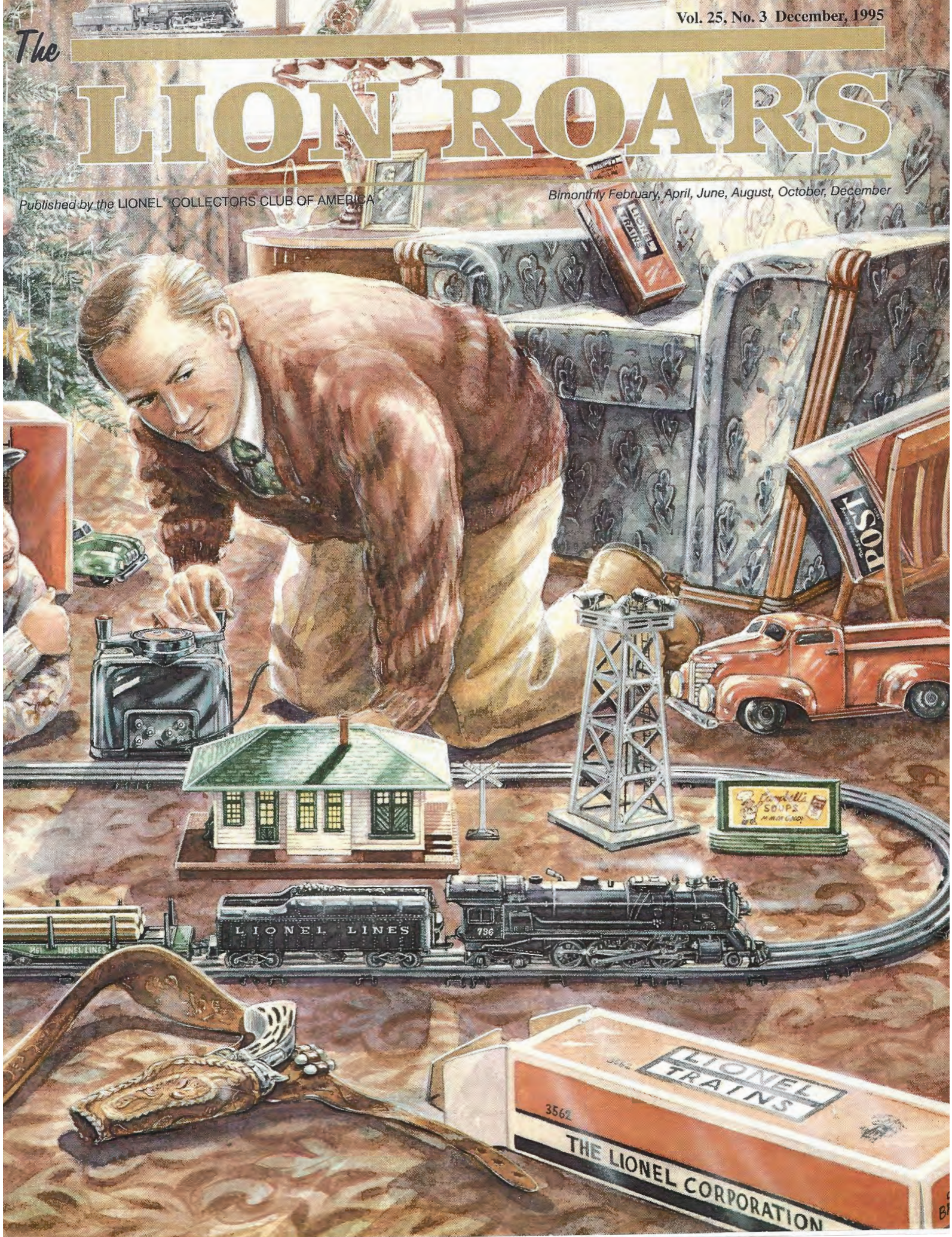


The

LION ROARS

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



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Contacting the Business Office

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

Editors Notes and Season's Greetings

The October, 1995 issue of *TLR* was very late as most members did not receive their copy until well after November 1st. (Mailing took place on October 31st.) Please accept your Editor's apologies for any concerns this may have caused. And on behalf of myself and your entire *TLR Editorial Team* have a wonderful Season filled with lots of Lionel trains!

Back Issues of TLR Available

There are many back issues of *The Lion Roars* available at a very nominal fee. Contact Hugh Warren, Club Librarian at the address/phone number listed in the right column on this page for complete details.

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 out their U.S. Postal Service Consumer Service Card (PS Form 4314-C, July 1991) so that they can follow-up for you. If your *TLR* cannot be found, notify the Editor.

Articles Wanted

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

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UPCOMING LCCA EVENTS

March 31, 1996

South Beloit, IL (Rockford area), at Holiday Inn

Jerry Dangelo (815) 397-2104 is hosting with co-hosts Chuck Seddon (815) 654-1705 and Brady Thor (815) 398-0874. Tables \$10. Guests \$4. Registration & setup at 8 AM. LCCA trading 9-10:30 AM. Public trading starts at 10:30 AM. The Holiday Inn Holidome is at Hwys. 51 & 75. Table reservation is suggested.

March, 1996

Mechanicsburg, PA

Details will be in future Club publications.

July 23-28, 1996

26th Annual Convention in Grand Rapids, Michigan

There will be plenty of sights to see and things to do at the LCCA's Annual Convention with its theme of "A Grand Twenty-Six in Ninety-Six!" A short piece on page 14 of this issue will give you a sneak preview of some of the fun events at this family oriented affair. Look for more details in future publications and the Convention Pre-Registration Brochure will be included with February's issue of TLR!

Meet Hosts Wanted!

Contact Jerry Dangelo (815) 397-2104

We'll Travel Across the Nation to View



We'll begin our special *Holidays Tracksides* visits with the two-levelled layout of George Geiger, RM #9517 from Trenton, New Jersey. Along with his wife Beth, they have set up a 4' x 8' Christmas scene featuring Department 56™ "Snow Village" buildings and a mixture of 1/43 scale vehicles in the town area. A Lionelville trolley parallels Main Street through town so that passengers can travel uptown and back via public transportation. Passengers are home-ward bound on the high speed elevated portion of the layout with a model of the famous "Trenton Makes The World Takes" double span bridge while a colorful freight consist travels around the lower, outer loop. The Geigers make several changes to the display each year to surprise their nieces and nephews.

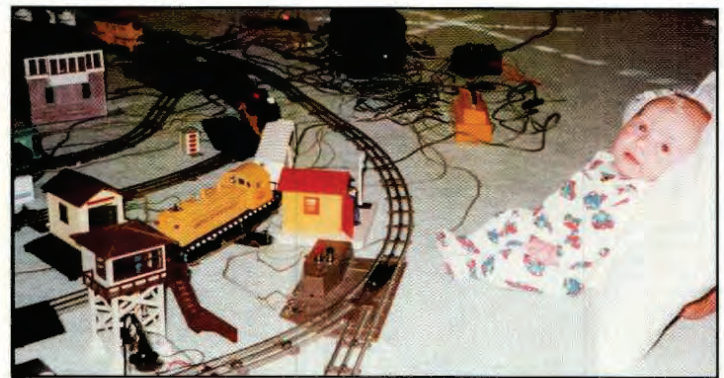


Our next stop takes us to the colorful and snow covered scenes from the layout of Charles Powell, RM #12813 from Elmer, New Jersey. He used baking soda for snow and mixed Plasticville with Heritage Village houses for scenery. A Texas Special ABBA pulls three postwar passenger cars around the tracks of the outer loop and the centrally located town has freight service with a siding. Everything is powered by the 175 watt TW transformer.



This Holiday scene is from Emil Vatter, RM #3301 from Roselle, New Jersey. The single loop goes around the Christmas tree, over a bridge and through the tunnel of a snow covered mountain so it can deliver its load of passengers to the town's station. The Santa Fe cars were all converted to vista domes and the locomotive is a vintage #2018 that still really smokes up a storm!

Holiday Scenes from Six Members!



Going to the Midwest takes us to the home of Richard DiLaura, RM #19069 of Benton, Kentucky. Featured in the scene is grandson Devin (who was 2 months old at the time) with a front row seat to 1994's Christmas layout. Devin got real excited whenever the trains passed close to him and with his interest will become the third generation of DiLauras to carry on the Lionel tradition.



Moving South, we'll next visit the displays of Albert Lane, RM #19189 from Ooltewah, Tennessee. Albert is a "new kid on the block" as he became an LCCA member just prior to last year's Chattanooga Convention. He got back into Lionel trains after being away from them for nearly 30 years so that he'd have transportation to go with his Department 56™ buildings and make up some scenes during the Holidays. His 4' x 8' layout is now set up in one of the bedrooms and attracts a lot of attention from youngsters.

And, since he lives within 10 miles from where the General train was taken over during the Civil War, he has collected four of the sets Lionel has produced over the years. Thanks Albert for sharing.

Our final *Holidays Tracksides* visit moves us out West to view part the collection of L. Paul Fritsche, RM #15635 of Evergreen, Colorado. The top picture shows the first Lionel train he received on Christmas, 1923 when he was 6 years old. Still in operation is Outfit No. 169. The bottom scene shows the station platform he built in 1931 at the age of 13 during a wood working class in Summer school. It's wired and lighted and along with his first train set has created a lifelong love of collecting and operating Lionel trains. Thanks Paul for showing us some of the vintage treasures from your collection.

Can a Member's Profession Be Due to Lionel Trains?

■ During the Carail Museum tour held as part of the LCCA Convention in Dearborn, Michigan, in 1993, my wife, Lynette, two children, Yvette and Rusty, and I had the distinct pleasure to meet and talk to our hosts, the Kughns, Richard (RM #5586) and Linda (RM #9535).

What a memorable experience that was for all of us. My family has always been involved with my train collecting (although sometimes somewhat reluctantly) and it was fun to actually make a family vacation out of our attendance at the Convention. Linda spent a good deal of time talking to our two young children and showing us various interesting items in the Museum.

In the course of conversation with Linda Kughn she mentioned the now well known story of how her husband as a young boy found a Lionel train in the trash and took it home to clean it up. Of course, he later owned the company which made the train. So you might say that train found in the trash had a major impact on Dick Kughn's life. Buying the Lionel Company must have been a significant decision and I am sure that by owning the company his life is still affected a great deal by toy trains.

Linda asked me how I became interested in train collecting. I related my story to her. For Christmas, 1960, my younger brother and I asked for Lionel trains. One of our friends who lived across the street had a Lionel train for several years and we wanted one also. My parents decided to buy one train set, but it was for my brother. Needless to say, I was tremendously disappointed on Christmas morning. I don't even remember what I received that Christmas; however, I do remember what I did not receive, namely, a Lionel train. I guess that I expressed enough disappointment that my Dad felt somewhat sympathetic but we could not afford another train at the time. Meanwhile, my brother shared the operation of the train with me and we both enjoyed his new set.

My Dad worked as a machinist in the "oil patch" in the New Orleans area for a small company. The son of the owner of the company, "Jack Jr.", was a flamboyant middle-aged fellow who was rather well off and had no children. My Dad mentioned to him that my brother received a Lionel train for Christmas. Jack Jr. told my Dad that he still had his old Lionel train set and that since he had no children he would give it to us. The set was a 1946 model 2101 W that included a 224 steam locomotive with a 2466WX tender, a 2555 Sunoco tank car, a 2452 gondola, and a 2457 caboos. Also, there was an extra X6454 boxcar. My Dad brought the train set home and I then thought that there really was a Santa Claus and his name was Jack Jr. We automatically declared the old set mine since my brother had the brand new one.

The only hitch with the acquisition was that when we placed the locomotive on our new layout it just sat there and would not move. *It didn't run.* My brother had the shiny new 243 locomotive that had a headlight, smoke, and whistle, and ran perfectly. My locomotive just sat there and hummed. Before my Dad had a chance to attempt to fix the locomotive, I took matters into my own hands. Being a very inquisitive youngster and loving to take things apart, I disassembled the 224. In my brother's set there was an instruction booklet that explained some basics of electricity and a description of electric train operation. I read this material over and over until I figured out how the locomotive should work. One of the things I determined was that the reversing unit was not working so I cured that problem by *totally removing it.* I connected the wires going to the armature and the field and soldered them together to get a completed circuit. The locomotive then actually ran but in the forward direction only. We ran this locomotive for the several years that we had the train layout operational. One problem with the 224, other than the fact that it ran in the forward direction only, was that it smoked. Now mind you, the 224 had no smoke unit, but it still smoked. Whenever it did this, we would shut it down and let it cool off before we ran it again. Nevertheless, it did run.

While "fixing" this train, I acquired a tremendous interest in electricity. It was fascinating to see how the principle of a simple electromagnet could be used to build a motor that turns the wheels on a locomotive. I studied the Lionel instruction booklet and read it over and over. I came to understand all of the schematics for the block controls us-

ing insulated rails and signals. Mentally I would trace and retrace the circuits to figure out the flow of the electricity. I decided that playing with electrical things was fun.

Finally, I moved on to electronic devices. First, I started fixing old tube radios and then television sets. By the time I was thirteen I had built a ham transmitter and by fourteen I had my ham license and a completely homemade ham station. The trains were no longer touched but were still there on the old layout.

When it came time to go to college, I decided that Electrical Engineering would be the field of study for me. After a somewhat rocky start in college, I started to do well in my studies. (My grades improved tremendously after working one very hot summer in the "oil patch" as a welder's helper.) After graduating from college and a brief stay in graduate school, I went to work as an Electrical Engineer. One day during a visit with my parents we started discussing the old Lionel trains. We took them down from the attic of the garage and discovered that everything was still there. The old 224 locomotive was very dusty so I decided to clean it up and try to get it running again. To my amazement, I discovered that as a kid I had wired up the armature and field windings in parallel instead of series. As an engineer I now understood *parallel* and *series*. If you don't know the difference, it suffices to say that this finally explained the smoke coming from the locomotive after running it for a while. The motor was overheating and burning up every time we ran it. After locating a new reversing unit and rewiring the locomotive correctly it ran perfectly, *with no smoke*.

After working two years in industry as an Electrical Engineer, my interests led me back to graduate school to obtain an advanced degree. Upon graduation my career began as an Electrical Engineering professor. So now I try to get students as motivated and interested in electricity as I am. One difference now is that practically all of my students have not been exposed to electric trains as youngsters. (Many of them have chosen Electrical Engineering because a High School Guidance Counselor suggested this field of study.)

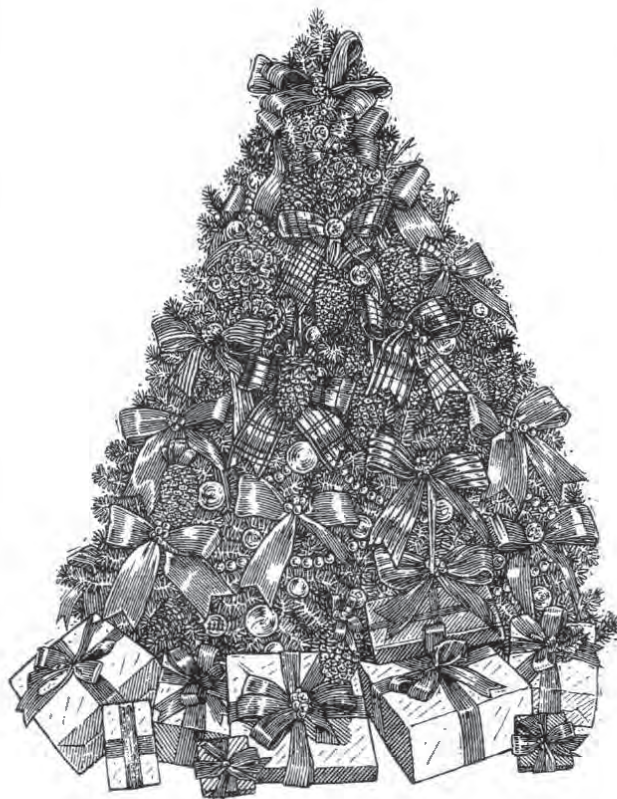
As I told Linda Kughn during our visit to their Museum, my whole career began with Lionel trains. Fixing that old 224 locomotive and making it run began a lifelong love for anything that is electrical. Linda wondered how many other individuals have also pursued careers that were initiated or influenced by the playing with Lionel trains. The answer, I am sure, is that there were many, many youngsters influenced by toy trains in many ways.

Incidentally, my seven year old son, Rusty, has been playing with trains since he was two. He is now learning how to

solder wires and hook up complete circuits by helping me with our layout. I'll bet that someday soon I will find him disassembling a locomotive that is not running quite right. Hopefully, *his* locomotives will smoke only when he puts smoke fluid in them.

— Russell E. Trahan, Jr., RM #12719,
New Orleans, Louisiana

Season's Greetings From Your LCCA Leadership Team!



