Ginther*, for shooting all the photos.)

— Rev. Len Haynes, RM #14964,  
Lansing, Michigan





## Wow! Look at All the Detailed Scenes on This “Centrally Operated” Layout!

Our next *Tracksides* visit is to the Midwest to see the many different areas and attention to details on the layout of Andy VanderMolen, RM #12985 of South Holland, Illinois. His empire is 20 by 12 feet with a double main line outer loop which is actually one loop of track that crosses over itself. There is also an inner loop with minimal switching needed to operate three trains at once. And, all operations take place from the “center” of the layout so that Andy can surround himself with trains! There’s an agricultural area for milk and cattle transport, coaling operations with a gantry crane for cargo movement, a hillside corner that has a long train tunnel underneath it, as well as business and residential areas for the townsfolk to work and live. Thanks Andy!





# Here's Custom Decorating Tips for the "Bonanza of Buildings" Lionel Offers in 1995!

Pouring through the 1995 Lionel Trains Catalog, it's incredible to find so many of the classic plastic building kits again available this year. They're all there from the Coaling Station to the all time favorite Rico Train Station. Every one of the kits can be an individual attraction on your layout and not a single one of them costs more than \$40.00! It's fun to take a basic kit modify and decorate it so it doesn't look like everyone else's. That's what we did on the JL/ATSF Railway. Each kit we used was first carefully chosen for a particular location on the layout and integrated into what we call a mini-scene.

These mini-scenes started with a Lionel building kit after which we created life-like activity around it. The building is assembled and customized to fit in with a particular railroad line, geographical location and era. Once the building is completed and placed on the layout, the area surrounding it is landscaped to complement the building and how it's to service the railroad. The scenicing can include roads, trees, background, crossings, signs, etc. Each of these buildings is designed by Lionel to service trains. Once the scenicing and tracks are in place then comes the fun of adding a myriad of details. Automobiles, trucks, handcars, people, baggage, products, etc.,...all things that make a mini-scene come alive. In the book "Realistic Railroading with Toy Trains", released by *Kalmbach Publishing Company*, my co-author, Pete Youngblood and I have devoted an entire chapter to Mini-Scenes.

**Photo 1** - The Molino Depot on the JT/ATSF Railway which is Lionel's #12734 Passenger/Freight Station. Repainting this building to match the Santa Fe's early 1900 paint scheme and adding such details as period signs for the Western Union and Railway Express gave us the look we wanted. Baggage carts, bags, crates, handcart, bench people and building the train platform to extend almost two and a half feet along the front of the depot all add a realistic touch.

**Photo 2** - Coaling Station #12904 isn't nearly grimy enough out of the box to be a convincing coaling structure. We had to move the support brace that straddles the track so that locomotives rounding a slight bend in the tracks wouldn't hit it. Enhancing the building's brick office walls and repainting it makes it uniquely different. Scale hand cars for coal and a fleet of 1930 Chevrolet delivery trucks made by Ertl with the name Young's Coal & Ice already on the doors helped too. It was easy to name the business Young's Coal to match the available trucks.

**Photo 3** - How about decorating one of Lionel's all time favorite operating accessories, the milk stand for the array of operating cars they came out with over the years? Painting and scoring the platform won't hamper the milk cans from landing right side up when delivered from the refrigerator car. Weather the railing to remove the shiny white metal out-of-the-box look. You'll need a milk truck to deliver the cans and a parking area made to look like well-worn asphalt. A low cement block wall surrounding the stand, the parking lot and an electric light pole finish this mini-scene. "Realistic Railroading with Toy Trains" shows how to make these very inexpensive and realistic light poles.

**Photo 4** - Another working accessory, the Ice Loading Station, #12847 is also in this year's catalog and takes on a more realistic appearance when the workman is painted. The roof needs repainting as well and adding a miniature service light or two on the building allows for night ice loading. Santa Fe traditional service building paint colors were used.

**Photo 5** - This simple Freight Platform, #12773 plays an important job on the JL/ATSF Railway freight yards. Temporary storage of crates are moved into this structure while others are forwarded by Railway Express trucks to other facilities. We detailed the truck ourselves at the time but today Ertl has several different era Railway Express trucks available for your layout. Barrels, crates and people complete this mini-scene.

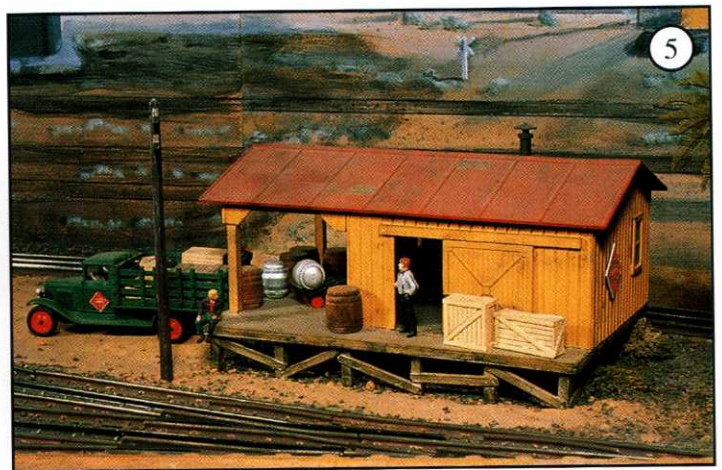
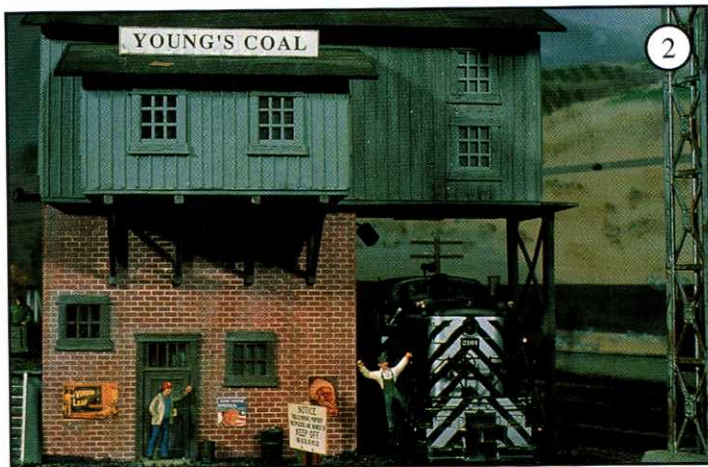
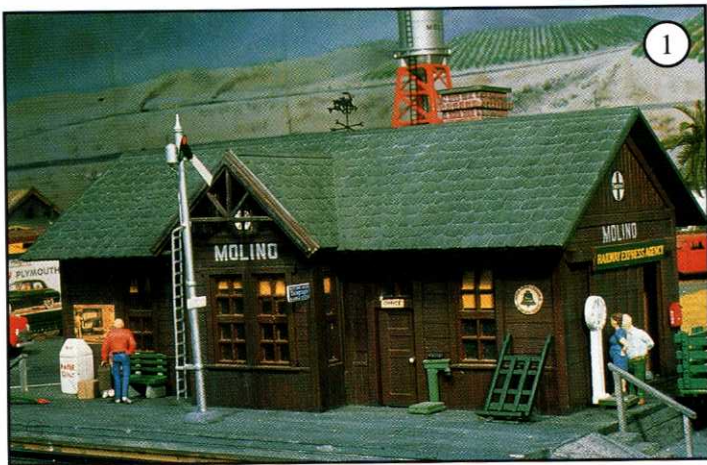
**Photo 6** - The Lesser Brothers decided the chicken feed business was a good one and Lionel's Grain Elevator #12726 has been personalized to reflect this ownership. With a drive through ramp for trucks on both sides and a loading track, we created a spur off the mainline and parked a Lionel Ralston Purina hopper car #9262 on the loading spur. A dirt road was graded for trucks to turn around on and a loading yard with sacks of feed, hand cart and workers gives us plenty of business action in this scene.

Take advantage of the tremendous selection of buildings available this year including new never before offered by Lionel and add some individualism to your layout...it's easier than you think!

— Joe Lesser, RM #11448, Los Angeles, California



# MODEL RAILROADING (Continued)





# Through an Interview with *Jim Gates*, CM #1, Here's How the LCCA Began!

*(Editor's Note: This is the first of a six part series of your Club's background and history. We start with an interview of Jim Gates, the LCCA's founder, conducted/transcribed recently by Dennis De Vito, RM #6758. Jim is shown on the front cover, to the right, receiving a plaque from President Chuck Seddon acknowledging the founding and commemorating our 25th Anniversary. So, here's how the Club first began, straight from CM #1. Enjoy!)*

**DD:** Well, let's begin with you talking about the start up and early history of the Club.

**JG:** OK, first of all, I came from a railroad family, lived in a small town of about 6,000 called Perry, Iowa. I was the only train collector I knew of in town, but I had played with kids who had Lionel trains and, my family was railroaders, my grandpa my dad, so naturally I was interested in trains. Eventually I ended up in Des Moines many years later. Again I knew no train collectors, so I watched the Sunday paper and one day I saw an ad in the paper for some trains so I called and went over to his house and that is how I met Ed Houck, my first train collector. We had such a nice chat that I told him why can't we do this again. Ed said he thought that would be a good idea. So then we invited J. B. Snyder who, at the time, owned the one and only 'Brute' in the state of Iowa. That was the first get together like a 'club', just the three of us. We had so much fun that we developed the idea, or I guess I developed the idea that why couldn't we meet once a month in somebody's house and rotate. So that's the way my first local club started. Then, the first local meeting was held in my garage a short time later and about twenty collectors showed up.

And that was very successful and pretty soon the local club grew, but I still wasn't satisfied. I wanted to have a Lionel club because I used to buy *Model Railroader Magazine* and *Railroad Model Craftsman* and I'd get so peeved that there wouldn't ever be anything about Lionel in there but when you looked in the back of the magazine all that was for sale and want ads was

Lionel. Finally one day I just got tired of it and I decided the only way to put an end to that was to organize and start our own club, a national club. Of course I met resistance right away with negative attitudes from the local toy collectors who said it couldn't be done. Even my wife said it couldn't be done. Everybody seemed against me. But that helped me because I'm stubborn. I started getting response right away, it grew real slow at first but I finally ran into difficulty because I called the first club the Lionel Collectors Club - period. Then one day the meeting had rotated back to my house, it was in my garage, and somebody invited an American Flyer collector and he stands up there and says "I think you ought to change the name to American Flyer Collectors Club". He was making his point that he wasn't a Lionel collector and by golly they all voted to do that, to change the name. I was dumbfounded. Even though I was President, I was outvoted and they changed the name to Toy Train Club. I was just shot down. I felt defeated and sulked as I sat in my basement. Finally I took responsibility on myself and decided to start a second time.

