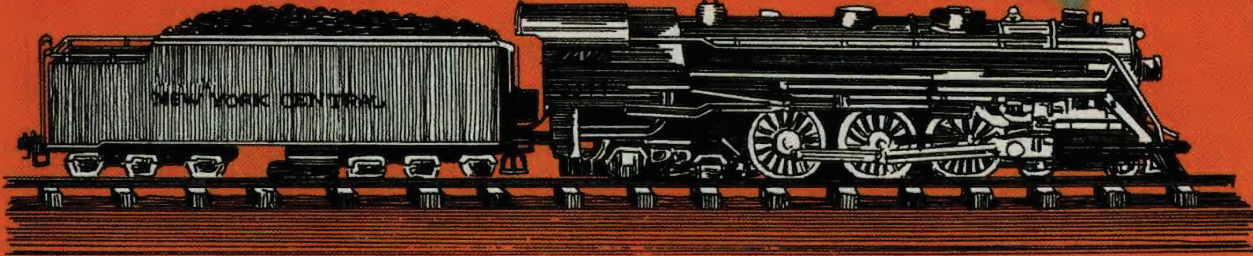


The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

Here's the 1995 Edition of *LCCA's Stocking Stuffers!*



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

Mailing Method

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.)

Mel Price, RM #1471, past away suddenly on Friday, October 6, 1995. A long time member, he had recruited many, many members and served in the elected LCCA positions of Vice-President and Director during the 1980's. The Club's condolences to his family.

Inter-Clubs' News Update

Mr. Paul Misuriello is expelled from the LCCA as a result of disciplinary action by the Board as of July 20, 1995. At the TCA Board of Directors Meeting in June, 1995, Mr. Paul Misuriello was expelled. (Editor's Note: This information will be an ongoing notice of disciplinary actions taken by mutual agreement of the four major toy train clubs.)

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'95 Convention Coverage

With lots of pictures and accompanying text, here's the story of our gala 25th Anniversary Party that took place in Des Moines this summer!

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The documentary of the Club's Convention Cars continues with the write-up of this year's special edition.

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Key words from your incoming LCCA President and what the Club can look forward to in the next two years.

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UPCOMING LCCA EVENTS

November 24 & 25, 1995

Lexington, Kentucky, at the Continental Inn

Harry Overtoom (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.

July 23-28, 1996

26th Annual LCCA Convention in Grand Rapids, Michigan

It's never too early to make your plans for our upcoming Convention. The theme will be a "A Grand Twenty-Six in Ninety-Six!" with many sights to see and events to enjoy in Western Michigan. More details will be in upcoming publications.

Meet Hosts Wanted!

Contact Jerry Dangelo (815) 397-2104



■ Covered in these next 7 pages (as well as the back cover) are the pictures and words that relay the story of the LCCA's 25th Annual Convention held in the Club's birthplace this past summer!

Facilities

We'll start with the sites for the gala event, namely, the Savery Hotel used as Headquarters and the Des Moines Convention Center that provided a wonderful facility for the 1995 Convention. Conveniently located in the heart of our city, the Savery was booked solid by LCCA members and their families for the July 18th-23rd dates of our 25th Anniversary Convention. The first-class Hotel furnished a superb combination of style, service and luxury for all attendees. Conveniently linked via the City's Skywalk, the Convention Center was utilized for displays, tour departures, the trade hall and banquets. Its marquee with train graphics advertising our event greeted our group and furnished a warm, friendly welcome to all who attended.

Registrations and Attendance

With 548 pre-registrations prior to the start date, the Convention had a great turnout of members, their families and guests. By combining the pre-registered members, 56 additional members' registrations at the door and 37 new member enrollments with a nearly equal number of spouses and children as well as LTI and other representatives gave a grand total of more than 1,100 attendees at the Convention! And they came from near and far as 37 States and two Canadian Provinces were represented. In attendance were 16 of the LCCA's Charter Members who are pictured in the 3rd photo from the top of the left column on page 4. From left to right are: Tom Rains, #30, Jim Chellis, #10, Charles Skjevland, #71, Chuck Seddon, #46, Len Harville, #35, John Alvarez, Jr., #45, Charles Welch, #16, Jim Gates, #1, Don Brace, #44, John Ourso, #33, Jerry Dangelo, #67, Don Foote, #39, Jim Greytak, #13 and Owen Byrne, #42. (Also at Des Moines but not in picture were Glen Ashworth, #11 and Robert Hardwick, #65.)

All registrants received a special Ertl truck with LCCA notations on it, a replica of the Lionel Lion mask from the 1950's and a special folder packet containing a set of 4 modern era sized billboards featuring local sites and attractions. In addition, a souvenir lapel pin of our Club mascot holding 25 balloons as well as specially decorated hats and tee-shirts were available at a nominal cost.

(NOTE: There are a very limited number of these special LCCA 25th Anniversary Registration Packages available for sale. It's a great chance to get some super Club souvenirs! Priced at \$35, each package includes an Ertl truck, Folder, Mask, Billboards, Lion Poster and all shipping. Make check payable to "LCCA" and send to: Doug DuBay, 401 Railroad Place, West Des Moines, IA 50265.)

Public Display Area

The Convention Center's street level foyer was used for the Registration Desk and Tour Dispatch. On the upper or "skywalk" level was the Public Display Area where a large Lionel inflatable engine and three operating layouts were in action. The Little Hobo Railroad, hosted by Larry Henchal, RM #5898, provided lots of fun with its four 'engineers' stations; the 12' by 40' Central Nebraska RR brought in by John Blomenberg, RM #11022, gave visitors a great view with its beautiful scenery and details; and LTI's 12' x 20' modular operating layout was hosted by Nicholas DeGrazia, Mark Gordon, Mike Bradley, Jim Bunte, Lenny Dean, J. Don Reece, Steve Saxton and Chuck Horan. Their layout had O, S and Large scales all in operation at the same time and featured a working demonstration of their TrainMaster® System. They'd even let you run the trains! (Photos for these three portions of the Convention are on page 4.)

Tours (Photos on pages 6 and 7)

The large influx of pre-registrations created a lot of scheduling for the Tour Committee as many people came early to Des Moines in order to partake of the tours. On both Wednesday and Thursday full bus loads of Conventioneers traveled to Dyersville, Iowa, for visits to the site for the movie "Field of Dreams", a tour of the Ertl factory (and a shopping spree at their outlet store) as well as stops at the National Farm Toy Museum, Toy Collectors Club of America and the Toy Farmer Country Store. A box lunch and dinner were 'sandwiched' in during the day-long tour with videos shown on the busses ("Field of Dreams" for the trip out and several TM Books and Video™ "Layouts" on the return).

Thursday evening's layout tours took us into the homes of Jim Gates, CM #1, Verlyn Noring, RM #5885 and Norm Bormann, RM #19288 to see their personal layouts in operation. Many bus loads of members and their families/guests enjoyed themselves as they took in the sights of many Lionel trains and accessories in action.

Friday's main tour event was a ride on the Boone and Scenic Valley excursion train headed by the last steam powered locomotive produced in the world. This all-day affair was very popular as we filled the entire consist with fun-loving LCCAer's. (Traveling over the 156' tall trestle was breathtaking to say the least!) The barbecue lunch was delicious and the side trip to the world's longest and highest train trestle provided a spectacular site for everyone.

This year's "flexible" tours had many Convention attendees go to historical sites in the Des Moines area (including the Governor's Mansion and locations where the recently released movie "Bridges of Madison County" was filmed), as well as visits to Aviation Air Expo (the world's largest show of radio-controlled airplanes), Trainland USA's spectacular display and Adventureland Amusement Park. Also, throughout the week, many, many people visited Doug's Train World and Toy Train Museum (owned and operated by the DuBays) to shop in the store and view the huge operating layout. Overall, more than 1,500 bus seats were filled with LCCA Conventioneer's during the week which prompted the suggestion that we should have made up a bumper sticker that said "I Came to

(Continued on Page 8.)





(Continued from Page 5.)

Des Moines To Ride A Bus!" (If you were there, be sure to look for your picture in the tours' coverage. If you didn't come this year, look at all the fun you missed out on and do plan to come to next year's Convention!)

Annual Membership Meeting

During this Meeting on Friday afternoon, the Officers gave reports on their Club duties, the 1995 Election results were covered and the all the old or new Officers, Directors and Appointed Officials were introduced. Mike and Joan Valentine, next year's Convention Host and Hostess, gave a presentation on Grand Rapids and the events Club members will look forward to attending. The good support of the LCCA's current direction (especially the new format of the *Interchange Track*) that came from the members in attendance at this meeting was appreciated by your leadership team.

Lionel Seminar

This year's Lionel Seminar drew its typical standing room only group of model train enthusiasts. Richard Kughn, RM #5586 and Lionel Trains, Inc.'s CEO, joined with the rest of LTI's team to lead the always interesting presentation along with its question and answer session. Overall, the tone of the seminar was very positive and upbeat.

Welcome Party

Friday evening's family-oriented Welcome Party (aptly called an "Iowa Corn Boil") was held off-site and more than 1,100 attendees enjoyed an evening of festivities along with a meal for members, spouses and the kids! There was plenty of great food with bratwurst, sweet corn, potato salad, soft drinks and all the fixings provided *free* of charge. Dessert was from the huge LCCA 25th Birthday cakes decorated in Lionel's orange and blue colors. For entertainment, a live band played everything from waltzes to Dixieland and a life-sized Lionel Lion was there to meet with kids of all ages. The 'family picnic' theme was thoroughly enjoyed by all as this portion of each year's Convention has grown into a special event with its festive atmosphere and friendship of fellow buffs to talk about tours, trains and all the fun they were having. As with other gatherings during the Convention, door prizes were given out to many lucky winners throughout this evening. (Photos for the above 3 events are on [page 9](#).)

Trade Halls

The upper level of the Center had over 50,000 square feet of trading floor area with 500 tables stacked full of a variety of Lionel trains and other train related items for members to buy, sell or trade. The Hall was opened promptly at 9 AM on Saturday to a huge throng of anxious members anticipating the treasures that awaited them. Those who stayed over enjoyed themselves during Sunday morning's session. Many members found pieces to add to their collections and at prices that were very fair.

Convention Cars

This year's Convention Car is modeled from the Iowa Beef Pack-

ers reefer and has the number 197095 on it to mark 25 years of the LCCA's existence. The prototypical Standard "O" scale car continues the Club's high standards for commemoratives with its appearance/details and was distributed on Saturday afternoon. (Technical details and photos for this year's Car are in the article on [page 11](#).)

Banquet

The entire length of the lower section of the Center was used as the setting for a sellout crowd of 800 adults at Saturday night's Banquet. In addition, 54 youngsters enjoyed themselves at a special Thomas the Tank™ party hosted by Louise Noring in an adjoining room. LCCA members and their guests enjoyed an excellent meal and a festive time with others, made new friends and visited with longtime Club acquaintances. Dessert came from the specially decorated, multi-tiered birthday cake (that even had an operating train running through it!). After dinner, the magician's act provided humorous entertainment for everyone. The kids paraded around the hall to show off their colorfully painted faces and four lucky children received Thomas sets as door prizes. All then joined their parents in time for the awards ceremonies which gave recognition to the Convention Committee and the 16 Charter Members in attendance as well as presentations to LCCA Officers, Directors and Appointed Officials. A special award was the Honorary Membership bestowed on Chuck Seddon, CM #46. This portion of the ceremonies ended with a very special plaque given to Jim Gates, CM #1 and our Club's founder. (Please be sure to read Jim's special "Thank You" on [page 39](#) of this issue.) A wealth of prizes came next with everyone in attendance receiving a *table prize* worth far *more* than the price of the Banquet ticket along with a very special Banquet *lapel pin*. Also, numerous door prizes were given out and the Grand Prize was a complete first decade LCCA set. Attendees then "danced the night away" with the live band who performed. (Photos for the above 3 events are on [page 10](#).)

Special Thanks and Closing Notes

A heartfelt thanks to all the people who worked with us and the tremendous team effort that made this year's Convention the success it was. It was a worthwhile and fun experience for all of us and we're sure there are many appreciative members who enjoyed the experience of "Celebrate 25 in '95" as we did. In closing, on behalf of the entire Des Moines Committee, thanks to all of you who attended. You made our work pay off with all the positive comments and feelings given back to us in the many cards and letters you've sent.

We'll look forward to seeing you in Grand Rapids next July!

— Doug and Vi DuBay,
1995 Convention Host and Hostess

P.S. (There is a potpourri of more '95 Convention photos on the [back cover](#)!)

(Editor's Note: My thanks to everyone who submitted photos (over 1,000!) from the Des Moines Convention for use in this article, especially Ed Richter, Jim Riegle, Christine Krist, Ruth & Bernie Pernot, and John Ugo. Your talents made enjoyable viewing for the LCCA Members!)





Welcome to Des Moines
 Lionel Collectors Club of America
 25th Annual Convention

LIONEL COLLECTORS CLUB OF AMERICA
 1995 Convention Banquet
 Des Moines, Iowa • July 22, 1995

Cocktails - 6:00 pm
 Dinner - 7:00 pm
 Program - 8:00 pm
 Live Music - 8:00 pm
 Auction - 9:00 pm
 Entertainment - 9:00 pm
 Dance - 10:00 pm
 Open House - 11:00 pm
 Reception - 12:00 pm
 Breakfast - 7:00 am
 Luncheon - 12:00 pm
 Dinner - 6:00 pm
 Entertainment - 7:00 pm
 Dance - 8:00 pm
 Open House - 9:00 pm
 Reception - 10:00 pm
 Breakfast - 7:00 am
 Luncheon - 12:00 pm
 Dinner - 6:00 pm
 Entertainment - 7:00 pm
 Dance - 8:00 pm
 Open House - 9:00 pm
 Reception - 10:00 pm





197095 Iowa Beef Packers (IBP) Reefer

This car was selected for our 25th Annual Convention held in Des Moines, Iowa. It is the first Lionel Standard "O" reefer with operating doors used by any train club as a commemorative. Note that, like their O gauge counterparts, the doors on this reefer are somewhat difficult to open since they first have to move outward before they can slide. The car continues the plan to have all 90's decade LCCA Convention cars in Standard "O" scale.

The number 197095 used for our model is a special combination of the year the Club was founded and the last two digits of the current year which marks our 25th Anniversary. This is the second time an LCCA Convention Car has a 6 digit number on it.

The color scheme includes a semi-glossy, royal blue for the car body with the large IBP lettering in dull, medium yellow and outlined in a black border. Next to the IBP designation is their unique logo consisting of a brown and white steer's facial profile in front of a yellow ear of corn. All the rest of the prototypical markings and technical data on the sides of the car is black in color. These include the call-outs for IBP's Denison, Iowa, and Fort Dodge, Iowa, site locations and the car's build date of 7-95 to correspond with the Convention's time frame. On the end of the car oppo-

site the brakewheel end is the special Convention souvenir notation in 4 lines that reads:

LCCA
25th Annual Convention
Des Moines, Iowa
July 22, 1995

This notation is printed in black between the ribs and is the first time Lionel has marked a car in this manner. Again, like last year's car, the Club's Convention notation is very discretely put on the end of the car.

The car consists of nine (9) molded plastic pieces plus the 2 truck assemblies and one-piece plastic brakewheel. Included are: Reefer body; 2 doors; 4 door guides; catwalk and frame.

The car's body and doors are molded in gray plastic and painted royal blue while the catwalk is molded and painted royal blue. All the remaining pieces are molded in black, unpainted plastic. Tabbed, snap fit construction is utilized to secure the door guides and catwalk in place. The only mechanical fasteners are the two screws used to hold the die-cast metal, sprung trucks to the frame and the four screws used to secure the frame to the body. This "hidden" attachment of the frame to the body is different from Lionel's earlier method for reefers (which had a slotted tab on the car ends) and now

similar to the process used on the Standard "O" flatcars.

The Lionel inventory listing number (printed on the end of the box) for the car is 6-52074. A total of 3,600 Iowa Beef Packers reefers were produced for the Club.

— Bill Button, RM #3538,
Westland, Michigan

Photography by Bill Schmeelk, RM #6643



Here's a "Three-in-One" Electronic Project for Your Christmas (or Regular) Layout!

The headline says it all. This project is a combination of three electronic projects that were previously published in *The Lion Roars*. These three being "The 153C Substitute" by Ken Griffin, RM #11779; "The Adjustable Timer Circuit" by Wolfgang Kuhn, RM #11908; (both were in the April, 1994 issue) and "Automatic Whistle/Sounds Circuit" by yours truly in August, 1995's *TLR*. These three projects come together to make a device that I use with a circle of track that goes around my Christmas tree each year.

Many of us Lionel enthusiasts like to set up a layout of some kind around the tree during the holidays. I am no exception, but I don't like the noise that a continuously running train makes in a small living room. That noise belongs in the basement or a train room. So I came up with the idea to combine the previously mentioned projects in order to have a train under the tree that travels around the layout once and then pauses for a length of time and then repeats the same cycle again and again. Therefore, I have an operating train under the tree but the noise is not continuous.

Basically, it is the same timer that was published in April, '94. In that article, the timer was triggered by a push button that a trolley runs into at the end of its track. The author stated that this timer could be hooked up to a block of track and make a train stop on that block until the time expired. But I was not sure if the wires that go to the push button could be directly wired to the insulated rail without damaging the timer. Also, if one wire could be wired directly to the insulated rail, I didn't know what the other wire should be connected to. After much thought, I realized that the "normally open" and "common" posts on a relay, when the relay is activated, would perform the same function as the push button. The relay is activated by wiring it to a full wave bridge rectifier and wiring the rectifier to the insulated rail. This rectifier and relay form the 153C substitute. So far, this combines the timer and the 153C substitute. A train will start up from a block of track. As it proceeds, it runs over an insulated rail that triggers the 153C which in turn triggers the timer to turn off power to the block of track that the train just left. When the train comes back to that block, it will pause again until the timer expires and the cycle will repeat again. I connected a SPST toggle switch to the wire from the rectifier to the insulated rail so that if you turn it to the off position, the train will not trigger the timer when it goes over the insulated rail so you can set the train to run continuously if desired.

