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The **Lion Roars**



PUBLISHED BY THE LIONEL® COLLECTORS CLUB OF AMERICA • BIMONTHLY FEBRUARY, APRIL, JUNE, AUGUST, OCTOBER, DECEMBER

**“Fly High”
with LCCA at the
Convention in
Pittsburgh**

Kennywood Amusement Park

Capture a Moment in Time with the LCCA 2002 Convention Car



Photographs by Mike Dupslaff

Reminding us of “the greatest generation,” the LCCA 2002 Convention car emerges from the WW2 era. This uniquely decorated four-bay coal hopper is presented in a traditional Pennsylvania Railroad design with a patriotic slogan — “Coal Goes to War.” Derived from the time that challenged America’s industrial capacity and tested our resolve as a nation, this limited-production item will surely be a prized collectible.

This all-Lionel hopper is fitted with fully-sprung, die-cast trucks with metal (not plastic) couplers. It is painted with accurate markings; including the actual slogan that was



applied to the cars by the PRR, one of the America’s greatest “fallen flags.” The LCCA identification is clearly but inconspicuously applied to each side of the car. The car is supplied with a mock coal load and packaged in the classic Lionel orange and blue box.

Two car numbers are available, so these cars can be purchased as a set, or members can buy one car as an individual item. Limit — two sets per member. Deadline for receipt of orders at the LCCA Business Office is March 31, 2002.

**NOTE: Limit of two sets per member. Orders must be received on or before 3-31-2002.
Cars will be shipped to members after the Convention.**

ORDER FORM — MAY BE PHOTOCOPIED

Member name: _____ LCCA #: _____

Charter Member Regular Member Family Member

Quantity	Price	S&H	Amount
<input type="checkbox"/> 1 car	\$59.95	\$7.00	\$66.95
<input type="checkbox"/> 1 set of 2 cars	\$109.95	\$7.00	\$116.95
<input type="checkbox"/> 2 sets of 2 cars	\$219.90	\$14.00	\$233.90

Michigan residents only: add 6% sales tax _____
(\$3.60 for one car; \$6.60 for 1 set of 2 cars,
\$13.20 for 2 sets of 2 cars)

Additional S&H for foreign delivery:
If Canada, add'l \$5.50 per car _____
If Alaska or Hawaii, add'l \$7 per car _____
If other foreign country, add'l \$9 per car _____
Total: \$ _____

For credit card purchase by MASTERCARD, VISA, or DISCOVER, please fill-in the lines below. Items will be sent to you by UPS. Because that company does not deliver to a P.O. box, a street address is required.

Mastercard VISA Discover Expires _____

Card No. _____

Address _____

City _____ State _____ Zip _____

Signature _____

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

**Enclose payment (in U.S. funds) for this offer only and mail to: LCCA, P.O. Box 479, LaSalle, IL 61301-0479.
Make check or money order payable to: LCCA.**

Do not combine this order with LCCA dues or any other payment to the club. Do not send cash by mail.

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P.O. Box 479
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They will take care of: applications for membership, replace membership cards, reinstatements, **change of address, phone number changes**, death notice, commemorative orders, convention registration and club mementos.

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President Elect - Schedule a meet.

Immediate Past President - Complaint against another member.

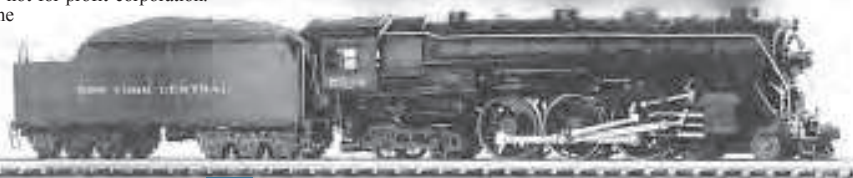
Secretary - Any administrative action not handled by LCCA Business Office.

Treasurer - Club finances only.

Librarian - Back issues of *The Lion Roars*.

Editor, TLR - "Make good" copy of *The Lion Roars*.

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The President's Report

by John Fisher
One Saturday

RM 6541

The wonder and fascination of model trains for people of all ages is truly timeless. This was brought home vividly once again when I decided to take a trip down memory lane on a snowy holiday afternoon in December. I took our grandson to visit the Twin Cities Model Railroad Club's acclaimed O gauge layout in Bandana Square, the original site of the Northern Pacific railroad's sprawling Como Shops. This club is now over 65 years old and their first layout originally occupied a magical part of the Saint Paul Union Depot. Those of you who attended our convention in 1997 will remember this amazing layout with its long mainlines, Saint Anthony falls on the Mississippi, and historically accurate scale depiction of the Minneapolis riverfront with the Stone Arch Bridge and the Great Northern Depot. My dad took me to see the club's first layout when I was just five years old and it became a very special destination for years to come. It was a place to experience model railroading unlike any other and it sparked an interest that would last a lifetime.

My nostalgic visit with our grandson was like a trip in a time machine — there I was, eye level once again watching those magnificent trains on their way to wondrous destinations. This time it was great fun watching others from one to eighty-plus watching and pointing out all the action. I was struck with the number of moms and daughters as well (at least half) and how they shared in the family fun. It was simply a memorable Saturday afternoon and the "Wow!" look in our grandson's eyes was a joy. If you would like to experience a really great feeling take someone you know, young, old or anywhere in between, to see trains in operation. You'll both have a great time.

Pittsburgh 2002

Our plans for the best annual convention ever continue to develop and I would like to share some of the excitement. Angela Trotta Thomas, America's favorite *Painter of Memories* will be there with an incredible exhibit. Angela will be displaying every train painting she has ever done, all framed and matted in our trading hall on Friday evening and Saturday. There will also be some very special surprises from Angela exclusively for LCCA members. Our very own Amtrak streamliner is set to depart from Pittsburgh for historic Altoona and Horseshoe Curve for a fun-filled day. Your officers, directors, appointed officials and especially our friends at Lionel LLC are planning some very memorable surprises


throughout the week. The fun begins right at registration with a unique Lionel car presented to the first 400 member registrants. Those members who register for LCCA day at the Carnegie Science Center will also receive a very special commemorative car. In future issues we'll share more of our plans for a memorable banquet cruise on Pittsburgh's historic three rivers.

