

The

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LION ROARS

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Lionel® Collectors Club of America

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The Lion Roars is mailed to you based on the information provided to the LCCA Business Office. Computer records maintained there are updated monthly and used to create the mailing labels. It is the member's responsibility to notify the LCCA Business Office at least 60 days in advance of a change of address to insure that your publications will arrive without interruption. *The Lion Roars* is mailed third class. The post office will not forward third class mail unless you specifically request and pay for the forwarding.

What to do if your Lion Roars did not arrive

Send Assistant editor Larry Black a postcard or letter with your name, address and phone number. Do NOT call Larry as that will just slow everything down. He must check the mailing labels to see if the Post Office thinks you have moved. Larry cannot check this information over the phone with you and he needs to verify your address which is best done by you writing it down in a very legible fashion.

New Editor

This is my last issue as Editor of *The Lion Roars*. Until the new Editor is appointed at the convention, send any materials, articles or other matters concerning *The Lion Roars* to the new club President, Charles Seddon. Any articles or photos that members have sent in will be forwarded to the new Editor.

Glenn Patsch

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The Lion Roars

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Upcoming LCCA Events

August 14, 1993 in Johnson City, Tennessee at the Sheraton Plaza Hotel

Ralph J. Miller (615) 928-5507 is hosting this event. Tables \$10. Guests \$5. Family \$10. Setup at 9 AM. LCCA trading at 10 AM. Public trading from 11 AM to 2:30 PM. The Sheraton Plaza Hotel is located at 101 Springbrook Drive at N. Roan Street off exit 35 of I-181.

August 28, 1993 in Houston, Texas at the Holiday Inn

Tom Rogers (713) 996-0574 is hosting this event with cohost John Wilbeck (409) 849-9587. Tables \$9. Guests \$6. Family \$8. Setup at 6 to 9 PM on August 27th and 8 to 9 AM on August 28th. LCCA trading at 9 AM. Public trading from 11 AM to 4 PM. The Holiday Inn is located on I-10W at Silber at 7611 Katy Freeway.

November 28, 1993 in York, Pennsylvania at the York Fairgrounds

Barry Keener (717) 361-9652 is hosting this event with cohost Russell MacNair (717) 898-2832. Tables \$12. Guests \$3. Setup at 7 AM. LCCA trading at 8 AM. Public trading from 9 AM to 2 PM. The York Fairgrounds are located at Carlisle and Market Streets in York, Pennsylvania.

January 8, 1994 in Lexington, Kentucky at the Continental Inn

Harry Overtoom (606) 268-1942 is hosting this event with cohosts Winfrey Adkins (606) 873-2497 and Bill Crace (606) 299-2423. Tables \$9. Guests \$3. Families \$5. Setup at 9 AM. LCCA trading at 9:30 AM. Public trading from 10:30 AM to 2:30 PM. The Continental Inn is located on US 60 at New Circle Road, 1.8 miles west on US 60 from I-75 exit 110.

Front Cover: Lionel Pennsylvania N-8 Caboose.

Back Cover: Lionel advertisement from the November 1947 Model Builder magazine.

Lionel® News and Views



Photo Courtesy of Jack Quinn.

Lionel's New Display Layout

Lionel's New Display Layout

Lionel has recently completed a new display layout that it will use at selected meets and other local events. The layout made its debut at the Somerset Mall in Michigan. The photo above shows the layout set up at the mall. The layout will make its train meet debut at our LCCA convention at the Hyatt in Dearborn, Michigan. The layout measures 12 feet by 24 feet and is complete with scenery. The layout features 027, O gauge, S gauge and Large Scale loops. We'll probably have some more photos to show you in our next issue when we cover the convention.

New From Greenberg

Greenberg Publishing has recently republished its guide to Lionel® HO. The new guide is in two volumes. Only Volume I has been released and considerable changes have been made since it was last published in 1986. The original 1986 guide was authored by George J. Horan and Vincent Rosa. The new guide has been revised and expanded by George Horan. The photos in the new edition are new, larger and a considerable improvement over those in the original volume. Most of the photos are in color. Also new are many more photos showing an inside view of the changes to Lionel's HO motive power. The black and white photographs in the chapter on motors, mechanisms, trucks and frames are sharp and more numerous than in the original volume. One thing I did not find a photo of, is the whistle mechanism used in later Lionel HO production. I'd be curious as to exactly how it functioned.

A chapter is devoted to each stage of Lionel's HO production. Original production was by Rivarossi. Later Athern was used and finally, Lionel produced its own product. The changes in design and operation are thoroughly

discussed. One can't help wondering while reading, what might have been had Lionel followed a different path with their HO line. What would have happened had they remained with Rivarossi, who eventually went on to become a leading producer of quality HO? Few can argue with the fact that the initial Lionel HO line was of high quality.

Also in the book is a Lionel HO order form listing from 1959. At the end of the book are twenty-one pages from the Lionel service manual dealing with HO production. Finally, a comprehensive index is included, allowing you to locate information by product number. To my knowledge, this is the most comprehensive book available on Lionel HO. This first of two volumes covers production from 1957 to 1966. Volume II will deal with Lionel HO from the General Mills era, 1974 to 1977. Lionel ceased HO production in 1977. Following Lionel's production of HO gives the reader an indication of how Lionel was thinking in those lean years and is interesting for anyone who enjoys Lionel history. *Greenberg's Guide to HO Volume I 1957-1966* is hard bound, printed on glossy stock, and sells for \$49.95.

Volume III in *Greenberg's Guide to Lionel Trains 1901-1942*, is a new volume by Peter H. Riddle dealing exclusively with prewar accessories. To my knowledge this is the first volume which has been devoted solely to prewar accessories. The author, Peter Riddle, is particularly knowledgeable and writes in an easy to read and informative manner. There's a long discussion of the construction techniques used by Lionel® in its tin buildings. Photos show you a complete disassembly of a Lionel 437 switch signal tower. Chapters are divided into categories of accessory type and method of operation.

Chapter II for example discusses railroad buildings and industries. Chapter III is a discussion of "The Wonderful

Bimetallic Strip.” The bimetallic strip was also used by Lionel into the postwar era. This chapter provides a detailed discussion of how and why they work. The chapter continues with a discussion of their use in many Lionel® accessories.

Chapter VI discusses the solenoid and automatic operation. The solenoid was also used well into the postwar period. Modern era Lionel® is finally changing some of the solenoid operated accessories to DC can motor operation.

Another chapter discusses motorization as it was used for prewar accessories. Each discussion is well illustrated with color, black & white photographs and technical drawings to clearly explain the operation and wiring.

Other chapters include discussions of track work, scenic railways and layouts, bridges, the busy, busy gateman, warning signals, and much more. The book closes with a numerical index. Mr. Riddle has done a very thorough job. For those who operate prewar trains and accessories, or anyone who is interested in them, this book is certainly worth a look. The book is hard bound with 160 large glossy pages and sells for \$49.95.

For American Flyer® fans, Greenberg has added a third volume to its *Guide to American Flyer S Gauge*. This third volume is authored by Joe Deger and is devoted to sets. The volume includes all American Flyer S gauge sets from both the postwar and Modern era, that is 1946 to current Lionel® production. Uncataloged sets are also included. There are many photos of the sets, most in color.

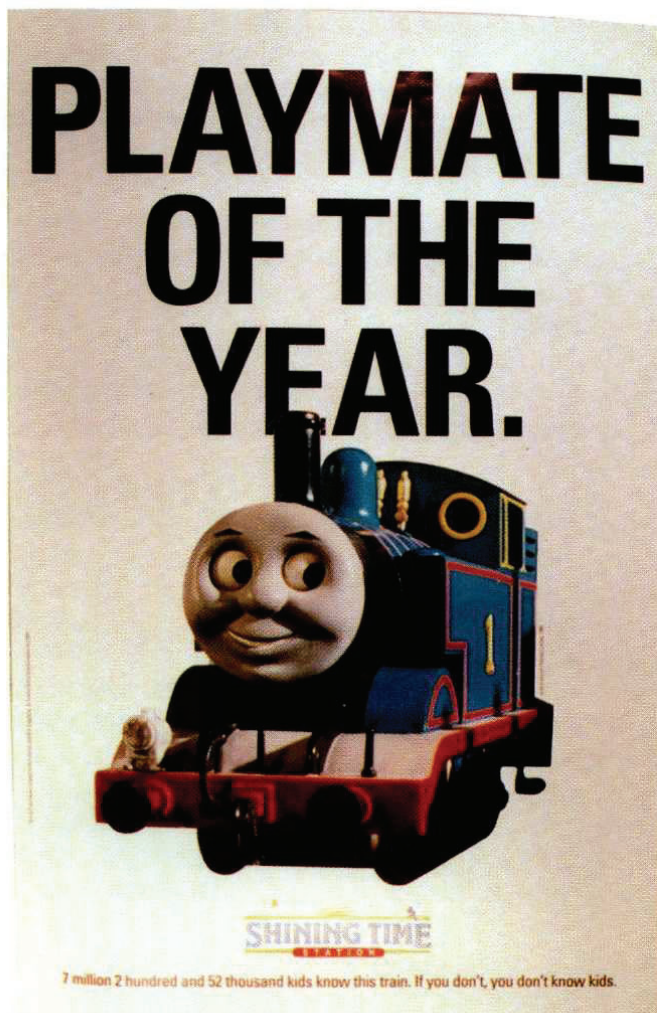
The Gilbert era sets are divided into four sections. These include the link coupler era, the knuckle coupler era, and the five-digit numbered sets. There is also a chapter dealing with American Flyer's innovative All Aboard sets. These were the sets that came complete with pre-wired track on plastic panels that had hills, streets, fields, ponds and other scenery molded right in. This system allowed the consumer to build a complete railroad, scenery and all, right out of the box. Additional panels could always be added to expand the layout. The idea was a good one, but unfortunately not a successful one for Gilbert. The author discusses the reasons for its failure.

The book concludes with four appendices. One lists cataloged sets by year. Another lists locomotives by number and all sets in which that loco was a part of. A most interesting comparison is made in the third appendix. Gilbert set production is compared year by year, from 1945 to 1969, with Lionel® set production. The total number of sets and the highest and lowest priced set is given for both manufacturers. I found the comparison to Lionel quite interesting. Gilbert's last year of set production was 1966.

The final appendix lists the “lost” Gilbert sets. These are sets which were listed in advertisements, for which set numbers are not known. Finally, there is an index by set numbers to all the sets in the book.

