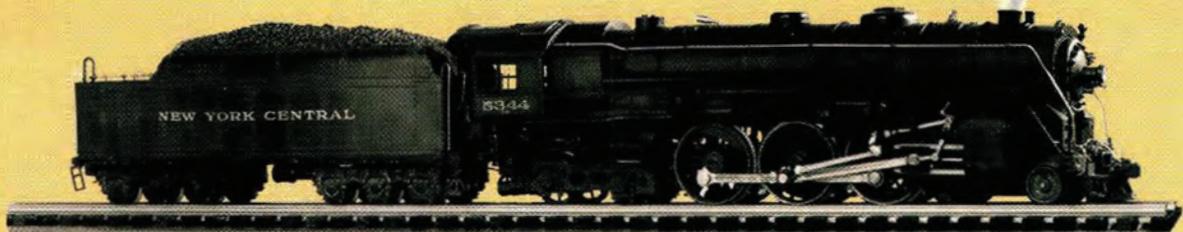


The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

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

*Plenty of Exclusive Coverage of
Lionel's New Products!*



LIONEL

Accessories

President's Report*Views and the latest news from your Club's Leader.***1996 Grand Rapids Convention Coverage***Photos and the story from this year's "Grand" event!***Tracksides I***A look at a huge, all era empire built in just days!***Photography Tips***Information to help "clear up" your photos for TLR.***Lionel Postwar I***A nostalgic look at "short" Box Cars of the era.***Structures On A Budget - Part II***A follow-up story of hand-crafted layout buildings.***LCCA Board of Directors' Meeting***Minutes of the July 25th "Old" Board Meeting.***Convention Cars - Part XVII***Technical information of the Pere Marquette Box Car.***Lookin' Down The Track***When they were located in New Jersey,
did Lionel have a "connection" with CNJ?***Lionel Postwar II***An interesting story about the 1946 Electronic Set.***Lionel News And Views***Exclusive photos of upcoming new products along with
all the "news" straight from Lionel's Headquarters!***Uncataloged Sets***A member asks for information on his unique set.***New Products Review***Background on a "Guide" with a unique format.***Treasurer's Report***Here's the Club's Annual Financial Report.***Stocking Stuffers Order Form***They're going fast and this may be your last chance
to order the LCCA's Step Van and Pickup!***LCCA Board of Directors' Meeting & Meets Schedule***Minutes of the July 25th "New" Board Meeting and
upcoming Club Meets through the end of the year
along with our 1997 and 1998 Convention dates.***LCCA Application Form***Help your Club grow by recruiting a new member!*

When you want to see your article or layout in LCCA's *The Lion Roars*, let any member of your Editorial Team know and we'll work along with you to get it to press!

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The Lion Roars (ISSN No. 10790993) is published six times annually by the Lionel® Collectors Club of America, PO Box 479 LaSalle, IL 61301. Periodicals Rate 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 materials 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. Complete mailing address of known office of publication: Industrial Graphics Service, 5765 East Kilgore Rd., Kalamazoo, MI 49001. Editor: Donald M. Carlson, 1190 Academic Way, Haslett, MI 48840. Managing Editor: Jim Chandler, 5765 East Kilgore Rd., Kalamazoo, MI 49001.

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in Bloomington, Minnesota
John Fisher & Tom Jefferson, Co-Hosts
1730 James Rd.
St. Paul, MN 55118
(612) 454-6644

July 21 to 26, 1998

in Philadelphia, PA
Louis J. Caponi
610 Andrews Rd.
Springfield, PA 19064-3816
(610) 543-1540

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

Writing a President's Report immediately following a Board Meeting is rather difficult and to a great degree redundant, when you consider in this same issue of *The Lion Roars* are the Board Minutes. But what the heck, let's give it a shot.

Grand Rapids Convention - 1996

The Convention was a "roaring" success and everyone appeared to have a great time. If any one didn't have a good time then maybe they need to look in the mirror. In Host Mike Valentine's report, he tells us we had 599 pre-registrations and over 400 trading tables. At the Saturday night Banquet we had 540 attendees and at the free Welcome Party on Friday we had about 900 attendees. The next 8 pages of this issue have the Convention story and pictures.

Lastly, the "free" Welcome Party has gotten out of hand and will no longer be free. More on that subject in future issues of *The Lion Roars*.

New Membership Drive

I am very pleased to report that your Board of Directors unanimously approved a new direct mail and advertising campaign covering the next 12 months. Combs & Company, advertising agency, will again represent your Club. I'll direct your attention to page 12 of the November, '96 issue of *Classic Toy Trains*. One of our brand new ads is featured.

1996 Stocking Stuffer

I started telling you about our 1996 Christmas Stocking Stuffer in the June issue of *The Lion Roars* and in the August issue we gave you pictures and an order form. If you haven't ordered these special trucks by now you probably are too late. As an aside let me tell you that this article is being written on September 10th, a few days after you received the August issue of *TLR* that had the order form and in which I told you we only ordered 3,000 units. As of today (9-10-96); only a few days since receiving your *TLR*, we already have orders for more than 600 units.

Also in the August *TLR*, I indicated that the Stocking Stuffers would be shipped in November. That statement was in error. Here's the straight skinny! Your order must be received by our Business Office by 12-1-96. No tolerance and no postal stamping dates considered. December 1st is it!! All units will be shipped on or about December the 12th in plenty of time for Christmas.

Lastly on the Stocking Stuffers subject. In the December, '96 issue of *TLR* we will print specific instructions on how to install an electronic "E" unit in your blue step van. We will also supply you with Lionel's part numbers, approximate costs and address so you can order the conversion parts. Take note!! You cannot, at the moment install a reverse unit in the orange pick up truck and have it hidden. Just not enough room. Of course someone might be able to design and fabricate a camper shell for the pick up giving us the room we need. I would like to hear from one or more of our industrious members who might be able to fabricate a "top" that would not alter the original shell and would enhance the whole unit, not to mention hiding the "E" unit.

Catalogs

It has been our practice over the past several years to send all members a copy of Lionel's latest catalog(s). This historically happened in January or February. Beginning two years ago, Lionel started charging us for these catalogs at an approximate cost of \$11,000 a shot. The \$11,000 did not include the cost of mailing them to the members. Cost of mailing was an additional \$3-4,000 more.

Lionel's catalog policy has changed! There will no longer be a catalog(s) issued just once a year. I am hearing there could be as many as six catalogs issued throughout the year.

Needless to say the LCCA is now out of the Lionel catalog business.

Closing Notes

The Fall season is here and so is the traditional return to trains season.

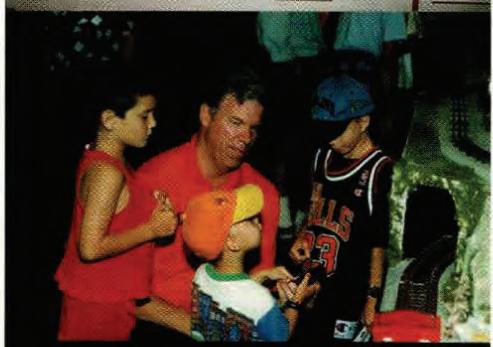
Just think of this:

- A) Only 2 months to Christmas
- B) Only 1 month to Thanksgiving
- C) Football (pro and college) is here already
- D) Only 40 more days to order your Stocking Stuffer, if there are any left.

Thanks for your support.

More next issue --

Al Otten, President



Here are the pictures and story of the LCCA's 26th Annual Convention which was held in Grand Rapids, Michigan, this past summer!

FACILITIES

Let's begin with the sites for our truly "Grand" event, namely, the Amway Grand Plaza Hotel and adjacent Grand Center that provided wonderful facilities for the LCCA's 1996 Convention.

Located in the heart of the city, the Amway was booked solid by the Club during the July 23rd-28th dates of our 26th Annual Convention. The first-class Hotel rolled out the red carpet and furnished luxury accommodations to everyone.

Conveniently linked via a skywalk to the Hotel, the Center was utilized for Public Displays, Tours Dispatch, the Welcome Party and Trade Halls.

REGISTRATIONS AND ATTENDANCE

With 599 pre-registrations prior to the start date, the Convention had a great turnout of members, their families and guests. By combining the pre-registered members, 103 additional members' registrations at the door (that includes 19 new member enrollments!) with a nearly equal number of spouses and children gave a grand total of more than 1,000 attendees at the Convention. With these numbers, the Registration Committee stayed very busy all week long! All pre-registrants received a special Lionel Station Platform with LCCA notations on it, and everyone who registered got a folder containing a sheet of four #310 sized billboards featuring local sites and attractions.

PUBLIC DISPLAY AREA

Three areas in the Center were used for the Public Displays. Next to the Registration Desk were the LCCA's and Artrain's Information Displays. Lionel had their 12' x 20' layout hosted by Chuck Horan, RM #18830, along with a new products display and the Chicagoland Lionel® Railroad Club, with host John Flinn, RM #9576, set up their modular layout. Both operating layouts provided lots of fun for everyone as they had the TrainMaster® System so that 'engineers' of all ages could run the trains!

(Photos on page 4 for these 3 Convention events.)

TOURS

The large number of pre-registrations created a lot of scheduling for the Tour Committee as many people came early to Grand Rapids to go on the tours.

On Wednesday, Thursday and Friday bus loads of Conventioneers traveled to Holland, Grand Haven and Kalamazoo for trips to very scenic sites rich with ethnic background as well as a chance to see trains (both real and model sized), planes and automobiles!

Thursday evening's ride on the Coopersville and Marne Railroad had 300 fun-loving LCCAer's and the barbecue ribs dinner that was all a part of it was delicious. Included with the train ride/dinner tour was a chance to shop at the caboose 'store' and many folks took back some unique souvenirs of the event.

This year's Saturday tour had many Convention attendees travel to the beautiful resort community of Saugatuck for a boat ride complete with some very scenic views of Lake Michigan and a chance to shop at the many specialty stores along the lakefront.

If you were in Grand Rapids, be sure to look for your picture in the Tours' photo coverage. If you didn't come this year, look at all the fun you and your family can have and make plans early to come to next year's Convention in Bloomington, Minnesota!

(Photos from all five Tours are on pages 6, 7 & 9.)

ANNUAL MEMBERSHIP MEETING

During Thursday afternoon's Meeting, Treasurer Barry Findley, RM #10898, gave a report on the Club's finances, the 1996-97 Election results were covered and all the previous or new Officers, Directors and Appointed Officials were introduced.

During the question and answer session led by President Al Otten, HM #429, that concluded this annual Meeting, the positive support of the LCCA's current direction and practices that came from the numerous members in attendance was noted and very much appreciated by your Club's Leadership Team.

(Photos of the Membership Meeting are on page 9.)

(Text continues on page 8.)





COOPERSVILLE & MARNE RR



(Text continued from page 5.)

LIONEL SEMINAR

This year's Seminar drew a full house of model train enthusiasts. Gary Moreau, Lionel LLC's CEO, joined with recent appointed leaders Judy Hoffman, Senior Vice-President, Marketing/Sales and Michael Thoresen, Vice-President, Sales, along with the rest of the Lionel team to lead their presentation with its always interesting product review and Q & A session.

WELCOME PARTY

Friday evening's family-oriented Welcome Party (called "Boogie-Woogie Choo Choo") was held in the Center's Auditorium. There was plenty of great 'picnic style' food for about 900 attendees with burgers and dogs, potato salad, cole slaw, soft drinks and all the fixings provided *free* of charge. The Callahan Country Line Dancers provided some 'high-stepping' entertainment. The 'family picnic' theme was thoroughly enjoyed by all as this portion of each year's Convention has grown into a special event with its festive atmosphere along with the friendship of fellow members to talk about tours, trains and all the fun they were having just by being there. As with other gatherings during the Convention, door prizes were awarded to lucky winners through this evening.

(Photos from above 2 events are on page 9.)

CONVENTION CARS

This year's Convention Car is modeled from the real Pere Marquette's double door box car on display in Grand Haven and has the number 71966 to mark the Convention's month and year. Our prototypical Standard "O" scale car continues the LCCA's high standards for Convention Cars and was distributed on Saturday afternoon. (Technical details/photos for the Car are in the accompanying article on pages 20-21.)

TRADE HALLS

Two areas of the Center had 400+ tables stacked full of a variety of trains and other related items for members to buy, sell or trade. The Hall doors opened promptly at 9 AM on Saturday to a large group of anxious members anticipating collection additions that awaited them. Those who stayed over enjoyed themselves during Sunday morning's session as many items changed owners during times Halls were open.

(Photos from the Trade Halls are on page 10.)

BANQUET

The Ambassador Ballroom in the Hotel was used as the setting for a sellout crowd of 540 people at Saturday night's Banquet with its theme of "A Family Christmas in July". (Whoever said that, "Christmas comes but once a year", was not an LCCA member!) All enjoyed a traditional 'holiday' meal of turkey and ham along with a festive time, made new friends and visited with longtime Club acquaintances. After dinner, a special, surprise guest made his appearance to the delight of all and especially for the many kids in attendance. Youngsters got to meet with Santa and received a Lionel Lion for being good boys and girls. Ceremonies recognized the Convention Committee, LCCA Officers, Directors and Appointed Officials.

All in attendance received a 'gift' of a specially decorated LCCA Christmas Tree Ornament. Many door prizes were given out and Grand Prizes drawn.

Lucky winners were: Harry Carlson, RM #12390, (complete 1st Decade LCCA train set); Pauline Issen, (complete 2nd Decade LCCA set); Kathleen Vaughn, (remarqued and signed Angela Trotta Thomas print); Paul McClelland, RM #14475, (Santa Fe Mikado); and Karen Walle, (Wabash Hudson Locomotive).

(Photos from the festive Banquet are on page 10.)

SPECIAL THANKS AND A CLOSING NOTE

Many thanks to everyone who worked with us and the tremendous team effort that all went together to make this year's Convention a great success.

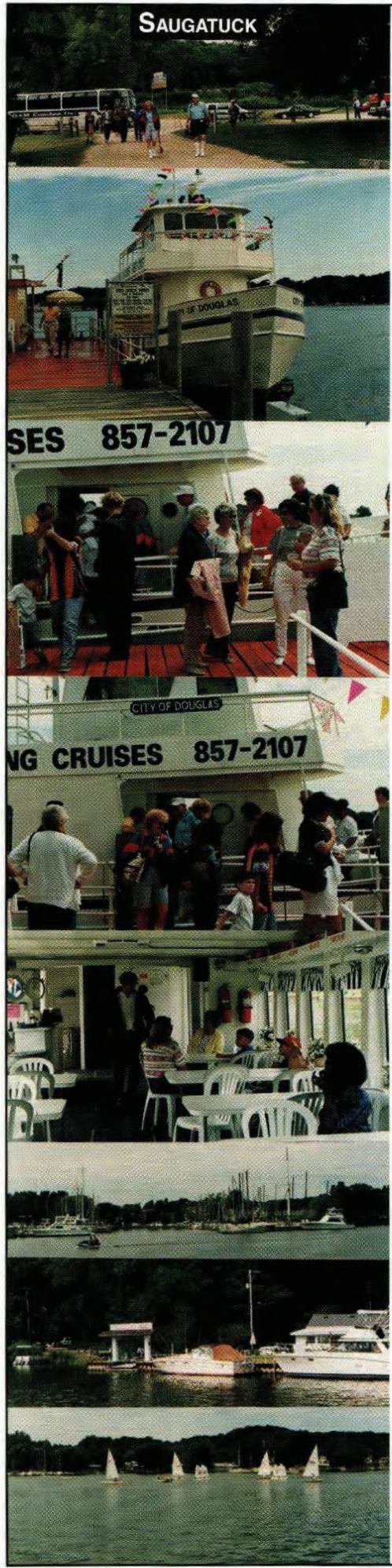
It was all very worthwhile to us and we're sure there are many appreciative members who came to Grand Rapids and enjoyed the experience of "A Grand Twenty-Six in Ninety-Six" as much as we did.

