

The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

Planes, Trains and Automobiles will be part of the *1996 Convention!*



The Train Barn
HOBBY SHOP AND MUSEUM



Home of the Portage & Southern Railroad System

10234 EAST SHORE DRIVE
KALAMAZOO, MI 49002

(616) 327-4016
Pop & Seth Gies

- Established 1973 -



Registration Form in this issue!

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If you'd like to see your article appear in the Table of Contents someday, let your TLR Editor know and we'll work with you every step of the way to get it to press!

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Vice President-Schedule a meet.

Immediate Past President-Complaint against another member.

Secretary-Any administrative action not handled by LCCA Business Office.

Assistant Secretary-Certificates of Membership and Appreciation.

Treasurer-Club finances only.

Librarian-Back issues sales of *The Lion Roars*.

LCCA Business Office-Applications for membership, replace membership cards, reinstatements, change of address, phone number changes, death notice, commemorative orders, Convention registration and Club mementos.

CONTACTING THE BUSINESS OFFICE

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

The Lion Roars (ISSN No. 10790993) is published six times annually by the Lionel® Collectors Club of America, P.O. Box 479 LaSalle, IL 61301. Second Class Postage is paid at Peru, Illinois, 61354 and at additional mailing offices. Subscription is provided through membership dues to the Club. The LCCA is an Illinois not-for-profit corporation. Lionel® is a registered trademark and is used with the permission of Lionel L.L.C. Copies of Lionel® copyrighted material have been used in this publication with the permission of Lionel L.L.C. The LCCA is not affiliated with Lionel® or Lionel L.L.C. Opinions and comments made in columns in this publication do not necessarily reflect the official policies of the Officers, Board of Directors and Appointed Officials nor do they indicate a Club endorsement of any products mentioned.

The Upcoming Elections - July, 1996

This year's election has some outstanding candidates, who have spent hundreds and hundreds of hours, working for our Club. It's your responsibility to read all the candidates statements and decide which ones have made, or will make a commitment for the sake of the Club. Several candidates have had some serious health problems brought on in part by the stress of their LCCA job, but yet they continued to give 150% effort, so that your Club can remain the leader. I get particularly irritated hearing the old "bromide" of management playing musical chairs. It's the so called musical chairs that have enabled your Club to grow by leaps and bounds. Within the last five years we have doubled our membership, yes I said doubled; it's the same musical chairs that have improved the net worth of the Club by 400%, yes I said 400%; it's the same musical chairs that have brought our publications into the 21st century, yes I said 21st century not the 20th century and the same musical chairs that has improved our relationship with Lionel by leaps and bounds.

With rare exception, I have a team of Officers, Directors and Appointed Officials who work their hearts out for the LCCA, with very little recognition and without pay, but yet some are subjected to petty criticism. As your President, I am required to refrain from partisanship but that doesn't mean I have to roll over and play dead while some try to manipulate or fudge on the facts. As I said, read the candidates statements and make your best call. Don't let the old bromides and spins influence you. Lastly, you have a duty to vote. So please vote when you receive your ballot. The future of your Club depends on your informed vote.

Membership Drive Update

The membership drive (direct mail solicitation) along with our great ads in the *Classic Toy Trains* magazine has grown our ranks by approximately 2,000 members since November 1, 1995. By all standards this program was a roaring success. Also my sincere thanks to those members that have directly recruited new members for the Club.

1996 Stocking Stuffer

As mentioned in my last report to you, we will have what your Officers, Directors and Appointed Officials feel will be a barn burner. We have contracted with Lionel to produce for us, a motorized delivery van and a motorized pick up truck. As you know Lionel produced the delivery van in orange, and the pick up truck in blue. **OURS** will be unique, in that the delivery van will be blue and the pick up truck will be in orange. These units will be a very limited edition and will be sold on a first come first served basis. Sales will be limited to four (any mixture) per member. Each unit will bear the inscription "LCCA Special Edition 1996" on the rear of each vehicle. Lastly, we will receive the trucks from Lionel early in November, and they will be shipped to you in time for Christmas. Again, don't wait until the last minute to order. If you wait, you may be disappointed.

1996 & 1997 Convention Cars

The final order for the 1996 Convention's Pere Marquette box car was 3,300. This Car will be a fine addition to your collection. For those members who will not pick theirs up at the Convention in July, the Cars will be shipped somewhere around August 10, 1996.

We are working with Lionel on the 1997 Car for the St. Paul Convention and should have a prototype in our hands for final approval by June 1, 1996. Preliminary sketches make me believe that this car will be very popular. We will have photograph of it in the August issue of *The Lion Roars*.

Grand Rapids Convention - July 23-28, 1996

Through 5/22/96, we have had over 300 member registrations and the Convention is not until the last week in July. At this rate, we will probably be sold out early. If you have not already registered I suggest you do so immediately. By the way, the Amway Grand Plaza Hotel is rated #3 in the nation. I have stayed at the Amway and can attest to it's beauty and comfort. See you there. (Registration Form on pages 8 & 9.)

The Interchange Track

There's a change in the editorship of the *Interchange Track* since Editor Bob Quigley had to resign for personal reasons. Bob is the computer genius who developed the computer program format for the new method of listing items in *IT*, which by the way, celebrated it's one year birthday in March of '96. Of course Quigley didn't do it all himself. He had tremendous assistance from his wife, Julie along with Johnny Ourso and Don Carlson in developing the evolutionary program. My heart felt thanks to Quig and Julie. The LCCA owes you both a deep debt of gratitude. Taking over from the Quigleys is Bill Button of Michigan and he will be assisted by his wife, Diane. More details are on page 39.

Restoration Stickers

We have joined with the TCA and have come up with our own stickers that will have to be affixed to all restored or altered trains. The stickers are the same in appearance as the TCA's except ours will have "LCCA" in the center. Our stickers will be recognized and accepted at all TCA functions and theirs will be recognized and accepted at our functions. Stickers will be available at our Grand Rapids trading hall.

Closing Notes

It has come to our attention that some LCCA embossed lantern "globes" were offered for sale in York, PA, the week of April 15th. Under the terms of our contract with the supplier, the embossed globes/lids and the entire lantern are the exclusive property of the LCCA. This matter has been turned over to our attorney for appropriate legal action. If anyone has information about the sale of the "globes" at any location, please contact me at my home phone number.

More next issue --

Al Otten, President

Last chance to Register for "A Grand Twenty-Six in Ninety-Six!"

As one final preview for everyone, this article will cover the availability of a visit to Lionel along with some inside looks and more background on several of the "scheduled" tours events which are offered as parts of the 1996 Convention package.

First of all, Lionel's Visitor Center is available for those wishing to see it during their time here in Michigan. (Please note that it's about a 3 hour drive from Grand Rapids.) Their hours of operation are:

- Wednesdays - 3 & 4 PM
- Thursdays - 3 & 4 PM
- Fridays - 2:30 & 3:30 PM
- Saturdays - 9, 10, 11 AM & 12 NOON



You must make advance reservations by first calling Sharon Katoch at (810) 949-4100, ext. 1211.



This map will give general directions to Lionel in Chesterfield, Michigan, which is 45 minutes north of downtown Detroit just off of I-94 at Exit 243.

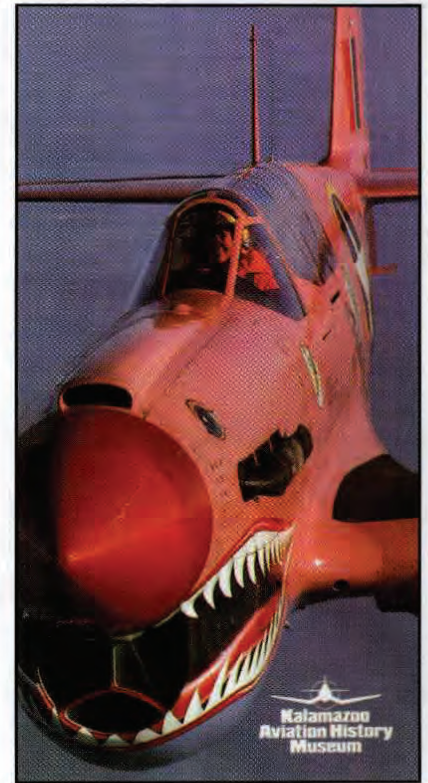
As outlined in the "Official Timetable" on the opposite page and detailed in all the information with the brochure, here's some additional material for you to review. And, with the 2 part form

on pages 8 & 9, you can pre-register for 1996's LCCA Convention.

We'll begin with the Saugatuck Tour to be held on Saturday, July 27th. You'll be able to relax during a boat ride, stroll on the beach or go shopping at many of the lakeside shops along the boardwalk. Busses will take you there and back (travel time is about 30 minutes each way), and lunch will be on your own at any of the excellent restaurants in town.

Next, the Kalamazoo Transportation Tour will be held Wednesday through Friday, July 24th-26th. As shown on the front cover and the next several pages of this issue, this tour is a great 3-in-1 package that will take you to three different sites during the day where you'll see planes, trains and automobiles!

We'll start at the Kalamazoo Aviation History Museum that has numerous vintage pieces of equipment inside its 41,000 square foot building along with excellent displays of WW II mementos. Some of the highlights of this Museum are a Curtiss P-40 Warhawk, along with all 4 Grumman Cats - the Wildcat, Hellcat, Tigercat and Bearcat - completely restored to full flying condition.



And, when it comes to antique vehicles, the quality and quantity of automobiles at the Gilmore Museum will provide you with a fantastic array! The site is also home to the Classic Car Club of America.

Situated on 90 landscaped acres, five historic barns house more than 100 automobiles ranging from a 1899 Locomobile to a 1984 Fiero Indy 500 Pace Car.



Also, during this part of the Tour, a picnic lunch (costs not included in tour fees) is available.

(Continued on page 6.)

1996 LCCA CONVENTION TIMETABLE

Tuesday July 23, 1996

12:00 Noon to 9:00 PM

Early Registration

Wednesday, July 24, 1996

8:00 AM to 5:00 PM

9:00 AM to 3:00 PM

8:00 AM to 4:00 PM

9:00 AM to 3:00 PM

Registration Desk Open

Grand Haven Tour - Lake Michigan sites and #1223 Pere Marquette Display

Kalamazoo Tour - Gilmore Museum, Air Transportation and Train Barn

Holland Tour - Old Dutch Village with sites and shopping

Thursday, July 25, 1996

8:00 AM to 5:00 PM

8:00 AM to 3:00 PM

9:00 AM to 3:00 PM

8:00 AM to 4:00 PM

9:00 AM to 3:00 PM

6:00 PM to 10:00 PM

Registration Desk Open

Old/New Board of Directors Meetings

Grand Haven Tour - Lake Michigan sites and #1223 Pere Marquette Display

Kalamazoo Tour - Gilmore Museum, Air Transportation and Train Barn

Holland Tour - Old Dutch Village with sites and shopping

Coopersville & Marne Railroad Tour - Train ride with dinner

Friday, July 26, 1996

8:00 AM to 5:00 PM

9:00 AM to 3:00 PM

8:00 AM to 4:00 PM

9:00 AM to 3:00 PM

12:00 Noon to 8:00 PM

3:00 PM to 4:00 PM

4:00 PM to 5:00 PM

6:00 PM to ???

Registration Desk Open

Grand Haven Tour - Lake Michigan sites and #1223 Pere Marquette Display

Kalamazoo Tour - Gilmore Museum, Air Transportation and Train Barn

Holland Tour - Old Dutch Village with sites and shopping

Trading Hall Available for Unloading/Set-up

Annual Membership Meeting

Lionel Factory Seminar

"Boogie Woogie Choo Choo" Welcome Party

Saturday, July 27, 1996

7:00 AM to 5:00 PM

7:30 AM to 8:45 AM

9:00 AM to 5:00 PM

8:00 AM to 4:00 PM

1:00 PM to 4:00 PM

6:00 PM to 7:00 PM

7:00 PM to 10:30 PM

Registration Desk Open

Trading Hall Available for Unloading/Set-up

Trading Hall Open

Saugatuck Tour - Boat cruise and shopping in a beautiful resort town

Convention Car Distribution

Cash Bar

"A Family Christmas in July" Banquet and Entertainment

Sunday, July 28, 1996

9:00 AM to 11:00 AM

9:00 AM to 12 Noon

12 Noon

Registration Desk Open

Trading Hall Open

Convention Closes - Safe Travels

See You Next Year in Saint Paul!



"A Grand Twenty-Six in Ninety-Six!"

(Continued from page 4.)

Moving on to the third portion of the Kalamazoo Transportation Tour will take LCCAer's to the Train Barn, owned and operated by Seth Giem, RM #1565.

There you can look over and **shop** for Lionel train items for sale in the store located on the ground level of the facility.



And, after going up a flight of stairs, you'll view the outstanding layout housed in the "loft" area of the Train Barn which is briefly described in the photos and text on these two pages.



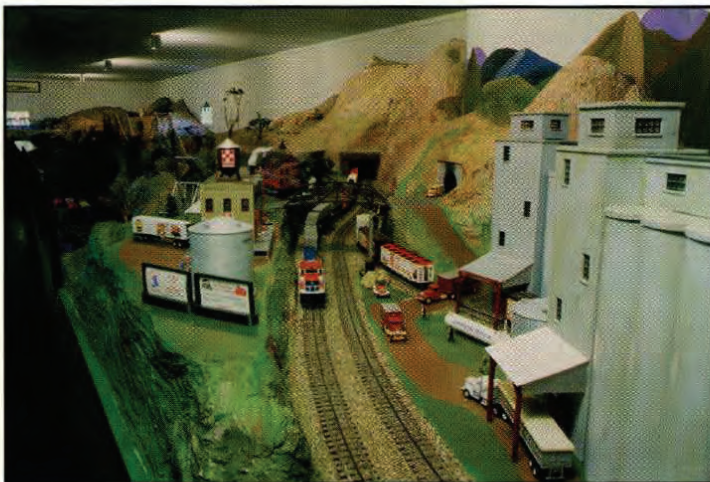
Near "Control Central" is a maintenance area for locomotives with a turntable to stage engines needing service to any of the 7 stalls in the two roundhouses. Another engine house is also in this area.



To say the least, the layout is spectacular! It covers 2,800 square feet of area with 2,500 feet of track for the 30 to 35 locomotives to travel upon.



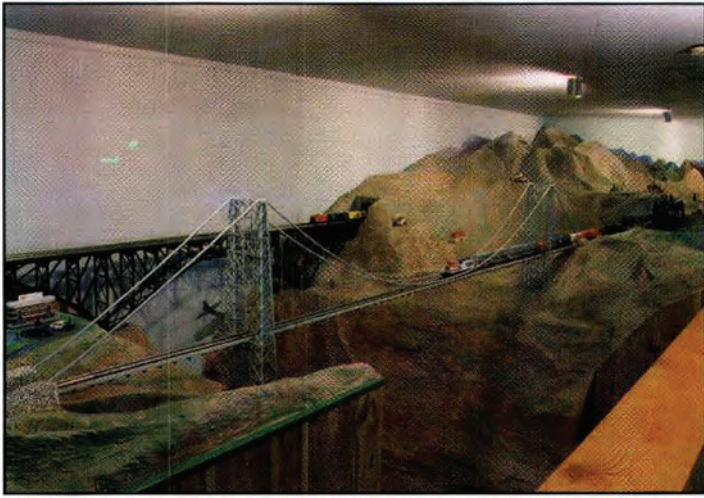
To allow access and delivery to the different industrial areas, the layout has numerous spurs and is equipped with 95 switches!



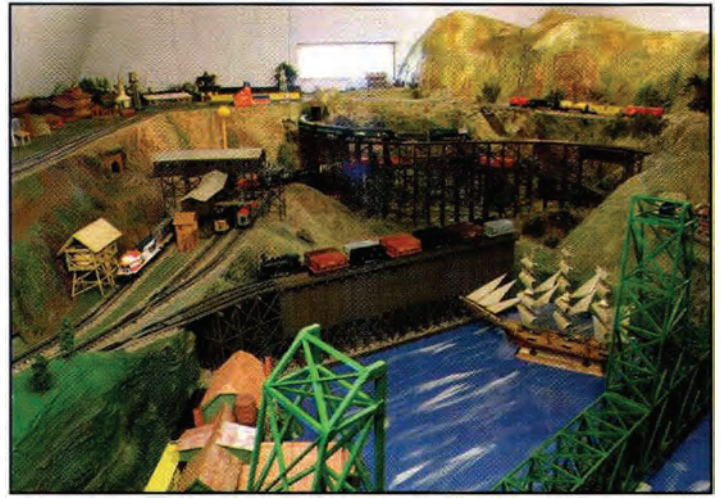
It takes a train 10 minutes at scale speed to make a complete circuit of the layout. That's three times around the room on about 1,000 feet of track!



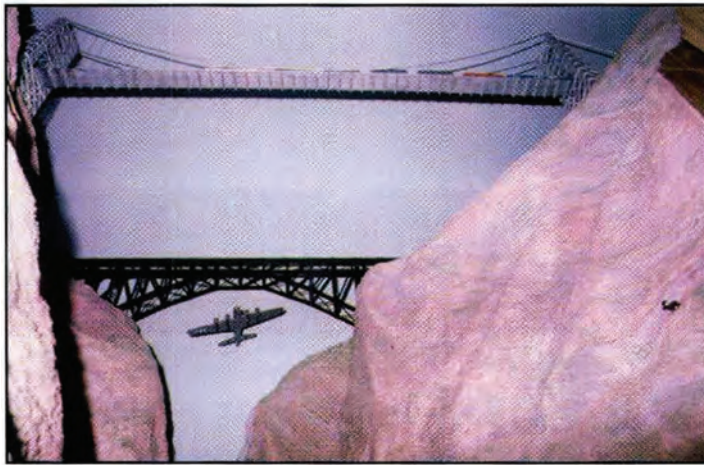
There are many bridges and trestles spanning waterways that run throughout the layout. You'll really enjoy seeing the careful attention to details!



A great focal point is the long suspension bridge and high trestle going across a miniature version of Colorado's Royal Gorge. It's quite a sight to view!