I do not collect or operate Flyer trains, but found Mr. Deger's discussion of the trains quite interesting. I especially appreciated the comparisons made to Lionel® set production on a yearly basis. The hard bound book, has 192 pages of glossy stock and sells for \$45.95.

Any of the above Greenberg books can be purchased through your local train store or directly from Kalmbach Publishing Co. by calling toll free (800) 533-6644.



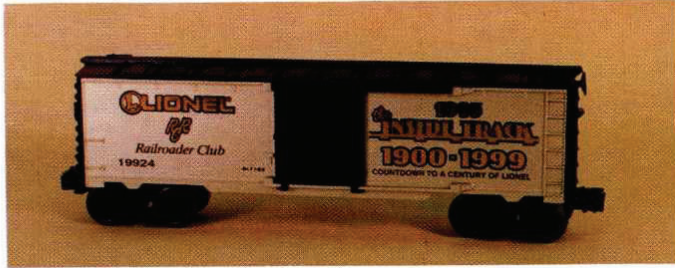
Thomas - Sold Out

Lionel® reports that they have dealer orders for the entire production of the Thomas the Tank Engine G gauge train set. The set will be manufactured soon and Lionel expects to ship the new set in September. Thomas the Tank Engine remains a hot item for kids. Several dealers we have spoken to are already hoping that Lionel expands on the set with additional cars, accessories or engines from the popular television show and video tapes.

All Aboard - in Fourth Printing

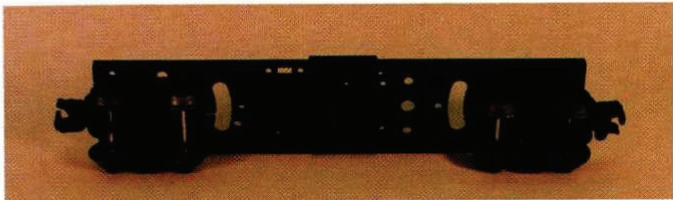
Ron Hollander's history of Joshua Lionel Cowen and his train company is into its fourth printing. This is a book that anyone with an interest in Lionel Trains and their history, will find hard to put down. The book was first published in 1981. Some minor revisions were made in the second printing. The section on General Mills was updated at that time. The book is a large 8 1/2 by 11 inches, 258 pages, and retails for \$14.95. In 1981 the price was \$9.95, but even at \$14.95 it provides exceptional value. Ron Hollander is a professional writer and has a particularly entertaining fashion

of writing. There's no fill in this book, in fact I wish it was longer. If you've read it before, its probably time to read it again. If you haven't read it, be sure to give it a look. The book is loaded with photographs and thousands of interesting facts. I have two copies, one I read, and the other I've kept in better shape to best preserve all the photos. The book is available at many public bookstores, or from your local train store. I wish Ron would consider publishing a volume two. I'm sure train enthusiasts would gobble them up. I know he's got more info so, how about it Ron? Allow me to be the first to place my order.



Lionel Railroad Car

The first car in a new series of cars in the Lionel Railroad club is about to be shipped. The car features Lionel's new detailed undercarriage.



Detailed Undercarriage

Most of Lionel's new boxcars are being advertised as having a detailed undercarriage. This is a new plastic part that will be replacing the stamped metal chassis we are so used to. The photos show two views of the new undercarriage. It is made completely of plastic and has all sorts of holes and slots to accommodate any future needs, such as operating boxcars and cars requiring a truck with a roller pickup. The undercarriage requires no screws for installation. You merely spread the two sides of the boxcar at the center and slip in the bottom. The new boxcars will not have any slots or screw holes in the ends. Naturally, the total car weight will also be less than with the metal chassis. I'm sure this new undercarriage will meet with mixed reviews from operators. After you've had a chance to actually handle one, let us know how you feel about it. The new 6464 boxcar series will continue with the metal chassis.

End of the Line for Lionel Corporation

Many of you might have seen that headline on stories in your local papers. In case you're confused, this is not the Lionel that currently produces the trains we all spend our money on. It is the company which produced them until 1969. At that time Lionel went out of the manufacturing business and became a sort of holding company. After some troubles with bankruptcy years ago, Lionel sold off its other holdings and concentrated on its toy stores. These included Lionel Kiddie City and others. These were "Toy's 'R' Us" type stores, but no where near as successful.

What follows has been summarized from a local newspaper article.

For the last two years, Lionel had been operating under bankruptcy court protection. At the end of May, a committee of creditors recommended liquidation of the 28 store chain.

Last year there had been talk of Lionel merging with Child World, another company that was not in good shape. The sale of Child World to Lionel did not happen and Child World went under. Now, Lionel has finally met its end.

When Child World went under, about a dozen of its stores were taken over by Toys 'R' Us. At one time Child World was the nation's second-ranking toy retailer. A company official for Toys 'R' Us stated that the closing of Child World last year boosted Toys 'R' Us sales by 200 million dollars. Michael Goldstein, vice Chairman and chief administrative officer for Toys 'R' Us, stated that it was unclear how the demise of Lionel Kiddie City will affect them, but that they are eyeing some of Lionel's stores and hope to grab some of the Kiddie City business. Mr. Goldstein said, "Hopefully, there'll be lots of additional volume for us. Their demise strengthens your resolve to make sure you find the best people, find the best sites, and make sure you do a good job running your own business."

Lionel was based in Edison, New Jersey and has for years been struggling against mounting competition from Toys 'R' Us and other discounters. In its bankruptcy petition, Lionel reported assets of 351.5 million dollars and liabilities of 255 million, including 55.7 million in publicly held debt. Since January, it had pared down operations from 64 stores to 28 of its best performing sites. Stores were located in seven Middle Atlantic states. Lionel was also seeking a new investor at that time to revitalize the chain.

Kiddie City was founded in 1957 by Leonard Wasserman, who said "There was the essence of a very good company there." This article also mentioned that the Lionel Corporation had once been the maker of the famed Lionel model trains. The article went on to explain that Lionel got out of that business in 1969 and concentrated on selling toys. Despite the explanation, I've already had friends comment to me that Lionel trains were no longer going to be made. As most Lionel collectors know, the manufacture of Lionel trains has been an operation separate from the original Lionel Corporation since 1969.

The Lionel Corporation had filed bankruptcy in 1982 after adding 26 stores in one year. During that reorganization, it shut down dozens of stores. In 1985, they

emerged from bankruptcy protection and expanded again. About 2 years ago they again sought bankruptcy protection.

The above information was summarized from an article by Adam Geller, staff writer for *The Record*.

Over a year ago, Lionel Trains, Inc., the company now manufacturing Lionel trains, purchased from the Lionel Corporation, the Lionel name for a reported 10 million dollars. Until that time, Lionel Trains, Inc. was paying a percentage of sales as a license fee to the Lionel Corporation.

For train collectors and those of us who appreciate the products this company made, we know that the end of the Lionel Corporation started in the late fifties, when Joshua Lionel Cowen sold his shares of the company to a group headed by Roy Cohn and retired to Florida. The company has never been the same since. In 1969, the company completely abandoned all that it had built its marvelous reputation on. What would Joshua Cowen think if he could see his corporation now?



New Vista Domes

The California Zephyr aluminum passenger cars are out. The unique thing about these vista dome cars is that Lionel has added more realism by furnishing the interior of the dome. The photo is a close-up of the dome. If you look carefully you can see tables and chairs inside. When on the track, the base of the interior is somewhat translucent, allowing light to come up into the dome. It looks so much better than the empty domes we've been so used to. Is Lionel planning an interior for the full view dome car? We'll have to wait and see.

More Illuminated Baggage Cars

Kurt Reschke, # 9492, called to let me know that there was indeed a baggage car made in my lifetime which was illuminated. Kurt reports that the Wabash baggage car from the Famous American Railroad series is illuminated. So I guess my comment about illuminated baggage cars should have been that they are uncommon, but definitely do exist. Kurt also commented that he has had trouble with his new Madison cars. He finds that the couplers often don't hold on a tight curve. We have heard a few complaints about the couplers and hope that Lionel will take a good look at them. Thanks Kurt for your comments.

I'd Like To See

I continue to receive lots of requests from members, so here's the latest batch.

Ed Astrauskas would like to see an Illinois Central electric MU commuter car set. For engines, Ed would like to see an Illinois Central SW1 diesel switcher and a GP-9 diesel painted in black with the green diamond emblem. Getting away from Illinois Central, Ed would like to see a set of Nickel Plate Road Alco PA diesels. Finally for Ed, a South Shore Line "Little Joe" electric locomotive. Thanks Ed for your requests.

Rob Lager would like to see Lionel bring back the Western Pacific F3 diesels. This time with a B unit and an extra B unit. This would also compliment the new Zephyr passenger cars. Second, Rob would like to see Lionel develop and sell a simple easy to set up catenary system. Third, He'd like to see Lionel bring back the New haven EP5 but this time make the frame and body to scale proportions. Overland imported a brass one some years ago and it's beautiful. Fourth, Rob would like to see a reissue of the Culvert Loader and Unloader accessories. These should be redesigned to operate with can motors in place of the vibrator style motor.

Thanks Rob, for your suggestions. I too would like to see the culvert accessory set brought back. In the past Lionel has said that the original tooling is not available, but I still think its something Lionel should consider. There are many collectors who would like the set and can't find one in good shape for a reasonable cost. A redesigned culvert set would also sell to those who operate the original version, since a motor operated culvert set would be much more reliable.

George W. Powell 3rd, #13107, would like to see an Atlantic type steam loco in the B&O roadname. He would use it to pull his Lionel B&O passenger cars. Thanks George, and maybe if a Pacific type will do, you'll be happy with Lionel's 1994 Spring Release announcement.

That's It For Now

If you have a question or comment or anything that might be of interest to the club, and don't have time to write an article yourself, just call me at (201) 358-1955. Evenings are usually best, and calling on weekends will save you money. I'll do the writing and credit the contributor. We'll throw any questions out to the membership and print the response in the following issue. So let's hear from you, even if its just a suggestion for a topic of discussion. Letters are also welcome of course.

Although my busy schedule does not allow a personal reply to every letter, I will try to acknowledge receipt of your letter and let you know the issue in which I expect your comments to appear. If you send a letter, please be sure to include your name and address so that I may get back to you with any questions. I will not publish any anonymous letters. As a matter of policy, you must sign your letter if you expect a response.