Al Otten
Jerry Dangelo
Bill Schmeelk
Stan Roy
Barry Findley
Chuck Seddon
Larry Black
Art Broshears
Bill Button
Dienzel Dennis
John Ourso

Don Carlson
Bob Quigley
Eric Fogg
Hugh Warren
Dick Johnson
Mike Sciavicco
John Fisher
Harry Overtoom
Fred Knoll
Jim Welage

A Member Recalls “MY FAVORITE HOBBY SHOP”



Photo 1 is an unusual picture of “The Crossing” all lit up and open for business. Circa December, 1987.

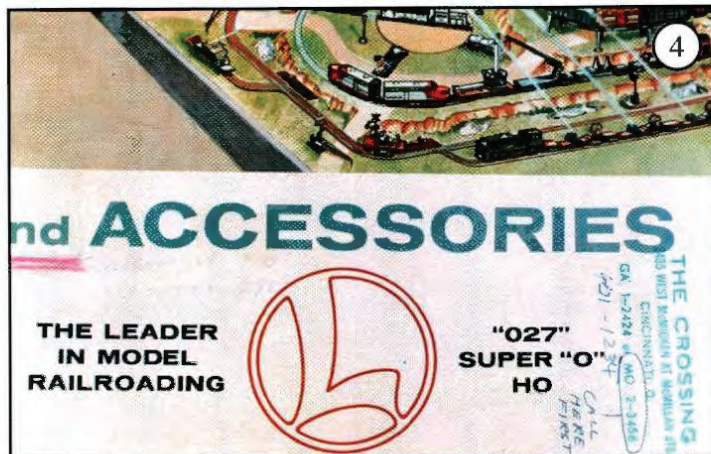


Photo 4 is the 1962 advanced catalog with “Catalog price \$9.95; Sale price \$6.95”. I wonder what that was for?!!!



Photo 2 shows “The Crossing” sticker on my #50 Gang Car box.



Photo 5 shows the #58 Snow Blower and “The Crossing” label with the printing missing.

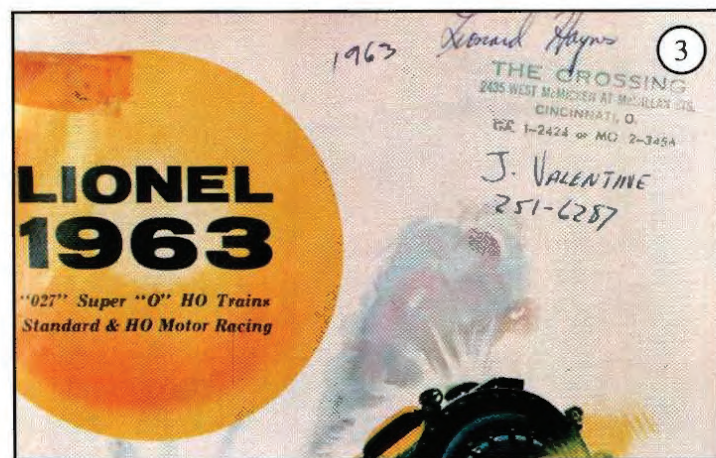


Photo 3 shows the 1963 Lionel catalog with Johnny’s phone number on it.



Photo 6 shows the #53 Snow Plow box with \$18.50 and “Hold” written on the side. It was held for yours truly!

"The Crossing" was located at 2435 West McMicken at McMillan Streets. It was *the* hobby shop of my growing up years in Cincinnati, Ohio. It got its name because it was located on a corner. It was where McMicken crossed McMillan. It was a very small place, but the treasures inside on the shelves creates a memory that's large in my mind. It was owned by a fellow whom I only knew as "Sarge." In the all the years I dealt there, I can only remember meeting him once in person. "Sarge" was a good business man back then anyway. He bought out bankrupt hobby shop inventories and offered those treasures to the public at significant savings.

For example, imagine buying new/boxed 6464 boxcars for \$3.50 each. You had to purchase four or five of them to get that price. My folks bought me nine different road names for Christmas, 1961. One of which was the orange 6464-100 Western Pacific with the blue feather! It was years later before I realized what I had.

My folks also gave me a new sealed in the box 400 Budd car which they purchased for \$12. When the horn malfunctioned, I returned it for a 404; all the 400's had been sold. A couple of years later I added two new "B" units for my New York Central F-3: \$9 each. In looking through my collection I note that the #350 turntable, the #375 Transfer Table and Extension, the #445 Switch Tower, the #464 Lumber Mill, the #397 Coal Loader, the #456 Coal Ramp, the #364 Log Loader, and the #115 Stop Start Station all came new and boxed from "The Crossing." My grandfather bought the #115 station for me. I recall him saying that the guy next in line, wanted one also, but that the one I got was the last one they had. I think Gramps paid \$15 and the fellow offered him \$20 for it. No deal! Many of those items are still in mint condition.

I seem to be fascinated with motorized units. The Tie Jector, Ballast Tamper, Gang Car, Rotary Snow Plow, Snow Plow, Burro Crane, Trolley and Track Cleaning Car all came from the shelves of "The Crossing." I knew I couldn't buy everything, so I developed the buying philosophy of trying to own one road name of each type engine Lionel made.

My 2329 Virginian was purchased with that philosophy in mind. I paid \$40 for it in Like New Condition without a box. I almost didn't do it! The other part of my buying strategy was that I knew I could always buy track and switches, so I focused on rolling stock.

I was very lucky. I had an "inside" source. Johnny Valentine, a co-worker with my Dad, worked part time at "The Crossing." Actually he worked there full time; they were open Tuesday and Thursday nights in November and December as well as Saturdays in October through February. All other times were by appointment. And boy did I make lots of appointments! Johnny would tell Dad when an item would come into the store. It was as if he knew what I had in my collection. He would set things aside for me with no money down. And then when someone came into the store asking for that piece, He'd tell Dad: "Tell Lenny, I need some money to hold it." I believe one dollar held the new #2352 until I could make more money mowing grass and selling candy bars to help the High School Band purchase uniforms. I always won the prize for selling the most candy bars; usually \$25. Almost enough to pay for that Penny electric. Johnny's "Lay away" program fit me to a tee! As I bought train sets from friends who needed cash to buy race car/slot car sets Johnny was willing to trade with me. The best was when I traded a used 2020 that wasn't running and a pair of "O" Gauge switches and track for my #58 Snow Blower.

My family purchased many collectible Lionel pieces in the 1960's and early 70's....at bargain prices at "The Crossing." But I wasn't buying them for an investment; I wanted them for my layout. I wanted to enjoy them; I wanted to run them. All right, play with them! When I went off to college and seminary, many of those new, boxed items stayed in their boxes. Never run. I didn't have time. By the time I had graduated from seminary seven years later, their value had started to climb. It was another 8 years before we had a parsonage that had a dry basement and space to set up a layout.

By that time, the value of those items had increased so much that I felt compelled to keep the new items in their boxes.

I stopped by "The Crossing" a couple of years ago. The sign is still there and the 1957-1958 Lionel Approved Service Station* sticker is still in the window, but the place is deserted. Oh well, I guess you can't go back...but what pleasant memories I have of ...my favorite Hobby shop! Thank you Hap Ginther for taking all those wonderful close ups photos for this article!

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

**(A quick check of the 1957 & 1959 Catalogs reveals that "The Crossing" was not an Authorized Service Station for at least those 2 years.)*

A Member's Story of His *Boyhood Freight Train*

While I got my passenger train as a complete surprise all at once on Christmas morning, the freight train I had as a kid was acquired slowly, even painstakingly, one car at a time, over a period of about six years. This was owing to the fact that Lionel trains were (and still are) quite expensive "toys". My parents, who were (and still are) on a budget, considered them appropriate gifts only for birthdays and Christmas. At the imposed rate of only two-per-year, the greatest number of freight cars I could have accumulated during this time would have been twelve. But I instead wound up with only eight, having opted on several occasions for switches, track and other accessories.

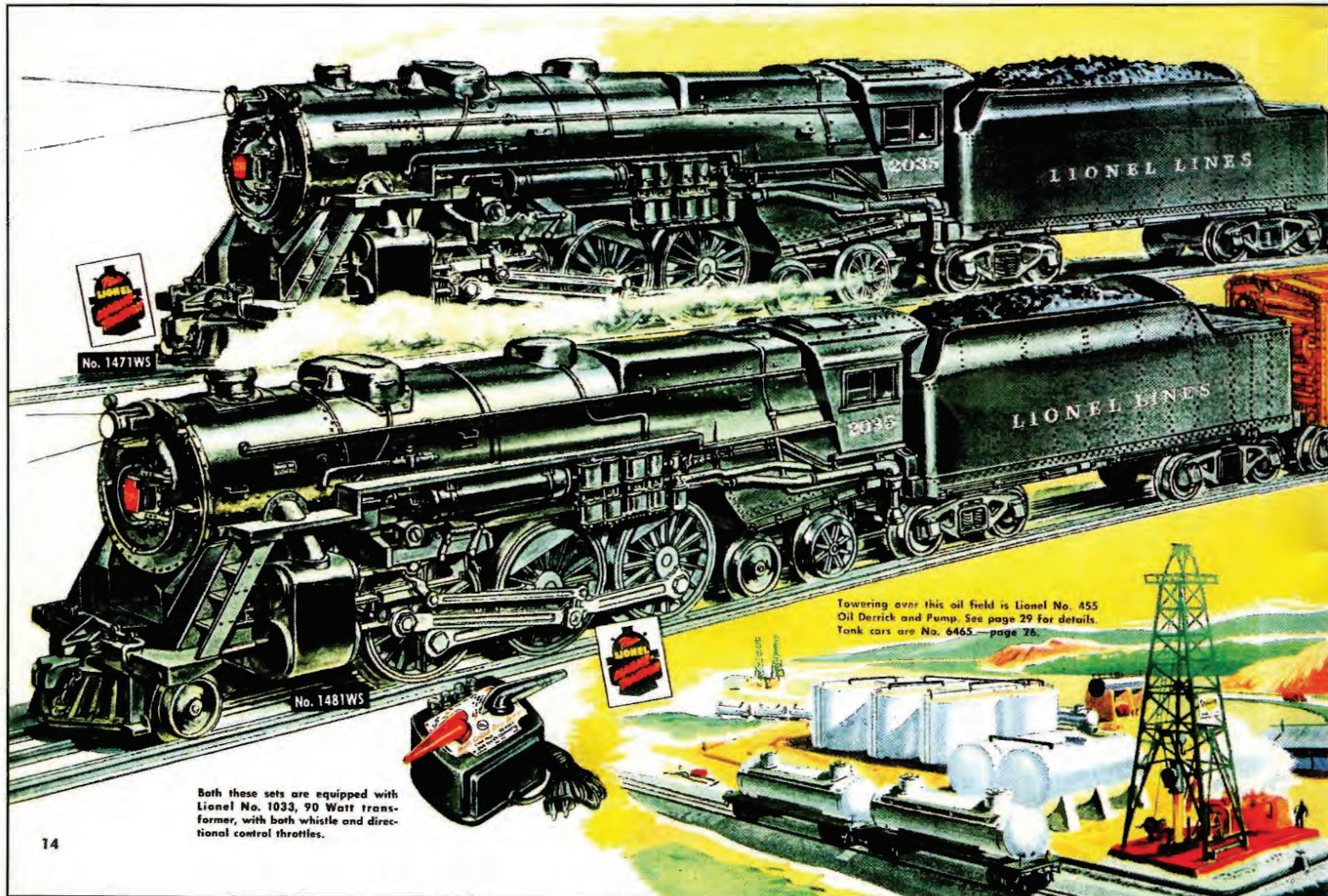
Steam-powered freight trains promised even more excitement and variety than the passenger train of which I had become so enamored. After months of studying the 1951 Lionel catalog, my heart was finally set on one of the five-car freight trains found on page fourteen. In addition to being very colorful, set number 1481 WS promised lots of operating enjoyment. A bright orange AT&SF operating boxcar and pristine white operating milk car were followed

by the "universal" Sunoco tank car, NYC gondola with barrels and, of course, bright red SP caboose.

One by one, after months and months of waiting, each of these cars were added to my train, marking the celebration of an annual event. Initially they were coupled between the tender and Pullman car of my passenger train. The less costly tanker and gondola were the first to be added, since the more expensive operating cars required more persistent and creative begging.

I unexpectedly gained a refrigerator car along the way, apparently as a cheaper alternative to the milk car. After all, they *looked* the same. This was either an honest mistake on Mom's part, or an unsuccessful attempt to grant my Christmas wish and still have money left for "sensible" gifts like socks and underwear. After two more tries, I finally got the milk car the following year.

In fact, I eventually got all of the cars on my list, as well as a couple of unsolicited ones from a generous aunt: a flat car that carried two automobiles, and an "animated" gon-



Both these sets are equipped with Lionel No. 1033, 90 Watt transformer, with both whistle and directional control throttles.

Towering over this oil field is Lionel No. 455 Oil Derrick and Pump. See page 29 for details. Tank cars are No. 6465 — page 26.

dola that staged a cop and hobo chase. To these Dad added a 2065 Hudson locomotive and completed my boyhood train.

My interest in Lionel trains waned in 1959, because by then they'd gotten silly. And it wasn't that they just *appeared* more childish to me as I grew older. The realism of which the 1951 catalog boasted (and which I therefore believed to be all-important) had given way to such improbabilities as pink locomotives for girls, exploding boxcars, and missile launchers.

Such trains bore no resemblance to the ones that tied-up traffic at French Road and Gratiot Avenue. I recall browsing at Lopo's Hobby Shop and not even bothering to ask for a copy of the 1959 catalog (even though they were *free* then), when I saw that the cover featured a Civil War steam engine with missiles being launched in the background.

The reason grown-ups have no confidence in their children's ability to use good sense is because they remember the really dumb things *they* did as kids.

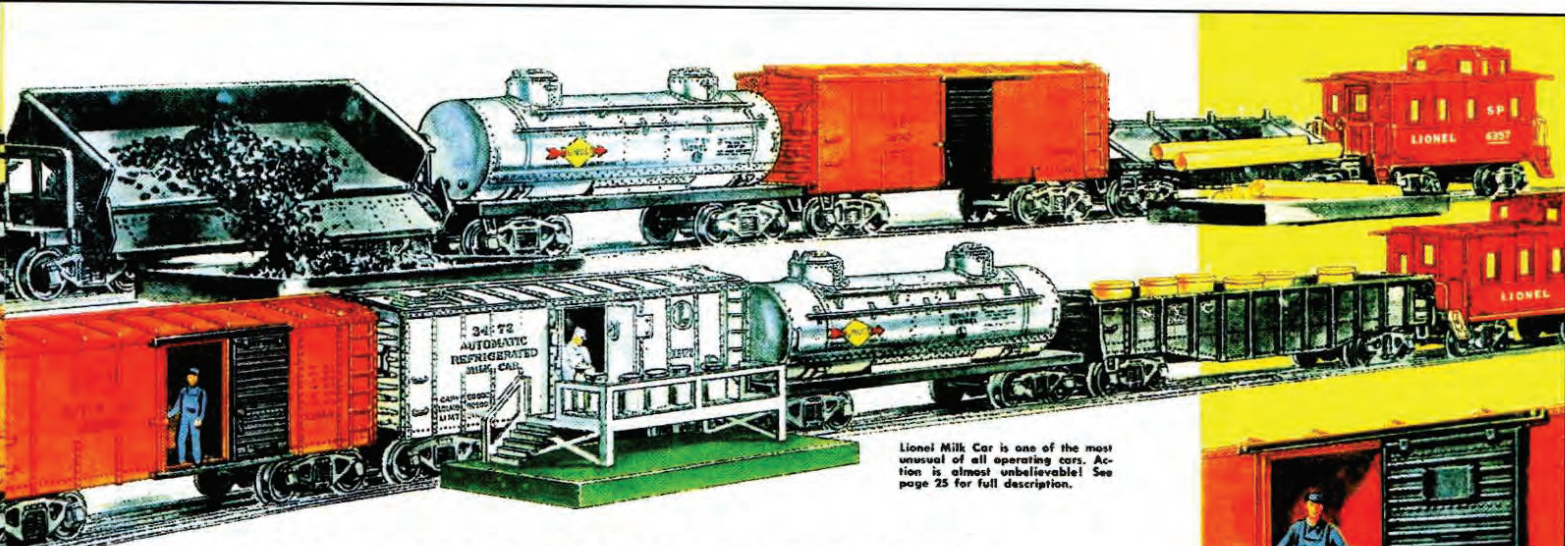
For instance, I painted the tops, ends and doors of my reefer and milk car in a feeble effort to match the brown and white versions of these cars that Lionel introduced in 1955. Later, as a teenager, I sold my gondola, tank car and switches in order to buy, of all things, *records!*

But here's the dumbest of all: I traded something-or-other for a Minneapolis & St. Louis mining locomotive, which I later traded back for an Arthur Lyman record album. Today that engine would be worth upwards of three hundred dollars, while the record album sold at a garage sale for seventy-five cents!