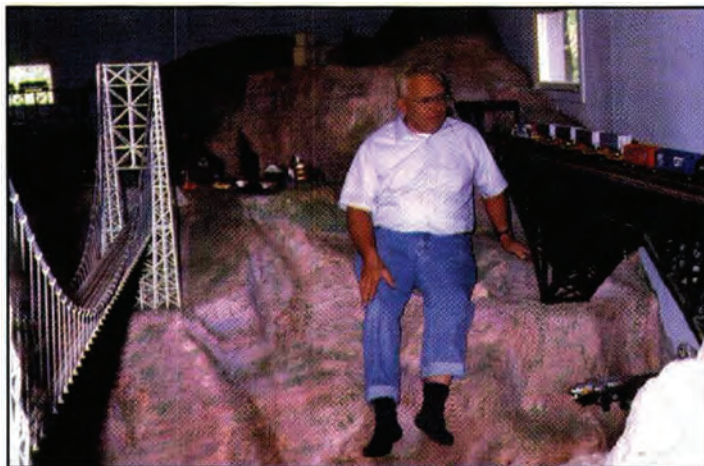
Just as on a real railroad, much of the traffic is freight hauling. This scene shows the "docks" area where ore cars transfer their load to ships below.



Both spans are so high that a plane can fly under them! In scale terms, the height of the two spans is more than 2,300 feet above the base of the canyon!



And, with all the heavy traffic on this pike, there might be an occasional accident or two. Here's a Bucyrus Erie Crane equipped crew removing several cars from an area where the tracks have washed out.



And, just to put some perspective on the immense size of this area of the layout for you, here's Seth sitting at the edge of Royal Gorge. The layout is constructed of plaster (9,000 pounds of plaster!) over an 1/8" hardware cloth.

Seth and Peggy Giem are looking forward to welcoming and seeing many LCCAer's as they come to visit and view their Train Barn this July.

All in all, this year's LCCA Convention will have something for everyone and promises to be another fun-filled, family-oriented one! (Be sure to check out the LCCA's Mascot with his appropriate attire on the **back cover** for some more hints of what all's in store at the Banquet!)

For your convenience a 2 part Pre-Registration Form is on the next two pages (8 & 9). If you haven't already sent your's in, do so now to get in on all the events of your choice. Come join with us as we celebrate "**A Grand Twenty-Six in Ninety-Six**".

*Mike and Joan Valentine,
1996 LCCA Convention Host & Hostess*

1996 PRE-REGISTRATION

26th ANNUAL LCCA CONVENTION



Form May Be
Photo Copied

Pre-Registration - Must be received by July 1, 1996
(Registration received after July 1 or at the door - \$35)
(No refunds after July 15, 1996)

Please Print or Type

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

Address: _____ Phone #: _____

City: _____ State _____ Zip Code _____ Are you a dealer? Yes No

Spouse's Name (if attending*): _____ (*If spouse is a Regular Member, Registration must be paid.)

Children's Names and Ages (if attending): _____

How many will be coming to the FREE Welcome Party on Friday night? _____

If you want your table next to a specific member, indicate:

Member's Name: _____ LCCA#: _____

Return your form and the other Member's form with separate checks/money orders in the same envelope!

Member Pre-Registration (includes non-member spouse & children) _____ @ \$30 = _____

Tables - Each with one chair _____ @ \$15 = _____

Electrical Hook-up _____ @ \$10 = _____

Banquet (Everyone gets both turkey & ham, salad, vegetable, coffee/tea/milk & dessert)

Adult's _____ @ \$28 = _____

Children's _____ @ \$14 = _____

Pre-registration, Tables and Banquets SUBTOTAL (from this page of form) = \$ _____

Tours SUBTOTAL (from other page of form) = \$ _____

GRAND TOTAL (all entries on both pages of form) = \$ _____

Make check/money order (in U.S. funds) payable to: 1996 LCCA Convention

Send this form with check/money order to:

1996 LCCA Convention
P.O. Box 479
LaSalle, IL 61301

DO NOT send hotel reservations to the LCCA

Use the separate form to make your reservations at the Grand Amway Hotel and mail your request directly to their address listed on the form. Arrival Date: _____

“A Grand Twenty-Six in Ninety-Six!”

Lionel® Collectors Club of America - 26th Annual Convention

**Form May Be
Photo Copied**

Tours Worksheet

(Limited seating - first come, first served! Travel by bus **only**.)



Wednesday, July 24th

Grand Haven Tour - Includes transportation and admissions

_____ @ \$25 = _____

Kalamazoo Transportation Tour - Includes transportation and admissions

_____ @ \$25 = _____

Holland Tour - Includes transportation and admissions

_____ @ \$25 = _____

Thursday, July 25th

Grand Haven Tour - Includes transportation and admissions

_____ @ \$25 = _____

Kalamazoo Transportation Tour - Includes transportation and admissions

_____ @ \$25 = _____

Holland Tour - Includes transportation and admissions

_____ @ \$25 = _____

Coopersville & Marne Railroad Tour - Includes transportation, admission
AND dinner

_____ @ \$25 = _____

Friday, July 26th

Grand Haven Tour - Includes transportation and admissions

_____ @ \$25 = _____

Kalamazoo Transportation Tour - Includes transportation and admissions

_____ @ \$25 = _____

Holland Tour - Includes transportation and admissions

_____ @ \$25 = _____

Saturday, July 27th

Saugatuck - Includes transportation and admissions

_____ @ \$25 = _____

Tours SUBTOTAL (from this page of form) = \$ _____

Pre-registration, Tables and Banquets SUBTOTAL (from other page of form) = \$ _____

GRAND TOTAL (all entries on both pages of form) = \$ _____

PLEASE HELP US GATHER STATISTICS BY COMPLETING THE INFORMATION BELOW:

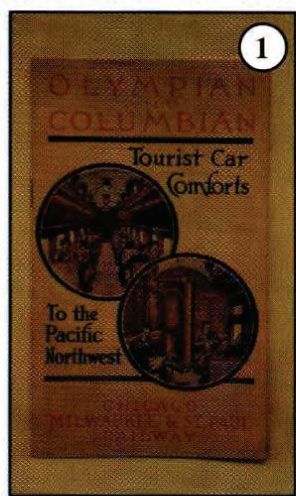
Will travel via: _____ Car _____ Plane _____ Train Arrival Date: _____ Departure Date: _____

Lodging Reservations at: _____ Total number of people in my party: _____

“A Grand Twenty-Six in Ninety-Six!”

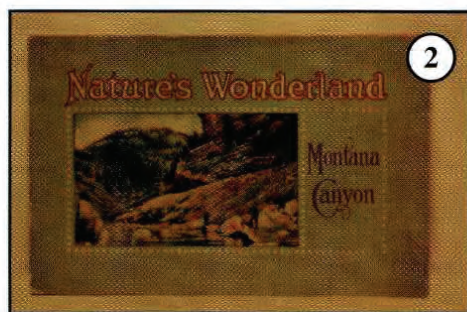
A tale of a train ride that could be labeled “GO WEST YOUNG MAN (& LADY)!”

The word has been out for a long time now that I love trains. Over the years friends and parishioners have given me many train related items: Christmas tree decorations, cartoons, greeting cards, lanterns, playing cards and the like. Back in 1980 I was working in Kalamazoo, Michigan. My secretary, Delores Guy, surprised me one day by giving me five beautiful, well preserved brochures from the Chicago, Milwaukee, and Saint Paul Railway circa 1914-1917. She then told me the story behind them. Turns out that her



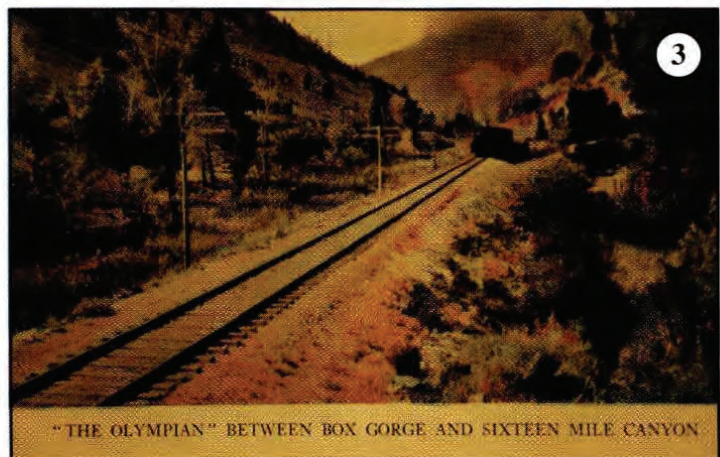
parents took a train trip out west. It may well have been their honeymoon. These brochures provided them information in preparation for the trip by explaining the on board service. “Tourist Car Comforts To the Pacific Northwest” on *The Olympian* and *Columbian* is a pocket sized booklet dated 6-20-17 describes the coach, pullman, lounge, dining as well as restroom accommodations.

(Photo 1)

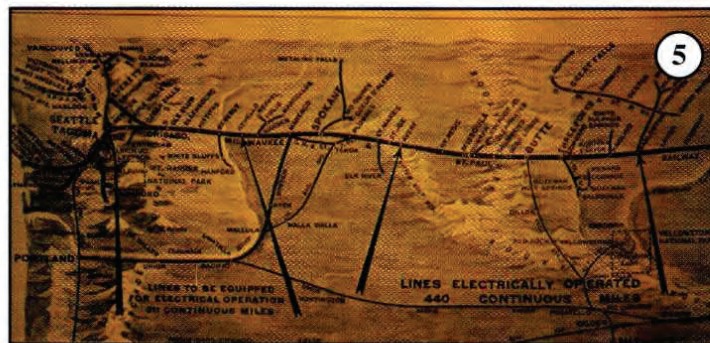
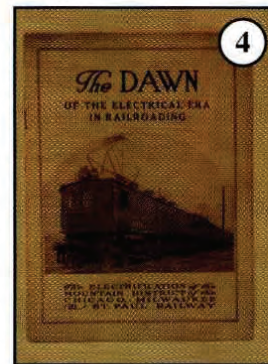


Information on sites along the way such as these two showing Montana Canyon, **(photo 2)** and *The Olympian* fully under steam **(photo 3)** are in

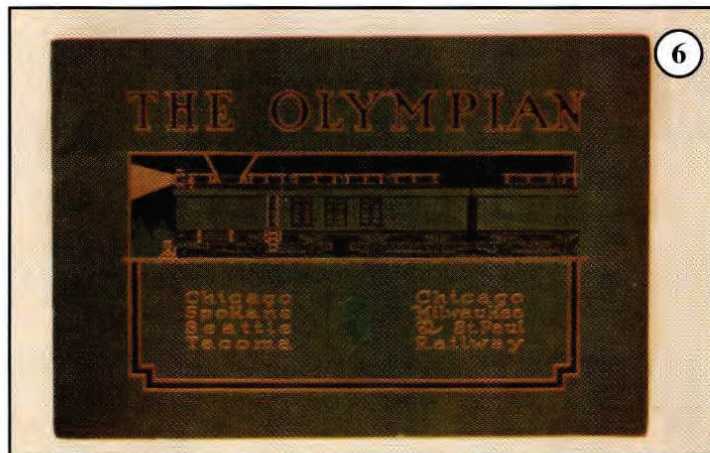
full color on postcards dated somewhere around 1914.



Another brochure describes state of the art railroading: “The Dawn of the Electrical Era in Railroading-The Electrification of the Mountain District of the C. M. & St. P. Railway” **(photo 4)** and a map without a date shows the electrification of the western section of the railroad in graphic detail. **(Photo 5)**.



Two more brochures describe the trains they might have ridden: *The Olympian* done up a beautiful aquamarine, black and gold cover dated 6-20-17 **(photos 6, 7, 8 & 9)**...





and...*The Pacific Limited* with a beautiful color cover dated 9-15-16 which operated in conjunction with the Union Pacific (photos 10 & 11).

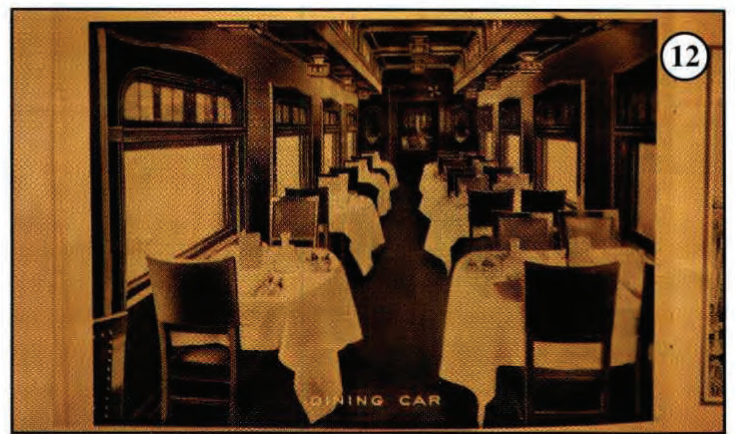


Photo 12 is a scene from *The Olympian* brochure showing the Dining car.

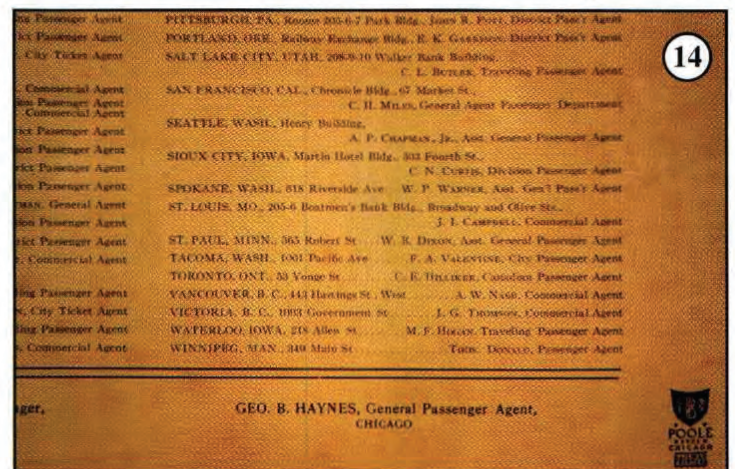
And, photo 13 is a saucer that I have in my collection of railroad dining car china from the Milwaukee Road.



What a superb and elegant way to travel in luxurious surroundings and with such comfort!

Each time I see those brochures from long ago I think of Mrs. Guy. She gave me my start collecting railroad paper. I love the old passenger trains. While it's too late to ride the trains of yesteryear, I have been able to enjoy the trains of today. In the summers of 1990 and 1991 our daughter Kris and I took two Amtrak train trips out west. We thoroughly enjoyed them both and hope to take another trip out west sometime soon. Who knows, maybe I was born just at the right time. Oh, yes, there's one more interesting thing about these brochures. The General Passenger agent on the C. M. & St. P. Railway back then was George B. Haynes. Who knows, maybe we're related. My family did come from Marseilles, Illinois! And give George credit, he did spell his last name correctly! * (Photo 14)

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



Lionel's Cannons are some very unique model train "military" items!

Ask me what my favorite train is, and I won't be able to tell you. I've thought about it, but I cannot limit it to just one. But ask what my most unique train is, and the answer is easy. It's my prewar 203 Armored Loco. My what, you might ask, knowing that the number 203 was given to the 1940 vintage 0-6-0 cast switcher. Right you are. That's one of the things that makes the Armored Loco unique, it is one of the very few times Lionel repeated a number.

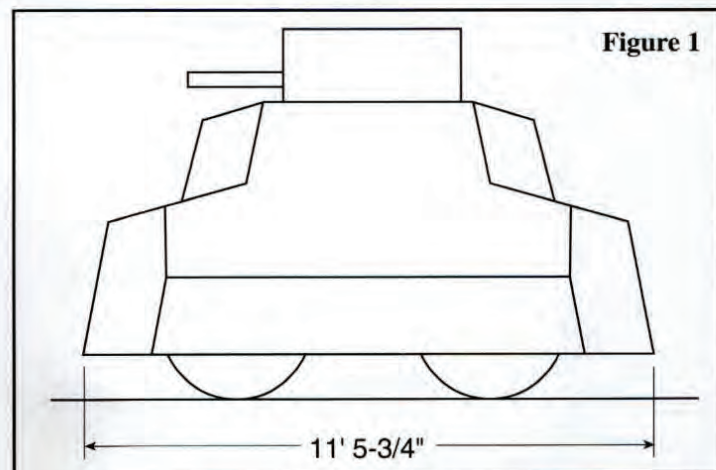
Let me give you a little background, to help explain further. I am not only the family kid who refused to grow up (you know, the one who still goes down in the basement to play with his trains), but I have always enjoyed military history, and I am still in the Naval Reserve. So military trains sort of fit both interests. Back in 1959 I bought the 44 Army Mobile Missile Unit. I've added other pieces over the years, so I have a representative collection of Lionel's military trains. But many years ago I bought the first *Greenberg Guide to Lionel Prewar Trains*, and saw this really different looking thing - the 203. I decided I had to have one. I soon learned that 203s are rare beasts. First made in 1917, as the United States entered World War I, they were catalogued through 1921. They were advertised with full page ads "Play War! Bring up the siege guns!" But this got tiresome as WW I ended. And playing war tends to be tough on toys. And the loco doesn't look like anything a boy would see on the 12 inches to the foot size trains in the 20's! So they were probably far less likely to be saved than a small electric of the 700, 150, or 250 series. Consequently, they are rare - hence, also expensive. Therefore the first time I saw one for sale, I drooled a lot, but it was way out of my price range. It was years before I saw it again. Same problem. But then I got more serious about it, and started to save up to buy one if I ever found another. Then a few years ago, I saw a listing for one. I was number two to call. The price wasn't too bad, but the condition was - it was missing a gun, and part of the frame. But I was desperate. If the first caller didn't want it, I would still be interested. I never heard from the owner again, so I presume it went to the first caller. I chalked it up to my guardian angel who saves me lots of money by making me the second caller for lots of trains! A year or so later I saw the 203 listed again, and it was described as VG/E. It was more than I had to spend, but I called and made an offer. This time I was the first caller. My offer was accepted. I waited on pins and needles, and it finally came. My very own 203 Armored Loco (see **photo 1**)! And not only was it all there, it had a "The Lionel Manufacturing Co." plate, so