In closing, on behalf of both of us and the great Committee, thanks for all your hard work to make a "Grand Twenty-Six in Ninety-Six" possible. To all of you who attended, thanks for coming and making everyone's work pay back many times over with all the positive comments and feelings given back to us.

*Rev. F. Michael and Joan Valentine,
1996 Convention Host and Hostess*

(*Editor's Note:* Photo credits to Linda Austin, Ed Richter, RM #13075, as well as Rollan Schnitker, RM #17164, along with Roger Meekhof, Tours Chairman and RM #20474. Thanks for all the great pictures! More Convention photos on page 11.)

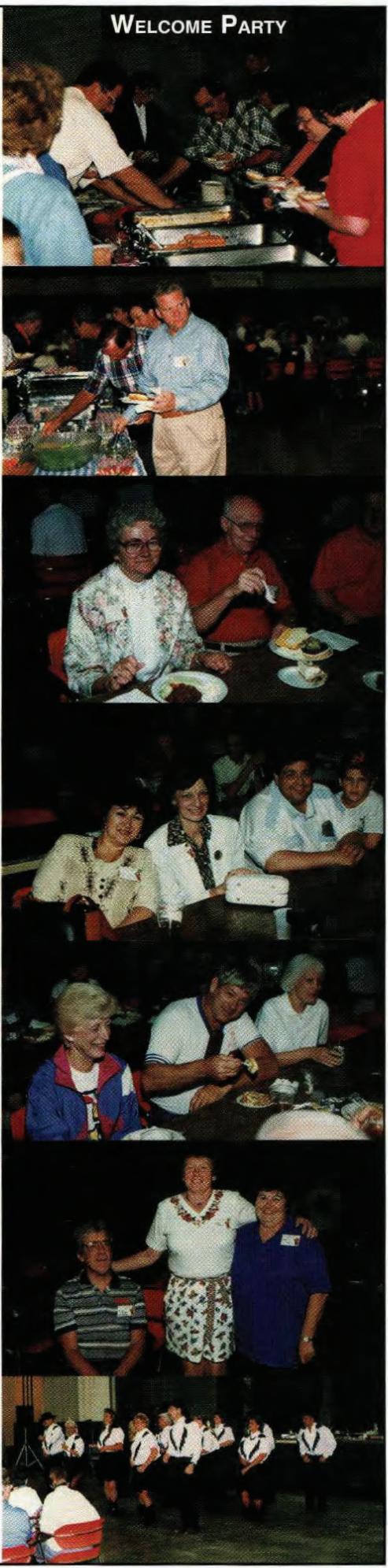
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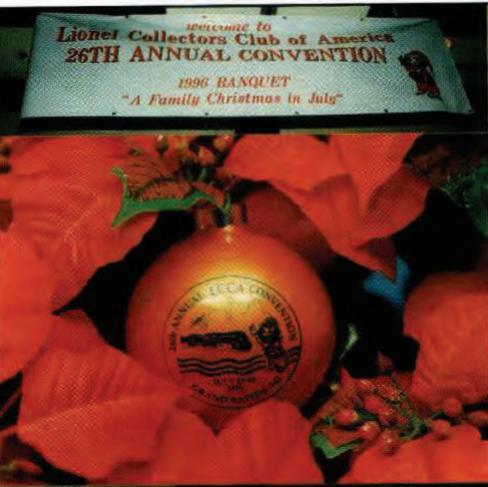
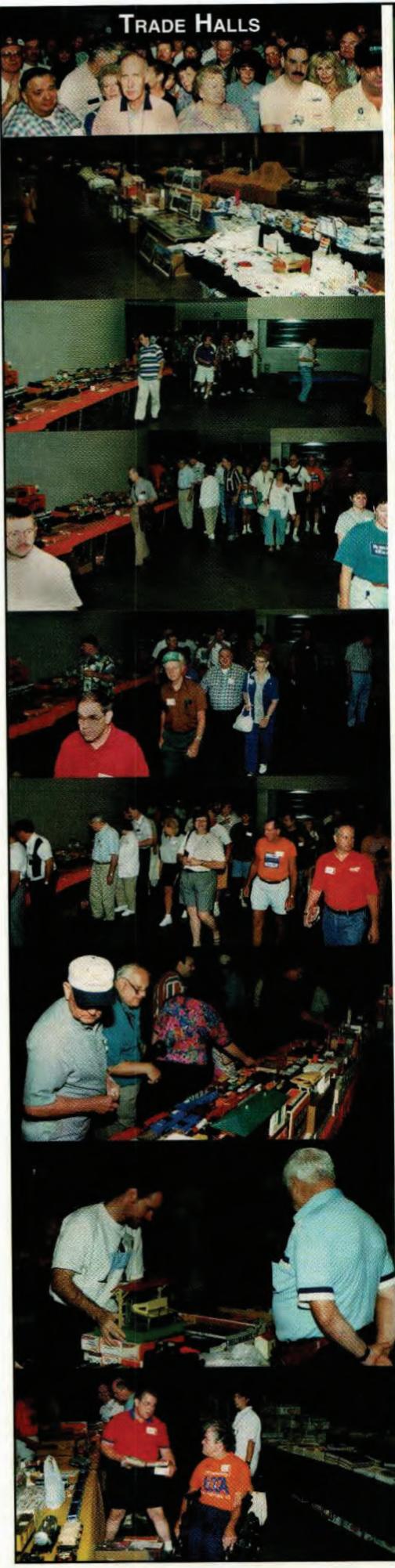
MEETINGS



WELCOME PARTY



TRADE HALLS



THE 1996 CONVENTION COMMITTEE

L to R: Roger Meekhoff, Tours; Phil Capion, Registration; Sharon McInnis, Treasurer; Keith McInnis, Co-Host; Karen and John Urban, Registration and Car Distribution; Cassandra, Joan and Mike Valentine, Host and Hostess; Bruce, Greta and Georgia Siebert, Door Prizes & Raffles; Leo Duester, Trade Halls; and Victor Bodek, Registration Chair. Thanks to all for a job well done!



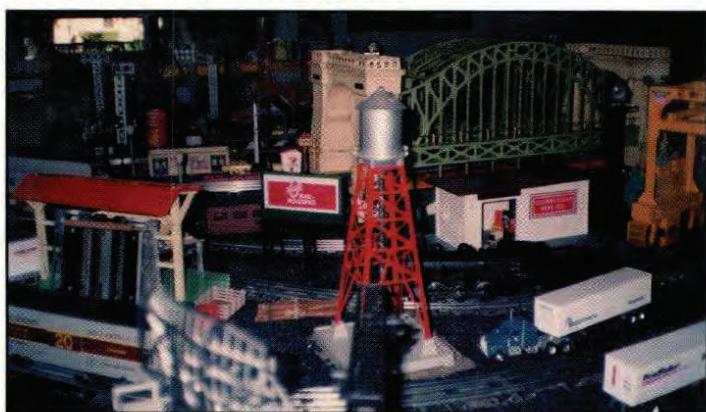


Member's Empire Constructed in Just 25 Days!

This "Tracksides" takes us to the layout of Mike Salnick, RM #1983, of West Palm Beach, Florida.



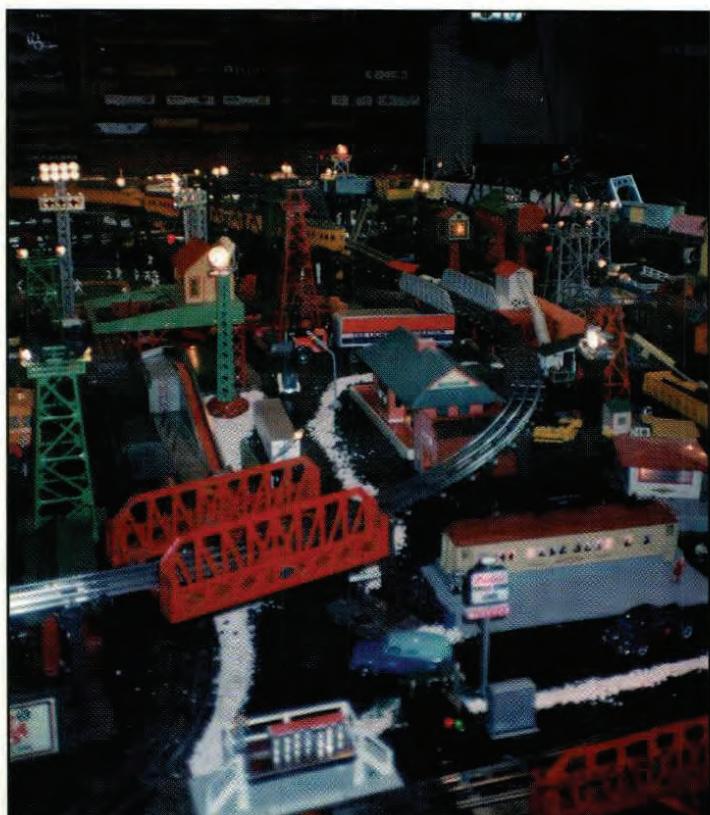
As stated in the title, this impressive 18 x 18 foot empire was built in only 25 days by professional layout builder Richard Roman from Randolph, New Jersey. (He's at the rear in this photo.)



Included on Mike's layout are Lionel, Marx, Colber and American Flyer trains and accessories from all three eras. Also, an LGB line circles the ceiling of the 25 x 25 foot specially built train room.



For power, there are plenty of transformers including: five ZW's, three Z's, one V, one KW, one LW and a few 90 watters!



Thanks very much Mike for sending in your photos and sharing with all the LCCA Members.

Easy-to-do Tips About Film For Taking Photos of Your Trains.

Editor's Note: The last issue of *The Lion Roars* had several scenes in it with photos of layouts that raised some questions about color quality. We turned the questions over to Ed Richter, whose occupation is a professional photographer. And, as a member of *TLR's Editorial Team*, Ed did many of the shots used for the 1996 Grand Rapids Convention story on earlier pages in this issue as well as numerous other photos we've used in many other previous issues.

Ed's easy-to-do film tips can help you to help us produce high quality color photos for *TLR*. And, if the photos you send to us can not be "corrected" by computer graphics work, we'll have to ask you to reshoot them before we can publish your article.

Please take the time to read this short piece, it will enable us to have "peace" and bring you the top-notch quality magazine you've come to expect.

Thanks in advance for your cooperation!

Don Carlson, Editor, TLR

As you get a little deeper into photographic processes, questions may arise about the color quality appearance of your prints and slides shot indoors. You might notice an orange or yellow tint on photos taken under tungsten lighting, and a green cast or tint under fluorescent lighting. A basic understanding of color temperature and film type should correct and help to eliminate problems that may occur.

Now, before you throw your hands up and turn the page, let me assure you that this really is simple to deal with. For the purpose of this discussion, we are going to talk about two types of film: Daylight and Tungsten.

Daylight film is probably the most common film type. Some examples are Kodak Gold and Royal Gold, Kodachrome/Ektachrome Daylight and Fuji D. Usually this type of film is readily available at grocery, drug, department and convenience stores, it is called a general purpose film for use outdoors or indoors with a flash.

So, let's say you want to take a picture of the rare 6464 box car you just purchased. On the way home from the meet, you stop at the local food mart, grab a roll of Daylight film and head for the backyard. Using

the sun as a light source, compose a shot, set the camera for correct exposure and click away. The color rendition should be very good on your finished prints, as this is one of the easiest ways to photograph a toy train. However, unless you're into garden railroading, the backyard is not always the most ideal place to do train photography.

Granted, most layouts are under tungsten or fluorescent light sources and not the sun; so let's look first at tungsten lighting.

If you're using standard tract lighting, flood, open bulb or regular table lamps in the train room, photographs will look "warm" (yellow or orange in color). This can be corrected by a trip to your favorite camera store to pick up a filter. Take your camera with you because filters thread into the front of the lens and need to be the right size. To correct or match tungsten light with daylight film, an 80A filter is needed which is a common, inexpensive blue filter. Another option is to use tungsten type film. In most cases, this is slide film and will need to be purchased at a camera or photographic specialty store — it's not usually hanging on a rack at the checkout line. Using tungsten film with tungsten lights will produce accurate color.

Fluorescent lighting with daylight film will create a light green cast on your photographs. This seems to be more objectionable than a tungsten misbalance and also can be corrected by a filter. To match fluorescent lighting to daylight film, use an FL or FL-D filter. A common question is, "Why can a flash be used with daylight film and still have correct color balance?" The answer is, light from a flash or strobe has a blue cast to correct color balance. If you're old enough to remember flash bulbs, there were two types: Clear and blue. Clear was for black and white photography while blue was for color daylight film for the same reason.

This article has dealt with some basics of color temperature and film types. Further investigation will uncover many other different types of filters and professional films to deal with color balance and/or temperature. For the purpose of this information, I wanted to keep it simple and hope it will answer some of your questions and "clear up" your shots.

Keep sending us those great photographs!

Ed Richter, RM #13075, Orlando, Florida

Short Postwar Box Cars: Long Overlooked

All of the Lionel catalogs I so faithfully studied as a boy during the 1950's met an untimely demise in the now infamous BASEMENT FLOOD. After I decided to "buy back" this portion of my childhood it took years to locate all of them, especially at anything close to reasonable prices. In the meantime, I bought a copy of *Lionel: A Collector's Guide and History* by McComas and Touhy, and discovered a whole series of cars that the ill-fated catalogs never showed. These are the short, nine-inch box cars of Lionel's early postwar period.

Many of the sets offered during this time were described in the catalogs as containing a 6454 box car. Because the illustrations were stylized drawings (unlike the photographs used in more recent years), I had always assumed this to be the brown Erie car, as featured in the 1952 catalog, shown below.

But McComas and Touhy explained that Lionel made no less than *seven cars* with this same number, in assorted colors and road names. Two more 2454 cars, and three operating versions were also offered. All are pictured on the facing page. They concluded that these dozen box cars would be a worthwhile and attractive set for the beginning collector. I agreed.

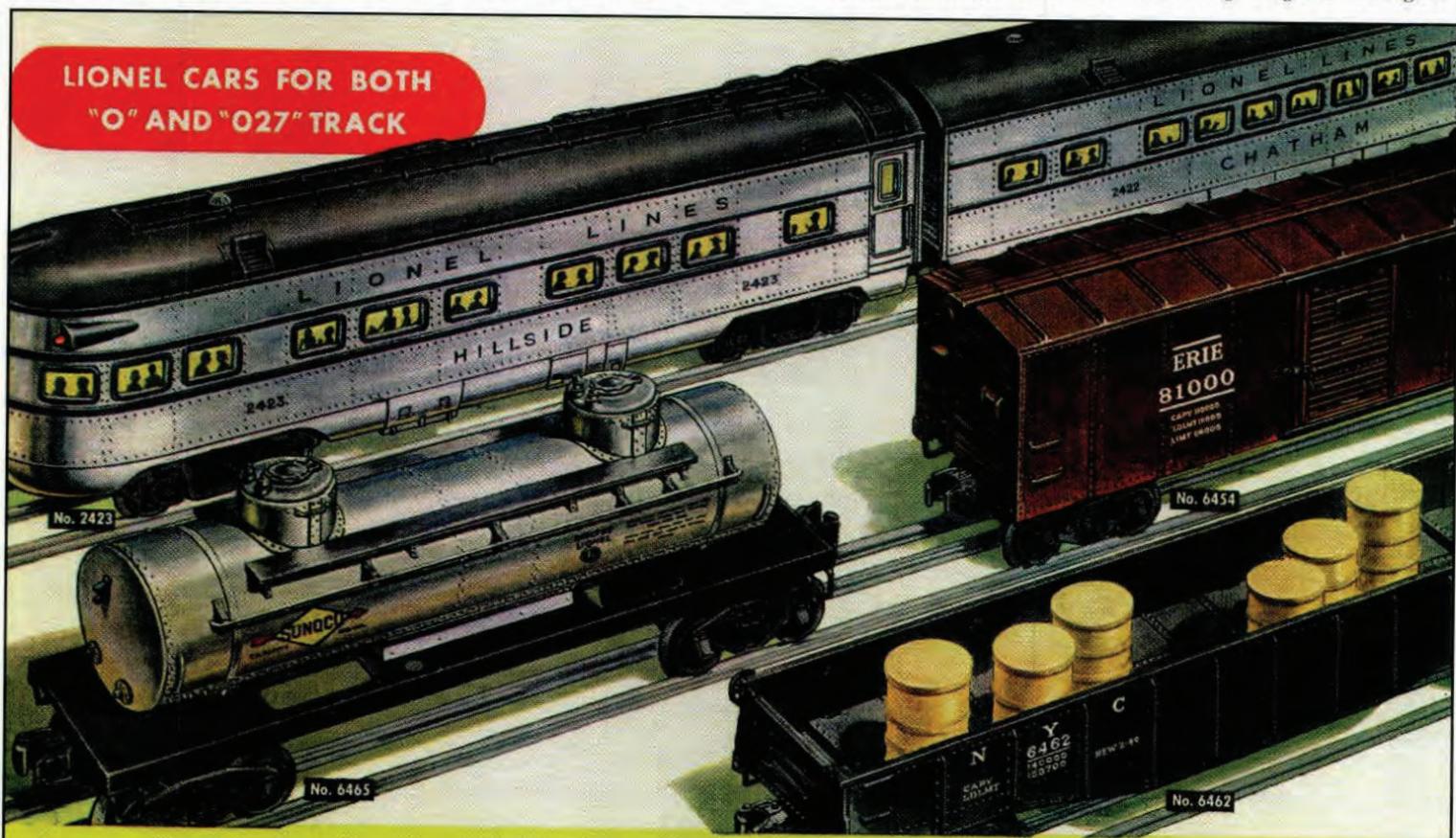
In the years that followed I managed to acquire all but the

rarest, the orange Pennsylvania. With several cars from the group consigned to three other freight trains that I operate, my nine-inch box car train includes: a 6454 Erie, a 6656 stock car (added for variety), three variations of the 6454 New York Central, a 6454 Southern Pacific, and a 3474 operating Western Pacific. These are pulled by the 2046 Hudson and followed by the 6457 caboose.