Finally, I also wired in seven rectifier diodes from my article for an auto sounds circuit. I have them connected so that when the train starts up on the block of track that the timer controls, its horn will sound. This serves as a warning to anyone in the room that the train is starting up. Once the train leaves the block of track, the horn stops and the train continues around the track. I also wired in a SPDT toggle switch so that the horn function can be turned off in case you have a mother-in-law in the room who jumps every time the horn blows. Or in that case, maybe you would want to leave the horn on!

Perhaps there is a member who might know how to wire the timer directly to the insulated rail, which eliminates the need for the 153C in this project. I did not want to experiment with it and risk ruining my timer circuit. It seemed safer to spend the extra \$5 and buy two extra parts when I knew this way would work.

I have substituted a few different parts for the ones published in the original articles. I used a different rectifier and relay than what was published for the 153C. Also, the original timer has a maximum delay of about 2 minutes. I used a 1,000 microfarad capacitor instead of a 100. This increased the maximum delay time to 20 minutes.

A few important things to note before you begin. The capacitors labeled "D" and "E" in **figure 1** are polarity-sensitive and are marked so that their positive and negative ends can be located. The positive ends of each must be connected exactly as shown in **figure 1**. The silicon switching diodes labeled "H" and the rectifier diodes labeled "M" (both in **figure 1**) have cathode ends. These are marked with a transverse line in the diagram and a band on the actual diode. These cathode ends must be connected correctly or else the relay on the timer and the sound circuit will not work.

I mounted the parts to a piece of perf board. I used a 4.5" x 6" piece. In my opinion this is the smallest piece you should use to do this project without running into space problems. First you need to drill some extra holes in the perf board for the barrier strip, the potentiometer and the 9 volt relay. You will also need to enlarge some of the holes for the seven rectifier diodes and the two bridge rectifiers. Some careful planning must be done here so that you leave enough room for all the components and so that the rectifier diodes

(Continued on Page 14)

OPERATING PROJECT (Continued)

- A & B=FULL WAVE BRIDGE RECTIFIER
- C=12 V DC REGULATOR
- D & E=1000uf CAPACITOR
- F=.01uf CAPACITOR
- G=10k OHM RESISTOR
- H=SILICON SWITCHING DIODES
- I=12 VOLT DC RELAY
- J=9 VOLT DC RELAY
- K=SPST TOGGLE SWITCH
- L=SPDT TOGGLE SWITCH
- M=RECTIFIER DIODES
- N=555 TIMER CHIP AND SOCKET
- O=8 POST. BARRIER STRIP
- P=1 MEGA OHM POTENTIOMETER
- NO=NORMALLY OPEN
- NC=NORMALLY CLOSED
- COM=COMMON
- #=PIN NUMBERS ON 555 TIMER

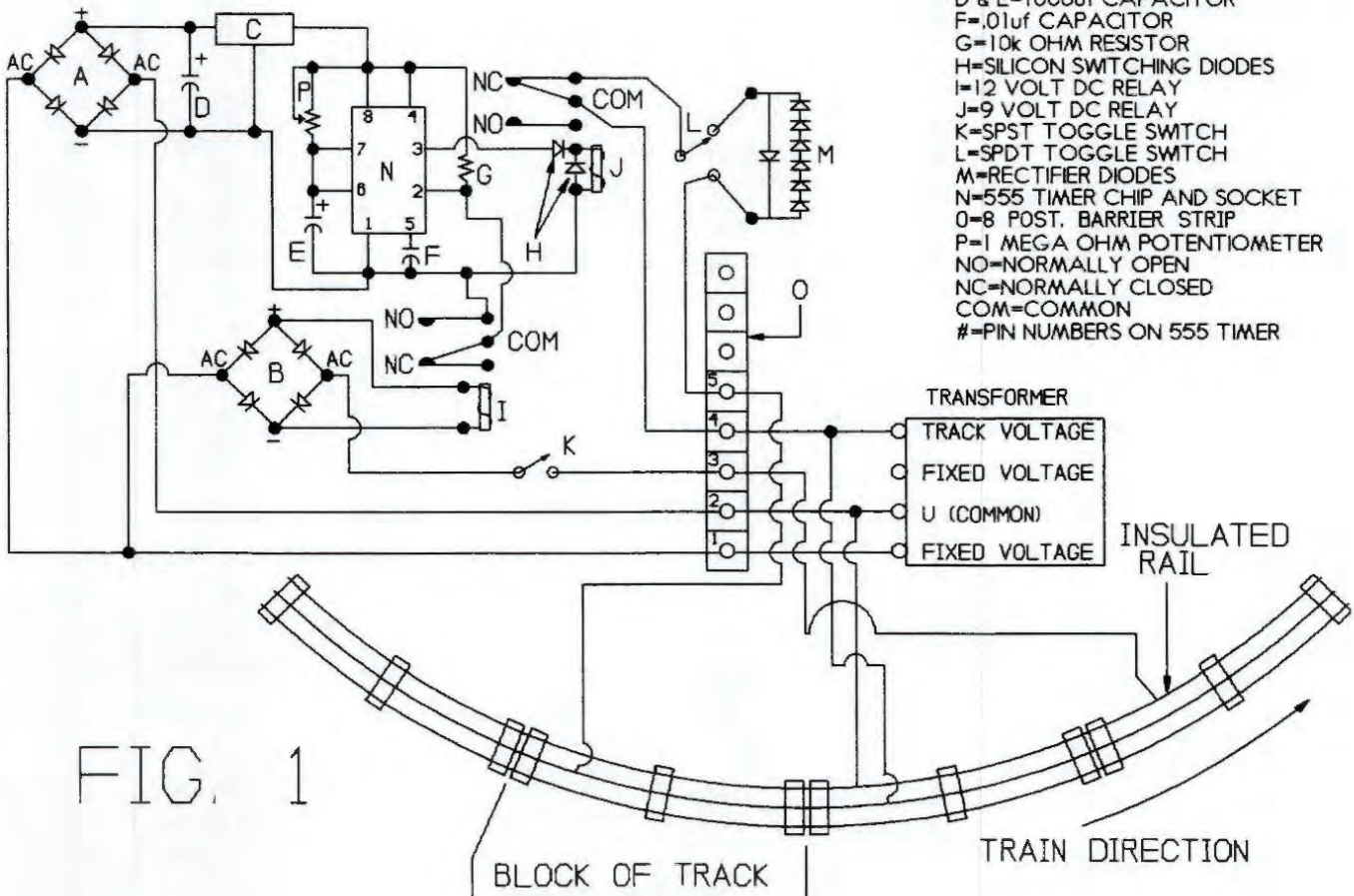


FIG. 1

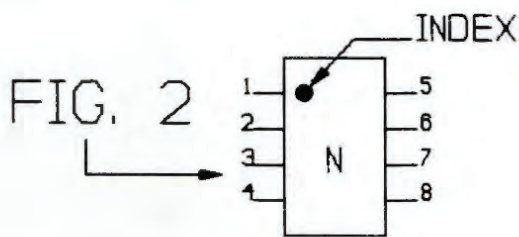


FIG. 2

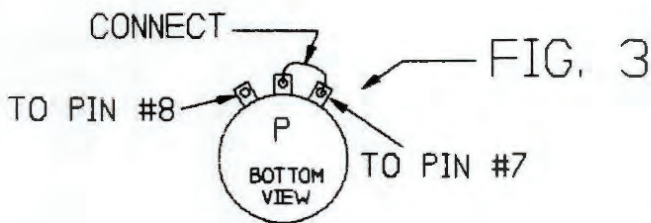


FIG. 3

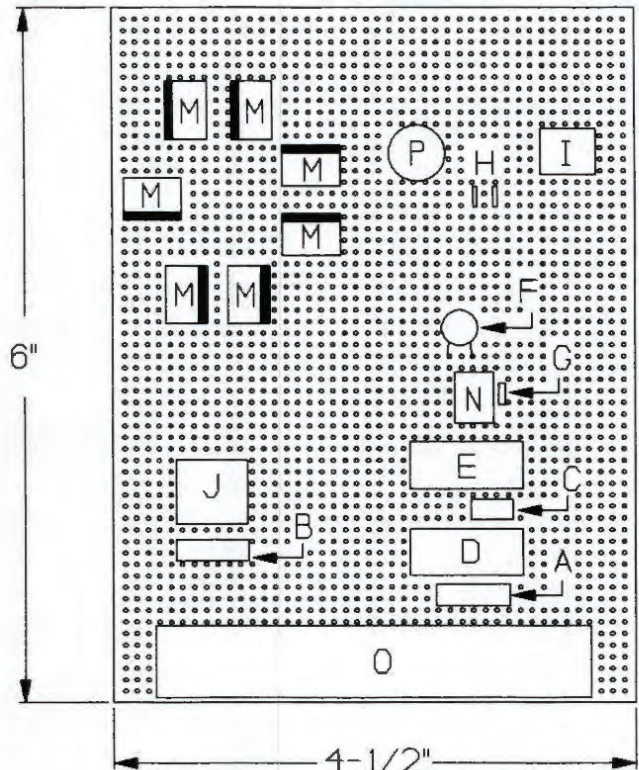


FIG. 4

(Continued From Page 12)

can be connected correctly. **Figure 4** shows a basic layout of the circuit parts on the one I made, however, the parts are not drawn exactly to their true size. See the legend that's part of **figure 1** for the description of the parts. The two toggle switches are not shown in **figure 4** because I built a wood box to contain my finished project. The toggle switches are located on the box itself. If you are planning to build a box, you should drill four extra mounting holes, one in each corner of the perf board. I drilled mine for #10 flat head stove bolts.

Once the holes are drilled, mount the barrier strip with two nuts and bolts in the holes at each end of it. The nuts and bolts are readily available at you local hardware store. The potentiometer comes with a washer and nut to mount it with. The rest of the parts will be held in place by the solder when you connect them.

First comes the basic timer part of this project. I start by soldering the power supply. These are parts "A", "C" and "D". Connect the AC posts on part "A" to posts 1 and 2 on the barrier strip (part "O"). The heart of the timer is next. Parts "E", "F", "G", "N" and "P". In **figure 1**, the 555 timer socket pins are not shown in correct order so that the drawing is less confusing. See **figure 2** to identify the pins in their actual/correct position. Leave the timer chip out of its socket until you are finished, to protect it from the heat of soldering. **Figure 3** shows a better view of how the potentiometer is connected. Next comes the relay that the timer turns on and off. This consists of parts "H" and "J". You'll need two pieces of part "H". Once you have made it this far, you have the basic timer portion completed. Connect the "COM" connection on the 9 volt relay (part "J") to post number 4 on the barrier strip. Connect one end of a wire (approx. 6" long) to the "NC" connection on part "J". Leave the other end of this wire disconnected for now. Eventually this wire will go the SPDT toggle switch.

Now comes the sound circuit, the last part of the board itself. This consists of seven rectifier diodes (parts "M"). Bend the wires coming out of each end of the diode and push the ends through the holes that you enlarged with a drill bit earlier. Make sure you have the cathode ends arranged correctly and solder them together. Next, connect a wire to each end of this circuit of diodes. Leave the other ends of each wire disconnected for now. Eventually these two wires will go to the SPDT toggle switch.

To contain this circuit neatly and give it the ability to sit next to a layout under the Christmas tree without sustaining any damage, I built a wood box for it. To do this you need to drill a hole in each corner of the perf board as covered

earlier, and drill the same hole pattern in a 1/4" piece of plywood. The length and height of the plywood that I used is about 2" bigger than the length and height of the perf board. The perf board is then centered on the plywood. Another hole needs to be drilled in the correct location for the shaft on the potentiometer to stick through the top. Drill two more holes for the two toggle switches. The locations of the toggle switches are not critical. Next, push four 2" or 3" long, flat head stove bolts through the holes in the wood. Put a washer and nut on the bottom side of each bolt so it is secured to the wood. Then put a nut and washer (in that order) on the end of each bolt and locate them about 1" from the wood.

Now the toggle switches can be connected. Make sure there is enough slack in each wire that connects to the switches so that they can be mounted into the plywood after they are soldered.

Connect the loose end of the wire from the "NC" post on part "J" to the center post on the SPDT switch (part "L"). Connect the two loose wires coming from the seven rectifier diodes to the remaining two posts on the same toggle switch. One wire to one post and the other to the other. The next step is important. From post #5 on the barrier strip, connect a wire to one of the outside posts on the SPDT toggle switch. It must be the same post that is shown in **figure 1**, in relationship to how the cathode ends on the rectifier diodes are located. If the horn feature on your completed project does not work, the wire from post #5 on the barrier strip needs to be switched to the other outside post on the SPDT toggle switch. The arrow in **figure 1** that is drawn as a portion of part "L" represents the lever on the switch itself. The same goes for the arrow drawn on part "K".

Connect the loose end of the wire from the AC post on part "B" to one of the two posts on the SPST toggle switch (part "K"). Connect the other post on this toggle switch to post #3 on the barrier strip.

Now that the toggle switches are connected, they can be mounted into the plywood with the nuts that are provided with them. When you have finished mounting the toggle switches, carefully push the circuit board onto the stove bolts until it stops when it hits the washers that were put on last. These washers and nuts need to be all the same distance from the wood and in the right location so that the shaft on the potentiometer will stick through the wood just far enough to put a knob on it. If the shaft sticks out too far, the knob will be up too high and if someone pushes down on it, they could break the perf board. Now another washer and nut can be screwed on each bolt so that they secure the circuit board onto the bolts.

OPERATING PROJECT (Continued)

Next build a wood box that the 1/4" piece of plywood will be the top cover of. In one of the walls of this box, put a hole or slot for five wires to go through that will connect the barrier strip with the transformer and track.

Once you have completed the box, you need to make a block of track in your layout where you want the train to stop by inserting insulating pins in the center rail at each end of the block. I prefer a block that is just long enough that the train will not "slide" all the way through it yet is short enough that when the train starts up again and the horn sounds, the trains gets off the block quickly so that the horn is just a short blast.

The insulated rail should be about two sections of track in front of the block of track as shown in **figure 1** (note the train direction). If your train stops on the block and is long enough that the other end of it is still on the insulated rail, the timer will continue to trigger itself and the train will never run.

Connect each of the posts on the **barrier strip** as follows: #1 to fixed voltage on you transformer, #2 to common (U) on the transformer, #3 to the insulated rail, #4 to variable track voltage on the transformer, #5 to the center rail of the block of track. Connect variable track voltage on the transformer to the center rail anywhere outside of the block. Connect common (U) on the transformer to an outside rail anywhere outside of the block.

One word of advice to anyone who builds this timer or the basic version of it. I discovered, the first time I built one, that if you want a split second delay, you shouldn't turn the knob down on the potentiometer any farther than necessary. If you turn it past a certain point, the timer chip will start to heat up and if left this way long enough, it will cease to function. If this happens, you will need to remove the chip from its socket and insert a new one. It's not very

costly, but can become annoying. If you touch the chip and it is not hot, then everything is A-OK.

Radio Shack Parts List

Two - 276-1146	4 A/50 V Full Wave Bridge Rectifier
One - 275-248	12 V DC Relay
One - 275-005	9 V DC Relay
One - 276-1396	6x8 Perf Board
One - 274-407	Hex Knobs (2/pack)
One - 274-653	8 Post Barrier Strip
One - 276-1771	7812 12 V DC Voltage Regulator
One - 272-1019	1,000 microfarad Electrolytic Capacitor
One - 272-131	0.01 microfarad Ceramic Disc Capacitor (2/pack)
One - 271-1335	10k Ohm Resistor (5/pack)
One - 271-211	Linear Taper Potentiometer 1 Mega-Ohm
One - 276-1122	Silicon Switching Diodes 1N914/1N4148 (10/pack)
One - 276-1723	555 Timer
One - 276-1995	8 Pin Socket (2/pack)
Two - 276-1661	6 A/50 V Rectifier Diodes (4/pack, need 7 for one circuit)
One - 275-612	Single Pole Single Throw Toggle Switch
One - 275-613	Single Pole Double Throw Toggle Switch

The approximate cost of the parts for this project is around \$35-\$40.

I must give credit to the two authors that were mentioned at the beginning of this article. It is because of their articles that I have become interested in little electronic devices like this one. Thanks guys! Anyone else out there have any more?

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

OPERATING TIP

Rail Insulating Material Found at Local Hardware Store

If you are looking for a material that can be used as a rail insulator on tinplate tracks, here's an item I came across in the automotive section of a local ACE Hardware store. The product is called "Gasket Material", Part #1102 made by NEA Products Co., Belleville, NJ 07109.

It comes in a sheet that is 9" x 36" x 1/32" which is easy to cut and can be scored gently with a sharp knife to assure parallel edges and size when folded. Also, it does not tear readily nor seem to degrade with time.

— Ken Deiml, RM #20218, Cary, Illinois

From Previous *TLR* Articles, Here's 4 Great *Follow-Ups!*

Project Christmas Train

Let me start by saying the members of the LCCA are most generous and giving. About 4 years back, I started out like most train enthusiasts - wanting to put a train around our Christmas tree and Lionel "O/027" gauge seemed the right size. For the Holiday Season of 1993, as I was putting our train around our tree, I got to thinking about how much fun the trains were and wouldn't it be great if you could give that feeling to others, especially kids. Also, at Christmas time our church, St. Timothy's Methodist Church, has an angel tree for needy children and our Sunday school class usually adopts several families. That particular year I got to thinking about giving away Lionel trains at Christmas, but I also knew I could not afford it.