Transitions

Our hobby lost two towering leaders recently. Dr. Donald S. Fraley was Charter Member #3 in our club. Don passed away on November 14th following a courageous battle with both Parkinson's disease and brain cancer. Don was a quiet giant in our hobby and provided leadership, friendship, knowledge and a gentle grace to hundreds, perhaps thousands of us, over four decades. His service to both LCCA and TCA is unparalleled and I will forever remember our last visit during the York meet this past October. Art Broshears served LCCA as a director, Assistant Secretary, Vice President and President during a period of time when it just wasn't a lot fun and the challenges always seemed to outnumber the opportunities. Arthur passed away in December and those of us who have followed these leaders are truly standing on the shoulders of giants. Both of these individuals gave tirelessly of their time and energy so that our hobby and our clubs could grow and prosper. They will be dearly missed and our prayers and condolences go out to their families.

Elections

In our next election we will select a secretary for a two year term; a one year director and two directors for a two year term. It is one of my objectives to make it possible for more individuals to serve our club in an elected capacity. Candidates for office must be at least 25 years of age, bondable by our insurance carrier, and have been a member in good standing for at least two years. Bill Stitt, RM259, will chair this year's nominating committee and we have extended the filing date until March 1, 2002. If you are interesting in running for one of these four positions please contact Mr. Stitt on receipt of this issue to secure the necessary forms. He may be reached at 423-894-1284, or 9727 Shadow Valley Circle, Chattanooga, TN 37421. The nominating committee will present their report at our March board meeting and the slate will be certified at that time. Candidates will be notified following that meeting and will appear on the June ballot.

Thank you for continuing to share your suggestions for the improvement of our club. If you haven't been to our website lately lionelcollectors.org, take a look. We're listening and making changes so that your membership is fun, interesting, and valuable. 

A Very Special Tribute to Heroes

by Thom Blischok

It must have been early November when Angela Trotta Thomas and I began to discuss the creation of a special tribute to the fallen heroes of Engine Company 54 in New York. They lost fifteen firefighters in the events surrounding September 11, 2001 — our modern “date in infamy”.

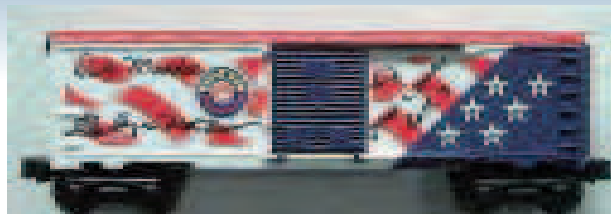
Angela had a passion to honor those heroes with her very special talent of creating lasting memories through art. We discussed painting a view of the firehouse through the windows of a train store where the icons of toy trains and patriotic symbols paid tribute to both the firefighters and police officers of the greatest city in the world, New York. In that special painting, called *The Best of America*, one can see the heroes taking time from their missions of mercy to enjoy the magnificent world of toy trains through the children who are dreaming of their next toy train purchase within the store.

The train shop has on display the icons of New York — the Commodore Vanderbilt, the classic New York Central F3’s, the Hellgate Bridge, a firefighter car, and most importantly — a flag car from Lionel. The idea of this tribute was so very special to me having personally been very, very close to the actual events that unfolded that September morning. I saw the fire trucks racing, sirens blaring, men and women focused on saving lives, driving as fast as they could to “Ground Zero”. Many of them would never return because they were committed to giving all they could to save others.

The image of the boxcar in Angela’s picture simply didn’t leave my mind. It reminded me of the three firemen — the day after — standing by the flag, which was atop the World Trade Center, an image that none of us will ever forget.

We set about working together to create a special tribute to those heroes by using the flag boxcar as our centerpiece. We purchased from Lionel twenty-four of the flag boxcars. We explained our tribute to Dick Maddox who graciously agreed to personally sign all of the boxcars. They then went to Angela and she personally signed all of the cars with a special illustration of a fire hat. The chief of Battalion 9, Ladder Company 4, Engine Company 54, also volunteered to sign the cars. There are and will be only twenty-four of these signed cars. Each car has a certificate of authenticity.

After several weeks of effort, the twenty-four cars have now become a lasting tribute to those men and women who lost their lives in saving others. Those cars have now been sold and/or auctioned with ALL of the proceeds being sent to the widows and the twenty-seven children of the firefighters who died in this tragedy. The early response to these cars has been exceptional with several of the purchasers making



generous donations. To those who have participated — God Bless.

We spoke with John Fisher about these very special cars and he asked us to save two of the cars for LCCA members. You will learn more about the Club’s plans for these cars in future issues. One of the cars will be on display at the Pittsburgh convention along with several of the original Lionel items portrayed in Angela’s painting. As with the first twenty two cars, all of the proceeds will be given to the wives and children of the fallen firefighters.

The experience of creating this lasting tribute has been and continues to be extremely rewarding. This effort could not have been achieved without the personal commitments of Angela Trotta Thomas, Dick Maddox, and Chief Joseph Nardone. A very hearty “Thank You!” to all who made this tribute possible.

For those of you who would like to see the painting — “The Best of America” — that started this effort, check out the December issue of *The Lion Roars*, or go to Lionelcollectors.org and then to the Angela Trotta Thomas link. I believe you will be overwhelmed by the original tribute she created to the heroes of September 11.