This train harkens back to the long strings of drab tuscan box cars that stopped traffic on the east side of Detroit when I was a kid. From the sofa-sized front seat of our old Chevy my parents and I watched and waited while each box car passed slowly by. My folks were sometimes impatient; I was invariably enthralled. The size of these steel giants and the tremendous power of the locomotive that moved them were nearly incomprehensible.

What my nine-inch box car train lacks in visual appeal and operating excitement is offset by the memories it evokes, and by the sense of accomplishment derived from having collected (nearly) every example of a group of cars that I never knew existed, when I first pondered the pages of those Lionel catalogs so many years ago.

Dennis Phleeger, RM #7073, Sterling Heights, Michigan



COMPLETELY DETAILED BUILT TO LAST A LIFETIME

Examine any Lionel car as closely as you will and you'll see a precision-built masterpiece that is as carefully designed and constructed as the big ones are. Yes, these cars look like real, and like the real ones, they're built of the finest materials — to last a lifetime.

LIONEL STREAMLINED PULLMANS. Gleaming, shiny streamliners, just like the ones that click over the rails for thousands of miles on coast-to-coast runs. Beautifully designed from trucks to roof. Tiny figures peer out of windows. Cars are fully illuminated.

No. 2421 Lettered "Maplewood" Meas. 11½" \$7.75
No. 2422 Lettered "Chatham" Meas. 11½" \$7.75
No. 2423 Lettered "Hillside" Meas. 11½" \$7.75

No. 6465 "SUNOCO" OIL CAR. More and more oil cars are appearing on the high iron every day. Here's a famous one—the "Sunoco" double dome tanker. Tank, domes, walkways patterned directly from the counterpart. Length 9". \$4.50

No. 6454 BOX CAR. Cargo carrier of the nation—the busy box car. No. 6454 is the steel-type car, with dreadnaught ends. Authentically designed—carries standard railroad markings. Doors open and shut manually. Length 9½". \$4.75

No. 6462 GONDOLA CAR. One of the best illustrations of the reproduction skill of Lionel engineers. Long gondola is blueprint correct, both inside and out. See dreadnaught ends and brake wheels. Barrels are included. Length 10½". \$4.75

Reproduction of Lionel® Catalog Used With Their Permission



2454 Pennsylvania
2454 Baby Ruth
6454 Pennsylvania

6454 New York Central
6454 New York Central
6454 New York Central



6454 Santa Fe
6454 Erie
6454 Southern Pacific

3464 Santa Fe (operating)
3464 New York Central (operating)
3474 Western Pacific (operating)

Photos Used With Permission of TM Books and Video

More "Structures On a Budget".

Here's the latest additions to the layouts of the author who again shows us how he creates some great looking structures in an economical and interesting way!

Just as a point of reference for all the readers, my "Prewar Structures On A Budget" projects article was published in the April, 1994 issue of *The Lion Roars*. That article was followed by the plans for the Hellgate Bridge published in the April, 1995 issue, with credit going to Bill Raich, RM #2419, who with his CAD (Computer Aided Design) skills drafted the complete set of plans.

I'm glad to see that a number of LCCA members followed the excellent plans Bill created from my design and built one of these impressive structures for their layout. My version is shown in **photo 1**.

In the past year I've done a few more of my cardboard/wood, etc. structures for my HO, O and G gauge layouts which are pictured on the facing page. Included in this follow-up article are my "copies" of the 437 Switch Signal Tower (**photo 2**), 438 Signal Tower (**photo 3**) and 442 Diner (**photo 4**).

As with all the structures on my layouts, these latest additions are fun to do, have cost me virtually nothing to build and as you'll learn by reading through the text, sometimes you end up with more than you started with when you create your own structures.

I guess I'm most pleased with the Diner, since I had one as a young boy. I have wanted to do this one for a long time but was never able to get a passenger car for a reasonable price at any train shows. Then, I purchased a copy of *Greenberg's Guide to Lionel Trains 1901-1942, Volume III, Accessories*.

This book is a great reference source with very detailed measurements and descriptions. It was here that I learned that the original Diner used the body of a 610 Pullman, which I had and was able to use to directly create my version. My Diner is made of cardboard, with a wood roof and plywood base.

Several years ago I picked up a truly beat up 124 Station at a flea market and completely refinished it. (See **photo 5**). After completing the painting restoration, I was still missing the "Lionel City" sign. Thanks to the office's Xerox machine, I created one that looks just like the original. Also missing were the four corner Goose Neck Lamps. I solved this by cutting down the post portions of the current Lionel version of these street lamps.

Since I try to waste nothing, I mounted lamp housings from an old Christmas line of lights on the tops of the lamp posts and put them on my G Gauge layout that's suspended from my basement ceiling. (**Photo 6**) Here's where you can get something more from your efforts than you'd originally planned.

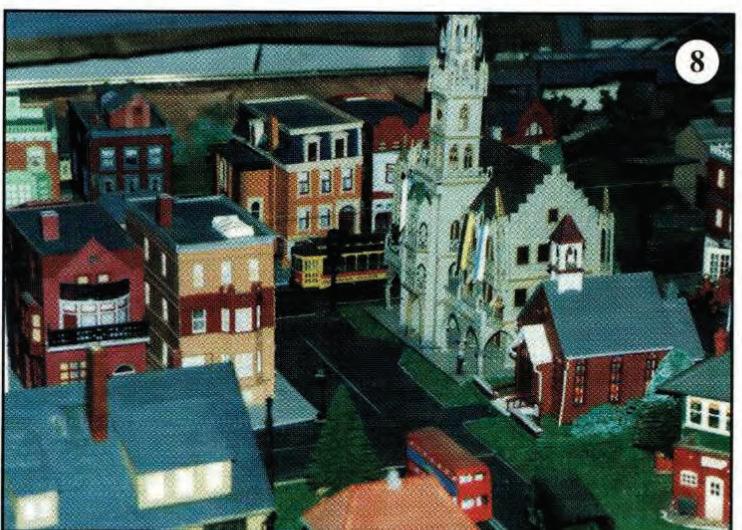
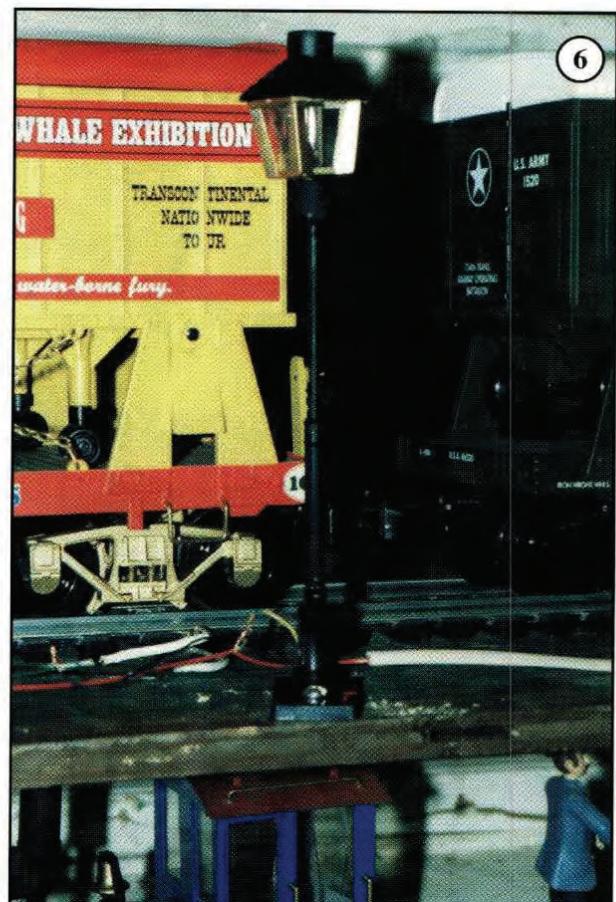
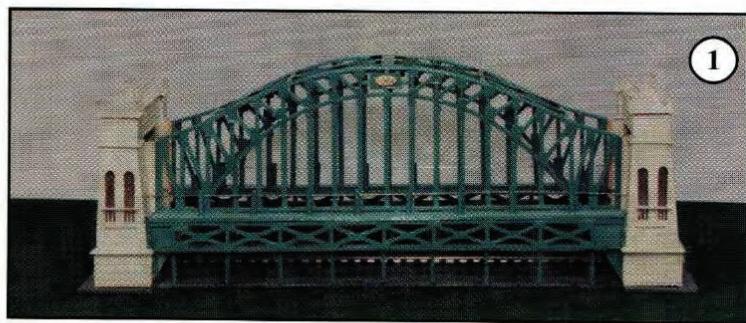
Photo 7 gives an overall view of my operating layouts. The HO one is to the left, with the O to the back of the photo and part the G gauge one shown at the very top.

In **photo 8**, there's a close-up of the HO layout's street scene. All of these buildings are scratch built using plans or designs of mine. In some cases, I came up with a structure to fill a space or fit into the surrounding decor of a certain area.

Now I am at somewhat of a loss as to what to do next, since most of the remaining accessories are highly animated and beyond my scope of copying. Perhaps I'll try some O gauge houses next.

Thanks for letting me show you my latest works and personal enjoyment of the hobby.

*Robert Holme, RM #4023,
Middletown, New Jersey*



LCCA BOARD OF DIRECTORS' MEETING MINUTES

Lionel® Collectors Club of America
"Old" Board of Directors Meeting
July 25, 1996
Grand Rapids, Michigan

Meeting called to order 8:00 AM

Roll Call:

Officers - President Otten, Vice-President Dangelo, Treasurer Findley, Immediate Past President Seddon, Secretary Schmeelk, present. Assistant Secretary Roy was not present.

Directors - Black, Broshears, Button, Dennis and Ourso, all present.

Guests - John Fisher, Don Carlson, Mike Valentine, Doug DuBay, Herman Tassler, Harry Overtoom, Eric Fogg, Lou Caponi and Charlie Phillips.

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

Officer Reports:

Vice-President's Report - Jerry Dangelo reported that he had 3 Meets held since his last report. The July 6th Meet in Chattanooga showed a profit of \$150 and another was scheduled for July, 1997. Motion to approve the Vice-President's Report was made by Bill Button, seconded by Dienzel Dennis and unanimously approved.

Secretary's Report - Bill Schmeelk presented the election results officially to the Board. A copy of the certified results had been sent to all those who ran for office. A total number of 3,221 ballots were received. Both Constitutional amendments were passed. Dienzel Dennis moved to accept the election results as certified by Connecting Point, seconded by John Ourso. Motion carried. Motion to approve the Secretary's Report was made by Larry Black, seconded by Art Broshears. Motion carried.

Assistant Secretary's Report - Stan Roy was absent and Al Otten read his Report. The Assistant Secretary reported that he has sent out 330 letter to members who had failed to pay their dues. Motion to approve the Assistant Secretary's Report was made by John Ourso, seconded by Dienzel Dennis. Motion carried.

Treasurer's Report - Barry Findley reported that a highlight this year was the increase in total revenues. We did have a decrease in membership equity for the first time in three years of \$1,900. This is a reflection of the increase in publication costs of \$31,900. This is partially due to the fact that the Club had to pay for the Lionel catalogs. There was also a decrease in our margin due to manufacturers increase in price. The Convention last year exceeded revenue by \$13,380. Our administrative costs increased \$3,998. Officer and Director expenses were up \$18,598.

In conclusion, Barry stated that the Club was in good financial condition and able to continue to provide services to the members.

Al Otten added that we must look at ways to reduce some of our costs. He estimated that the new *Roster* being worked on by Eric Fogg will cost us over \$40,000, plus the postage. This amounts to well over \$4 per member. This is primarily due to the increase in membership. Al suggested we consider doing the *Roster* every other year and asked for a motion to that effect. Art Broshears made a motion that we print additional *Rosters* and include them with the new membership package and then print the Roster every other year. Seconded by John Ourso. Motion carried.

Motion made to accept the Treasurer's Report by Larry Black and seconded by Bill Button. Motion carried.

Convention Committee Report - John Fisher commented that the numbers at this Convention confirm that we are doing something right. Attendance at this year's LCCA Convention will probably exceed all other train club conventions this year.

Next year's Convention dates are July 29 to August 3, 1997. The Convention Hotel is the Raddison South Plaza in Bloomington, Minnesota. Bloomington is the home of the Mall of America in the Twin Cities area. John enthusiastically predicted that the Convention Hotel will be the finest Convention Hotel we've ever had. Everything will be under one roof and there are acres of FREE parking. Among the tours being planned is a visit to the Duluth Railroad Museum, and an all day live steam tour into scenic Wisconsin. There will be shuttles to the Mall of America as well.

John also reported on the work his Convention Committee (John Fisher, Harry Overtoom and Larry Nahigian) has been doing to check out possible sites for future Conventions. Current conditions are requiring more lead time to confirm convention plans with hotels. We have sites selected through this decade as follows: 1998 - Philadelphia, PA (with Lou Caponi as Host); 1999 - Ft. Worth, TX; and 2000 - Dearborn, MI.

1996 Convention Report - Mike Valentine reported that 599 members were pre-registered at the Convention, exceeding our expectations. 540 people will be attending the Banquet. There is a total of 403 trading tables. There are tables remaining which can be rented to members registering at the door. The Welcome Party featured hot dogs and hamburgers for registrants. The Board thanked Mike and his Committee for a job well done.

Membership Drive Report - Ben Combs of Combs & Company discussed his suggestions for plans to

build our image and increase membership. He also presented a color mock-up of our proposed new direct mail brochure. The Board was very pleased with the brochure. Mr. Combs discussed his plan to get optimum results from specific lists.

Larry Black suggested that this be integrated with our Web site on the Internet. Our Internet address will be added to the brochure and our advertising. Don Carlson reported that our Web site was currently receiving about 125 hits a day. This means 125 people are looking at our information.

John Ourso made motion that we accept the advertising campaign as presented. Bill Button seconded it. Motion carried unanimously.