Some twenty years later, when I sought to put my train back together, I was surprised to discover that untold numbers of the freight cars I needed had survived in decent, unpainted condition. These were available at inflated prices to so-called "collectors". Eventually all of the missing components were found in hobby shops and at train meets; by granting their previous owners a handsome profit, I reassembled my "Boyhood Freight Train".

It was truly gratifying to thus recapture a bit of my youth. Watching number 2065 once again pulling the familiar freight cars around the track brought back a wealth of memories, much like being reunited with an old friend. The experience was so rewarding, in fact, that I decided to seek out some of the trains I would have liked, but didn't have as a kid.

— Dennis Phleeger, RM #7073,
Sterling Heights, Michigan



Lionel Milk Car is one of the most unusual of all operating cars. Action is almost unbelievable! See page 25 for full description.

LIONEL "027" CHAMPIONS — WITH MAGNE-TRACTION

LIONEL No. 1471WS 5-CAR FREIGHT

With SMOKE, WHISTLE and MAGNE-TRACTION
5-Car freight includes 2 operating cars

Blow two short blasts of the whistle and pull this big one out of the yards with smoke streaming over her back. You're hauling a real freight with two remote control operating cars! Engine No. 2035 has power to spare, for Magne-Traction gives it super-traction just like its big brother of the rails. Operating cars are the ore dump car and log car. Touch of a button makes car beds tilt to unload cargoes. Cars automatically right themselves when button is released. Additional cars are double dome "Sunoco" oil car, box car and illuminated caboose. Train is 5 ft., 1 1/4 ins. long. Track furnished forms oval 85" x 27 3/4".

Lionel No. 1471WS 5-Car Freight Set Comprises:
1 No. 2035 Locomotive with Smoke and Magne-Traction
1 No. 6466W Tender with built-in, two-tone Whistle
1 No. 3469X Operating Ore Dump Car and Bin
1 No. 6465 Double dome "Sunoco" Oil Car
1 No. 6454 Box Car
1 No. 3461X Operating Lumber Car with Logs and Bin
1 No. 6357 Illuminated Caboose
8 sec. No. 1013 Curved Track
7 sec. No. 1018 Straight Track
1 No. 6019 Remote Control Track Set
No. 1033 90 Watt Transformer
CTC Lockon, Tube of Lubricant
SP Smoke Pellets, Instruction Booklet

\$7000

LIONEL No. 1481WS 5-CAR FREIGHT

With SMOKE, WHISTLE and MAGNE-TRACTION
Includes Operating Milk Car and Box Car

Here's another of Lionel's Champion "027" freights. Sturdy, speedy locomotive can highball this line of cars down the straight-away and whip it around curves without fear of derailing, because it's equipped with Magne-Traction—for greater speed, pull and climbing power. Set 1481WS includes that amazing remote control operating milk car—pressure of "unloading button" makes tiny milkman deliver milk cans, one by one, onto platform. Box car operates, too. Remote control button makes trainman slide open car door, getting it ready for loading or unloading. Other cars are the long gondola, "Sunoco" double dome oil car and illuminated caboose. Train is 5 ft., 3/4 ins. long. Track furnished forms oval 85" x 27 3/4".

Lionel No. 1481WS 5-Car Freight Set Comprises:
No. 2035 Locomotive with Smoke and Magne-Traction
No. 6466W Tender with built-in, two-tone Whistle
No. 3464 Operating Box Car
No. 6465 Double dome "Sunoco" Oil Car
No. 3472 Operating Milk Car and Platform
No. 6462 Gondola Car
No. 6357 Illuminated Caboose
8 sec. No. 1013 Curved Track
7 sec. No. 1018 Straight Track
1 No. 6019 Remote Control Track Set
No. 1033 90 Watt Transformer
CTC Lockon, Tube of Lubricant
SP Smoke Pellets, Instruction Booklet

\$7000



Above: Press the button and trainman automatically appears to open car door. Release button and back in he goes.
Below: The "shanty" is the home and office of your train crew. Every rail and every rivet is detail-correct in Lionel No. 6357 caboose.



Here's a Story of How a "Special" Purchase Years Ago at One of the Club's Annual Conventions Builds *Learning* and *Great Memories* for Many Children!

My husband Verlyn (RM #5885), and I have spent many leisure hours with our toy train hobby. We have been associated with toy trains since his parents returned his childhood train to him in 1976. Little did I know at that time that the world of toy trains would encompass our lives.

Our hobby has blossomed from a 4' x 8' plywood operation to a basement full of trains and layouts. However, this is only one aspect of our hobby. Venturing off to local and national swap meets has produced many long lasting friendships along with some wonderful finds.

While at the 1982 LCCA Convention in Dearborn, Michigan, I made a purchase that has made quite an impact on the way I view the toy train hobby. At that show Walter Pear, RM #4752, had a beautiful Christmas train on his trading table. Although my desire to purchase this train was not in line with my lack of resources, I received a windfall from my husband. I was not aware that the Christmas train had also caught his attention. With a Lionel accessory from our table, and cash, I managed to make a deal.

Back home the Christmas train took its place on the basement shelf with the other trains. In December, I took the train to school when the elementary students were anxiously awaiting the Holiday Season. At that time the only available space for its operation was the floor in the library. While watching the enthusiasm on the children's faces, I realized that I could incorporate the toy train theme into my resource room classroom. My special education students soon became known as the Railroaders.

In 1983 when Verlyn was the President of the local Iowa toy train club, he had our train on display under the Christmas tree at our Holidays party. It attracted interest from many of our members, and was the model for several other Christmas trains produced by club members. Who knows, it may even have been the inspiration for Lionel, for soon we were able to purchase festively decorated cars, and finally an engine and caboose.

For several years the train was run yearly around the base of our Christmas tree. It was the object of attention by the children who came to visit our home.

When Department 56™ came out with their lighted New England Village, Verlyn got me more deeply involved in the hobby. No longer was he the only operator/collector in our family. The Christmas train finally left the shelf to find a permanent home with the growing collection of buildings in the New England and North Pole Villages.

Perhaps the biggest impact to develop from the Christmas train purchase has been in my work as an elementary resource teacher. Every year since 1988 my students and I have built an operating 4' x 8' layout in the corner of my school room. Each year the theme of the layout changes, and they have the opportunity to be involved in more than just academic learning in the resource room. In years to come my students may not remember that I may have been the teacher to teach them reading or math, but I am willing to bet that they will remember their experiences with toy trains.

Thank you, little Christmas train. You have proven that even the LCCA Convention can produce quite a find, and you will always be a treasure to me.

— Louise Noring,
Indianola, Iowa

*Merry Christmas and
Happy New Year!*



Grand Rapids, Michigan is the site of the 26th Annual Lionel® Collectors Club of America Convention July 23-28, 1996. Situated in beautiful Western Michigan, the City will offer LCCA Conventioneers a complete vacation package.

Easily accessible by air, car or Amtrak, Grand Rapids is within 500 miles for a majority of Club members. Historically noted for its furniture, the greater metropolitan area is now a thriving, commercial, educational, cultural and technological community with over 10,000 companies.

Headquarters for the Convention will be the luxurious Amway Grand Plaza Hotel, a four diamond facility with over 680 rooms located in the heart of the downtown district. What's more, it features nine award winning restaurants, a fitness center, racquetball and tennis courts, an enclosed pool and whirlpool. It's a "grand" world of great amenities, excellent taste, and exceptional service. You'll feel like royalty and your requests will be met the moment you express them.

You can travel through the enclosed walkway into the Grand Center Convention complex where we have reserved both the Grand Hall and Welsh Auditorium for trading and displays. 450 tables will be available with easily accessible aisles.

In terms of what to expect for attractions, Grand Rapids offers an abundance of museums, cultural activities, shopping malls, water parks, zoo, botanical gardens, and much more.

Of course, the question on everyone's mind is what will be the Convention's highlight(s)? Well, stay tuned as there will be more details and the Registration Brochure included in the February, 1996 issue of *The Lion Roars*.

In the meantime, mark your calendars for next **July 23rd through 28th** and make your plans now for a "Grand Twenty-Six in Ninety-Six!"

— Mike and Joan Valentine,
1996 Convention Host & Hostess

Opps! Here's additional information you'll need to build the "3-in-1" electronic project in October, 1995's issue of *TLR*! With wholehearted apologies from the Editor, a complete paragraph was omitted, the parts list was inaccurate and Figure 2 was mislabeled in Jerry's great article. Please excuse the mistakes and use the additional information provided in this column to build the electronic project correctly.

Missing Paragraph - On page 14, the following paragraph needs to be added between the 3rd and 4th paragraphs of the left column. This new information is:

Next comes the 153C. This consists of parts "B" and "P". Wire the "NO" and "COM" connections as shown in **figure 1**. These two connections are responsible for triggering the timer. Connect the positive and negative posts on the rectifier to the coil posts on the relay. Connect one of the AC posts to post number 1 on the barrier strip. Connect one end of a wire to the remaining AC post on the rectifier and leave the other end disconnected for now. Eventually this wire will go to the SPST toggle switch.

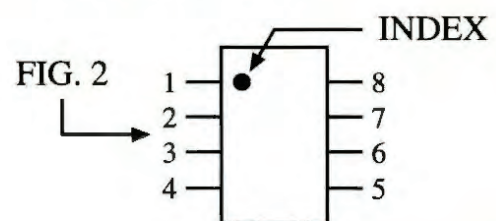
(As a reference, the start/end of the 3rd paragraph reads: First comes the basic timer part of this project. I start ... disconnected for now. Eventually this wire will go the SPDT toggle switch.

And, as further reference, the start/end of the 4th paragraph reads: Now comes the sound circuit, the last part of the board itself. This consists ... disconnected for now. Eventually these two wires will go to the SPDT toggle switch.)

Corrected Radio Shack Parts List - On page 15

Two - 272-1019 1,000 microfarad Electrolytic Capacitors (original list called for only One)

And, here are the **correct locations** for the #555 timer pin #'s in **Fig. 2** on **page 13**.



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

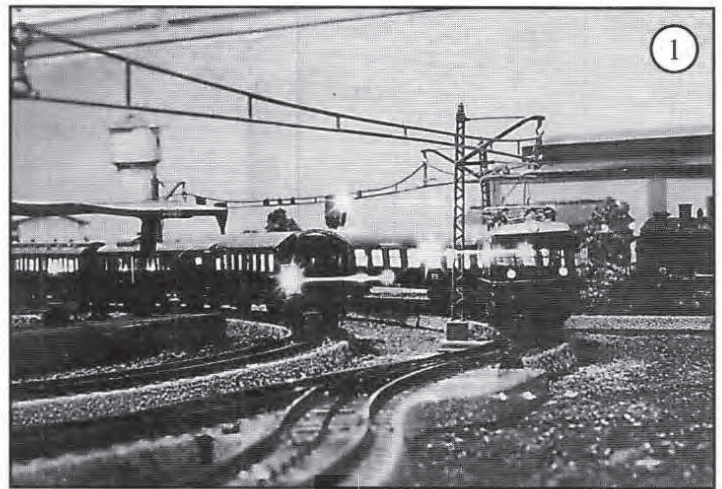
A Three-Generation “Love Affair” with Trains

My favorite train is...it's hard to tell, but I guess it might well be my next one. Not that I am dissatisfied with the layout I have now; it is very nice and everything runs well (some pictures of it can be found in the February, 1995 issue of *TLR*, page 23). I had lots of fun building it, and it is a pleasure to operate, but I also learned a lot from it, which I want to put to good use in making my next one. My wife and I are currently in the process of building a new home. It has a nice finished basement with a lot of room, and my son Stephen (FM #18967) and I are having a lot of fun planning a “real layout” and envisioning the finished product.

The truth is, I am having an insane amount of fun with trains. This is probably not surprising, given all the material I have submitted to *The Lion Roars* in a relatively short period of time. Years ago, when I still was on the faculty of the University of Louisville, I should have been so prolific a writer. I might have made tenure and still be with the University. But to tell the truth, writing about “train stuff” is a lot more fun than wrestling with dry academic subjects. As a matter of fact, I find everything fun that has to do with Lionel trains. Obviously, I am an operator. I also collect a bit. I repair and restore equipment and experiment with electronic devices, and my hobby quickly came to mean a lot to me. And Stephen, now 13, is as crazy about trains as I am. We are having a good time together with the hobby, especially the camaraderie and sharing.

For me, it all started when I was a child in Germany. My father was the train buff in the family then. He was a very busy man who rarely was home, and really a bit helpless around children. We did not exactly do a whole lot together; he wouldn't have known how. But every year in late Fall, things would change. He would come home, eat, and disappear in the basement to work on the new version of our layout, which was to be that year's Christmas present to my brother and me. He was a different man then. His eyes shone with anticipation, he was animated, he was a lot happier and his excitement was contagious. And when I was about 12 years old, he started to let me help him. Our train was Marklin HO, but it prepared me well for Lionel, because it was a 3-rail AC system. I learned a lot from him about bench work, scenery, electricity and mechanics, and it was wonderful to be with him during those November and December nights. He did not treat me like a child. He taught me like a friend, did not hold back on anything, in-

cluding comments on my mistakes, yet always remained patient when I goofed. It was great. Unfortunately, he died in a car accident when I was 15. Carrying on the tradition of modifying the layout for Christmas, like he had done, helped me a little with the loss, and I was grateful for that. Recently, I found the one remaining photograph of that time (**photo 1**) that shows my pride and joy, a blue “E 41”-locomotive, pulling a crack passenger train around the bend, at high speed, and under catenary power, which I just had installed by the sweat of my brow.



When I was about 18 or 19, I lost interest in trains and sold the layout and equipment. My brother did not mind - he had never really been into trains. And I did not give toy trains a second thought, until my son Stephen was about 4 or 5 years old and I bought him a used “starter set” for about forty dollars. I selected O-gauge because of his small hands at the time - and boy, I am so glad I did that. What a neat hobby did we both end up discovering! Of course, initially, we did nothing but run trains on the floor. Then I started mounting track on a board, because running them on the carpet was such a hassle. And things developed from there. Stephen took to it from the start. I remember coming home one night, when he was about 6 or 7, and he greeted me at the door with “Dad, Dad! Today I backed the passenger train into the siding without derailling it, real slow just like a real engineer!” I guess a fellow train buff will easily understand how proud I felt when I heard that.

(Continued on Page 16.)

(Continued from Page 15.)

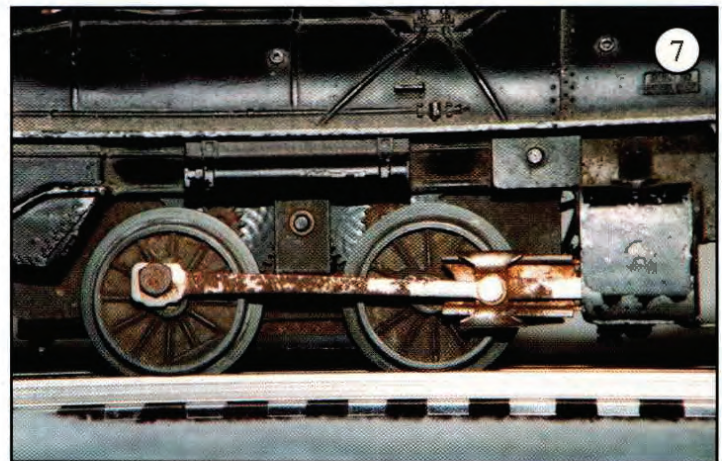
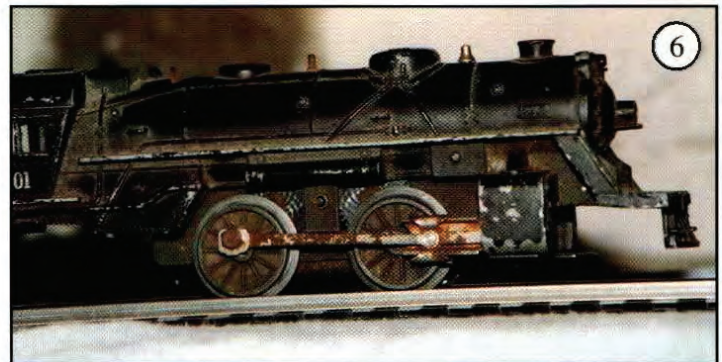
And I keep having reasons to be proud of him. He followed me into all the aspects of the hobby that I enjoy. **Photo 2** shows one of the first track side structures he built for our current layout.



But I think my proudest moment came when he asked me if I would show him how to repair an engine. We set out and bought one just for that purpose - and got a good buy. It turned out to only be needing a good cleaning and lubricating. It was a 2037 - in anybody's book, a nice engine. **Photo 3** shows it taken apart (by Stephen, under supervision), and **photos 4 and 5** show him at work.