P.S. Some thoughts from Angela Trotta Thomas

Creating “The Best of America” has been for me one of the most rewarding experiences of my life. It allowed my art to be a part of something special and hopefully bring some comfort to 15 families of very heroic New York City firefighters. But if not for the effort, generosity and resolve of Thom Blischok this project might never have happened. He was truly a catalyst of ideas and determination. His enthusiasm, compassion, and resolve to help the victims not only inspired my efforts, but laid the framework for the entire project. Through his generosity the printing was accomplished, shipping tubes were bought in time for Christmas mailings, and all proceeds go to the Memorial Fund. With our collaboration on my painting and Thom’s idea to have these boxcars signed by Dick Maddox, Chief Joseph Nardone and me to raise money, Thom has been tireless in his desire to help these families. To date we’ve raised well over \$35,000.00. We are both proud to present these donations to the Engine Co.54, Ladder Co.4, Battalion 9 Memorial Fund.



The Tinplate Cannonball

by Ken Morgan

RM 12231

Editor's Note: For years we've heard about deteriorating die-cast metal on some Lionel models including the famous 700E. In this informative article, Ken Morgan explains the hows and whys of the process. After hearing about this deterioration often, I found Ken's story most informative. Thanks Ken, and keep up the good work!

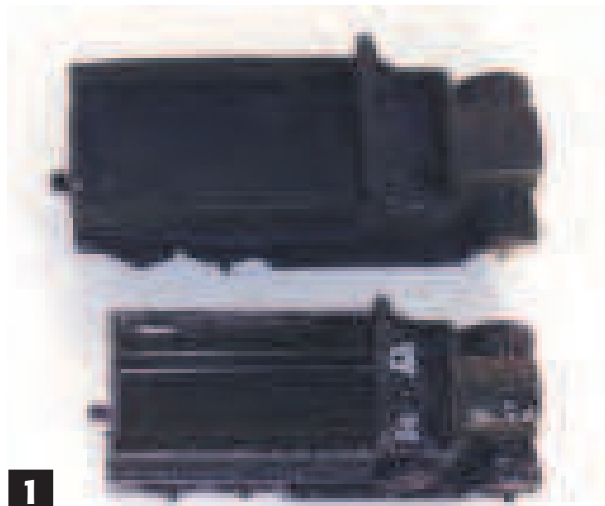
Metal Disease – Insidious Villain

How many of you were around for Lionel's Golden Anniversary, and are old enough to remember things from way back then? Does the slogan, *For breakfast it's dandy, for snacks it's so handy, or eat it like candy* — mean anything to you? If you remember the product, it debuted in 1950. Keep reading for the answer.

Now, let's get back to the business of trains. I recently read in the TCA Quarterly, a letter about metal disease, which triggered some thoughts. As I said in my previous installment, I am also a Dinky Toy collector. Metal disease is a far greater problem for Dinky Toy collectors than it is for Lionel collectors, or train collectors in general. If you're into Dorfan, it's a major problem.

What is metal disease? Basically, it's a chemical reaction caused by very minor amounts of trace metals in the alloy used for casting. Generically referred to as pot metal, the most common alloy used was called zamac or mazac, depending upon which side of the ocean you lived on. Specifically, according to the book, *Dinky Toys and Modelled Miniatures* by Mike and Sue Richardson, mazac is composed of 3-4 % aluminum (Al), 1-2% copper (Cu), 92-96% zinc (Zi), and a trace of magnesium (Mg). The material has a granular appearance when cast. There may also be traces of other metals present, which is what causes the problem. As little as 0.008% lead or 0.006% cadmium can be deadly. Essentially, these impurities migrate to the boundaries between the grains in the alloy during the casting process, and later in the presence of moisture, an electro-chemical reaction takes place causing corrosion between the grains.

Note that the corrosion is between the grains. It literally pushes them apart and causes the material to expand by opening the area between grains. Hence, cracks develop, the model or component grows, and the entire piece weakens, often to the point of disintegration. Dinky Toy collectors call this "metal fatigue" with or without descriptive and colorful adjectives depending upon one's mood and awareness of the sensitivity of those present.



See **photo 1** for a rather clear demonstration of this phenomenon. Both of those vehicles are the same: pre-war 151b Army six wheeled Lorries or trucks, to those who don't speak British. You can clearly see how much larger the victim of metal disease is. Also, take note of the warping and cracks, most noticeable in the rear bed.

If you are interested in other definitions of zamac, the TCA, calling it Zemak 3, lists the following: Al 4%, Mg .04%, and the rest zinc. Zemak 5 adds Cu 1%. The current definition per ASTM International (American Society for Testing and Materials) for ZAMAC 3 is Al 3.5-4.3 %, Mg 0.02-0.05%, Cu 0.25% max, Fe 0.1% max, the rest Zi. So the bottom line is mostly zinc (Zi), some aluminum (Al), and traces of other metals such as magnesium (Mg), copper (Cu), and iron (Fe), but be careful how much, and watch out for impurities!

So why use zamac? The flaws only developed over time, and weren't consistent. They were dependent upon contamination by minute traces of stray metal. The manufacturers couldn't have foreseen the future havoc caused by the problem. Think about what happens when you sweep the floor of the factory. How much lead dust rises up and ultimately ends up in tomorrow's alloy? So the manufacturer might not have been aware of the problem, even after the fact, since results differ. Just look at those two Lorries again. In spite of the possible problems, zamac also offered many benefits.

The advantages of zamac, unlike the downside, were obvious and known up front. Zamac was a relatively inexpensive way to reproduce details in repetitively produced castings. It has a fine enough structure and it flows well enough at a low enough temperature so that small details in the molds can be cast well. The metal is easily workable, and causes little wear to the mold, allowing many castings to be made before quality deteriorates to such a degree that it must be replaced. Making the master and the original mold are the

major expenses involved in introducing a new model, so wear on the mold is a critical factor, especially in the pre-CAD/CAM and laser cutting world. Surely there was plenty of logic for its use by many manufacturers.