The Lion Roars Report - Don Carlson passed out a cost analysis of both *The Lion Roars* and *The Interchange Track*. Don also mentioned that many of the new members have been purchasing back issues from the Librarian. Over the last 14 months paper prices have risen and the page count of the magazine has increased. Switching printers and the use of Second Class postage has saved us up to \$9,000 per issue. We will also be going to bar-coded labels. The Post Office will require this by the end of the year. We are now meeting a \$2 per issue per member cost figure on *The Lion Roars*.

Interchange Track Report - Bill Button discussed a couple of initial problems, causing the last issue to be sent out one week late and pointed out that steps have been taken to eliminate them.

Roster Report - Eric Fogg reported that the *Roster* is on track and it will be ready in a few days for his approval. Eric passed out copies of the cover. A new addition to the *Roster* is a numerical listing of members. All were quite pleased with the results. Eric expects the *Rosters* to be shipped to members in August.

1997 Convention Car - John Fisher showed a prototype of next year's

Convention Car. All were pleased with the look of the Car and expect it to be popular with the members.

Dues Committee - Bill Schmeelk discussed a problem with the design of our dues notice and the post Office procedure of adding a bar code sticker onto the bottom of the card. Bill reported that this was only an occasional problem and that we can make a correction to avoid this with the next printing of the cards.

Year 2000 Loco - Chuck Seddon reported on a concern that if we have a three year program for our loco, would we have some commitment from Lionel that they would not produce the same loco within that time? A decision on which loco we would offer has not yet been made. Al Otten will be speaking with Lionel about our concerns.

Special LCCA Meet - Charlie Phillips discussed a plan for our Club to hold a meet at a popular East Coast antique show. This is a show which often gets about 12,500 attendees. LCCA members could only bring trains and get in free with their membership card. This is a one day show and would expose LCCA to a large number of people. Timing would be late Spring, 1997, and additional details will follow as we progress.

Dienzel Dennis made a motion that Charlie follow through with this and that the Club proceed with definite arrangements. Seconded by Art Broshears. Motion carried.

Tractor Trailer Report - Jerry Dangelo reported that we still have 437 sets remaining. Al Otten asked for suggestions as to what we should do with them. Doug DuBay suggested that an order form for them be enclosed in the new member packet. Al Otten asked Secretary Dienzel Dennis to work this up.

Lantern Globes - Al Otten discussed the stolen globes. Al has spoken with the Club attorney. The manufacturer claims that no others were sold. These

were apparently stolen or otherwise moved out the back door. Buyers are encouraged to return them to the seller. If the seller is an LCCA member, and will not return your money, the Club will take action.

1996 Stocking Stuffer Report - Al Otten displayed the prototypes of the two motorized units in the reversed colors which we would be offering. The ad for these will first appear in the August *Lion Roars* and delivery will be made in time for Christmas. There will be a limited number of 1,500 of each of the trucks and they will be sold on a first come first serve basis. We will also be publishing in the December issue of *The Lion Roars*, instructions on how to add an "E" unit in the Van version.

Archive Sales - Harry Overtoom passed out a list of remaining cars available for sale to the members. These will be advertised in *The Interchange Track*.

Dienzel Dennis made a motion to adjourn, Larry Black seconded. Motion carried.

Meeting adjourned at 12:30 PM.

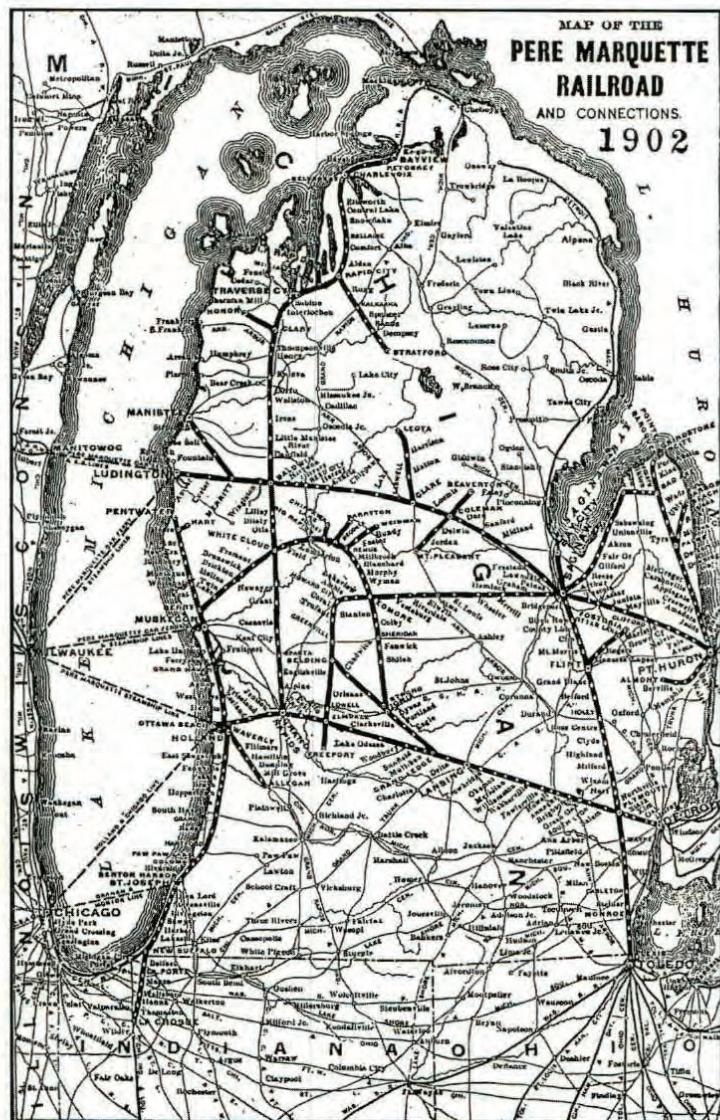
*Submitted by Bill Schmeelk,
LCCA Secretary*

The Officers and Directors pass their condolences to the families of recently departed LCCA members:

Robert Hughes, CM #15
Robert E. Lawrence, RM #4210
Steven B. Love, RM #10036
Arsey J. Meluso, RM #6725
Steven P. Meyer, RM #11607
Raymond L. Murray, RM #4810
John H. Neumann, RM #4446
Stewart R. Robinson, RM #395
Hal J. Sperling, Jr., RM #11499
Hugh Stanley, RM #7345
Donald Stidd, RM #11097

71996 Pere Marquette Double Door Box Car

This Car was selected for our 26th Annual Convention held in Grand Rapids, Michigan, as the PMRR was very prominent in the area, hauling many loads of furniture and other merchandise in these types of box cars throughout its history. The map to the right illustrates the real railroad's trackage back at the turn of the century. The photo immediately below shows the prototype that is on display in Grand Haven, Michigan, where many Convention attendees visited. Our model is on the bottom of these two pages with doors closed and opened to demonstrate its 13-5/8" length and massive size. It is the first Lionel Standard "O" double door box car used by the Club as a commemorative and continues the plan to have all 1990's decade LCCA Convention Cars in Standard "O" Scale.



The car's parts consist of nine (9) molded plastic pieces including: body; four doors (two each of left and right hand); two door guides; frame; and one-piece brake wheel plus the two die-cast, sprung truck assemblies. The frame's undercarriage has details molded into it and there is a wood plank effect to the top and bottom of the floor's area.

The car's body and doors are molded in tuscan plastic and painted tuscan. At both ends of the car's body there are end plates that have "7200 SERIES" on them. The frame and brake wheel are both molded of black, unpainted plastic. Tabbed, snap fit construction is utilized to secure the door guides. There are reinforcement ribs molded inside the car's body in two locations on each side. These ribs are also used to position the body to the correct height on the frame.

For mechanical fasteners, there is a single screw to hold each truck assembly to the frame as well as two screws at each end to secure the car body to the frame. There is a riser molded into the frame at each of these four screw locations so that the screws are recessed from the bottom of the frame. The risers meet up with the shoulders molded into the car's body to set the body at the right height to the frame.

The color scheme includes a semi-glossy, tuscan for the car body with the prototypical Pere Marquette lettering and all other markings and technical data in white. The only other color appearing on the car is for the small medium yellow rectangles along the bottom on each of the four doors. In addition, there is small printing inside the fourth and fifth ribs of both right hand doors stating to: CLOSE AND LOCK DOOR followed by BEFORE MOVING CAR between the fifth and sixth ribs. Then, between the ninth and tenth ribs is: OPENING MAIN 8-0 H 9-9 followed by: TOTAL W 16-0 H 9-9 between the tenth and eleventh ribs. These very sharp notations on the doors of this style of car are a first for Lionel.

To complete the graphics, on the end of the car opposite the brake wheel end is the special Convention souvenir notation in three lines that reads:

**LCCA
26th Annual Convention
Grand Rapids, MI July 22, 1996**



This notation is printed in white lettering on the top three outward ribs. Again, like all of our Club's Cars, the notation is very discrete. And, as it has been for the past several years, the Convention notation is put on one end of the car (rather than on both sides) to give our Car a more prototypical look.

All of the model's lettering is done by a process called "pad printing" which allows for such small and precise lettering. This type of printing can have up to three different colors per graphic and is accurate to within 1/1000th of an inch.

The number 71966 used for our Car signifies the date of our 26th Annual Convention. Even though our commemoratives have had a 5 digit number on them eight previous times, this is the first time an LCCA Convention Car has used such a number to mark the month and full four digit year of our Convention. It is also the first time the LCCA has used a Standard "O" Scale double door box car for a commemorative.

The Lionel inventory listing number (printed on the end of the box) for our Car is 6-52090. A total of 3,300 Pere Marquette Double Door Box Cars were produced for us to mark our 26th Convention.

Finally, there is an application form for the Lionel Railroader Club included in the package.

*Bill Button,
RM #3835,
Westland, Michigan*



Lionel and Central of New Jersey - Was there a connection?

When Josh Cowen moved the Lionel factory in 1914 from New Haven, Connecticut, to Newark, New Jersey, he could not foresee that his factory, later relocated just a dozen miles away, would one day make locomotives of the railroad who shared its name with the state over which its tracks were laid.

The first Central of New Jersey motive power to come out of the Lionel shops were the ElectroMotive Division NW-2 blue 621 switcher and the Fairbanks-Morse H 24-66 Trainmaster. At least the Lionel advertising staff had the information correct in the 1956 catalog on the NW-2. The CNJ acquired them in 1942 with the blue paint scheme. The number and logo is placed on the cab as was the Lionel model. The 621 ran again in 1957 along with the 611 NW-2. The Lionel 611 model of the NW-2 put more snap into the paint scheme of the switcher line to try and improve sales but did not correctly represent the CNJ's painting of these units. The 611 ran again in 1958 and would mark the end of any CNJ modeled representation in the Lionel line for the next 17 years. Their prototypes; however, have since been repainted in the 'Red Baron' colors. They did provide service under the CNJ flag until the takeover by CONRAIL.

Coincidentally, Lionel was very contemporary in its production of the FM Trainmaster. CNJ placed an order of 13 from the total of 127 units Fairbanks-Morse produced. The units were delivered for service between 1954 through 1956 to the CNJ. With 2,400 horsepower, they were the most powerful diesel locomotives at that time. As delivered, they were blue with yellow striping. Lionel did not follow the prototype paint scheme and went with the blue and orange cabs, possibly to make them more appealing. Incidentally, as Lionel numbered the CNJ FM 2341 to follow the numbering of their double motor diesel series, they closely approached the CNJ's numbering series for their Trainmasters, for by switching around the last two numbers, 2314 would have been the final number in the series of the prototypes. Lionel's model was offered only one year, 1956, accounting for its rarity and high value today.



CNJ's Trainmasters saw service until 1969 and were then scrapped. It's a bit ironic that Lionel, under the original/parent corporation, also ceased train production that very same year.

The stylish and powerful first generation F3 diesel was the most popular model engine Lionel ever

produced. But, they did not make one representing the CNJ which did have ten 'A' units and five 'B' units on their roster having acquired them in 1947. So, from a modeling perspective, the Metropolitan Division of the TCA on their tenth anniversary in 1971 sought to rectify this and have as their commemorative 'A' unit cabs to fit on a Lionel F3A chassis. Also, Ed Kramer of Fairfield, New Jersey, painted up a number of CNJ 'B' unit cabs for the Lionel 'B' unit chassis to makeup those triple unit lash-ups we all like to see. The units were painted blue with orange markings arranged more like the CNJ's Baldwins than their F3 units but still very handsome nevertheless.

Finally, as General Mills was closing down the Lionel plant in Hillsdale, New Jersey, someone must have decided to pay homage to the railroad that served the company for so long in the state where it matured. In 1975, its seventy-fifth anniversary year, Lionel brought out the 'Red Baron' CNJ GP-9 in powered (8550) and dummy (8561) units.

The CNJ did not repaint the GP-9's as they were on loan from B&O during their almost merged period in the mid-1960's; but they did repaint the GP-7's. So, by just removing the dynamic brake unit you have a prototype model of a CNJ 'Geep'. The 'Red Baron' paint scheme came from a suggestion by the Westfield Model Railroad Club to the CNJ in 1972 and the railroad subsequently adopting it. On page seventy-three of their book *Railroads of New Jersey*, Dick Hyer and John Zee have a photo of an SD-40 and matching caboose in a 'Red Baron' paint scheme, showing the CNJ keeps their brakemen happy by painting the cabooses to match.

Possibly for collectors, the Red Barons of today will become the Trainmasters of tomorrow.

Central of New Jersey - Condensed Roster

(Including Long Term Units)

Total # of Units	Number of Series	Railroad Class	Builder	Builder's Model	Horse-power	Wheel Arrangement	Year (s) Put In-Service
5	1A-5E	FD-42	EMD	F3B	1,500	B-B	1947
8	10-17		EMD	F7A	1,500	B-B	1950-52
10	50-59	FD-42	EMD	F3A	1,500	B-B	1947
4	1005-1008	SD-26	EMC	SW	600	B-B	1939
4	1009-1012	SD-24	EMD	SW-1	600	B-B	1939 & 1942
2	1060-1061	SD-31	EMD	NW-2	1,000	B-B	1942
4	1080-1083	SD-36	EMD	SW-7	1,200	B-B	1950
11	1084-1094	SD-36	EMD	SW-9	1,200	B-B	1951-52
13	1520-1532	FPSD-37	EMD	GP-7	1,500	B-B	1952
12	2501-2512	FSD-77	EMD	SD-35	2,500	C-C	1965
9	3061-3069	FSD-82	EMD	SD-40	3,000	C-C	1967
13	3671-3683		EMD	GP-40P	3,000	B-B	1968
10	(N&W) 3689, 3690, 3697, 3703, 3705, 3712, 3714, 3715, 3717, 3718		EMD	F7A	1,500	B-B	1951-52
6	(B&O) 6600-6605		EMD	GP-9	1,750	B-B	1955
2	8400, 8405		EMD	SW-1	600	B-B	1940
2	18, 19		FM	H 16-44	1,600	B-B	1952
14	1500-1513	FPSD-37	FM	H 15-44	1,500	B-B	1948-49
4	1514-1517	FSD-42	FM	H 16-44	1,600	B-B	1950
13	2401-2413	FPSD-67	FM	H 24-66	2,400	C-C	1954-56
8	9700-9704, 9706, 9708, 9709		FM	H 10-44	1,000	B-B	1948