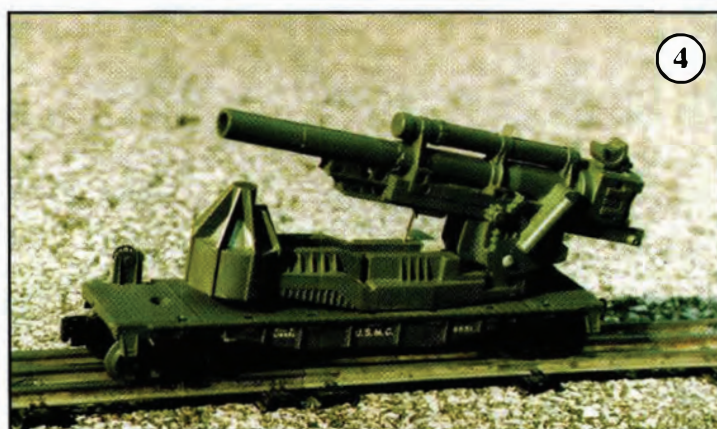
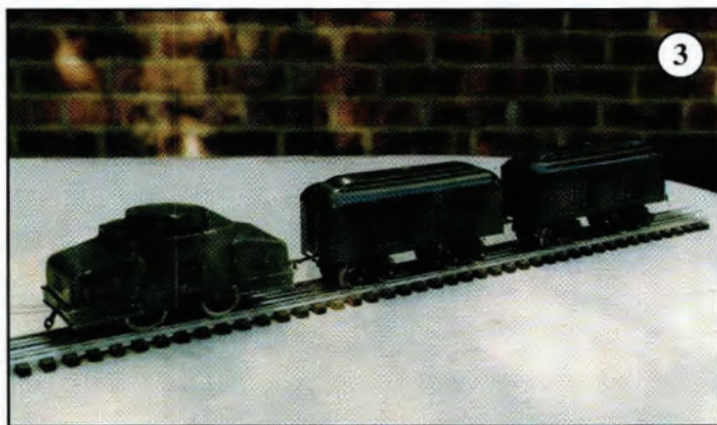
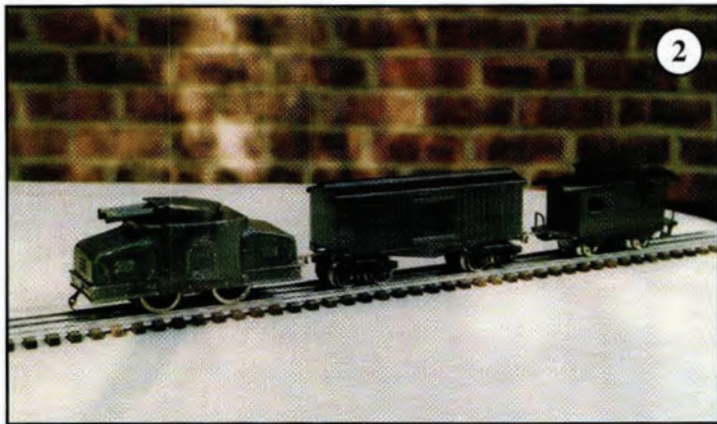
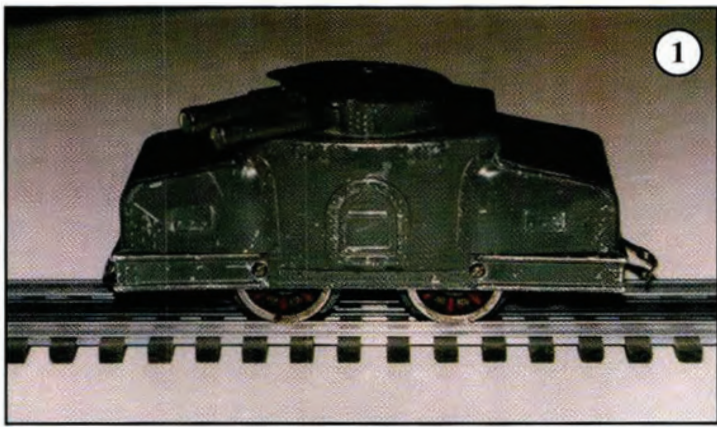
it was from the first year of production (Lionel switched to "The Lionel Corporation" in 1918). That made it the oldest Lionel O gauge piece I had! The 203 was catalogued as a single piece, or with two 900 box cars (same as 800, but gray), or with two 702 baggage cars (602s in gray). I haven't found either yet, but I am looking. I did paint an 831 box car and an 801 caboose (in which I added two machine gun mountings) to run with it. Later I located two poor 602s, so I painted them gray. See **photos 2 and 3**.

Of course, I had to show it off. It still runs, so I took it to a friend's house while he had a group of collectors visiting. Very few knew what it was. Even fewer had ever seen one. No one had seen one running. But my house rule is that everything runs. And I will keep this in running order even if I have to cannibalize other motors for brushes! I later took it to my club (The Nassau Lionel Operating Engineers). Even fewer knew what it was. It was even thought to be Marx, by one of the local experts! Like I said, it's rare!

Having found my treasure, I decided to see if there was ever anything even remotely resembling a prototype. The only thing that qualified was a World War I Czech armored trolley. And as a prototype, it is pretty remote! The trolley was 11 feet, 5.75 inches. The 203 scales out at 26 feet, 3 inches. It's not often Lionel makes something bigger than scale! Additionally, the real one had two machine guns in the revolving turret. My source (*Railways and War Before 1918*, by D. Bishop and K. Davies), did not specify what type, but German and Czech armored equipment of that period would typically mount 7.92 mm machine guns, which are about 1/3 of an inch. The 203 has guns which are closer to 9 inch cannons! IMPRESSIVE, if perhaps, a little impractical!

If you want to see what the original looked like, **Figure 1** is full O scale. Small, isn't it!





After this unique, but apparently short lived, offering, Lionel waited many years to tap the military field again. But in 1958, atomic waste and Marine Corps vehicles appeared on flat cars. Then the following year, Lionel really went to town with IRBMs, mobile missile

launchers (yes, the 44 I bought), helicopters, exploding boxcars, in fact, a whole exploding line, many of which are now highly desirable. But for a cannon, you had to wait until about 1964 for the uncatalogued 6651 USMC cannon car. This, too, is a rather unique piece. The only other cannon was the even more rare 3666 Minuteman cannon car, which has the same mechanism in a split roof box car first used in the 3665 Minuteman IRBM car. But to return to the 6651, it has great play value. Like the similar, and much more common IRBM cars, it can traverse 360 degrees. See **photo 4** for the 6651. It fires a small wooden shell (probably a no-no for a toy today), which goes farther than anything else Lionel made. If you can find a 943 Exploding Ammo Dump to aim at, it can hit it from an impressive distance!

Unlike the 203, this car has historical precedents. Many armies, at least as far back as the Civil War, utilized some form of cannon car, up to giant rail guns firing 14" shells. The Germans even built a few 80 centimeter rail guns - that's over 30 inches! I have seen a picture of a German soldier inside the barrel of a rail gun. I presume it wasn't loaded!

Obviously, with the weight and stress of firing, plus clearance considerations, most rail guns were on depressed center, very heavily built flat cars, often riding on six or eight wheeled trucks, or more than two trucks, like the 6815 transformer car. Consequently, I had to do a bit of digging around to find a near prototype for the 6651. While there were many very big guns, as noted above, there were also many smaller rail guns. One of these was the closest match I can find for the 6651. It is a British Mark 10 gun. It was 9.2" gun, mounted on a 46 foot, 10 inch, flat car with a very slightly depressed center. It had two six wheel trucks. The 6651 is on a 40 foot flat with two four wheel trucks. It also has about a 17 inch gun, so that's about twice the size.

Not exactly right on, but really about as close to scale as lots of other things Lionel has done. And like I said, lots of play value, if OSHA (Occupational Safety and Health Act) doesn't catch you. So if you want something different, or perhaps something for your railroad to use to eliminate those competing trucks, look for a 6651!

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

For further reading, in addition to *Railways and War Before 1918*, the same authors also wrote *Railways and War Since 1917*. Others include *Rail Gun* by J. Batchelor and I. Hogg, which has great drawings, some in full HO scale, and *German Railroad Guns in Action* by J. Engelmann which is probably the easiest to find. (Available in many hobby stores, it was published by Squadron Publications.)

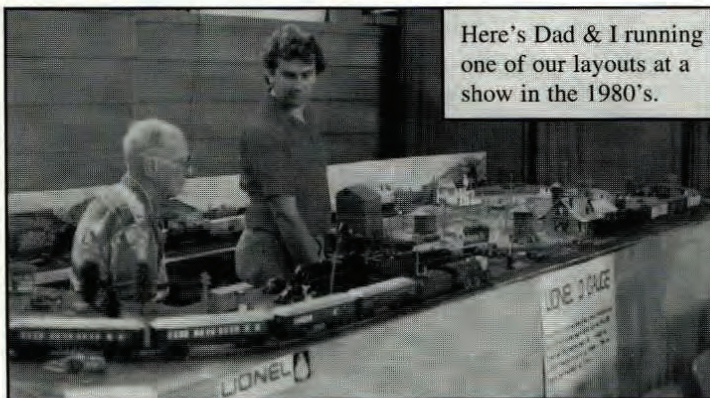
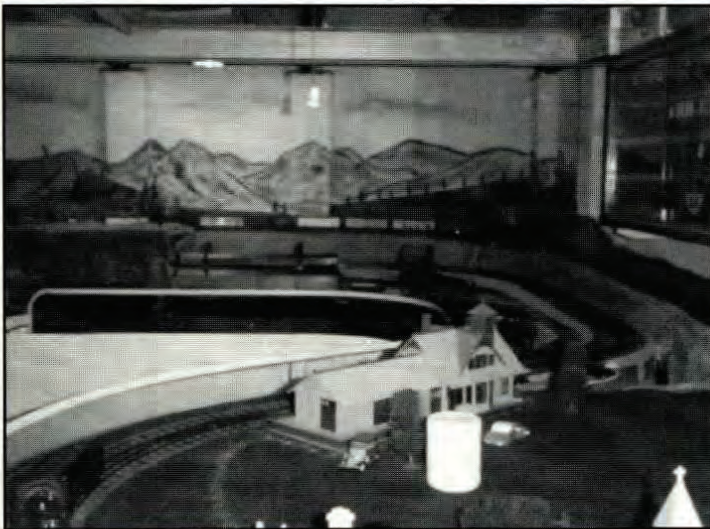
Thoughts and scenes from several "International" LCCAer's!

From The Land Down Under - Bill Veale, RM #8603

I started my interest in toy trains as a youngster with Hornby products. My first was a clockwork model and later I got an electrically operated one. I also had Ferris Tin Plate Prototype Trains made in Australia.

Got my first Lionel when I was 9 years old. It was a Steam Pennsylvania Set and I'll always remember the smell of the pine logs when I first opened the box with the log car in it. The aroma of the logs was still there after the 2 years or so that they'd been in the box. Later I got a few F3's and a General Steam loco and stayed with Lionel until I was about 14 years old. Then, interest waned and I didn't get back to them until after I'd turned 20 years old.

Still have my father's layout which was displayed in the December, 1986 issue of *TLR*. (Top photo below).



I recently did an exhibition of my 21 by 8 foot layout (photos and descriptions are on page 16) which has an oil refinery in the center of it as one of the main features for scenery. The layout doesn't have a lot of Lionel operating accessories since they're rather toy like in appearance to me and their price is way too much in Australia.

(As a quick reference for everyone, compared to costs in America, the price for the same item is about double in Australia due to the difference in currencies along with expenses for shipping, duty and insurance.)

For trackage, I use Gargraves and Atlas Code 148 for the O Scale operations and will soon be putting Code 100 in the center to run two and three rail HO trains. Also, I make my own points (switches) since the manufactured ones are so expensive. Currently my roster includes a number of steam locomotives along with about double that quantity of diesel engines and I'm now going for the new generation of SD 40's and 45's that Lionel has come out with in the past several years.

I really enjoy the big steam locomotives and all the sounds they make, especially the Chessie T-1. But, I've never gotten the RailScope system to work properly. (Even though it is set up for Australian electricity which is on a different cycle than the U.S.'s.) I guess I'm getting more prototypical. And while Lionel is not necessarily truly prototypical, it's fine with me as I'm not a rivet counter like some collectors are.

Time is a premium with a family (boys 14 and 9 as well as a girl who's 12) along with a full time occupation. I most enjoy running the trains as do the boys, but like their busy Dad, they too have difficulty finding enough time to enjoy the trains. I also have some American Flyer, Ives and Standard Gauge pieces in my collection, but no track to run them on. In addition, I have a lot of items that are still brand new in boxes (need to find time you know!).

Overall, I feel Lionel is having a tough go with their competition, and as shown in their 1996 catalog, they are showing a lot of the upcoming things that will be in future years production to help build interest. The prices have come down a lot on some of the competitors products. I've never seen Lionel's TrainMaster Command Control in operation. I would like to see a video as others have done to get a chance to see the new trains, accessories and Command Control in action. Yet, for me, the cost of changing over my locos could be prohibitive. Still, I want to see the upper end of the line continue as it's the area of the market I'm most interested in.

In terms of what I enjoy most about the Club, I look forward to the LCCA magazines as they keep me very well informed. I also communicate regularly with several LCCA members in the United States to stay up on what all's happening with Lionel and the hobby in general.

Thanks for this chance to show and tell all my fellow LCCAer's about Lionel "Down Under". G'day mates!

Lionel Trains Across The Pond - Geoff Bull, RM #7033

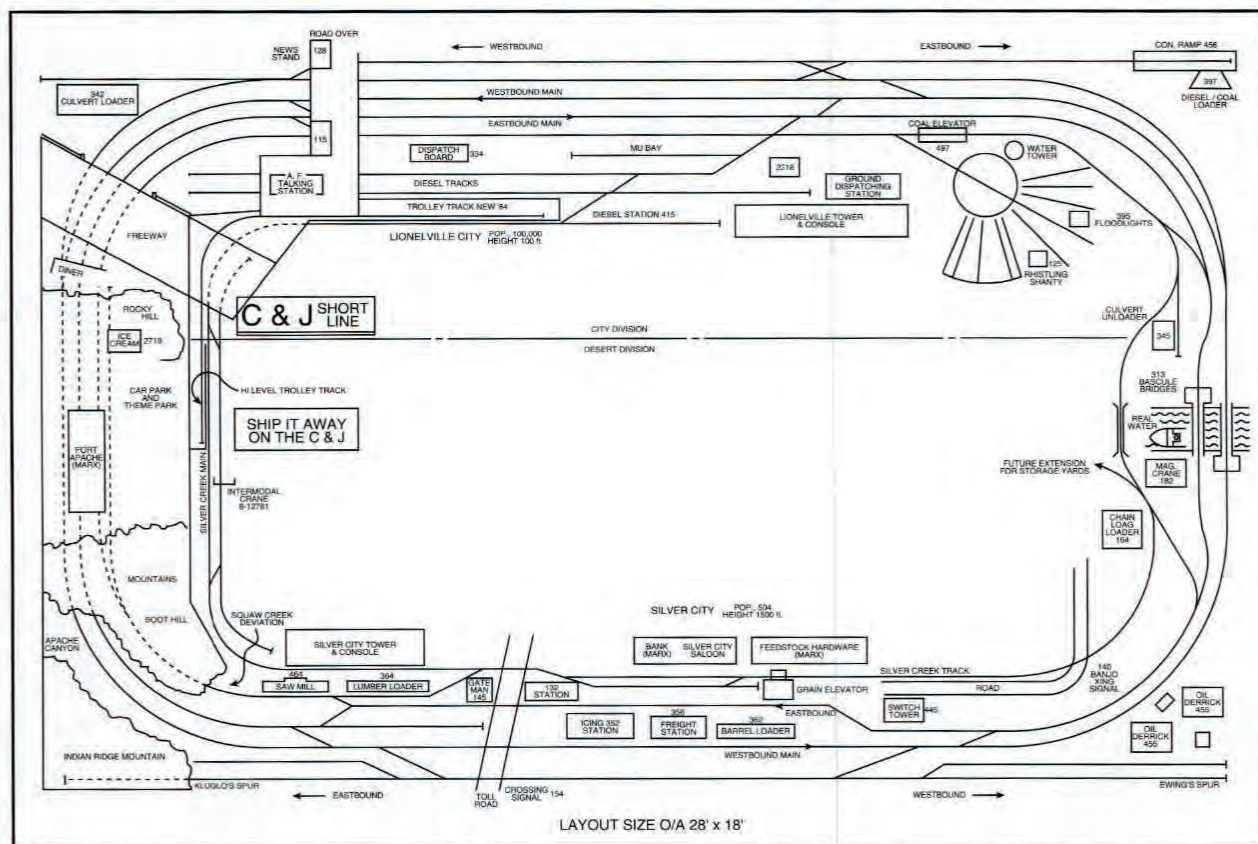
A lifelong interest in North American trains inevitably led to their purchase in 1964 of a second hand Lionel Berkshire and some freight cars from the famous London store of Bassett-Louke which I regularly visited when my office moved almost next door. This rather late fulfillment of my early boyhood memories, of shiny tinplate Lionel trains in a big London store before the War, gave me the highball to start gathering a collection of pre and postwar Lionel trains.

As my interest and collection developed, assisted by my elder son, it seemed logical to join a club in the States. It had to be a premier one, so I joined the LCCA some fifteen years ago. First contact was with Bruce Cox, and we exchanged correspondence. Subsequently I had the pleasure of helpful exchanges with Al Otten, Arthur Broshears and other Club members who are always friendly and this is undoubtedly the hallmark of LCCA.

My pleasure comes from operating trains, not collecting, apart from a few selected items. Most houses over here do not enjoy large basements so a permanent "O" gauge layout cannot be easily accommodated, therefore, we concentrated on producing a large layout for exhibition purposes.

This has given us a pleasure - the public gathering round in large crowds as there is no equivalent railroad layout over here that can provide the noise, action and variety that is Lionel. The kids love it and so do the parents, counting the cars on some of our long drags and watching for the Aquarium, Cop and Hobo, Brakeman Cars and the full range of operating accessories. The trains on this layout are postwar. Recently I have acquired some Standard Gauge, by coincidence rather than intentionally.

In the early days we did not hear about Lionel over here and for some time plowed a rather lonely furrow. Gradually



we got to know more enthusiasts and Lionel began to surface from people who had sets bought as presents before and after the War, there were 5344's (rarely) and more rare the electronic set. Pieces and sets still come to light.

I look forward to *The Lion Roars* and have seen it develop from the original black and white issues to the present thicker and beautifully presented contents. All the articles are of interest but if I made a choice, which is difficult, I would go for Bill Schmeelk's most informative contributions especially when he takes new items to pieces. The photographs and his text are invaluable.