Dorfan called their material “Dorfan alloy” and was the first manufacturer in the US to go this route. They touted their models as virtually indestructible detailed miniatures of the real thing. They also tried to appeal to parents with a “you build it — and learn from the process” line. That was before Lionel introduced the Build-a-Loco motors. Dorfan also introduced ball bearings on the axle bushings of their better locomotives. The quality seemed to work. They did fairly well in a highly competitive market for several years. Unfortunately, metal disease affected their locomotives badly. Since all of them were die cast metal, the deterioration caused by contamination really hurt. Consequently, you will find it difficult to locate a Dorfan

loco in really nice shape today. Models that are warped, with chunks missing, and paint badly flaked, can be found, but those in very good or better shape are quite hard to find. Anything in running order is even harder to locate. In fact, most of the Dorfan collectors I know are very hesitant to operate due to the effects of metal disease.

American Flyer also had the problem on some of their early castings of steam locos, but these were later than the Dorfan locos, so the problem seems to be less severe. They



also offered many cast iron and stamped tin plate locos, so even if a loco suffered from the problem, there were alternatives. To my knowledge, Ives never had the problem. They had many cast iron locos, but I don't believe they ever got into the die cast alloy business.

HO makers suffered also from the problem. They were pushing scale model trains, so the ability of zamac to reproduce fine detail was critical. Unfortunately the results were the same. See **photo 2** for a view of an Authenticast kit for a low bed flat car. Though not easily seen in the photo, it's riddled with small cracks and bends.

Lionel also got into the die casting business and the result is some pieces with damage over the years. Most common are warped steamer frames or trim parts, including things like



cylinders, especially in standard gauge, and boiler fronts and pilots on the big O gauge Hudsons. In fact, I own a 763, which was given to me by my wife's aunt after her husband passed away. You'll never hear me complain about my in-laws! It had already had a replacement boiler front ring installed by Madison Hardware.

Clearly, in the case of toys, different pieces of a given model may have been cast at different times, so there is often deterioration in some castings, but not others on the same model. For example, the frame of a steam engine may be OK, but the cylinders bad. Or, in the case of my 763E, the ring around the boiler front obviously went bad years ago, because Uncle Charlie, the original purchaser, had replaced it at Madison Hardware long before Aunt Gertrude gave me the loco. The rest of the boiler, including the opening boiler front surrounded by the replacement ring, is all original and unaffected by metal disease. You've seen that in earlier installments of *The Tinplate Cannonball*. Of course, the replacement ring is also “all original.” If you've ever been to Madison Hardware, the real one, not the recently closed Michigan version, you'd understand “all original”.

One of the best ways to check for metal disease is to look along the frame of a loco, since that's where Lionel equipment is most likely to show it. **Photos 3 and 4** demonstrate what I mean. While you can see some sagging in the profile view in



photo 3, the warpage in the longer section of frame is even more apparent by looking along it lengthwise, as in **photo 4**. You might want to add this “point of view” to your buying habits!

What can you do about metal disease? Not much, once it has started. Fortunately, if it hasn't started with prewar castings by now, it probably won't. In general, keeping models in areas of low humidity and relatively constant temperature will slow the process. I have also used gap-filling ACC to bind the metal across the gaps, and have filled interior spaces (i.e. the inside of a Dinky Toy ship) with epoxy. Whether the problem was solved by that or the more constant temperature and humidity in my basement or simply the years, I can't say, but I have seen no further deterioration in those pieces. Incidentally, I run a dehumidifier regularly.

As for the slogan at the start of my story, *For breakfast it's dandy . . .*, that was for Post Sugar Crisp, before the Sugar Bear — and before dentist's warnings about too much sugar. What a great way to get the kids' engines running at the crack of dawn!

'Til next time, that's it for The Tinplate Cannonball! 🚂

Photographs by Ken Morgan

WANTED

Train articles with photos of a layout in progress from beginning to end; although we all know a layout is never “finished.”

Bill Schmeelk, Editor, TLR
bill@wellingtonent.com

Standard Gauge

by Grandpa Nelson G. Williams RM 14062

How Billy Goat Climbed the Hill

“Billy” was an old steam locomotive whose job was to shunt a few train cars from one track to another in the freight yards. That’s why the crews called him “Billy,” because he had become only a “yard goat” now. He no longer had a tender for coal and water, since there was enough fuel in his coal bunker and he was never far from a water tank.

One day Billy got orders to do an odd job. He was to make up a mixed freight train with a special flat car, and a drover caboose. Its front end was half a coach with windows and benches for the cowboys riding this train home after a long cattle drive. Under its cupola it was a box car for their saddles and gear. Their horses would ride behind the caboose, on the flat car with a fence around it to keep them aboard.

When Billy had this special train set out in the yards, the yardmaster realized that he had no engine for it. What to do? Why of course, let old Billy pull it. But how could he have enough coal and water for a long trip? Put a gondola car of coal behind him, the yardmaster said, and a tank car full of water with a long hose behind the gondola.

Billy did what the yardmaster said, and then took his place on the point with the consist of a gondola full of coal, a tanker full of water, the drover caboose with the cowboys and their gear, and the flatcar with eight big horses.

It had been many years since Billy pulled that much weight, but the yards were flat and he got it moving by an old trick. First he backed up, taking all the slack out of the couplers. Then he started slowly, pulling one more car at a time, until the whole train was underway.

Billy enjoyed pulling the cowboys’ special train across the prairies, blowing his whistle and ringing his bell at every crossroad. His work got harder as evening fell and they reached the foothills. He could no longer waste steam just to make a happy noise. His old wheels began to slip on the wet tracks in the rain, and he had no dry sand in the dome over his boiler to get better traction on the rails. If the night got cold enough to freeze the water on the tracks, ice would form and Billy would be in real trouble on steep grades in the hills.