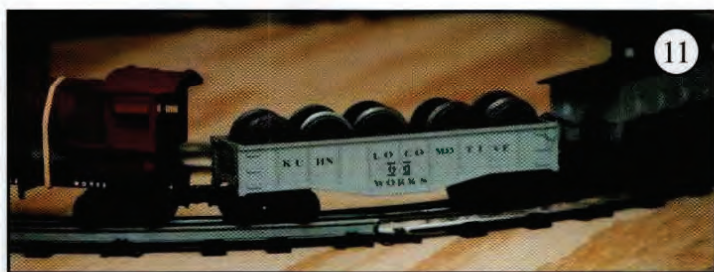


This went so well that he got himself a real challenge (**photos 6 and 7**). He got so much dirt out of the motor alone that we filtered the mineral spirit solution used for the cleaning and photographed the result (**photo 8**), to remind ourselves how filthy that thing had been.





Stephen repaired every bit of the locomotive, got missing parts and some extra trim, and repainted the shell. **Photos 9 and 10** show the fruits of his labor on the “cheap little wreck”. We are now looking at “Demonstrator - Locomotive B-1” of the “Kuhn Locomotive Works”. Such a locomotive, of course, needs a train to pull. **Photos 11, 12 and 13** show what we came up with.



And now Stephen even has a layout of his own which he designed and put together (I built the bench work). On it is his last finished project (**photo 14**) which is a completely restored set 1405 W from 1946. There seems to be no stopping him now. And his friends think what he is doing is neat! They like to play with his trains about as much as he does.



Old Joshua Lionel Cowan really was on to something valid with his long-used marketing theme of getting boys and their dads together with toy trains. My own experience certainly bears out the notion that this can make for a strong bonding experience between father and child. I think it would just as well work with a girl as with a boy. It clearly depends on the interest of the child, rather than the gender. And it may not be for all eternity. Stephen is at the age now where boys start noticing those sweet-smelling, long-haired beings who are more exciting than even a 2046 in excellent condition, and can cause so much bitter-sweet heartache. And I suspect it won't be long before he'll be more interested in my car keys than in my trains. But his interest may return later, maybe when he is a father. And for the time being, we are still having a lot of fun. Besides, no one can take away the years of shared enjoyment with the hobby, all the goods times we had together, and all those wonderful memories.

Thanks Dad! And thanks also on behalf of the grandson you never knew. I think the two of you would have gotten along well. You'd have liked each other. And in my imagination, I can just see the two of you, talking shop and ending up in the basement, running the trains together. I wonder if I would have the restraint to leave the two of you alone, sit on the stairs to watch you play, and take the pictures.

— Wolfgang Kuhn, RM #11908, Louisville, Kentucky

Second Half of the LCCA's First Decade, 1976-80

1976 - More Growth

With the momentum of growing membership from the 1973-75 time period continuing, a new Membership Application Form was printed. During the year, the Club's active membership ranks grew dramatically once again and before year's end, member number 3000 was assigned. To acknowledge meritorious service to the Club, a Certificate of Appreciation was instituted. Coupled with our Registration in the State of Illinois (put in place during 1975), an important administrative procedure was to have the LCCA classified by the Internal Revenue Service as non-profit, tax-exempt, corporation. Also at this meeting, a copyright © was placed on the Club's name to prevent unauthorized use. Robert Hazlett was appointed Editor of *The Lion Roars* to succeed Jim Hunt who had handled the publication for the first five years.

During 1976, the number of locally held, Club sponsored meets doubled from 1975's total and for the first time, an LCCA meet was held in California. To provide members who attended these meets with a unique piece for their collection, and enhance our treasury, the offering of a Meet Special Car continued with a specially stamped 027 tender for 1976-77 to go along with the 6014 Frisco boxcar first available in late, 1975.

The Convention in Atlanta drew members and their families from the 4 corners of the nation as over 800 people attended. At the Business Meeting, the election results were announced with David Stonecipher, President; John Ourso, Vice-President; Larry Black, Secretary; Al Otten, Assistant Secretary; Curtis Fischbach, Treasurer; and Thornton Dartt, Ernie Davis, Robert Hugill, Stan Orr and Glen Uhl as Directors. Several items regarding the unique 1976 Convention Car created a bit of controversy since the Georgia Highway Express trailers were not produced by Lionel and the car bodies were only marked on one side.

1977 - More Appointments

With the increased amount of work associated with necessary services to its growing number of members, several new positions were created. Mel Price became the Club's first Librarian to handle distribution of publications, Bruce Cox was assigned the responsibilities of publishing the *Annual Roster* and Frank Harig the duties of distributing the Convention Cars.

At the Annual Convention labeled "Lucky 7 in Cincinnati" over 400 members and their families were in attendance. Election results for 1977 had Ernie Davis elected President; with Ourso, Black and Otten reelected to their same Officer positions and Larry Keller elected as Treasurer (from his "interim" position assumed in February). For Directors, Frank Harig, Jim Hunt and Chuck Seddon were newly elected with Dartt and Orr reelected. In addition, a Constitutional change was adopted to allow the Immediate Past President a seat on the Board. As a result, Dave Stonecipher had a vote on all issues and when combined with the 6 votes of the Directors and President created a simple majority rule based on the odd-number of total votes.

Although the Club had ended the year of 1976 in a strong financial position, the effects of the previous Treasurer had left us with a zero dollars balance on February 15, 1977. During the remainder of 1977, the Club's financial position stabilized so that at the end of the year revenues of \$75,762.50 were offset by expenses of \$68,288.34 to leave a balance of \$7,474.16 in the treasury. Throughout the last ten months of 1977, the LCCA was operating on a day-to-day basis. Perhaps due in part to the uncertainty of our financial position, many members failed to renew their dues and by May, nearly 500 had dropped from the Club's rolls. To prevent a total crisis and stem the exit, a letter was issued to all members who had not renewed their dues and a very positive reinstatement resulted as most came back to the LCCA. This positive practice of issuing a letter soliciting a member to update their dues and be reinstated remains an active responsibility of the Assistant Secretary today. Even with all these negative events, there was still an influx of new members so that by year's end, member number 4539 was on board.

1978 - Movement West

This year saw some positive financial progress for the Club even with annual dues still at \$5 for Charter Members, \$7 for Regular Members and \$2 for Family Members. Coupling the low dues structure with movement to the Western portion of the nation created the atmosphere for additional growth in the membership ranks as during the year member number 5000 was assigned.

Several events to illustrate the LCCA's movement West were Los Angeles having the first ever LCCA meet in Southern California during November, and close to 500 members coming to Denver to partake in the festivities at the Convention in July. Like preceding ones, this year's Convention offered a little something for everyone with its seminars, tours, auction, raffle, door prizes and the fun of visiting old friends and meeting new ones. At the Business Meeting, election results created a virtually new slate as Davis was reelect as President along with newly elected Officers of: Bill Hourigan, Vice-President; Bruce Cox, Secretary; Art Broshears, Assistant Secretary; and Don Lunsford, Treasurer. For Directors, Hunt and Orr were reelected to go along with newly elected Black, Otten and Keller moving over from their previous Officer positions to become Board members. Because of much controversy over the specially decorated cars produced by the Host which initially were only available to members who attended the Annual Convention, the practice was stopped. As a result, the 9771 Norfolk and Western boxcar in 1977 as well as 9739 Denver and Rio Grande Western boxcar in 1978 with their special Convention notations are the only two allowed by the Club.

Beginning with the August, 1978 issue, *The Lion Roars* had its first "team" with co-editors Bernard Puralowski and Frank Kloss. Also, when Dick Cowan was assigned, the *Interchange Track* had its first ever "Appointed" Editor. The responsibility for editing the *IT* had been with the Assistant Secretary up until this assignment.

Based on input from a majority of the membership that an increase in dues was preferred over a decrease in services, dues increased for the first time in six years. Effective November 1st, the new rates were \$10 for Charter Members, \$12 for Regular Members and \$5 for Family Members with initiation fees at \$10.

1979 - Financial Stability Returns

A result of the new dues structure had the Club start the year off financially on a good note as the treasury had a positive balance of \$22,190.27. By August 1, 1979, the Treasurer's report showed income of \$242,698.36 less expenses of \$180,414.06 creating a balance on hand of \$62,284.30. This sound financial basis was the result of hard work on behalf of LCCA's leaders and quieted a lot of the discord which had taken place for the previous two years.

New member applications were once again coming in at a good rate each month and by the middle of the year member number 6000 was assigned. With the ever increasing number of members and to speed up the processing of applications as well as relieve the Secretary and Assistant Secretary of several very time consuming tasks, the Club began to utilize an independent business office to sent out computer generated dues renewal notices as well as collect dues from members and applicants.

To provide LCCA members with distinctive identification to wear at meets and other train related outings, a name badge was designed and offered. It has true Lionel colors of a bright orange background with lettering and outline of the Club's Lion Mascot in blue. A very unique feature of the badge is the ability to add a placard (or a series) to the badge to denote the Convention(s) the member has attended. These colorful and attractive badges are still available today and provide a method to proudly display your LCCA membership and Convention attendance.

Wheeling, West Virginia, was the site of 1979's Annual Convention and a very unique Car was built by Lionel for the occasion. Sometimes referred to as a "two-in-one" piece, the #9733 Airco boxcar with a tank car inside is modeled after the prototype used by Airco to transport liquid gasses. 6,000 of these commemoratives were made (the largest number of Club Convention Cars ever) and it is a special item in anyone's collection.

Election results for 1979 installed as newly elected Officers: Bill Hourigan, President; Bill Stitt, Vice-President and Jim Hunt, Secretary with Don Lundsford, Treasurer and Art Broshears as Assistant Secretary reelected. Director positions were filled by newly elected: Dick Cowan, Bruce Cox and Dave Stonecipher with Black and Otten being reelected.

1980 - 10th Anniversary

With the new procedure in place that did not allow an Officer or Director to succeed themselves in the same position more than once, a virtually new group was elected this year. The newly elected LCCA leadership team for 1980 was: Larry Black, Presi-

dent; Al Otten, Vice-President; Mike Stella, Assistant Secretary; Bruce Cox, Treasurer and Bill Hourigan, Immediate Past President for Officers; with Art Broshears, Ernie Davis, Chuck Seddon and Bill Stitt as Directors. The two leaders reelected to their 1979 positions were: Jim Hunt as Secretary and; Dick Cowan as a Director. Also, Dave Weggeland became fifth Editor of *The Lion Roars* starting with the August, 1980 issue.

As the Club's birthplace, it was only fitting that Des Moines, Iowa, was site for the 10th Anniversary Convention. With 458 pre-registered Members and a nearly equal number of spouses and children, over 800 people attended the celebration. One of the highlights was the banquet held on Saturday evening. This marked the first time that a festive, sit-down meal was part of the Convention agenda and this inaugural event would become a mainstay at many future Conventions.

To "head-up" the first decade set of Club Commemoratives, the 1980 Rock GP-20 diesel was chosen since it was prototypical of the motive power that traveled across the State of Iowa on the Rock Island Line. A total of 2,700 were produced by Lionel and the engine sold for \$75 to those who ordered early, or \$100 to those who placed late orders, or, for \$125 for any orders placed after September 30, 1980. The locomotive attractively leads the nine LCCA Convention Cars around the tracks of any layout.

Local meets were a major activity with 26 meets held this year throughout the nation. Overall, a total of 1,962 members attended these meets and 124 new members were recruited at them. Admission continued to be free of charge for any Charter, Regular or Family Member as well as for their spouses or children who attended. By mid-year member number 7000 was assigned and a plastic LCCA Membership Card was issued to all active Members at the end of the year.

The LCCA's treasury was adjusted to reflect the total costs of any of the commemorative programs. From the Treasurer's report dated November 30, 1980, there was income of \$113,929.94 offset by expenses of \$103,140.78 creating a balance of \$10,789.16 to close out the Club's first decade.

Epilogue 1976 - 80

Overall, membership ranks had grown with member number 7321 the last one assigned in the second half of the Club's first decade. Even with several years of ups-and-downs, the LCCA was on solid ground financially as it began its second decade. Our innovative practices (such as prototypical Convention Cars) set early standards that other clubs would follow in later years.

For the LCCA, family-oriented Annual Conventions are the highlight of each year's schedule of events with many members enjoying the mid-summer festivities as a vacation treat with their family. Just as had been planned from the onset, the Club was established to bring together a large number of Lionel train enthusiasts who would share with others their enjoyment of the hobby!

In the next issue of *TLR* will be Part IV of this six segment article, which will cover the *Start Of The Second Decade* of the LCCA's history, the years 1981 through 1985.

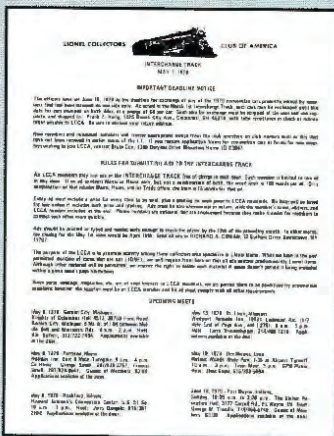
Lionel® Collectors Club of America's 25th Anniversary



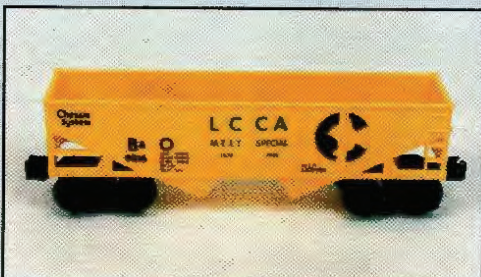
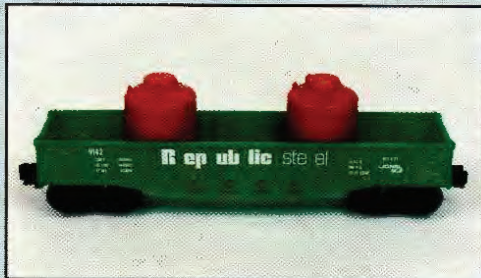
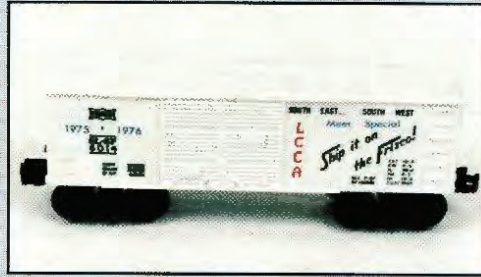
This "Certificate of Appreciation" was approved in 1976 and launched several years later to recognize members who perform a noteworthy service for the Club.



April, '76's cover of *The Lion Roars* had a Toy Fair article with our smiling mascot standing proudly in the masthead!



Interchange Track has always been sent 1st Class postage (at no extra cost beyond dues) to get to members quickly!



Beginning in 1975 and continuing through 1980 was this series of LCCA Meet Special cars. All were regular production Lionel items with a distinctive over stamp of Club data. (In 1982, a caboose was added to complete the set as, because of costs, no locomotive was ever offered to go along with these "Specials".)



All dues paying members were issued this plastic membership card in late 1979. The front had member's name, type/ year of membership and a place for signature. On the back was a paid dues "sticker".



Launched in 1979, these colorful LCCA name badges provide Club members unique identification and can be used to show Annual Convention(s) attended! (Still available today, an order form for badges/bars is in your *Annual Roster*.)



A special souvenir of the 10th Convention in Des Moines, Iowa, was a coffee mug with our Club's symbol, Lionel's 700E Hudson locomotive and tender.

Lionel® Collectors Club of America

1996 CONVENTION CAR ORDER FORM

The Club's 1996 Convention car is a Lionel® Standard "O" double door boxcar. This car has the prototypical tuscan with white lettering graphics in the colors of the Pere Marquette Railroad and a special number to coincide with the Convention's date. All the car's other data is in white and the Convention notation will be discreetly displayed on the end of the car. A premium feature is the use of die-cast metal, sprung trucks.

PRICE IS \$54.95 EACH (Includes all Shipping) - **WITH A LIMIT OF TWO CARS PER MEMBER**
ORDERS MUST BE POSTMARKED BY MARCH 1, 1996 AND RECEIVED BY MARCH 8, 1996.



Except for those who want to pick up their car(s) at the Convention in July, all others will be shipped to the address you indicate below **after** August 12, 1996. No UPS shipments can be made to P.O. Boxes. You must provide a street address. Price includes all shipping. Please check the method of delivery for your car(s).

Pick up at Convention Ship **AFTER** Convention to my address as shown below

	LCCA #	MEMBER NAME(S)	QUANTITY	PRICE	AMOUNT
REGULAR	_____	_____	_____	@ \$54.95	_____
FAMILY	_____	_____	_____	@ \$54.95	_____
FAMILY	_____	_____	_____	@ \$54.95	_____
FAMILY	_____	_____	_____	@ \$54.95	_____
<i>Michigan residents add 6% sales tax (\$3.30 per car)</i>					_____
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.