That's when I put the ad in *Model Railroader Magazine*. The first time I just tried to call the local club the Lionel's Collector's Club. So the second time in order to start again, I changed the name slightly to Lionel Collectors Club of America. And of course, I got immediate response but it was slow. I think after six months of advertising, the new Club only had thirty or forty members so it was pretty slow growing. So, in 1971, when I got around to trying to get the first Annual Convention, I was very worried because I still only had about sixty or seventy members and this was spread out over the whole nation. When I rented the Howard Johnson on Grand Avenue I had to put out a lot of propaganda to try to get anybody to come. I was very worried that maybe nobody would show up. But anyway, there were fifty-two who showed up and I think we only had like eighty members. That was astounding because they came from places like Washington, Oregon, New York, Connecticut and Massachusetts. They came

from all over. And then there was another twenty or so joined at the door so when the first Annual Convention was over, we had about one hundred and ten members.

At the first Convention I told them I wasn't going to run for office. I started the Club mainly because I felt it was needed. Before the Convention was over they elected Van Stockdale as President and the reason he was elected is there was a good sized bunch who came from Kansas City. They thought he was a good guy, I knew nothing about it so anyway when the second Convention came they naturally took it to Kansas City because he was the President and that was what was voted on at the first Convention. Well, as you know, Van Stockdale did not pan out so good and eventually he was replaced by Chuck Seddon. Years later I asked some of the Kansas City guys why did you vote this guy in. They told me they didn't know anything about him. I guess they just did it because he was from Kansas City and they were from Kansas City, that's basically what it amounted to. But the Club was kind of slow growing there in its first years, but when Chuck Seddon took over he did well as it took Chuck a year or two to really get things straightened out and get rolling by the time we had our third Convention in Huntsville, Alabama. Chuck Seddon saved the Club.

Oh, I overlooked one important thing, at the first Annual Convention even though we were small, Lionel did send a representative and I wrote them a letter and I always thought that was pretty good because we were so small. Lionel also gave me a box of, I think, 100 catalogs to pass out. That was pretty nice, that was helpful. At the second Convention, we wrote them, or the new President did because I told him how I did things. The Lionel company from that day on always sent somebody and some of the guys don't work for them anymore, but we did have support from the Lionel company from the very start and then I also had a lot of other support from a lot of other people. For example, at the first Annual Convention there was a guy named Ted Dart



Rules of Order, I'm forgetful but not dumb. So I studied the TCA's Constitution, I didn't want to copy off them, I changed an awful lot of stuff in there that they had, we had a lot of rules at the start that were a lot different than the TCA. But then, of course, when I put the first Constitution together, I was also sending out these questionnaires which would have like ten questions and I would send those questionnaires to everyone who was a member and I would leave a blank for them too. All they had to do was to write in their opinion or their answer and mail it back to me, and I would wait until I got these questionnaires to decide how to write the Constitution. For instance, I wanted to find out if they wanted to be strictly a Lionel club right off the bat. The majority all said they did so then I wrote in the Constitution that we would be strictly a Lionel club, you see. I really couldn't make the Constitution up until I sent out about 10 different questionnaires, which took quite a bit of money to print those because they had two or three pages and you know at this time I was doing this on my own and that's where Jim Greytak came in handy. He helped print a lot of stuff for me and then I would send him the one copy and he'd send me back a hundred. I would send him a small envelope and I would get back a great big one from him. And that's how I got the first Constitution together and then of course when Officers were elected over the years, they'd change another rule here and there. And now our present Constitution today doesn't probably look too much like the original Constitution, but there's still some rules in there from that first Constitution. A lot of time they would just change a word here and a word there over the years because of something which developed along the way.

**DD:** *Are you generally happy with where the Club has come?*

**JG:** Well, there's only one thing I don't like today and it's about our Constitution. The United States Constitution starts off by saying a couple things in the preamble which I thought were very nice and I had those thoughts in the LCCA's original Constitution. To this day I don't know why the later Officers dropped that preamble that I had, which was something to do with honor and the Lionel name or something like that. They still say on the application something about you're suppose to honor the Club

Bylaws or Constitution, but I had a nice little thing in there on the original one. I don't know why they ever dropped it.

To me, I thought it was pretty neat because its almost exactly like the US constitution. That's the only thing that I don't really like.

**DD:** *Was the change ever actually voted on...*

**JG:** I don't know why the change was ever done. I was never an Officer so I don't know the reasons why the preamble was ever dropped but, I have original copies of the first Constitution and everything. Overall, to answer your other question, I don't have any complaints. In the first ten years the Club had some problems, and back then everybody still knew me pretty well. Now the only members who really know me are the long term ones. I used to get constant letters and gradually it's getting to where I don't get too many any more, but I used to get letters from members even though I was never an Officer. I used to get letters every time there was a problem. They would write in and I would have to say I'm sorry I'm not an Officer, but sometimes when they tell me what happened I would write the Officers and give them my two cents worth and once in a while I gave them grief. I tried to stay out of it as much as I could, but there were a few times they did things I didn't like. Naturally, you and I are never going to agree on everything and so how am I ever going to agree with everything the Officers ever did. But I would say I'm real happy except for one minor little detail about the Constitution years ago and I don't even remember exactly what the preamble said anymore but I can understand them having to change the rules to keep up with the times. The one thing I'm really pleased about is that I feel the Club caused *Model Railroader* to wake up and come out with *Classic Toy Trains* magazine. It's the frosting on the cake to me when CTT came out because that was one of the main reasons why I started the Club since there was hardly anything in print about Lionel.

**DD:** *Why are there the three LCCA publications, The Lion Roars, the Interchange Track, and the Roster. Did you have a hand in that? Was that part of your original concept?*

**JG:** Yes, I started the first *IT* and the

first Lionel magazine. Based on my idea, the Roster was initially done by Jim Hunt. I think the main reason we did the first roster was because everybody wanted to know who belongs to the Club.

**DD:** *That's built right in the Constitution that there would be a Roster?*

**JG:** Well I made all the early decisions, like I say, but I had to write these questionnaires first before I could come up with how we were going to do things. In order to know how to do things we had to have a Constitution, but I could write a Constitution right off the bat because I did a lot of studying on the US Constitution. Also, I do remember when Dennis Chandler suggested to me one day that the Lionel Lion should be the Club's mascot. So I originated that from his idea. But the Hudson was my idea, strictly my idea. Oh, I knew a lot of things about Lionel and I mean, I know that the Hudson was the best thing Lionel ever made and nobody made anything that good and so I was the one who put the Hudson on as our emblem and Dennis Chandler suggested the Lionel Lion as the mascot.

**DD:** *Why Des Moines? It's not a hot bed of train collecting activity. Is that the reason because there were not a lot of people here and you were seeking a larger membership?*

**JG:** No, it was like I said, the Lionel name and pride issues. And then hearing those HO'ers knock Lionel some way or other.

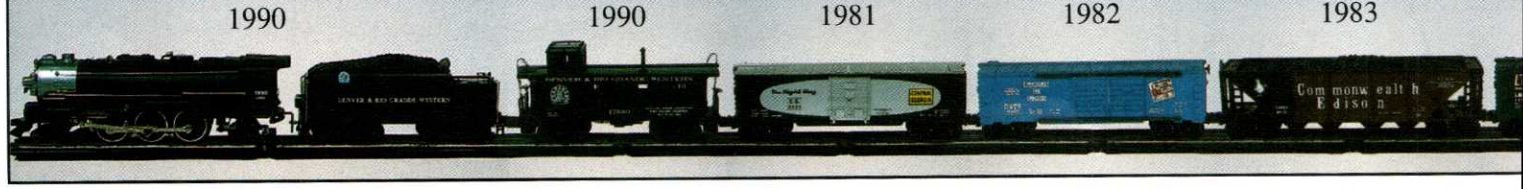
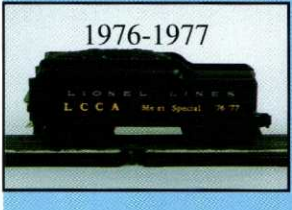
**DD:** *It worked*

**JG:** Yes, if I had organized better the first time maybe this American Flyer guy wouldn't have caused me trouble, but, who's to say. The only thing I just feel bad that I wasn't ready for that American Flyer guy that day he came in and that I wasn't able to convince them that they were wrong in changing that name, so after that episode, I decided that hey, I'm not going to give up on my original idea of creating a club for Lionel people like myself.

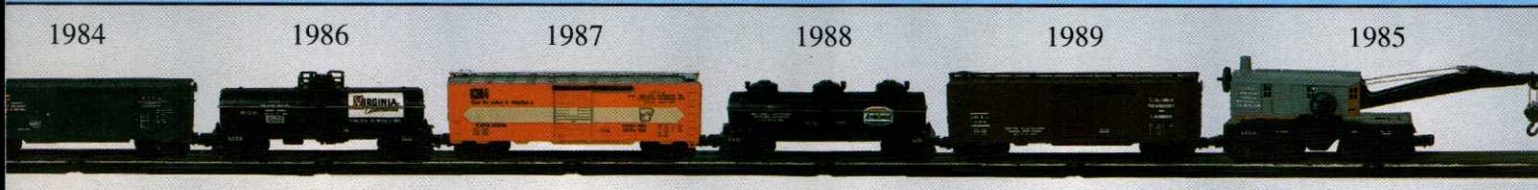
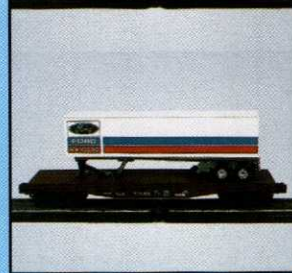
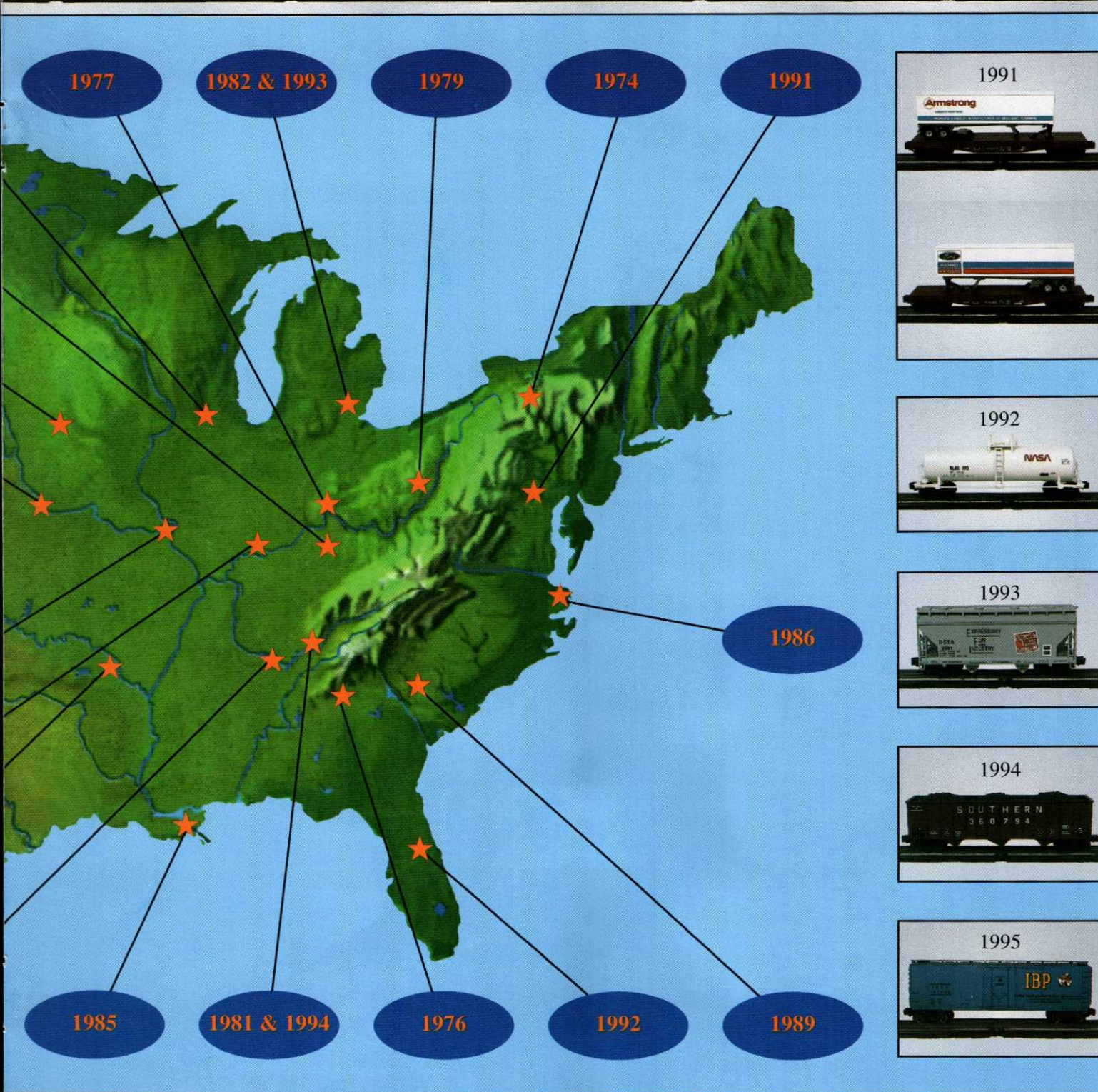
**DD:** *Glad you didn't give up! Thanks Jim, for your determination and founding of the LCCA.*