In the dark ahead, the engineer saw the signals go yellow for caution. He could hardly slow down, for they were just creeping uphill now. He had to stop when the block signals went red for danger ahead. Whatever the


traffic problem had been, they soon got a green light. Now the question was, how could Billy get the special train moving again? He tried to take up the slack in the couplers as he did in the freight yards, but that did not work this time because the heavy cars kept backing downhill. Billy was too old and tired to start the whole train all at once.

The crew thought they could get their train over the hump if the cowboys unloaded their horses and rode them to the crest of the hill. Then Billy would pull the train that far, load them up again, and start the special train downhill with no trouble. Neither the horses nor the cowboys were happy about getting out in the rainy night, but it sounded like it might help them get back home. The cowboys saddled up and were ready to ride off, when one cowboy yelled, “Come on, let’s see if your old teakettle can pull the empty train now.”

Billy did not like being called an old teakettle. Knowing the train still carried several tons of coal and water, He tried his hardest to start the train uphill. As he feared, the rain on the tracks had frozen in the cold night. His drive wheels would only spin in place, and the train did not move. The cowboys jeered, and the train crew was at a loss for ideas.

While the humans could not come up with a way out of their dilemma, the answer was a simple matter of “horse sense.” Billy, an “iron horse,” needed a little more power to get started, so his drive wheels could get some traction on the rails instead of just spinning uselessly. Each of the cowboys’ real horses could generate several “horsepower” for long enough to get the engine and train in motion again.

How long would it take for the men to understand this “horse sense”? Not too long. One young cowboy had been a Purdue boilermaker, and had a good understanding of mechanical and live horsepower. He explained to the wrangler that the cowboys should rope Billy with their lariats and all pull together to help him start uphill. This did the trick. The horses and men got “all aboard” when the train reached the crest, and going home was all downhill from there.

Billy was no longer called an old goat when he got back to the freight yards. With horse sense and a little help, he had become the Little Engine Who Could. 

The photo shows a toy train model of Billy and his special train. Billy is an antique 1910 Lionel No. 51 steam engine. Without his tender, he needed the Early Lionel 12 gondola for coal, and the 15 tank car that is being filled at the American Flyer water tank. The McCoy drover caboose was made for the 1978 national convention of the Train Collectors Association. The Lionel cars and the rare Ives 191 coke car were built about 1920. As the horse car, the Ives runs behind the caboose so people aboard can avoid smelling the manure.

*Photograph by
Grandpa Nelson G. Williams*





A Layout For All Seasons

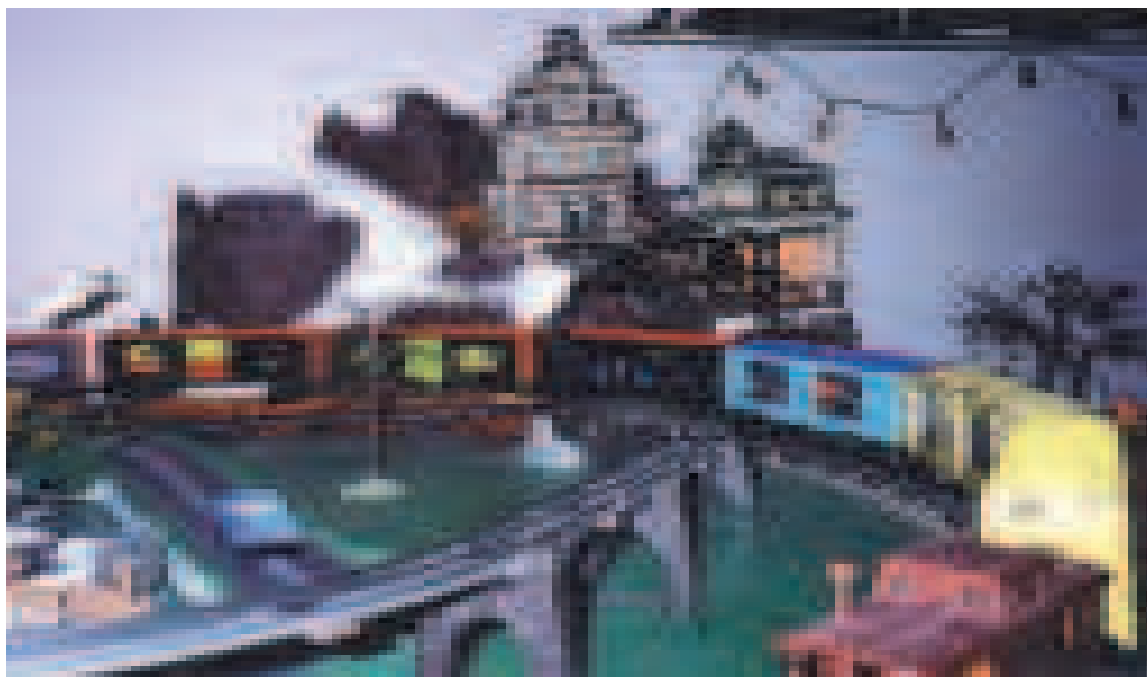
by Jeff Murgas

RM 5690

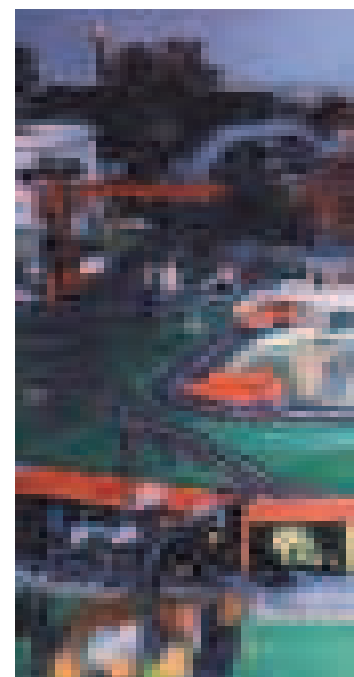
I'm sure many of us have layouts that never seem to get completed. To finish a layout or not — that is the question. How about just changing it as the seasons change. Since time prevents us from finishing our layout, we have chosen to make it a layout for all seasons and change during the year to match the season. In the spring, the Easter layout is set up with bunnies and spring trees. After Easter, summer trees are set