Bill Schmeelk

1993 Stocking Stuffer and 1994 Spring Releases

Just out as I'm writing this article, is a new catalog from Lionel®. We had been expecting an announcement of the Stocking Stuffer release, but were surprised to see that Lionel has combined the Stocking Stuffer and the Book I catalog. According to Lionel's Mark Gordon, this will be the only catalog until February 1994. There will be no more Book I and Book II. Due to this change, Lionel plans to offer the annual catalog and the SideTracks Catalog in February, and the Stocking Stuffer/Spring Releases Catalog, in June of every year. According to Lionel, this change in catalog format has come as a result of many customer requests for Lionel to produce less catalogs per year in order to simplify purchase planning.

The new catalog has twenty-eight pages and is divided into two sections, 1993 Stocking Stuffer and 1994 Spring releases. The items listed in the Stocking Stuffer section should all be out by Christmas. This includes the first nine pages of the catalog. The Spring releases will be out by the end of June 1994. We had an opportunity to photograph Lionel's prototypes for these new releases. We've tried to show you views not shown in the catalog. In case you haven't seen the new catalog, here's a run down. We've also gotten some additional information not in the catalog.

The first item in the catalog is the new Lionel flatcar with boat. This is not the familiar postwar version, but a completely new boat. The flat car is the old standby, but the cradle which holds the boat is of a new design. In Lionel's 1963 version, they offered a "Jet powered boat." That boat used baking soda for the fuel to propel it through the water. This new boat uses electricity from two C size batteries. The batteries of course are not included. The boat also has a special buoyancy switch which automatically turns on when it is in the water and off when it is not. The motor turns a propeller underneath the boat that directs a stream of water straight backwards, pushing the boat forwards. The boat has an adjustable rudder to allow you some control over its operation. The boat itself is purchased from an outside vendor and not made by Lionel.

Two new Disney Hi-Cube cars are also being offered. These two cars are part of a series of three which depict "The Perils of Mickey." They are unique from previous Disney cars in that each features different graphics on each side of the cars. The four cartoons on each car lead you through one of Mickey's perils. We're still waiting to hear the announcement of a new Disney engine and caboose, but nothing yet from Lionel. Some have suggested that perhaps the Disney 35th Anniversary General is for these cars, but somehow a General pulling Hi-Cube cars just doesn't seem appropriate. We can probably assume that the third car in this series will be out next February.

Two new Billboard reefers include the Kelloggs and the H.J. Heinz. I particularly like the graphics on the Heinz car. Although he preferred not to be credited with the remark, one Lionel® employee put it aptly when he commented, "It's

a Dilly." Can you understand why no credit was asked for? This year's Christmas boxcar touts, "Joy To the World," and was designed by one of the employees. This car makes another addition to the ever increasing Christmas train.

Probably the biggest news in the Stocking Stuffer section is the announcement of a Santa Fe F3 double A set in freight colors. These F3 units come with all the improved features we've seen recently resorted to the Lionel F3's. Only RailSounds™ is missing, being replaced by an electronic diesel horn. This will help keep the price down. The horn is located in the non-powered unit. Steve Saxton, Lionel's product manager confirmed that both the yellow and the blue would be painted. In the postwar period, Lionel did put out some F3's which used the molded color of the plastic for one of the diesel's colors. This will be the first F3 set to feature the new LionTech™ electronic E-unit.

Also for Santa Fe fans, Lionel® will be offering a non-powered Santa Fe Dash 8 40-B diesel engine. This matches the powered unit in the 1990 Book I Santa Fe set. Since the production of that set, Lionel has changed the chain at each end of the loco. The new dummy unit will be made to match the original loco.

Lionel® will be offering for separate sale, the observation car from the Super Chief set in the 1993 Book II catalog. This will allow those who purchase the separate Santa Fe 027 passenger cars to make a complete train.

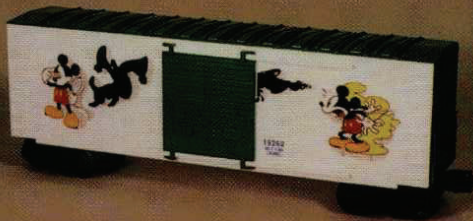
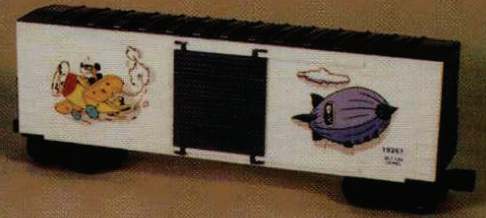
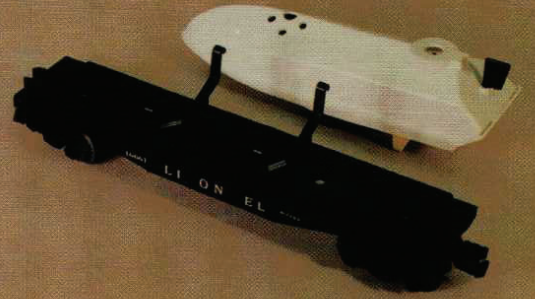
Other passenger cars being offered in the Stocking Stuffer line include an Aluminum Full View Vista Dome for the Illinois Central set. Also, a Southern Pacific Madison-type Heavyweight baggage car to go with the set released in the 1993 Book I catalog.

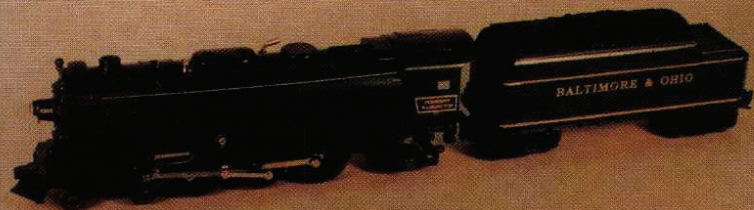
For American Flyer, Stocking Stuffers include a Christmas boxcar with graphics similar to the O gauge car, and a B-unit for the Southern Pacific Daylight Alco set offered in 1981. The B unit will also include RailSounds™. Finally, an addition for the Western Pacific California Zephyr passenger cars. The new addition is the "Silver Platter" Diner Car. This is the first time Flyer fans have had a dining car.

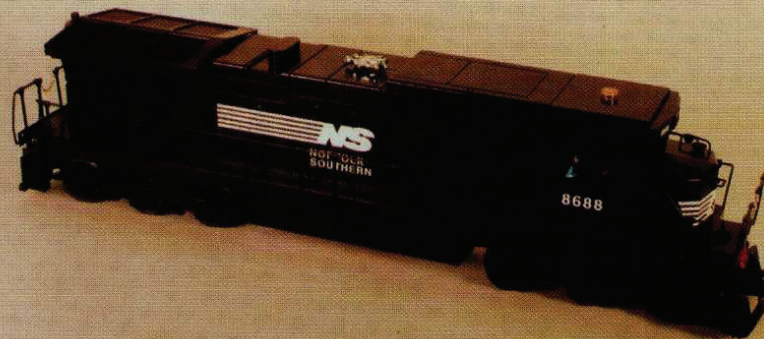
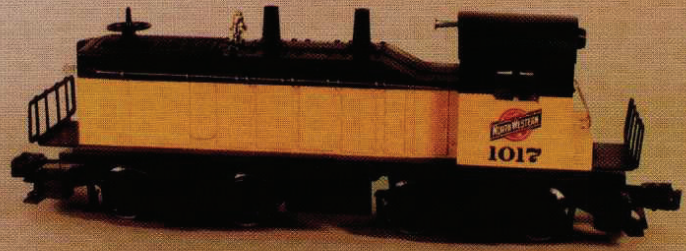
1994 Spring Releases

The balance of the catalog displays items for the 1994 Spring release. First off is the Baltimore and Ohio 4-6-2 steam loco. This loco has lots of top features such as smoke, Magne-traction®, die-cast boiler, and whistle. The whistle in the tender of the loco is an air chime type. This is somewhat similar to the original postwar type, but updated. The whistle is operated by a can motor and uses an electronic circuit board instead of a DC relay. The loco is the B&O President Washington and is the first in the "Presidential Engines" series.

The Lionel® trolley will be returning in new colors, gray, red and yellow. Although the catalog states that the new trolley will be equipped with a DC motor, Steve Saxton







informed us that the redesigned drive system could not be ready in time for production, so this unit will feature the same motor and drive system used in previous releases. This is the same drive system Lionel's original number 60 postwar trolley used, an AC universal motor.

Two new NW2 Switchers to be offered are the Chicago & North Western and the Frisco. Both are driven by a single can motor and include an operating electronic diesel horn. A new Frisco searchlight caboose is also being offered to go with the Frisco engine.

More towards the top of the line is the New York Central GP-7 Diesel Engine. This Geep has all the top features including die-cast trucks, universal motor, Magne-traction®, and electronic horn. One of my favorite Geeps was the New York Central offered in 1984. This too had the top of line features and was painted with the typical lighting stripes used by New York Central. The plain black paint scheme is also prototypical for New York Central.

Check out the new Fairbanks-Morse Train Master with Pennsylvania roadname. Its looks very similar in color to the Reading FM offered in the 1993 Book I catalog. Look carefully at the photo and you'll notice that there is an additional railing on one side of the roof. Although the catalog doesn't mention it, it's an antenna. This antenna is unique to Pennsylvania, and this is the only O gauge FM I've ever seen with it. The color and graphics are a little boring, but are prototypically correct. Notice also that the red circle with FM logo is missing. Pennsylvania FM's prototypically did not have this logo. Even so, Mark Gordon advised us that a self adhesive label will be supplied with the FM for those who prefer that it be on the loco. This loco will also feature Lionel's new LionTech™ E-unit.

I was surprised to see that another Norfolk Southern Dash 8 40-C will be offered. This loco is nearly identical to the engine supplied with the Norfolk Southern Unit Train set from the 1992 Book II catalog. This new engine is numbered 8688, while the first one was numbered 8689. Lionel is offering this engine and suggesting it be used alone or with the set.

Running two separate diesels together is made easy because of the new LionTech™ electronic E-unit. Since the E-unit resets after less than 10 seconds, it is easy to keep both E-units coordinated. They will always start in the same mode, forward, after a stop of more than about 10 seconds. So, for example if you operate both of the units in reverse and then stop for the ten seconds, both will restart in forward. You can completely miss the neutral stage if that's what you prefer. If you want to use the neutral step, perhaps to operate a milk car, you would merely bring up the power within ten seconds after stopping the loco.

This new locomotive will also have an engineer in the cab. If you were running them together and wanted to be more prototypical, the second loco would not have an engineer. The engineer is held in place with a screw and can be removed if you prefer.