Then I got the idea of advertising in *The Interchange Track* and seeing if I could get LCCA members to donate some trains. I ran an ad for the next 4 issues asking for engines, rolling stock, track, transformer; and in my wildest dreams never expected to get what I did. By August, 1994 Club members had sent enough pieces to put together 4 train sets! (3 are pictured below.) I also got a lot of track but after thinking about it decided it was better to buy new track for the sets. Luckily one member sent 3 transformers with everything else he donated.

Some of the engines needed maintenance and that was supplied at a minimum cost of just parts by Jerry Vicento, RM #10105 and owner of J.R.'s Hobby Depot. Jerry supplied all the labor and time to get the engines running. I also bought the track and clip-on's along with some cabooses from Jerry because few cabooses or tank cars had been sent. I found the hardest thing was putting boxes together to place the sets in, but that too was accomplished. The sets in the photo were wrapped and have gone to some kids who I know enjoy them.

In all, six LCCA members were generous enough to share their fun with some others. I have thanked each of them personally by letter and would like to say "Thank You" once again for helping with *Project Christmas Train*. It went over so well that I'm doing it again this year. So, if you missed out in the joy of sharing last year, here's your chance to get in on the 1995 edition.

It's great to show how generous Club members are!

— Jeffrey Otto, RM #18593, Houston, Texas



Custom Built Bridge Added to Layout

Here are several photos of my recently built Hellgate Bridge. It was a most enjoyable project and as you can see added a very impressive feature to my layout.

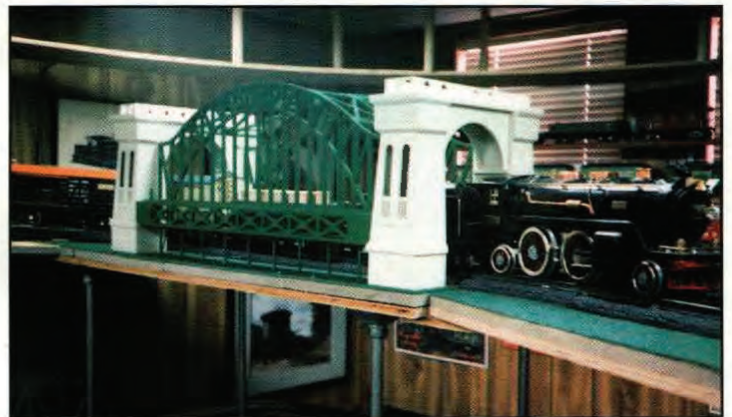
Because of the excellent plans published in the April, 1995 issue of *The Lion Roars*, the bridge was much easier to construct than I'd have ever thought possible. As pictured, there are a few more minor details to be completed, but I just couldn't wait to install it on my layout!

Thanks to all the LCCA members who put this great project together for all to enjoy. I am looking forward to more articles like this one in the future.

— Bob Herman, RM #18997, Scottsdale, Arizona

(Editor's Note: I'd received several other letters and calls from members who stated they were going to build a Hellgate Bridge from the plans. So far, Bob is the only one who has sent me the results of his efforts. If there are more of you out there, *please* send photos and a brief write-up to me. Responses will help determine when more projects like this one can be done!)

Don Carlson, Editor
The Lion Roars
 1190 Academic Way
 Haslett, MI 48840
 Phone: (517) 339-9611
 Fax: (517) 339-9618



Meeting the "King" of Stock Car Racing

June 11, 1995 will be a day I will always remember. For this was the day I personally met the "King" himself, Richard Petty. The meeting took place at the first Pocono race this past summer. All this came about because of my custom train set article "The Richard Petty #43 STP NASCAR Express". The following is the turn of events that took place after the April, 1995 issue of *TLR*.

I received a phone call from Martin Bercaw who is the son of LCCAer Joseph A. Bercaw, Jr., RM #16583. Joe showed Martin the train article in *TLR* and he was very impressed. Martin called to thank me for doing such a colorful and artistic job on the train. Martin's father-in-law is Raymond Pinion, who is the retired President of First Brands Automotive Division, which markets STP products. As we talked, Martin said that it might be possible for me to meet Richard Petty at the next NASCAR race. I told him that my brother John and I were going to the Pocono race on June 11th. Martin has met Richard many times and would do his best to arrange for a meeting.

Everything fell into place and on race day we met Martin at the track. We were all issued special passes as guests of STP. We were then introduced to Chuck Spicer who is the promotional man for the STP Company. Marty showed Chuck the train in *TLR* and jokefully said he wanted one. Chuck later escorted us to Richard's trailer for a personal meeting. We took plenty of pictures, videos and Richard signed a copy of the issue across my train set! Richard liked the train and complimented me for doing such a fine job.

As a guest of STP we were able to visit the other teams in the garage areas. Just a few of the other autographs I collected that day were: Bill Elliot, Rusty Wallace, Geoff Bodine, Cale Yarborough, Jeff Gordon, Ned Jarrett and many more. We were allowed in the pits during the race and you had to get out of the way when the tires started flying!

I would like to take this opportunity to thank Martin Bercaw, Joseph A. Bercaw, Jr., Raymond Pinion, Chuck Spicer, the members of the STP Racing Team and the LCCA for making this a very special day for me. After 30 years of following his career, I finally met the "King" of stock car racing, Richard Petty.

— William Riach, RM #2419, Wallkill, New York

More on "Cereal" Railroad Emblems

I really enjoyed the article on the Sugar Crisp railroad emblems in the February, 1995 issue of *The Lion Roars*. I remembered the emblems from years back, but had long since lost my few originals. When I found a set still wrapped in wax bags several years ago, I quickly bought it. As time passed, I thought that what I had bought was not the original set, but might be a reproduction set. I also thought it was a full set, at least until I saw three heralds pictured I didn't have and that were on the list! Now, thanks to the article, I know the difference and know what I've got.

Let me shed a little further light on the subject, after comparing my reproduction set with *TLR*'s picture. The repros are not quite as sharp - the color register is off a little on a few of them. That is, some of the paint is not exactly centered on the ridges, etc. The colors are slightly different, most noticeable the yellow on the Southern Pacific and Chicago Great Western. They are bright yellow, rather than the more orange yellow of the originals. The Southern is a duller, darker green. Both the AT&SF and Nickle Plate are slightly darker blue. These are minor differences, the only ones you could see without putting them side-by-side are the SP and CGW. But there are three emblems which have more significant differences as noted in the photo below. First of all, the C&O has no yellow outside border. Next, the Wabash has a blue and white flag with blue lettering, unlike the original which has a red and blue flag with white letters. And on the Western Pacific, which requires a closer look, there is no black border between the white inner ring and the red feather by the word "River".

I hope this helps members identify the emblems if they find partial sets or loose heralds. Many of these railroads have gone to the great rail yard in the sky, so they make a very interesting and nostalgic display. None of them are really expensive, although the three which came only in the original set (MoPac, Reading and GTW) are harder to find, and consequently a bit more, particularly the MoPac, which seems the rarest one of all. If any of the members see any of them, I'd recommend picking them up. They look great around the train room!

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



First Years of the LCCA, 1970-75

1970 - Founding

As covered in Part I, it took courage and determination on the behalf of Jim Gates, CM #1 and Club founder, to restart a club dedicated to the backing of the Lionel name. Jim used the resources available in the trade publications of the time (most notably *Toy Train Magazine*) to solicit membership on a national basis. Between August and December of 1970, memberships were accepted from fellow Lionel enthusiasts in the states of California, Colorado, Illinois, Iowa, Louisiana, Montana, New York, Ohio and Oregon. When a member from Ontario, Canada, also joined, the LCCA was already "International" in scope when it was only a few months old!

To establish a democratically based Club, Jim sent out questionnaires to all members in order to get their opinions on key issues to include in the Constitution. Some of the early decisions that came from that first questionnaire (distributed late in 1970) included: 1. Any member not backing the Club name or Constitution would be dropped; 2. All members would have the ability to vote on the Club's rules; 3. The rules and policies would not be left up to only those at the Convention; 4. It would take a 50% approving vote from the members to pass a rule or policy change; 5. The cut-off date for Charter Membership status would be one month before the 1st Annual Convention (which was slated to occur annually on/near the Club's anniversary date of August 1 each year); 6. A Regular Member would be charged slightly more than a Charter Member to enroll in the Club (initial dues were \$5 per year with a \$2 initiation fee); 7. Officers would be elected from among those present at the Annual Conventions; and, 8. The membership at large would be voluntarily used to assist the founder and Officers in the running of the Club's business.

Also, in these first few months, the inaugural *Interchange Track* was edited and distributed by Len Chaikowsky, CM #2. Just to illustrate our Club's beginnings, that first issue of *IT* had 6 Wanted ads, 4 Sale ads, 2 Trades and 2 Sale/Trades in it. And, the highest member number listed was #20.

1971 - Initial Organization

Jim used four more questionnaires between January and June of 1971 to garner more information for the Club's initial draft of a Constitution. The preamble of that first Constitution read - "We the People of the Lionel® Collectors Club of America, in order to promote among collectors Better Relations, Better Communications, Better Standards and Promote the LIONEL NAME, do establish this Constitution of The Lionel® Collectors Club of America". Jim received permission from MPC to utilize the #700E or #5344 Hudson locomotive as the official Club emblem and through the idea of Dennis Chandler, CM #20, adopted the Lionel Lion as our mascot to keep the strictly Lionel theme high balling down the tracks. The LCCA's motto was endorsed unanimously by the membership and to this day it reads exactly the same - "A Lifetime of Happiness Collecting Lionel Trains".

Because the Club was expanding so quickly, an application form was put together to make processing of the ever growing requests

for membership easier to conduct. Jim's initial concerns were put to rest when 47 members from all over the country came to Des Moines, Iowa, to meet on July 31-August 1 at the LCCA's First Annual Convention! With some minor changes made, the Constitution was approved and the election of Officers took place at the Business Meeting. The Club's first ever Officers (who were also its Board of Directors) were: Van Stockdale - President, John Vodopich - Vice-President, Larry Keller - Treasurer, John Brady - Secretary and Don Foote - Assistant Secretary. Each was elected to a one year term with elections to take place at the Convention each succeeding year. In addition, per the Constitution, next year's Convention site was chosen by simple majority vote and Kansas City, Missouri, won.

Putting together, publishing and mailing the *Interchange Track* was now within the responsibilities of the Assistant Secretary and Don Foote, CM #39, took over from Jim Chellis, CM #10, who had put together the second issue. The Treasurer's report (dated August 15, 1971) showed income of \$600.65 offset by expenses of \$210.00 to give the LCCA a balance of \$390.65. Per the agreed upon cut-off date of June 30th, there were 83 Charter Members and their names were published in the first ever *Roster* which was compiled and put together by Jim Greytak, CM #13. By December 31, 1971, the Club had grown to a total of 146 members and a separate, specially colored listing of Regular/Family Members #84-146 was provided as an addendum to complete the inaugural *Roster*. During this year, a *Club Newsletter* was edited by Jim Hunt, CM #9, with Jim Brady, CM #38, handling the distribution along with his Secretary duties.

1972 - Further Organization

This year saw some progress and its accompanying changes take place in the Club. With a group of Officers now directing the LCCA, continued enhancements to organization along with the active recruiting of new members became top priorities. A Constitution Committee was formed to go over and clarify the rules for the Club. At the 2nd Convention in Kansas City, elections again occurred and the only change that took place was the selection of Gerald Dangelo, CM #67, as Assistant Secretary replacing Don Foote. During the latter part of the year, the first ever bound version of the *Club Newsletter* was issued and its new name was *Lionel Model Railroading*. Edited by Warren Bitts, CM #48, it contained stories and pictures (all in black and white) along with advertisements within its 28 pages and was sold for \$1 each. The *Interchange Track* also changed with a requirement that all "For Sale" items had to have a selling price listed with the item.

The year also marked a significant milestone in the Club's history with the offering of a Convention Car Commemorative. This car was specially decorated with rub-on decal lettering to note the LCCA along with the Convention site and date. In addition, for those members who attended the Convention, a special stamp was put on the bottom frame of the car which included their membership number. Overall, there were a total of 125 Cars decorated with decals, and a total of 265 were marked with the special Con-

vention stamp and later sold to Club members. This special stamping process on Club Convention Cars continued through 1975.

The Treasurer's report (as of July 15, 1972) listed income at \$1,586.15 less expenses of \$613.97 to result in a balance of \$972.18. By the end of the year, The LCCA ranks had grown to 238 members representing 38 states along with an international group of 4 members in Canada and 1 in France to create a total membership of 243. Because of this near doubling of people in the Club, all members were now listed both alphabetically and by state/country for the first time in the 1972 edition of the *Roster*.

1973 - Foundation Established

Some turmoil resulted in a change of leadership with Chuck Seddon becoming President. With his guidance, the "4 cornerstones" of the LCCA's foundation were established and put into place. These very significant items that form a strong foundation for the LCCA are: 1. Club's publications would be issued regularly each month by alternating the *Interchange Track* with the *Newsletter* on odd-numbered and even-numbered months respectively; 2. The LCCA's Convention Car would be special and unique from other clubs' in that it would bear prototypical markings in a roadname local to the Convention's site with a small, discrete notation about the Convention's data marked on it; 3. Any active member could purchase two cars each year; and, 4. The Club would establish an archives in order to create a historical base.

Each of these items were evolutionary in their time when compared to the other train collecting/operating clubs and quickly set the LCCA apart from the others. These positive movements resulted in a rapid growth for the Club's rolls more than doubled to over 500 members by year's end. And the largest group to date came together at the 3rd Annual Convention in Huntsville, Alabama, when 221 members attended.

Another high impact change this same year was the election of a 5 member Board of Directors to go along with the 5 Officer positions in order to create a more wide-spread panel of knowledge and expertise governing Club business. Except for Larry Keller as Treasurer, an all-new group of Officers were elected. They were: Chuck Seddon - President, John Ourso - Vice-President, Gerald Dangelo - Secretary, and David Stonecipher - Assistant Secretary. The LCCA's first ever, separately elected Board of Directors was made up of Jim Gates, Bill Yarbrough, Stewart Robinson, Curtis Fischbach and Al Otten. The Treasurer's report (dated July 31, 1973) showed income at \$5,886.59 less expenses of \$2,639.07 resulting in a balance of \$3,247.52. Another interesting item that took place during January of the year was when the Newsletter Editor, Jim Hunt, CM #9, decided it was time for change and came up with the name *The Lion Roars* for the publication. This great, new name stayed with the bi-monthly magazine and symbolizes our Club's innovative and leading spirit!

1974 - More Growth and Movement East

As detailed above, the positive changes that had taken place in the Club with its new leadership direction resulted in an ever increasing influx of new members eager to join the LCCA. It was during this year that member #1000 came on board! In just four short years the Club had grown from an idea into a far reaching

group of Lionel enthusiasts. For the first time, the Annual Convention moved out of the Midwest and journeyed to Corning, New York, where lucky Member #777 joined up and in on the festivities. Ted Dartt, CM #6 (and the LCCA's 1st Honorary Member), was Host to over 200 members. The Convention Car was a Corning Glass 4 bay covered hopper with the unique feature of a very colorful two-tone paint scheme that was a first for Lionel.

For the 1974 Club elections, several new, important changes took place. For the first time, a Nominating Committee was established and their role was to furnish a listing of persons nominated for each office to all LCCA members 60 days prior to the Convention. In turn, everyone not attending the Convention was able to cast their vote by mail for the candidates of their choice. These votes were then added to those taken during the Convention from the membership at-large to obtain a total vote. In 1974, Officer and Board elections resulted in several leaders staying in the same or changing positions as well as some new people stepping forward from the membership ranks. Seddon, Stonecipher and Keller remained as President, Assistant Secretary and Treasurer respectively while Bill Yarbrough moved to Vice-President (from Director) and Don Fraley was elected as the new Secretary. For Directors, Fischbach and Otten remained, while Dangelo and Ourso moved over from their previous Officer positions and Ray Nawrot was newly elected. The high number of repeat or incumbent leaders demonstrated the faith the membership had in them for a job well done.

1975 - Club Future Solidified

With its expansion of members and the ensuing revenues continuing, the need to incorporate came to light. This was accomplished by appointing Chuck Seddon as Registered Agent. With legal council involved, the LCCA officially become an incorporated, not-for-profit organization on January 7, 1975 in the State of Illinois. Even though it was only a half decade old, by September 1st the Club's ranks had grown to include 1,523 members in all 50 states as well as 2 foreign countries, and prior to year's end, Member #2000 came on board!

In terms of Club leadership, Seddon, Stonecipher and Keller stayed in their same Officers positions with Richard Brown becoming Vice-President and Ernest Davis elected as Secretary. And for Directors, Dangelo and Fischbach carried over with Thornton Dartt, Stanley Orr and John Kozlowski newly elected. The LCCA's treasury also grew to new heights with income of \$55,083.03 offset by expenses of \$38,822.01 creating a balance of \$16,261.02.

Epilogue 1970 - 75


In just five short years the Club's growth was phenomenal in that membership ranks doubled each and every year. (As a point of interest, the other clubs of the time took 6 or 7 years to reach member #1000. The plateau of member #2000 in 5 years made the LCCA the fastest growing toy train club in history.) As our founder Jim Gates had thought from the start, there were a large number of toy train enthusiasts out there who were primarily interested in Lionel Trains!

In Part III of this year long, six segment article, we'll see what took place in the *Second Half Of The First Decade* of the LCCA's history, the years 1976 through 1980.