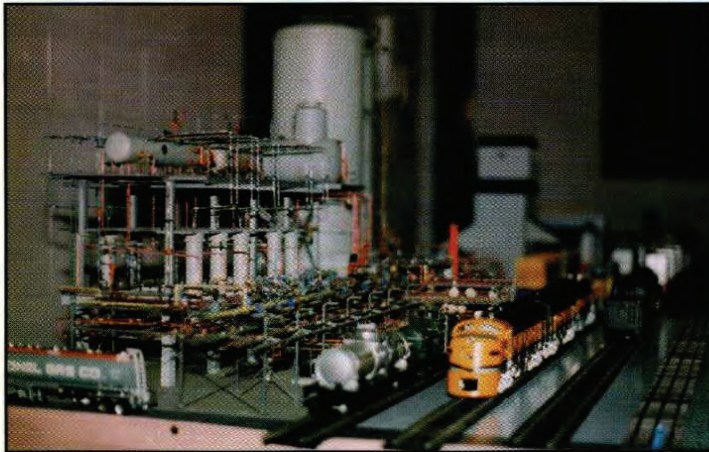
Now that Jerry has moved away to Scotland with his family, the big layout doesn't get many outings. (Sketch above shows the layout in its current setup.)

My wife, Natalia, and I still put on a tinplate layout at various shows using a variety of pre/postwar in "O" and Standard Gauge that is also a big draw for the public.

We look to you as the experts and I think our approach to operating or collecting is much the same but limited by virtue of distance. Retailers have always been helpful and given excellent service.

I cannot end this brief account without mentioning the help extended by Natalia, who has always encouraged our interest and helped in many ways. Not a committed railroader but she well understands and sympathizes with our commitment to the hobby. (Photos on page 17. →)

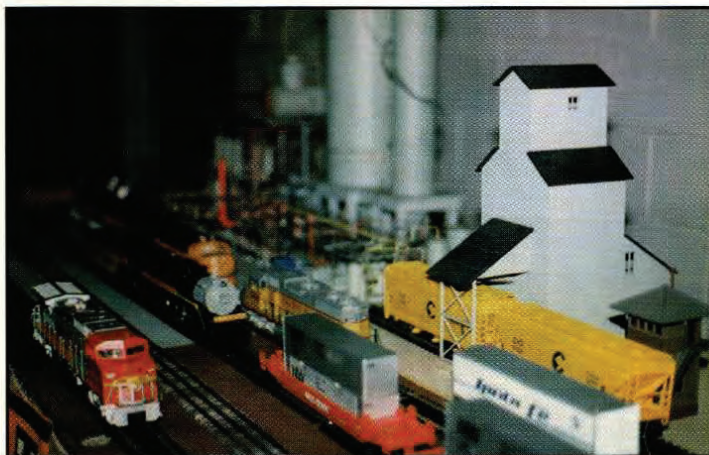
Here's some scenes all the way from "Down Under" in Australia!



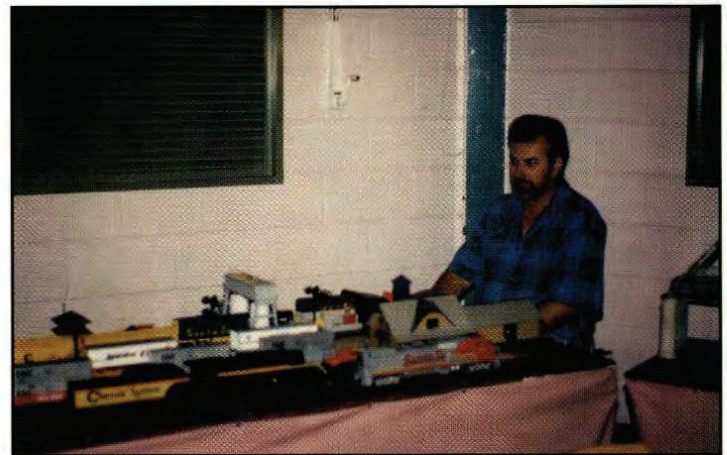
The centerpiece of Bill Veale's layout is an architect's model of an oil refinery that is 1/4" to the foot scale. This section of the model measures 18" wide by 3' long and 2'6" high. Also in this photo is a Lionel Shay loco and tanker cars and trucks along with a MTH Rio Grande F3.



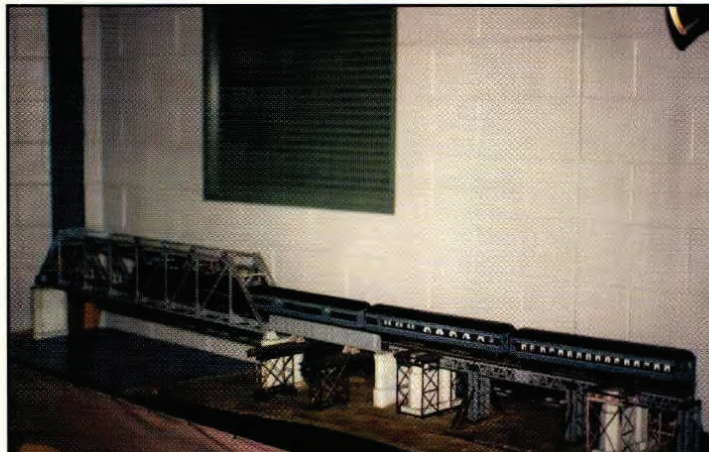
In this photo we see Bill enjoying the scene he's setup and you can get an idea of the size of refinery model with its catalytic converter containers. (There's another section of the model that is 5' high and 3-4 foot in diameter which he's still trying to figure out how to get into his layout.)



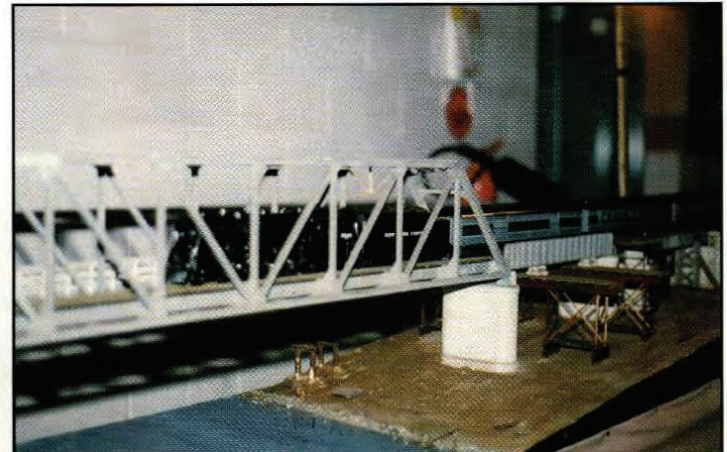
His collection includes Lionel's T-1, Sear's GP9, hoppers and Maxistacks; along with other's SD-45 and F3 engines.



Here's Bill operating the Chessie T-1 with the RailSounds feature he finds most realistic.

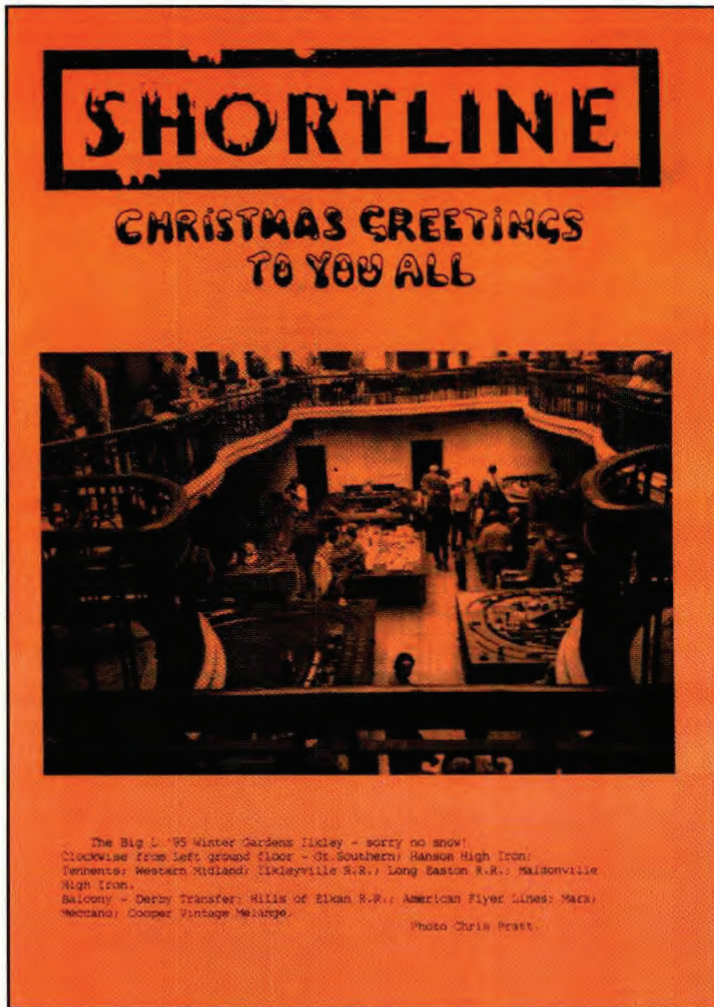


The bridge and trestles are sinking on this model of a real bridge in Australia he got from the Australian Society of Railroad Engineers. The model is about 12 feet long.

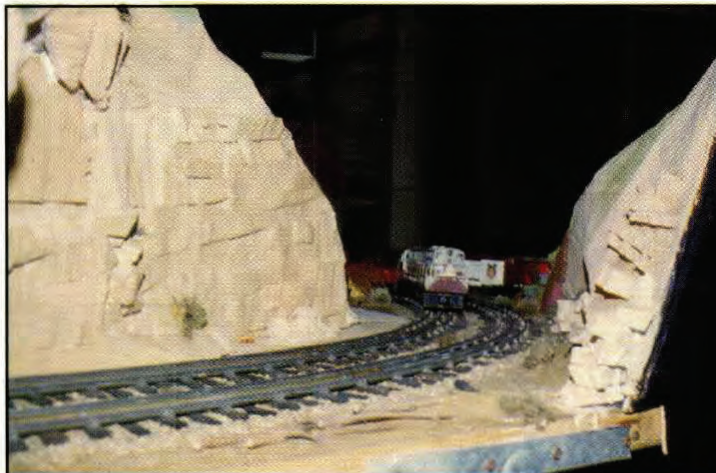


Notice the scaffolding temporarily holding up the bridge sections. Bill's also going to work this authentic replica of the Australian scene into his layout someday.

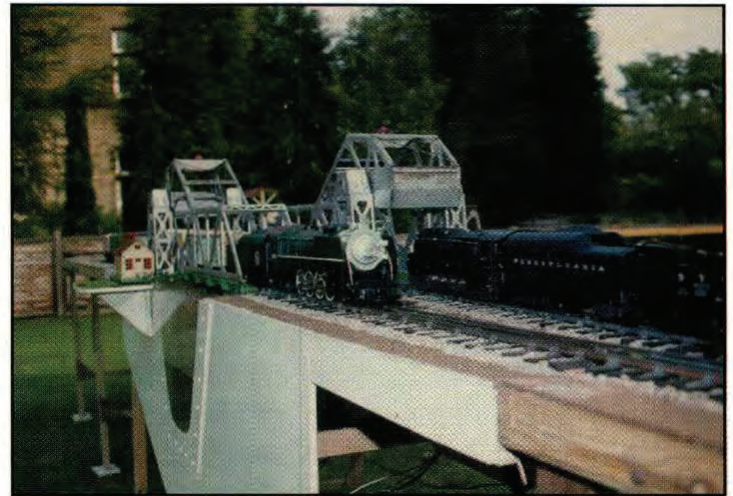
And, here are some scenes from "Across the Pond" in England!



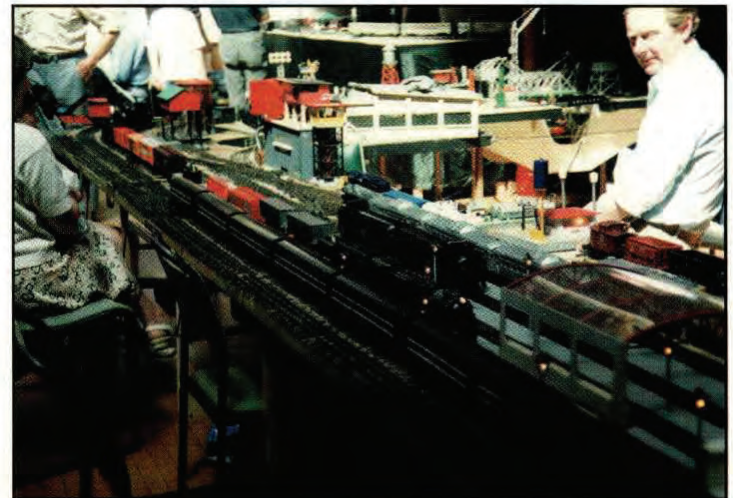
Here's a cover of the Lionel Correspondence and Collectors Club's magazine that's sent to the 50+ Club members five times annually. Geoff Bull has been the Editor of the *Shortline* for 16+ years. The sample issue he sent us of the 6" by 8 1/4", 16 page publication is filled with stories and photos of model and real train operation along with some technical tips as well as a section of "for sale/wants".



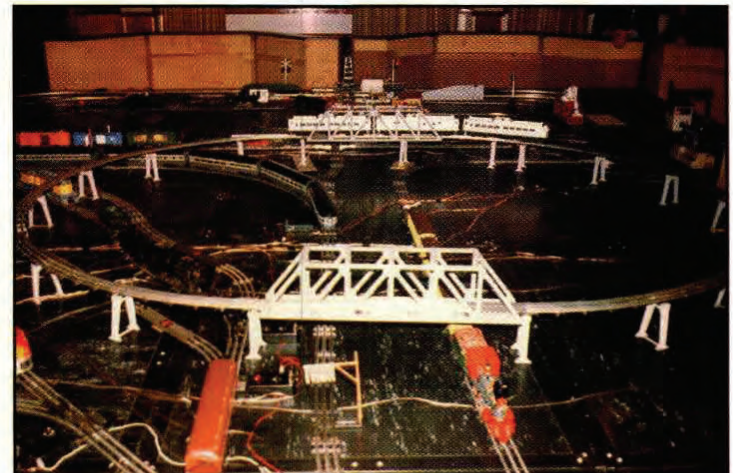
This photo captures an FM coming through Apache Canyon on Geoff's 28' by 18' layout. (Refer to the lower, left hand corner of the sketch on page 15.)



Two #313 Bascule Bridges spanning the water with a #182 Magnetic Crane used to load/unload boats on the layout. (These are located at the center, right side on the sketch.)



In this scene is a view across the east and west bound mainlines of the layout near Lionelville City. Spectators can see 125 trains pass by each hour during full operation!



And here is the Tinsplate Layout that Geoff and Natalia had setup recently for an exhibition. It's full of action as there are numerous switches and elevated loops for the trains.

Leading to the LCCA's 25th Anniversary, 1991-95

1991 - Club Mascot Named

As Lionel began their 91st year of operations an honor was bestowed upon one of their longtime employees in the person of Lenny Dean, RM #8104, when they named their "happy" symbol (who's also our Mascot) "Lenny the Lion". This colorful character has been with the LCCA since we started producing publications and still proudly stands atop a namesake magazine on *The Lion Roars*. It was during this year that *TLR* grew to have 32 pages (with lots of color) in some issues as the Club's membership ranks were once again also growing. At the beginning of the year there were nearly 6,000 active Members with Membership #14180 assigned by year's end.

The Convention in Lancaster, Pennsylvania, was Hosted by Barry Keener, RM #728, and drew a new record of 530 registrations. Members and their families enjoyed many tours to sights in the picturesque Amish countryside and there were 460 tables in the trade hall for eager attendees to seek out additions to their collections. One of the highlights was a setup of all 66 Lionel postwar passenger sets in the Public Display area for everyone to view. In conjunction with this Convention, a pair of Lionel produced Tractors were offered as Stocking Stuffers to go with the Trailers on the pair of Standard O Scale flatcars selected for the 1991 Convention Car set. (The Officers and Directors had decided that the Club's Third Decade Train of commemoratives would be all Standard O Scale units.)

The LCCA's Leadership Team consisted of newly elected Officers Al Otten, President; and Michael Sabatelle, Assistant Secretary; Bill Hourigan, Treasurer; and Bill Schmeelk, Immediate Past President; (with Bill Stitt, Vice-President; and Harry Overtoom, Secretary completing their second year of their two year term), along with reelected Directors Winfrey Adkins, Bill Beatty and Dienzel Dennis, and newly elected Directors Art Broshears and Chuck Seddon. On the Club's business side of matters, we moved to a calendar year basis for accounting and beginning this era with a overall funds total of \$261,003 in the bank. Based on direct feedback from the Members that a dues increase was preferred over a decrease in services, dues for Charter and Regular

Members became \$30 (versus the previous \$20) while Family Members stayed the same at \$5. These dues have remained the same even now.

1992 - Membership Drive

Near the end of the year, the Club went to a professionally produced direct mail brochure to solicit enrollment of new members. The highly successful campaign resulted in a near doubling of our ranks as over 4,500 train enthusiasts became LCCA Members! In order to better handle the administration of the now large number of Members, a "postcard" style of Membership Card was started and fees were collected on a quarterly basis instead of only at the end of the year from all LCCA Members. Starting in November, one-fourth of the Members got a dues statement for the full amount, while the other three-fourths of the Members got a bill for one-fourth, one-half or three-quarters of the annual amount. Then, beginning on the second, third and fourth quarter cycles in 1993, all members would be billed for their \$30 dues. This action results in a much more consistent cash flow for the Club throughout the year.

The 1992 Convention was Hosted by Bill Trappen, RM #739, and held in the fantastic tourist city of Orlando, Florida. More than 380 registrations were processed so that LCCAer's and their families could partake of the many sites and attractions in the area as well as stroll the aisles in the trade hall looking for treasures. One highlight was the '50's Sock-Hop at Saturday's festive Banquet where many Members were able to kick up their heels to some good old fashion rock-and-roll. An all-time high of more than 150 new LCCA Members signed up at the door to further increase our ranks.

Newly elected to two year terms for Officers this year were: Dienzel Dennis, Vice-President and Lawrence Nahigian, Secretary. While Al Otten, President; Michael Sabatelle, Assistant Secretary; Bill Hourigan, Treasurer and Bill Schmeelk, Immediate Past President completed their second year of their two year terms. Directors were: newly elected Harry Overtoom, Stan Roy and Bill Stitt, with Art Broshears and Chuck Seddon reelected.