In the same vein as the Norfolk Southern diesels, Lionel is also offering two CSX Dash 8 40-C locomotives. Again,

the LionTech™ E-unit is provided in each diesel. They can be operated separately or as a double unit, providing the pulling power of FOUR motors! That should provide an amazing amount of pulling power. The two locos are nearly identical. One is numbered 7500 and the other 7643. The graphics match the new CSX colors and are quite stunning. The two CSX engines will be sold separately.

One question arose concerning the LionTech™ E-Units. Suppose you wanted to run the two CSX diesels together, but wanted to run one with the cab forward and the other with the cab backwards. When they both reset to forward, would they be opposing each other? Lionel's Mark Gordon answered that question by explaining that there will be a direction switch to allow the operator to set which end of the loco is the forward end. Great! A direction switch is a very important feature and Lionel will make it a standard item on all engines using the LionTech™ electronic E-unit. Initially, this switch will be inside the loco, requiring you to remove the cab to set the switch. We hope that future models will be designed so that the switch can be operated without disassembly of the loco.

Rolling Stock

New rolling stock includes a single dome Alaska tank car, an Atlantic Coast Line boxcar, a Southern Pacific flatcar with a load of 2 x 4's, a Kansas City Southern gondola with coil covers, and a Lehigh Valley gondola with four cannisters.

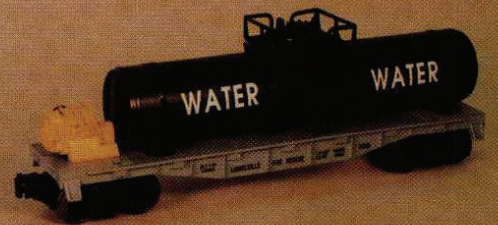
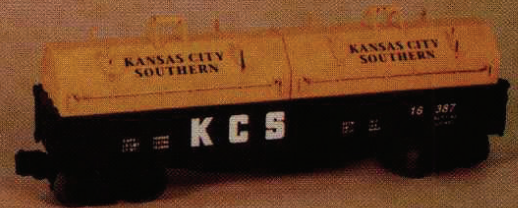
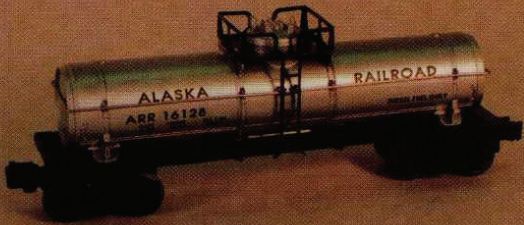
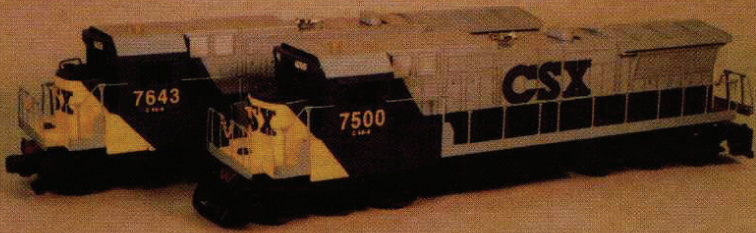
There's a new Lionel® flatcar with a tank, featuring a water tank with a pump engine located on the car. The catalog suggests using it alongside the Lionel Firecar with ladders that is due out soon. Another new car is the Pennsylvania wheel car. The first time this car was offered by Lionel Trains, Inc. was in the Amtrak set. Now its available for separate sale.

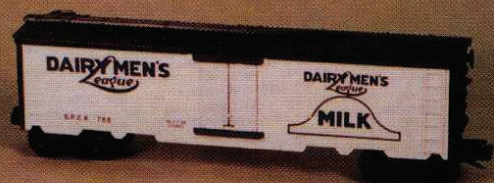
Two new hoppers include the Chicago & Northwestern four bay covered hopper and the Clinchfield four bay hopper with coal.

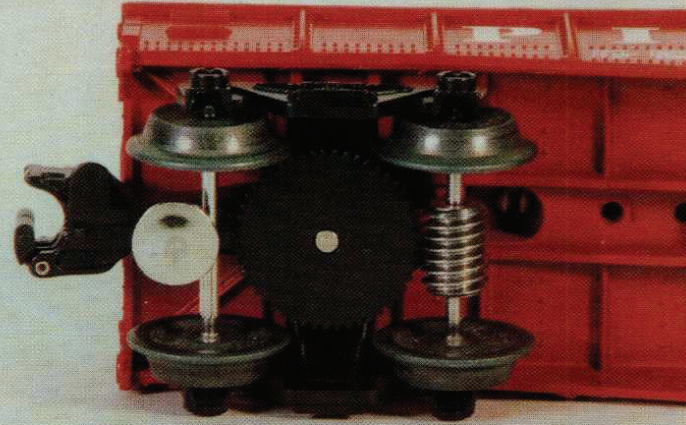
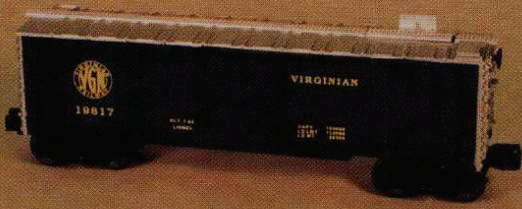
Nevada is the next boxcar in the "I Love" series. While glancing at the catalog with member Bill Button, he mentioned that I should take particular note of the two dice on the car. The roll shows two sixes. What do you call two sixes in craps? Boxcars of course! Was this planned by Lionel? Was it the same person who thought the Heinz car was a dilly? We just don't know.

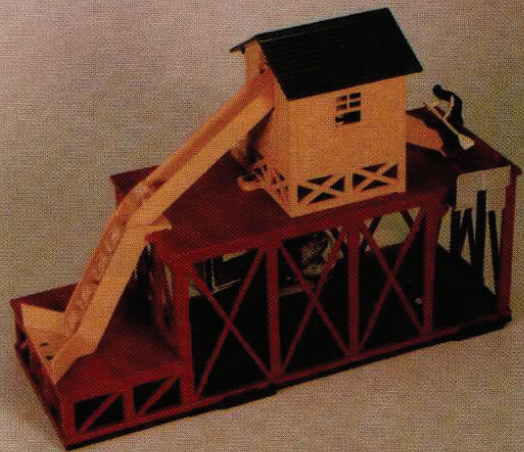
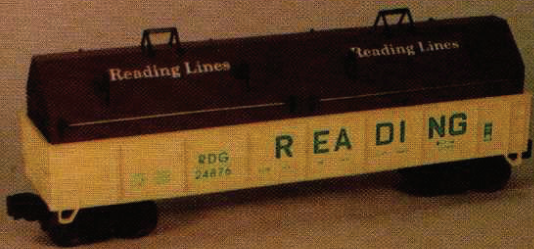
Incidentally, both of the above box cars will feature the new "detailed undercarriage," which means the bottoms are plastic. See details on the new undercarriage in the *News and Views* column, this issue.

A second edition of the 6464 series boxcars is also being introduced. The first set has already sold out at most dealers. These cars feature metal chassis and metal door guides, just like the originals. This new series will also be sold as a set of three cars. The second edition features the next three cars in the postwar series, the Rock Island, the Silver Western Pacific with large yellow feather, and the orange Western Pacific with small blue feather.









Operating Cars

A new ice car is the Virginian. We've shown a photo of both sides of the car. Notice that they are different. On the side with the door which opens to remove the plastic ice cubes, the name Virginian is located on a different panel of the car. This probably is so that all the stamping could be done on the car itself and not the door piece. This car will also use the new detailed undercarriage.

The operating milk car returns with Dairymen's League graphics. Our favorite dairy man is back on the job.

There's a new animated gondola, with the graphics of the Pinkerton National Detective Agency. This car will feature the gear drive mechanism as shown in the photo.

In the postwar version of this car, the two figures were powered by one of Lionel's AC vibrator motors. When the car was first resurrected by modern era Lionel, the same method was used. Then, the rubberband method was used. Then when the car was used in the circus set, the gear method was used. In my opinion, the gear provides the best of all methods. The vibrator method made noise and consumed track power. The rubber band method worked, but was not reliable and the bands tended to dry out with time. The gear method has most of the advantages that were provided by the motor, but none of the disadvantages of the rubber band. The only loss in comparison to the motorized version, is the fact that the car will not operate when the train is standing still in neutral with the power up. I think the significant savings in cost are well worth it. I dare say that most of us don't leave the trains powered up in neutral for significant periods of time. The new gear method provides economy, efficiency, and reliability.

This year, Lionel brought out a RailSounds™ tender to be used with other locos. In 1994 they will offer a whistle tender. This tender will use the can motor operated air chime whistle. The square type tender will be significantly lower in cost than the RailSounds™ tender and provides many who have an older steam loco, with an economical way to add a whistle. This tender also comes with a fixed coupler which can be attached to the front tab. This allows the tender to be coupled behind another tender. The rear coupler operates.

Aluminum Passenger Cars

A set of four painted aluminum passenger cars is being offered for the Erie Lacawanna PA Alcos offered in the 1993 Book II catalog. These carry the Lacawanna roadname, since apparently Erie Lacawanna did not operate this type of passenger car. It's interesting to see that these cars are being sold as a set of four, not separately as is usually the case. Although they are being sold as a set, many dealers may break up the set, since each car will be packaged separately.

Standard O Cars

Two new 3 bay coal hoppers are the CSX Coke Express and the Illinois Central. A new Reading gondola with coil covers is a good looking combination of colors. The Rock roadname is used on an ACF 3 bay hopper, while the Great Northern roadname is being offered on a 2 bay ACF hopper.

The large double door standard O boxcar will be featured with the Pennsylvania roadname. Finally, for Standard O is a Northern Pacific flatcar with real wood logs.

Accessories

The Operating Icing Station returns in new colors. This accessory was last produced in 1988. As it was at that time, the car is sold separately. This is also the latest version which operates with an electric motor as opposed to a solenoid. The motor makes for much smoother operation.

Also returning is the Operating Oil Derrick. As photographed in the catalog, you cannot see the sign on the derrick. This derrick will be operated by the Lionel Oil Company. Check out the photos for a shot of the mock-up of the sign which will be used. Interestingly, this derrick will use two of the signs, one on each of two opposite sides.

Lionel Large Scale™

Lionel® is bringing back the Pennsylvania E-6 4-4-2 Atlantic Steam locomotive and tender. This loco was first introduced in 1990 and this is essentially a reissue of the same loco. This loco features RailSounds™ and had become quite scarce a year after its introduction. Its price is significantly lower than LGB's loco with electronic sounds. The sound activation is accomplished with a separate two button switch panel and allows the whistle and bell to be operated at any point on the layout.