Lionel® Collectors Club of America's 25th

LIONEL COLLECTORS CLUB OF AMERICA

THE INTERCHANGE TRACK
COMPILED BY
L. Chalkovsky 11-OR, 42



WANTED:

#56 MSH, 520, 2627, 2628, 2855, 2856, 2857, 3854, 3494-627 500, 6464-225, 6464-100, 175, 425, 515, 510, 6587to, 8 Lionel engines.--- J. Gates, 4263 S.W. 12th, Des Moines, Iowa 50315

Ice cubes for 352 station/merchandise boxes for 3654.--- J. J. Hunt, 814-26th St, Peru, Ill. 61304 /815-223-1915

256(w/ brass number plates), 6464 series-175, -300, -305, -405, -604E "Red Comet" set.--- J.A. Graytak, 1401 Ave S.W., Great Falls, Mont. 59401 406-453-4371

Comerco leading belt for 397 coal loader, 282 gentry crane operator of controller.--- C.J. Reiffinger Jr., P.O. Box 87 8111 Low Pile, Lima, Washington, PA. 18932 701-822-3122

2600 passenger cars (RED), Pennsy 0-5-0, 2351, 7382.--- G. SOT, R. Hughes, HBIS-3, 03 WACS, El Tore, Calif. 92729 714-832-6559

2300-1165-1 susan, thin stripes, 2502W, 7718772, 6464-350 (HT), 157.--- L. Jacobson, M.D. 7124 S. Patton Ave Chicago, Ill. 60649 312-483-1400

FOR SALE:

New catalogs 1954-1966, new "Super D" track.--- P. Gilroy, 33 Arcadia Lane Hightsville, N.Y. 11801 516-62-3-9780

3469 (parts missing), 234 Dispatch box. (A12R #10 erected).--- J.R. Hunt, 814-26th St, Peru, Ill. 61304 815-223-1915

Here's both pages of the LCCA's first ever *Interchange Track*! In this inaugural issue sent out late in 1970, ten Members placed a total of fourteen ads in the categories of "For Sale, Want, or Sale/Trade". These categories remain in the *IT* even today along with the Club's Grading Standards (established in 1971 as part of the original Constitution) with a price per item requirement added in 1972.

571 mint set (1952) \$75, 6315 \$10., 6346 \$15, 6517 \$10., 6464-150 \$15., 6464-600 \$15 (1955), 6425 \$10., 2321 (gray top) \$75., 2321 (maroon top) \$90., 41 \$15.--- T. Chandler 27500 Bishop Park Dr. #106 McMillan, Ohio 44092 216-263-2956

(Joe has an excellent listing which is too large to list here, it is a complete listing with reasonable prices and I would suggest that anyone who is interested in any thing write to Joe and examine his list. THE LCC)--- J.A. Ryan, 16 Myern Road, Millville, Ontario, Canada

TRADE 2242 Wt will consider 2367, 2368, 2378; 42 Pictator for 57 A.C.C.-R.T., Chandler 27500 Bishop Park Dr. #106 McMillan, Ohio 44092 216-263-2956

2563 Santa Fe (MINT) for 2534 LP Passenger (w/ plain, no hex nuts, dots, etc. glued on name plates) J. R. Hunt, 814-26th St, Peru, Ill. 61304 815-223-1915

SALE/TRADE

6519 #171s Chalmers, assorted freight cars in good condition.--- E. Welch, Super #7, Box 347-A, Hing, Spartan, North Carolina 28388 704-799-3293

613, 614, 615 "Blue Comet" (refinished) & original 675 locomotive.--- J.M. Graytak, 1401 Ave S W, Great Falls, Mont. 59411 406-453-4140

I would like to than all of those who participated in the first BUY-SELL-TRADE sheet of the LCCA. I believe that with such cooperation the "INTERCHANGE TRACK" will become a strong part of the LCC of A.

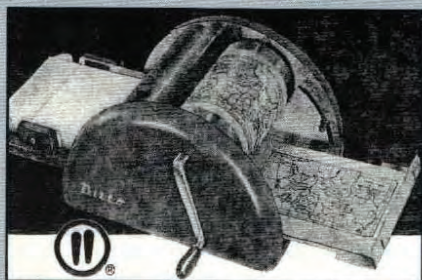
Thank you,
Lm

I would like to add a "wanted" of my own I forgot to add before. I am interested in the complete Paste! Set (incl. trans.) that was put out a number of years ago, my sister became interested in the picture in an old catalog and I would like to secure it for her, also she would like the 57 A.C.C. for her initials are A.E.C. and she was born in '57.


L. Chalkovsky, 181 E. Centre St, Shenandoah, Penn. 17976 717-462-0915

P. S. Should anyone else have such anecdotes about their equipment send them along as it will add some color, variety and maybe even a little humor to the sheet.

A mimeograph machine like the one shown here was utilized to make copies of the *Roster*, *Interchange Track* and *Newsletter/Lion Roars* in the Club's early years.



L.C.C. OF AMERICA
Charter Member
Dennis T. Chandler
27500 Bishop Park Dr. #106
McMillan, Ohio 44092



One of our newest members from Ohio has submitted to me a picture (ABOVE) of his mascot & he is wondering if his mascot couldn't be adopted as the club mascot.

Maybe this mascot could be used on the future "BUY APPLICATION" or some other club paper such as a future club quarterly newsletter or "Party, sell, swap" list or etc.

Can any member think of a good SLOGAN which could be placed inside the "should" of the mascot????? Submit these to me if you can.....


An usual please subject to me on a piece of paper, your vote for or against adopting the above mascot for the club & use as it sees fit. Don't forget to sign your name on your vote & return to me within 10 days. As per rule #4 c (1st. question) the majority of the vote will decide & this will hold true in all other matters you are asked to vote on.

Respectfully yours,
J.R. Hunt
Jim Gates

Featured on both a 1971 letter from Jim Gates to all members (above) as well as an early LCCA *Newsletter* (below), was the Club Mascot in the header area. This appropriately attired and always smiling character would later have part of its name included in the Club's magazine, namely *The Lion Roars*.

LIONEL COLLECTORS CLUB OF AMERICA

OCTOBER - NOVEMBER 1971
100 PAGES



We thank you 10 times a year from you. The Club Newsletter will be published quarterly every two months, and the INTERCHANGE TRACK quarterly.

Read on, brother....

RESOLUTIONS TO BE PUBLISHED BY LCC OF A GREAT BIG MEETING.

Now that the major secretarial business is caught up, the 1971 Convention is history, the records are up to date, and the constitution is now law, I will be able to get the Club business down to a routine, and will be able to start publication of our 100% of a Newsletter on a BUREAU BASIS, every other month, this is the first of the regular publications. The NEWSLETTER will attempt to keep you up to date on this new, special event, our records, and articles of interest to fellow Lionel Collectors. Please let us hear from each of you if you have articles or information you would like to see. Publications will begin part of the 15th of every other month, beginning with this issue. Next publication date: (November 15th, 1971).

INTERCHANGE TRACK TO BE PUBLISHED QUARTERLY

The INTERCHANGE TRACK, our club swap list will be published four times a year, beginning with the first issue of our second year as a club, which will be published by DECEMBER 1, 1971. We hope with your speedy cooperation, that this will mean you to time for some happy holiday trading. That is already getting to play on a Christmas present off the December INTERCHANGE TRACK, (but she doesn't know it yet.) Let's vote to a good INTERCHANGE, and all rule parts. A limit of one third of a page of type for each member should provide plenty of room, and allow for an interesting swap list.

NOTE: INTERCHANGE TRACK BEGINS: NOVEMBER 1, 1971.

NOTE: DONALD FOOTE, LIONEL SECRETARY OF LIONEL COLLECTORS CLUB OF AMERICA, BALTIMORE, MARYLAND, DEPARTS

Future INTERCHANGE TRACKS will be published December 1, March 1, June 1, and September 1. Declines for including material will always be the first of the month preceding publication. Please note that the ACCEPTED SECRETARY, M. DUBBLE FROST, 839 of Hampden, Vermont is the writer and publisher of the INTERCHANGE TRACK. Be sure all information for the INTERCHANGE TRACK is mailed directly to him, not to Mr. Neasey.

Notes: special sheet for your use in sending list for the Interchange Track, is attached to this mailing. Please take a few moments now, and get down some items on it. It is self-addressed, and if properly folded, all you need do is staple it shut, and add a stamp. Be sure to get it off before November 1, and be sure your return address and number are on the form.

This light green LCCA Membership Card is an example of those issued to Charter Members in the early years. During this time frame, a Regular or Family Member's card was "buff" in color. This color-coded distinction of cards based on the type of membership was discontinued in later years and the symbols CM, RM and FM are used to distinguish the classification of membership on everyone's cards today.

LIONEL COLLECTORS CLUB OF AMERICA
(MEMBERSHIP CARD)

NO. _____



Issued to: _____

1973

LIONEL COLLECTORS CLUB OF AMERICA

Founded August 1946



A Lifetime of Happiness collecting Lionel Trains!

Name (in full) _____

Address _____ City & State _____ Zip Code _____

Home Phone _____ Direct & Number _____ Area _____

Occupation _____ Business Address _____ Business Phone _____

How did you hear about L.C.C. of A. (member's name, advertisement) _____

Why do you wish to join the L.C.C. of A.? _____

What do you expect of L.C.C. of A.? _____

Do you collect Lionel Trains? _____

Other queries you collect: (catalogs, catalogs) _____

As a member of the LIONEL COLLECTORS CLUB OF AMERICA I hereby agree to support the constitution and honor the club name. I agree also that the club name shall never be changed, thus assuring that there will always be a LIONEL COLLECTORS CLUB OF AMERICA.

Date _____ Signature _____

NOTE: Application Fee & Dues Must Accompany Application.

DATE RECEIVED _____ Type Membership _____ Number _____

Secretary _____

The first issue of an LCCA Application Form featured the Club's symbol at the top of it. Dues in 1970 were \$5 for Charter Members, \$7 for Regular Members and \$2 for Family Members.

LIONEL
MODEL RAILROADING 100

OCTOBER-NOVEMBER 1971



MIGHTY ENGINE OF THE CENTURY

700 E.W.

LIONEL COLLECTORS CLUB OF AMERICA

MEMBERSHIP, 1971 \$5.00, \$25.00, \$75.00
BALTIMORE CITY, MARYLAND

COMMISSIONER NATIVE

Here is the cover of the Lionel Model Railroad magazine which was issued late in 1972. This inaugural "bound" magazine is the forerunner to both of today's separately published versions of *The Interchange Track* and *The Lion Roars*.



The 1972 Convention Car shown above was one of 125 original cars that had decals applied by hand the night before the Convention. Also, a special stamp along with the Member's Number was applied to the bottom of the Cars and, as shown in the photo below, this Car was issued to Jim Hunt, CM #9. The stamping practice was stopped after the 1975 Convention.



25th ANNIVERSARY SPECIAL COMMEMORATIVE ORDER FORM

To mark the Club's 25th Anniversary, a special piece has been reproduced 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 is 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. Delivery starts in October, 1995. (NOTE: GLOBES NOT AVAILABLE SEPARATELY.)

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

	<p>Order 5 lanterns for \$400.00</p> <p><i>(In any combination of colors or one of each color.)</i></p> <p>You will save \$50.00 on this "Package Deal"!</p>	
--	--	--

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT	COLOR*
REGULAR	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$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 shipments can be made to 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 _____

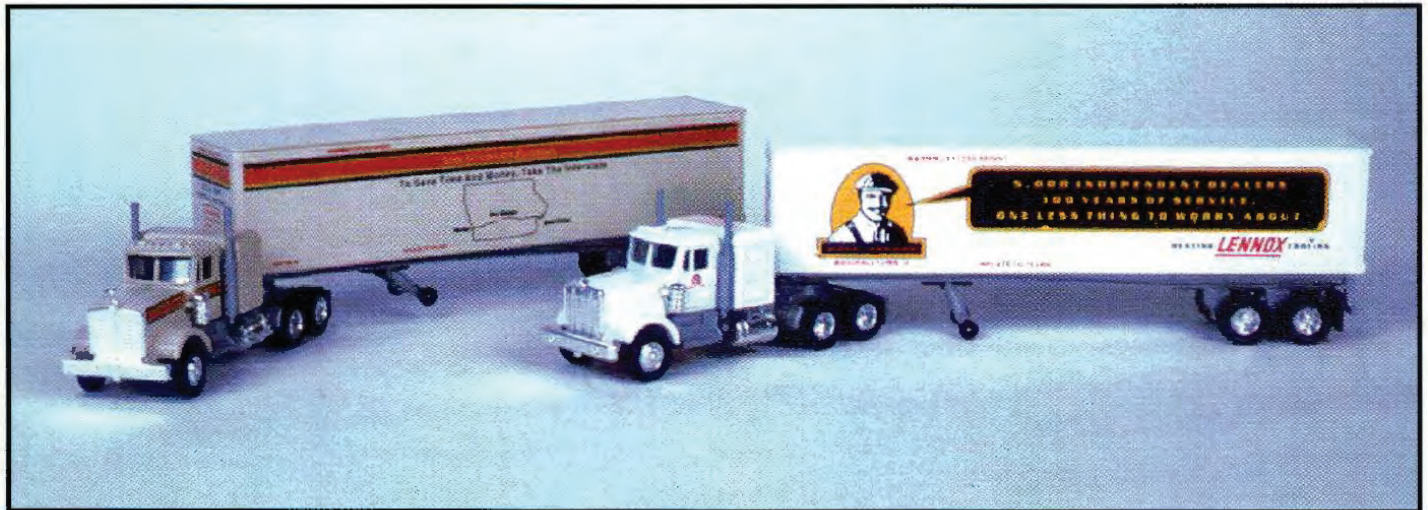
MAIL TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301

THIS FORM MAY BE PHOTOCOPIED

1995 LCCA STOCKING STUFFER ORDER FORM

This year the Club continues its tradition of honoring our Annual Convention by offering a set of two special edition Lionel produced tractors and trailers. Both are modeled after the real ones used in businesses near the Des Moines, Iowa, area. The Lennox one looks just like their's which is marked to celebrate their 100th Anniversary. The Iowa Interstate Railroad tractor and trailer is also prototypical in its colors of tan with brown and orange markings. All pieces will discretely have LCCA notations on them. Delivery scheduled in time for the Holiday Season!

PRICE \$38.00 PER SET (4 Pieces) - NO LIMIT ON QUANTITY OF SETS ORDERED!



Price includes all shipping. All sets will be shipped via UPS. Shipment cannot be made to P.O. Boxes. You **must** provide a street address. Orders sent on a first come, first served basis, while supply lasts.

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT
REGULAR	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
TOTAL ENCLOSED					_____

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

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

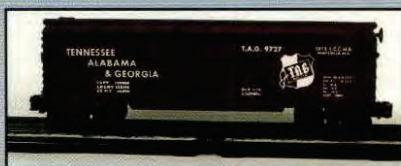
Anniversary — The First Years 1970-75



Pictured above are some of the 47 Members who came to Des Moines in 1971 for the Club's 1st Annual Convention. In the scene below, members from across the country get together. This theme of "friends and trains" started at the LCCA's 1st Convention and continues through the years!



These two photos are scenes from the 1972 Convention. The one above is a tour of the AT&SF's Shops and Yards at Argentine. The photo below shows a local LCCA Member's layout open to guests during the '72 Convention. These events show how tours were an integral part of LCCA Conventions right from the beginning!



The 1973 Car (above) was unique in its day when compared to other clubs' cars because of its prototypical colors and markings. The policy of Lionel producing a car exclusively for the LCCA was established in 1973 and is maintained for all future releases.



Here are scenes from the 1973 Convention in Huntsville, Alabama. In the top photo, L to R are: Jerry Dangelo, Secretary; John Ourso, Vice President; Convention Host Bill Yarbough, and Chuck Seddon, President at the Business Meeting. The photo below shows how busy the Registration Desk was since 221 Members attended our 3rd Annual Convention.



In the photo above taken at the 1975 Convention in St. Louis, Jim Gates, CM #1 and Club Founder, receives his Convention Car from David Stonecipher, RM #212 while, to the right, Chuck Seddon, CM #46 and Club President from 1972 to 1976, awaits his turn.

LIONEL
Collectors Club
of America

MEMBERSHIP ROSTER
July 13, 1975

In this 1975 Edition of the Club's Annual Roster a total of 1,574 members names were listed. The Club's Roster, which measured 4" by 9" with a total of 218 pages in it, included the LCCA's Constitution. With *The Lion Roars* and *The Interchange Track* as bi-monthly publications, members received something each and every month of the year at this point. The LCCA continues to issue a total of 13 publications annually to its members!

Certificate Number 24857

To all to whom these Presents Shall Come, Greeting:

Whereas, Articles of Incorporation duly signed and verified of **LIONEL COLLECTORS CLUB OF AMERICA** have been filed in the Office of the Secretary of State on the 7th day of JANUARY AD 1975, as provided by the "GENERAL NOT FOR PROFIT CORPORATION ACT" of Illinois, approved July 17, 1962 in force January 1, 1964;

And Whereas, I, **MICHAEL J. HOWELL**, Secretary of State of the State of Illinois, by virtue of the powers vested in me by law do hereby issue this Certificate of Incorporation and attach thereto a copy of the Articles of Incorporation of the aforesaid corporation.

In Testimony Whereof, I have set my hand and cause to be affixed the Great Seal of the State of Illinois Done at the City of Springfield, this 7th day of JANUARY AD 1975 and of the Independence of the United States the one hundred and 99th.

Michael J. Howell
SECRETARY OF STATE

C75 01 0-74

Here's a copy of the paperwork which made the LCCA an incorporated, not-for-profit organization. Filed officially on January 7, 1975, it is listed as Certificate Number 24857 in the State of Illinois, Office of the Secretary of State. The original document, which is still in effect, was signed by LCCA officials Charles P. Seddon, CM #46, and Jerry Dangelo, CM #67, along with Charles F. Thomas, attorney.