Coupling the increase in Members with positive leadership and other financial successes, the Club's equity rose to \$359,173 by year's end (versus the previous figure of \$80,000 as recently as 1990). The improved financial position once again enabled the *Interchange Track* to go back to a 100 word limit for ad submissions instead of the previous 50 words. In addition, December's cover of *The Lion Roars* was graced for the first time with a beautiful, holiday scene of a painting by renowned artist Angela Trotta Thomas, RM #13961.

1993 - Biggest Convention Ever

With a combination of 1,353 Charter/Regular Members, 52 Family Members, 705 spouses and 853 kids, a total of 2,963 people came to Dearborn, Michigan, to celebrate the Club's 23rd Annual Convention! Host Bill Button, RM #3835, greeted the huge group who enjoyed tours of the Lionel Factory and Visitors Center, Madison Hardware as well as Dick, RM #5586, and Linda, RM #9535, Kughn's Carail Museum. (More than 5,000 "seats" were occupied on the tour busses throughout the week!) Also, over 2,500 went to the Welcome Party and nearly 1,000 came to the Banquet to partake of the camaraderie and excellent meals. (These attendance figures are record setters and we'll be going back to Dearborn in the Year 2000 to celebrate our 30th along with Lionel's 100th Anniversary.)

Administratively, several important changes took place this year to create a better method of dealing with running the Club. First of all, the Immediate Past President took over the responsibility of handling any complaints. This left the Vice-President more time to schedule meets. Also, the terms of office for the Club's Directors was changed with this year's elections so that a total of two (2) Directors positions would be filled for a two year term and three (3) Directors would be elected to a one year term. This change allowed for some turnover of Directors while at the same time provided for continuity over a longer period (just like the terms for Officers had been changed starting back in 1989). The election results for the Directors had Bill Button and Stan Roy in two year terms with Bill Beatty, John Ourso and Harry Overtoom elected to serve a one year term. For Officers, results had newly elected Chuck Seddon, President; Art Broshears, Assistant Secretary and Barry Findley, Treasurer; with Al Otten becoming the Immediate Past President.

(Dienzel Dennis as Vice-President and Lawrence Nahigian as Secretary completed their two year terms.)

Regarding publications, included for the first time with the February issue of *TLR*, LCCA Members received a complimentary copy of Lionel's 1993 Catalog. (So, with the six issues each of *Interchange Track* and *TLR* along with the *Annual Roster*, Club Members got more than a "baker's dozen" of items each and every year.) In addition, beginning with the October issue, Don Carlson was appointed as the eighth Editor of *The Lion Roars* and given the assignment of increasing the page count to 40 with optimum use of color throughout each issue.

1994 - Solid Finances & Leadership

The increase in new members along with a profitable Dearborn Convention coupled with successful sales of the Stocking Stuffers and Convention Cars had the Club start the year with more than one-half million dollars in equity. Through the year the LCCA leaders monitored expenses so that by year's end, our equity was \$589,477. Overall, we once again stood on very solid financial ground and were able to provide first-class services to our Members.

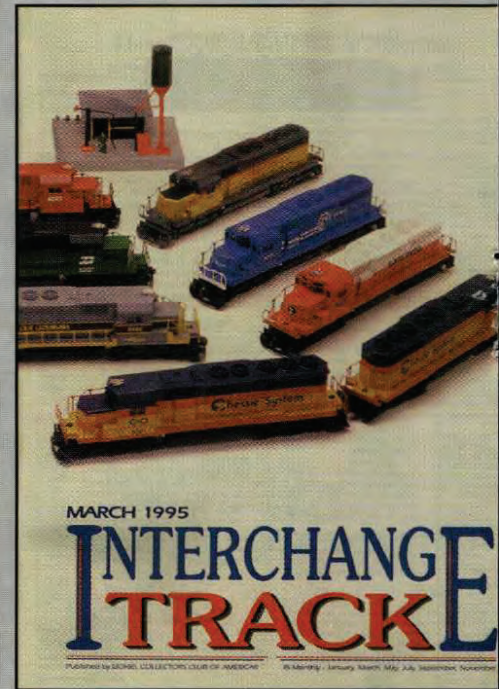
The "change-over" in the election process that began for Officers in 1989 and for Directors in 1993 was now totally complete as each year there are two Directors elected to 2 year positions and one more Director elected to a 1 year position. Coupling the Constitution's Article that no one (except the Treasurer and the 1 year Director) could repeat themselves in the same position with the Officer positions also "half" changing each year (that is, President, Assistant Secretary and Treasurer one year and the Vice-President and Secretary the next), allows for some turnover and a more consistent process of running the Club's business is in place. The 1994 elections resulted in Jerry Dangelo, Vice-President and Bill Schmeelk, Secretary, for Officers along with Dienzel Dennis and John Ourso elected to two year Directors as well as Harry Overtoom elected to a one year Director's position. Combining these leaders with those that were completing their second year of their two year term made up the LCCA's Team. Namely, they were: Chuck Seddon, President; Art Broshears, Assistant Secretary; and Al Otten, Immediate Past President along with Bill Button and Stan Roy as Directors.

(Continued on page 22.)

Lionel® Collectors Club of America's 25th



This cover on the December, 1992 issue of *TLR* was the initial time we used art created by Angela Trotta Thomas. (Her works have graced *TLR*'s December covers each year since.)



Full color covers for *IT* started with the January issue. We wanted to have the items numerically listed and sorted



This assortment of Stocking Stuffers honors our Annual Convention sites during this era. **Top Left & Center** -1991 Lancaster, PA; **Top Right** -1993 Dearborn, MI; **Middle Row** -1994 Chattanooga, TN; **Bottom Row** -1995 Des Moines, IA.



This full page ad was in *Classic Toy Trains* from 11/94 to 12/95. The ads and direct mail piece have helped recruit over 6,500 new members!



Here's the cover of the direct mail piece that was sent to non-LCCA member model train enthusiasts during 1992-93 and again in 1995.



1991's Convention Cars were the first time a multiple "set" was issued. All our 3rd Decade (1991-2000) Cars are/will be Standard "O" Scale.

LCCA was the first club offering its members and public a professionally produced videotape of one of its Conventions. Titled "Relive The Magic", here's the 60 minute video's jacket cover. →


Anniversary - Leading to Our 25th 1991-95

Model	Description	Model	Description
Haves - Prewar - American Flyer			
1000	1920s	1000	1920s
1001	1920s	1001	1920s
1002	1920s	1002	1920s
1003	1920s	1003	1920s
1004	1920s	1004	1920s
1005	1920s	1005	1920s
1006	1920s	1006	1920s
1007	1920s	1007	1920s
1008	1920s	1008	1920s
1009	1920s	1009	1920s
1010	1920s	1010	1920s
1011	1920s	1011	1920s
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1097	1920s	1097	1920s
1098	1920s	1098	1920s
1099	1920s	1099	1920s
1100	1920s	1100	1920s

1994 CONVENTION CAR ORDER FORM

This year's convention car is a Standard "O" class layover. This car will be in true Southern Railroad colors of brown with white lettering. The car's number is 360794 which is again prototypical since it is within the actual numbering system of the Southern system. (The last three digits are the month and year of our convention date in 1994.) The Convention notation is diagonally displayed on the end of the car opposite the brake wheel. Another special graphic has the Central Georgia Division label on the body side at the upper left hand corner. Premium features on the layover include operating function, a simulated coal load and the car's upper metal covers.

PRICE \$34.95 EACH - LIMIT OF TWO CARS PER MEMBER
ORDERS MUST BE POSTMARKED BY FEBRUARY 22, 1994 AND RECEIVED BY MARCH 1, 1994.



Except for those who want to pick their car(s) up at the convention in July, all other cars will be shipped to the address you indicate below after August 1, 1994. No UPS shipments can be made to P. O. Boxes. You must provide a street address. Prices include shipping within the Continental U.S. Non-Continental U.S. orders are shipped Parcel Post at an additional \$3.00/line cost. Please indicate below the method of delivery for your car(s).

— Pick up at convention
— Ship AFTER convention to my LCCA address (No P. O. Box Address)
— Ship AFTER convention to a different address as shown below

LCCA NO.	MEMBER NAME	QUAN.	PRICE	AMOUNT
REGULAR			\$34.95 ea.	
FAMILY			\$54.95 ea.	
FAMILY			\$54.95 ea.	
FAMILY			\$54.95 ea.	
NON-CONTINENTAL U.S. SHIPPING				\$5.00/line
TOTAL ENCLOSED				

Enclosed check or money order (no cash please) payable to "LCCA" in U.S. funds for the total enclosed.

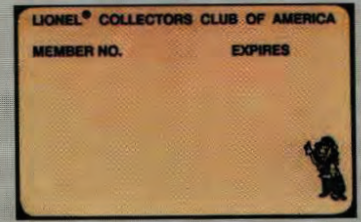
PAYMENT BY MASTERCARD, VISA OR DISCOVER. For credit card payment, please fill in card information below and sign order form. YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.

CARD TYPE: _____ CARD# _____ EXP. DATE _____

SIGNATURE: _____

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

MAIL TO: LCCA BUSINESS OFFICE, P. O. BOX 479, LA SALLE, IL 61801
THIS FORM MAY BE PHOTO-COPIED



Starting in 1992, the LCCA went to a new paper Membership Card that's replaced each year and eliminated the need for dues stickers to put on the back of plastic cards.



January, 1994 issue and the March, 1995 issue was the first by manufacturer and era. (Another LCCA innovation!)

Flyer for the 1994 Convention Car was the first to have an LCCA commemorative in full color.

Lionel® Collectors Club of America 23rd Annual Convention

Toy Trains! Friends! Tours! Fun!

A Tom McComas Production

Relive the Magic

See all the exciting scenes which took place at the LCCA's biennial meeting conventions. From the Lionel Factory & Visitor's Center to the National Museum, there's something for everyone at the LCCA Convention. See the new Lionel model display, including the new and major releases at the convention. Plus much more. It can't be described, you see, unless you see it. If you don't see it, you don't know it. See the previous year's convention card. All members \$10.00 only.

For information on this great train collecting club, write: LCCA, P.O. Box 479, LaSalle, IL 61801. For a 1994 membership card, write: LCCA, P.O. Box 479, LaSalle, IL 61801. (This year's membership card is \$10.00 only.)



Convention Banquet Lapel Pins



A special souvenir from the 1992 Orlando Convention is this set of 310 sized billboards.

The LCCA's special commemoratives to "signal" our 25th year are authentic replicas of Lionel's 75th Anniversary Lanterns.



In 1991, Lionel named their symbol (who's also our Mascot), "Lenny the Lion" to honor their longtime employee Lenny Dean, RM #8104.

(Continued from page 19.)

The 1994 Convention was held in Chattanooga, Tennessee, which was also the site of our 1981 Convention. Co-Hosted by Charles Sahn, RM #4366, and Bill Stitt, RM #259, there were 685 Members registered for the event with 19 new Members joining on-the-spot and 129 Registrations taken at the door! Highlights included the superb Welcome Party and Banquet meals along with the train ride that began at the station where "Track 29" was located (for many of the 420 participants, it was their first experience of going on an open-air trip through a tunnel with a steam powered locomotive). Other tours took many attendees on a riverboat ride or to scenic, historic sites of Civil War battlefields. One special door prize/souvenir was an O scale Rock City Barn made up just for this Convention. Linking on with the success of 1993's Madison Hardware Tractor and Trailer was the set of Southern Railway and Sovex Tractors/Trailers as Stocking Stuffers commemorating the 1994 Chattanooga Convention.

1995 - 25th Anniversary Celebration

To celebrate our milestone 25th Anniversary, the Convention was held in the LCCA's birthplace of Des Moines, Iowa, which was also the site of our 1st and 10th Annual Conventions. Members came from near and far as more than 550 Pre-Registrations were received. Combining the Members with their families accounted for more than 1,000 people at the five days of events. Many took a 3 hour bus ride to see the Ertl Factory and play ball on the "Field of Dreams" at sites in the Dyersville, Iowa, area. A large number took in the scenic (and romantic) places where "The Bridges of Madison County" was filmed as well as the Capital area of the city. Others enjoyed an all-day ride on the very last produced in the world steam locomotive aboard the Boone and Scenic Valley Railroad. Busloads of Conventioneers visited three fantastic layouts (including LCCA founder and CM #1 Jim Gates') during one evening. Free bus service enabled crowds to fill Convention Host Doug DuBay's (RM #2266) Museum and Trainworld. And, virtually everyone came to the festive 25th Birthday Party as well as the Banquet. Overall, it was one great big party celebration all week long!

A **very** major change (perhaps the most evolutionary one ever!) in our history that has impacted the toy train

collectors world occurred with the March, 1995 issue of the *Interchange Track*. Based on the idea and persistence of then President Chuck Seddon, HCM #46, and thanks primarily to Bob Quigley, RM #19626, who Chuck appointed as the fifth Editor, (assisted by Don Carlson, RM#6766 and Bill Button, RM#3835 to develop the format), for the **first time** ever, the ad's items were sorted by era and manufacturer into a numerical sequence so that everything could be easily looked up. This unique method is a "break-through" pioneered by the LCCA that others now follow!

From June's election results, new Officers were Al Otten, President and Stan Roy, Assistant Secretary to go with reelected Barry Findley, Treasurer. Newly elected to two year Directors were Larry Black and Art Broshears and one year Director, Bill Button. Other LCCA leaders completing the second half of their two year terms as Officers were Bill Schmeelk, Secretary; Jerry Dangelo, Vice-President as well as Chuck Seddon, Immediate Past President, along with Dienzel Dennis and Johnny Ourso as Directors.

A significant milestone was reached in our 25th Anniversary year when Membership Number 20000 was assigned in March! And based upon the success of our first Membership Drive in 1992-93, a second campaign was launched starting in November with both a direct mail flyer as well as full-page, color advertisements in *Classic Toy Trains* magazine. (So far, in this latest "Drive", more than 2,000 new members have joined the LCCA and the ads will continue through 1996.) Due in large part to professional, successful management coupled with our growing membership ranks, the Club's equity at the end of this 5 year era remained above the one-half million dollar plateau.

Epilogue 1991 - 1995

The Club rose to new heights in the first half of the 1990's in terms of equity (without an increase in dues since 1990), total member ranks (with over a 100% increase), first-class Conventions (that are always fun-filled and family oriented) and top notch publications (for both collectors and operators to enjoy).

Hope you enjoyed learning of our first 25 years in these last 6 issues of *TLR* and you'll stay with the LCCA (or better yet, recruit a friend or relative!) as we'll continue to bring innovative standards to the toy train collectors/operators world.

APPLICATION FOR MEMBERSHIP IN THE

LIONEL® COLLECTORS CLUB OF AMERICA

"A Lifetime of Happiness Collecting Lionel® Trains"

FOUNDED AUGUST 1, 1970



PLEASE CIRCLE TYPE OF MEMBERSHIP DESIRED

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

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

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

NOTICE

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

Make Check or Money Order Payable to "LCCA"

PLEASE PRINT IN INK

NAME (First, MI, Last)

ADDRESS (use this line 1st)

ADDRESS (Line 2 if necessary)

CITY

STATE/PROVINCE

ZIP CODE - **OR Foreign Postal Code**

COUNTRY (if other than USA)

TELEPHONE NUMBER - -

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

Occupation: _____ Operating Layout? Yes No

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

Date _____ Signature _____

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

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

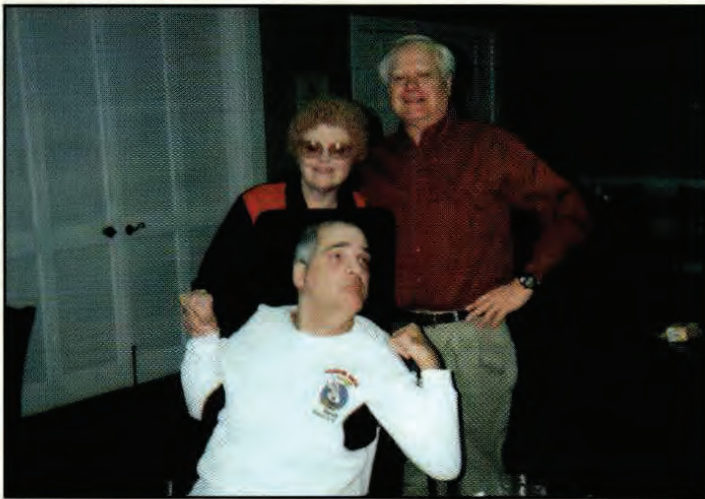
MEMBER NUMBER SPONSOR NUMBER DATE OPENED / / AFFILIATE NUMBER

NAME CODE MEMBERSHIP TYPE ENTERED INTO SYSTEM _____

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

Some "train" thoughts from one of our newest members.

Hello to all fellow LCCA members! I've just joined up with the Club and wanted to express my great feelings about my membership. Just for everyone's background, I've got cerebral palsy and have been confined to a wheel chair for my entire 47 years of life. I communicate through a story board since I cannot talk. This lifestyle of mine in no way limits me from the enjoyment I get seeing Lionel trains on display. I'm in this photo with my sister Marian and her husband Tom Tackett who tend to me and act as my "chaperones".



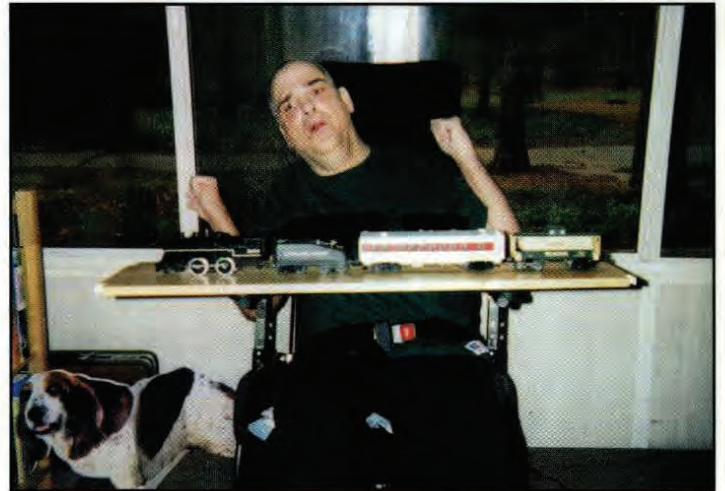
Some of my most enjoyable activities include visiting my sister's special education class on Friday afternoons as well as going to model train shops in the metro Atlanta area and malls. It's fun to see all the different pieces of equipment on display and just like all us "kids", I can dream about having the items in my collection!