The catalog also features the previously announced Union Pacific GP-20 diesel and matching non-powered unit along with the Burlington Northern GP-20 and matching non-powered unit. Both have 4 motor drive and RailSounds.

American Flyer®

The Denver Rio Grande PA-1 A-A diesel looks like a match for the version introduced in O gauge in the 1992 Book II catalog. This version does not yet have a B-unit, but who knows? For Flyer, the RailSounds™ has always been installed in the B-unit for the PA's.

Observations

These new introductions by Lionel® seem to be following a pattern of more value for less money. It's interesting to note that none of the O gauge line has RailSounds™. By substituting an electronic horn or air chime whistle for RailSounds™, a more economical price is possible. My own personal feeling is that if I'm running several locos on a large layout, I would prefer that they not all be making the RailSounds™ noise. Mark Gordon explained that this line was an effort to respond more accurately to what the main core of their customers wanted. He went on to explain that sales results from the last two catalogs indicate that this goal was being achieved.

Our thanks to Mark Gordon, Sherrie Weitzman, Steve Saxton, and Bill Steiner, of Lionel® Trains, Inc. for their help and cooperation in our photography of the new line.

Bill Schmeelk

The Back Shop – A Dad's Gift



The Green 6486 Lionel Southern Railroad Caboose

For those who know me, I have been blessed with an understanding wife, three small boys and a family business that demands too much of my time. For this reason, holidays and birthdays in our family have been set aside for family quality time. Birthdays for each boy have remained a special day. One of family and friends, a custom made cake by my wife Debbie and something special from dad.

Several months ago, Jason celebrated his sixth birthday. When asked what he would like, his reply was a green caboose with a light. Believe me when I say, I was not prepared for his request, not to mention that green cabooses are not very common. But green is Jason's favorite color and a lighted caboose is part of that Lionel® magic, so the search began.

The Green Caboose

The nice thing about cabooses, there are many to be found and generally their prices are very reasonable. Take an inexpensive plain plastic caboose, add a window shell, lamp and socket, a new set of trucks, some elbow grease and that disregarded object from the past is transformed into a carriage fit for a king. Well, at least the brakeman.

I was successful in my quest and found on old Lionel 6484, Southern Railroad caboose shell. Interesting note is that I have not found this caboose listed in any of the Greenberg's publications. The caboose shell is dated 1983. If any of you knows anything about the 6484, I would like to hear from you.

Now, building a caboose is a straightforward and simple task, but it does show the changes that Lionel® has made in the past decade, specifically when it comes to the trucks.

Trucks, trucks and more trucks

Back in 1983, MPC Fundimensions used a #600-9700-020, plastic rivet to attach the plastic trucks to the frame. This part is no longer available from Lionel Trains Inc. Current design calls for the plastic trucks to be riveted on. Riveting a truck is a task that requires the proper tooling and a bit of skill or should I say luck. This topic sounds like a future Back Shop article. Time will tell.

Wanting to increase the weight and improve the looks of the caboose, metal trucks became a requirement. Over the years, three different mounting methods for attaching metal trucks have been used. These are:

- ❶ A pal nut and flat metal washer compressed on an 1/8 inch truck stud.
- ❷ An E-ring clipped on the grooved truck shaft.
- ❸ A self tapping screw with a shoulder spacer.

Lionel has offered illuminated cabooses in the past with metal trucks. My investigation shows that they have offered several metal trucks having an 1/8 inch truck mounting stud. The #600-9234-080 is of this type but does not have a pickup roller. A #610-6616-091 was used on the 1989 #16509, Service Station Set caboose, but is not available at this time. In addition, a #610-6616-080, plain truck and a #610-6616-090, truck with operating coupler were made. Presently, LTI does not offer a metal truck having the 1/8 inch truck mounting stud and a pickup roller.

The second type and most common are metal trucks incorporating a grooved truck mounting stud. Although the mounting hole on the caboose frame is too small, it is easily

opened with a 0.200 inch reamer. There is one minor problem. The depth of the truck mounting hole on the plastic caboose frame is deeper and smaller in diameter than their metal counterparts, making it hard to snap the "E-ring" onto the truck stud.

In 1973, Lionel® introduced a beautiful die-cast sprung truck. These trucks are screwed to the frame and use a shoulder washer to reduce the mounting hole diameter. Three different types of shoulder washers have been used since their introduction. First, there was a machined aluminum spacer, followed by a plastic spacer and currently, a brass eyelet, #690-00SE-053. All three designs used a #600-8040-172, screw to secure the sprung trucks to the frame. Until 1990, Lionel did not offer a die-cast sprung truck with a pickup roller, but RailSounds™ changed that. In addition to their popularity and low cost, Lionel is now selling them as an accessory item. By adding a pickup roller assembly and an axle ground strap, Jason's birthday present will be a gift he will always treasure.

Disclaimer

To keep the record straight, anytime I modify or make a Lionel® product, it is labeled as such. I do not want some future "authority" to label the product as a "Factory Collectable".

Required Parts List

To build a lighted caboose from scratch, one will need the parts listed in the table. Additional information may be found in Lionel's service manual, page 7-10, published by Greenberg.

Construction

1. Press the smokestack into the roof of the caboose shell.
2. Insert the window shell inside the caboose shell and set the assembly aside.

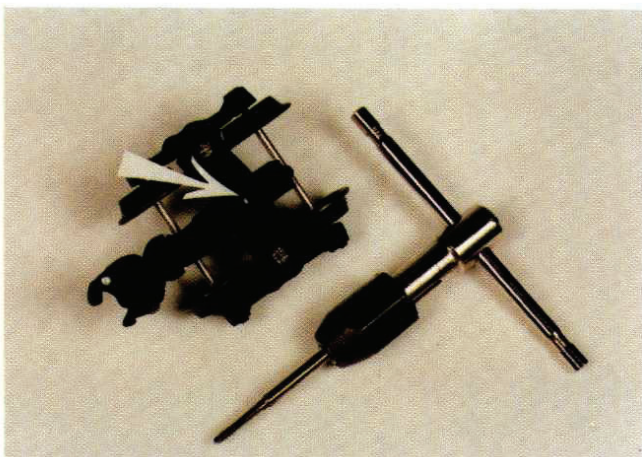


Photo 1

3. Photo 1 shows the top view of a #600-9550-050, sprung truck. Using a #4-40 tap mounted in a T-handle, tap the center hole as indicated by the white arrow. Set truck aside and repeat this step on the other truck.

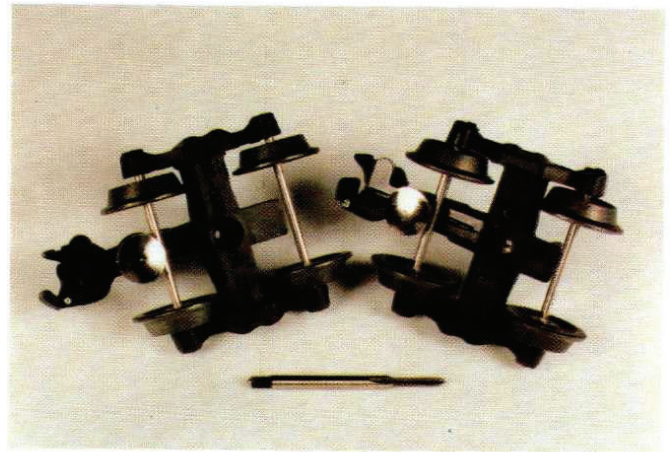


Photo 2

4. Photo 2 shows the bottom view of two #600-9550-050, sprung trucks. Note the difference between them. The truck on the right was made after 1990 and has a small hole found on the center frame member. This hole is used to secure the axle grounding strap. Using a #3-48 tap, tap this hole only on one truck.

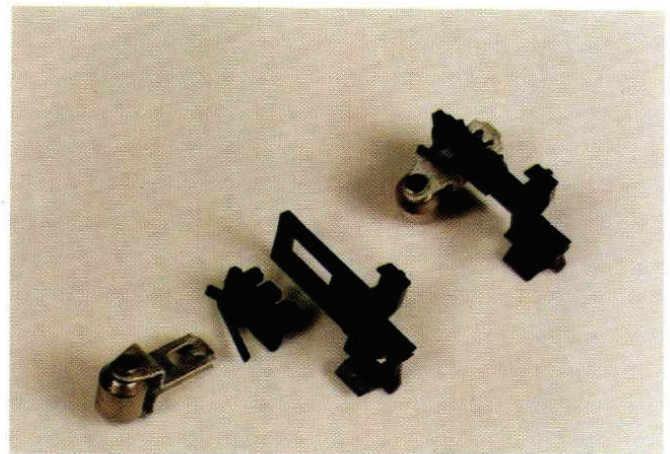


Photo 3

5. The pickup assembly is made from three parts. **Do not assemble it now.** Photo 3 shows these parts as well as a finished assembly. Since the pickup collector bushing is plastic, the lamp wire should be soldered to the bracket **before** it is clipped into place.
6. Taking the #600-8477-014, lamp socket, measure from the bottom of the socket down the wires 4½ inches. From this mark, strip and tin the wires. Referring to photo 4, solder one wire to the #600-9050-156, brass axle grounding strap. Take the remaining wire, pass it through the #610-9050-155, mounting bracket and the #600-9536-054, collector bushing. Now solder the wire to the pickup roller bracket.
7. Assemble this assembly by snapping the collector bushing into the mounting bracket. Snap the pickup roller bracket into the collector bushing with the wire towards the mounting clip opening. Route the axle grounding

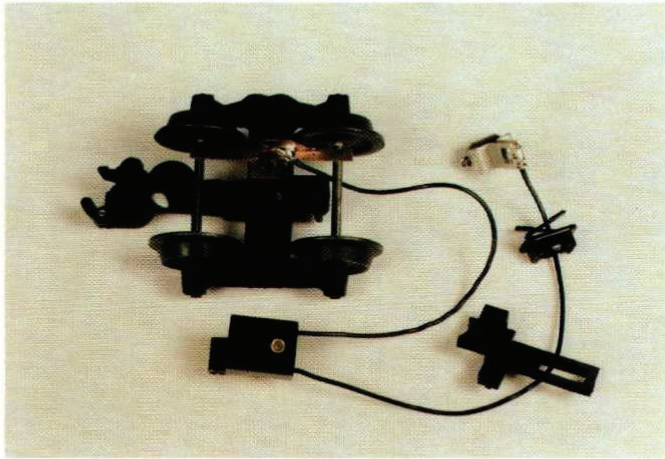


Photo 4

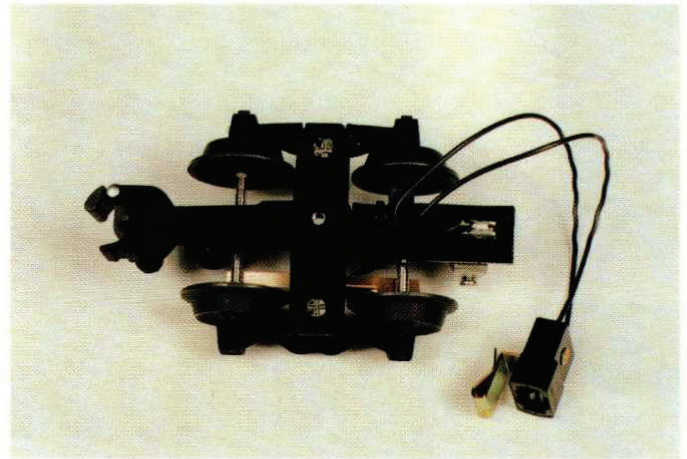


Photo 5

strap between the inside axle and mount the strap to the frame using the #690-8101-T35, #3-48 RH screw. See photo 4. Place the mounting bracket over the "smoke stack" shaft located between the center frame member and the inside axle. Press the assembly down until it snaps into place on both sides. Photo 5 shows the top view of the truck with strap, pickup roller and lamp socket attached. Note wire locations.