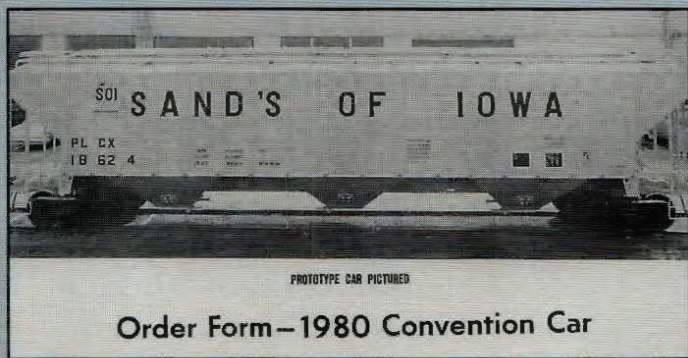
CARD TYPE: _____ CARD # _____ EXP. DATE: _____

SIGNATURE _____

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

THIS FORM MAY BE PHOTOCOPIED

rsary - Second Half of the First Decade 1976-80



To better promote the sales of our Convention Cars, a photo of the item was initiated in 1980 as shown in this order form flyer.



One of the most unique Convention Cars (and another of a long line of 'firsts' for the LCCA!) is the "two-in-one" Airco boxcar with a matching graphics tank car inside from the 1979 Convention in Wheeling, WV. With its 9733 designation, this item is a must-have for all 9700 Series boxcar collectors.



This prototypically decorated GP-20 diesel locomotive with its colorful Rock Island graphics was selected to "head-up" the LCCA's first decade train set of nine cars from the 1972 through 1980 Conventions. The cab has discrete Convention notations (as do all our commemoratives) and carries the number "1980" to go along with the Club's Tenth Anniversary calendar year.



During the LCCA's 'family-oriented' Annual Conventions "one-of-a-kind" items are made available for attendees. Shown here is the specially decorated T-shirt from the Club's 1979 event.



This photo taken at the 10th Anniversary Convention shows a number of LCCA Charter Members gathering once again to have fun with Lionel trains.

From Left to Right - Front Row: #21 Robert Vettiner, #67 Jerry Dangelo*, #78 Jim Shope*, #47 Sam Griffith, #11 Glen Ashworth*, #43 George Boyd*, #34 Willis Turner* & #65 Robert Hardwick. Second Row: #71 Charles Skjeveland*, #58 Augustus Brace, #14 John Godso, #54 Henry DeGuc*, #33 John Ourso & #42 Owen Byrne*. Third Row: #44 Don Brace, #1 Jim Gates* & #66 Hank Edding*.

(* Denotes these Charter Members also attended the First Annual Convention in 1971 as well. Other Charter Members who attended both the First and Tenth Conventions but are not in the picture include: #9 Jim Hunt, #30 Tom Rains, #46 Chuck Seddon & #48 Warren Bitts.)

The N&W "J" Class Story — PART II

The Restored 611

The previous chapter of the N&W "J" class steam story ended a few months after The Lionel Corporation introduced their "O" gauge model 4-8-4 No.746. The N&W scrapped all but No. 611, which was turned over to the citizens of Roanoke, Virginia, and put on display in the Transportation Museum there.

Of Stasis and Motion

Even in repose, however, the bullet nose 4-8-4 appeared to lean forward as if going somewhere. Throughout the late 1970s rumors floated about that the mighty J was about to be revived to join the Southern Railway steam excursion program. The impending merger of Southern and N&W fueled railfans' expectations. After all, the Southern had leased another big steamer, C&O Kanahwa No. 2716 from the Kentucky Railway Museum in Louisville. (*The Lion Roars* June, 1982 pp 6, 7) and was repairing - and "Southernizing" - the engine in the railroad's steam shop at Norris Yards in Birmingham, Alabama.

611 in Tow

The "new" 2716 went into service in the fall of 1981 leaving an empty bay in the locomotive shop in Birmingham. And soon afterwards the 611 left Roanoke in the custody of a Southern Railway diesel. News of the southbound special arrived in Chattanooga before the train itself reached the Roanoke city limits. As the 2716 hustled the October 24th, 1981, Autumn Leaf Special back toward Chattanooga on the Cincinnati Southern line the 611 rolled toward Birmingham on parallel Knoxville to Chattanooga trackage. Shortly after the 2716's passengers exited the Tennessee Valley Railroad Special in downtown Chattanooga the 611's tow train eased around the wye at the North end of the Chattanooga yards. (Photo 3)

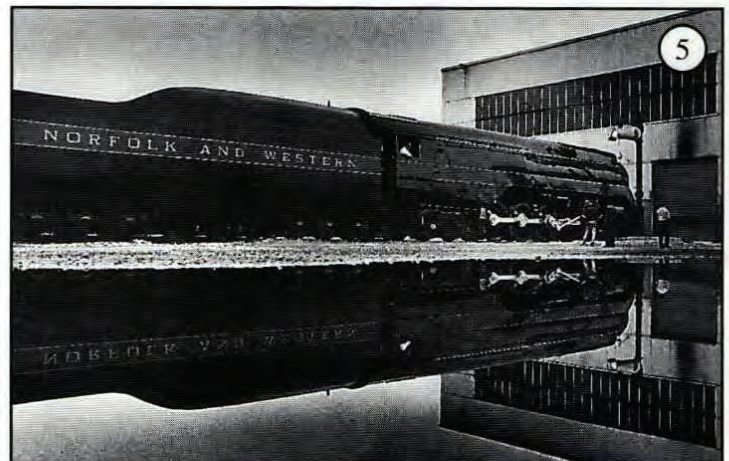
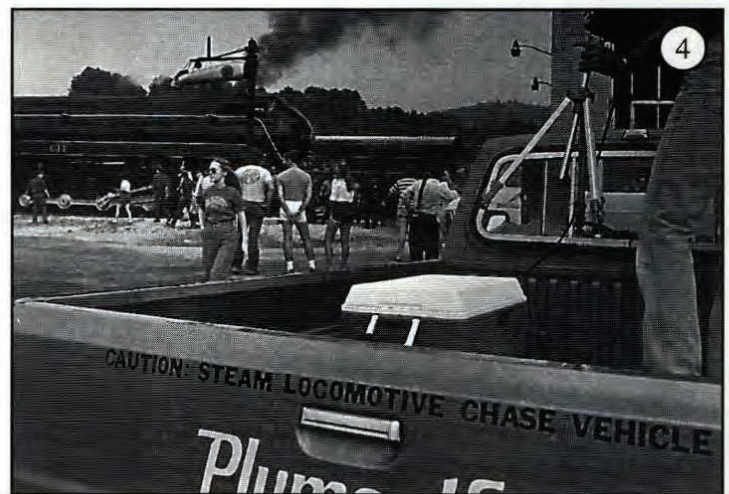


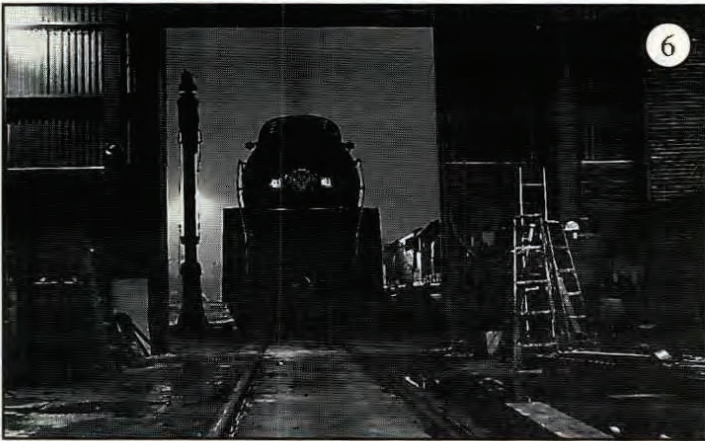
A few carloads of steam diehards followed the ghostly bullet shape as it glided down the West Thoroughfare track toward the engine terminal. The 611 was tied down for the night about a mile away from the simmering 2716.

Excited excursionists on the next day's Autumn Leaf Special strained for a glimpse of the heiress apparent to the throne of Southern steam, but strings of freight cars blocked the view. That audience would have to wait almost a year for the dress rehearsal.

611 in Steam

The steam faithful swarmed into Birmingham on August 14, 1982 at the news that 611 was to be steamed and tested. Fans found the giant locomotive standing shiny and proud by the Southern Railway water supply standpipe just in front of the Norris Yards Steam Locomotive Repair Shop. (Photos 4, 5 and 6)





The next morning Southern Master Mechanic Bill Purdie and crew ran the locomotive to Chattanooga. U.S. Highway 11 was clogged with followers. The engine stopped frequently for walk around inspections and was immediately surrounded by well wishers, willing helpers and the just plain curious. (Photo 7) The 611 arrived in Chattanooga that evening with "all systems Go" for the next day's return to Birmingham with freight tonnage.



The Lionel Connection

Lionel MPC and the Southern Railway may not have been racing to see whether the model or the real 611 would be done first-but it makes a better story. Besides - Lionel won. (Photo 8)



And when the 611 backed into the Chattanooga Food Terminal steam servicing track some LCCA members, with both Lionel 746 and 611 models, were there. The Lionels were placed on a special track and photographed with the prototype while the Southern Railway crew watched with amusement.



Return to Roanoke

The 611 returned south Sunday August 16 trailing an auxiliary water tender, baggage car full of gear and a few assorted freight cars. (Photo 9) The following Saturday, August 20th, the 611 set out on her Homecoming trip to Roanoke via Atlanta. This time the queen was in full regalia with a train of eight N&W red passenger cars. And her subjects and their autos paralyzed the highway between Birmingham and Atlanta. (Photo 10) After her triumphant entry into Roanoke engine 611 took her place on the excursion roster. She operated mostly on the N&W in her first years of service.



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John William Coniglio, RM #4891
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In the last segment of this three part article, we'll learn about the 2nd career and retirement of No. 611.

Stocking Stuffers *NOT* Found in the Catalog

The first of this year's Christmas goodies comes right out of the heart of postwar Lionel. A smidge of history (yawn) is appropriate here. The 1950 Union Pacific anniversary set is often a topic for discussion when train collectors are discussing the "what ifs?" and "why didn't they?" of postwar Lionel production. Educated speculation and sheer fantasy fuel most of these discussions. For instance, Why didn't they make an F-3 for the 1950 U. P. set? The ole Rambler would have never given that seed of esoterica another thought had a certain accumulation of postwar trains wound up in the hands of one of our other local collector types.

But the stuff stopped here. We labeled three Jack Daniels (empty) boxes L&N, NC&StL, and Tenn. Central and started pitching the pitiful pieces into their pertinent piles. Amidst the mess was a 2343 Santa Fe diesel set that had the oversprayed signature of a certain local collector-person well known for his exuberance with aerosol paint spray cans, masking tape and WD-40. And we don't mean the Rambler.

The engines were disassembled and the shells submerged in a bucket of bubbling soapsuds for stripping. Now most 1950 Santa Fe F-3 shells are black plastic under all that make up but the box rubs on one of the two in the soapsoup were yellow. A yellow mold F-3 ca. 1950??? Was this truly YELLOW, as in U.P., or a swirly mix of left over pellets that helped meet a production quota? And if the shell was

all yellow did it mean Lionel contemplated a 1950 or '51 U.P. F-3 or did it mean the Rambler really just needed to get a life? Mrs. Rambler answered that one by plopping down half a dozen 40 lb. bags of pine bark landscaping nuggets across the work bench.

Well, the chips were down—but they will make a good base for the large scale garden railway for Thomas and James and the Troublesome Trucks. And what would an old Lionel U.P. F-3 have looked like anyway? The soap bubbled and the shell came clean. And yellow. Make that 2023 unpainted of plastic yellow. And looking back, the little Rambler years ago always wanted a Lionel Union Pacific passenger loco for Christmas.

A ramble through the Rock Bluff Parts Pile turned up an E-unit, motor and a hand full of trim for an F-3. A cantankerous ole parts dealer turned up a magnatraction F-3 rear truck. You can guess the rest. A "Lionel" Union Pacific F-3, made entirely from 1950 vintage Lionel Corp parts, including an unpainted plastic Lionel original shell, came to life in Tennessee. The 2343 dummy frame was modified to take the power truck and E-unit, using a Dremel Tool, King Carbide, and those 1993 Lionel safety glasses.

The unit was built single motored. Original parts were used except for the side and nose decals, which are Microscale products. Even the red GM decals on the rear doors were soaked off the original shell and reapplied. The dark gray nose and top and the number were done in conformance with old photos obtained from the Union Pacific in 1959. A 2532 dome car and 2531 observation serve as the 1440's train on most occasions. (Photo 1).

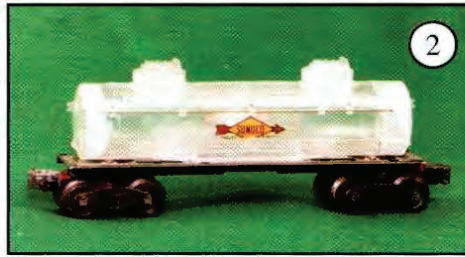


T'anks, Santa

As any visitor to the Billy Budd (remember him ?) knows, there are now more repainted 2465 double dome tank cars in existence than scratched up originals. They come in all colors and feature the coveted center decal repros now being printed in greater quantities than the "Racing News". Original center decal 2465's are too expensive even for Santa Claus. But if your favorite stocking stuffer has a yearning for that elusive tanker, Santa's elves, not to be confused with Elvis, can make you one. The 2465 in **photo 2** has nothing on it made after 1947 and nothing not made by old Lionel. And it cost less than pancakes for four at the Waffle House. It fits most stockings and all wallets. Just like mama used to make—.

For the Grinch on Your List

Seems now-a-days everyone wants a Dash-X diesel pullin' a bunch of erector girders with a blinkin' light on the rear. No cabooses, catwalks, or cowcatchers for these modernists. Make their Christmas complete with a general Alco Dash Zero B diesel decorated in the spirit if not the letter of 1990's railroading. (**Photo 3**).



For the Artist in Everyone

Here's a stocking stuffer you can really order! These cars look good and operate well on any era train layout. Just circle the items you want and highlight the phone number. Then leave "The Lion Roars" open to this page where your significant other can find it. These freight cars are the ARTRAIN Special Editions for 1990 through 1995. You can choose from a Tank Car, Boxcar, Gondola, or the new Chessie Refrigerator Car. Some are available autographed by Lionel Chairman "Emeritus" Richard P. Kughn.

An ARTRAIN car is the Best Christmas stocking stuffer of all because the Artrain benefits from each purchase. For you neophytes, Artrain is an art museum in a set of converted passenger cars (**photo 4**). It travels around the country taking art to the streets, make that rails, and will have a Smithsonian Associates exhibit in 1996.

It's your turn to play Santa (Claus, not Fe). Order an Artrain car and watch the railroaders' eyes in your family light up. Then visit Artrain when it comes to your area and experience the Museum you support. Contact Artrain at 313-747-8300.

Merry Christmastime to All; And a Rambler's Goodnite

John William Coniglio, RM #4891, is the Three Rail Rambler. Contact him at: The Three Rail Rambler, P.O. Box 6312, Chattanooga, TN 37401. Phone is (615) 843-2360 before 10:00 PM Eastern. Please do not call collect, not even train collect. Happy Ramblin'—.



A New Era for Lionel

By now you all know that Lionel is under new ownership. We spoke with Jim Bunte of Lionel and he told us that the new firm plans to bring back the glory of the old Lionel. In fact, the new firm will be calling the company, The Lionel Corporation. Jim promised that we would see a difference in the product under the new Lionel Corporation. This difference will reflect the best of the past and a further increase in quality. The new line for 1996 is set and while we will see some great items carried over from the previous era, we'll also see some hot new items reflecting the intentions of the new administration.

“The new Lionel plans to bring back the glory of the old Lionel...The Lionel Corporation will reflect the best of the past with an increase in quality.”

Despite rumors to the contrary, Jim confirmed that there are no plans to pack up the company and move it off shore. There will be changes though, and we'll have to wait to see just what they are. Jim also assured me that Lionel continues to feel that the hobby store and train stores are the jewel of their distribution. The company is seeking a CEO to steer the company to bigger and better things.

Richard Kughn (RM #5586) and his wife Linda (RM #9535) will be taking a well earned vacation, the first in five years. Train collectors have much to thank Richard Kughn for. If you were a collector in the years before the Lionel Trains, Inc. era, you might remember the disastrous move to Mexico and the dry train seasons that followed. It was Richard Kughn who insisted the company be brought back to Michigan. Look back over the last decade or so of catalogs and look at some of the accomplishments achieved during the LTI years. Things like the return of the scale Hudson, the Madison Cars, new accessories, Standard gauge items and much, much more. The LTI years were the first time we had a fellow collector at the helm of the company whose products we so admire. I'm sure history will look back kindly to the LTI years. On behalf of our membership and Lionel collectors everywhere, I'd like to wish Richard and Linda Kughn the very best and thank them for their continuous support of the train clubs. Who will ever forget our Convention in Dearborn and the tremendous help and cooperation we received from Lionel.