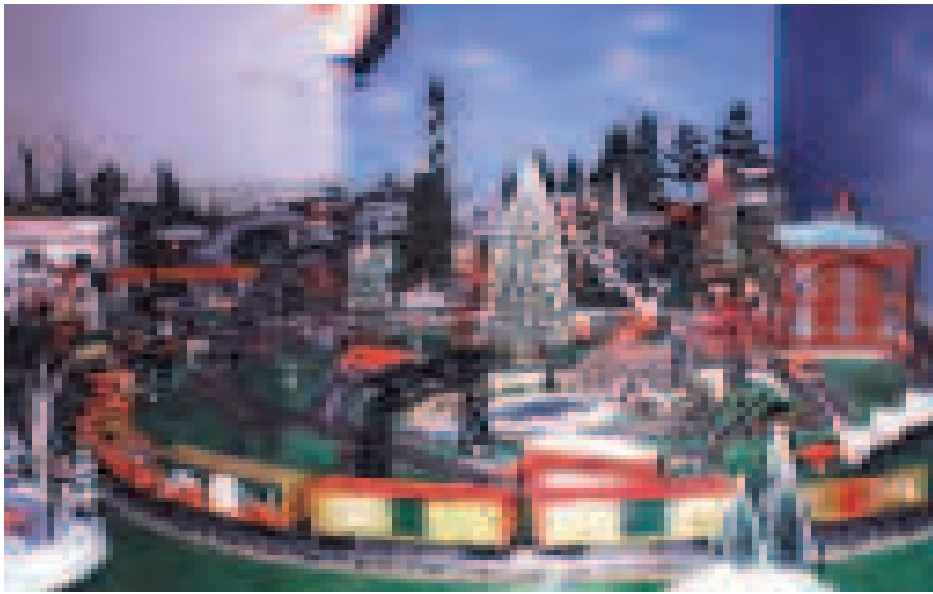
ABOVE: Low flying planes buzz Cody and Kevin as they change out the tress.

out around the train table along with the summer park. For the fall, the scene changes to Halloween. Animated houses from Department 56 and Lenox, as well as items from the Creepy Hollow collection are set out. Fall trees replace summer tress, while ghosts and other spooks float above the town. Of course not only does the scenery change, but also the consist of cars.

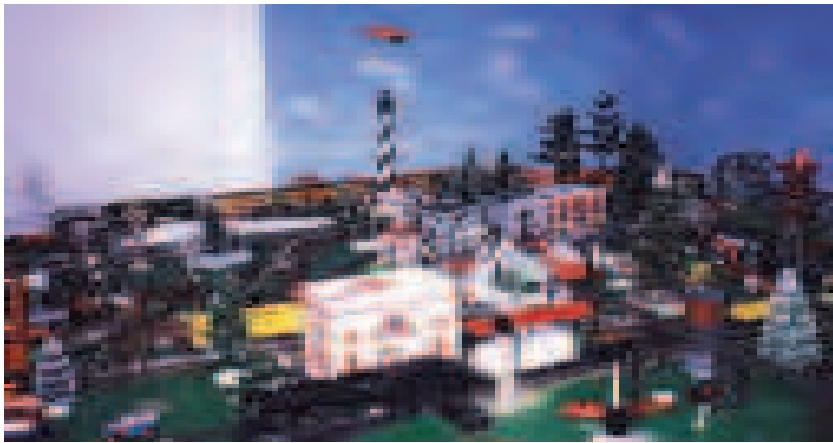


The train passes Mystery Mountain.





Another season - another train. This time it's the Christmas Express.



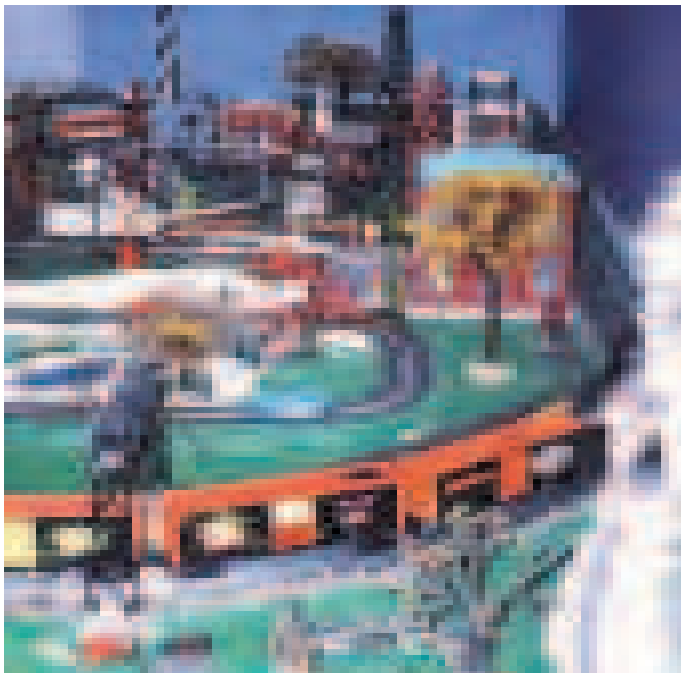
Downtown is decorated for the winter season.

Various Lionel Halloween cars are hooked up behind the consolidation locomotive. Thanksgiving items such as turkeys, more miniature pumpkins and gourds are set around the park and storefronts during the month of November.