8. Pass the lamp socket through the opening on the frame. Secure the sprung truck having the lamp socket and pickup roller to the opposite end of the frame. Place a #690-00SE-053, brass eyelet, in the frame's mounting hole. Secure the truck using a #600-8040-172, screw. Tighten the screw just enough to snug the truck against the eyelet, but not enough to restrict truck movement. Repeat the procedure for the other truck.
9. Mount the lamp socket on the lamp post. Roll the frame upside down and stuff the lamp wires down along the grooves located between the center frame ribs and the circular post. Swivel the trucks by hand to insure the

lamp wires do not cause the trucks to bind. When satisfied with wire placement, secure wires with a drop of glue from a hot glue gun.

10. Add #600-0161-300, lamp to the lamp socket. Place the shell assembly over the frame and secure by snapping the #600-9060-025, caboose ends on each end.
11. Go test run it. Wrap in a box, add a birthday card with hugs and kisses, and give it to your son. OOPS, grab a camera and take photo 6.

Other Possibilities

Instead of wiring the lamp socket directly to the truck, incorporate a simple DC (direct current) voltage regulator. Doing so will keep the lamp at a fixed voltage (brightness). See *The Back Shop* from August 1991 or drop me a note.

Bill Beatty
 (217) 546-8591 -- Home
 (217) 787-4855 -- Work
 (217) 787-4865 -- Fax

Qty	Part Number	Description
1	600-xxxx-003	Square window caboose body
1	600-2357-016	Window shell
1	600-0161-300	Lamp
1	600-8477-014	Lamp socket
1	600-9060-006	Smokestack
2	600-9060-025	End with brakewheel
1	600-9060-005	Frame
2	600-8040-172	Screw, #4x 5/16 ST (truck)
2	690-00SE-053	Eyelet, brass
1	600-9550-050	Sprung truck, modified for pickup roller (Requires the next three parts.)
1	610-9050-155	Mounting bracket, pickup roller
1	600-9536-054	Collector bushing
1	600-9536-057	Pickup assembly
1	600-9550-050	Sprung truck, modified for ground clip (Requires the next two parts.)
1	600-9050-156	Axle contact (ground strap)
1	690-8101-T35	Screw, #3-48 x 3/36" RH (strap)

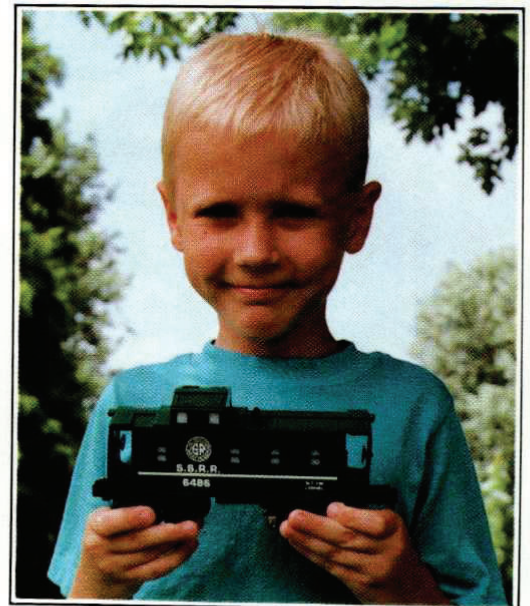


Photo 6

President's Report

This report is written with very mixed emotions. This is my final President's report, as I go out of office on July 31st and assume the position of Immediate Past President. It's been a great two years, especially the last 14 months. The Dearborn 1993 Convention will be the largest in the history of the LCCA and the 1992-1993 membership drive was a roaring success. Neither of these two events would have been as successful as they were had it not been for the help of Bill & Diane Button, their co-chairmen, Dick Kughn, Nick DeGrazia, Mark Gordon, Glenn Patsch, etc. There are so many people to thank, but so little space to do it in. A special thanks to my Board of Directors and Officers for their faith and courage in allowing me to go forward with my membership drive plans. The stakes were high, but so were the rewards.

All appointed officials and other honorees will be recognized at the July 24th banquet with more than just a mere thank you in this report. I am leaving the Presidency with the knowledge that your Club is financially sound. In fact, three and a half years ago the net worth had dropped to somewhere around \$85,000. However, as of April 1993, the net worth is just a few dollars short of \$500,000. How's that for improvement! As Immediate Past President, I intend to continue to monitor the club finances on a monthly basis. I also intend to follow through on what I promised you in the last issue of *The Lion Roars*, ie. a *Lion Roars* 100% in color (photos), increased number of pages, significant attention to prewar & postwar and finally more repair and how-to articles.

You the members are the backbone of the Club. It's your club and your input is very important to the Board and Officers. Your active participation in the Club is important, especially in submitting articles to *The Lion Roars* and the hosting of local LCCA meets. I have enjoyed serving as your President and must admit it's been a very rewarding experience. Make all our new members feel welcome and help them all you can.

Al Otten

The Results of the 1993 LCCA Election

President	Director - 2 year term	Director - 1 year term
Charles Seddon 1582	William Button 1345	Harry Overtoom 1326
Bill Stitt 1482	Stanley Roy 1168	Johnny Ourso 1209
	William Hourigan 1060	William Beatty 1096
Assistant Secretary	William Trappen 978	Louis Caponi 988
Arthur Broshears 1663	Winfrey Adkins 871	Terral Klaassen 967
James Boylan 1378	Hulen Warren 472	Barry Keener 956
		Alan Schwartz 806
Treasurer	Constitutional Change #1	Russell MacNair 766
Barry Findley 1564	For 2796	James Mitchell 565
William Schmeelk 1477	Against 199	
Convention Site	Constitutional Change #2	Total Ballots Cast 3107
Grand Rapids, Michigan 1530	For 2770	
St. Paul, Minnesota 1151	Against 215	

From the Editor

This is my last issue as Editor of *The Lion Roars*. I have enjoyed the last three years as Editor. It's time to appoint a new Editor. Newly elected President, Chuck Seddon, is looking for members willing to be *The Lion Roars* Editor and other members to assist the Editor. Interested members should have some experience using a personal computer. Interested members should contact President Chuck Seddon at (815) 654-1705.

Glenn Patsch

The Three Rail Rambler

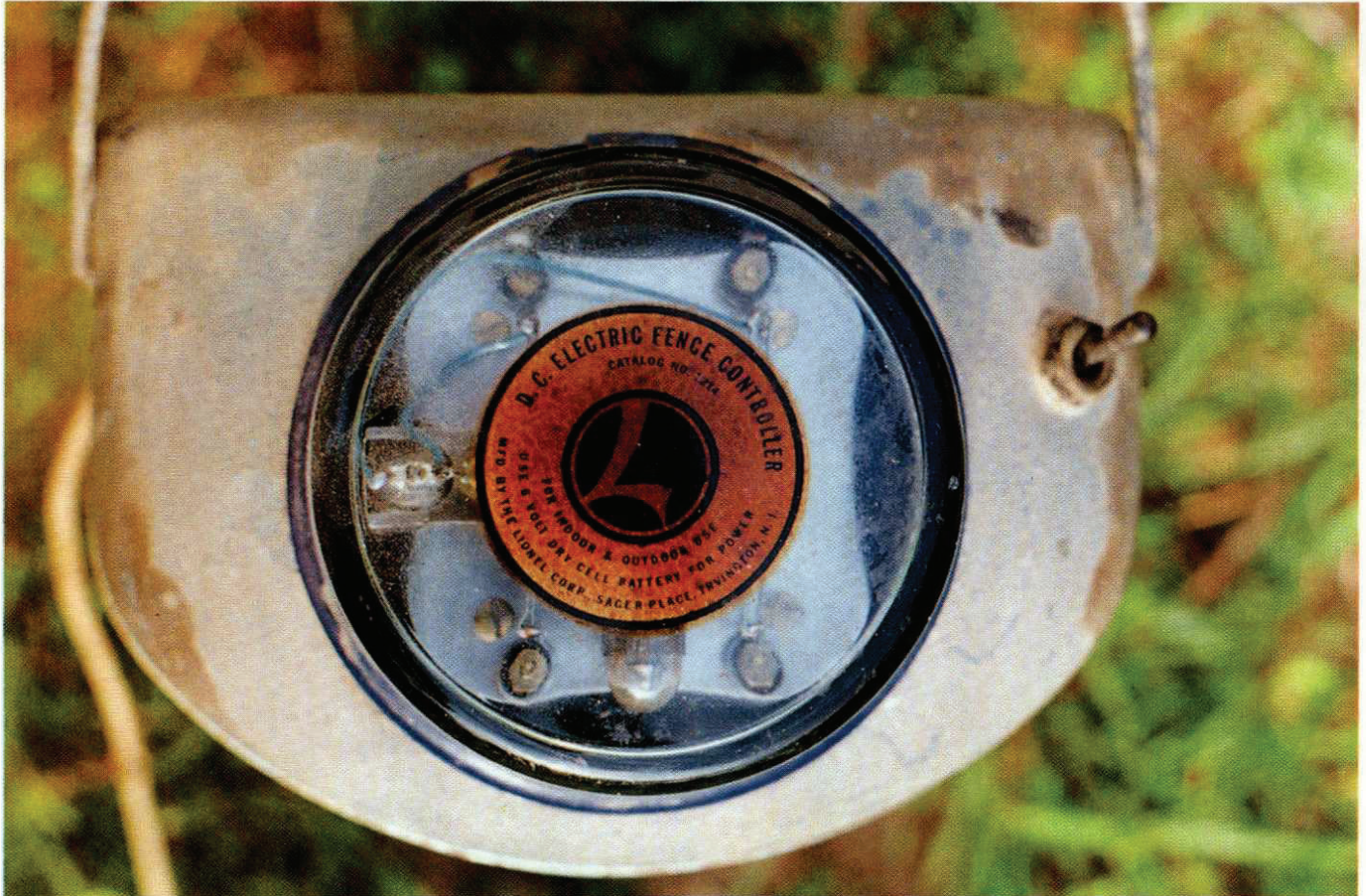


Photo 1 - The Lionel® Corp. Stock-Watch found by John H. Vaughn, #13657. Photo by John H. Vaughn

MOO ! MMMOOOOOO !! MOOOOVVE OVER You Major Mainstream Model Railroad Rags, the little ole *Lion Roars* scores yet ANOTHER scoop. And that's no bull. However , the Rambler knew there must have been a mistake when John Vaughn, #13657, called to ask information about electric fences and Lionel®.