Just in Time for Christmas

There are several new books and products out which should be of interest to Lionel Fans. What better time to show you a variety of new products, than just as we enter the holiday season. Perhaps you could underline the items you'd like and leave this magazine around for a loved one to "find."

From TM Books and Video comes a new *Price and Rarity Guide for Lionel Trains*. This new guide covers from 1901 to 1996. This guide will be updated each year in October. This latest guide lists all known variations and includes a rarity rating. Also unique to the McComas guide are trend arrows, indicating the direction certain items are headed. All items are listed by category, so it's easy to see all the F3's for example. At the rear of the book is a master index including all items in all eras, by number, allowing you to locate any Lionel item by its catalog number. The combination of the two listings makes this guide extremely useful. The guide is 192 pages long, is published in a size making it easy to carry, and sells for \$9.95.

We also read with great interest the latest issue of *Toy Train Revue* which had the first interview with the new owners of Lionel. The issue went on with reaction from a number of notables in the hobby. A four issue subscription to *Toy Train Review* sells for \$25.00. To order direct from TM Books and Video call toll free 1-800-892-2822.

From Kalmbach Publishing comes one that will give you a few laughs. *Sometimes You Gotta Compromise*, by Dick Hafer features 77 cartoons about train enthusiasts. There were many that would be perfect for a train room, if enlarged and framed. Dick Hafer's cartoons appear in both *Model Railroader* and *Classic Toy Trains* magazines. These cartoons are all new. My personal favorite shows an operator looking into his RailScope television set with a horrified and surprised expression on his face. In the TV screen we see the track ahead of the train and tied to the track is a



maiden in distress. Quite obviously, the author is a model railroader himself and with this book he captures the humorous side of our hobby. The price is \$8.95.

On the more serious side is the first book in a new toy train reference series. This first volume deals with Lionel's most popular diesel and is titled, *Lionel's Postwar F3's*. Author Joe Algozzini is well known for his expertise on Lionel's postwar products. In this effort he was assisted by Manny Piazza, Frank Piazza, and Bob Jacobson. There's nothing I enjoy more than reading an authoritative book from which I learn more about The Lionel Corporation and the details of the products they produced. This was just such a book. The book discusses quite completely postwar Lionel's entire production of F3's. This discussion documents exactly when each of the many changes the F3's went through from their introduction in the Fall of 1948 to their final production under the original Lionel Corporation in 1966. Many of us are familiar with the common variations, but many more less well known differences are documented. These variations include subtle changes to the decals, the painting of the shells, the unpainted shell color itself, changes made to the mold, and much more. With the information in this book, you can accurately date any variation. While reading the book, it became clear the degree of research Joe has done over the years. It's great to have this information in one book. The book is loaded with photos and several interesting sidebars by other knowledgeable writers such as Lee Price, Roger Carp and Frank Piazza.

In one of the sidebar stories, on page 24 of the book, a photo of a *Life Magazine* article is shown. The article was titled, "Lionel Dieselizes", and featured a photo of a steam loco and a New York Central F3 Diesel. Above the locos, is a man leaning over to insert a smoke pill into the steam loco. Although not pointed out in the book, that man is a young Lenny Dean.

Another section of the book discusses repaints and reproductions. This section also includes a list of reproduction parts known to be available. A section on repair and maintenance, by Joseph Bak, Jr. provides some helpful tips for those who operate the F3's. This section closes with a color photo of a formerly mint-in-the-box F3. The owner opened the factory sealed box when he noticed some damage to the box. Although the horn battery was not packed installed in the diesel, it was packed at the rear end of the box. The plastic shell, the rear motor truck, and the chassis of the "mint" A unit have all been permanently damaged by leakage from the battery. Ironically, through the rust on the battery, just under the word Ray-O-Vac, printed in capital letters are the words, "LEAK PROOF." A moment of silence please for the unfortunate owner.

The book also provides information on the prototype F3's introduced in 1945 by the Electro-Motive Division of General Motors. Completing the book are four appendices, the first of which lists all cataloged sets and one uncataloged set, which included an F3. The remaining three appendices deal with boxes. One describes in great detail the variations in the individual boxes, by year. The second describes in similar detail the master cartons, and the third describes the set boxes. Each of these appendices are several pages long and provide more detail and information than I would have guessed was known.

If there are to be any criticisms of the book, I would have to say that I'd have liked to see more photos of some of the variations discussed in the text. For example, there is no photo of a vertical motor in the book and no photo showing the changes in the horn mounting. Don't get me wrong, all the variations are well documented in the text, but a few more photos would have made this excellent book even better. For future editions in the series, it might also be nice to include a condensed year by year chart to easily identify each of the changes Lionel made and the years in which they appeared. That aside, this was one of those books I found hard to put down. I read it from cover to cover. We often dream about what it would be like to talk to one of the engineers who actually worked in the Lionel plant, in the hopes of gaining even more information. My guess however, is that books like this one provide more information than any employee would know. After all, the details we find so interesting were probably matter of fact and not particularly memorable to Lionel employees. We depend on research like this to make reasonable assumptions about toy train production. We should be pleased to have collectors who take the time and effort to produce such scholarly works. There must be a love for the subject, since these authors are certainly not getting rich from books sold to a comparatively small group. If you have a fondness for the postwar F3's, this is certainly a book to see. The book is printed in a wide format, much like a postwar Lionel catalog, has soft covers, 80 pages and priced at \$16.95. I am anxiously awaiting the next in this series. (Photo of cover on page 28.)

The latest volume of *Greenberg's Guide To Lionel Trains, 1945-1969* is number VII. This volume deals exclusively with Selected Variations. These are production variations, the result of changes in the method of production used by Lionel. The introduction explains that a Volume VIII will complete their look at variations. Included in Volume VII are Scout steam engines, tenders, Alcos, diesel switchers, passenger cars, hoppers, tank and vat cars, searchlight cars, crane cars, and cabooses. The 158 page book is loaded with photos, so many in fact that authors Paul Ambrose and

(Continued on Page 29.)

From the Publishers of CLASSIC TOY TRAINS

Toy train reference series: 1

LIONEL'S POSTWAR F3'S

By Joe Algozzini



Product development • Sets • Catalog art • Prototype history •
Repair and maintenance • Packaging • Collectibility • Variations

GREENBERG'S
GUIDE TO

LIONEL TRAINS

1945 - 1969

Volume VII: Selected Variations



PAUL V. AMBROSE AND HAROLD J. LOVELOCK

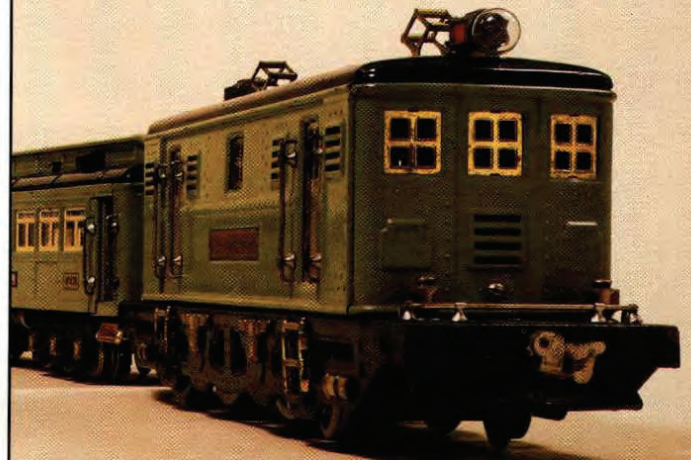
GREENBERG'S
GUIDE TO

LIONEL TRAINS

1901 - 1942

VOLUME IV

PREWAR SETS



DAVE MCENTARFER

(Continued from Page 27.)

Harold J. Lovecock claim this to be the most complete picture presentation ever offered. All variations discussed are shown in the photos. Where appropriate, easy reference charts are included listing the different types and variations by the years in which they appeared. It's quite clear that the authors had access to a large number of items to cull their information from. To the best of my knowledge, this is the first time such a thorough discussion of the Scout locomotives has been published. Discussions throughout the book also include information on the boxes the trains came in. More and more it seems, collectors are interested in box information. Greenberg's ever expanding set of books dealing with postwar years is quite a tome of information. If you have a sizable collection, this book may well point out variations you didn't know you had. I never cease to be amazed at the amount of information that continues to come forth through the efforts of devoted collectors. The book is perfect bound and sells for \$44.95.

Yet another new volume from Greenberg is *Number IV* in the Prewar series. This volume deals with prewar sets. Prewar covers the years from 1901 through 1942. Author Dave McEntarfer points out in the introduction that actually, Lionel never used the word *set*, but rather the word *outfit* was used in their catalogs. The word *set* first appeared in 1945.

The author has done quite a worthy job in organizing a great deal of information in this book. He is gratefully acknowledges help from a number of people. Completing a task with the scope of this book alone would be a near impossibility and it's great to see such cooperation for the sake of the hobby by so many devoted collectors.

I was also surprised at the number of photos showing sets with their original boxes in such fine shape. It's hard to believe that so much has survived in such good condition. That's another thing we have to thank devoted collectors for. Even so, the earliest type of set box is described but not shown as there are no known surviving examples. There's even a discussion of the changes and the dates of those changes made in the paper tape used to seal the boxes. In addition to all the cataloged sets, the book also covers special or promotional sets which were uncataloged. These include special sets sold by Sears and Macys.

The book concludes with an extensive series of eight appendices which list both Standard and O gauge sets organized by freight cars, by passenger cars, and by locomotives. Others list tender/locomotive combinations and sets cataloged by Sears. There's also a comprehensive index listing all sets in numerical order. We applaud the author for the many many hours or diligent research which obvi-

ously went into this book. The book has 207 pages, is perfect bound, and sells for \$44.95.

All of the the above Kalmbach Publishing Company books can be purchased from your local train store or direct from Kalmbach by calling toll free, 1-800-533-6644.

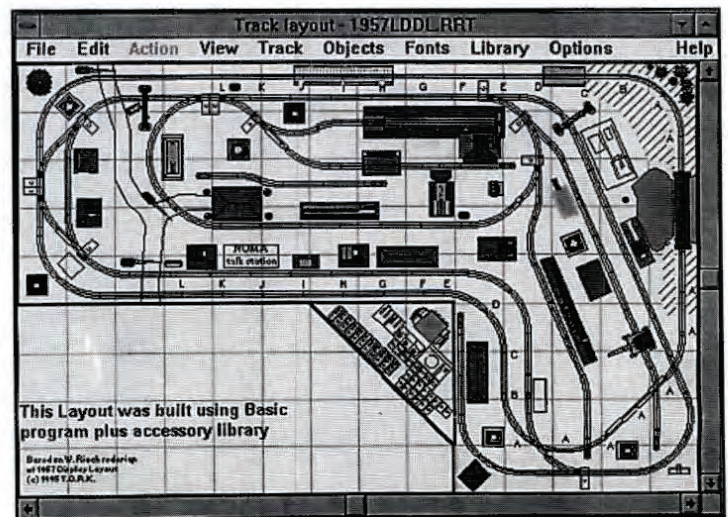
Computer Layout Planner

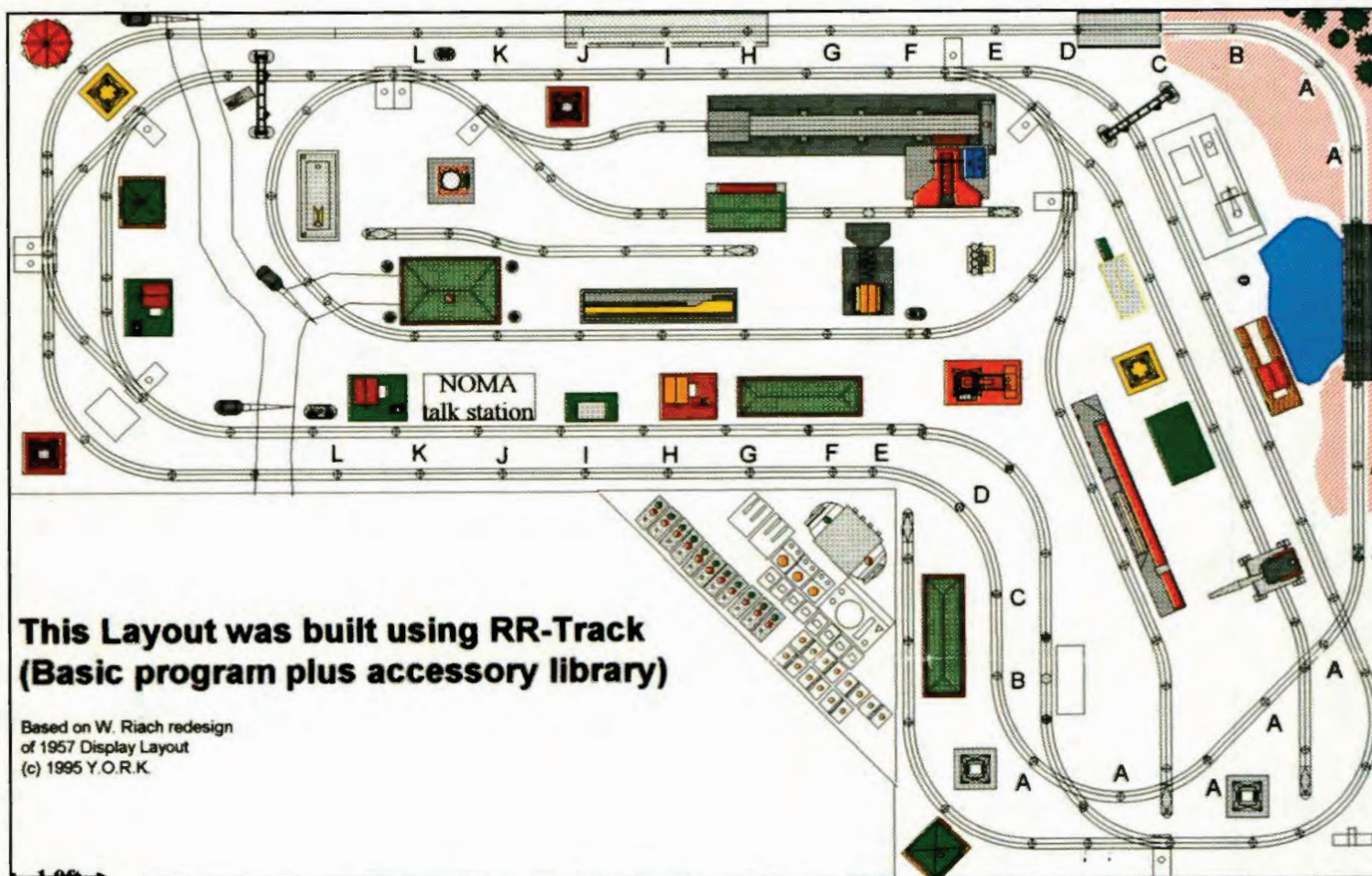
Over the years there have been many systems to aid the would be operator in planning his empire. Lionel used to print sheets with scale representations of different track sizes. These were even done by Lionel for Standard gauge. Another company put out a template, allowing you to accurately draw the track sections to scale. One company put out actual size track templates you could use to layout and experiment with. Now comes the latest in technology to help you with that track plan.

RR-Track is a computer program designed to run on a PC under Windows. I purchased this program about a year ago, but never sat down with it to learn how to use it. Finally, I loaded it into my computer and clicked on the tutorial. In no time I was able to make a layout on the computer. The program is brilliant. When you purchase it, you get three libraries of your choice with it. Additional libraries can also be purchased. I chose the O gauge library, which included all of Lionel's trackage along with K-Line's. The library includes all radius' and all known lengths of straight track. You can even cut a length of track. If you use Gargraves track, you can make custom radius sections. Programmer Russell Baker seems to have thought of everything. I also purchased the template library of Lionel's postwar and prewar accessories.

Shown below is a view of what you'd see on the computer screen while running this program. It is Lionel's 1957 dealer display layout, done with this program by John Nowaczyk, RM #13674. John was inspired by the article

(Continued on Page 30.)





**This Layout was built using RR-Track
(Basic program plus accessory library)**

Based on W. Riach redesign
of 1957 Display Layout
(c) 1995 Y.O.R.K.

(Continued from Page 29.)

in our April, 1995 issue of *TLR* and wrote in to explain that a CAD program was not necessary to do layout planning on a computer. He also found RR-Track to be quite useful.

This full color print John also sent us clearly shows how well the accessories look. The program also has the tools to allow you to draw items you might want to add, but with the accessory libraries, it's as easy as point and click. You can decide for yourself how the results look.