Locomotive Builder's Codes -

EMD and EMC = General Motors; FM = Fairbanks-Morse Company

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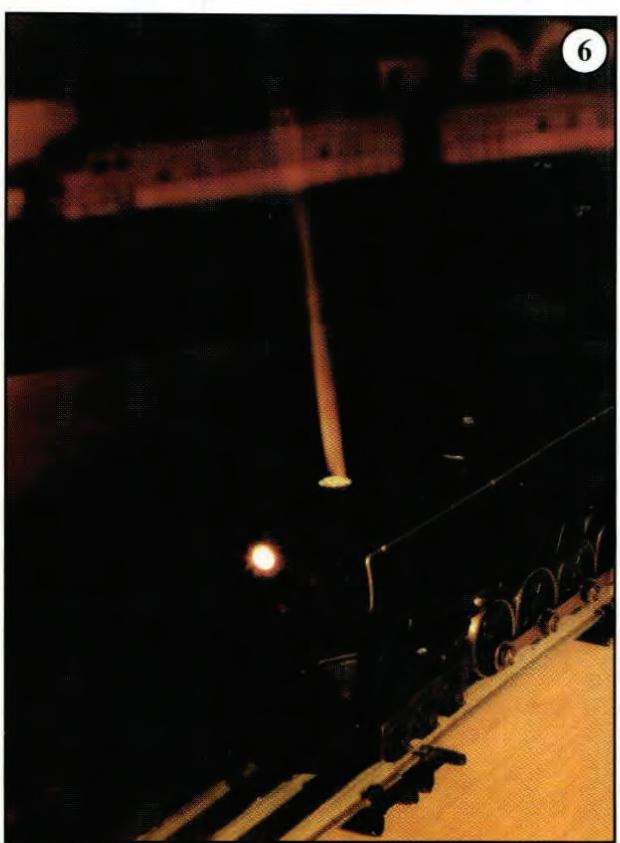
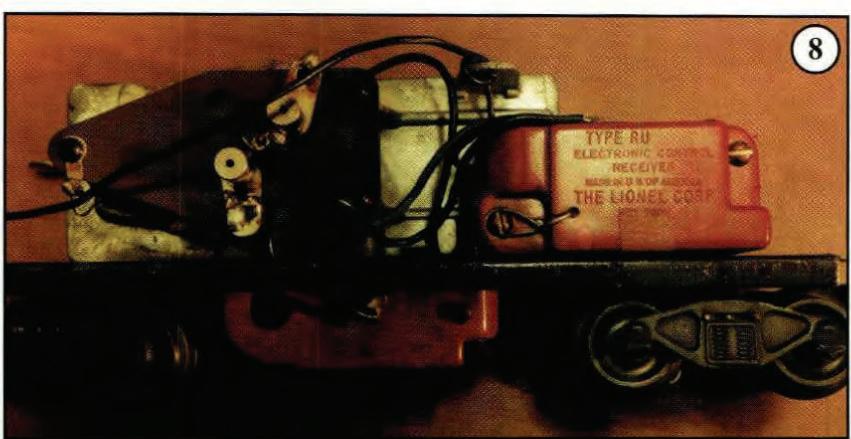
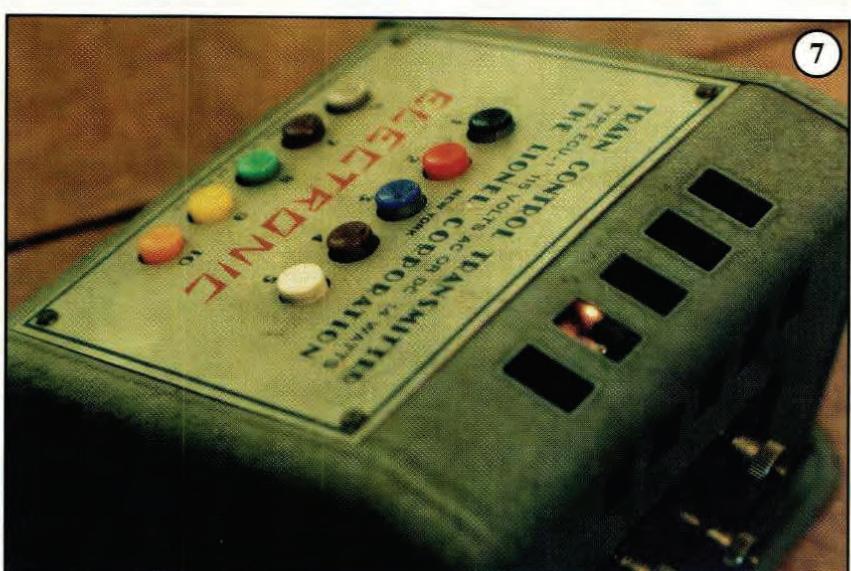
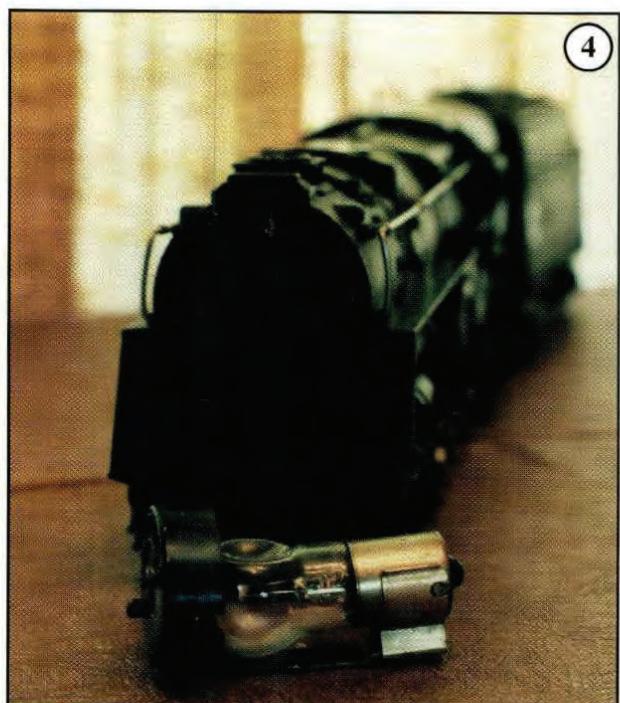
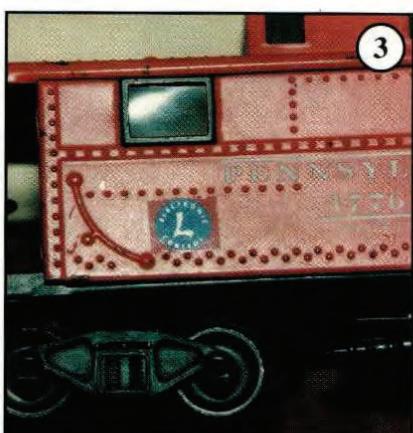
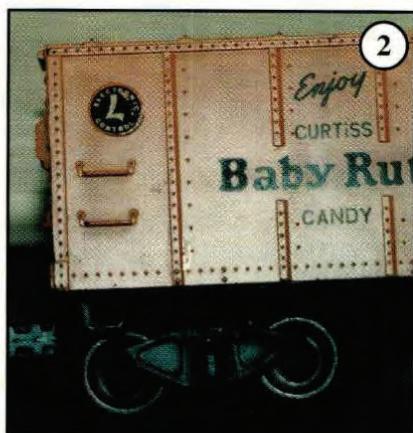
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Ron Stem, RM #537,
Spring Hill, Florida



Another “Baby Boomer” Turns *Fifty!*

More and more of my friends are celebrating their 50th birthdays. Those parties are a lot of fun. I was downstairs recently and noticed that the oldest postwar set in my collection has also just turned fifty. Happy birthday to Lionel's Electronic Set #4109WS!

This set has been in my collection for about eight years now. I acquired it somewhat by accident. I purchased a 1940 027 set at an flea market. I didn't want the set, but it came with a near mint, boxed #45 Gateman that I did need. The dealer wouldn't sell separately, so I bought it all.

Well, as luck would have it, I took the set over to Brasseur's Electric Trains in Saginaw to see if I could ‘peddle it’ for something I really wanted, I mean needed! Turns out that Bob's first train set was one just like this one. When he was a teenager, he traded it off for a steam engine. He always regretted doing that. And here I was with a boxed set complete with a 1940 instruction booklet just like he had traded away years ago. He wanted it. How about that for an understatement! For trade he offered me the Electronic Set (**photo 1**) — with no guarantees.

He offered to supply any additional parts I might need including a set of reproduction decals. **Photo 2** shows an original decal, while **photo 3** is a repro.

The set was beautiful, but didn't run. I guess it had sat on his shelf for quite a while. I was able to get the 671R, complete with its horizontal “Atomic” motor, running with little effort. The smoke bulb unit (**photos 4 and 5**) also worked right away as you can see in **photo 6**. (Please note the house lights were left low to show the unique ‘lighted’ plume in the photo.)

The rest of the set's electronics however, was a different story. One of my friends, Tom Barr, used to run a television repair service. He still has all his repair equipment. He readily agreed to help repair my train. We got together for an evening here and there; each time working on one of the cars.

We checked the gondola first, and luckily, everything worked: the vacuum tube in the ECU-1 unit ‘glowed’, (**photo 7**) the relay in the car and one of its couplers - everything - no adjustments needed!

Good thing, because nothing else did. The other coupler came ‘on line’ when I rewired the car. All of the light blue and yellow wires had severely cracked insulation from the brass pick up rollers to the relays and had to be replaced.

The tender (**photo 8**) was the most challenging, not because of having two transmitters (one for the whistle and the other for direction control) but because of all the cold solder joints. In ‘layman's language’ those are solder connections that look connected, but do not allow current to pass through them. Once those were redone, the transmitters came back ‘on line’. The whistle motor started up with a hint of smoke indicating that it had been eons since it had last been blown. What a wonderful sight! And such sweet sound!

The caboose, excuse me, the Pennsylvania RR had no cabooses, they were called “Cabin Cars”. The Cabin Car was challenging because of its metal bend over tabs connecting the shell to the frame. I don't like to open it for fear of damaging it and breaking off the tabs. And then there was the ore car.

For those who are familiar with this set, you know that when you depress the green button on the Electronic Control Unit, the couplers activate just like the other cars. BUT when you depress the button for 3 or 4 seconds, the car unloads. Pretty neat! Mine didn't! After I rewired it, the couplers worked, but still no dumping action. I recall depressing the button until the couplers started to smoke. (I do not recommend doing this!) Luckily, no damage. I worked on the heat relay, which is a time delay that is supposed to ‘kick in’ after about 3 or 4 seconds. I cleaned it, I reset it - no luck. I let it sit. About a month after we'd begun the project, everything was up and running except for the ore car. I recall I was running the set for Tom and held the green button a little too long and it dumped! It started working on its own! The car has its own personality; it worked when it decided it was ready to! (Know anybody like that?)

Except that the Cabin Car's transmitter is temperamental (perhaps due to humidity), the gondola's relay doesn't release anymore and I haven't figured out yet how to make the primitive bellows work in the steam engine, the set is perfect! Well, perfect for a fifty year old! Happy Birthday Electronic Set, Happy Birthday to You!

Many thanks to Tom Barr and Bob Brasseur for all their help and to Hap Ginther who took the photos.

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

Four New Catalogs!

The colorful cover on the first of Lionel's new catalogs is pictured on our **front cover**. Receiving it from Lionel was one of the pleasant surprises at this year's LCCA Convention in Grand Rapids, Michigan. By now, you've probably seen this new Lionel Accessories Catalog which has been out since the end of July, but we thought it deserved some comment.

In the centerfold of the catalog is a letter from Lionel President and CEO, Gary Moreau. He mentions that instead of producing one annual catalog, Lionel will be producing a series of "focused" catalogs. In addition to the Accessories Catalog, two more catalogs will be out shortly. Another interesting comment in the letter refers to Lionel's new FastTrack Shipping Program. Many of Lionel's core products will now be available to dealers on a year-round basis. In an effort to learn more about what consumers want from Lionel, there is also a postpaid card on which you can send Lionel your comments and desires.

One of the first things you notice about the new Accessories Catalog, is the improvement in the graphics used to illustrate it. This catalog indicates that Lionel has really perfected the 1950's style look. (Photos of two more of Lionel's new catalogs are on this *TLR's back cover*.)

First, some generalities. These catalogs are printed in the landscape mode, like the great catalogs of the '50s, and are also illustrated in the style of the postwar catalogs. Compared to the catalog released last February, the process has been perfected. That first catalog in February was completed under extremely cramped time conditions. Lionel has also gained some experience and the result is exquisite. The headlight beams and smoke are back. This time the procedure was different than that used in the February catalog. Actual photos of the items were used, which were then graphically "air brushed" on the computer to look reminiscent of the good old days. This new process results in a very accurate depiction of each item, while maintaining the "dream book" look of the fifties. I think you'll agree they've done a great job. The new catalogs all have retail prices for the items listed in them. So, with three more catalogs introduced this September, there will be a total of six Lionel catalogs in 1996!

Lionel Introduces Its 1997 Spring Line

I was surprised to get a call from Jim Bunte, Lionel's Vice-President of Design and Creative Services, to let me know that the Spring line was ready to be photographed! We got a peek at two of the new catalogs which may be out by the time you read this. The first of these is called, Lionel Classic. Classic in this case doesn't mean prewar as it did several years ago. We're talking classic postwar Lionel and classic Lionel quality in some new offerings. Next there's the Lionel Heritage Line Catalog. We'll explain about that later in the article. A third one, which I

did not see, is a small one which will feature only the sets from the Lionel Classic Catalog and a listing of dealers.

The Surprise Factor

While I was at Lionel, Jim showed me the progress on the new Commodore Vanderbilt Hudson. I must admit that when I first saw the announcement in February, that Lionel was going to make the Commodore Vanderbilt, I wasn't particularly interested in that engine. Now I think it will be one of those engines that after seeing it, many will wish they had ordered it. The detail on the boiler is amazing. The original full scale Vanderbilt had a boiler covering made of sheet steel riveted together. This look has been meticulously replicated on the die-cast boiler. The loco will also have features which were not listed in the catalog. Jim explained that they like to give the customer more than he expects - The **Surprise Factor**. After all, who isn't pleased when they get more than they were expecting? This **Surprise Factor** is not limited to this engine and we'll point it out whenever we see it.

Lionel Classic Catalog

Featured on the cover of this catalog is a Santa Fe PA-1 painted in the popular war bonnet scheme. This loco in **photo 1**, is made from tooling used on the Rio Grande and Erie Lackawanna Alcos from several years back.



1

This unit is being offered as a single "A" unit and features dual motors in what Lionel is calling, Pullmor Direct. Pullmor Direct designates Lionel's new drive system using a large, flywheel equipped DC can motor mounted vertically on the truck. This time, the loco will be manufactured in the U.S. The loco also features another new Lionel name - SignalSounds. SignalSounds is an all new digital sound system that has an electronic whistle and bell, but no diesel roar. This new PA-1 also features metal grab rails and lighted number boards. The loco is also Command equipped and comes with magnetic couplers. Oh, I almost forgot - the biggest news about this loco is that it is aggressively priced at \$299.95!

To go along with the Santa Fe PA-1, is a set of four aluminum passenger cars. These cars have all the features we're accustomed to seeing from Lionel. In what seems to be a trend, they are being sold as a set. Price is \$499.95.



2

I'm sure many will be glad to see the return of the No. 55 Tie-Jector, **photo 2**. Although this operating motorized unit is not based on a real prototype, it provides great action and animation to any layout. This new version will be powered with a can motor and comes with two track side trips. After passing the first one, the Tie-Jector starts ejecting wooden ties along the track at regular intervals. When it passes the second one, the ejecting stops. At \$79.95, I think this will be a popular item.



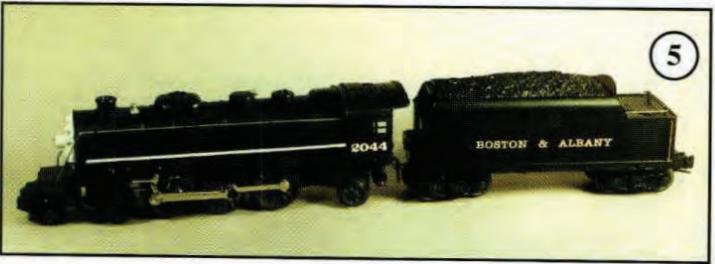
3

Photo 3 shows the return of the 0-4-0 Steam locomotive in New York Central road name. This new model features some upgrades and additional detailing since it was last produced including more metal handrails. The tender also sports a directional back-up light.



4

Photo 4 shows the new Rio Grande RS-3.



5

Photo 5 is the new 4-6-2 Boston & Albany Pacific Steam loco. It is driven by a newly enhanced can motor drive. This new drive also features a flywheel for realistic coasting. The tender features die-cast trucks and an air whistle reminiscent of the whistle sound from the '50s.