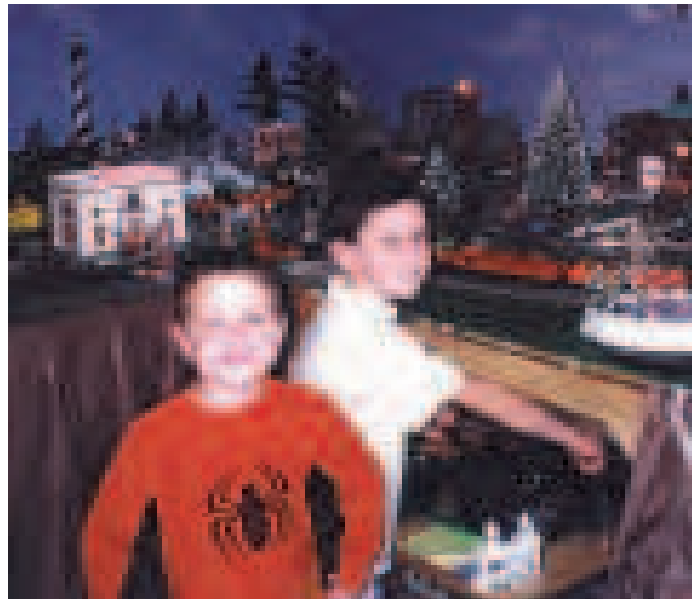
The biggest transition is to the Christmas/winter layout. The fall trees are changed to winter evergreens and winter deciduous trees. Many of the Halloween buildings are removed and replaced with Christmas

structures including Christmas tree lots, fiber optic and other lighted trees. Lionel Christmas train cars include a musical boxcar and a boxcar that switches Santa and a snowman as the train goes around the track.

One of these days, the roads will be completed, the telephone poles will have wires strung and the boys will be too big to get up on the table to switch out the scenery. Until then the layout will continue to change as the seasons change and the trains will continue to run. 🚂



The Halloween Express glides past the park.



Kevin, age 6 and Cody, age 8, man the controls

Photographs by Jeff Murgas

A RARE FIND

THE MIGHTY MAINTENANCE CAR, NO.69

by **Dennis Chandler**

CM 20

It seems that no matter how much is written about our wonderful hobby of collecting Lionel trains, there is always more to be discovered. Such is the case with the No.69, Motorized Maintenance Car.

By 1960 several motorized units were already catalogued and in production. Lionel engineers were always looking for ways to embellish existing designs to create new products. The No.69 is an example of this strategy. The No.50 Gang car was a tremendous success as was the No.60 Trolley. Each used the same motor design, although the Trolley was geared for slower speed. Early examples of the Trolley have the same orange brush plate as the Gang Car with the front section cut off.

The No.69 Maintenance car used the same animation mechanics as the Gang Car to flip the sign instead of the “man” when striking a bumper to reverse the unit. According to the

original Lionel service manual, there are only 7 parts unique to the No.69. All other parts are from previously produced items. Many are prefixed with the number 50 indicating a part originally used in the Gang Car.

The No.69 was catalogued from 1960 until 1962. Every publication I have researched for this article indicates only one version of this unit exists. That is what makes this so fascinating.

In 1980 I was helping a fellow collector build an operating layout. He told me he had a friend who had lost interest and was selling his accumulation of Lionel trains. He asked me if I would be

interested in purchasing the collection with him and help evaluate the pieces. No collector in his right mind would turn down an opportunity like that! We proceeded to look over the collection, which was a little more extensive than we expected, and agreed on a fair price.

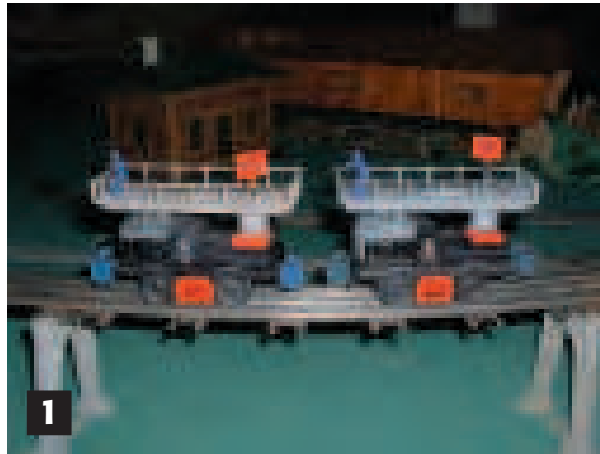


Photo No.1 shows both units with the production model on the left. You can clearly see the last three items in the table above.

PRODUCTION MODEL	POSSIBLE PROTOTYPE
Plastic platform	Die cast platform
Plastic sign	Metal sign
Plastic platform support	Die cast platform support
Gray plastic brush plate	Painted gray brush plate
Thin Lionel lettering	Thick Lionel lettering
Straight angle reversing slide	“U” shaped reversing slide
Darker brush plate, lighter platform	Same color brush plate and platform



Photo No.2 shows the die cast platform support and the U reversing plate on the prototype.



Photo No.4 is another view and the other side of the metal sign.

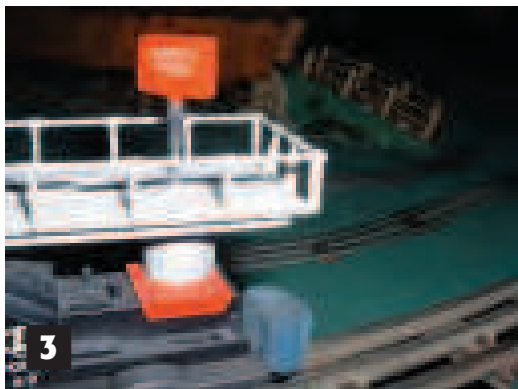


Photo No.3 shows the lettering difference. Note the rubber tubing that attaches the metal sign to the shaft.

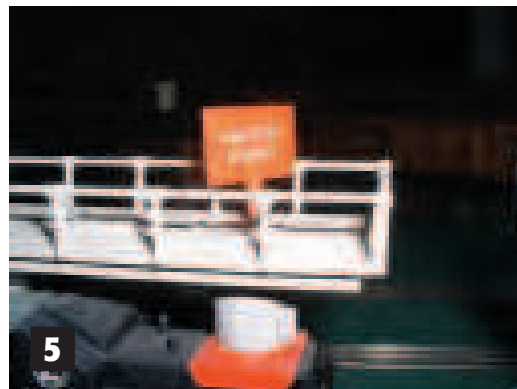


Photo No.5 is the production model sign.