When you start, you first enter the width and depth of the layout. Then you merely click on a menu and start laying track. The program allows you to easily repeat your last move. So, if you're laying a string of straight track, you can do it in seconds. Using the right mouse button brings up a shortcut menu allowing you to easily change track sections in no time. The menus can be moved from the menu bar and placed anywhere on the screen for convenience. The library includes all of the different switches available. Just as with the actual product, you can decide which side you want the switch motor on. In addition to 0-31, and 0-72 switches, Lionel's new O gauge switches, just out this year, are included, along with the small track sections which can be added or removed.

The program allows you to have all sections automatically join the previous track. You can even have one track pass over another, as it would if it was on trestles. You can mark electrical blocks and treat each block section as a unit. New features include a duplicate function. In the tutorial example, you first make an oval. You start by laying four tracks and four curves. Then you duplicate that section and rotate it 180 degrees, join it to what you have already drawn, and bingo your oval is complete. One test of a good layout planner is the ease with which you can change your mind and try something a little different.

That is easily accomplished with RR-Track. In the tutorial you delete a section track from your oval and add a siding.

As anyone who has built a large layout knows, sometimes when you get to the end, you have to fudge the track a little to make the last connection. Well, this program allows you the same privilege. You can even select the track sections you want the fudge to come from. Another feature allows you to turn your mouse pointer into a ruler to measure exact distances between two sections of track.

To complete your drawing, you can add scenery, buildings, or Lionel accessories to your plan. You can even draw

a turntable. When you finish your plan, click on "Show track list" and you'll see a complete list of all the track sections and switches you've used and the cost of each along with the total cost. You can set the cost of each item to the price you'd pay, making this feature accurate and helpful.

After you've designed your layout, the program will print it to any Windows supported printing device. You can choose between printing any portion of the layout, or the entire layout. The program will print a series of 8 1/2" x 11" sheets of paper which can be taped together. If you decide on any changes, you can print just that area and add it in the print-out. Like I said, he seems to have thought of everything.

I could go on discussing the clever features of this program, but we'd run out of space. I think I've covered enough to peak your interest. After spending some time with this program, it is quite obvious that Mr. Baker is an experienced computer programmer. The program is very professionally written. You'll find it easy and fun to design and print layouts.

After designing my first layout, I thought I'd add some accessories. The library lists them by number and category. I was amazed at how well they were graphically represented. Each is viewed as if from above and include actual colors of the accessory. For example the view of the 145 gateman shows the green platform, the red roof and the white building along with the black base and white railroad sign post. The 175 rocket launcher shows the yellow crane on top of the gantry and the rocket platform. In case you have trouble recognizing them, the accessory number is also shown. You can even add the bridge connecting the 342 Culvert Loader to the 345 Culvert Unloader. The library also includes transformers and controllers. The accessories are also added to the track list, with their cost. Absolutely the neatest thing I've seen.

The program will easily allow you to produce a very professional looking layout plan. I've used lots of computer programs, but this is the first in which the programmer's phone number is supplied for technical help. The program comes with a well written 58 page manual, but all the information is also contained in the program's help file along with additional information and tips. The tutorial is the easiest way to learn the program. The author welcomes any suggestions or comments.

The current listing of sixteen libraries includes Lionel O and O27, Lionel/Rydin Standard Gauge, Lionel Super-O, American Flyer S gauge, Curtis HiRail O, Ross Custom Switches, various G gauge and HO gauge libraries. The program sells for \$50.00 and includes your choice of three track libraries and an examples disk. The price includes

shipping and handling. Additional track libraries range in cost from \$10.00 to \$15.00 each. Lionel postwar and prewar accessory libraries are also available for \$25.00 and \$20.00 each respectively. For more details, write to:

R&S Enterprises
PO Box 643
Jonestown, PA 17038

Where will layout planning go from here. Perhaps Mr. Baker could add a robot to the computer that would then lay the actual track for you. We hope when that model becomes available, he'll let us be the first to review it.

Sad News

I went to my first train meet in 1979. One of the first train nuts I met was Mel Price, RM #1471. He introduced me to the many variations that occur in production. At his table, I was able to find several items I had learned about, but was too late to buy. Mel also suggested I join a particular train club - LCCA. I took his advice and it didn't take long for me to see the pleasures of belonging to this Club. At that time, the Club had an annual recruiting contest. Mel won the top awards many times and was always near the top of the list. Over the years, Mel was always a source for the latest in variations and the like. We were shocked to hear of the death of Mel Price, RM #1471 on October 6, 1995. My sympathy goes out to his family and friends. He will be missed by many.

That's It For Now

Here we are at the close of another year, with lots of excitement in the train hobby to look forward to. Next issue we'll be reviewing the new Lionel switches. If you've used them and have any comments, please let us know what you think. I'd especially like to hear from operators. In the mean time, my best wishes to you all for a happy holiday season.

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 its just a suggestion for a topic of discussion. Letters are also welcome of course. If you send a letter, please be sure to include your name and address so that we may get back to you with any questions or follow up.

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



■ It just seems natural, for we train collectors and operators, that electric trains and Christmas go together. For myself, it has been no different; however, some stand out more significantly than others.

The earliest years I can recall were the 'O' gauge Lionel set running around under my Uncle Raymond's Christmas tree. A set circa 1926 passed from my grandfather to him and then to my cousin Ray. My Uncle Leon's Christmas pike in the living room of my grandparent's farmhouse. That prewar set was later passed on to my brothers and I. My Uncle "Buss" Callery set up Lionels for my cousin Bob in their house in Milford. I now wonder how much Al Dilello helped him in this endeavor? My Uncle Carl had a couple of American Flyer 'S' gauge train sets, which he used to set up in the front room of their house in the Wilson Borough section of Easton, Pennsylvania. Even my Uncle Henry had a Lionel set under their Christmas tree for a couple of holiday seasons. Finally, there was the prewar American Flyer 'O' gauge running under our tree tucked into the corner of our living room of our house in Warren Glen. I can still recall a Christmas before I was five, trying to sneak a peek down the stairs late one Christmas Eve. My Dad was sitting in a

chair next to the platform with the tree sceniced into the layout. He saw my younger brother Fred and I and yelled, "Get back to bed!" We *moved!* My memory of this remains very vivid to this day.

After moving in 1953 to our new home up on the hill on Reigle Ridge, my Uncle Leon's prewar set and the American Flyer 'O' set were merged into one huge (at least to me at the time anyway) 8' by 8' layout for a few years. I would later learn that my Uncle Leon did most of the work in the creation of these layouts. During the mid to late fifties, there was my cousin Raymond's Illinois Central set that he received either for Christmas 1955 or 1956. The Christmas of 1958 and 1960 found the addition of Lionel trains to my gift list to expand my railroading. For the Christmas of 1960, I asked Santa for more track. My Mom asked, "What do you need more tack for?" I was not able, at the time, to provide her with the proper response of ..."A railroad has to grow; doesn't it? It can't serve its customers without capital improvements."

For the most part over the next decade, other things seemed more important at Christmas. During my overseas tour of duty in Germany, a furniture store in Nuremberg had a window display, which included a postwar Lionel '027' set. It was during this time that my interest in Lionel was renewed. About one third of my present holdings were purchased while I was stationed overseas. Hence, when I returned home to be separated in January, 1974, I celebrated a belated Christmas with my family but with a double treat. After holding the traditional family Christmas festivities, I adjourned to the attic, where the trains I had purchased through mail-order were waiting to be opened.

The thrill and enjoyment of opening all those boxes of Lionel trains made me reminisce of all those earlier Christmases and the happy times they brought would live again.

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

Merry Christmas To All!

There's Never Been a Better Time to be a Lionel "Specialty Car" Collector!

In the last few years, we've been treated to some very unique pieces. In my opinion, one of the most truly unique cars to come down the three-rail track has to be the 1994 New England Train Collectors Association Division Car. If you're a specialty car collector or a fan of colorful rolling stock, this Lionel produced, L. L. Bean boxcar has to be at the top of your must-have list.

Thanks to the imagination and artistic abilities of fellow LCCA member Allan Moore, RM #9493 and NETCA President, we've been treated to a very classy limited edition piece. The idea for this special car came to Allan during a visit to the L. L. Bean Factory Store in Freeport, Maine. Spying a rack of their catalogs at the store's entrance, and being a true Lionel rolling stock artist, Allan envisioned an L. L. Bean car and knew it would make a beautiful addition to anyone's collection.

Together with Ted Brahm, LCCA

RM #1063 and NETCA Division Commemorative Car Chairman, they began the arduous task of getting Allan's idea off the drawing board and into the hands of us lucky collectors. Permission for what turned out to be a one and one time only run of 300 cars was given by L. L. Bean on April 14, 1993. Then they approached Lionel for the cars. To maintain quality control standards, before Lionel would sell the 300 kit blanks to NETCA, they had to approve of the shop that would decorate the cars. What was needed was a company who could do the high quality work required by Lionel and L. L. Bean, as well as being willing to do a limited run of only 300 cars. For these reasons, New England Car Shops in Waltham, Massachusetts, was chosen.

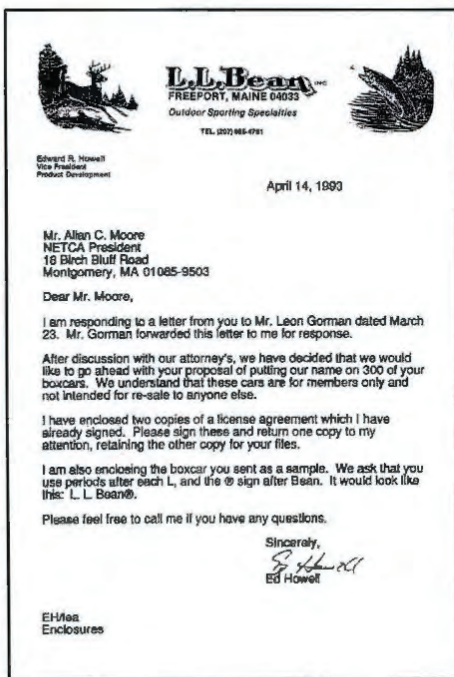
Utilizing the same type of pad printing machine as those at Lionel, this total team effort has given us specialty collectors a beautiful addition to both postwar and modern era Lionel 6464 boxcar collections.

Unlike some past 6464 club car offers, the L. L. Bean is a full 6464 Lionel boxcar with metal door guides and floor. The rich colors of this car combined with the limited run of 300 and the name of L. L. Bean makes this a grand slam in any ball park. In fact, Lionel was so pleased with the results that one of these sits proudly in their legendary archives.

Although the car was a sell-out before it was produced and is not available from L. L. Bean, if you're a fan of Lionel rolling stock with prototypical New England road names, a good place to start collecting would be the NETCA cars produced since 1986.

Thanks to the hard work and dedication of Allan and Ted, some truly limited and collectable Division cars have been produced and we LCCA members can hopefully look forward to more such pieces in the future from these two talented men.

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



L. L. Bean's letter of permission



Photo shows at top, the first sample with yellow door; in the center, second sample with plastic trucks and the correct color combination but, no periods after the "L's" and; the final version with periods, metal door guides and sprung trucks. (Photograph by Ted Brahm.)

October 14, 1995
 York, Pennsylvania
 Meeting called to order at 8:05 AM.

Roll Call:

Officers - President Al Otten, Treasurer Barry Findley, and Secretary William Schmeelk, present. Vice-President Gerald Dangelo, and Assistant Secretary Stan Roy, were not present.

Directors - Larry Black, Art Broshears, Bill Button, Dienzel Dennis, and John Ourso, Immediate Past President - Chuck Seddon, present.

Guests - John Fisher, Don Carlson, 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:**Assistant Secretary Report - given by Al Otten**

Al reported that 176 letters had been sent to former members, with an offer to rejoin the Club. Al reported that the letter was redone and a discussion followed as to how the success of the letters was being tracked. This information is in the new member report and shows up as a reinstatement. Motion made by Dienzel Dennis to accept the Assistant Secretary's report. John Ourso seconded the motion. Motion carried.

Vice-President's Report - given by Bill Schmeelk

Jerry was unable to attend due to a last minute personal situation. Jerry's written report had been submitted weeks earlier to each of the Board members. Our strategy concerning the Southern tractor and trailer was discussed. The remaining ones are being sold separately. The flyer went to members in the July *Interchange Track* and the August *Lion Roars*. Those will be the last order blanks for these trucks. Selling price is \$22. Motion made by Bill Button to accept the Vice-President's report. Art Broshears seconded the motion. Motion carried.

Treasurer's Report - Barry Findley

The Treasurer's report had been sent to all Officers and members of the Board. The Club's equity was \$609,141.00 as of July 31, 1995. Since the report was sent, the August figures have been processed, showing a membership equity of \$554,323.41 as of August 31, 1995. In the month of September, all outstanding bills had been paid and all is up to date. Barry also reported that there has been additional progress in getting the report to the Board as quickly as possible. Chuck Seddon will report on the 1995 Convention. Finances for that Convention were ably handled. Barry is watching carefully the trends on the cost of the Club's publications. Reports generated by Don Carlson are helpful. Barry also stressed the importance of the Club's Convention Car program to finance the Club publications.

Things are proceeding well with the organization of the finances for the 1996 Grand Rapids Convention. Barry reported that the Club's finances are in sound shape. Don Carlson added that Barry's financial report through July 31, 1995 will be printed in the October issue of *The Lion Roars*. Motion made by Art Broshears to accept the Treasurer's report. Dienzel Dennis seconded the motion. Motion carried.

Immediate Past President's Report - Chuck Seddon

Chuck has received six complaints. Two have been resolved and four are pending. These are all connected with use of the *Interchange Track*. Motion made by Bill Button to accept the Immediate Past President's report. Larry Black seconded the motion. Motion carried.

1995 Convention Report - Chuck Seddon on behalf of Doug and Vi DuBay

We took in \$77,849 and the Convention cost us \$89,768. This is a net loss of \$11,919. These expenses also included the printing costs. Chuck also listed the following numbers.

Ertl tour - 299 adults & 50 children
 Railroad tour - 374 adults & 49 children
 Scenic Tour - 116
 Trainland - 163
 Layout tours - 302
 Total attendance - 536 pre-registered + 115 at door registrants. Total = 651

Although the train rides are quite popular, the cost of insurance sometimes make them impractical for a convention.

The free anniversary party cost us just shy of \$9,000. We fed 1,100 people.

Larry Black expressed concern about trying to put our Annual Conventions on a break even basis. Chuck felt that it is now very difficult to do that.

Barry Findley added that the local committees for the Conventions have been doing an excellent job of maintaining proper records. Our systems have worked well and there were no surprises. Secretary Bill Schmeelk agreed that a special mention be made in these minutes, reporting the job well done by the treasurer of the Des Moines Convention, Roger Loof, RM #5195.

Al Otten added that he was very pleased with the Convention.

Larry Black brought up a concern that we must encourage members attending the convention to stay at the convention hotel. This is important for the Club in its dealing with convention hotels. John Fisher will address this in his report.

The October issue of *The Lion Roars* will feature a Convention package available for \$35. This package will include the Convention give-a-ways and literature. This includes the Ertl truck, the Lionel mask, billboards, folder, and all shipping. This will offset an additional parking fee of about \$1,500.

Convention Committee Report - Chuck Seddon and John Fisher

Chuck reported on a trip made by him along with John Fisher, Don Carlson, and Harry Overtoom to Grand Rapids, Michigan. They met with the 1996 Convention Committee. Mike Valentine, Convention Host, is being transferred about 400 miles away. Chuck reported that there are qualified capable committee members on site to handle the process. We promised seed money to cover expenses which are starting. The facilities are "A1". The hotel, the Grand Amway, is considered one of the finest in the nation. The Convention facilities are similar in set-up to those in Des Moines, Iowa.

John reported that the Convention Committee was encouraged. Mike Valentine remains committed and the Convention Committee believes he can still be a viable Host. We will be paying \$2,000 a day for the Convention Center. John would like to see all Conventions from 1997 on held under one roof so that we can negotiate with the convention hotel for exhibition space. With enough convention guests staying in the convention hotel, we would usually be able to negotiate to receive the exhibition space at no cost. This again brings up the importance of convention attendees staying at the convention hotel. This increases our negotiating clout.

John would also like to see more coordination for the printing needed for a Convention. This printing should be coordinated on a national rather than a local level. The cost for having the Berkshire provide a train ride was cost prohibitive. John was confident that an attractive package of tours for the 1996 Convention was being put together by the local committee. John has already received preliminary budget reports and expects them to be finalized within the next 30 days for approval by the Board. John promised to keep the President updated.

The Committee will continue to suggest Convention policy for the approval of the Board. John Fisher also reported that plans were proceeding well for the 1997 Convention in Bloomington, Minnesota. John also expected that by January, his Committee will report on sites for the 1998 Conventions and beyond. John again stressed the importance of convention registrants to stay in the convention hotel. It may be necessary to incorporate some encouragement in our Convention registration price. Larry Black also discussed some ideas in this area. John Fisher offered several suggestions for accomplishing this. The importance of good value for the member was stressed. To be able to offer the grand scale welcome parties that we have decided are important, and for the previously mentioned negotiating clout with the hotel, we need to encourage that members stay at the convention hotel.