**JG:** You're welcome, and I hope everyone enjoys the hobby and Lionel trains as much as I do.











*(Continued from Page 19.)*

there were only twenty of us and we could meet in that garage. But then, all of a sudden, these guys were worried about the local guys in the club - "Well if we get too big, where are we going to go?". It was negative talk all the time and I knew it paid to organize because you had John L. Lewis, the union leaders and stuff around at those times and when you organize, you get powerful, and when you get powerful, you can do anything. And that was always in the back of my mind. All we had to do was organize and charge a small amount of dues which would pay for our propaganda and we were down at \$10.00 per year dues, what I think it started out as, and we kept that for many, many years. With a lot of people helping me, I didn't do it all by myself. There were a lot of people who really did a lot of work besides just me. There were never any real problems. About the only things that you could call problems were the negativism and getting pride in the Lionel name. Let me say one other thing, these local guys had such a negative attitude that I withdrew from the club I'd founded. I was mad at them, I resigned as President, when they changed the name to the Toy Train Collectors Club. That meet happened to be at J. B. Snyder's house. I told them what I thought of them, I told them I couldn't believe that Lionel collectors did not have enough pride in their own name and like I say, I went home and sulked. Stared at the wall and then that's when I finally decided to go to *Model Railroader* magazine even though they had treated us badly over the years, by not printing any articles, but at least both of them, *Railroad Model Craftsman* and *Model Railroader* would let me advertise free in that I was trying to start a club and then I slightly changed the name. That's basically how I turned defeat into victory.

**DD:** *Again, how many members were there in that first club?*

**JG:** Well when we first started, I would guess there were twenty to twenty-five or so at that time.

**DD:** *And, how many of those guys you originally started with joined the second club?*

**JG:** They joined one at a time. It took them a few years, but gradually I noticed there's one local guy joining back up and

then another and finally all the guys who were against me finally came to the LCCA. You know I don't hold any hard feelings against them, only wish I'd have been more prepared when they changed the name.

**DD:** *Let me ask about the LCCA. You mention you started this Club to be with other people, but at the time there were other clubs. The TCA was around —*

**JG:** Yeah, I became a TCA member in 1970, which was about the time I was starting this Club. But I wasn't happy with them because they cover all gauges. I felt we needed to establish pride in the Lionel name. That's what was in my head. Come to think of it, I don't remember the exact date that I advertised in the *Model Railroader* for the Lionel Collectors Club of America. Then I just kind of had to guess when I started the second time so I put down the date of August 1st as the anniversary date. To be perfectly honest with you, I don't know whether that's the accurate anniversary date or not, but that was the date I said so that's the date we've always used.

**DD:** *You are really saying the reason you started the Club was to get just the group of guys who cared about Lionel together.*

**JG:** Yeah, I just felt that I didn't want to hear people knocking Lionel like some guys did. And I didn't like *Model Railroader* and *Railroad Model Craftsman* not putting anything in about Lionel so when I put out my first propaganda, I told them that we want to get strong enough to have our own *Interchange Track* and our own magazine. And we did, we had it right away. We had an *Interchange Track* within two or three months after I got going. It was pretty small, but we had one.

**DD:** *You were the Editor?*

**JG:** Oh no, no, no, no! I appointed guys right off the bat. Even though we didn't have Officers, I appointed guys right away. I never tried to be a glory hound. In fact, I appointed a guy I didn't even know, Len Chenkowski who was the second guy to ever join the Club, actually the first guy. I gave myself the first number which I probably shouldn't have done, but anyway, I did. But Len, who I never met at the time, lived in Pennsylvania. I think I appointed him as the first *Interchange Track* Editor. He was going to college and did it for a short time

and then he wrote me and said he was so busy that maybe I could get somebody else. And then I appointed Jim Hunt, who had come to the first Convention. By the way, he stood up there and gave me a little bit of gruff, but I appreciated it. I always admired Jim for that. He stood up there and I don't remember what he said anymore, but all the other guys were mad at him for giving me some grief on something. But what he asked me, I answered him and he was satisfied. Anyway, I admire Jim Hunt even though he gave me heck about something and today I don't even remember what it was. I appointed him the second *Interchange Track* Editor. The magazine's first Editor was Warren Betts. The guys who ran the first magazines and the first *Interchange Track* only ran it for a short time and then for some reason or another, they didn't want to do it any longer or something and eventually when they finally started to get Officers, they appointed the other people to run these different things.

**DD:** *When were the first officers elected?*

**JG:** They were elected during the first Annual Convention.

**DD:** *So for that first year or so, the Club was a rather loose knit group?*

**JG:** Right, we didn't have Officers until the first Annual Convention. And then after I welcomed them and thanked them for coming and everything and we went on our tours, I told them I would not run for office. I know they were all thinking I was going to keep on doing this. But I surprised them and told them I'm not running for office and I didn't start the Club to be a hero. So, before the Convention was over they elected Van Stockdale as President, John Vodopich as Vice-President, Jim Brady as Secretary, Don Foote as Assistant Secretary and Larry Keller as Treasurer. Those five guys were the first elected leaders of the LCCA and just like the 52 members who were there in Des Moines in 1971, the first Officers came from all over the country.

**DD:** *How did you get the idea for the Constitution and Bylaws.*

**JG:** Here's how I formed the first Constitution. I was a member of the TCA at that time and I took the TCA Constitution and I started studying it. I also went to the library and I checked out a book on Robert's



and he brought a whole train set we gave away as prizes and we actually gave away some pretty nice stuff for the fact there were so few of us at the time. Really the first Annual Convention was really very very good, we had tours of the Rock Island yards and I have a movie of the first Annual Convention. It's a nice color movie of the first Annual Convention which shows the old cars, man it's amazing how the cars back then look against what they look like today. I even have pictures, movies, of the Lionel representatives, who don't work for them anymore but we really had a nice first Annual Convention. I say I was really worried but when all those guys came, then I knew it was OK.

And then, of course, we had problems like Stockdale and we had some other problems along the way here and there. It took about three, or four, or five years and then, boy, finally the membership started to really grow. I think Chuck Seddon is really responsible for getting the Club rolling because he was President three straight years and then after that, he served in other positions. There were a lot of guys that helped out, I just mentioned some of the guys that helped me to really get the Club going at first like Jim Greytak who was a colonel in the Army at the time. He printed all my literature and propoganda in the first few months I was starting the Club, I just didn't have money to send out propoganda I needed so he helped me by being able to run copies of stuff for me, like the first Constitution and questionnaires. I used to send out questionnaires to ask the members what they wanted what they wanted to talk about all kinds of trains or whether they just wanted strictly Lionel. I got the first constitution established by asking a lot of questions and sending out constant questionnaires, about ten. I still have all them at home. And all the records I have I intend to turn over to the Club some day.

By the way, I got that name propoganda from the last Charter Member who ever joined, number 83, whose name is Lou Sinclair and he wrote me one time and mentioned my propoganda. I thought that was a good word so from then on I used it, the word propoganda.

*DD: Why did the Charter Members stopped at number 83? Was there a reason?*

**JG:** That's a good question. I figured the first guys should have some kind of an honor and how long do you allow fellows to join and be Charter Members. I just had to guess at a date so I just one day put out some propoganda and I said that anybody who joined before June 25, or I forget what day it was would be a Charter Member and anybody after that would become a Regular Member. I just had to make my own deadline and I think I allowed like five or six months, I don't remember, but it was made up. I had to make up some stuff as I went along, because there was nobody but me and I had to make all the decisions.

*DD: Getting back to your first attempt, do you think you would have started the club if you had other contacts in town and, if you had other people to talk to, would you have started a national club?*

**JG:** I think so, like I say, there were two main reasons for trying to start a club. First off, there were no magazines except *Model Railroader* and *Railroad Model Craftsman* and they never put anything about Lionel in print. Now, I think it's ironic how all of a sudden they came out with the magazine *Classic Toy Trains*. It took them more than twenty years to wake up to how many members are in our Club. It took Dick Christianson, who use to be Editor of *Toy Trains Magazine*, to get a magazine out that had a lot of Lionel information in it. By the way, *Toy Trains Magazine* was very successful, it was always sold out, every time you tried to get one thirty years ago, boy you better be the first one at the stand or you didn't get one. But when *Model Railroader* bought them out, right away they stopped making *Toy Trains Magazine*. So I knew from reading *Model Railroader* magazine and from the fact there was a magazine called *Toy Trains*, a magazine many, many years ago that there was a lot of Lionel collectors around and also the fact that the local club I started became very successful in like a month or so, then I just wasn't satisfied.