My getting into the Club started several months ago when I wrote a letter to LCCA President, Al Otten. All I was looking for was some written correspondence I could review regarding my love of Lionel trains. What I got in return was a lot more than I'd originally requested.

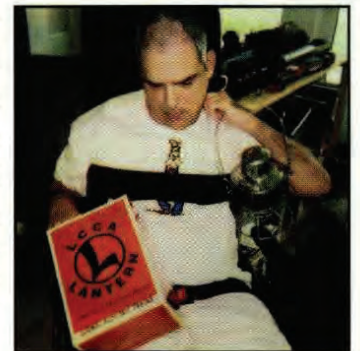
First of all, Al signed me up as a member. Then, after a letter to Gary Moreau, Lionel's President and CEO, I received some super pieces of equipment.

What a pleasant surprise it was to get the gift of a new Southern Pacific locomotive and tender along with a Reading caboose! These pieces went with the Santa Fe Passenger Car my sister had gotten for me and are

all put together in the picture to make up my very first consist as shown in the photo below.



Next, I got one of the Lanterns the Club offered as a commemorative in recognition of our 25th Anniversary. I very much enjoy looking at it as it's a true "combination" piece of LCCA, Lionel and real railroad history to me.



Now that I've had a chance to look through the issues of *The Lion Roars* and *Interchange Track*, I've got additional materials to read along with my copies of *Classic Toy Trains* and *Model Railroader*. (And, I can't wait to see my listing in the upcoming edition of the *Member Handbook and Roster*!)

The one thing I'll request from all my fellow Club members is written correspondence for me to read. (I'd like to drive my postal delivery person crazy having to deliver "tons" of mail to my doorstep each and every day!) So, when you have the time, please drop me a note and I'll try and respond.

Thank you and I'm really proud to be a member of this fine organization!

Billy "Bunky" Carothers
c/o Tom Tackett
1614 Fairburn Rd., S.W.
Atlanta, Georgia 30331
Phone (404) 344-2934

Lionel's TrainMaster Command Control

Last issue we promised a look at the latest in Lionel's new Command Control System. Of course the only way to get a good feel for it was to set up a layout. We did just that and put the new system through its paces. The layout we built was a large oval measuring a little larger than 5 feet by 10 feet. On the two short sides of the oval we added a switch and connected another 10 foot stretch. Before we begin our discussion, you might want to refer to the photos on this page which give the names of all the components. It took me a while to get all the terms straight, so I hope these photos will serve as a guide as you read.



Photo 1 - CAB-1

There are two basic modes of TrainMaster operation, **conventional** and **command**. In the conventional mode, only the three components in **Photos 1 through 3** are needed. These are the components which were first introduced. With these, you can remotely control the voltage to your track.

The PowerHouse is an AC transformer. One of its two cords plugs into any 110 volt outlet.

circuit breaker. Although the PowerHouse also contains a circuit breaker, it is designed to protect the PowerHouse itself, much like the ZW has a circuit breaker which protects the transformer, not the trains. The PowerMaster circuit breaker protects what you run. If it trips, the green light will blink. The red light on the PowerMaster blinks as it receives a signal from the CAB-1.

Although it is possible to use a ZW instead of the PowerHouse, we decided to use the system completely with its modern components. Besides, at a retail price of \$69.95, the PowerHouse is the least expensive component of the system. The PowerHouse supplies 18 volts at 7.3 amps. The amperage output from ZW's varies somewhat but most put out about 12 amps. Train operation in conventional mode, is similar to what most of us are used to, with the advantage of being able to control the track voltage and train operation remotely. This is how we started with our test layout. Although train operation is similar, you quickly find that there are some differences that take a little getting used to. First and foremost is the red knob on the CAB-1 you turn to regulate the voltage to the track. This knob has no upper or lower limit and spins endlessly in either direction. There's good reason for this, but it takes some getting used to. One very important setting to make is the **stall**. By adjusting this, you are setting the track voltage to a point where the engine is powered but not quite moving. Once you set this, you'll always be able to start the loco with a small turn of the red button. Since you are adjusting track voltage, the stall must be set every time you change engines.

The CAB-1 in conventional mode will also control the locos direction, the bell, and the whistle or horn. Having all of your controls on the remote unit, reduces the need for a large control panel on your layout, since so many of the controls can be handled by the CAB-1. Conventional mode allows operation of all of Lionel's earlier production locomotives, those without Command capability.

(Continued on page 26.)



Photo 2 - PowerMaster



Photo 3 - PowerHouse

The other cord plugs into the PowerMaster and supplies a constant 18 volts. The PowerMaster receives radio signals sent by the CAB-1. The PowerMaster then regulates the voltage to the track from the PowerHouse transformer. Although the PowerHouse supplies a constant voltage, the PowerMaster varies the voltage that actually gets to the track. The PowerMaster also contains a fast acting electronic



Photo 4 - Command Base



Photo 5 - SC-1

(Continued from page 25.)

The CAB-1 also adds additional features to your conventional operation. The BOOST button will cause the train to accelerate. You might use this when approaching a grade. When you release the button, the train slows to its previous speed. This is all accomplished without adjusting the red throttle knob. The BRAKE button does the opposite. The train slows down and will actually come to a halt if you hold it down. When you release it, the train slowly speeds up to its previous speed.

You can also adjust the engine's responsiveness to throttle changes. Three buttons, under a plastic cover at the bottom allow you to set the engine's momentum. The L button, for light, means the train will respond in the manner in which we are used to in conventional layouts. The M, for medium will cause a slight delay in response. As you turn up the throttle, the engine doesn't suddenly speed up, but does so gradually. The H, for heavy setting, increases this delay in response still further. The H and M setting allows for more realistic train operation, but takes a little getting used to if your accustomed to quick response from your engines.

If you have a large layout and want to run more than one locomotive on the same track, the layout is wired in blocks, much like it would be if you wanted to do this with a standard operating layout. So, lets say you break your layout up into three blocks, by using insulating pins on the center rail at three locations. Each block would now require its own PowerMaster and PowerHouse combination. Each of the PowerMasters is then programmed to be a unique number from 0 to 9. The CAB-1 can then address any of the three PowerMasters, but of course only one at a time. This is done by pressing the TR (Track) button and then the number of the PowerMaster. Running three locos on the same loop would probably be more than one person could handle and still consider this hobby relaxing. But, by using additional CAB-1 units, each block could be assigned to a different "engineer." If you ever find yourself with an approaching collision, the fastest way to prevent it is to hit the triangular HALT button. This stops all operation.

Conventional vs. Command

The really exciting operation comes into play with TrainMaster Command Control. Command control uses the same equipment used in the conventional operation with a couple additions. First the Command Base. (Photo 4.) A single wire runs from the Command Base to the ground (or U) terminal of a PowerMaster or ZW. Only one Command Base is needed, regardless of the size of your layout. The Command Base also uses a small power cube which plugs into a 110 outlet. To run in command mode, you need a command equipped loco. Several of these are out, and we used the Boston and Albany steam loco in our tests. A command equipped loco has a special electronic E unit which also has a receiver so that the engine can receive

signals addressed to it. Once the Command Base is hooked up, a switch on the PowerMaster is set to CMD (Command Control). By setting the switch from CONV (Conventional) to CMD, the PowerMaster passes the full 18 volts to the track and track voltage is no longer controlled by the CAB-1. In command mode, the voltage to the track is constant. If you prefer to use a ZW or other Lionel postwar transformer, you can eliminate the PowerHouse and the PowerMaster. Simply set your transformer to full voltage. If you decide to run conventional locos, then you merely use the transformer control as usual. If a standard transformer is used to power a command control layout, you can limit the top speed of the loco by merely lowering the transformer throttle to the maximum desired speed. So, minimally, all you need to buy to run a command equipped loco under command control is a CAB-1 and a Command Base. What the PowerMaster PowerHouse combination adds is the electronic, fast acting circuit breaker and the ability to control track voltage remotely. If you wanted to limit the maximum speed of a command equipped loco using the PowerHouse PowerMaster combination, you could easily do so by leaving the PowerMaster switch in the conventional mode (CONV). You can now still address it by pressing TR and then the PowerMaster ID number. In this way you could remotely set the maximum voltage on the tracks. As long as the Command Base is installed, all command equipped locos can take advantage of all the additional command control functions.

Basically, here's how command control works, and how it differs from conventional mode operation. When you adjust the control on the CAB-1, a radio signal is sent to the Command Base. The base then converts the signal to a special digital signal code which it sends through the rails of the track. The track becomes a broadcaster of this signal. In effect all of the track in the layout has a digital halo. The command equipped locos receive this signal through an antenna which is a part of the loco. The signals are addressed to a specific locomotive, and only that locomotive will act upon them, regardless of how many other locomotives are on the same track. Blocks are not necessary for individual locomotive control. This patented Lionel system differs from other control systems in that the signals do not require perfectly clean track and wheels. The system is not actually "talking" through the track and the wheels.

In conventional mode, the CAB-1 addresses the track, but in command control you are addressing the locomotive. If you have lets say three command equipped locos on your layout, each one is programmed with its own unique number. This number can be anywhere from 1 to 99. The manual suggests using the last two digits of the loco number to make identification easier. Command equipped locos have a two position switch which can be set to the PROGRAM or RUN position. In the PROGRAM position, you assign it an ID number using the CAB-1 remote. You merely address

the engine by first pressing the ENG button, a number from 1-99, and then press the set button. The set button is located on the CAB-1 under the cover at the bottom, along with the momentum buttons. After setting the number, the two position switch is pushed to the RUN position. That loco will now remember its number even after power is turned off. You can change the ID number anytime you choose. Command equipped locos are shipped factory programmed as Engine #1. As soon as you have more than one on the same layout, you'll have to program unique ID numbers to each of them.

Once you've installed the components, you place your engine on the track and power up. I was using the new Boston & Albany loco. A command equipped engine will then detect the presence of the Command Base. Using the CAB-1 you address the locomotive by pressing ENG and the ID number. Turn the red knob and the engine will begin to move. I tried it and the sounds all started and the loco pulled away. Turning the knob counter clockwise slows it down. I found it a little annoying that when you start the loco from a stopped position, you have to turn the red knob quite a bit before the loco begins to move and you really don't know exactly when it will start moving. This problem occurs every time you start from a stopped position. BUT - I then set the **stall** which entirely eliminated this problem and made the engine much more responsive. To set the stall, you get the loco moving and then press the set button. This will stop the loco. Now just turn the throttle clockwise to get the loco moving again. Slowly lower the speed until the engine just stops. Press the set button again and the stall for that loco has been set. In command mode you only have to do this once, the engine remembers this setting and will now respond from a stopped position as soon as you turn the red knob. What the stall setting does is skip over the voltage from zero power to that needed to get the loco moving. In this way you can have more than one loco on the same track, each with its own unique stall setting. The setting is retained even after you completely power down the layout.

When the loco is not moving, its light and sounds continue. In command mode there is no neutral E unit position - it simply isn't necessary. When you press and release the DIR (direction) button on the CAB-1, the loco will slow down to a stop. Then, simply turn up the throttle and the loco will proceed in the reverse direction. You can stop the loco by pressing and holding the BRAKE button and you'll hear the realistic sound of screeching breaks as the engine slows down to a stop. The speed with which it slows down is determined by the setting of the momentum. To start it up again, simply release the brake button and the train will resume its previous speed in the same direction. This is great for a short station stop. If you want to stop for a longer time you can simply turn the red knob counter clockwise, or hit the DIR button twice. That will stop the train and when you turn up the throttle, the loco will resume in the same direction.

The CAB-1 provides considerably more control over the actions of the train in command mode. The sound effects especially can be controlled. You can raise the RPM level in diesel locos, raise and lower the volume, turn off the sounds, actuate the steam blow-off, steam release, shut down sounds, and coupler sounds. For some of these the engine must be stopped in an idle mode. You certainly wouldn't want the shut-down sound sequence while the loco was barreling along. You can also control the lighting and the smoke. Turn the smoke unit off, or press and hold button 9 to get a smoke boost. You're probably wondering how you'd remember all these controls. Lionel provides an overlay for the key pad with each command equipped loco. The overlay identifies the functions of the numeric keypad. My only suggestion here is that there should be a better way to hold the overlay in place. As it is now, the overlay sets over the number keys, but if you turn the CAB-1 upside down, the overlay will fall off.

Layout Changes

If you have an existing layout and want to add TrainMaster Command Control, some changes will be necessary. Remember that in command mode, the track voltage is a constant 18 volts. That means that bumpers for example will need their original bulbs replaced with 18 or 20 volt bulbs. All track powered accessories must be externally powered. Light bulbs in cars and cabooses may need to be changed for higher voltage bulbs. A chart in the manual lists a number of suitable bulbs.

Another very important change is that all switch tracks must be operated with auxiliary power - not from track power. For my test layout I used a Lionel transformer set for 12 volts to power the switches. The same is true of Uncouple/Unload track sections. I had a UCS O gauge uncoupler section on my layout. The constant voltage of 18 volts is too high for it. This section too must be powered with auxiliary power. On this point there is an error in the manual. You must remove the controller wire that is feeding the controller with track voltage. On the UCS section that would be the wire under terminal 3. Connect this wire to an auxiliary power supply. The manual indicates that you connect the accessory power to terminal 3. That is incorrect. You must connect the power source to the wire which you disconnected from terminal 3. This is correctly indicated in the instructions which accompany the Remote Control Track. You must still use the controller that is supplied with the track section.

The Command Base comes with an extensive 8 1/2" x 11" 42 page manual describing its operation and features. Knowing that many will not take the time to read the entire manual, Lionel has wisely included a short Quick Start brochure. Jim Bunte, Lionel's Product Manager also advises that a video is being prepared.

(Continued on page 28.)

(Continued from page 27.)

That sounds to me to be just what's needed to easily show operators the features and set up of the TrainMaster system. The large manual is well indexed, making it a useful resource guide. Five pages of the manual are devoted to communicating with the Command Base through the serial port of a home computer. The Command Base has a serial port connector which would allow you to connect a computer to the system. Although Lionel will not be producing software to use this feature, third party software is in development for those who might want to control their layout by computer.

Switch and Accessory Control

Photo 5 shows the SC-1 unit. With the SC-1 you add remote CAB-1 control to your switches and to your accessories. Each SC-1 can control up to 4 switches and 2 accessories. My layout had two switches and I hooked them up to the SC-1. First, remember that you must use the fixed voltage pin on 022 type switches, or the auxiliary power terminal on the newer switches. The switches cannot be operated from track voltage. Then you simply connect the three terminals of the first switch to the SC-1. You can now connect up to three more switches to the SC-1, but on those you do not need to connect the common terminal. The middle row of screws on the SC-1 are for the common and are internally connected, so only one common needs to be run to the SC-1. Only two wires for each additional switch need be connected. Then you must program an ID number to the first switch. You are supplied with a full set of number labels to identify your switches. Once the first switch is identified as #1, the remaining three are automatically identified as #2, #3, and #4. If you have more than four switches you would need a second SC-1 and would program the first switch on it to #5. The next three switches would automatically be number #6, #7, and #8. You get the idea.

Once programmed, you can now operate the switches by addressing them from the CAB-1. There are two separate buttons, one for straight through and the other to branch off. To address the switch, you first hit the SW (Switch) button then hit the switch number you want to change, then hit the straight or curved button. You only have to hit the SW button once and can then continue hitting number buttons to address different switches. Once you get that down pat, you can also program routes. A route might consist of four separate switch actions that operate all at once under a route number which you program. A great feature for larger pikes.

The SC-1 will also allow you to operate two accessories. You can operate each accessory in either of two ways. First, for accessories such as a rotary beacon, you can set it to operate as either on or off. Or, for accessories such as a Water Tower, you can set it to operate only while the CAB-1 button is held down. The accessories are

programmed with ID numbers much the same as the switches are. To operate a particular accessory you first press the ACC (accessory) button and then the accessory's ID#. Incidentally, the SC-1 gets its power from the switches it is connected to. If you don't have at least one switch track wired to each SC-1, you will need an auxiliary power cube available from Lionel. Under most conditions you can avoid using the external supply. Let's say you had only two switches and four accessories. You'd need 2 SC-1 units to handle the four accessories. You would then connect one switch to each of the SC-1 units and two accessories to each. If however you have six accessories you want to control with SC-1's and only two switches on your layout, you'll need the power cube to supply one of the SC-1 units.

Advanced Operation

Once you're familiar with command operation, you can get into more advanced operations such as multiple unit lash ups. This feature allows you to lash up say three locomotives and address them as a single lash up unit. You can even set the direction in which each unit will face and headlights operate accordingly. Other advanced operations include transitional command control where you operate both conventional and command equipped locos on the same layout. There's even a section in the manual on short cuts to the button pressing controls on the CAB-1. These are referred to in the manual as "Sticky" keys. I did not get into multiple unit lash-ups yet. Even the manual suggests you get familiar with basic command control train operation first. We'll report on some of these advanced features in future columns.

So How Was It?

I admit I had a great time setting this all this up and learning to use it. It really isn't difficult, but that 42 page manual can be intimidating. I'm thrilled to hear that Lionel is putting a video together. This should make clear the simplicity of the set up. The first thing I would encourage anyone to do when they first set up the Command Control system is the setting of the stall. When set, this makes the train control much more responsive and eliminates the frustration of not knowing when the loco is going to move.



I'm absolutely amazed at the completeness of this system. It's quite clear that a great deal of thought went into it. Reading about the advanced techniques possible with the system is mind boggling. As with anything new, there will probably be a reluctance on the part of many to jump into this system. After operating the command system, I must say that its additional features give it a significant jump on the conventional TrainMaster operation. All but the very bottom of the line locos put out by Lionel will now be command equipped. If your dealer has a layout with a command control system set up, you owe it to yourself to give it a try. And, remember - set the stall!

Once you get used to the remote control operation, I think you'll find it hard to give up. There's something very satisfying about setting this up and having it all work so smoothly. Having such control at your fingertips, anywhere in the train room provides great enjoyment. The CAB-1 control is also great if you have a large layout and something needs investigating at the opposite end. You can bring all of your controls with you. You won't need to bring your wife down stairs to give the throttle a push while you watch the engine. We've heard several suggest that a rubber type antenna be used to replace the extension type on the CAB-1. For my own test, I found that it wasn't necessary to pull up the antenna at all, but in a larger room you might have to extend the antenna, and it would be nice to have the shorter rubber type.

What's Next for Command Control?