Al Otten suggested that we give this more consideration and have something in place by the 1997 Convention. Al felt it best not to stampe this

into the 1996 Convention. At John Fisher's request, Al will form a committee to work with John Fisher on this. Larry Black also suggested that we try to track at the 1996 Convention, exactly what the numbers are for those who do not use the convention hotel. Al Otten asked the Board and Officers fax to John Fisher within the next 30 days their suggestions.

Harry discussed other unique possibilities for conventions and will continue to pursue possibilities.

Al Otten also discussed what the Convention souvenir for the Grand Rapids Convention would be. The decision was made and a contract has been signed with Lionel, for a Lionel produced Station Platform.

Lantern Sales - Chuck Seddon

Chuck reported that the 25th Anniversary Lanterns would be shipped in the middle of October. Chuck explained that there may be confusion about the green and the blue globe lanterns. The green lantern appears to be blue, but is in fact green when lit with a yellow flame. It was agreed that an explanation in *The Lion Roars* would be appropriate. Chuck also displayed the special box which the lantern will be shipped in. The lanterns will continue to be available to the membership. Bill Schmeelk suggested that a new photo be shown which includes all the colors and the special box. Harry Overtoom mentioned that he lights lanterns with a yellow electric Christmas tree bulb and this works well. The possibility of an extra label on the green lantern boxes might be helpful and cut down on confusion.

Insurance Report - Harry Overtoom

Harry has discussed our insurance policies with a new agent to determine if the Club could achieve some savings. He obtained bids which would save us about half of what we are now paying. Harry suggested that Al or others should also review the new policy before a decision is made. Al Otten plans to visit with Harry and make final plans. Al Otten also appointed Harry as the Club's insurance consultant.

Club Archives - Harry Overtoom

It was decided to keep only the last 12 months of Board meeting recordings. Harry asked for direction from the Board about future archive sales. It was decided to abandon attempts to complete 5 of the original decade trains. Don Carlson requested that the Club try to complete its set of *The Lion Roars*. He is currently working from copies.

Connecting Point Visit - Bill Schmeelk

A written report was distributed. The meeting at our business office included Al Otten, Chuck Seddon, Don Carlson, and Barry Findley. Ron Borelli of Connecting Point attended along with several of his employees who work on our account. Also attending was the Club accountant, Lennie Racine. Several issues were discussed, including methods for faster receipt of the Treasurer's report. There are no major problems. As a result of

the meeting, Harry Overtoom is collecting a current inventory report, reports will be Fed Exed to Barry Findley, and Chuck Seddon was appointed to inventory Club owned equipment. Barry has also requested more detailed invoicing from Connecting Point.

Don Carlson met with Mike Dudek, our printer and discussed printing issues. Also discussed was the need very shortly for us to incorporate bar coding on the mailing of our publications. This could result in a savings of about \$1,500 in our postage costs per issue.

It was agreed that there is value in meeting personally with Connecting Point on an annual basis.

Year 2000 Convention - Don Carlson

We have met with LOTS concerning a combined Convention in Dearborn, Michigan. All activities would be conducted jointly. We will be cross matching member lists to estimate possible attendance. Several possibilities for the Convention Cars were discussed along with the possibility of allowing members in each club to purchase the other club's car. Although our Constitutions are similar, we will have to work out small differences, such as opening the meet portion to the public, and complaints that might arise over sales between an LCCA member and a LOTS member.

Al Otten also discussed our Stocking Stuffer offer for next year. Details will follow upon approval from the companies involved.

Membership Drive Ad Campaign - Al Otten

Dienzel Dennis asked if we could do a better job of scrubbing the mailing lists we use to avoid as much duplication as possible. After a discussion it was decided that it was impossible to do a perfect job in this area.

Al Otten passed out Xerox copies of our new ads, to appear later in *Classic Toy Trains*. Changes had been made to more clearly explain the Convention Car sales. Al Otten also mentioned that the expense would be slightly higher than we had initially figured. This is because of the increase in the number of names to which the brochures would be mailed. The Board agreed that the additional mailings were cost efficient and that it would be foolish not to send to all on the list. A second mailing after the initial mailing would be decided upon after we see the results of the initial mailing. After a discussion by the Treasurer, John Ourso moved that the Board approve an expenditure of \$65,000 for the printing and mailing of the brochures. The motion was seconded by Art Broshears. Motion carried. Al Otten also mentioned the importance of monitoring the costs and results for future ads in *Classic Toy Trains*.

Procedures Manual - John Ourso

John Ourso reported that no additional work has been done on the manual and that he has not yet been sent any of the original records. The original records are still in the possession of Bill Beatty. Bill Schmeelk will speak to him about obtaining

these files. Motion made by Art Broshears to accept the report. Motion seconded by Bill Button. Motion carried.

Club Publications - Don Carlson

Paper costs have resulted in increased expenses. Don Carlson passed out a report showing comparison of monthly issues of our publications. This reports shows how color and bi-folds and other variations effect the cost of each issue. Don also showed us an improved design for *TLR's* cover. This new design will show up in the February issue. Also discussed were possible savings in postage that would result from the use of bar-coding.

Reaction to the new format of the *Interchange Track* continues to be overwhelmingly positive. Some have complained about the small type size, but this is necessary to keep the magazine at 56 pages and, in turn, to keep the First Class postage down. Due to the wide usage of the magazine, at this point however, we will maintain the 25 line limit. First Class postage for each issue of the *Interchange Track* is over \$10,000. Bar coding with nine digit zips may save us substantially by March of next year.

New Business

Harry Overtoom suggested a program of identifying reproductions and restorations. Harry suggested that we use a sticker similar to the one used by TCA, but with our LCCA name on it. Harry discussed this with TCA member Don Fraley. They seemed agreeable. The Board agreed this would be a sound decision. Additions to the Constitution requiring the use of these stickers would be necessary. Larry Black made a motion requiring LCCA to adapt a sticker program to identify restored items along the lines of the TCA sticker. The motion was seconded by John Ourso. Motion carried.

Anniversary Loco - Chuck Seddon

The year 2000 is our 30th Anniversary and the year in which we would put out our Anniversary Locomotive. We must decide whether we will implement a time payment program as in the past. No decisions have yet been made on what this loco will be, but we must start giving it serious thought. The new owners of Lionel must be contacted to discuss options and costs. We have not yet included a caboose in this decade's train. Al Otten suggested that we all return to the March meeting with suggestions.

Next Board meeting will be held March 16, 1996 in Grand Rapids, Michigan.

Al Otten expressed his thanks to Officers and Board members for preparing written reports prior to the Board meeting. It allowed the meeting to proceed more smoothly, efficiently, and quicker.

Dienzel Dennis moved that we adjourn, Bill Button seconded, and motion carried.

Meeting adjourned 12:30 PM.

— Submitted by Bill Schmeelk, LCCA Secretary

Here's Some Update Photos and



Shown here (for the very first time!) is a complete set of the LCCA's 25th Anniversary Lanterns along with the appropriately colored and specially decorated box that comes with each and every lantern!

As pictured, the full array of globe colors is displayed with (from L to R) Green, Red, White, Amber and Blue.

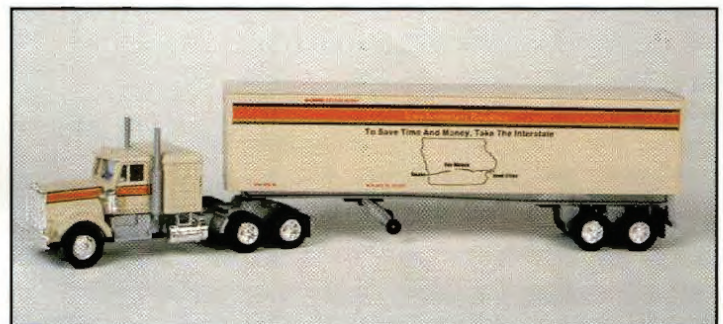
Those who have already received their's (all previously ordered lanterns have been shipped) have given us very positive feedback about the quality and appearance of the lanterns, especially the embossed "LIONEL" notation on the globe itself as well as the "LCCA" in raised, block lettering on the lid.

One question that has been asked concerns the Green version of the lantern since the globe appears to be a teal or turquoise hue. Since these are fully operational, kerosene lanterns (just like the ones used on real railroads), the color of the globe is absolutely correct since the yellow flame combined with the "blue" globe will emit a true green appearance. This explanation should clear up any questions

you may have about the Green version. (We didn't ship you the wrong color!)

Order forms are included with this issue of *The Lion Roars* so, take advantage now of getting one or more of these 25th Anniversary Lanterns and/or Stocking Stuffers before our limited supply runs out!

For your background, here's a short story about a very interesting railroad (which we've got a model of!) from an article in the business section of *The Dispatch and Rock Island Argus* newspaper dated March 15, 1993.



Background on Special Club Items!

It's not the stuff of folk songs yet, but the Iowa Interstate Railroad is around to stay.

The successor to the Rock Island Lines has struggled in its 9 years, with officials trying to prove Iowa was right to make it all possible with a \$15 million loan.

The regional carrier is under new management and posted a \$1 million profit in 1992. It's best year ever, Iowa Interstate still owes the state money, but rail officials say the slimmed-down line is apparently on solid footing.

"Anyone who is involved in railroad restructuring knows that this is something that doesn't happen overnight," said Les Holland, director, Iowa DOT Rail and Water Division.

"But we feel the Iowa Interstate is inching ahead. They have been building their customer base and improving financial procedures, and they have competent, professional people running their company."

"We viewed it as inequitable treatment because the state was subsidizing a competitor," said James Foote, vice-president of the Chicago & North Western. "But Iowa was not unique in that."

The money went to purchase tracks of the bankrupt Rock Island Lines from Omaha, Nebraska to Chicago, including Des Moines, Newton, Atlantic, Iowa City and Davenport. There are spurs to Pella, Cedar Rapids, Audubon and Oakland in Iowa, and Peoria in Illinois. Headquartered in Iowa City, the Railroad has 185 employees, 33 locomotives and 500 rail cars.

Iowa Interstate's executive vice-president Robert Finley said the Company has a public and private debt of up to \$25 million, including about \$9.6 million to Iowa. Much of the debt is restructured at lower interest rates.

"I think this railroad has never been better positioned to face the future with confidence," said Donald Byers of Newton, president of Heartland Rail Corp., the parent of Iowa Interstate. Heartland was created in the early 1980's by Maytag and other businesses to preserve rail service in the wake of the Rock Island bankruptcy and acquired 353 miles of former Rock Island track.

Since August, 1991, the railroad has been managed by Railroad Development Corp. of Pittsburgh, which acquired a 19.9% stake plus options to buy both the railroad and its tracks over the next 8 years.

Iowa Interstate president Fred Yocum said the railroad has tightened its belt and offered service "at prices that are good for them and good enough for us to make a profit!"



On the Road with Lennox

The other half of this year's Stocking Stuffer four piece set also has an interesting story straight from the real company's based newsletter which is titled *The Lennox News*.

Here's information on the tractor/trailer decorated to celebrate Lennox's 100th Anniversary!

This is one of fleet of 24 specially decorated trailers currently on the road for Lennox.

The 53-foot long trailer will be used to transport supplies to Lennox's Marshalltown, Iowa facility, as well as transport finished product to Lennox's regional warehouses in Kansas City, Kansas, Grove City, Ohio, Carrollton, Texas and Decatur, Georgia.

Pictured with the vehicle are employees from Lennox Corporate Traffic, Customer Service, National Accounts, Commercial Sales and Corporate Distribution and Logistic departments based at Lennox Corporate Headquarters in Dallas.



Update

It hardly seems like sixty days have past since my last report. A lot has transpired and I will attempt to bring you as current as possible.

Lionel Trains, Inc.

As you probably already know, Lionel Trains, Inc. has been sold. I anticipate certain policy changes in the operation of the new company but that is to be expected. Bill Schmeelk has had some conversations with Jim Bunte and he reports on the interview in his column titled "News And Views" on page 26. Our relationship with Lionel has always been great and I expect that relationship to continue. Since the LCCA's founding in 1970, we have featured Lionel products exclusively for all our Convention Cars and Stocking Stuffers.

Membership Drive

On November 6th, we kicked off our second "direct mail" piece in conjunction with our new membership drive. The brochure we mailed out is very professional, attractive and should stir up a lot of interest in our Club. We mailed in excess of 50,000 brochures to non-LCCA members inviting them to join us. As previously reported, our first "direct mail" campaign three years ago was very successful and we have the same high expectations for this latest drive.

New Advertisements

In conjunction with the "direct mail" campaign we have prepared two (2) totally new advertisements which will run in *Classic Toy Trains* magazine. The first new ad will appear in the January, 1996 issue of *CTT* and the second one will be introduced in February's edition. These new ads will then run alternately for the full 1996 year in a total of eight (8) issues of *CTT*.

Recruiting By Members

Even with the Club's new membership drive and advertisements, perhaps the best resource for information can come directly from an LCCA member. Why not recruit a friend or relative into the Club that's geared to having fun with family and fellow enthusiasts? If you're having a great time with us tell others and show off our fine publications. The Membership Application Form on the facing page (as well as the one in November's *Interchange Track*) can be used for this purpose.

Nominating Committee

For the upcoming 1996-97 elections, there is a need for candidates to fill the Officer positions of Vice-President and

Secretary along with two (2) two-year and one (1) one-year Director positions. The Nominating Committee for the 1996-97 slate is Mike Sciacicco, RM #424, Chairman, (504-471-0527) along with Larry Kesselring, RM #1744 (708-231-6795) and Kenneth Kelley, RM #1308 (602-299-3243). If you feel you want to join the leadership of your Club, notify anyone on the Committee (their phone numbers are listed in parentheses) **before February 1st**. Qualifications and other details about these positions can be found on pages 17-19 of the *Annual Roster*. Our policy is not to ask or beg you to run but to encourage and welcome you if you want to become part of the team of volunteers. It will take some of your time and effort if elected but the new friends and responsibilities will be very rewarding.

Interchange Track

The *Interchange Track's* copyrighted numerical format has received high membership marks both from buyers and sellers. Not only have sales, purchases and trades increased 50 to 75 percent, but most collectors and even dealers are using the *IT* as a pricing guide.

Lanterns/Stocking Stuffers

After a series of unavoidable delays all previously ordered lanterns have been shipped and everyone I have talked to is very pleased with the appearance and quality. The 1995 edition of *Stocking Stuffers* has been shipped to all who ordered and is virtually sold out! There is further information about the lanterns and tractor/trailers on pages 36 and 37 as well as order forms with this issue. Orders will continue to be filled for these special Club items until the limited quantities last.

Your Comments Welcomed

I would like to encourage each of you to write to me and pass on any ideas or suggestions that you think would help improve the operations of **your** LCCA. Rest assured your letter will be read and considered. I will also reply to your letter if you request a response.

Closing Notes

Lastly because of the lead time required by Editor Don Carlson and our printing company this report was written on November 10th. Consequently you will not be reading this until sometime around December 15th. So let me just say I hope you had a great Thanksgiving and that I wish you and your family a Merry Christmas and a Happy and prosperous New Year.

— Al Otten, President

Happy Holidays!

About The Cover

This year's December cover of *The Lion Roars* once again features another beautiful piece of artistry from Angela Trotta Thomas, RM #13961.

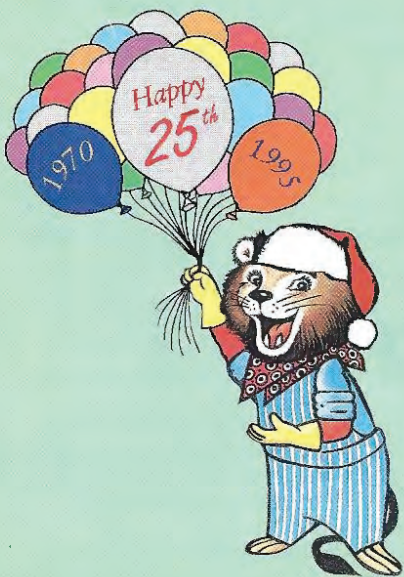
Appropriately titled "My Turn Yet, Dad?" the scene may bring back fond memories for many Club members who 'shared' in the joys of a Lionel train on Christmas with their father. It is offered in both Christmas cards and limited edition prints (with only several custom frame and remarque prints still available).

For further information on this and other fine pieces available from the artist herself, you can contact her directly writing to:

1107 E. Longwood Dr.,
Clarks Summit, PA 18411

or by phone at (717) 586-0774.

Thank you Angela for allowing us to once again use one of your fine paintings.



Angela Trotta Thomas ©