The second reason was you used to hear a lot of people knock Lionel, especially HO'ers. So, I would say the other main reason was to put together a group of people who felt pride in the name Lionel. The funny part of all that, I always thought, was darn if every time I knew a few guys who had HO, every time I was around them, their cars

were always on the side of the track, derailling, they were monkeying with them, the couplers were breaking, they were constantly having trouble with their stuff and my little old trains, what few I had, I never had any trouble so, that is just a combination of different things, just me seeing things and reading the magazines, I just felt there was a real need and I used to really get peeved when I used to hear people knock Lionel - so -

*DD: When I go back into my early days of collecting, I always had three or four guys I used to talk to. While it wasn't a formal club we at least had people to share interests with and I never felt the need for me to start a club - maybe it was because I had friends there. I wonder if your early history might have lead you to the need to have a club.*

**JG:** Well see, another thing that really made me realize how important is was needed to have a Lionel Club was that day when they brought that American Flyer collector over and he says we ought to change the name to American Flyer Club. The thing that really got me more than anything about that so much was that these other collectors agreed with him and his point was that there were other guys there besides Lionel and maybe we should call it a neutral name, like Toy Train Club. What really got me was the fact that there was not any pride in the Lionel name, not even among Lionel collectors. That was the thing that really got me going.

*DD: How long was your older club in existence?*

**JG:** You mean the first club, the local club?

*DD: Yes, The Lionel Collectors Club ....*

**JG:** Oh that club, the first time, I can't remember exactly but I would guess the first club, the one I called the Lionel Collectors Club, it might have been a year, to a year and a half. And, remember, it was just a local club, which by the way every time I mention to the local club let's try to get somebody from Omaha or Minneapolis or someplace - "Oh no! we don't want to get too big because when and where are we going to meet?" You see, they always had negative stuff. It worked great as long as

*(Continued on Page 22.)*





*Stephanie Dickenson, 5, actively polishes the Lionel 4-8-4 “Northern” steam locomotive and tender for her grandfather, LCCA member Mike Mottler. His Lionel layout was one of the “stars of the show” at the April 29th train show sponsored by the Arkansas Railroad Club in Little Rock.*

— Photo by: Stephen B. Thornton, Arkansas Democrat-Gazette



# It's "Show and Tell" for Lionel Trains.

After visiting for several years the HO-scale-dominated local train show held at the same location at the same time of year with the same vendors sponsored by the same train club, even an ardent O-gauge train collector-operator like me could say with some degree of confidence, "I've probably already seen all this show can offer." This attitude could have justified my skipping the Arkansas Railroad Club train show in Little Rock entirely, but instead it evolved into a challenge and put into motion a plan of action.

Motivated partly by an interest in helping others organize a new Rock Island oriented train club and partly by my private crusade to "fly the flag" at this train show for O-gauge trains, I decided to build and install a temporary 15 x 15 ft. layout at this train show. All the motive power and rolling stock was selected from my mostly Lionel O-gauge collection of mostly-Rock Island items. Why let the HO-scale module operators have all the fun? I thought.

I modified my existing two-tier 027 4 x 6 foot Christmas layout and built a new "companion" 027 two-tier 4 x 8 foot layout. By connecting the two with four bridges across a 2 foot gap, the layout became a two-tier 10 x 8 foot platform. Level one was 10 inches off the floor, and level two was 5 inches higher; elevated on Lionel trestles. Two trains could run simultaneously on these two levels with independent control. The platforms were placed on a 15 x 15 foot simulated "carpet" of sewn panels of burlap which were temporarily duct-taped to the floor. This fabric square defined a *security perimeter* beyond which I hoped curious youngsters would not venture and "threaten" the trains. I set 072 and 042 rectangular loops of track around the platforms on this "rug," so two more trains could be operated on these tracks. I wanted to present the look and feel of a 1950s-style home layout; as if the trains were set up for temporary operation on carpet or on painted but unsceniced plywood sheets.

Through liberal use of hidden terminal strips and wiring harnesses, the electrical pathways for the layout were portable and convenient to connect, disconnect, and reconnect. I pre-tested the layout in the garage at home and installed it on the Friday afternoon before the show opened with help from friends. On Saturday morning at 9 o'clock, four trains were ready to run across bridges, through tunnels, over switches and crossovers, and on to sidings.

The Host of the train show allocated prime space for the layout — in the center of the hall at the back wall. The large operating layout effectively drew people's attention to the

display as they walked into the building through the entry door. During the course of the day, I wanted visitors to see consists pulled by O-gauge locomotives from different eras of the Rock Island railroad.

Accordingly, the motive power in use included: a Lionel 4-8-4 "Northern" steam loco, a Lionel 0-4-0 steam switcher, a 50s-vintage Lionel Alco AA set in R.I. black and red, a Lionel Alco A&B set custom-painted in the R.I. Rocket Freight scheme, a Marx #99 R.I. diesel A&B set in black and red, a Lionel Alco AA modified Sears set in red & yellow, a GP-7 in the dramatic R.I. "5-wings" scheme by Red Caboose, a Lionel GP-7 Rock diesel in blue and white, and a Weaver SD-40-2 diesel in red and yellow.

The contest generated interest from many show-goers. Three hopper cars on the layout were loaded with rocks, and the object of the game was to guess the total number of rocks. Two-thirds of the contest was easy, for hopper #1 held one rock and hopper #2 held two rocks. But hopper #3 held lots of rocks. The person whose guess was closest to the actual total number of rocks won a railroad art print donated for the occasion by the Rock Island Technical Society.

Some train hobbyists gathered at the display to "talk trains" for a while. However, it seemed significant to me that most visitors to the layout were non-hobbyist parents and grandparents with kids or grandkids in tow. All generations seemed fascinated by the trains. Several 40-ish parents nostalgically recalled the toy trains of their youth, and the 60-something grandparents shared wonderful family stories about Lionel trains. Many of the kids became "honorary whistle-blowers" by stepping up to perform this task at the "football in a box" ZW transformer.

In mid-afternoon, a photographer for the statewide newspaper arrived at the train show to take some photos of the event, and he spent all his time at the club display and layout. On the following day (Sunday), the "state edition" of the newspaper carried a quarter-page photo of the layout with a brief caption (Re-created on the facing page). Because the layout generated that many column inches of media coverage, I concluded that editors must think trains are still "good news." Although it required some time and effort, the endeavor generated lots of interest, attracted positive press coverage, and raised appreciation of this important niche of the train hobby.

—Mike Mottler, RM #12394, Conway, Arkansas



## OOPS— Numerology Error, TILT!

In a word, make that four words, we goofed. In headline type two scale feet high the ole Rambler called the symphonic cacophonous 612 the historic dinosauric 611. You did read the last issue didn't you??

For the record, the new product review headline on page 27 of the June issue of *The Lion Roars* should have read "Product Test- Lionel N&W 612". The story has a happy ending, however. The member, whose name is being withheld for his own protection, reports that the Lionel Customer Service Dept. treated him with turbo magnanimity - not to be confused with magnatraction - and helped him solve his problem. At a recent LCCA meet the Rambler received other reports of 612's that needed major adjustments before performing as one might expect a new engine to do.

## LCCA Meet Report

The annual Chattanooga July 4th LCCA Holiday Meet was held Saturday, July 1st, at the Days Inn Convention Center in East Ridge, Tenn. Host Bill Stitt and co-host Charles Sahm ran an aggressive preregistration campaign that resulted in a total sellout of tables, chairs and loitering areas at the motel. Some late arriving members even established the "Billy Budd-South" by setting up in the parking lot.

For you new folks, "Billy Budd" is a motel chain that had a site in York, Pa. years ago. That other, and yes, still bigger than LCCA, train club has a meet on Friday and Saturday twice a year up there and the early birds took to trading in the parking lot on Thursday afternoons before the Official meet began on Friday. To beat the early birds, the night owls soon began setting up on Wednesday morning in the cold and before sunrise. Meanwhile the motel became a Sheraton, then a Holiday Inn. And the parking lot meet spread to other motels and then to a shopping mall. The early birds now arrive on Sunday. The parking lot where it all started is still called "Billy Budd" by most folks, but now you have to fill out paperwork and have reservations. And wasn't Billy Budd a pirate and plunderer? Not really? Oh well, what comes around goes around. But as usual, I digress.

The Chattanooga LCCA meet was sold out and full up and a good time was had by all. Some folks bought, some sold and some just looked. And everyone waited for the open house to begin. The best part of an LCCA meet is often the fun, food, fellowship and frolic during the post meet open house.

Charles and Betty Sahm had BBQ and chips, beans and cole slaw waiting when the members arrived. Mae Leonard carried in a plate of brownies that vanished faster than a case of \$75 Hudsons. Betty was, as always, the perfect hostess and King Charles ruled over their train layout at a control board with more toggles and lights than an Apollo capsule.

## Locomorphosis

A quick read through the Rambler's Illustrated Dictionary for the MTV Generation defines loco as "like gone you know crazy, man, duh" — "Morphosis" relates to an identity crisis found in old stuff that changes to look like new stuff. Locomorphosis as applied to trains can be a way to add variety to a relatively plain faced stable of Lionel steamers.

Before y'all up in Detroit go off the deep end, finish reading. These are NOT, repeat NOT, the LTI semiscale giants of modern era collectability being maligned here. We refer the reader to the 2055 and 2046 type engines of the mystical postwar era when the engines were hairy and the dealers weren't. The engines are still the most powerful and reliable steamers around for the money but do they all look alike or what? All are 4-6-4s with center headlights and minimal detail. They were issued with either boxtop or rounded top tenders lettered mostly for Lionel Lines. Borrring—.

The first engine to succumb to the locomorphosis bug was a 646 that showed up at a local antique auction along with a rust frozen 2035. Memory Station Magnate Lewis Collier came up with a nearly pilotless steam chest casting. The rest of the pilot came off with a Dremel tool. A 2465 tank car frame furnished steel for a switcher style pilot beam. A postwar metal coupler bolted to the pilot truck completed







the 646 it was repainted satin black and renumbered 295. Full length handrails, a 226 whistle, and 1950s style L&N decal lettering finished out the “new” loco shown in **photo 2**. A 675’s trailing truck made a believable Pacific from a baby Hudson. In **photo 3** a 2671W tender with scoop removed provided a close to prototypical tender. And the locomorphosis process saved two rare antique collectable investment icons from the vagaries - and vulgarities - of the marketplace. Now if one could only buy a single L&N passenger car.

## Short Product Review; Williams L&N Passenger Cars

The Rambler has two comments on the Williams L&N passenger cars. They are nice looking and owners say they roll easier than their competitors’ cars, but folks we could have told y’all that “Hummingbird” is all ONE word. And as a train name it doesn’t belong on the car sides below the windows!! The “Bird” was also a streamliner, not a heavyweight job, at least at first, but we will overlook that.

And the ole Rambler would still spring the bucks for a coach and maybe a baggage car, Mr. W., but your value accrue-ment dealer types all only sell boxed sets of several. The set price, even with tax title and tags added in is one of the best train deals around, Mr. W., but a dude oughta be able to buy one car for about 1/6th the price of a set of half a dozen. Especially if that dude really only needs one.

## Down the Road

Don’t touch that dial; We’ll be back— with  
 Christmas Stuff  
 The 611 Story  
 More Locomorphosis

*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. Please do not call collect, not even train collect. Happy Ramblin’—.*

the mechanical metamorphosis from a foreshortened heavy Hudson to an overweight switch engine.