FORM 90-20

ARTICLES OF INCORPORATION UNDER THE GENERAL NOT FOR PROFIT CORPORATION ACT
(These Articles Must be Filed in Duplicate)

(Do Not Write in This Space)
Date Filed: 1/7/75
Filing Fee: \$ 25.00
Date: 1975

To: Michael J. Howell, Secretary of State, Springfield, Illinois

Name	Position	Street	Address City	State
CHARLES P. SEDDON		1150 Old River Road Ct.	Rockford, Ill.	
CHARLES F. THOMAS		975 N. Main Street	Rockford, Illinois	
JERRY DANGELO		415 Royal	Rockford, Illinois	

Being natural persons of the age of twenty-one years or more and citizens of the United States, for the purpose of forming a corporation under the "General Not For Profit Corporation Act" of the State of Illinois, do hereby adopt the following Articles of Incorporation:

1. The name of the corporation is: **Lionel Collectors Club of America**

2. The period of duration of the corporation is: **Perpetual** (Unless state "temporary" or a definite number of years)

3. The address of the initial Registered Office in the State of Illinois is: **1150 Old River Road Court Street in the City of Rockford (61103), County of Winnebago, and State of Illinois**

4. The name of the initial Registered Agent or sole Agent is: **Charles P. Seddon**

4. The first Board of Directors shall be composed of the following persons, their names and addresses being as follows:

Name	Position	Street	Address City	State
CHARLES P. SEDDON		1150 Old River Road Ct.	Rockford, Ill.	
CHARLES F. THOMAS		975 N. Main Street	Rockford, Illinois	
JERRY DANGELO		415 Royal	Rockford, Illinois	

4. The purpose or purposes for which the corporation is organized are: **To promote and foster research of antique trains and Lionel trains and to generally promote and foster the continued education of people in the field of railroads.**

C75 01 00-73

BOARD OF DIRECTORS MEETING MINUTES

Board Meeting - Outgoing

July 20, 1995 - Des Moines, Iowa

Meeting called to order at 8:05 AM.

Roll Call

Directors - Bill Button, Dienzel Dennis, John Ourso, Harry Overtoom and Stan Roy.

Immediate Past President - Al Otten.

Officers - President Charles Seddon, Vice President Gerald Dangelo, Treasurer Barry Findley, Assistant Secretary Arthur Broshears and Secretary William Schmeelk.

Guests - John Fisher, Don Carlson, Mike Valentine, Larry Black and Dennis DeVito.

Minutes of previous meeting approved as published. Motion to approve by Dienzel Dennis, seconded by John Ourso and unanimously approved.

Officer Reports:

Treasurer's Report - Barry Findley reported that we had received the CPA's review statement for the year of 1994. Total revenue for the Club was \$738,681. Total expenses were \$696,110. This shows a revenue in excess of expenses of \$42,571. Our prior equity was \$546,906. Membership equity at the end of 1994 was \$589,477. Barry reported that he has received good cooperation concerning the documentation of requests for reimbursement and with requests for payments of expenses. New memberships have leveled off. Members have responded well to the Club's offers i.e. Stocking Stuffers, Convention Cars, Lanterns, etc. This has allowed funding of increased costs for both publications. In summary Mr. Findley announced that the Club was in sound financial shape. All bills have been paid timely and no surprises. The new computer accounting system has helped in producing timely reports. Motion made to accept the Treasurer's report by Al Otten and seconded by Bill Button. Motion carried.

Assistant Secretary's Report - Art Broshears reported that he has sent out 361 letters to members who had failed to pay their dues. The letter is a final attempt to offer a renewed membership. Total expense was \$131.16. In May an additional 357 letters were sent out at a total cost of \$120.77. Mr. Broshears has not been informed as to the results of the letters.

Chuck Seddon added that about 25% of those receiving the letter do reinstate. Seddon concluded the program is worthwhile. Motion made by Al Otten to accept the Assistant Secretary's report, seconded by Harry Overtoom. Motion carried.

Vice President's Report - Gerald Dangelo presented a US map illustrating where we stand as far as meets across the country. Although coverage was pretty good, there were a couple areas in which Jerry is currently working to increase meets.

Jerry went on to discuss currently scheduled meets, including several new ones being worked on. In a breakdown of all 17 meets we have had, with the exception of Chattanooga and York, all

have been financial losses. Jerry also pointed out that the meets have not provided a good means of signing up new members. From all 17 meets, only 19 new members have been signed up. Income from the meets totaled \$16,359.12. Expenses were \$21,806.14. Total loss was \$5,447.02. These figures do not include the cost of printing, door prizes, clerical cost, insurance, phone or postage. These expenses, conservatively figured would bring the total loss to the Club up to about \$9,000. Seddon mentioned that we will further discuss meets later in the meeting. A motion was made to accept the Vice President's report by John Ourso and seconded by Bill Button. Motion carried.

Secretary's Report - Bill Schmeelk reported that the new dues statement seems to be working well and that our Business Office had no problems with it.

As of July 18, 1995, the Club had 10,250 Regular Members, 545 Family Members, 37 Charter Members and one Honorary Member. Harry Overtoom moved to accept the Secretary's report, seconded by Stan Roy. Motion carried.

The election results were officially presented to the Board. A copy of the certified results had been sent to all those who ran for office. A total number of 2,922 votes were received. Dienzel Dennis moved to accept the election results as certified by Connecting Point, seconded by John Ourso. Motion carried.

Immediate Past President's Report - Al Otten reported handling 11 formal complaints and three informal complaints. All have been resolved satisfactorily. Three members resigned. Dienzel Dennis moved to accept the Immediate Past President's report, seconded by Harry Overtoom. Motion carried.

President's Report - As the Club's Registered Agent, Chuck Seddon reported that our taxes have been paid and filed with the IRS in a timely manner.

Chuck reported that at an April meeting of train club presidents, all clubs have agreed to advise the other clubs of disciplinary action taken against members. Seddon reported that our attorney has reviewed and approved this as long as it is done in the form of news, we are within our right to do this. As a result of a letter from TCA, we will report in the next issue, as a news item, that Mr. Paul Misuriello has been expelled from TCA.

1996 Convention Report - Mike Valentine introduced Mr. Ron Brondike, general sales manager at the Amway Grand Plaza. Mike also passed out an updated projected budget for the Convention. Parking is being discussed with the hotel. Proposed tours include a visit to the 1225 Berkshire exhibit, Gilbert Car Museum, the Kalamazoo Air Museum, Seth Geim's large Train Barn, featuring a Lionel train layout, and the Coopersville & Mame Railroad tour. There will also be a ladies shopping tour and lunch cruise down the Kalamazoo River and out into Lake Michigan. There are also a number of other attractions avail-

able as flexible tours for members to enjoy on their own.

John Fisher added that his Committee will be visiting the area to sign contracts with the hotel. John was pleased that the Convention budget had been put together a month before this meeting and expressed his satisfaction with Mike Valentine and the Committee.

Mike Valentine closed his report with an announcement that he had been transferred to Uniontown, Pennsylvania, as of the end of August. Mike assured us that he had a right hand man and would continue his involvement.

Membership Drive Report - Ben Combs of Combs and Company discussed his suggestions for plans to build our image and increase membership. Mr. Combs complimented the Club on our success and the uniqueness of a club which returns in benefits to its members more than it collects in dues. Mr. Combs suggested updating our current brochure. Advertising strategies were also discussed.

William Schmeelk also brought up a problem with our last effort, in that it was not clear to new members that Convention Cars were not shipped until after our Annual Convention. This resulted in a large number of complaints from new members who were not aware of our policies. Bill Button also added that our previous ad did not mention the limit of two cars. It was agreed that these problems would be addressed in any future advertising.

Harry Overtoom made a motion that we approve the Combs proposal with the possibility of including additional magazines. Seconded by Bill Button. Motion carried.

Mr. Combs offered to evaluate these additional magazines, their costs and their lists and provide specific recommendations.

Roster Report - Dennis DeVito passed out the new Roster and mentioned that it is now a "Handbook" and includes additional information including a change of address form, demographic information, a Club position page, and a list of Club Convention Cars. A new more readable font was also used for the printing. Dennis also proposed additional pages for future editions including an explanation of the voting process, list of deceased members, and an introduction to new members page. The Board complimented and thanked Mr. DeVito for his efforts. Al Otten made a motion to accept the Roster report, seconded by Stan Roy. Motion carried.

Convention Committee Report - John Fisher mentioned that contracts for the 1996 Convention were expected to be signed shortly. The Committee expects to be able to bring to the October Board meeting a list of future Convention sights for 1998 and 1999. The Committee plans to keep a three year lead time.

John discussed many of the new additions to the Convention Guidelines which are designed to be a living document. It is intended to continu-

ously reflect the collective knowledge of our Club and of the Board as we get better and better at the business of putting on an Annual Convention. John said that the Committee's goal simply stated is that each successive Convention will be the best one LCCA has ever had. The Committee will get the latest draft of the Guidelines into the hands of the Board before the October meeting. Chuck Seddon asked that the Committee branch out and gather statistics so that we have a history and a time line available to compare future Conventions with.

1994 Stocking Stuffer Report - Jerry Dangelo reported that we have already sold 2,909 sets of trucks. There were only 228 sets of the trucks left to sell. There are also about five hundred Southern trucks remaining in inventory. Jerry suggested that in the future we order a lower number of units and offer them on a first come first serve basis.

Chuck Seddon suggested that the 228 pairs be sent to Fred Knoll for use as door prizes at meets. Chuck also suggested a sale of the Southern truck only. John Ourso made a motion that the Southern truck be offered for \$22. Harry Overtoom seconded. Motion carried. Chuck also suggested that next year we order only 2,500 sets instead of the 3,500 sets ordered this year. Ideally, we would sell out of the Stocking Stuffer by Christmas of the year it's first offered. Don Carlson suggested that the ad for the Southern only go into the August *Lion Roars*. It was so agreed.

Future Stocking Stuffers Report - Chuck Seddon showed the Board two possible trucks. A pair would be offered this year, just as last year. The Stocking Stuffer as in the past, recognizes the area of the Convention. Due to an increase of price from Lionel, we will need to increase our price. Harry Overtoom made a motion that we charge \$38 for the pair including shipping. Al Otten seconded. Motion carried.

Chuck also showed three possibilities for the 1996 Stocking Stuffer. Two will be chosen and the third is an alternate. The Board was pleased with the three trucks and steps will now be taken to obtain permission from the companies.

Anniversary Lantern - Chuck Seddon showed the Board the new lantern and explained why we rejected the original prototype from the company. Chuck also showed the newer prototype and the difference was obvious. Although the change will cause a three month delay, all agreed that the improvement in the product was worth the wait.

LCCA Display - Bill Schmeelk showed the Board the results of Chuck Seddon's request that a display, pointing out the benefits of LCCA membership, be made. The display was not quite finished at this point, but had been used once already. Bill explained just what the final product would be like and that a total cost of about \$1,000.

Regional Meets - Jerry Dangelo brought before the Board the matter of the losses we incur by running regional meets. Meets are not bringing in new members and are losing money. Chuck Seddon also mentioned the effect of the large num-

ber of meets offered by others. After a considerable discussion, no action was taken at this time. The matter will be discussed again at the next Board meeting. Jerry Dangelo will bring other materials to that meeting and make recommendations.

Publications Report - Don Carlson distributed a report of comparative costs on *The Lion Roars*, month by month. We spend \$5,000 in postage to mail the Lionel catalog and we now must also purchase the catalogs from Lionel. The increase in postage is due to the fact that we cannot use the normal Second Class mail if the catalog is enclosed in the envelope with the magazine. This is a postal regulation. As the costs are now, they can not be made lower without substantially reducing the quality. Each issue costs about \$25,000, including postage. Although certain months vary, this is a good average.

The Interchange Track is close to the same figure. Although printing costs are less, postage is higher due to First Class postage used to mail it. The cost of these two magazines alone uses all money received from dues.

A discussion of the postage savings by using bar coding was also discussed and is being investigated.

A large problem has been the increased cost of paper in the last year or so. This has been an industry wide problem.

This year we have had three hits concerning costs of our publications. First, is the postal increase, second is the paper cost increase, and third is the additional size of *The Interchange Track*, due to its new format and increased usage by members. Al Otten made a motion to accept Don's report. John Ourso seconded. Motion carried.

Final Words - Chuck Seddon thanked the Board for their cooperation of the last two years and the Officers and Board members expressed their thanks to Chuck for a job well done.

Motion to adjourn made by Al Otten, seconded by Stan Roy. Motion carried. Meeting adjourned at 1:15 PM.

— Submitted by Bill Schmeelk,
LCCA Secretary

Board Meeting - Incoming

July 20, 1995 - Des Moines, Iowa

Meeting called to order at 1:30 PM.

Roll Call

Officers - President Al Otten, Vice President Gerald Dangelo, Treasurer Barry Findley, Assistant Secretary Stan Roy and Secretary William Schmeelk.

Directors - Larry Black, Art Broshears, Bill Button, Dienzel Dennis and John Ourso.

Immediate Past President - Chuck Seddon.

Guests - John Fisher, Don Carlson, Dennis DeVito and Harry Overtoom.

Minutes of previous meeting approved as published. Motion to approve by Dienzel Dennis, seconded by John Ourso and unanimously approved.

Officer Reports:

Chuck Seddon made a motion to dispense with the normal Officer reports. John Ourso seconded. Motion carried.

New Business

Al Otten listed the following appointments and more are to follow later:

Year 2000 Committee - Don Carlson with Bill Button

Finance Committee - Chuck Seddon with Larry Nahigian and Barry Findley

Lion Roars Editor - Don Carlson

Interchange Track Editor - Bob Quigley

Librarian - Hugh Warren

Badge Agent - James Welage

Distribution Agent - Fred Knoll

Convention Committee - John Fisher with Harry Overtoom and Larry Nahigian

Procedures Committee - John Ourso

Dues Chairman - William Schmeelk

John Ourso moved to appoint Chuck Seddon as Registered Agent. Art Broshears seconded. Motion carried.

Dienzel Dennis made a motion to approve Connecting Point as our business office. Bill Button seconded. Motion carried.

Dienzel Dennis made a motion to approve Lenny Racine as our accountant. Art Broshears seconded. Motion carried.

John Ourso moved to accept G. Michael Scheurich as Club attorney. Larry Black seconded. Motion carried.

Al Otten has reviewed our insurance policies and reviewed a bid from a new company with a reduced premium and the addition of bond insurance on Connecting Point. Harry Overtoom suggested we do some additional shopping. Al Otten agreed.

Al Otten asked that in the future all reports be made available to Board members 10 days before the next Board meeting. This would help move the meeting along and allow the Board to review the materials and raise questions at the meeting.

John Ourso made a motion to have the next Board meeting at the York Train meet on October 14, 1995. Chuck Seddon seconded. Motion carried.

Motion to adjourn made by Dienzel Dennis, seconded by Art Broshears. Motion carried. The meeting was adjourned at 2:10 PM.

— Submitted by Bill Schmeelk,
LCCA Secretary

An Update about the Historical Layout in Rochester, NY Formerly Known as “P.A.L. Model Railroad Heaven”.

Regarding the coverage in *TLR*'s June, 1995 column “Lookin’ Down the Track” written by Ron Stem, RM #537, the following article and photos will bring LCCAer’s up-to-date on the current status of the layout. Several points of information have changed since the 1977 and 1982 recollections Ron mentioned in his piece. First of all, the layout is now owned by the City of Rochester, New York, and administered by their Department of Parks, Recreation and Human Services. Also, it is now called “The Four Seasons Model Train Exhibit” with volunteer construction/maintenance work and operations handled by the ‘new’ Edgerton Model Railroad Club.

Background and History

The exhibit has been written about in publications with world wide distributions, including the *Bantam Book* “Model Railroading” (1950’s), *O-Scale Railroading* (October, 1989), and *Classic Toy Trains* (June & August, 1991). This exhibit, to the best of our knowledge, is the only operating O/027 toy train exhibit owned by a municipality in the United States.

The exhibit was originally planned and built between 1948-1950 as a community project with the help of Lionel, the Police Athletic League (P.A.L.) and others. As shown in **photo 1**, the train room itself was modeled after an observation car on the New York Central’s *Empire State Express* that traveled the mainline through Rochester. The local shops of Merchants Despatch Transportation Corp., a subsidiary of the NYC, assisted Municipal carpenters in building and painting the replica complete with rear platform, marker lights and drumhead.



Lionel donated about \$5,000 worth of trains, track, switches and accessories for the project. That was an enormous amount in 1949, when the highest priced O gauge set retailed for \$67.50. The entire cost of the project was estimated to have been \$50,000. Lionel also sent representatives to Rochester to build scenery, set up various accessories and trains. **Photo 2** shows the cargo ship “H.M.S. Kirk” along with 2 tugboats, the #22 “Rock” and #5 “Scotty” that were built by Lionel’s Art Zirul nearly a half century ago are still at work in the dock area of the Summer layout today.

Photo 3 is another scene from the Summer layout with the backdrop showing some of Rochester’s landmarks: Kodak Office Build-



ing (taller building to the left) and the Mercury Statue which is presently atop the Lawyer’s Coop Publishing Building (far left). Sitting at the station platform are a pair of custom painted Amtrak units with Williams cars in tow. At the platform behind the Lionel City Hall is a Lionel #2026 2-6-4 steam locomotive with a NYC passenger set waiting to board. In the foreground are a #164 Log Loader, a #30 Water Tower and the #460 Piggy Back Loader.

When completed and opened to the public, the “Golden Spike” was driven on October 27, 1950, by the then Governor of New York Thomas E. Dewey. The exhibit has been closed several times in its 45 year history. Once for a period of time when P.A.L. disbanded in 1961 and turned the operation over to the City of Rochester, and again when the previous Edgerton Model Railroad Club (the one mentioned in Ron’s column) left. It was during these closures that much of the rolling stock, track and accessories disappeared. Even with these low points in its history, the best part of all is that we are still here and operating and looking forward to our 50th Anniversary in the year 2000.