Now a lot of oddball stuff has passed through these doors, but never was there anything related to cows. A search through the modern era toy train press came up zeros. But how many mags could they sell with cows on the cover, even if they had pictures?.

Udderly confused?? It seems that Vaughn occasionally haunts the Greenwood, Louisiana, flea market. On one of his excursions he happened to look down and at his feet was the biggest transformer, without handles, he had ever seen. But it was not a ZW. The orange and blue metal plate identified it as a Lionel® item for sure. See Photo 1. And for about half the price of a 25 pound sack of tall fescue he took the Lionel Corp. *Whatzit* home.

And Vaughn did the logical thing to do when you have something and don't know what it is. He called the Rambler !! Then there were two of us who didn't know what it was ! And the Louisiana Man sent the first photographs of the Lionel Stock-Watch ever seen south of the 1994 LCCA Convention site.

Vaughn describes his find as being 16" tall, and 8"x 6 1/2" at the top. See photo 2. Inside is the date manufactured, Aug. 4, 1946. Writing on the logo is: "D.C. Electric Fence Controller, Catalog No. 1214, For Indoor and Outdoor Use, Use 6 volt dry cell battery for power, MFD by the Lionel Corp., Sager Place, Irvington, N.J."

Would one of ya'll Ag. School grads out there please tell us why an electric fence charger would ever be used INDOORS ??

Regal Ron Hollander refers to the Stock-Watch on pages 197 and 214 of *All Aboard!*, but doesn't tell us much more than can be deduced from an examination of the device. And if Ron had photos of it he did not use them in the book.

Leave it to a couple of wild and crazy guys who can't seem to get their ads in some of the biggie trainmags to fill in the missing links. Tom McComas and James Tuohy are better known to most LCCA members as TM Books and Video, but back in the good ole days of cheap trains and double digit mortgages they published a book titled: *LIONEL A Collector's Guide & History Volume VI: Advertising and Art*. And on pages 130 -131 are copies of original adverts for the Lionel Stock-Watch. Those promos tell in rocket scientist detail all you could ever want to know, except what indoor use it might have. Super score Big John, and thanks for calling us first.



Photo 2 - Side view of the Lionel Stock-Watch.

Best Locomotive Contest

It's time to vote for your favorite toy train loco. Write or call the Rambler and be sure to share your reasons. William Fuller, 11746, wrote, but he is having so much fun running his trains that casting a vote would be begging the question. Dick Astrom, #13824, sent in his choice, an engine that won a lot of races when he was a boy. According to Dick that baby would stop on a dime and give you nine cents change before taxes.

More Layout Building Fun

The Rambler's layout building efforts have been chronicled in this column as a way to inspire us all to share and enjoy the operation of our trains. Back issues of *The Lion Roars* that have segments of this story are; Feb. 1993; Dec. and Apr. 1992; Aug. and Oct. 1991 have photos of what can be done in a tiny space in an apartment.

Jurassic House

A year and a half ago the apartment mutated into a house with an unfinished basement. The challenge was no longer how to cram the Rambler's three train sets into the space behind a couch. One major decision was between building a table in the middle of the room or running along the walls; or both. Both won; but the logistics of finishing a 32x30 room while crawling over and under a teeming mass

of 2x4's dictated a cabinet top system along the wall be constructed first.

The "O" Gauge Tennessee Central may not be the skinniest railroad ever built, but it's close. The bench work on the long wall was made 2 feet wide by kitchen counter height. An 8 ft. by 32" wide storage cabinet, photo 4, anchors the west end of the line and is about 6" higher than the rest of the bench work. The short wall is lined with a 12" wide bookcase. The bookcase attaches to a cabinet that is just wide enough to fit a circle of "O" gauge track. See Photo 4. Storage shelves and cabinets can be built and retro fitted under the train tables without disturbing the railroad.

The line has its ups and downs, with at least one grade designed to clear an 022 switch machine attached to a switch on the next track over. A good quality green outdoor carpet covers the plywood tabletop and works wonders as a sound absorbing device. No decision about roadbed or extra crossties has been made.

Vital Statistics and Family Values

A toddler can reach trains on the outside edge of a 35" high table top. The good news is that ensures that the kids can have hands on involvement with the trains. We called that "play" in the 1950's. Still do. Just don't leave those Mohawks and PAs parked there. Our 10 year old can reach most areas of the layout. He knows by now what, and what not, to operate when Dad isn't there. "Whoopee !! Let's race the Dreyfuss !"

The Rambler's one concession to the vulnerability of items such as rebuilt old Madison cars is the elevated yard at the West (left) end of the line. See photo 5. Here a few cars can be parked out of reach of little hands and speeding trains.

The two foot table width allows most cost efficient use of 4x8 plywood along with assuring easy access to all areas of the table. There is plenty of space left over in the room for an 072 layout to be built after the room is done. Or maybe we'll model the whole Trans-Siberian RR in "Z" gauge. Stay tuned- and start railroading.

Outrageous Ain't It ?

Tried to buy an F-3 lately ? You were turned down at the bank and your showroom dealer wouldn't take those Dizzy Disney cars in trade ? Well don't hold your breath, but---. And if it ever happens just remember you read it here first. You can bet your Pere Marquette that Big No. 1 has already thought of it and knows whether or not it could or should be done. What is "it"?

CHEAP F-3 DIESELS

Now that ya'll are back in your seats, consider the facts and fantasies. Our favorite producer of toy trains makes a line of EMD GP diesels that have enough bluster to handle several aluminum passenger cars on a large layout. These engines cost about 160 bucks, depending on the rate -of -exchange at the Mason-Dixon Line. The F-3 in current production is a major non-budget item for many families

with small children, just as the \$89 Santa Fe was in the early 1950's.

The Fantasy: A Lionel GP-38 chassis with both motors and all those rubber tires is sawed and filed and shaped until a Santa Fe F-3 shell fits over it. Replace the switcher footsteps with a pilot on one end and nothing on the other. Add rear steps and other appropriate trim. Install one of those buzz-free electronic reversing units and a horn that sounds more like a train than a swim meet starter's beeper. Now stamp "Made by us in Michigan, USA", on the end and watch 'em squirm back east. Offer individual units, dummy units and "B" units, powered or dummy, a la carte. Price 'em to collect owners, not dust. And watch the renaissance of the Super Speed liner ! I bet the ole Rambler would be first in line to drive one home, even if it wasn't lettered for the Tennessee Central. Now THERE'S a fantasy.

Into the Sunset

Some days when the phone rings you just don't want to pick it up, know what I mean?? That was the case last night when Glenn Patsch called and it wasn't to gently scold this delinquent scribe for missing a deadline. It seems that his time to pass the mantle of editor of the best little ole train magazine in the universe had come. Truth is, being editor is a full time job as Larry Black, Fred Sanford and the other previous editors found out.

Glenn, ya'll done good! Enjoy your retirement; maybe even run a train or two if you can find them under all the paperwork. It has been both personally and professionally enlightening to have worked with you.

Carrying On

This is as good a time and place as any to stress that *The Lion Roars* is created and published by volunteers. The more photos and articles we have the better the magazine can become. So folks, lets get behind the new editor; send him a story, pictures, a "How To--", or write and suggest a topic or person to feature.

Down the Road

Stay tuned for the following:

The Un-official Convention Report
1994 LCCA Convention Previews
Prewar Isle of Trains
More kids & trains

John William Coniglio, LCCA #4891, is *the* Three Rail Rambler. Contact him at: The Three Rail Rambler, P.O. Box 6312, Chattanooga, TN 37401. Phone is (615) 843-2360 before 10:30 P.M. Eastern. Please do not call collect, not even train collect. Especially not train collect. Happy Ramblin' —.