Next stop was the cosmetics department where the ole gal received some nail polish, make that hand rail polish, a 226 whistle and a bell from a DOA 1666. To help recreate the N.C.&St.L. look the bell was attached to the top of the boiler front. The plastic sided trailer truck was scrapped in favor of a metal one. And finally that undernourished Pennsy tender was replaced by the 6466W that came with the 2035. Yes, that’s the same 2035 y’all watched run at the 1994 Convention in Choo Choo Town. The 6466W looks more compatible with the bulkier 646. It also holds the track better on 031 curves with a heavy train. **Photo 1** shows the up front results of our first life-saving operations.

In 1951 the L&N destreamlined No. 295, a Pacific, and put it to work in local passenger service. It had been stream-lined for service on the “Southwind” between Louisville, Ky., and Birmingham, Ala. A Lionel 665 received the same bell on the boiler front treatment as the 646 above. Unlike



## Riddle Me This

(Photos are on pgs. 29 & 32.)

When is a Fundimensions reissue better than the postwar original? The answer? When modern engineers pick up where the postwar engineers dropped the ball. When did that happen you say? Let's look at an example, Lionel's No. 128 Animated Newsstand. The original newsstand first appeared in the 1957 catalog, along with a number of other well revered accessories including the Culvert Unloading Station, the Operating Forklift Platform, the Engine Transfer Table, the Operating Dispatching Board, and the Rotating Radar Antenna. It was certainly a banner year for accessories. As someone who has to figure out mechanical ways of accomplishing tasks, I have always admired many of Lionel's postwar accessories for the clever way in which they use a minimum motion to accomplish a number of movements. The Animated Newsstand is an excellent example. The original No. 128 Animated Newsstand is shown in **photo 1**. This particular newsstand was purchased in 1959 and I am the original owner. I mention this because as you'll see, it is important for this discussion to know the newsstand we study here is as complete as it was when it was first purchased.

**Photo 2** is the version put out by Fundimensions, in 1982. This was a near duplicate of the original in both design and colors. As a kid, I used the postwar version on my layout and was quite familiar with its workings. When Lionel reissued the newsstand in 1982, I decided not to purchase it since my model had been well taken care of and worked just fine. Then, only this year, while reporting on Bruce Kober's layout, I noticed the newsstand in operation. This was the 1982 version and I was surprised to see it doing something that mine did not. The man handling the papers outside the stand, in addition to turning back and forth, also raised his arm with the newspaper in it, as if offering it to passers by. Bruce mentioned that the new version added a part which was designed for the original version, but apparently not used.

I immediately checked out my original version and sure enough, I was right. Although the man's arm could be swung back and forth, there was no mechanical means to move it. My next step was to find and purchase the 1982 version. This done, I have disassembled both versions and compared them. They are practically identical, but there are some important differences. In all photos where both versions appear, the postwar version is on the left. One difference between the two is that all of the screws on the original have slotted heads, while the newer version uses all Philips head screws. To disassemble the accessory, two screws are removed from inside the newsstand. One of these, allows the

removal of the green building from the base. **Photo 3** shows a bottom view of the original and **photo 4** shows the new version. To remove the platform from the original, requires the careful removal of three speednuts, two large and one small. These are easier to put on than to remove, and care must be taken not to break off the plastic studs which they tightly grip. On the new version, pal nuts are used. These are sheet metal nuts which can be safely unscrewed for removal of the platform. Even so, on the model I purchased, the previous owner had broken the post on which the smaller pal nut would go. Two large and one small pal nut secure the plastic platform. The molded in nameplate at the rear has been changed to correctly identify the new version with a new catalog number and a corrected name and address - Lionel-Fundimensions, Mt. Clemens, Michigan 48045. The color on both the old and the new would be described as tan, but when the two are placed together it is obvious that the shade differs between the two.

**Photo 5** shows the old version with the plastic platform removed. **Photo 6** is the new version. There are some slight differences between the two. The most obvious difference is that the new base has a black oxide finish. You might also notice a difference in the spring used to connect the thread which pulls the drive pulley. The original uses a longer, finer wire spring, while the new version uses a shorter and heavier wire spring.

You'll also notice a difference in the way the AC coil of the vibrator is wired to power. On the original version, one lead is connected to the left binding post. This post is insulated from the metal base plate. The other connection is mechanical. Power is received directly through the metal plate. On the new version two wires are used to directly power the coil. The change may have been made for several reasons, but one has to do with the black oxide coating. Usually, when you make an electrical connection to a black oxide plate, you scrape the oxide coating off at the connection to ensure proper electrical continuity. Running wires directly from the coil to the binding posts, eliminates any worry about connections to the plate.

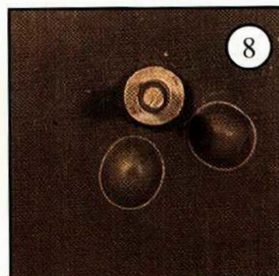
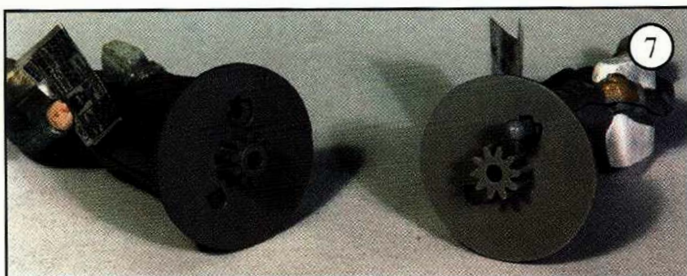
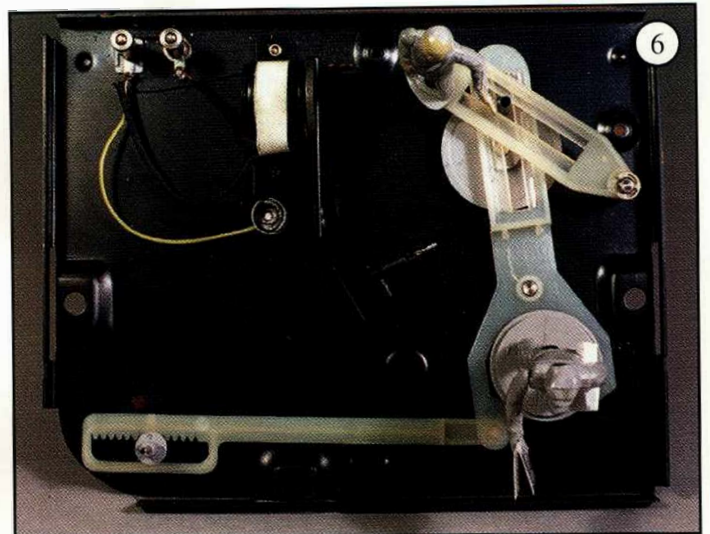
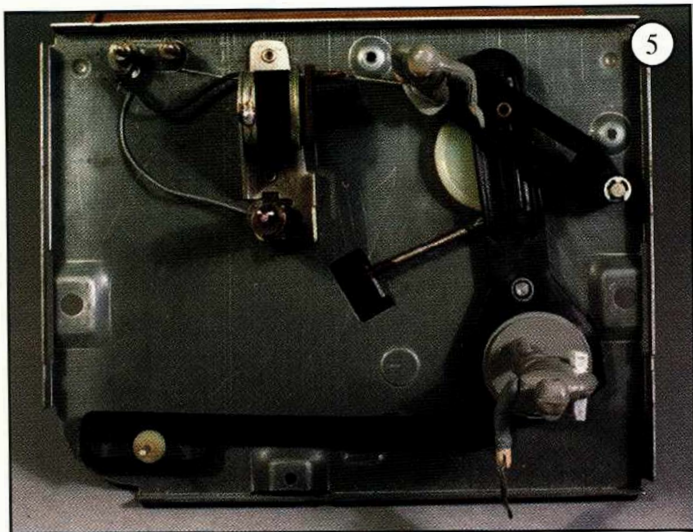
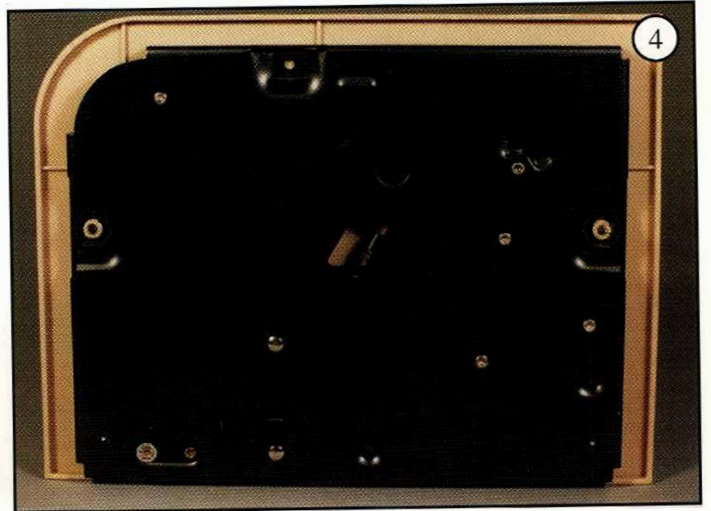
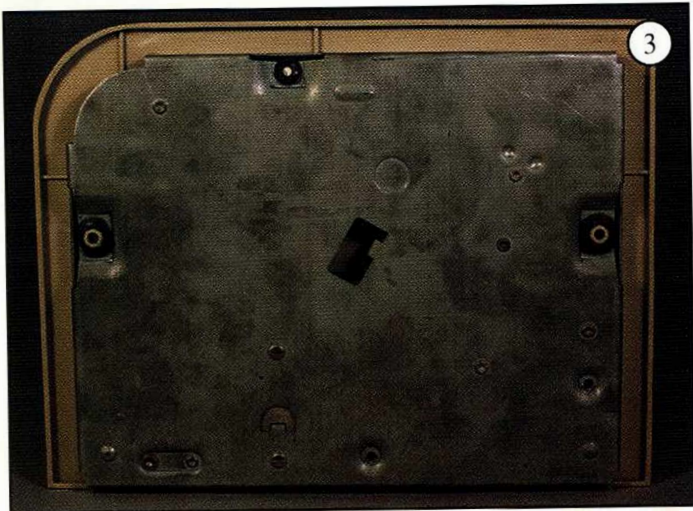
At this point the newsboy out front can be lifted off. **Photo 7** shows the base of the two newsboys. Notice the newer version has an additional piece protruding from the base. This is a plastic bar which operates the arm. A small movement up on this bar will raise the arm about ninety degrees. Letting go of the bar allows the arm with its newspaper to resume its lower position.

What is it that presses this bar to activate the arm? **Photo 8** is a close up of the original base, at the point where the newsboy stands. Notice the two small bumps.

(Continued on Page 30.)



LIONEL NEWS AND VIEWS (Continued)





(Continued from Page 28.)