6

Photo 6 shows a new Canadian Pacific GP-9 Diesel Loco. This model features the AC motor familiar since the postwar days that Lionel is now calling the Pullmor Classic drive. The engine is also Command equipped and has SignalSounds. The new GP-9 also features directional lighting. This loco is priced at \$279.95.



7

Photo 7 brings to mind a blast from the past - the New York Central 622 switcher. This new model is a hybrid in that it features die-cast trucks and fuel tank and a stamped metal frame. It is equipped with a Pullmor Direct drive system as described above, and SignalSounds.



8

Photo 8 shows a Southern Pacific paint scheme for Lionel's new Dash 9 loco, featuring dual Pullmor Classic drives and all top-of-the-line features. **Photo 9** shows some of the cab details on this Command and Railsounds equipped loco that also features Lionel's new coil type couplers called Lionel Electrocoupers Plus. This is a completely new coil coupler that also incorporates the target disc design, allowing it to be operated either remotely with the CAB-1 or with the use of a remote control track section. Production on the General Electric Dash 9 was postponed into next year, but as a result will have all these same new features as on the Southern Pacific version.



9

(Continued on page 28.)

(Continued from page 27.)

This year Lionel is really going Looney - Looney Tunes that is, with the introduction of several new cars geared around Warner Brothers cartoon characters. **Photo 10** shows the Marvin the Martian Missile Launching Flatcar, with both Marvin and Bugs Bunny. Extra missiles for the car are carried on another flatcar seen in **photo 11**, with Speedy Gonzales. I'm a fan of anything made by the "Acme" company even if Wyle Coyote doesn't seem to have much luck with their products. Two box cars featuring Marvin the Martian will fill out the ranks. The cars we saw, **photos 12 and 13**, were early prototypes and do not really resemble what will be produced. The catalog will have an accurate depiction, but we thought you might like seeing what came before. I think you'll agree the cataloged cars are an improvement. If you're a fan of Warner Bros. characters you'll be pleased to know that more is coming. While I was visiting with Lionel I happened to get a sneak peek at some other Warner based items being planned for the future - even some accessories - but that's all I can say for now. Safe to say that if the items in the catalog are well received, there'll be more.

For new rolling stock, Lionel has some unique additions. This year, die-cast trucks become the standard. Only cars requiring the gear truck for animation, (i.e. animated gondola, radar car, etc.) and ready to run sets will have plastic trucks. **Photo 14** shows the Breyer Animated Horse Car. This is the first time this car has been offered that the horses have more than one color. They have been painted with a white streak of hair and are more identifiable as horses. **Photo 15** is a close-up of the new die-cast truck. This truck prototypes a modern roller bearing truck. The new tooling has been designed to allow Lionel to change the truck sides and five different options are being made. One of them features the original postwar truck side. All will feature Delrin bearings for the wheels. It's really about time that we got modern prototype trucks to put on the modern design cars Lionel is producing.

Several new boxcars are offered, including the colorful "I Love Montana" car shown in **photo 16**. My favorite is the 6464 Seaboard Silver Meteor shown in **photo 17**. Another car in the 6464 series is the Monon. The postwar favorite, Pennsylvania N5C Porthole Caboose returns complete with interior illumination and magnetic couplers. The Animated Stock Car returns in the Chicago & North Western road name. **Photo 18** shows the new AEC Reactor Fluid tank cars. Offered in three different colors, these cars are molded clear and contain what the catalog calls a rheoscopic fluid which swirls around in shades of color. This fluid is non-toxic and completely safe. The three colors are called: Geiger green, biohazard blue, and plutonium purple.

Take a close look at **photo 19**. This is the new Lionel City Aquarium Car. In this version there is no moving

mechanism, yet the tank look and the fish are very realistic. This time the action is accomplished through the use of holograms, which have been specially designed for Lionel. It's uncanny that you actually get a sense of depth when you look into the windows.

For Standard O, Lionel is continuing its line of box cars produced in the same graphics as the popular 6464 series box car. New this time are the Milwaukee Road, The Central of Georgia and the Penn Central. A Standard O tank car with Sunoco graphics is also inspired by its smaller brother. Two new flatcars feature an Ertl Caterpillar Front Loader, **photo 20** and the other a pair of Beechcraft Bonanza planes. See **photo 21**.

Back from the from the 50's is the 193 Water Tower, **photo 22**. This has always been a favorite of mine since it closely depicts the water tower at Lionel's Hillside, New Jersey, plant of the golden years. The plastic parts will be painted and the blinking light will use a more modern electronic system.

The 197 Rotary Radar Antenna, **photo 23**, is also returning, in original colors. In the catalog, it is shown and described with the radio antenna at the corner of the top platform. In actual fact, this was never supplied with the Radar Antenna, since it really doesn't belong there. The radio antenna was supplied with the Control Tower, for which the tool for the top platform was initially designed.

Photo 24 shows the new graphics on the whistle station, now it's a Passenger Service Station, and has an air chime whistle inside. This is the best this station has looked in many years.

The Intermodal Crane is back in two road names - Southern Pacific and Norfolk Southern.

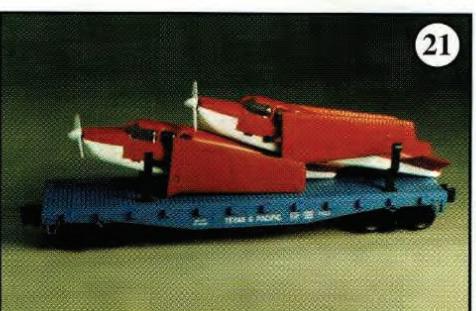
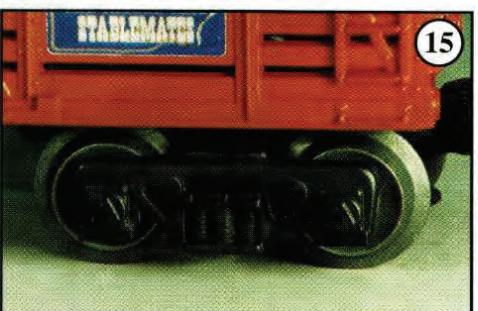
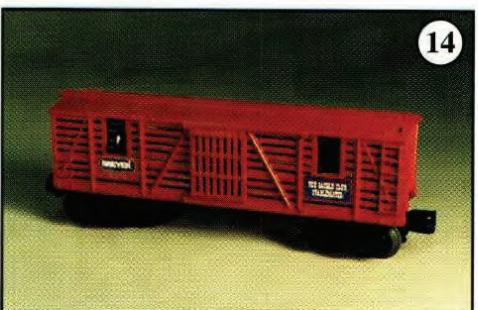
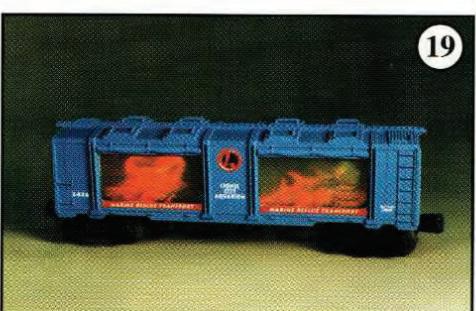
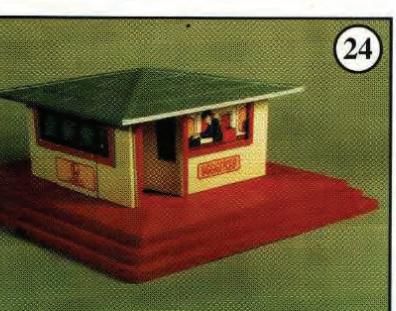
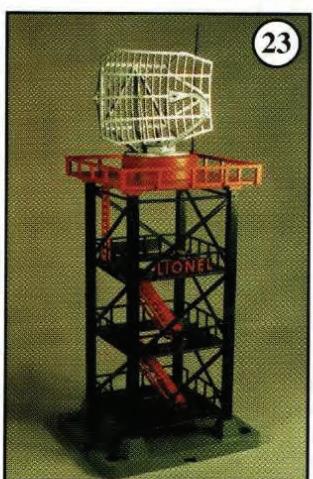
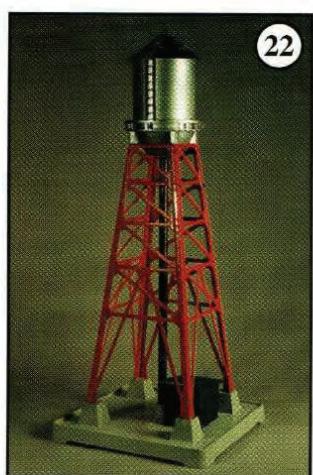
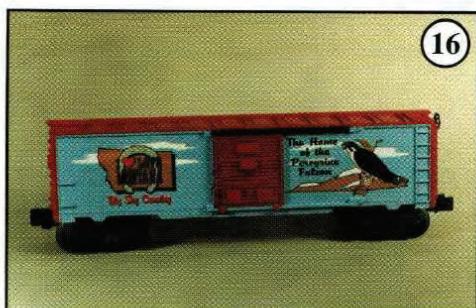
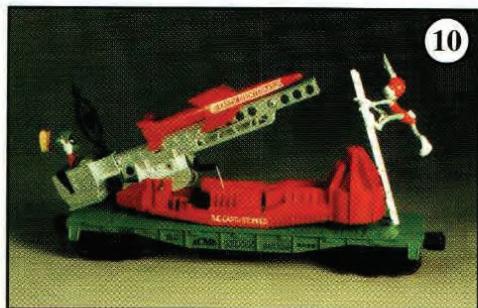
This year Lionel is introducing several new building kits, including the Big L Diner shown in **photo 25** and the Airplane Hanger in **photo 26**.

The hanger has been designed to be used with the Lionel Bonanza plane. The photos we have are of original hand built prototypes which are made before production.

Another interesting addition to the building line are two oil tanks, one wide and one tall. The tall tank is 6 inches in diameter and 6 1/2 inches tall. While the wide tank is 7 3/8" in diameter and 4 inches tall. Both tanks feature engraved detail and are molded in gray and ready for painting. They are supplied with adhesive labels which feature the Linex name on them. This is the name Lionel used for its unsuccessful 3-D camera from the 50's. We certainly wish the Linex Company better luck with oil than they had with photographic equipment.

Please note that the last four items covered in this article are "kits" and it will be necessary for you to paint, assemble and decorate (with supplied labels) each of them. This is designed to add to your enjoyment of the hobby by using your crafting skills.

(Continued on page 30.)



(Continued from page 28.)

Sets

There are 8 sets in the Lionel Classic Catalog, the first is The Port of Lionel City Dive Team set which replaces the Coast Guard set. It features lots of action cars along with a new tractor trailer as seen in **photos 27 through 33**. Although the photo doesn't show it, the new Alcos will have a change in design. The front nose will be made solid, improving the look of the Alco at the cost of the front coupler. The same is true on the Santa Fe Alco in the Warbonnet Passenger set. The Docksider set brings back the 0-4-0 Switcher. This set and the Lionel Village Trolley Company set are clearly made to meet a price point. They each retail for \$99.95 and their engines are powered by a DC power pack. The remaining sets are carryovers from last year, and some will have new cars.

In talking with Jim Bunte, he told us of two other special sets which will be out.

In one, Lionel salutes NJ Transit. This set features three O27 passenger cars and an NW2 diesel switcher.

The switcher has interior illumination and a horn. This is sold as a set with track and 40 watt transformer. The set retails for \$299.95 and should prove popular where interest in NJ Transit is high.

Yet another special set will be offered exclusively by Bloomingdales. Bloomingdales designed the set themselves and it will be a variation of the New York Central Flyer set. The tender will be marked for Bloomingdales and there will



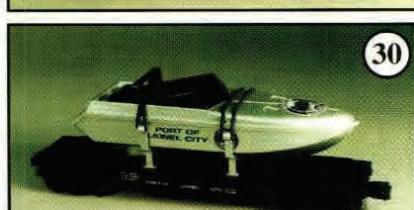
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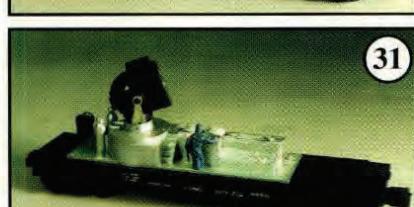
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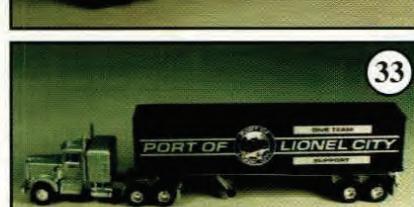
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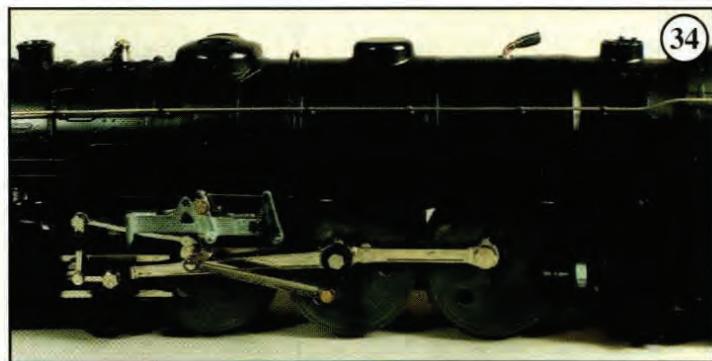
be a special "Big Brown Box Car" which blends with a current advertising theme. The graphics on the caboose say, "Bloomingdales Coast to Coast." The set will be very limited and I believe will sell for under \$250. It will be packaged in the NYC Flyer box with an appropriate label applied.

Completing our coverage of Lionel's Classic Catalog, Thomas the Tank Engine has come to O gauge. Lionel is offering only the engine. Their thoughts on this are that most children who might start with Thomas would eventually want to run more realistic trains. The engine is also great for a young kid to run on Dad's layout. Depending on the sales of this loco, Lionel would consider making cars to go behind it. This loco is being made from new tooling and will include 3 extra faces which can be put onto Thomas, depending on his mood.

The Heritage Line

Lionel's second major catalog unveils the Heritage Line that will be offered only by Heritage dealers. We spoke with Lionel's Michael Thoresen about this new program. To offer the Heritage Line a dealer must meet certain qualifications that have nothing to do with the size of the dealership. In fact the dealer must only commit to purchasing one of each SKU from the Heritage catalog, display 100% of the line for 3 months and must also have an operating layout which has TrainMaster installed on it. Lionel's objective here is to improve the presentation of Lionel products. The catalog has been sent to dealers who can apply to be a Heritage dealer by the end of September to be able to purchase the Heritage Line. Acceptance by Lionel will be by the end of November. The products in the Heritage Line provide a strong incentive for any dealer to meet the necessary standards.

The cover of the Heritage Line Catalog features a true classic, the 5344 scale Hudson. Lionel is calling this a 763E, but it does in fact have all the detailing features of the 700E. What makes it reminiscent of the 763 is the Vanderbilt tender, and is offered on the 50th anniversary of the original 763. The new tender will be die-cast, scale and prototypical - something we've never seen in a Lionel Vanderbilt tender. The loco will be Command equipped and have all the top features, including the new Electrocoupler which can be controlled remotely anywhere on the layout. Notice the drivers in **photo 34** which is actually a previous Hudson with new drivers.



34

We hope that in production Lionel will remember to reverse the cross head guides which as you can see in the photo were installed upside down. Lionel discovered that these drivers were installed on the original near the end of its career. To go with the loco is a set of four 72 foot scale, heavyweight passenger cars. The set of four includes a baggage, two passenger coaches, and an observation car. Jim Bunte also advised us that although the catalog doesn't show or mention it, there will be diaphragms between cars. There's that *Surprise Factor*.



Photo 35 shows a new F3 will be the Northern Pacific, shown in **photo 35**. In what appears to be current policy, the F3 will be offered in an A-B combination. This loco will also be equipped to the max with all of Lionel's best features. It will have Electrocouplers at the rear of the B unit and at the front of the A unit. A first for Lionel's F3 is an engineer and fireman at the controls in the cab on the dual Pullmor powered A unit.