Update

With the dedication of current Edgerton Club members and the grateful donations from various toy train manufacturers including K-Line, Gargraves Trackage Co. and others that the layouts were re-

LAYOUT FEATURE (Continued)

built. The present Club was formed in 1988 to help the City of Rochester operate and maintain this piece of toy train history. The Club objectives also include increasing the public awareness of the exhibit, and the fun of model railroading.

At this time, the Edgerton Club consists of 15 to 20 operating (active) and 8 associate (semi-active) members. The Club is in the process of upgrading both the scenery and equipment and has recently purchased several TTUX car sets, an SW-1500 and SD-60 locomotives in the Conrail roadname so that visitors can see some modern day railroading on the layouts.

Photo 4 shows several of these recently acquired pieces passing the Lackawanna Trainmaster #2321 which is pulling a mixed freight atop the Spring layout's arched bridge. Just about to pass under is the B&O's F-3 #8363 also with a mixed freight consist. The bridge was custom made by a previous Club member and is cast of approximately 200 pounds of plaster and is 10 feet in length. To raise monies to purchase this new equipment, accessories and maintain the exhibit, the Club along with the City of Rochester, co-sponsor 2 model train swap meets a year, one in the Spring and the other in the Fall. During the train meets the exhibit is open to all who attend the meet.



Photo 5 is from the Fall layout with Lionel's #8611 2-6-4 passenger and the C&O's NW-2 #624 coal/freight train passing over the Letchworth Gorge in the State Park south of Rochester at Mt. Morris. To the left on the backdrop is farm land and just out of view there is a small airport which in real life is presently Marketplace Mall (one of the largest shopping malls in the Rochester area). A #97 Coal Elevator is in the foreground loading a #3456 N&W Hopper and a #3469 Side Dump Hopper.



The exhibit is currently open to the public for tours on Tuesday and Thursday evenings between 6:30-9:00 (except holidays). A tour takes approximately 1 hour and a fee of \$1.25 is charged for adults and \$.75 for children aged 6 to 16. We invite all to bring their cameras and camcorders. The train room can be reached at (716) 458-5132, where a prerecorded message will give you the most current hours of operation. You may, if you wish, leave a message and a Club representative will return your call. Group tours (more than 10 people) must be scheduled in advance and are available for school, Scouts, clubs and other organized groups. The **Map** at the end of this article shows our location within the City of Rochester. We are about a 20 minute drive from Exit 46 off I-90 (the New York State Thruway). Our mailing address is:

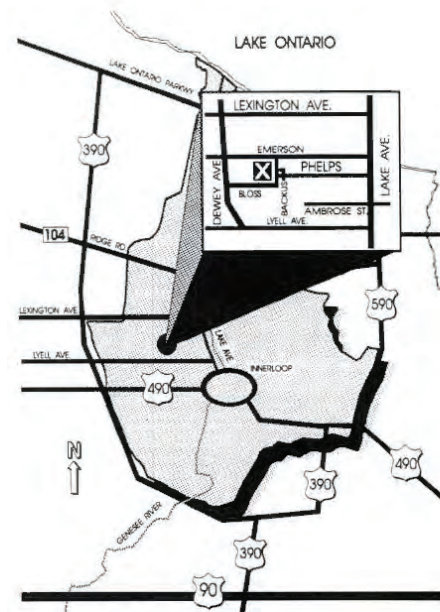
Model Train Exhibit
c/o Edgerton Community Center
41 Backus Street
Rochester, NY 14608-1001

The Club meets on every Wednesday evening from 6:30-9:00 (June-September) and 6:30-10:00 (October-May). Meeting nights are broken down as follows: 1st and 3rd are work sessions, when we do maintenance on the layouts, 2nd is business meeting and the 4th & 5th are fun nights when we watch videos, run trains (the exhibit's, or yes, we do bring our own) and swap the latest in ideas or local rail information. Conrail's Mainline and Goodman Yard are only minutes from the exhibit. Any individual, at least 18 years of age, interested in model railroading and/or toy trains is invited to join. Club dues are \$15 for associate (semi-active) members and there are no dues assessed to operating (active) members.

Club members also individually own a modular layout which is set up and operated several times a year for local museums and shopping malls. This modular layout can range in size from 9' x 17' to 14' x 48' with 3 mainlines and operating accessories.

Thanks from the Club members and the City of Rochester for letting us update the LCCA members on our little piece of toy train history.

— John B. Geery, Jr., RM #18388 and Vice-President,
Edgerton Model Railroad Club, Rochester, New York



The N&W "J" Class Story — PART I

The "J"s in Regular Service



© John William Coniglio, 1995.

■ The sage who said to, "Do it yourself if you want it done right", probably was a Norfolk and Western Railway man.

When it was time for new locomotives in the steam era N&W built their own. And one of the last products of Roanoke's home cooking, Class "J" 4-8-4 No. 611, **photo 1**, is arguably the best known steam passenger engine, next to "Thomas", in the USA today.

The design of the "J" class wasn't all that new in 1941 when the first of the class rolled out of the shop. The line's 4-8-2s were so successful that they survived well into the era of Elvis and automobile fins. But the new engines had a bigger firebox area and more roller bearings than a skating rink on Saturday night. And they were faster.

A Shrouded History

The first 5 engines of the class, 600 - 604, were streamlined, then the constraints of WW II wartime production intervened. Nos. 605 through 610 were built without shrouds and classified as "J1". During victory year, 1945, those locos were streamlined and reclassified as "J"s. No. 611, followed by sisters 612 and 613 went into service in 1950.

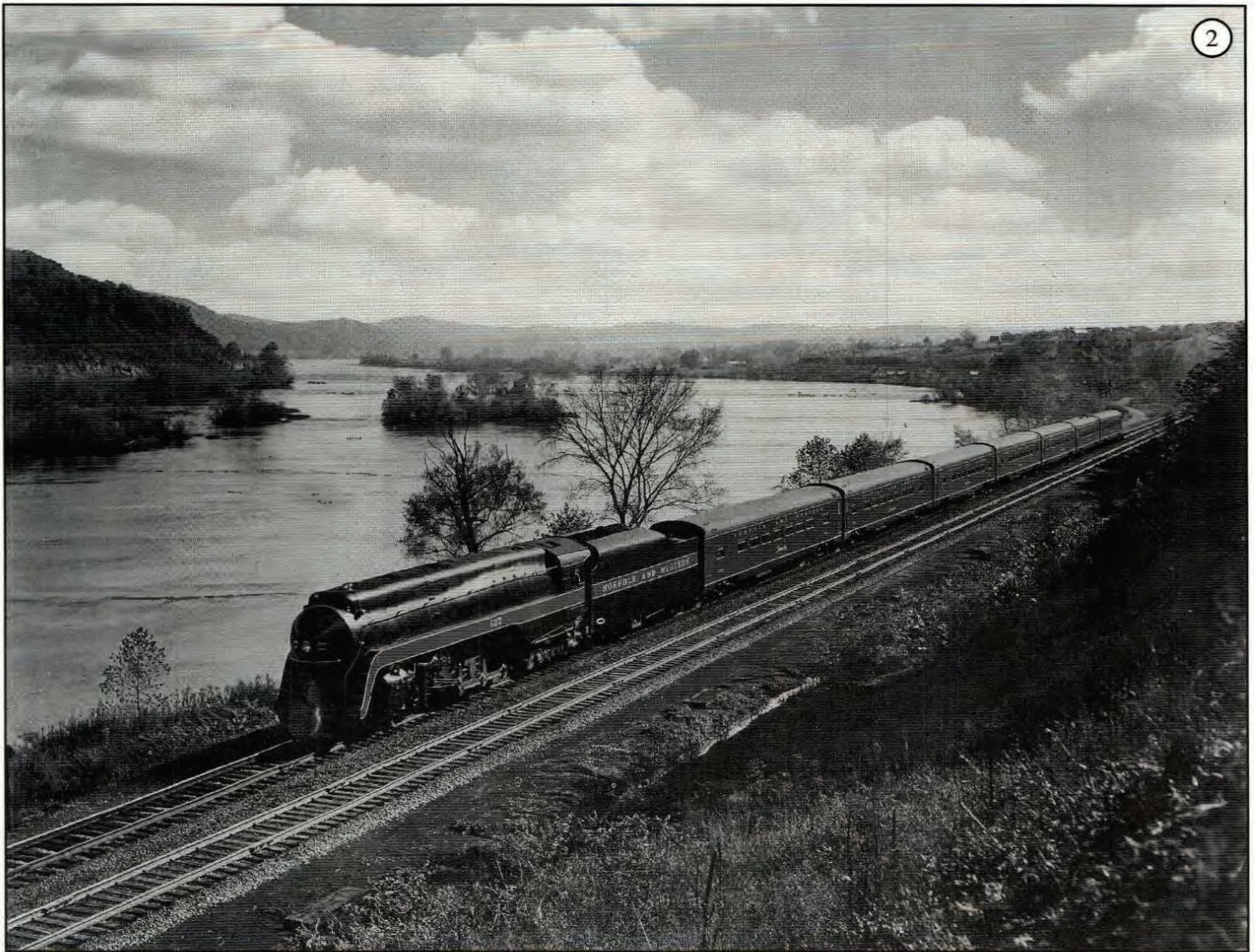


Photo courtesy of N&W Railway, 1959

In 1957, long after most American passenger trains had been either dieselized or deep-sixed, the “J” Class hauled Powhattan Arrow, **photo 2**, made the top ten list of passenger schedules in the May, 1958 issue of *Trains Magazine*. But the hourglass had run out on mainline steam. A Roanoke group, Rail Museum Safaris, sponsored one last steam trip on the N&W. The October 24, 1959 excursion featured J class 4-8-4 No. 611 and included a photo stop at Williamson, West Virginia, to photograph N&W’s remaining active steamers. The trip was billed as the “Last Call” for steam. Within a few months the mad dragons of Shaffer’s Crossing ceased their fearless roar. The recyclers’ torch claimed most of Roanoke’s finest.

Retirement

The 611 went to the Roanoke Transportation Museum along with a few representative samples of other N&W

steamers. Railfans could only hope that the J would run again. But few could have imagined that two decades later the Queen of the N&W would get a second chance. That second life, as an excursion train engine, was to last 12 years — longer than the locomotive spent in regular service.

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John William Coniglio, RM #4891

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In the next segment of this three part article, we’ll learn about the restoration of No. 611.

A Lionel Favorite Returns

In 1956, Lionel introduced three new operating accessories. These were the No. 342 Culvert Loader, the No. 465 Sound Dispatching Station, and the No. 464 Operating Lumber Mill. Two of these accessories, the Culvert Loader and Lumber Mill were powered by a newly designed type of motor.

In the prewar period, operating cars like the coal and log dump cars used solenoids. Accessory movement was accomplished with either a solenoid or a universal motor. After the war, the same was true, until 1949 when an AC coil was used to vibrate a metal platform, causing rubber cattle figures to move around. A vibrator coil is far less complicated and less expensive to make when compared to a universal motor. There is actually only one moving part and little to break down. They also don't need lubrication. What a vibrator does need is careful adjustment to get the best movement. This is usually accomplished with a single screw. In 1952, a vibrator was used to operate two new accessories, No. 362 Operating Barrel Loader and the No. 356 Operating Freight Station. In 1954 a new Operating Barrel Car used a vibrator.

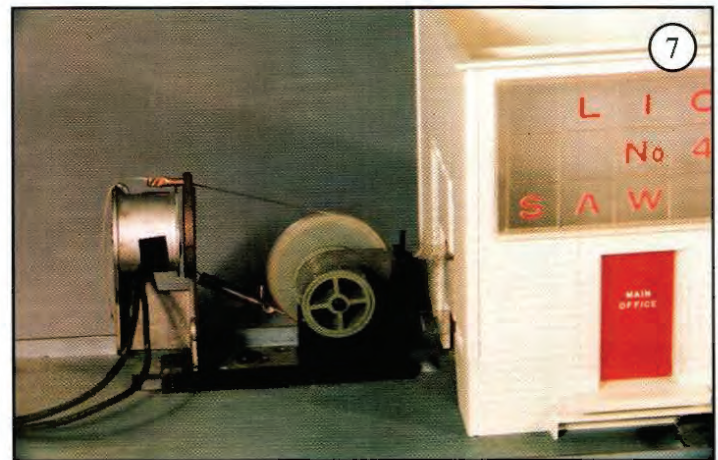
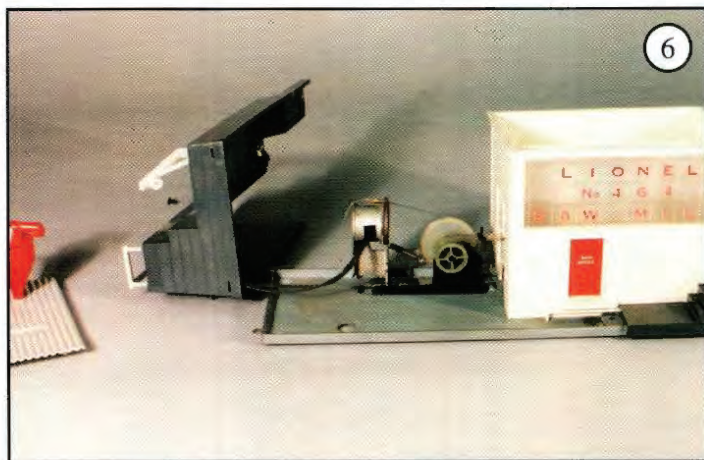
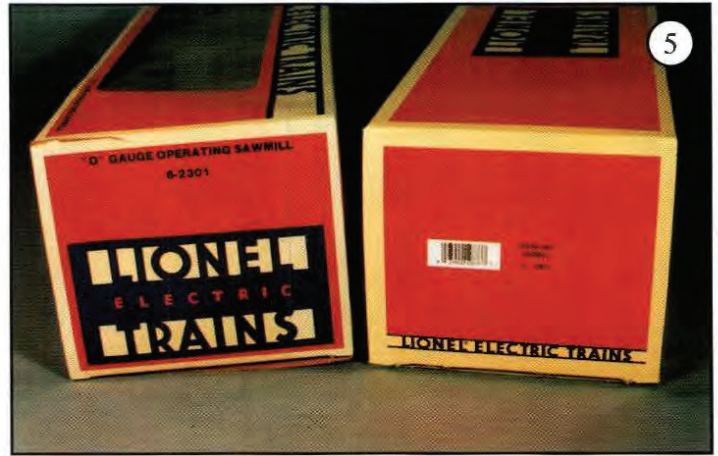
Finally in 1956, Lionel introduced two accessories that had more action than a simple vibrating platform could provide. And so was born a newly designed vibrator motor. This "motor" had the advantage of being able to supply rotary motion, like a universal motor, yet was far easier and cheaper to manufacture.

One of the disadvantages of the vibrator motor is that it is not reversible. Many of the accessories that used a motor, such as the No. 497 Operating Coaling Station and the No. 282 Operating Gantry Crane, depended on reversing the motor to achieve many of the actions. This was not possible with the vibrator motor. But Lionel engineers made up for this deficiency with very clever design. Many of the accessories that used the vibrator motor displayed a multitude of movements. They used crank arms, levers and gears to achieve changes in motion. Some clever examples include the 128 Newsstand and the No. 264 Operating Fork Lift Platform. The efficiency of design in these accessories is quite admirable. The vibrator motor functions best when it is connected to a variable voltage supply.

The Lumber Mill has been produced three times in Lionel's history. The first version in 1956 and the latest version just months ago. **Photo 1** shows the original 464 Lumber Mill. I do not have the original box, but the box was brown and printed in two colors with Lionel Trains and the name and number of the accessory. Along with the mill came six logs, six planks of wood, a switch and an instruction sheet. The roof was loose, but had the red dust collector attached to it. On my particular example, this roof is slightly warped.

Photo 2 is the version reissued by Fundimensions in 1980, No. 2301. This version was very similar to the postwar version. The box had a window front and the dust collector and the crane were supplied loose and had to be put in place by the purchaser. This new version was supplied with only five logs and five planks of lumber. The logs had a glossy brown finish, whereas the original logs were merely stained and had a dull finish. Although the colors were similar to the original version, the white was brighter and the molds were altered to add a woodgrain effect shown in **photo 3**. The original was smooth. This effect was done on both the platform and the building.





The latest version, No. 12873, is shown in **photo 4**. The latest box has no window and follows the latest efficiency in boxes. The box itself is not printed with the name of the item it contains. Rather, an orange sticker identifying the contents is applied to the end flap of the box. This new system allows the use of similar size boxes for different items. The stickers also include a computer bar code identification.

Photo 5 shows the difference between the 1980 box flap and the current one. Another modern efficiency is also illustrated in **photo 4**. As many parts as practical, are left for the purchaser to assemble. Even the dust collector is supplied in three pieces. On the previous models, the platform roof and the stanchion were glued in place. Missing from the photo is the building roof which is supplied in a separate plastic bag. The color matches the dark brown platform roof.