The idea was that these two bumps would push up on the arm activating bar as the newsboy turned from side to side. Two bumps meant that the arm would raise and lower twice as the newsboy moved in each direction. There was apparently a problem making this work properly. When Fundimensions reissued the newsstand, a change was made in the bumps on the metal baseplate. **Photo 9** shows these bumps on the newer plate. These are larger, more square, and make a smoother transition from the flat area to the bump.

We can get a better understanding by opening up the newsboy. If you look at the rear of the man, you can see that he has a screw in the back of his head and another in his waist. By removing these screws we can disassemble the man and see what makes his arm work. **Photo 10** shows the original version. All that's there is the swinging arm. There is also a groove running down the length of his body. **Photo 11** is the Fundimensions version. Here you can see the additional bar which activates the arm. Notice also in **photo 7** that there is a slight difference at the very bottom of the gear on each newsboy's base. The original version has a small round hub at the bottom. The removal of this hub on the new version causes the newsboy to sit slightly lower in the base. This may have been necessary for proper functioning of the arm.

I am still uncertain whether any of the early postwar versions have the operating arm. The fact that Fundimensions found it necessary to alter the stamping tool, and this being the only change they made in that tool, I am led to believe that Lionel had problems getting the original version to work properly and abandoned the moving arm. Remember that in the same year they also introduced many other operating accessories and may have simply decided not to take the time to pursue the extra action.

If we look at the 1957 catalog illustration we see an arrow showing that the arm moves. The description states that "the newsboy turns and offers a paper." There are other inaccuracies in the illustration. Magazines are shown hanging just below the roof. The actual model has the words "Lionel News" in that location and the magazines are displayed below the counter. The 1958 catalog illustration correctly depicts the magazines and the arrow shows the turning of the newsboy and not the raising of his arm. The proportions are also more accurately portrayed. The description however still states that the newsboy "offers paper." In the 1959 catalog, the illustration goes back to the way it was in the 1957 catalog. The last year the Animated Newsstand was cataloged was 1960. Oddly, the newsboy is missing from the illustration. The description however, does

mention that the "newsboy turns to offer paper." By 1960 some of the great accessories were disappearing from the line and in 1961, all those fabulous accessories from 1956 and 1957 were gone.

**Photo 12** is the original base with most of the components removed. **Photo 13** is the same for the newer version. Another small change in the newer version is the drive pulley. The inner hub diameter is larger on the new version. The lower of the two levers actually rides on this hub. Notice also that the original has a small brass eyelet inserted into the top of the vertical spring on the drive pulley. This eyelet prevents the spring from pulling straight out of the slots in the levers. You must angle them slightly to get them off and on.

Earlier, I mentioned how I marveled at the efficient use of motion in the Lionel accessories. Now I'll explain just what I mean. The newsstand uses an AC vibrator motor to provide one circular motion. Through the clever use of gears, levers, and pivots, many more motions are obtained. Let's follow it through. The pulley uses a vertical spring to move the two levers. Since the levers have a pivot point, the circular motion moves their opposite ends back and forth. In one case, this causes the clerk to move back and forth. Gear teeth on the end of the other lever engage in a gear under the newsboy causing him to turn back and forth. The rotary motion of the newsboy across the bumps on the metal base plate activate the arm up and down twice in each direction of movement. Another lever, pinned to the newsboy lever, extends over to the fire hydrant and gear teeth on it turn a gear back and forth. A very small lever fits around this gear and is attached to the dog. Since the dog is attached via a pivot point, he actually turns around and runs in the opposite direction, rather than moving backwards. It's absolutely ingenious.

Since the two newsstands are so similar, it is quite possible that an original would have parts from the new version. We've pointed out some of the differences between the two. Here are some other differences which will help you determine whether parts are original or not. *Greenberg's Guide to Lionel Trains 1945 - 1969 Volume VI: Accessories*, by Alan Stewart, (reviewed last issue) describes four variations of the 128 Animated Newsstand. Most of the postwar newsstand buildings were molded in either a dark green, (most common) or a Kelly green. Some rarer version have the building molded in blue and painted in a Kelly or darker green. The one in these photographs has a blue mold, painted Kelly green. The Fundimensions version has a gray molded newsstand painted the darker green color. I am not aware of any other variations in the newer version.



The dog from each version is also different. **Photo 14** shows the original dog with black spots, and **photo 15** the newer version, all white. Alan Stewart comments that the black spots were apparently put on by hand and therefore no two are alike.

Since 1982, when the Fundimensions reissue of the newsstand appeared, three "new" accessories have used the same basic mechanism. First to appear was the No. 12719 Animated Refreshment Stand in 1988. In 1991, came the No. 12791 Animated Passenger Station, followed in 1993 by the No. 12818 Animated Freight Station. All three also have one major change, they replaced the vibrator motor with a small can motor. When Lionel introduced the vibrator motor to their line in 1956, it was used as an inexpensive way to replace a motor. Although several accessories worked with vibrating plates to move barrels, cattle, and baggage carts, 1956 was its first use as a motor replacement. Today, it's actually less expensive to use a can motor than to manufacture the vibrator motor. Although each of these three accessories used the original lever and gear arrangement to accomplish their actions, none have as many movements as the newsstand.

So, that's probably more than you wanted to know about the Animated Newsstand. I'd be very interested to hear from other collectors on this subject. I'm particularly interested to know if any postwar versions have the moving arm mechanism.

## ***New From Lionel***

Along with this issue you received Lionel's new Stocking Stuffer/Spring Releases catalog. It now seems obvious that the printing of retail prices in the catalog is not to be continued. The catalog released in February omitted many of the retail prices, but this new catalog has no prices. We had some questions about the new offerings and spoke with Lionel's Steve Saxton, RM #12712. In case you missed it, notice that the trolley set features a new roof design. The new Disney cars have a completely different look, but Steve assures us that they are part of the existing series and not the start of a new one.

I predict that any car with Navy or Army graphics will be popular. The Navy Flatcar with boat, uses the original Lionel boat. This will be the one without the "jet" power addition which came later. The word Lego is conspicuously missing from the description of the construction-block helicopter. Steve confirmed that the blocks would not be manufactured by Lionel and would be a "compatible" block.

The new Wabash Hudson Steam loco features new skirt-

ing which will be added to the new Berkshire casting introduced a couple years ago. This is a top-of-line loco. The catalog promises matching passenger cars in 1996. Steve informed me that these new passenger cars will be of the heavyweight Madison type. The exact color scheme has not yet been determined. Another top-of-the-line loco will be the new Atlantic Coast Line F3 set. The passenger cars announced for this set will be aluminum. The new GG-1 will be the first to be Command equipped, but unfortunately will lack sound.

The Electric Power Generator Car returns after exactly 40 years. This car first appeared in the 1956 catalog. The new catalog pictures an original postwar version. Steve mentioned that although the trucks will be die-cast, they will not be the postwar trucks shown in the catalog photo.

I had heard that the helicopter car was coming out, but was a little disappointed that the car wasn't the postwar operating version. This new car features an Ertl die-cast helicopter, decorated for Lionel and the depressed center flatcar is lettered for the U.S. Navy. I'm still waiting for flying helicopters and satellites.

For Flyer fans, there's a new car that features a combination of Flyer and Lionel parts. The Flatcar with Derrick uses a Flyer flatcar and Lionel's postwar derrick.

Throughout the catalog there are several new registered trademarks, including Smoke Boost, MultiWhistle, MultiHorn, and DynaChuff. Smoke Boost is a feature of Command Control steam locomotives which allows you to turn the smoke unit on or off from the CAB-1 controller. There's also a feature that allows a special warm-up mode for enhanced smoke performance. The MultiWhistle and MultiHorn features cause the horn or whistle to blow differently each time. The DynaChuff feature, which apparently doesn't have a trademarked name for the diesels, causes the sounds to change depending on how much work the loco is doing.

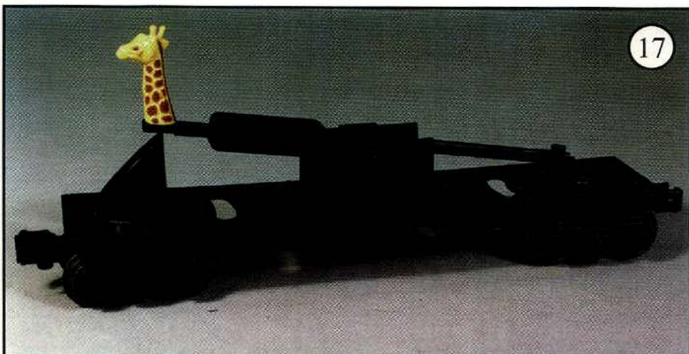
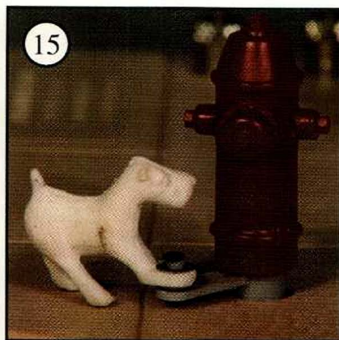
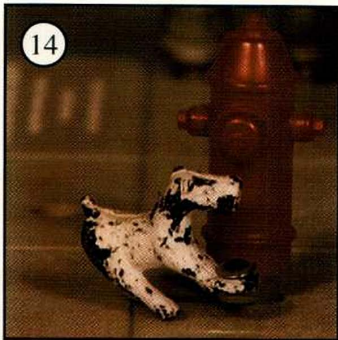
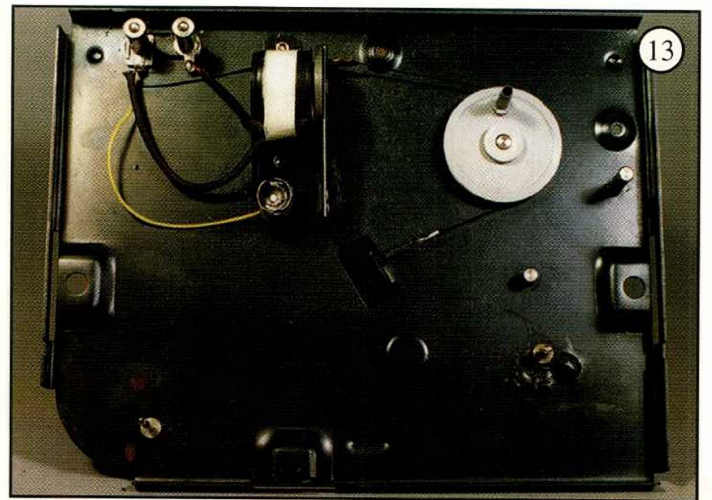
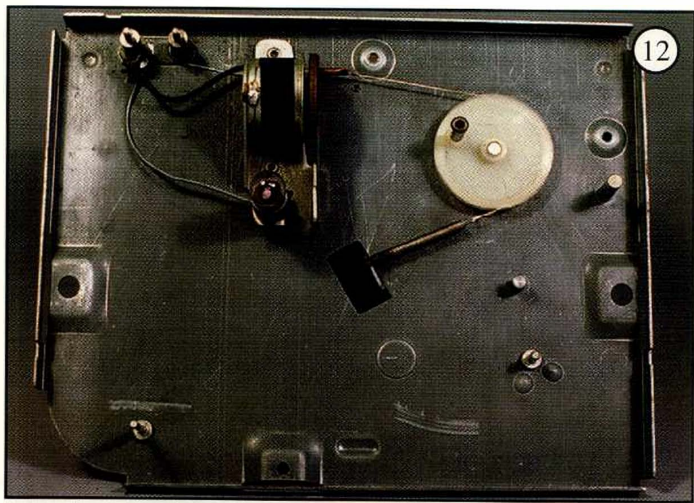
## ***A New Giraffe Car***