Photo 36 shows the new back-up light on the B unit's end.

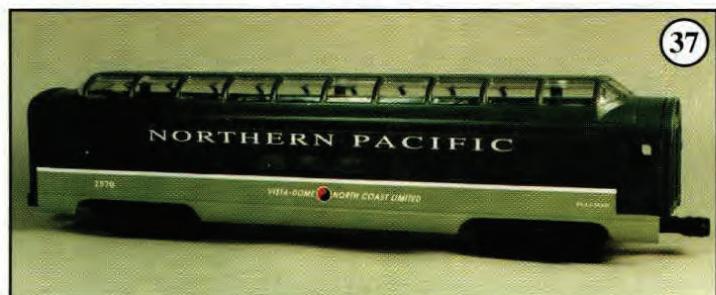
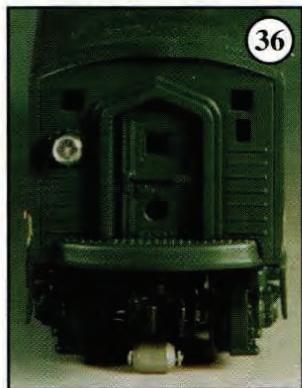
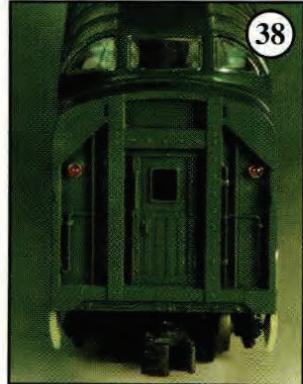


Photo 37 is one of the set's cars that uses the very handsome 2-tone green color scheme that American Flyer fans have enjoyed for so long. The interiors are detailed with tables and chairs.



Four full view vista domes make up the North Coast Limited set and, the final car features something new - end of train marker lights, seen in **photo 38**.

Lionel also offers a non-powered Santa Fe F3A unit that matches 1996's F3A-B set. Its nose has the new Electrocoupler.

Within the Heritage Line Catalog there's something you probably didn't expect to see - the return of the Pennsylvania Torpedo. The original prewar 283E returns with lots of new features. There was no prototype to photograph as Lionel hasn't produced one yet. The loco will feature a new drive system, taken from the B6 switcher, which will provide better performance than its predecessor. This new loco will also be equipped with all of the top-of-the-line features including Command Control. The Ralsounds will be unique and the tender brand new. This is an all new streamlined Pennsy tender with Lionel Lines and a Pennsy logo on the side. For the first time, this engine will also be equipped with Magne-Traction. The original was painted in gray, the new version will be in Brunswick green, aluminum, and gold. Retail price \$699.95.



Photo 39 shows the handmade prototype for a new Track Inspection Vehicle, modeled after a Dodge Ram pickup. This unit will be supplied with an electronic E unit. The catalog lists this as a Chrysler Corporation licensed product. In the past, Lionel has not been willing to pay license fees.



How about a new accessory? How about an old accessory? How about the return of the Bascule Bridge? Yes you read correctly. Lionel did not have a prototype of this new version and was displaying an original, shown in **photo 40**. The new one will feature a new can motor drive which promises to operate more smoothly than did the original. The rest of the bridge will be made very much like the original. The price is \$299.95. You can't find an original in good working order for twice that price.

The next set of 6464 box cars (Series VI) features the Missouri-Kansas-Texas, or M-K-T, the Baltimore and Ohio, and the New Haven.

(Continued on page 32.)

(Continued from page 31.)

Finally, for those patient Wabash fans, comes a set of four heavyweight passenger cars, one baggage, two coaches, and an observation car. These are the Madison quality cars and have been anticipated by Wabash fans for a while. Speaking of Madison cars, Lionel is issuing a Legends of Lionel Madison car set. These four cars match the postwar Madison cars in color and style and also feature the names of legendary Lionel employees, including Mazzone, Pettit, Raphael, and Cowen. Can you name a major contribution each of these men made to Lionel Trains? Some answers next month.



Lionel Sponsors Little League Baseball

In a press release dated August 1, 1996, Lionel is pleased to announce that they are an Official Sponsor of Little League Baseball. Lionel and Little League are American icons and the three-year sponsorship promises to be very exciting, fulfilling and rewarding.

According to Michael Thoresen, Lionel's Vice-President of Sales, "Little League Baseball is as much a part of Americana as Lionel. Little League teaches our youth core values that they'll keep their whole life, including teamwork, good sportsmanship and leadership. We are very honored to be a part of such a great organization."

To help support the three-year sponsorship, Lionel has developed limited edition Little League Baseball branded products, including ready to run train sets, rolling stock and accessories. Local Lionel Value Added Dealers are working with local teams and Little League Baseball officials to support the program on a grassroots level.

The Lionel Century Club

Unless you're very new to the hobby, you probably know that the year 2000 will be Lionel's 100th anniversary. I'm sure many of us have wondered what special offerings Lionel would have to commemorate the occasion. Well, the word is out. This ovation has proved to be too big to limit to one year, so, Commemoration of Lionel's Centennial has begun and will continue through the year 2000. The first official word is about Lionel's Century Club. Until January 31, 1997 you can apply for membership in this club. The cost is \$100. What do you get for this? Glad you asked. First, Lionel isn't telling you everything. One of the things you'll

get is surprises. What we know so far is that you'll get a membership card, a certificate, a lapel pin, and a specially commissioned lithograph by well known Lionel Train painter Angela Trotta Thomas. Jim Bunte promised there would be more, but exactly what will have to wait and see. Yep! The *Surprise Factor* again.

In addition to the above, you will also have the opportunity to purchase each of the special locos Lionel will be issuing exclusively for Century Club members. Five of these locomotives will be offered and as a member you can buy any, all, or none of them. They're all classic locos and will be produced with special features. The five locos will be a 726 Berkshire, a 671 Pennsylvania Turbine, the 2332 GG-1, the 2333 New York Central, and the 773 Hudson. Each of these locos is celebrating its 50th anniversary and are being called Golden Anniversary Lionels. Each will feature gold plated details and will be supplied with its own "new generation" display base. All of the locos will be equipped with Magne-Traction, Railsounds and Command Control. Sound interesting?

There's more! Along with each of the locos, Lionel is putting together a portfolio of reproductions of special paper items from the Lionel Archives. This will include for example tooling and graphic guidance used for each loco and kept on file in the archives. While I visited Lionel, Jim gave me a peek at the files from which these materials are being gathered. I found it fascinating to see how well the old Lionel Corporation documented their manufacturing. These portfolios should prove to be even more collectable than the locos themselves. Jim promised that the locos would all be reasonably priced, only the 773 is over \$1000. Lionel also guarantees that these units will never be produced again in this configuration.

When you join the Century Club you have an option to pay \$500 for your membership instead of the standard \$100. If you choose this option you become a Gold Century Club member and also receive a \$100 discount on each of the Golden Anniversary Lionels. So, if you plan to purchase all 5 locos, you may want to consider this option. Essentially you save the \$100 membership. You also receive a Gold Century Club membership card, certificate, and your Angela Trotta Thomas lithograph is individually signed. If you're sure you'll want at least four of the locos, the Gold membership will save you money. The memberships are purchased through your dealer. When you purchase the locos through your dealer, he has the option of having the locos you purchase shipped directly to you from the factory. If this all sounds of interest to you, better see your dealer and pick up a membership application. Those who join before October 31, 1996 are also eligible to win the first 726 loco. These memberships are transferable, so if you purchase one and decide you don't want it, you can sell it. After January 31, 1997 you can no longer join. After that date, the only way to get a membership will be to buy one from someone

else. Dealers have the option and are encouraged to purchase additional memberships for sale in the future. The locos will be made to order and only enough will be made to satisfy orders. The first loco will be the 726 and is due out in the summer of 1997. The rest will be released one at a time with the last one coming in the year 2000.

I'd Like To See

The Accessories Catalog has two new transformers Lionel is offering. We've heard from many that they would still like to see a more powerful transformer in the line. Of course, for Lionel there is always that "UL approved" limit. We did hear from at least three members of a way to solve that and keep the look and feel of a ZW. Each of the larger transformers that Lionel is now offering, is powered by the Powerhouse unit. This unit provides up to 18 volts and 135 watts. The Powerhouse is UL approved. How about making a controller, much along the design lines of the ZW, perhaps a little more modern, which has two throttles, rather than knobs, for train control and two additional throttles for accessory control - much like the ZW. This controller could then be made to be powered by TWO Powerhouse units. Each Powerhouse unit would supply two of the four throttles. You could purchase it perhaps with just one Powerhouse and add the other when needed. With two Powerhouses you would have a total of 270 watts. And, we're not talking peak wattage like the ZW. The ZW was long sold as a 275 watt transformer, but it actually only provides 190 watts. Today's ratings are more realistic. The two Powerhouse ZW would actually be considerably more powerful than a postwar ZW. Glenn Patsch, former *Lion Roars* Editor and our resident electronics expert, informed me that this method would completely eliminate the UL problem. This is because UL is concerned only with the 110 volt end, and the Powerhouse has already been UL approved. The controller is operating with a max of 18 volts. How would you feel about this solution? This answer gives us sufficient power for large layouts, a throttle to control the train, and an improvement over the ZW. Sounds all positive to me. What do you think?

That's It For Now

A special thanks to Jim Bunte for courtesies shown us during our visit. Jim's enthusiasm is quite contagious.

Please give that transformer solution some thought and let us know how you feel. And, if you have a question or comment or anything that might be of interest to the Club, just call me or any other member of *TLR*'s Editorial Team. We'll be glad to help!

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

IMPORTANT NOTE From Your *IT* Editor

Lionel LLC is 'reusing' numbers on items that match numbers used on Lionel items made in the postwar era. It's very important when you submit your ad for the *Interchange Track* to list Lionel's **inventory number** (**the one that's on the box end**) for any modern era Lionel item so we can get it into the correct category/description. Since 1987, a five (5) number system (disregard the "6-") is used. Using the **inventory number** will help us make LCCA's *Interchange Track* the best!

-Bill Button, Editor

11XXX=Set Designators

127XX, 128XX & 129XX=Accessories, Buildings, Tractor/Trailers, Transformers, Control Systems, etc.

150XX=Box Cars (Waffle-sided)

151XX & 160XX=Small Passenger Cars

161XX=Reefers, Tank and Stock Cars

162XX=Box Cars and Auto Carriers

163XX=Flatcars, Gondolas, Ore and Barrel Ramp Cars

164XX=Hoppers

165XX=Cabooses

166XX=Operating Cars

167XX=Bunk-type and Operating Cars

168XX=Special club Cars (LRRC, etc.)

169XX=Gondolas and Flatcars (Maxi-Stacks, etc.)

170XX=2-bay Hoppers*

171XX=3-bay Hoppers*

172XX=Box Cars*

173XX=Reefers* (*=Standard O)

174XX=Gondolas*

175XX=Flatcars*

176XX=Cabooses*

178XX & 52XXX=Special club Cars (LCCA, etc.)

179XX=Tank Cars*

180XX=Steam Engines (Collector)

181XX=Diesel Engines (F-type)

182XX=Diesel Engines (SD-type)

183XX=Diesel and Electric Engines (FM, GG-1, etc.)

184XX=Motorized Units

185XX=Diesel Engines (GP-type and Switchers)

186XX=Die-cast Steam Engines (Traditional)

187XX=Plastic Steam Engines

188XX & 189XX=Diesel Engines (Traditional)

190XX=Passenger Cars (Plastic)

191XX=Passenger Cars (Aluminum)

192XX=Box Cars (Famous Name)

193XX=Hoppers and Ore Cars

194XX=Flatcars, Gondolas, Crane and Vat Cars

195XX=Reefers and Stock Cars

19600-19649=Tank Cars

19650-19699=Tool and Bunk Cars

197XX=Cabooses

198XX=Operating Cars

199XX=Special Series Cars (I Love..., Toy Fair, etc.)

23XXX=Operating Accessories, Track and Switches

292XX=Box Cars

51XXX=Semi-scale Cars

"Hello."

"Yes, I was calling about your ad to buy Lionel trains."

"Yes."

"I have a set that I got for Christmas about 30 years ago and was wondering if you would be interested."



After a brief conversation, I made arrangements to meet with the caller and purchased a very unique Lionel set from what I assume to be circa 1965.



As this close up photo of the box end shows, the set is #19434 and came in its complete original state with all paper, instructions, track, transformer, etc.

As seen in the overall photo at the top of the page, the most interesting items in this set include the 221 Santa Fe Alco in olive drab, the 3665 Minuteman Box Car with the light blue roof, and the 347 Cannon Range with 4 wooden missiles and instruction sheet.

Also included in the set was the green tank, jeep, cannon and toy soldiers which evidently were all added to the set without the benefit of an accompanying flatcar on which to ride. The only item in the set that came with its own individual box was the 6470 Exploding Box Car. The 6059 Minneapolis & St. Louis Caboose and 6142 Lionel Lines Gondola rounded out the contents.

The set is in absolute Like New condition and shows very little sign of use on the wheels. The only thing that I could decipher as missing was the roof pin that keeps the Exploding Box Car mechanism in check when rambling down the track. Indeed, the original owner confirmed that he could only recall setting the train up around the Christmas tree on a couple of occasions. I did ask him if he knew where his parents had purchased the set but all he could recall was that his father used to be very much a fan of both Sears and Montgomery Wards.

Since I am by no means an expert on these uncataloged sets, I tried to find the set in several toy train reference books without success (although I don't have the 'latest editions' of all these reference guides.) After a few phone calls to those whom I consider much more knowledgeable, I decided that this was a set that was perhaps unknown to many collectors. Thus, my reason for writing this brief article is to share this information with those who have an interest in sets and set productions.

I was able to find out that apparently a few examples of this set are in the hands of collectors. All the sets of this number seem to be headed by a 221 engine but some sets have the 222 Rio Grande Alco.

There are some minor differences in the set cars, but the 347 with the tank, jeep and soldiers seems to have been included in all the sets. If anyone can offer any additional information, I'd like to hear from you.

*John Diggle, RM #4858,
Oswego, Illinois*

You Could Forget Your American Express Card, but Shouldn't Leave Home Without this Book!

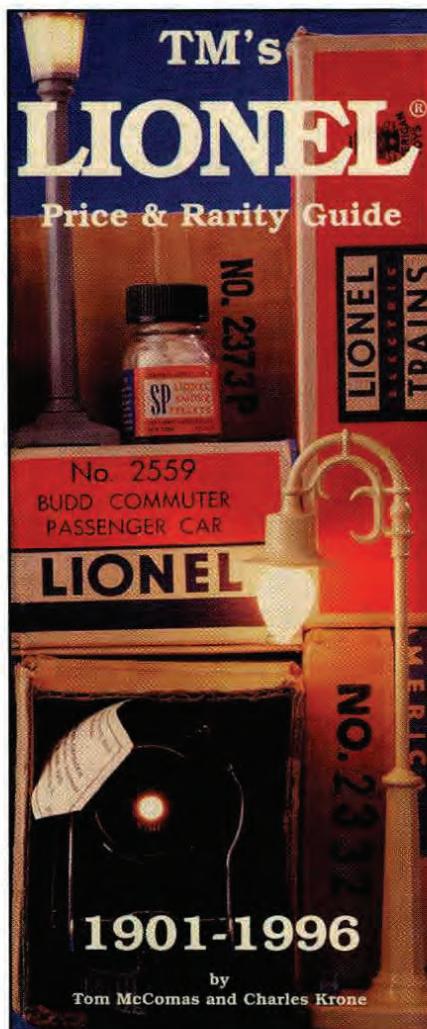
The castaways have always had a better chance of getting rescued from Gilligan's Island than I would ever have buying a toy train price guide and why not? Thanks to one of our Club's hard working Editors and crew, we get a state-of-the-art price guide updated every 60 days as part of our LCCA membership package. I'm speaking of the recently copied, but still never truly duplicated *Interchange Track*.