The Rambler



Photo 3

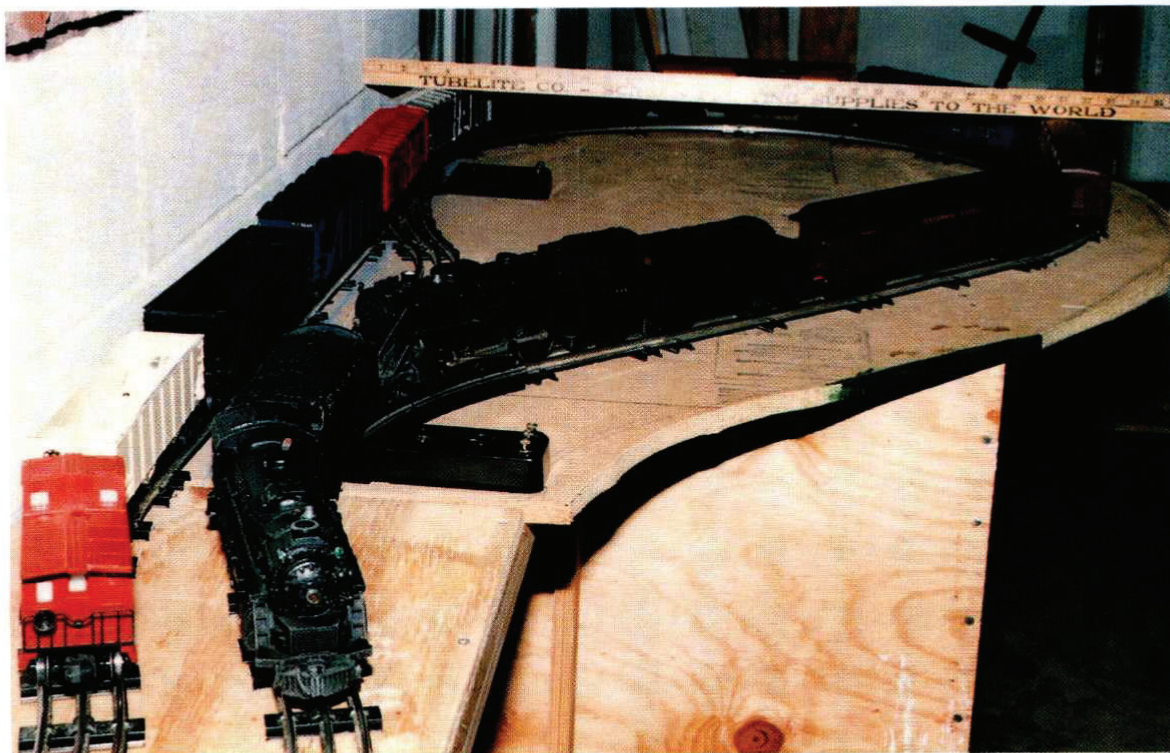


Photo 4

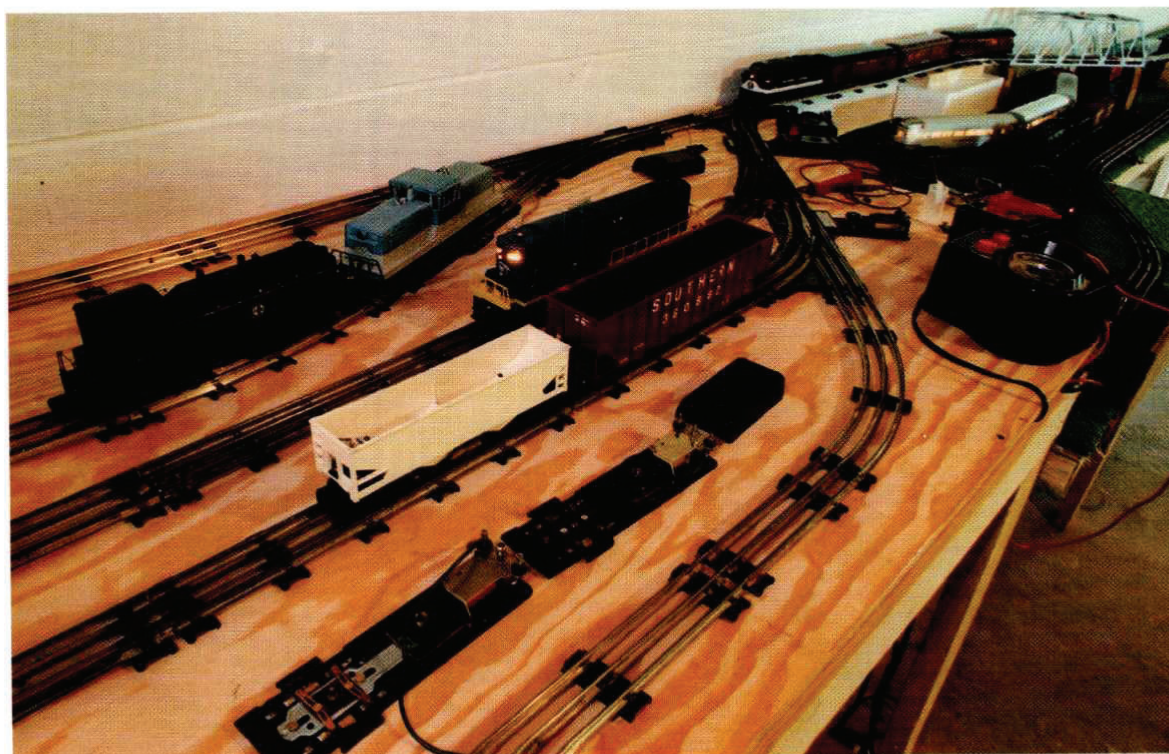


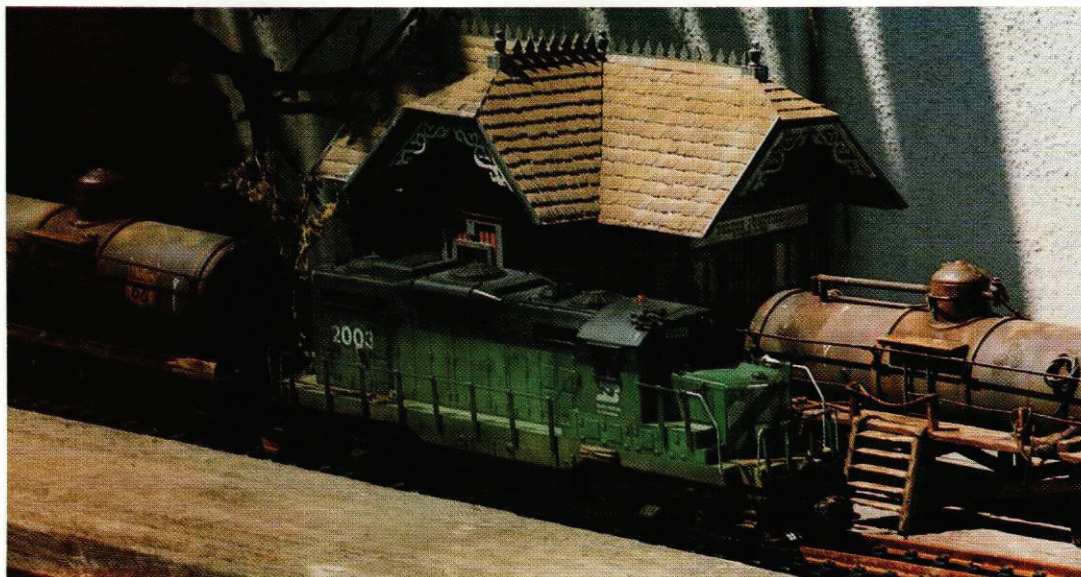
Photo 5

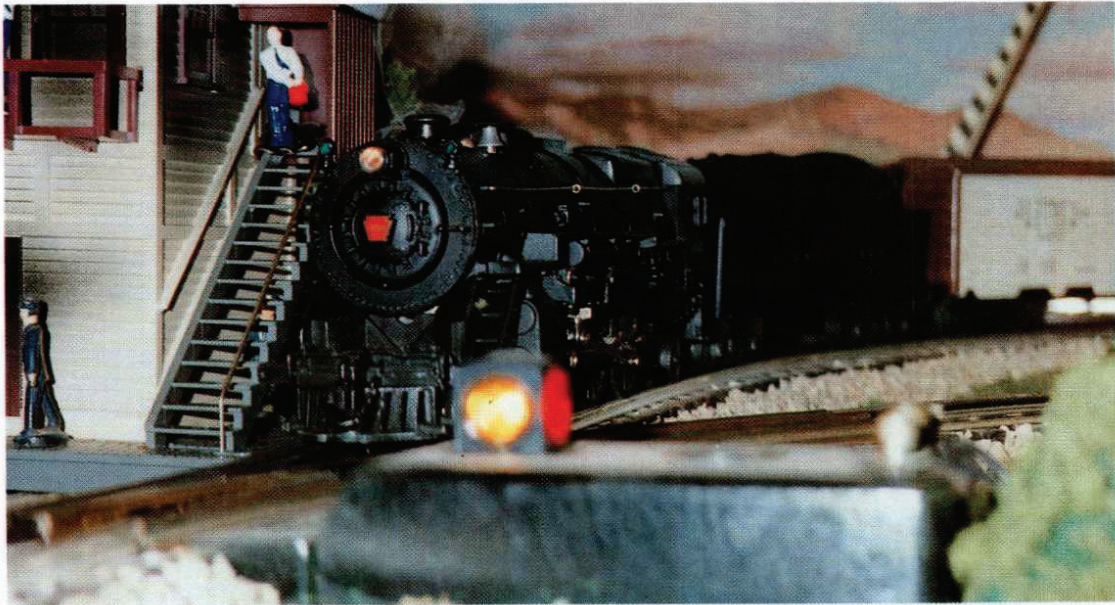
Lionel® Trackside Photos

Trackside photos is where the pictures tell the story.
Send in a photo of your layout, favorite train or accessory to share with everyone.



Above and below, Mac McCalla's, #9414, Lionel G-gauge Large Scale layout. Mac's layout in southern California is outdoors, since basements are uncommon there. The layout area is 60 by 40 feet and "L" shaped with about 5200 feet of track. Mac really likes his two green Lionel Burlington Northern GP-20 diesels (see below) with about 200 hours of operation over the last couple of years with no problems.





Charles Powell's, #12813, Lionel layout. His Dad's 2035 from Christmas 1949.

Christopher Maffet's, #13602, Lionel 1-700E is held firmly in place by the man of steel.





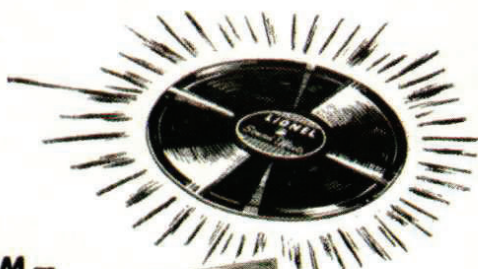
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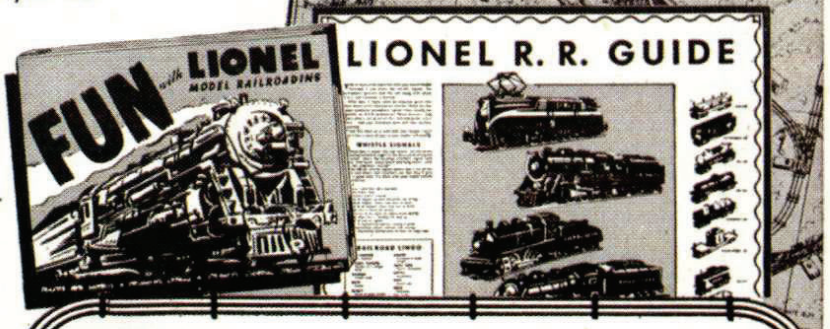


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