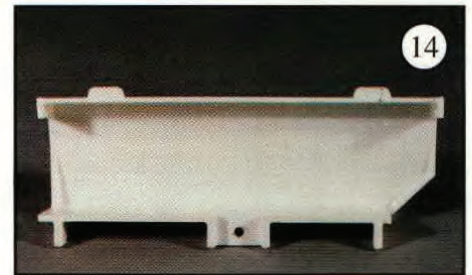
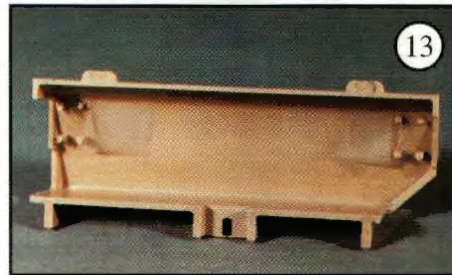
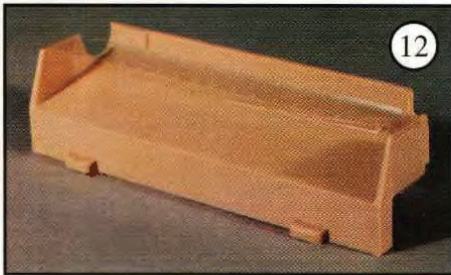
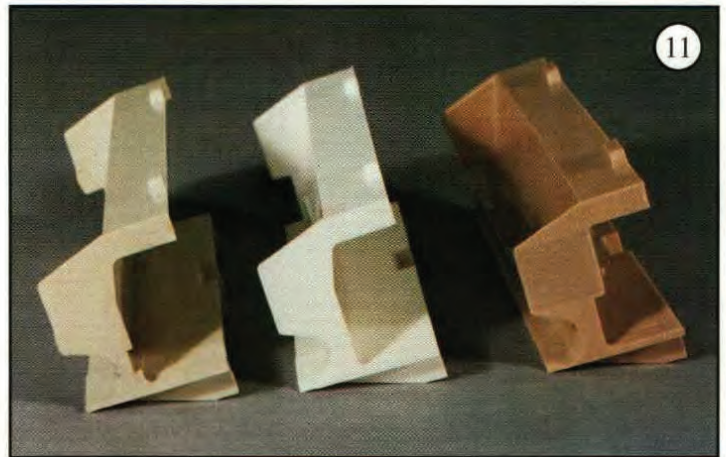
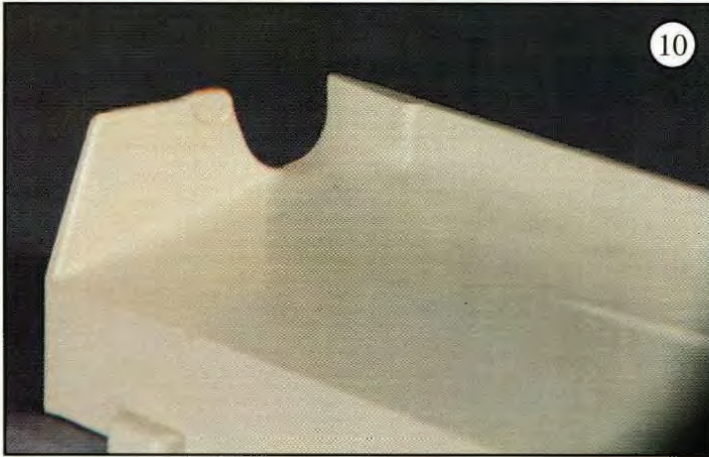
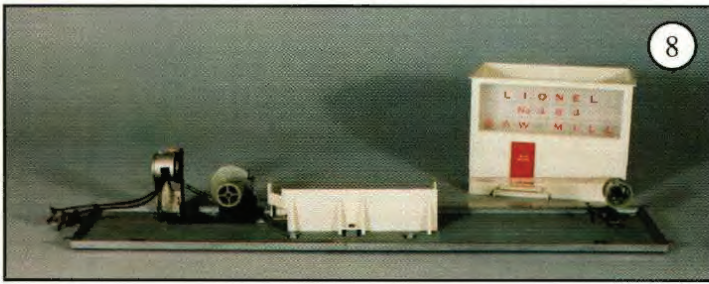
The instruction sheet went from the two sided half sheet supplied with the two previous versions, to a large two sided, three part sheet. In addition to explaining how to assemble all the loose parts, the sheet also explains how to disassemble the lumber mill and adjust the vibrator motor for optimum performance. We'll disassemble all three and compare them.

If you plan to disassemble one of these, we'd recommend you use the following procedure to be sure that no damage is done to the 16 millimeter conveyor belt.

First, remove the roof, then remove the center screw, just in front of the "Main Office" door. Carefully slide the left half of the platform to the left. Once the tabs of the platform are out of the building section, the platform can be carefully lifted up. There are two wires attached to the rear of this section so be careful not to break them. **Photo 6** shows the results. Now, here's an extra step not mentioned in the instruction sheet.

Photo 7 is a close up of the vibrator motor. Slowly rotate the drive pulley counterclockwise. Continue this until one of the two black metal pushers comes out of the white building, as shown in the photo. At this point it is safe to slide off the right side of the platform. I found that in both the post-war and the Fundimensions versions, I had difficulty sliding the rear platform tab from the building. The current model was easier to remove.

(Continued on Page 30.)



(Continued from Page 29.)

Next, remove the rear screw from inside of the building, and lift off the building. This leaves us as shown in **photo 8**. Removing one last screw from the front of the log apron allows it to be carefully slid out from the conveyor loop, leaving us as in **photo 9**. The log apron is one of the places where we see a difference in all three versions. As we can see in **photo 8**, the conveyor loop runs across the top of the apron, resting on the two upright ends of the apron. **Photo 10** is a close-up of the postwar apron. If you look carefully at the inside edge of the end upright, you will notice a small bump across the top. This bump was not part of the mold, but instead appears to have been produced by pressing the end of a hot round piece against the inside of the upright. The rounded impression can be seen in **photo 10**. This pressing causes a slight raising of that area, producing the bump that supports the conveyor loop. This procedure seems to indicate that the need for this bump was only realized after the tooling was completed. Otherwise, this bump could have been made part of the mold. This bump allows for less friction between the conveyor loop and the apron.

Photo 11 shows the apron from each of the versions. The one on the left is the postwar version. In the middle is the Fundimensions version. The bump does not appear on this version. It was either intentionally omitted or overlooked. You might also notice that a small groove on the postwar version, just under the rounded opening on the side, is missing from the Fundimensions version. This seems to have absolutely no rhyme or reason. When Lionel introduced its latest version, they apparently found a need to reduce the friction across the top of the apron, but solved the problem differently than postwar Lionel. The bump is still missing, but a length of the 16mm conveyor loop material is wrapped around the apron. **Photo 12** shows the apron with the film material wrapped around it. To secure this piece, changes were made to the mold adding eight pins underneath to go into the sprocket holes of the belt. Tape further secures the piece as shown in **photo 13**. Another change in the mold which is visible in this picture is the elongation of the hole through which the apron is secured to the metal base plate. Compare this with **photo 14** which shows the Fundimensions version, which also matches the postwar version.

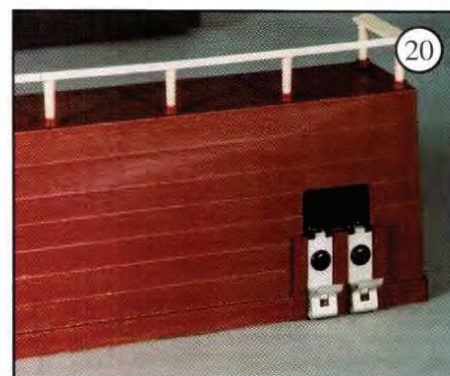
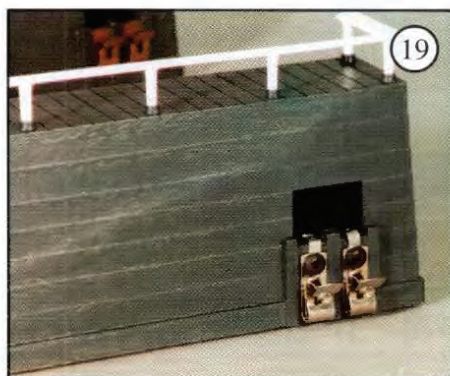
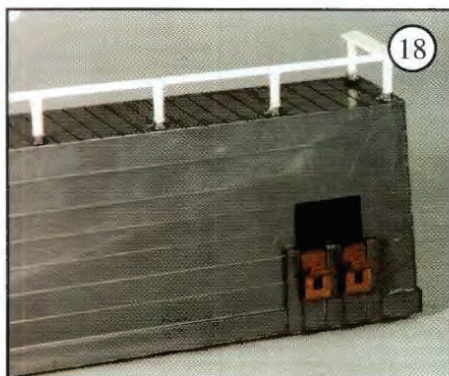
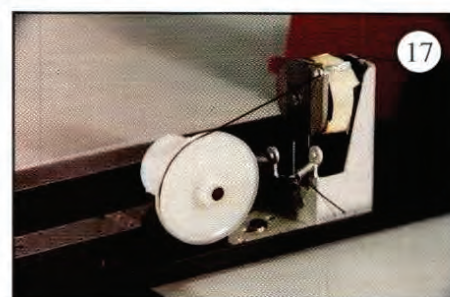
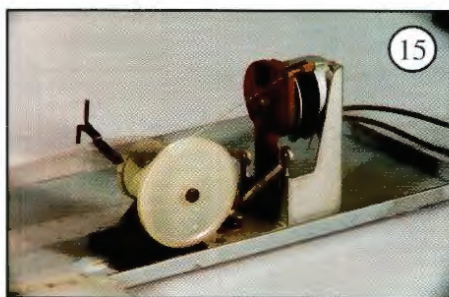


Photo 15 shows the postwar motor. Compare this with **photo 16** of the Fundimensions version and **photo 17** of the current version. There are some subtle differences. As with the Animated Newsstand we discussed last issue, Fundimensions and LTI have replaced the spring with a shorter version which is made of a slightly heavier wire. On the original, the string was tied directly to the spring. On the Fundimensions version, the thread was secured to a metal tab which was connected to the spring. In the latest version, the thread is again tied directly to the spring.

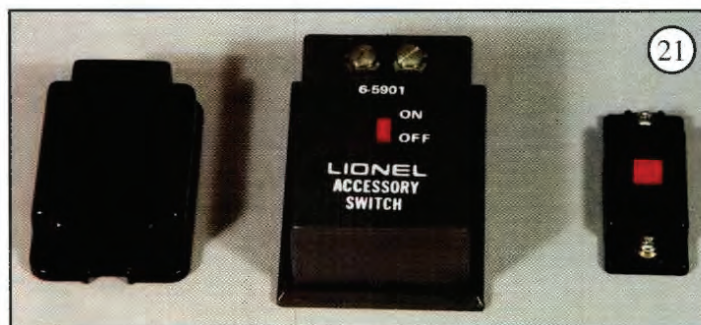
While all three use the same parts, the drive pulley on the two later versions is reversed from the original. This is why the unused gear portion of the pulley does not show in the postwar version. It's there, but it faces the metal bracket. Having the gear face outward, actually allows a better alignment of the thread to the pulley groove. This gear was needed when the same pulley was used on the 342 Culvert Loader. Another small difference between the three is the eyelet used to secure the opposite end of the thread. The latest version uses an aluminum rivet and was crimped twice, while the first two use a copper version crimped once.

Photo 18 shows the back of the postwar version where the wire connections are made. The hole above the clips was necessary because of the way the metal clips fastened to the housing. They had to be placed into the hole and then slid around the edge of the plastic. **Photo 19** is the Fundimensions version which has clips made up of two pieces and attached to the housing with a screw. The final version in **photo 20** is similar in design to the Fundimensions version, but is a single piece rather than two.

The metal base plate of the three versions also differs. The original was bare metal. The two later versions are painted black. The first two versions have the Lionel name, address, and product number. The latest version has no identification stamped into it. No other part is identified with the Lionel name. Another change from the postwar version, is the elimination of the No. 464 from the window on the front of the mill. This space is merely blank on the two modern era versions.

Photo 21 shows another difference between the three versions. On the left is the familiar postwar 364C switch. Wire connections on this switch are made underneath. Next to it is the Fundimensions switch. On this one, the connections are made on top. The smaller switch is the current one, which also has the wire connections on the top.

All three versions of the Lumber Mill work fine. There's actually very little difference. All three instruction sheets recommend connection to a variable voltage source. I was a little surprised that the new version continued to use the



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vibrator motor and didn't convert to a DC motor drive. Another disadvantage to the vibrator motor is the noise it makes - a constant buzz. For the Lumber Mill, Lionel used the sound to its advantage. The 1956 catalog stated that, "you hear a real life buzzing sound just like a saw mill in operation!" In 1957 the catalog stated, "Lifelike even to real buzzing sound." In 1958, "Real buzzing sound." In 1959, the catalog states, "Dressed boards emerge. . . to tune of real saw mill sound." The last year the Lumber Mill was advertised, was 1960, and the catalog stated, "A sound of a buzzing saw has been added." The price also increased in 1960 to \$14.95. No prices were shown in the 1956 or 1957 catalog. The first price shown, was in 1958 and was \$12.95. Lionel never explained why other accessories also had a, "real saw mill sound." Lionel simply never mentioned the sound, much like those who see a quiet Wagner Power Painter on TV are horrified by the noise its vibrator action makes in real life.

Which of the two new accessories in 1956 was first to use the vibrator motor is difficult to say. Lionel's postwar service manual gives us a clue. If we assume that the part numbers were issued in the order of design, we would have to conclude that the 342 Culvert Loader was first. If we look at the part numbers for both the 342 and the 464, we find that there are two parts with a 342 number used in the 464 Lumber Mill. One is for the drive pulley, around which the thread is looped. This drive pulley also has an internal gear. This gear is present on both the 342 and the 464, but the gear portion of the pulley is not used on the 464. The other common part is the eyelet which is crimped around one end of the thread, securing it to the coil housing. This might lead you to believe that the Culvert Loader came first.

On the other hand, the manual explains the operation and adjustment of the vibrator motor in the text of the Lumber Mill. In the Culvert Loader explanation, and all further uses of the vibrator motor, the manual refers you to the 464 Lumber Mill sheet for an explanation of how the motor operates and how it can be adjusted. This might lead you to believe the Lumber Mill came first. Unfortunately, I don't have the answer. I think it's safe to assume that both were developed at about the same time.

The vibrator motor was a hit for Lionel and the following year, 1957, it was used on four new accessories, the 128 Animated Newsstand, the 264 Operating Fork Lift Platform, the 334 Operating Dispatch Board, and the 345 Culvert Unloader. The vibrator motor was also used on the 3444 Animated Gondola Car, new in 1957. In 1958 it was used on the 175 Rocket Launcher. In 1959, its last new usage was on the 3435 Operating Aquarium Car. As clever as many of these accessories were, by 1961 only the Aquarium Car remained. In 1962 there were no cars or accessories cataloged that made use of the vibrator motor.



Lionel's New Windmill

Just out is the new Lionel Windmill, and we weren't sure just how the fan was powered. **Photo 22** shows the upper portion disassembled. The fan is turned in much the same manner as the banjo signal. A vibrator and a rubber washer. This is another of those accessories that once assembled, will not fit back into the box.

1995 JC Penney Offering

This year's JC Penney catalog will feature a Lionel Bessemer & Lake Erie SD-38 diesel loco, which is shown in **photo 23**. As usual, this will be supplied with a display board and Plexiglas display case. The loco is powered by a DC motor that will operate on either AC or DC current and has traction tires to enhance its pulling power. The loco also features an operating diesel horn. JC Penney will be selling the loco for \$259.99. The Christmas catalog should be out by the time you read this. The loco can be ordered by using Penney's toll free order number 1-800-222-6161. As he did last year, Drew Ewing, RM #11305, gave us some early background on this item and points out that quantities are limited so a customer can order only one this year.



The Lionel Seminar

At our recent Convention members had a chance at the Lionel seminar to get questions answered by Richard Kughn, Nicholas DeGrazia, Mark Gordon, Lenny Dean, and Jim Bunte. For those who didn't attend, here are some of the highlights.

Lionel put on a slide show to illustrate many of the features of their new TrainMaster® Command Control System™ which is expected to be shipped in November. Members were curious as to whether older locos could be upgraded by the addition of a new E unit. We really didn't get a clear answer on that one. It seems that the ability to upgrade older locos is something that Lionel would like to do, but final plans have not yet been worked out. Jim Bunte pointed out that any future retro-fit would have to be completed by a Lionel Service Station. This is due to the fact that the sensitive circuit boards can be easily damaged by improper handling. Even tiny amounts of static electricity to the board before its installation can destroy sensitive parts. We hope to put the new system through its paces as soon as it's released.

Upgrading to RailSounds II™ is a different matter. The new system depends upon all-new electronics and a newly designed acoustic chamber. The best way to upgrade is to add a separate sound unit, like a sound box car or the new RailSounds II™ tender to a steam engine.

Several were curious as to the omission of retail prices in recent catalogs. Lionel explained that the retail prices were seen by many as an attempt to control price and for that reason, some were not included in the 1995 Catalog and all prices were completely dropped in the 1995 Stocking Stuffer - 1996 Spring Releases Catalog.

That's It For Now

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, RM #6643, 15 Birchwood Lane,
Hillsdale, New Jersey 07642, (201) 358-1955

Wellspring Associates Acquires Lionel Trains

CHESTERFIELD, MI, September 29, 1995 — Wellspring Associates, L.L.C. today announced that it has acquired Lionel Trains, Inc., the world's leading manufacturer and marketer of model and toy trains, from Richard P. Kughn, who has owned Lionel since 1985. Mr. Kughn, a prominent Detroit businessman, will retain a minority interest in the company and assume the title of Chairman Emeritus.

Greg S. Feldman, a managing partner of Wellspring Associates said, "the acquisition of Lionel — a true American icon with tremendous brand equity — is an outstanding opportunity for Wellspring. The company is highly profitable with a large and loyal customer base throughout the country, yet it has the potential to generate even greater returns in both the U.S. and abroad. We look forward to capitalizing on the company's strengths while incorporating exciting new technology, marketing techniques and distribution systems to take Lionel to a higher level."