While my support of *IT* is rooted in concrete, little did I know that my opinion of one particular price guide was about to change. It was this past spring at a large East Coast train show. Finding myself being battered from stem to stern in a stormy sea of humanity with the engine room taking on water, boilers about to blow, and leaving me wishing I had signed up for a three hour tour with the courageous crew of the S. S. Minnow, even a safe harbor without Ginger and Mary Ann would be a welcome sight. (Well, maybe without Ginger but not Mary Ann.)

As all hope began to sink to the depths of Davy Jones' locker, land was spotted off the port side and I soon found myself beached ashore an island inhabited by friendly natives, the tables of Thomas McComas (RM #1083) and the staff of **TM Books and Video** from New Buffalo, Michigan.

I've often heard that information is power and this could never be more true than today, with not only all-time highest prices, but the never before wide range of collector interest; from rolling stock variations to Lionel paper and memorabilia. Using the latest technology (sorry Professor, no coconut-powered radios here), combined with years of research, Tom and company offer a lifeboat of journals, videos, and price guides for the brave sailors who navigate the treacherous and often shark-infested waters of a toy train meet.

One item I found to be most interesting was TM's *Lionel Price & Rarity Guide 1901-1996* by Tom McComas and Charles Krone. The first thing that attracted me about this train guide was the easy-to-read bold, black printing. Even this middle aged boomer could leave his reading glasses home and that freed up one pocket.



One area where they really did lots of homework is in the section titled "Modern Era Variations". If you're a box car collector like me, this book ends all confusion as it not only gives us a description of each box car with known variations, but also explains the different body types. The easiest thing to do would have been to list each box car in numerical order but that's not the case in this guide. Each car is categorized under its own series such as 9400, 9700, 5-digit box cars, etc. Even the elusive employee Christmas and Toy Fair box cars are listed under their own heading with descriptions.

Don't think for a moment that this special treatment was reserved just for box cars; this goes for all types of rolling stock, from cabooses (Standard "O", wood-sided or steel-sided), to flat cars with loads or trailers and so on.

This careful attention to detail doesn't stop here. If you're a Specialty Car collector like me, keeping track of all the latest club offerings and those come-from-out-of-nowhere uncatalogued cars can seem like a full time job. While no publication can alert you to the availability of specialty cars in a more timely manner or give you the complete story like the

ongoing series in our *The Lion Roars*, this TM guide does have the most complete and detailed listing of past car offerings that I've seen anywhere, plus with the "Rarity and Trend" portion of the guide you'll be able to keep track of your investment or make an educated purchase.

Never before have I seen so much useful information for the Lionel collector packed into a user-friendly, easy-to-carry, just slip into your pocket price guide. Surprisingly, this guide, like all TM products, can be economically yours and you won't need the deep pockets of Thurston Howell III. Even the call is free.

So drop anchor and give the mates of TM a call at 1-800-892-2822. By the way, an updated edition is now available.

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

TREASURER'S REPORT

The Club's membership equity on December 31, 1995, as reported by the independent certified public account who reviewed the year then ended, was \$537,506. This is a decrease of \$51,971 for the year.

Major programs in effect during 1995, which continue in 1996, include the membership direct mail program and advertising for membership in *Classic Toy Trains*. Increase in expense included additional cost of publications, catalogs, membership drive and administrative costs.

Cost containment and review of expense is monitored by the Officers and Board of Directors on an ongoing monthly basis.

1995 was a good year for LCCA. Membership increase and support continues for the Convention Car and Stocking Stuffer offerings. Your Club continues in strong financial condition.

As of July 31, 1996 membership equity is \$478,670. Present levels of revenues indicate no increase in dues will be necessary this year.

The 1996 Convention in Grand Rapids was a success with over seven hundred members registered. Our Conventions continue to attract families and are enjoyable.

You should make your plans now to attend next year's Convention in Bloomington, Minnesota. (In the St. Paul - Minneapolis area by the Mall of America!) See you there!

Lionel® Collectors Club of America Statement of Assets, Liabilities and Membership Equity

Modified Cash Basis

<u>ASSETS</u>	Reviewed	
	<u>7/31/96</u>	<u>12/31/95</u>
Current Assets:		
Cash in banks	\$5,318	\$81,918
U.S. Government Investments	513,177	401,726
Inventory at cost	<u>48,694</u>	<u>80,735</u>
	<u>567,189</u>	<u>564,379</u>
Fixed Assets:		
Equipment, net of Depreciation	<u>7,307</u>	<u>7,307</u>
Other Assets:		
Convention advances		<u>1,772</u>
	<u>\$574,496</u>	<u>\$573,458</u>

LIABILITIES & MEMBERSHIP EQUITY

Current Liabilities:		
Convention Car deposits		32,255
Accounts payable	<u>95,826</u>	<u>3,697</u>
	<u>95,826</u>	<u>35,952</u>
Membership Equity	<u>478,670</u>	<u>537,506</u>
	<u>\$574,496</u>	<u>\$573,458</u>

I appreciate the opportunity to serve as your Treasurer. Thanks to all the Officers, Directors and you members for the cooperation and assistance I receive.

*Barry B. Findley,
LCCA Treasurer*

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

	Seven Months 7/31/96	Year Ended 12/31/95
<u>REVENUE</u>		
Car and other sales	\$185,237	\$328,577
Dues	194,730	320,304
Convention	57,116	57,551
Interest & Dividends	13,840	40,540
Initiation/reinstatement fees	20,210	35,195
Meet receipts	3,509	5,208
Gain on sale of assets		1,255
Other	<u>1,335</u>	<u>1,871</u>
	<u>475,977</u>	<u>790,501</u>

EXPENSES

Cost of car and other sales	116,497	212,762
<i>Lion Roars</i>	107,618	173,050
<i>Interchange Track</i>	93,682	131,706
<i>Roster</i>		38,943
Professional fees	27,493	45,505
Officers and Board	34,027	60,696
Convention	75,295	72,962
Printing	3,547	2,504
Meets	8,325	8,293
Miscellaneous	3,477	168
Federal income tax	6,100	3,200
Insurance		13,181
Depreciation		1,851
Bank & credit card charges	3,224	4,411
Membership	2,766	4,602
Membership drive	38,594	52,447
Lionel catalogs	11,583	11,000
Election notices	<u>2,585</u>	<u>5,191</u>
	<u>534,813</u>	<u>842,472</u>
Revenue in excess of expenses	-58,836	-51,971
Membership equity at start of year	<u>537,506</u>	<u>589,477</u>
Membership equity	<u>\$478,670</u>	<u>\$537,506</u>

Lionel® Collectors Club of America

1996 STOCKING STUFFER ORDER FORM

This year the Club offers to all its Charter, Regular and Family Members some very unique trackable items. These Lionel® produced motorized units are specially decorated just for the LCCA and will make a great addition to anyone's train collection. The "LCCA Special" Step Van and Pickup both have reversed exterior colors from Lionel's regular production versions and you can mix or match your order any way you like!

All will be shipped via UPS. Shipment cannot be made to P.O. Boxes. You must provide a street address. Orders must be received by December 1, 1996 and will be filled on a first come, first served basis, while the limited supply lasts. **Delivery is scheduled to be in plenty of time for the 1996 Holiday Season!**

PRICE IS \$59.95 PER "UNIT" PLUS \$5 SHIPPING AND HANDLING PER ORDER**

*A "Unit" is **1** Truck - DUE TO LIMITED QUANTITIES, THERE IS A **LIMIT OF 4 UNITS PER MEMBER!**
(And, all S & H is still \$5 whether you order 1, 2, 3 or 4 "Units". **You** actually **save** by ordering more than 1!)

	<u>LCCA NO.</u>	<u>MEMBER NAME</u>	<u>ITEM A/B</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>AMOUNT</u>
CHRTR/REG	_____	_____	_____	_____	\$59.95/Unit	_____
FAMILY	_____	_____	_____	_____	\$59.95/Unit	_____
FAMILY	_____	_____	_____	_____	\$59.95/Unit	_____
FAMILY	_____	_____	_____	_____	\$59.95/Unit	_____

Item A - Step Van



Item B - Pickup



And, both have a small notation above the rear bumper that reads:

**LCCA 1996
SPECIAL EDITION**

SHIPPING & HANDLING _____ \$5.00

Michigan Residents add 6 %

Sales Tax (\$3.60 **per Unit**) _____

TOTAL ENCLOSED _____

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due. Or, use a credit card by filling out the information below.

DO NOT combine this with your dues or any other payment to the Club. You must issue a separate payment in the correct amount for this offer only.

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

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

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

SIGNATURE: _____

(By my signature I authorize LCCA to charge my account for the indicated amount.)

**MAIL YOUR ORDER TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301
(THIS FORM MAY BE PHOTO COPIED)**

LCCA BOARD OF DIRECTORS' MEETING MINUTES

Lionel® Collectors Club of America
"New" Board of Directors Meeting
July 25, 1996
Grand Rapids, Michigan

Meeting called to order 1:15 PM

Roll Call:

Officers - President Otten, Vice-President Button, Treasurer Findley, Immediate Past President Seddon, Secretary Dennis, present. Assistant Secretary Roy was not present.

Directors - Black, Broshears, Carlson, DuBay and Ourso, all present.

Guests - Lou Caponi, Jerry Dangelo, John Fisher, Eric Fogg, Harry Overtoom and Bill Schmeelk.

Motion was made to dispense with the reading of the minutes by Chuck Seddon. Seconded by John Ourso. Motion carried.

Officer Reports:

President's Report - Al Otten showed the group our new LCCA restoration sticker. The labels are identical to those used by TCA. The stickers are to be used at all LCCA meets and Conventions. Additionally Al is working on the establishment of a Standards Committee and will report back to the Board at a future meeting.

Al mentioned that we will begin a program to notify applicants that their application has been received and provide them with an information sheet on the Club and its offerings. To address this issue, a program of sending a "Welcome Aboard" letter to all applicants will begin. Al Otten reported that a letter has been drafted and assigned the job of sending them out by the Secretary, Dienzel Dennis.

Procedures Manual - John Ourso passed out a revised copy of the Procedures Manual and asked that all Officers and Directors read it

over and let him know of any changes which might be required.

Bloomington Souvenir - John Fisher displayed what would be next year's Convention souvenir. The item is a non-Lionel item, but is a reproduction of a prewar Lionel item. John displayed a prototype and the Board was pleased and impressed. John discussed costs and other ideas.

John Ourso made a motion to accept this idea and to proceed with arrangements. Larry Black seconded and motion carried.

Dues - Motion was made by John Ourso, seconded by Don Carlson to maintain the dues schedule at their current level for another year. Motion carried.

Convention Hotel Incentive - John Fisher discussed his ideas as to how we can contain Convention expenses which are escalating yearly. In order to have clout with the hotel, we need to control where attendees will be staying while attending the Convention. This subject matter will again be taken up at our October Board Meeting.

Internet - Don Carlson reported that about 40 members have been recruited through the Internet. He has also received about 400 letters off our E-mail address. Many were from children who are not old enough to join. Perhaps we should consider a Junior Membership.

Next Meeting - The Officers and Directors have set the next Board Meeting for Saturday, October 19, 1996, in York, PA, starting at 8:00 AM.

Bill Button moved to adjourn, seconded by Art Broshears. Motion carried.

Meeting adjourned at 3:20 PM

*Submitted by Bill Schmeelk,
for Dienzel Dennis,
LCCA Secretary*

UPCOMING LCCA EVENTS

CONVENTION DATES:

1997 - July 29 to Aug 3 in Bloomington, MN
1998 - July 21 to 26 in Philadelphia, PA

November 9, 1996

Little Rock, AR, at Little Rock Comm. Ctr.

Mike Selligman (501) 327-5933 is hosting this event. Tables \$8. Public Admission is \$2 per person. Registration/setup 7 to 8:30 AM. LCCA trading from 8:30 to 11 AM. Public trading from 11 AM to 1 PM. The meet is in the North Little Rock Community Center at 2700 Willow St. in N. Little Rock, Arkansas.

November 9, 1996

Jackson, Mississippi, at Hinds C. C.

Bill Haas, Jr. (601) 825-5650 is hosting this meet that is also open to the public. Tables are \$8. Guests admittance is \$5 and for a family it's \$10. Setup/registration at 7 PM with LCCA trading from 8 to 11 AM and public trading from 11 AM to 3 PM. The event will be located in the Community Room of the Rankin Campus at Hinds Community College in Jackson.

November 29 & 30, 1996

Lexington, Kentucky, at 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 to 9 PM on Friday, November 29th and 8 to 10 AM on Saturday, the 30th. There will be several operating layouts, vendors and 200 trading tables available. The Continental Inn is at US 60 and New Circle Road.

December 1, 1996

York, Pennsylvania, at York Fairgrounds

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

December 7, 1996

Naperville, IL, at Naperville Central H. S.

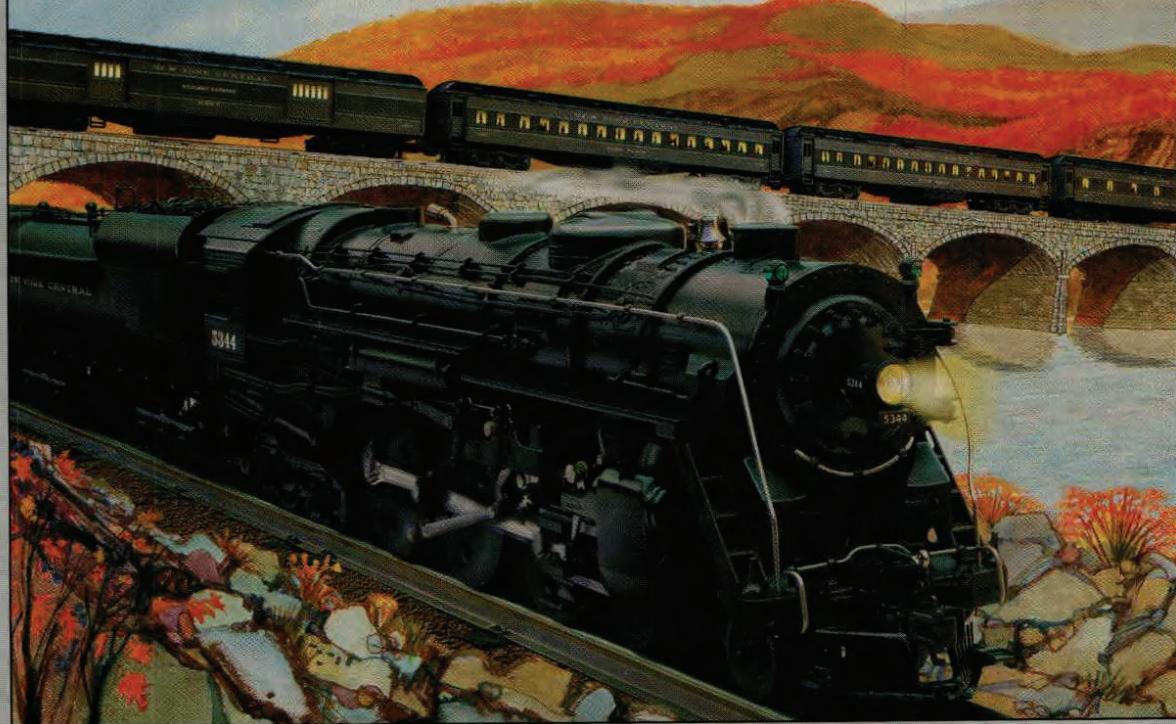
Len Hopkins (708) 420-9066 and Larry Brongel (708) 354-8486 are co-hosts. Tables \$10. Guests and adult public \$5, with family \$10. Registration/setup 8 to 9 AM. LCCA trading 9 to 10:30 AM. Public trading from 10:30 AM to 1 PM. The High School is at 440 W. Aurora Ave. in Naperville, Illinois.

LCCA Meet Hosts Wanted!
Contact Bill Button at (313) 722-7464.

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Classic
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LIONEL
HERITAGE
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Here's Covers of Two of Lionel's New Catalogs!