Lionel promises that coil couplers will be available this year. These will become standard on command equipped locos. The use of these couplers will allow you to remotely control the locomotive couplers. Command equipped locos already have the necessary wiring to accommodate these new couplers. I say new couplers, but actually this is a return to the coupler that Lionel introduced at the beginning of the postwar era. Each coupler had its own electromagnetic coil to operate the opening of the knuckle. In 1950, Lionel moved the magnet to the center of the remote control track and eliminated a considerable expense from the manufacture of the couplers. The original Lionel Electronic set made good use of these couplers. For all other sets, however, there was no real advantage to having a coil on each coupler. Only on a tender or diesel coupler could this coil be hooked-up to the whistle relay and operated instead of the whistle remotely anywhere on the track by operating a whistle controller. This set up was called a Teledyne coupler. The new couplers that Lionel will introduce later this year will be made with new tooling and bring back remote coupler activation to locos once more. This time however, you will not have to give up your whistle or horn. Lionel has also announced some new operating cars which will be able to be controlled by the CAB-1. Remote operation of a log dump car - without the need for a special track section. It will be exciting to see what new developments are added to this system.

Lionel Announces New Transformers!

This month, Lionel will release two new catalogs. One will be the accessories catalog we've heard was coming, and the other will be a foldout brochure called '96 Extras. This foldout will feature a large size poster of the catalog cover featuring the Commodore Vanderbilt engine. Product Manager, Jim Bunte did tip us that there are two new transformers. Both will make use of the PowerHouse 18 volt, 7.3 amp transformer. One is called PowerStation and will feature an entirely new design which includes a lighted throttle speed indicator. The other is called the PowerGrid and is primarily an accessory transformer which features individual taps for 10, 12, 14, and 18 volts. This wide variety of fixed voltages should make this ideal for controlling accessories at their best voltage. One of these would also be great to power all of the switches in a layout. Look for these new announcements at your dealer.

Whatever Happened to REA?

When I was a kid, items too large to ship via parcel post, were shipped by way of Railway Express Agency. Although the freight did most of its travel by rail, some of our members might remember the green trucks which delivered the merchandise to your door. Although REA is no longer a delivery company, its name and logos are still a property which must be licensed. As Lionel fans we're of course familiar with Lionel's usage of the REA name. Die-Cast Direct has licensed the name and logo for three new products shown in **photo 6**. REA trucks are a fitting addition to a period railroad scene. The largest truck is 1:34 scale and costs \$59.95, the tractor trailer which is 1:43 scale sells at \$29.95 and the delivery truck is 1:48 scale and costs \$12.95 for one or \$20.00 for two. Die-Cast Direct is also offering replicas of period commuter buses. One from the 40's, one from the 50's and one from the 60's. Each features the banner of Lionel City and are manufactured by Corgi. The buses are 1:50 scale and would look fine on an O gauge Lionel layout. Die-Cast Direct's order line, 1-800-718-1866.

That's It For Now

Don't forget the Convention coming up in July. If you're there and have any comments, please look me up. I'd also like to hear from others who have used the TrainMaster Command Control system to operate their layouts. Any tips, advice, or complaints? And, 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. Letters are also welcome and if you send a letter, please include your name and address so that we may get back to you with any questions or follow up.

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

This Budd's For Ya'll

News Item: For about the price of a mint LTI Santa Fe passenger set with all the extra cars, B-units, etc., a gal or guy can charter an RDC for a rockin' roll from Chattanooga Town to downtown Chickamauga, Georgia.



At a rate of 60 folks per car that works out to an individual cost close to a day's operating expenses at the Billy Budd. And ya'll don't have to be in line at 5:30 AM to get a good seat. All this is courtesy of the Tennessee Valley RR Museum. Contact them for details and prices.

New Product Review

Not since the LTI N&W 612's disastrous test run on the "O" Gauge Tennessee Central had a new Lionel product dared come our way until early May, 1996. Not that new items weren't invited - they were scared. That 612 must have told them 'bout the Tennessee Central's torturous twisting track and 8% grades. The ice was broken by the new for 1996 TENNESSEE CENTRAL hopper. Based on a design that Lionel premiered in 1948, the car comes with a coal load that any 5 year old can remove to make room for spools, scraps of wood and other treasures.



Operationally the car we have tracks well and stays coupled, but it runs at the end of trains just ahead of the caboose due to its modern lightweight construction.

Appearance wise, except for color, the TC hopper follows the style of the ones the li'l Rambler used to climb on - don't tell Mom - down at the sidetrack near West End - "Go Blue Jays" - High School in Nashville. TC Ry's hoppers were black with white letters. The car ends were raised like some on the old N&W. And in 1968 when the TC's obituary was published, a bar code was the address of a place to avoid. The maroon and yellow color scheme, while not prototypical for TC hoppers in the 1960's, is quite close to the colors of TC's first Alco and Baldwin diesels. This hopper shows its road name on the car's right side, opposite from the design of the model.



Thankxx, Modern Lionel, for recognizing "The Road of Personal Service". And should ya'll up there in Michigan ever consider making a TC locomotive and caboose, an RS-3 and SP-style cab would complement the hopper perfectly. And we have pictures—.

Flame Fever

The fastest way through Atlanta this July will be on an Amtrak train. If ya'll have tickets to the Olympics, go early, enjoy and write if you get work. The rest of us can celebrate the "Games" by staging a Toy Train Olympics in the comfort and insanity of our own basements. Some events suggested by local and anonymous ne'r-do-wells include:

Opening Ceremony - This might include force feeding a Lionel smoke unit all 57 varieties of Super Smoke for 24 hours in a small room. Other forms of male bonding (sorry ladies, but ya'll really might prefer to be somewhere else) including watching Super Bowl reruns and noisily noshing nachos fill out the agenda.

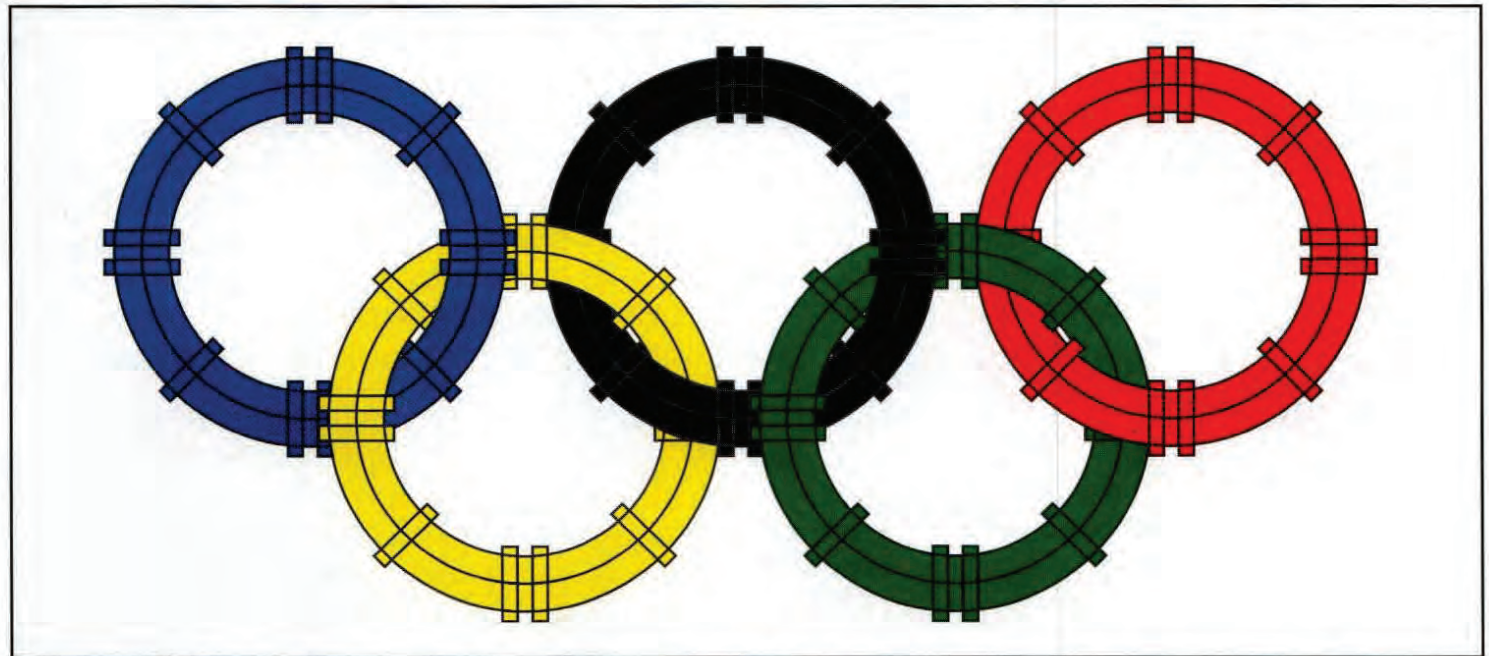
Figure Eight Caboose Punt - Contestants furnish their own loco and a caboose. Assemble train on short end of a figure eight track. Use enough cars so that engine and caboose both want to occupy the cross track. Move loco up just enough so caboose can be coupled to rear of train. Long section of figure 8 needs 3 or 4 sections per side. Start train and run as fast as possible, short of derailing. Mark with masking tape where each contestant's crummy

stops. Longest unbroken punt wins. Separate divisions for metal and plastic cabooses are recommended.

Milk Can Throw - Contestants furnish their car. LW transformer on max voltage works best. Five seconds allowed for 7 cans. Use no platform nor bin. Longest roll wins.

Submarine Race - Just like it sounds. Use a wading pool and release all the subs on a signal. Last one still running wins. It's not exactly a whitewater event but should be more entertaining than daytime TV, especially if no one thinks to mark an ID on their boat.

25 Meter Dash - Establish parallel tracks 25 meters, or yards or whatever, long with pillows at the end. Wire one throttle to both tracks with equal lengths of wire and



solder connections. Place competing locomotives nose by nose locked in forward and open throttle wide. Judge from above, Pinewood Derby style.

Brand Chauvinists' Tug-O-Bore - Establish a circle of 042 or 054 track. Use a ZW or Z Transformer. Couple competing brand locomotives back to back with reverse units locked in opposite directions. Open to full throttle and wait. And wait. And wait. Eventually something will break, wear out or burn up. Survivor wins.

The Marx Longjump - This event needs at least 16 feet of straight track leading into four 031 curves at each end. The train table should be normal table height or higher with nothing between the track and table edge. Marx metal locos seem to do better than others at this, hence the name. Allow a couple of laps for warm up then full tilt down the straight-away. Forward progress is marked at the confluence of loco and floor. Pillows are advised, but bare concrete is more dramatic.

The Crossing Guard Door Press - All gatemens are eligible for this event. Clamp competing accessory so door is horizontal instead of vertical. When power is applied door should open upwards. Place objects such as barrels, blocks of wood, MPC freight cars, etc., on door and turn up the throttle. Strongest work ethic wins.

Figure Eight Demolition Derby - Place locomotives a foot apart on layout used in first event. Turn up the juice all the way. Last loco moving on or off track wins.

The Collecto-vestor Cross Country Hustle - Run phony advertisement in local paper for "old pink Lionel train, never used". Give only an address on a road way out in the country. Winner is the guy who swears to his dying day that he bought it for 50 bucks, boxed.

Disclaimer: Engaging in these events will, repeat will, result in the wholesale devaluation of the items used ruining the investments and possibly the reputations of the contestants.

Closing Ceremony - Sweep up the mess, revive the speculators, put out any fires and watch the last NBA game of the season or the first NFL game of the season.

Stay Tuned

A page from the Polk Hobbies Catalog
Odd Lionel Paper

A neophyte's Guide To The Triple C (Command Control Controversy)

John W. Coniglio, RM #4891, is the Three Rail Rambler. Contact the Rambler at: P.O. Box 6312, Chattanooga, TN 37401. Phone is (423) 843-2360. Before 11:00 PM Eastern. Please don't call collect, not even train collect.

Some notes of interest from one of our fellow members.

As a member of the LCCA for the past several years, I thought I would send in some "random thoughts" about Lionel trains. Some of these experiences may "ring a bell" with other LCCA members.

Having grown up in Galesburg, Illinois, a Burlington Railroad hub in the 1950's and '60's, I had a Lionel layout on a plywood board. My brother built the layout for me and I had hours of enjoyment from it. But I always dreamed of someday having a huge layout when I "grew up". (Do we Lionel lovers ever truly "grow up"?) That desire was fueled when my best friend and I in grade school visited a large Lionel layout in a basement setting in my home town. It was built by an engineer for the Burlington who had knocked holes in several basement walls so that there were trains running between rooms.

I'm happy to say my dream has come true. I recently completed construction on a 600 square foot Lionel layout with full scenery and a set up to operate six trains at one time. This represents about 10 years worth of work, off and on.

One of the thrills of building such a layout is to see the reactions of people as they see it for the first time. That makes the hundreds of hours of efforts worthwhile.

A "tip" I might pass on to please members of your family - I have named most of the businesses on my layout after members of the family. I had small sign-type cards made up with "Chuck's Market", and "Melissa's Motel", and "Sandy's Diner" on them - which delight family members when they see the layout and look for their businesses.

There is a charm about Lionel trains that everyone loves. I once had a lady remark that she thought it was the fantasy of being able to shrink yourself down and ride on the trains, or walk the streets of the tiny town. I had never thought of it that way, but I think she's right. Another interesting thing I've found regarding Lionel trains and ladies - is that many of the women who have seen the layout remark how much they wanted Lionel trains as youngsters, but were

always given dolls and such instead. They felt "cheated", they said, because model trains were thought of strictly as a boy's toy.

Some other random thoughts: I would like to solicit advice or experiences from other LCCA members who have had Scout troops and the like "tour" their layout. In checking with my State Farm Insurance agent, he said I was covered under normal homeowners insurance as long as I was not charging admission to see the layout. Perhaps other members have tips to pass on about having outside groups in to tour their layout. I think it would make an interesting article. This is something I would eventually like to do - have groups in to see the layout - as I remember how seeing that large Lionel layout as a kid so heavily influenced me. Just "reaching" one child in a group seeing the layout would make the effort worthwhile, if it helps pass on the love of model railroading to someone growing up.

Does anyone agree with me that the Lionel Santa Fe diesel and passenger set of several years ago is the most beautiful passenger set Lionel ever made? The chrome job on the cars is fantastic. In fact, I wear soft garden-type gloves when handling the cars so as not to leave finger marks on them. I always loved the "classic" Santa Fe passenger set from the '50's (the first set I "went after" when I got back into Lionel trains in the '70's), but when I saw this "new" version - I knew I had to have it. It's hard to beat the classic postwar trains, but with the colorful graphics and sound systems, I think the "new" Lionel trains are better than ever!

A final note: About a year back, my layout was featured on a locally-produced TV news story that was later picked up by the CBS Newsfeed - a feature story service fed to all CBS affiliates around the country. I would be curious to know if any fellow LCCA members saw the layout story on their local CBS station. It would be fun to know in which cities it aired. Thank you.

*Richard Bednar, RM #14486,
Champaign, Illinois*

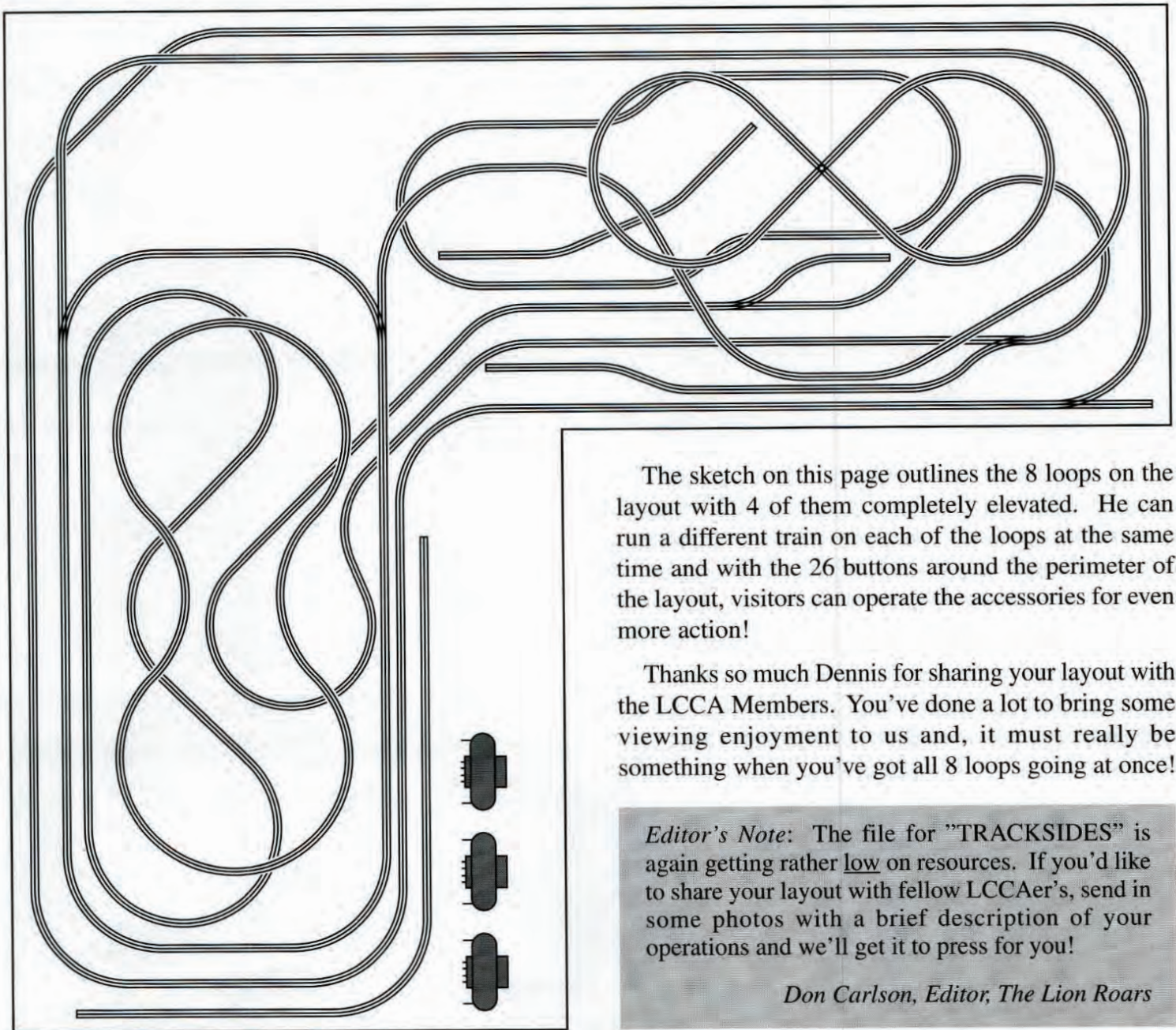
In terms of *size and action*, this layout *rises* to the occasion!