Neil Young, the well-known musician, is Wellspring's partner in the acquisition. Mr. Young, co-founded with Mr. Kughn, Liontech, Inc. Based in Silicon Valley, California, Liontech was established to develop proprietary remote control and digital sound technology for Lionel, which Wellspring intends to further incorporate into the Lionel product line. As part of the transaction, Lionel will acquire full ownership of Liontech.

Under terms of the transaction, financial aspects of which were not disclosed, Wellspring acquired the assets of Lionel Trains, Inc., and the trademarks of The Lionel Corporation, and has created a new company, Lionel L.L.C., which will be positioned to maximize the potential of the Lionel name to create significant growth and profitability in the future.

Lionel, based in Chesterfield, Michigan, began making electric trains in 1900 and at one time was the world's largest toy company. Lionel manufactures and markets over 350 products for the model railroader.

Wellspring Associates, L.L.C. is a privately-held investment firm founded by Martin S. Davis to make controlling investments in operating companies that present opportunity for asset enhancement.

This Member Took His Hobbies to the Workplace to Have More Time to Enjoy Them!

Our *Tracksides* visit this issue is unique to say the least as we travel to the Midwest to see the empire of Harold Barton, RM #16649 of Cedar Rapids, Iowa. As you'll see in the photos and by-lines that accompany this article, the overall size and scope of his three layouts and other associated collectable items virtually takes up all available areas in the 700 square foot of office space he rents to conduct business for the 3 corporations of which he's President. It has taken Harold 55 years to finally get the office he always wanted. That is, full of Lionel trains, no telephone, no copier and no fax machine but still keeping everything "on track"!



Photo 1 shows the entrance door with its significant signs "For Trainmen Only" and "This Is The Office Of A Serious Railroader" along with a cast placard of a vintage steam engine and a Lionel pennant. The model tractors and trailers on display in the window shelves only give a slight hint of the scenes behind this door.



Photo 2 takes us inside where to the left is a couch for guests with a partial display of his hat collection on it. On this East facing wall behind the couch are pieces of train art done by local artists as well as several shelves set up with Chicago & Northwestern, Soo Line and Rock Island decorated items from Harold's collection.



In **photo 3** we turn 180° to face West where we see the first layout which is called the "Downtown Area" because it is filled with buildings and street scenes. This is the layout that started it all when one day he decided "Why should I work all day and go home to do my model railroading when I could do it right here!"



Photo 4 is the South wall behind the first layout and it is decorated with art, bumper stickers and signs proclaiming Harold's love of the hobby (especially the license plate stating "I'd Rather Be Running My Lionel Trains").



In **photo 5** we see his secretary Wendy's desk which is just to the left of the "Downtown" layout.



Photo 6 is a panorama view of the West wall behind her desk. Included in this portion of the office empire are the train cups and plate collections along with the vast display of truck banks. The top shelves hold Union Pacific and Amtrak passenger sets and to maximize all usable space, the ceiling has lanterns hung from it!



Photo 7 shows us the second layout to the right of the secretary's desk and called the "Warehouse Area" since it has the industrial related portions of the model railroad empire. Its inner loops go to all three segments and connect via switches to the outer main-line that circles "Downtown" after passing Wendy's work area.



Turning back to the South in **photo 8** shows the entry door to Harold's office. Again, the wall is filled with all kinds of different collectibles and even has a "Lionel Trains" clock (must have a time piece in the work place) on it to mark the time of day! Upper shelves have a Hershey train and the full "Spirit of '76" set on display.



Photo 9 takes us into his office where there is the third layout along with Harold's large collection of Budweiser steins and other pieces of memorabilia. Even though it's his work area, he likes to call this portion of the office the "Beer Room". He considers it 7th Heaven with Lionel and Bud all in one place!



The last stop on this unique *Tracksides* tour is Harold's desk, shown in **photo 10**. As with everything in the office, it is both neat and well organized. And just to make sure he is never "out-of-touch" with his trains, several special pieces are within arm's length. These items are occasionally switched so he can never get bored.

And here in **photo 11** is the beaming and properly attired baron of this fantastic empire. As head of The Barton Group, Harold oversees a conglomerate of business ventures which include a tavern on the southeast side of town, a restaurant/tavern on the northwest side as well as a small transportation and distribution company that has a contract with the town's newspaper, *The Cedar Rapids Gazette*.



Thanks so much Harold for sharing with us your enjoyment of model trains and showing us how you've taken them to your work place to create a "dream" office!

Here's a Method of Using a Readily Available Material that Will Easily Add 'Relief' to a Layout!



Isn't technology wonderful.

To many of us, our toy train operating world is largely a limited three dimensional world. Part of that limitation is due to the materials we use. Well, that may just be "a thing" of the past.

Traditionally, we have used multi-layered sheet panels...plywood, waferboard, particle board...or a derivative thereof, reinforced to provide a foundation for our toy train world. In using or possibly selecting this particular material, we necessarily impose a three dimensional limitation on ourselves, for it is indeed difficult to create, what I would like to call, lower relief.

In the past ten years or so, cellular plastic foam board has provided us with a medium that is easy to cut, carve, and is light in weight. That technology has been applied to the insulation field of the construction industry, which has a direct benefit to we model railroaders, both scale and toy train/'tinplate'.

This material...generically called 'isoboard' by the roofing industry is a material multiplier in a number of ways. First, it is light in weight...making even somewhat larger layouts more portable in nature. Second, it comes in various thicknesses. The thinnest, that I have found so far, is one inch. If you are diligent enough in your search in your local area, you may be able to find it in one and one half, two and two and one half inch thicknesses. Third, and the rationale for this issue's column is the possibility to shape in 'lower relief' into what is otherwise a flat, rather ungeologically remarkable surface of wood material. Consider the possibilities...

Isoboard, in its thicker varieties, is a remarkably rigid material with little required in the way of reinforcement. Further, in this regard, there is considerably less materials cost. In the main, I would venture to say that isoboard may be no more expensive than one half inch BCX plywood, which is most likely the "mainstay" material used in forming the tabletops or roadbase in toy train/'tinplate' operational pikes. Furthermore, modelers can use shaping and carving tools to create all manner of geological features into an otherwise flat surface due to the thickness of this material...any size waterway - natural or man-made, a gorge or ravine, cuts, valleys (if you wanted to sandwich enough sheets together to do this), canyon, lake, pond, or other type of geological depression. Never before, have we model railroaders been able to accomplish this type of three dimensional relief into our

flat table top pikes. With this material available, those operators out there, who desire to model such features, will be able to do so without a significant additional capital outlay for materials.

Let me elaborate on this and apply it to my Christmas project. Five by nine feet pike using one half inch BCX and all the required framing, costs run about seventy-five to eighty dollars, which would include local taxes. Three sheets of two inch isoboard, fiberglass faced about forty-five dollars laminated to three 1 x 4's possibly for an additional ten dollars. Right there I have lowered my materials costs by about a third. An advantage, wouldn't you say? I have always wanted to use my 214/314 series bridges realistically; now I can! A shallow carve of one half to three quarters of an inch is a scale two to three feet of relief...enough to create the illusion of or for a stream, creek or small tributary river. The possibilities are endless and only limited by your imagination.

Now, let me go one step further and possibly out on the proverbial 'limb'. I predict that this material is our material of the future...available now! Take advantage of its possibilities...call your local insulation supplier, roofing supplier, or lumber yard. Any one of them would be able to 'steer' you in the proper direction for further information. You have almost nothing to lose and gaining an advantage, which you or I did not have before. We need to focus in on the emerging technologies being used in the construction industry to point us in the direction to applying them also in our hobby. I know that I have that 'mind set'...plywood based... one which I now must discard, for it is or will become antiquated. There is a material out there now, which will more than adequately replace it and provide me with an advantage that only were open to open grid pike builders of the past. In theory, with this material, a table top pike builder could now do exactly the same as an open grid pike builder and show off their efforts with the same amount of pride of workmanship and gratification.

I could go on but in closing would only like to add this. The model railroading fraternity embraced the use of plastic foam board for use as scenic elevation/geological features. Its more ardent supporters were those who espoused its lighter weight opposed to any other material and versatility in creating almost any scenic/geological feature...more easily and at less cost. Imagine both of these materials being used together in replicating the real world into our model world...again, the possibilities are only limited by yours or my imagination.

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

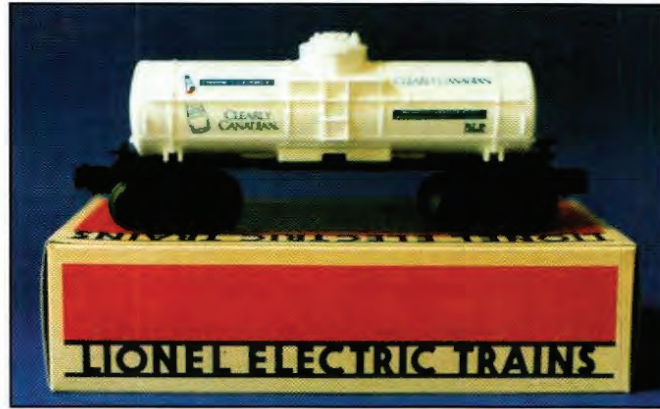
Author's Note: I came across the use of this material late in the spring of '94, while replacing a commercial roof on a grocery store here in Spring Hill. I could see then that this particular material had application to our hobby.

Here's a Look at Two Unique and Interesting Pieces of Lionel Rolling Stock!

Finally, those of us that collect Lionel "promotional" cars have a reason to celebrate as 1994 yielded a very big surprise for us. Interest in this area of collecting picked up speed about 1988, due in large part to the many ladies joining our ranks as collectors. Many of these colorful and imaginative cars from the MPC era, once so prevalent at train meets, are now almost non-existent or priced out of reach. About the time collector interest in this area began, Lionel's production of advertising cars slowed - probably due to the high cost of royalties. This only helped to dry up existing cars. Today, the Lifesavers tank car, Gerber Baby and Cheerios reefers are just a few examples of these highly desirable cars.

Now we can add #6-16147, a tank car with the distinctive markings of the Clearly Canadian Beverage Co. who produce a flavored, bottled water. The idea of offering a Lionel Set as a store promotion was that of Joe Kuntz, an employee at the Wesmark Distributing Company of Troy, Michigan. Mr. Kuntz was responsible for the successful promotion of Proctor Gamble in conjunction with K-Line. The idea for a unique train set came to him as he was driving past the Lionel Headquarters. The order was placed near the end of Lionel's order cycle so, instead of an entire Clearly Canadian Set, the New York Flyer set with a special Tank Car was opted for.

Lionel shipped the tank cars (three to a case) and the New York Flyer Sets to distributors. One car with a set was given to stores who set up a display of Clearly Canadian water along with a drawing box and entry forms. The promotion covered only the



states of Wisconsin, Illinois, Indiana, Michigan, Ohio, West Virginia and Florida.

While the tank car is only an "027" type tanker, its colorful graphics coupled with a limited production of 1,000 cars makes this a true collectable. If you don't live in a state where the contest was held, or your luck in winning a car is about as good as mine, we've been given a second chance to acquire this unique car as the few remaining cars and sets from the contest were rescued by fellow LCCA member Ken Andreoni, RM #6340.

If you're also a tractor/trailer collector like me, start checking your Sunday newspaper supplements as one idea on the drawing boards is a Lionel produced Clearly Canadian Tractor and Trailer. This is due to the success of this promotion and to quote Mr. Kuntz, "Lionel was professional and very nice to work with". We can only hope that other companies notice the success of this promotion and make the right choice to ride the Lionel rails.

— Dennis Leon Clad, RM #10430, Amelia, Virginia
Photography by Victor Bodek, RM #14213



Upon receiving my #52004 Eastwood Vat Car specially produced by Lionel, I had to take several puzzling looks at it since something seemed to be missing. Then, when I compared it to the promotional picture in the advertising brochure (lower photo) I noticed that the white lettering and numbers on the sides of the car weren't there!

The first question I have to ask is, do I have a rare "find" or is it only wishful thinking on my behalf? Also, since the production run was limited to only 5,000 pieces, are there any other members out there with a car like mine?

— Jim Pulvermacher, RM #15016,
Richland Center, Wisconsin

THE TREASURER'S REPORT

The Club's membership equity on December 31, 1994, as reported by the independent certified public account who reviewed the year then ended, was \$589,477. This is an increase of \$42,571 for the year 1994. 1995 is continuing the level of support for member services based on the trend in activities.

As of July 31, 1995, membership equity had increased to \$609,151. The equity level supports the outstanding Club publications and services to members. The present revenue levels indicate no dues increase will be necessary.

The 1995 Convention held in Des Moines celebrated the 25th Anniversary of LCCA. It was a great success and enjoyable. You should make plans to attend next year in Grand Rapids to meet with fellow Club members and enjoy the events planned for you and your family.

Your Club continues in good financial condition.

I want to thank all who have made my second year as Treasurer a good experience and for the support of all the Officers and Directors.

Thank you for electing me to a second two year term.

Barry B. Findley
Treasurer LCCA

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

	Reviewed 12/31/94	7/31/95
ASSETS		
Current Assets:		
Cash in banks	\$139,343	\$59,943
U.S. Government Investments	390,013	508,427
Inventory at cost	45,414	34,162
Advances to Appointed Officials	1,500	
	576,270	602,532
Fixed Assets:		
Equipment, net of Depreciation	3,619	4,923
Other Assets:		
Convention advances	9,588	1,696
	\$589,477	\$609,151
LIABILITIES & MEMBERSHIP EQUITY		
Membership Equity	589,477	609,151
	\$589,477	\$609,151

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

	Seven Months 7/31/95	Year Ended 12/31/94
REVENUE		
Car and other sales	\$261,052	\$359,426
Dues	174,823	279,950
Convention	57,516	56,839
Interest & Dividends	30,940	17,497
Initiation/reinstatement fees	17,946	20,105
Meet receipts	3,258	4,126
Other	256	738
	545,791	738,681
EXPENSES		
Cost of car and other sales	141,380	185,232
Lion Roars	111,326	175,099
Interchange Track	83,372	103,399
Roster	719	33,239
Professional fees	29,786	41,507
Officers and Board	32,315	42,098
Convention	74,428	59,132
Printing	1,777	982
Meets	5,739	7,331
Miscellaneous	661	76
Federal income tax	3,200	2,000
Insurance	9,251	11,563
Depreciation		979
Bank & credit card charges	3,327	3,869
Membership	3,029	5,413
Video product		2,400
Membership drive	20,616	16,835
Election notices	5,191	4,956
	526,117	696,110
Revenue in excess of expenses	19,674	42,571
Membership equity at start of year	589,477	546,906
Membership equity	\$609,151	\$589,477

Thank You

My thanks to all of you for your vote of confidence. I am proud to again serve as your President for an additional two year term.

Convention - Des Moines '95

I would like to thank Doug and Vi DuBay for a wonderful 25th Anniversary/Convention Party. My heartfelt thanks also goes to Jo and Jim Gates for founding the LCCA and for entertaining so many folks at their home. You all did the 25th Anniversary of the LCCA proud.

Convention - Grand Rapids '96

Plans for our 1996 Convention are proceeding on schedule. Within the next several months we will be getting the details out to you.

I continually hear other train clubs professing to have family oriented annual conventions. From my standpoint that's just so much rhetoric. The LCCA invented, improved, refined and perfected family train conventions over the last twenty five years. Need I remind everyone of Des Moines '95, Chattanooga '94, Dearborn '93 and Orlando '92, just to name a few.

Appointments

The following members have been appointed to fill the positions indicated. These appointments are for two years.

<i>The Lion Roars</i> - Editor	Donald Carlson
<i>Interchange Track</i> - Editor	Robert Quigley
<i>Roster</i> - Editor	Eric Fogg
Librarian	Hugh Warren
Archivist	Richard Johnson
Registered Agent	Chuck Seddon
Procedures Chairman	John Ourso
Constitution Chairman	Bill Button
Dues Committee, Chm.	Bill Schmeelk
Nominating Committee, Chm.	Mike Sciavicco
Convention Committee, Chm.	John Fisher
Convention Car, Chm.	Harry Overtoom
Car Distribution Agent	Fred Knoll
Badge Chairman	Jim Welage

Again, many thanks for your vote of confidence. I will do my very best to live up to your trust.

— Al Otten, President

AN EXTRA SPECIAL NOTE OF THANKS

To the Members,

First, I'd like to thank all LCCA Members for taking pride in the LIONEL NAME by supporting this Club through thick and thin.

For those who attended the 25th Anniversary Banquet, I'd like to apologize to those members who were there, for not thanking them for coming when I had the opportunity to do so after being given the plaque that was shown on the cover of August's *The Lion Roars*.

The combination of not previously addressing the members in 25 years and being given that plaque at the same time was just a little bit too much for me to handle because I'm an emotional type person. I was afraid I'd bawl like a baby. I hope you'll understand my inability to speak at that time.

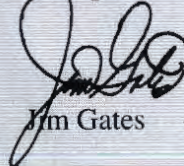
I know we all have different opinions about most everything but isn't it funny how we can't wait to get together? To me, the greatest thing about our Conventions is that I look forward to being head-to-head, toe-to-toe, with my kind of people, LIONEL PEOPLE. The Lionel trains are great, but meeting with an old friend is even greater.

I started this Club to establish pride in the Lionel name and I knew (way back in 1970) that Lionel people would rally to their name if given the chance. All you members have proven me right and I look upon you all as my heroes...Thank you, so much.

I've seen many Lionel heroes in my life, Jerry Hunter, Johnny Vodopich, Ted Dartt, John Godso, Sam Griffith, William Cooper and Tom Rains to name just a few and being with them as well as other Lionel people has been worth more to me than any Lionel train I ever had. I hope all of you members, through this Club, will meet some true friends as I have done.

I'd like to close by telling you that our real hero is Joshua Lionel Cowen (my grandpa's name was Joshua) and I'm sure that he would be extremely proud of you all.

Your pal always,



Jim Gates