Lionel's new Animal Transport Car, shown in **photo 16**, features an all new giraffe mechanism. One advantage with the new car is that it is a 6464 size boxcar. **Photo 17** shows the interior mechanism of the car. The bottom of the car is the new plastic version listed in the catalogs as "detailed undercarriage." It's a simple matter to remove the car from the chassis - it just snaps in place. In fact you have to open the car up to put the giraffe head in place. This new giraffe

*(Continued on Page 33.)*



LIONEL NEWS AND VIEWS (Continued)





(Continued from Page 31.)

doesn't duck to avoid telltales, but rather bobs up and down continuously as the car rolls down the track. The angled cylinder upon which the giraffe head rests, is turned by way of the geared truck shown in **photo 18**. It takes 54 inches of track movement to complete an up and down cycle. The instruction sheet explains how to assemble the giraffe head, which fits over a small tab on the end of the moving beam. There is also an added note explaining that "the figure supplied with this set may differ from the one shown." This of course means that we're likely to see other animals or figures. Another observation is that the beam has a similar tab at its opposite end. My guess is that if you look at the Disney Animated Boxcar on page 5 of the new catalog, it probably uses this exact mechanism with a boxcar that has two holes in its roof. The original sheriff and outlaw car used a very clever mechanism, but in a small sized car. This new version will probably replace it.

I like this new car, but would still like to see the original giraffe mechanism put into a full sized boxcar. I do like the apparent intelligence of the giraffe that knows when to duck.

## I'd Like To Sees

Ken Kaiser dropped us a note in which he feels that since Lionel has already produced work cars in a bright orange paint scheme with the Amtrak roadname, they should also come out with a "Pumpkin GP" in orange and black to head up the set. This would make for a very prototypical and

colorful train set used for maintenance-of-way on our model railroads. Thanks, Ken for your input and we agree that the item would probably be a good seller!

William B. Southworth would like to see Lionel model a set after the DeWitt Clinton which was a product of the West Point Foundry and the first locomotive on the Mohawk and Hudson Railroad. In his letter, he asked about a polling of Club members to provide Lionel with information about the type(s) of new products collectors would like to see. Rather than have the Club conduct such a poll, any member interested in furnishing Lionel with their ideas may write to them directly at:

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

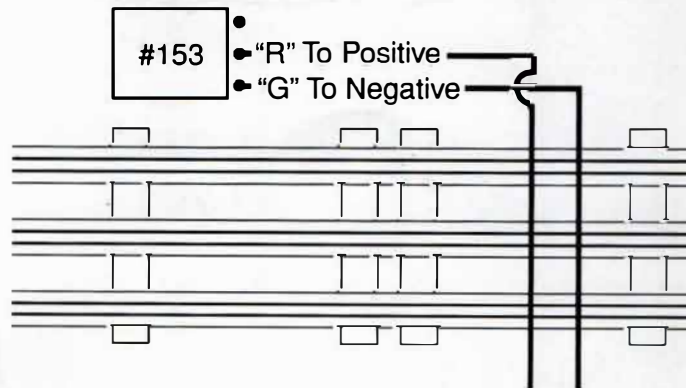
If you have a question or comment or anything that might be of interest to the Club, and don't have time to write an article yourself, just call me or any other member of *The Lion Roars* Editorial Team. We can put any questions out to the membership and print the response in a following issue. So let's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

— Bill Schmeelk, 15 Birchwood Lane,  
Hillsdale, New Jersey 07642,  
(201) 358-1955

## OPERATING PROJECT CORRECTION

# Oops!

In the June, 1995 issue of *TLR*, Len Haynes article on pages 16 and 17 described and showed how to hook-up a #153 signal using an insulated track section rather than a #153C contact. In the illustration on page 16, the connections at the signal are marked "R" and "G". A better way of explaining the connections is that "R" is wired to the **positive** (center rail or directly to the transformer) and "G" is wired to the **negative** (insulated outside rail) of your trackage. This is shown in the revised illustration on this page. **Photo 2** on page 17 shows how the wires are connected to the other signal so they will operate like the ones used on the New York Central.



Our thanks to Bill Scandariato, RM #11711 of Jupiter, Florida, for bringing this to our attention!



***This Member's Compact Empire is Filled with Accessories and Club Cars!***

We'll travel out West for our final *Tracksides* visit this issue to see the empire of Dave Dunlop, RM #10710 of Yuba City, California. His layout is 4 by 10 feet and located in his den. All the equipment is powered by one ZW transformer. He can run two trains at one time and still park two more on the compact layout. As seen in the photos, included are a #313 Bascule Bridge, #115, #132 and #356 Stations, three #30's as well as single #138 and #193 Water Towers, four #395 Flood Light Towers to go with the #494 Beacon, a #362 Barrel and a #364 Lumber Loaders along with many more accessories! All the signals are hooked up to the O-Gauge switches and the lights turn as the switches switch. Dave mainly operates postwar Lionel with a #2360 GG-1 and #2023 Alco used for motive power. And as you can see in the top, two photos on the right side, he likes to collect convention cars from all the national clubs. Dave and his son, Brian, built the layout that was designed by his good friend Robert McBratney, RM #3775. A fan of Lionel since the 1950's when his parents gave Dave his first set (which he added to with money earned from a paper route) the layout is always changing as new items are added and old ones traded. One of the greatest fans in the house is Janelle, his train table cat, who loves to watch the trains operate. Thanks Dave for showing us your layout and collection of convention cars!





## In the “Long & Short” of it, a Look at Two Interesting Items in the Santa Fe Roadname!

In the top, two photos is the custom re-paint and decorating of Bob Labas, RM #6064 of Woodhaven, New York. He gave a “beat-up” GP-7 a face lift to create an engine in the beautiful Santa Fe yellow and blue freight scheme.

Bob used Floquil Santa Fe paints along with Microscale decals (set #48-17) as a perfect match from a picture he had of the prototype locomotive. Notice the location of the horn is changed and the blank number boards were decaled with numbers from the set to have his engine modeled exactly like the real one!

In the bottom photo on this page is a very unique piece picked up recently at a train meet by Bill Riach, RM #2419 of Wallkill, New York. As you can see, this is the “short” end of the article! The “Little Santa Fe” is fully operational and makes for great conversation when it speeds around the tracks. This “shortie” is certainly unique as we’re certain Lionel has not produced any engine like it. (By the way, it will be featured in an upcoming videotape release from *TM Books and Video*.)

If there are any other members with special pieces they’ve decorated (or found), send us a photo along with a by-line and we can share it with all fellow LCCA’ers.





# My Memories of the Original *Madison Hardware*



To those of us who live or have lived in the area surrounding New York City, we each have our own particular story to tell about this icon in retail toy traindom, and here's mine.

It was early in December, 1970. I asked my mother one day where my trains were. She replied, "Oh, up in the attic with the rest of the toys". Armed with a flashlight, I ventured up into the attic and sure enough, I found them wrapped in the Easton Express dated April, 1963. Almost seven years had lapsed since I had last played with them during the Holiday Season of 1962.

That got me to wondering...gee, does Lionel still make electric trains, and what about that great layout they had? I had been to East 26th Street twice as a kid... 'bout '56 and then again in '58. I think my cousin Ray was along with me one of those times. The second visit was to repair the prewar 1666E and the turnouts, which had come with the set. I remember them offering my mom any set in the 1958 catalog in exchange for that particular set. My mom had to think that one over very carefully. I was pushin' hard that year for a train set and in '58, my mind was on either a 736 Berk, that Brunswick Green GG-1, or the Virginian FM. (Those catalogs sure could "fuel" the imagination...and, wouldn't you know it...I ended up with an uncataloged Scout set.) Anyhow, Lionel could not repair the turnouts. They told my mom to go over to Madison Hardware. They would be able to help her. Well, this was my introduction to Madison Hardware.

After this brief interlude of nostalgia up in the attic, I went back downstairs and placed a call to my older brother Bill, who happened to live in Manhattan. He checked the phone book for me. He said, "Lionel has an address on Sixth Avenue in the 'fifties' just up from Rockefeller Center". I replied, "Okay, I'm comin' in for the day...guess I'll check out the trains". A day or so later, I was on the bus into the City. I walked from the Port Authority Terminal Building over to Sixth Avenue and turned walking north toward Central Park.

When I reached the address, I stood in front of the IBM Building. I thought this sure is different from the location on East 26th Street. In the foyer, I checked for Lionel's listing in the building directory. Lionel was on one of the upper floors. I rode the elevator up not knowing what to expect.

After leaving the elevator, I entered Lionel's reception area through double glass doors. I felt somewhat sheepish asking

about electric trains at age twenty-two but thought to myself, "Oh well, I've come this far". I approached the receptionist's desk and asked straight out, "Where's the Trains?" "Oh, we're sorry, sir, but we don't make electric trains anymore," she replied. "What?!" I responded dumfounded. The receptionist continued, "You can go down to Madison Hardware on 23rd Street. They have trains."

I departed in a daze. Riding the elevator down to the ground floor, I was in shock. I walked out to Sixth Avenue. How could this be? What is happening here? Is or was there no certainty left in this world? I could not imagine how or why Lionel no longer could be making electric trains. I pondered this while walking to 23rd Street.

Turning east on 23rd Street, while passing the park at Broadway and Polk's on the other side of the street, I recalled that on the north side of this park had been the building that Lionel had occupied before the move to Sixth Avenue. I began to walk at a brisk pace in anticipation.

My memories of Madison Hardware had faded in the intervening years and I tried to recall them as I crossed Park Avenue. I approached the storefront. The front window was a cornucopia of Lionel, not to mention other brands of scale model trains...and, oh, by the way, we cut keys. I opened the door and stepped inside. Upon looking to the rear, I felt that I had literally stepped into train heaven. For there from floor to ceiling, boxes upon boxes of Lionel were stacked for the eyes to behold. It was as though tunnel vision had taken over. The HO and N scale trains at the front of the store had no interest for me. It was all that orange, blue and buff drawing me to the rear of the store, where Lou Shur held court. Being in awe of all that my eyes were taking in, Mr. Shur noticed and asked, "Is there anything I can do for you today?" "Well, yes sir, there is," I replied, "What happened that Lionel is not making electric trains anymore?" Mr. Shur simply said that electric trains were still being produced but not very much. He went on to further say that General Mills now controlled the production of electric trains. I meekly thanked him very much for the information, continued to look around in awe at so much Lionel equipment, and eventually wound up buying something. It wasn't very significant...but I felt guilty about not purchasing something after all the trouble I had gone to finding out about Lionel electric trains in 1970 versus what I had known or remembered from the late 1950's.