In this issue we'll visit the "high rise" train empire of Dennis Moore, RM #16636 from Columbia, Maryland. To say the very least, the 15 by 13.5 foot layout is packed with plenty of action! It is all contained in its own room in his basement and is the first room he finished off with a locking door.

Upon entering the special room, you're greeted by an L shaped layout which is built 34 inches above the floor so that both adults and children will have a great view of everything.

For trackage, Dennis used in total 293 sections of 027, O and Super O track with 4 turnouts. For layout power, 3 ZW transformers are used to run the trains along with 9 other transformers to illuminate the 33 Plasticville buildings and 25 lampposts as well as operate the 26 different (mostly Lionel) accessories.

As you can see in the photos he sent in (which are on the next two pages →), there is plenty of action and detail in the numerous scenes of the layout along with very good use of Lionel Trestle Sets!



The sketch on this page outlines the 8 loops on the layout with 4 of them completely elevated. He can run a different train on each of the loops at the same time and with the 26 buttons around the perimeter of the layout, visitors can operate the accessories for even more action!

Thanks so much Dennis for sharing your layout with the LCCA Members. You've done a lot to bring some viewing enjoyment to us and, it must really be something when you've got all 8 loops going at once!

Editor's Note: The file for "TRACKSIDES" is again getting rather low on resources. If you'd like to share your layout with fellow LCCAer's, send in some photos with a brief description of your operations and we'll get it to press for you!

Don Carlson, Editor, The Lion Roars

TRACKSIDES I (Continued)

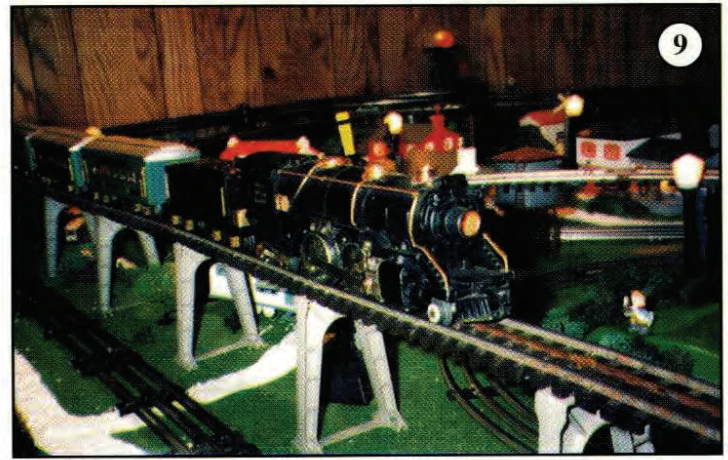
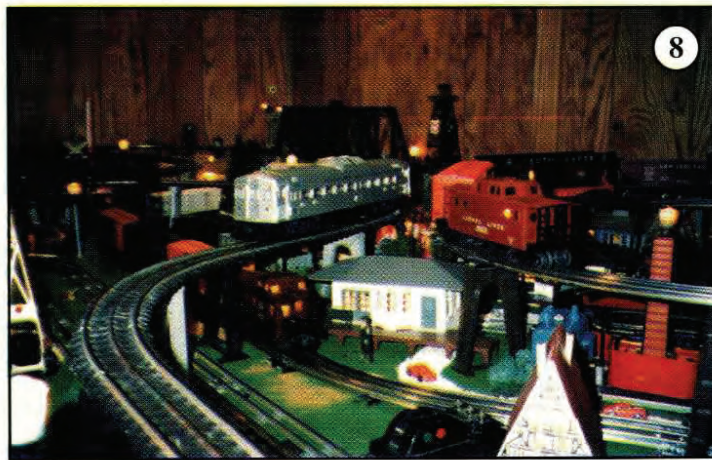
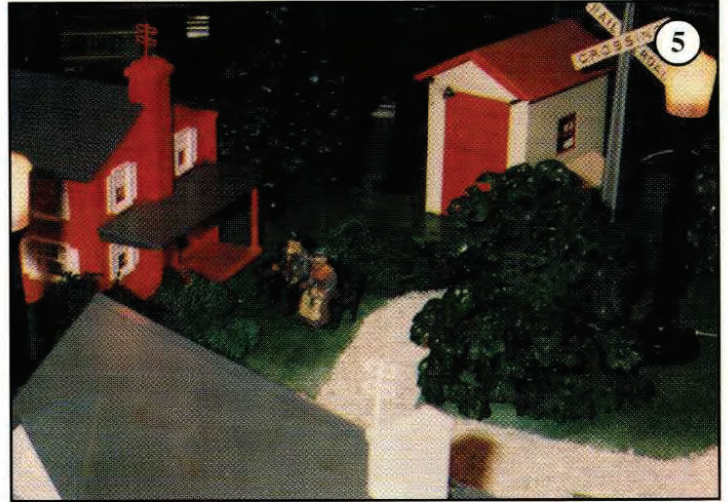


PHOTO DESCRIPTIONS:

- #1, 2 & 3 - Left, center and right overall views.
- #4 - A closer look along the right side of layout.
- #5 & 6 - Several of the 33 Plasticville buildings.
- #7 - A Great Northern Snowplow clears a curve.
- #8, 9, 10 & 11 - Use of Trestle Sets to raise 4 loops.
- #12 - Elevated "Figure 8" at left side of layout.
- #13, 14 & 15 - Some postwar Lionel accessories.



This interesting LCCA item could be labeled...

“What is it, Sam?” asked Ward Bond as Bogie placed the black bird in his arms.

“It’s the stuff dreams are made of,” replied Bogie.

Sadly, Humphrey Bogart and Ward Bond are no longer with us, but thanks to two hard working and dedicated longtime LCCA members, namely, Hank Argue, RM #816 and Carl Rygiewicz, RM #482, us Lionel specialty car collectors truly do have the stuff dreams are made of, namely, LCCA’s very own Denver and Rio Grande Western Lionel “Lion” Boxcar.

It was 1978 and Hank hosted our Convention with Carl as co-host. As with all eight year olds, the Lionel® Collectors Club of America was experiencing some growing pains, one of which was lack of revenue. Hank’s idea was to create not only a truly unique memento of the 8th Annual Convention, but to generate some much needed funds for the Club. With the full blessings of the LCCA’s President and Board of Directors, he was given the go ahead to produce 48 cars with our beloved Lion Mascot along with *The Lion Roars* masthead. Hank and his team lit up the phone banks of Lionelville to find forty-eight #6-9739 D&RGW boxcars (which were very colorful and a perfect choice for a Colorado Convention).

After obtaining their cars and some additional research by Hank, the method of decorating the cars would be by hotstamping them, and T&R Engraving, Inc. of Denver, Colorado, was chosen to do the job.

The hotstamping of the cars required three special tools to be made. The first, a support tool to hold the car on the stamping machine, was needed. This tool had to be very flat and capable of sustaining the pressure and heat from the hotstamping machine. All of the work that went into the support tool from design to manufacture, even materials, was done at no cost to the Club. The second and third tools were needed for production of the logos on the cars.

At the same time, thought was being given to the Convention souvenir. A limited number of 250 pin back buttons of our Lion Mascot standing beside the original #6-9739 D&RGW boxcar was decided upon. The job of designing the artwork for the button and logo tools was given to Mr. Marc Horovitz who, at the time, owned and operated an art studio in Denver.

With an issue of *The Lion Roars*, Marc completed the artwork for the logo tools and took it to T&R Engraving to have two magnesium dies made. The first logo tool would stamp our Mascot and *The Lion Roars* to the left side of the #6-9739’s door while the second tool would stamp the Convention site and date to the right of the door.

Next, Marc went to work on the art needed for the Convention souvenir button. Now choosing a printing ink to match our car’s paint scheme was difficult at best. At the time Marc’s studio was located in lower downtown Denver not far from the Denver and Rio Grande yards. With his artist’s instincts telling him that this was a very special project, and being a man who gives 100% to every job, early one morning Marc took a stroll by the Rio Grande tracks. As luck would have it, sitting there getting a much need rest, was a D&RGW boxcar in the colorful yellow and silver paint scheme. Although the boxcar was in very poor condition, Marc was able to climb aboard it and find a loose paint chip which he took to the printer. This paint chip became the color sample for the souvenir button.

Unlike some clubs, the LCCA has always stood for fair play among it’s members and with the 1978 Convention the practice of offering a limited car to attendees ended. This in no way can be called a failed experiment. These specially decorated cars accomplished all that Hank and the other members in the decision-making process wanted. They took a brave stand and in some part through their efforts, our Club was able to financially stand on it’s own feet. (In fact, three of the cars were auctioned off and the revenues they provided at this unique auction were enough to pay Stoffers in Denver for the use of the Convention facilities that week.)

“Simply The Best Of The Best”!



Although the method of hotstamping was a risky way to decorate the cars and only thirty-six survived the process, it was the right choice to make as the other methods of decorating at the time were more expensive.

In the 1990's T&R Engraving no longer makes engravings or does hotstamping due to the shift in printing from letter press to offset lithography. They now create digital files and film. Then these are sent to the printer to have offset plates made. It, like so many other things from the 1970's, is a whole new technology.

Today, Mr. Argue owns and operates Hank's Model Trains, Inc. in Louisville, Colorado. If you're ever in the area, stop and visit Hank and his well-stocked shop.

And what about that brave artist, Marc Horovitz, who climbed aboard the dilapidated D&RGW boxcar to get an authentic paint chip? Well, today Marc is the Editor and Publisher of the very successful *Garden Railways* magazine.

Down through the years, the LCCA #6-9739 "Lion" car and his older brother have attracted about as much attention as Miss Hathaway at an Ellie Mae Clampett look-alike contest. This is due in part to a lack of information. But wait, "What older brother?", you may ask.

That my fellow members, is another story for another time for the files of the LCCA.

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

Here's a report on several subjects from the Vice-President.

As most of you are aware, the VP's main responsibility is the scheduling and coordination of LCCA regional meets. So as I go out of office in July, I would like to pass on some information to the membership about the meets held the past couple of years while I was in office. Some statistics that may be of interest to you are as follows and these reflect meets from July, 1994 to April, 1996. Keep in mind that these numbers do not include the Annual Conventions held in this time frame.

From the 27 meets held:

of Members that attended 3,265 (plus families)
 Tables sold..... 2,012
 Public attendance 3,765
 New Members recruited..... 31 (at the door)

While the new members recruited number does not seem very impressive, one must remember that many join at some later date subsequent to the meet after reading the publications we pass out at meets and understanding our Club a little better. We do get a lot of exposure any way you look at it since there were 3,765 additional people (non-members) walking through the doors in this respect.

While we are down from our projected 25 meets per year, those meets that are being held are good, solid, long running meets with a couple of newcomers now on board that show strong potential. This is not possible however, without the great crew of meet hosts around the country serving the membership and the LCCA. Some have been around for many years, while others have just joined us and hopefully will continue to host meets for the Club.

I would certainly be remiss if I did not say "Thank You" and mention their names here as it was a great pleasure working with them to get a meet established in their area.

Gene Kelly and George Nelson of Mobile, Alabama
 Art Lazarides of Tarzana, California
 John Kneuer of Colorado Springs, Colorado
 Chuck Seddon, Brady Thor and me of Rockford, Illinois
 Len Hopkins and Larry Brongel of Naperville, Illinois
 Maurice Miller of Atlantic, Iowa
 Harry Overtoom, Winfrey Adkins, Bill Crace and Larry Black of Lexington, Kentucky
 Dick Mitchell and Fred Elmer of New Orleans, Louisiana
 Tom McKinstrey, Randy Rutherford, and Bert Sams of Shreveport, Louisiana
 Mike Valentine of Kalamazoo, Michigan
 Tom Carton, Fred Williams, Charles Doty, John Henson,

Ralph Long and Ken Johnson of Charlotte, North Carolina
 Tom McCurdy of Mechanicsburg, Pennsylvania
 Bill Stitt and Charles Sahn of Chattanooga, Tennessee
 Tom Rogers and John Wilbeck of Houston, Texas
 (Heaven help me if I forgot someone!)

Will you join us? If so, please read the regional meet guidelines in your *Roster* (Handbook) and give the Vice-President a call or drop a letter should you have further questions. Several specific cities/areas in the country with a large LCCA membership base that are somewhat lacking in having any meets are Memphis, St. Louis, Florida, Wisconsin, Virginia, Ohio and Michigan among others.

The most common concern regarding meets that this office seems to have is that one must remember the LCCA needs at least four months lead time to get the proper advertising to help make your meet a success. So, plan early and it will make it a success for everyone.

Another job that I have had was shipping your Stocking Stuffers. A concern centers around members not putting a street address on the order form if they have a P.O. Box number listed in the *Roster* as their mailing address. Even with instructions on the form and in several cases of prior incidents in this matter, some continue not to fill in a street address for us. Simply put, UPS will not deliver to a P.O. Box and since we do not ship any other way, this creates delays, confusion and worse, lost orders. This pertains to all merchandise ordered from us, so please make sure you give us a street address on all order forms if not listed as such in the *Roster*. Also another problem is that many Northern members place their order with us say in September or October and then leave for their warm winter home in the South in November and the Stuffer or whatever is shipped in December or January to sit in the snow and rain until they come home in April or so. Please make some kind of arrangement to avoid this situation. Help us help you!

Enough of trying to sound like a stern old school teacher. In closing, it has been my pleasure to serve as your VP the past two years and please extend the same cooperation to my successor.

*Jerry Dangelo, Vice-President & CM #67
 Rockford, Illinois*

Meet Hosts Wanted!

Contact **Jerry Dangelo**

(815) 397-2104

UPCOMING LCCA EVENTS

July 6, 1996

Chattanooga, Tennessee, at East Ridge Days Inn

Bill Stitt (615) 894-1284 is host with Charles Sahn (615) 894-2599 as co-host. Tables \$10. Public admission is \$5 for adults or \$7 for families. Setup 9-10 AM. LCCA trading 10-11 AM. Public trading 11 AM-2 PM. The Days Inn is located at 1400 North Mack Smith Road.

July 23-28, 1996

26th Annual Convention in Grand Rapids, Michigan

There's a "last chance" Registration in this issue of *The Lion Roars* on pages 8 & 9. As outlined in the Brochure, (and the past 3 issues of *TLR*), there will be plenty of fun plus a trade floor packed with trains to buy, sell or swap! So, come celebrate "A Grand Twenty-Six in Ninety-Six!" If you haven't already done so, send in your Registration now. (The fee increases to \$35 after July 1st!)

September 8, 1996

Atlantic, Iowa, at Cass County Fairgrounds

Maurice Miller (712) 741-5627 along with Dick Wilson (402) 691-0335 are hosting this event. Tables \$10. Public admission is \$3 for adults with children under 10 free with a paying adult. Registration and setup is at 7 AM. LCCA trading from 8:30-10 AM. Public trading 10 AM to 4 PM. The Meet will be held in the 4-H Building on the Fairgrounds.

November 29 & 30, 1996

Lexington, Kentucky, at the Continental Inn

Harry Overtoom (606) 268-1942 is hosting this two day event that is also open to the public. Tables are \$12 for LCCA members and \$18 for non-members. Guests and adult public \$3.50. Setup and "early bird" trading is 6-9 PM on Friday, November 29th and 8-10 AM on Saturday, the 30th. There will be several operating layouts, vendors and 200 trading tables available. The Continental Inn is located at US 60 and New Circle Road in Lexington.

December 1, 1996

York, Pennsylvania, at the York Fairgrounds

Barry Keener (717) 361-9652 is hosting this event with co-host Russ MacNair (717) 664-2335. Tables \$10. Guests \$3. Setup 7 AM. LCCA trading 8 AM. Public trading from 9 AM-2 PM. Old Main (Red Hall). The Fairgrounds are located on Carisle Avenue and Market Street in York, Pennsylvania.

December 7, 1996

Naperville, IL, at Naperville Central High School

Len Hopkins (630) 420-9066 is hosting this event with co-host Larry Brongel (708) 354-8486. Tables \$10. Guests and adult public \$5. Registration and setup 8-9 AM. LCCA trading 9-10:30 AM. Public trading from 10:30 AM to 1 PM. The High School is located at 440 W. Aurora Ave. in Naperville, Illinois.

New Interchange Track Editor

Starting with the July, 1996 issue, Bill Button, RM #3835, will assume *IT* Editor's responsibilities. Bill will be assisted by his wife Diane.

As indicated on the Ad Submission Form in May's issue, the **new address and fax number** are:

Interchange Track Editor

2410 West Miller Circle

Westland, MI 48136 Fax (313) 467-8559

A great big "THANK YOU" from the LCCA (as well as all toy train collectors) goes out to Bob Quigley, RM #19626, and his spouse Julie for all their great, past efforts (especially Bob's creating the programming to bring about the easy-to-find format that has become the hobby's "new standard"). Your work will be carried forward by us and in use for many more years to come!

Correct Internet Address/Author's Note

Oops! Once again, your *TLR* Editor apologizes for putting out wrong information. The right way to call up the LCCA's Web Site on the Internet is:

<http://www.alliance.net/~lccane19>

(Unfortunately, I had slashes backwards "\").

Hope this didn't cause anyone difficulty reaching us. Drop me an Email as to what you think of it, or, better yet, send one to the creator of our site, namely, Tom Doyle, RM #19568. Tom's Email address is:

ted0066@madison.tec.wi.us

He'd also appreciate hearing from you!

1996 LCCA Elections

Around June 1st, you should have received an Election Ballot (with Constitution change proposals) and this year's Candidates' Statements. Please take a few moments to read President Otten's comments on page 3 of this issue.

Mailing/Address and Phone Changes

LCCA publications are sent to your address on record at the Business Office. (*The Lion Roars* by 2nd Class postage and the *Interchange Track* 1st Class.) Computer records 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 (**or ASAP for a new phone number**) to insure that your publications arrive uninterrupted and members can call you on your *IT* ad! If you have not recently changed your address and your *TLR* or *IT* 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 they can follow-up for you. If your *TLR* or *IT* cannot be found, notify the appropriate Editor.



Our Mascot will don some festive attire and “*present*” a special gift to everyone who attends this year’s Banquet!