The shock didn't wear off until a few days later. And, even then, my mind still didn't want to accept the fact that Lionel did not make electric trains any longer.

There are other stories about the original Madison Hardware...but, that can wait until another time.

—Ron Stem, RM #537, Spring Hill, Florida



## 25TH ANNIVERSARY SPECIAL COMMEMORATIVE ORDER FORM

To mark the Club's 25th Anniversary, a special piece has been re-produced from Lionel's fabulous history. This authentic replica of their 75th Anniversary Lantern is official in size, fully *operational* and manufactured by the same company as the original. Its globe is embossed with "LIONEL" and available in a choice of five different colors (white, blue, amber, red and green). The name LIONEL as well as the LCCA's identification will be in raised, block lettering on the lantern's lid. An extra premium that goes with this offer is the lantern's box which features Lionel's colors and markings along with the Club's notations on it.



**PRICE \$90.00 EACH** (Includes all Shipping) —  
**NO LIMIT OF LANTERNS/GLOBE COLORS PER MEMBER**

DELIVERY WILL START IN OCTOBER, 1995.

**Order 5 lanterns for \$400.00**  
*(In any combination of colors or one of each color.)*  
 You will save **\$50.00** on this "Package Deal"

LCCA NO.	MEMBER NAME (Charter, Regular or Family)	QUAN.	PRICE	AMOUNT	COLOR*
_____	_____	_____	@ \$90.00 ea.	_____	_____
_____	_____	_____	@ \$90.00 ea.	_____	_____
_____	_____	_____	@ \$90.00 ea.	_____	_____
_____	_____	_____	@ \$90.00 ea.	_____	_____
TOTAL ENCLOSED				_____	_____

\* *For Color(s): W=White, B=Blue, A=Amber, R=Red, G=Green*

Date \_\_\_\_\_ Street Address (For UPS Delivery) \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

(No UPS shipments can be made of P.O. Boxes. You must provide a street address.)

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

***For payment, DO NOT combine this with your dues or any other payment to the Club.***

***You must issue a separate check in the correct amount for this offer only.***

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

CARD TYPE: \_\_\_\_\_ CARD #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

MAIL TO: LCCA BUSINESS OFFICE, P.O. Box 479, LaSalle, IL 61301  
*THIS FORM MAY BE PHOTOCOPIED*



## Elections

Who said, "my vote doesn't count anyway?" If you review the ballot count of this year's election, the positions of two of the 2 year terms for Directors were decided by a mere 18 votes with one position won by only 4 votes! Did you vote? Will you next year? My heartfelt thanks to all who volunteered to run and serve and congratulations to the "winners" (shown in **bold, italic type**). The final tally was:

<u>Position</u>	<u>Candidate(s)</u>	<u>Votes</u>	<u>Write-Ins</u>	<u>Non-Votes</u>
President	<b><i>Al Otten</i></b>	2,781	42	99
Assistant Secretary	<b><i>Stanley Roy</i></b>	1,433	5	38
	Russell MacNair	764		
	Louis Caponi	681		
Treasurer	<b><i>Barry Findley</i></b>	2,767	20	35
Director 1 Year	<b><i>William Button</i></b>	1,738	7	44
	Larry Nahigian	1,132		
Director 2 Years	<b><i>Larry Black</i></b>	1,403	11	381
	<b><i>Arthur Broshears</i></b>	1,389		
	William Crace	1,385		
	Harry Overtoom	1,275		

## Liaison with Other Clubs

For the past two years your President and Immediate Past President have been meeting twice a year with the Presidents of the other 3 train clubs, namely LOTS, TCA and TTOS. This meeting has been established to share ideas on how best to promote honest and educational toy train collecting. To this end, it has been agreed to cross-publish the names of individuals who have been removed from any clubs' rolls for disciplinary action. We are pleased to have worked with the other clubs and will continue to be supportive of these important aspects for all clubs' members.

## Convention — Des Moines Style

Doug and Vi DuBay along with an outstanding crew shall we say "rose to the occasion!" Our 25th Convention/Birthday party will long be remembered. The tour of the Ertl facilities, the factory, museum and outlet store was very popular for all of us who operate our trains and use their fine vehicles on the layout. The train ride tour was very "scenic" to say the least. The Welcoming Party and Banquet again proved that the LCCA members know how to enjoy fine cuisine as well as collect trains with friends. Once more, "thank you" Doug, Vi, the Convention Committee and the City of Des Moines for a fabulous time!

## Lionel Trains, Inc.

A very special "thank you" goes to LTI for their involvement in our 25th Birthday Party. Lionel was 95 years old this year and their generous support in a combined celebration was greatly enjoyed and appreciated by all in attendance.

## Stocking Stuffer/ Spring Release Catalog

Enclosed with this issue of *The Lion Roars* is LTI's 1995 *Stocking Stuffer* and 1996 *Spring Release Catalog*. It is one of the fringe benefits that comes with your membership dues. For those of us "in the boonies" it's the only source of new Lionel catalogs we have available. (One notable exception is that there was one included with the Convention packet.)

## Membership Handbook and Roster

By now you will have received the LCCA's **annual Membership Handbook and Roster**. The special festive balloons our mascot holds on the front cover along with a scene of all the Convention Cars offered to date by the Club on its back cover make for a decorative and great referral piece for all members. Inside, it has been "re-ordered" this year



to put essential Club information "up-front" and the type style for the member listings has been changed to make it easier to read. I'm amazed every year to find so many new members within 25-50 miles of my home that are collectors. Remember to update your listing if anything has changed.

## **1995 Convention Car**

Again, by the time you're reading this, all the 1995 Convention Cars (#197095 Iowa Beef Producers) have been shipped. If you have any problem with your Car(s) call Harry Overtoom at (606) 268-1942 for a replacement or to track down a lost shipment.

## **Lanterns**

The 1995 Lantern program is finally becoming a reality. The problem with the mold for the globe is resolved. The target shipment date is now October 15th. We have been plagued with a string of delays with virtually all the suppliers for this project.

The prototype I showed at the Convention was enthusiastically received by all. An order form for the Club's 25th Anniversary commemorative is on page 37 of this issue of *TLR*. These special lanterns will make a beautiful addition to your train room or den.

## **New Milepost**

On March 8, 1995, **Richard Schultz** of Wyandotte, Michigan was assigned Regular Member #19999 and **Grace Schultz** became Family Member #20000.

Even with attrition over the years, we now have almost 11,000 members worldwide as we begin our 25th year. You can help the Club's continued growth by recruiting a friend or relative so that they too can enjoy the many benefits the LCCA offers to all its members!

## **Dues Response**

As part of the recent responses to request for comments, I was asked about the Club's finances and especially about dues. The leadership of the Club over the past few years has concentrated on improving membership equity.

By building our equity and having a strong reserve, we can survive postage rate increases, printing cost rises, paper cost increases all along with other operating costs. We are in a position where a dues increase is highly unlikely in the foreseeable future.

## **My Closing Thoughts**

Well the time has come to close my final column for this latest term as President. I have to be honest and say I have really enjoyed it. In these past two years we went back to basics and I'm proud of the unique, innovative and leading things we've brought forward to the LCCA membership while continuing to maintain our "1st Class" operation.

Starting with a simplified Dues Renewal process and the use of 2nd Class mailing are both examples of changes which save costs while improving service along with special Club commemoratives in the Stocking Stuffers and Lanterns that are destined to become collector's items.

*The Lion Roars* got a new editor with innovative ideas in the person of Don Carlson. Together we came out with more pages, more pictures, more variety of articles and of course, full color. Today, *TLR* takes second place to no other train club's informational publications.

Earlier this year, we changed the *Interchange Track* dramatically. Since then *IT* has been the most referred to publication in train collecting. Special thanks to our new Editor, Bob Quigley for helping us to bring this new, high standard into the train collecting world.

Starting at Dearborn in '93, growing in Chattanooga in '94 and now in Des Moines in '95, the Welcome Party provides the "family" to train conventions that the LCCA has always promoted.

To finance all these quality items we offered Stocking Stuffers, Convention Cars, Cardboard Buildings and Lanterns. You supported the programs and forward movement the Club was taking while enjoying the free catalogs. In return you always got a First Class product, never any trinkets and trash.

All the accomplishments in the last two years would not have been possible had not a strong group of Officers and Directors been involved and supportive.

Over the years I have served as Secretary, Assistant Secretary, too many terms as Director to remember and now complete a 2 year term as President. Coupled with the 3 plus years as President in the very early years I've had the honor and privilege to be your President for 23% of the first 25 years of the Club's existence.

I intend to remain active in the LCCA in the future and thank you for your support and electing me to serve as your President.

— *Charles P. Seddon*



1972 – Kansas City, MO



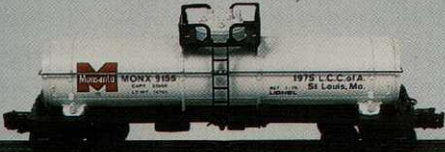
1973 – Huntsville, AL



1974 – Corning, NY



1975 – St. Louis, MO



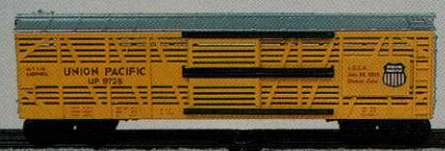
1976 – Atlanta, GA



1977 – Cincinnati, OH



1978 – Denver, CO



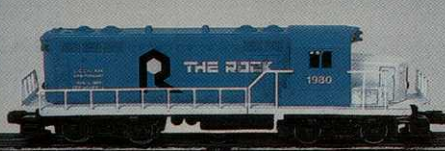
1979 – Wheeling, WV



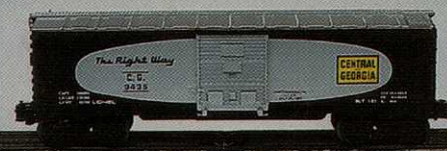
1980 – Des Moines, IA



1980 – 1st Decade Engine



1981 – Chattanooga, TN



1982 – Dearborn, MI



1983 – Rockford, IL



1984 – Louisville, KY



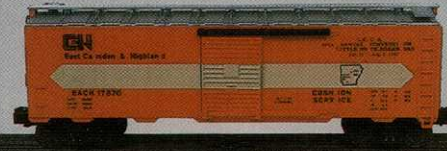
1985 – New Orleans, LA



1986 – Norfolk, VA



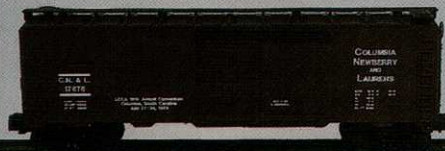
1987 – Little Rock, AR



1988 – Lexington, KY



1989 – Columbia, SC



1990 – Fort Collins, CO



1990 – 2nd Decade Engine



1991 – Lancaster, PA



1992 – Orlando, FL



1993 – Dearborn, MI



1994 – Chattanooga, TN



1995 – Des Moines, IA