Now comes the good part! After closer examination of the items I obtained through this purchase, I noticed something that was peculiar. The No.69 Maintenance Car had a DIE CAST platform and METAL SIGN. I didn't think much of it at the time since there was not a lot of information in print. However, over the last couple of years I have asked several qualified TCA and LCCA members if they have ever heard of or seen a No.69 with a die cast platform or metal sign. The answer was a unanimous NO!

I would be interested in knowing if anyone has ever seen or heard of the No.69 described here. Is there another one out there somewhere?

Oh yes, the box is the orange box with black lettering, the same as the production model. I will attempt to describe the major differences between the production run and what has been labeled a possible prototype.

The lettering is actually a different font on the prototype. The letters are closer together and the "O" is round as compared to an elliptical "O" on the production model. Another subtle difference is the color of the ornamental brake. The prototype is darker, matching the sign. The production model is lighter, also matching the sign. The man figure is actually glued to the platform on the prototype. The production model figure is not. Because of the way the respective signs

are attached to the shaft, the prototype sign is about 3/4" higher from the platform base than the production model. **See photo 1.**

Another interesting similarity is the platform floor. Both versions have a textured surface. It seems as though Lionel was trying to achieve the look and feel of a non-slip surface. That makes sense since the sign does say, "Safety First". The production model has the usual molding dimple about halfway between the hatch door and the front rail. The prototype, because the platform is cast, has no such depression.

One of the most enjoyable pleasures of Lionel Trains is the journey to the past. I can still remember as if it was yesterday walking into Glenn's Train Shop in Akron, Ohio and buying my production No.69 Maintenance Car. Glenn Uhl is the subject of another article. He was a wonderful man. Glenn's shop was the Madison Hardware of Ohio!

I can also remember all the details (which I won't bore you with) of the acquisition of my "prototype" No.69. No, it is not for sale. The only way it will ever be sold is with the entire collection. And since there is no hearse with a luggage rack, perhaps the Lord will show me when the time is right and who the next owner will be. Until then I'll be the curator. 🚂

Photographs by Dennis Chandler

Upcoming LCCA Train Meets


Lexington, Kentucky Friday & Saturday, March 8 & 9, 2002

Nobody does a train show quite like the folks from Lexington! Join Harry Overtoom, Larry Black, Bill Crace, and Winfrey Adkins on Friday, March 8 and Saturday, March 9 at the Continental Inn in Lexington. The Inn is located at US 60 and New Circle Road (1.8 miles west on US 60 from I-75 Exit 110.) Setup and Early Bird Trading starts on Friday, 6:00-9:00 p.m. and is open to LCCA members only. Saturday members-only trading begins runs from 8:00-10:00 a.m., with public trading from 10:00 a.m. to 3:00 p.m. LCCA members and family will be admitted for free; Guests are \$3.50, with children under 12 admitted free with an adult. Tables are \$15 each for members, \$22 each for non-members. For more information on this great LCCA-sponsored meet, contact: Harry Overtoom, 859-268-1942; Larry Black, 502-695-4355; Bill Crace, 859-299-2423; Winfred Adkins, 859-873-2497

Clinton, Tennessee Friday & Saturday, April 12 & 13, 2002

Southern hospitality and trains — a combination you can't beat! Make plans now to join Gary Lape, Sr., Joe Glass, and Michael D. Smith on Friday, April 12 and Saturday, April 13 at the Tennessee Army National Guard Armory, 185 J.D. Yarnell Industrial Parkway in Clinton. To reach the Armory, take I-75 to Exit 122, go west on Highway 61 to Clinton, turn left at the third light and go 1/2 mile on the right. Setup and Early Registration starts on Friday from 2:00-7:00 p.m., with LCCA member trading from 7:00-9:00 p.m. Saturday Setup and Registration for members-only is from 8:00-10:00 a.m., with public trading from 10:00 a.m. to 3:00 p.m. Guests are \$3.00; Family is \$5.00. 5-foot tables are \$8 each. For more information on this LCCA-sponsored Springtime meet, contact host, Gary Lape, Sr., P.O. Box 853, Clinton, TN 37317, (865) 457-8387, work — (865) 457-3758, fax - (865) 463-9702 or co-hosts, Joe Glass, (865) 457-3617, e-mail — JRGO27@aol.com and Michael D. Smith, phone/fax — (865) 483-9608, e-mail — MikeD.SMITH@PRODIGY.NET.

Chattanooga, Tennessee Saturday, July 6, 2002

Don't miss this red-white-and-blue train meet! Join Bill Stitt, George Baltz and Ron Herman on Saturday, July 6 at the Olph Church Parish Life Center, 501 South Moore Road in Chattanooga. To reach the Life Center take I-24 to Exit 184 and Moore Road. Setup and Early Registration is from 9:00-10:00 a.m., with LCCA member trading from 10:00-11:00 a.m. Public and guest trading from 11:00 a.m. to 1:30 p.m. Guests are \$5.00; Children under 18 admitted free. 6-foot tables are \$9 each and need to be reserved in advance. For more information on this LCCA-sponsored meet, contact host, Bill Stitt, 9727 Shadow Valley Circle, Chattanooga, TN 37421, (423) 894-1284; George Baltz (423) 842-6094 or Ron Herman (423) 344-5799. 

Highlights – LCCA Sanctioned Train Meet Guidelines

Contact President Elect for Detailed Train Meet Guidelines

Trading Hall Sites

Schools, gyms/cafeterias, fraternal clubs, community centers. Rental fee may not exceed \$600 unless agreed to by the LCCA President Elect.

Registration/Attendance

Free to LCCA members and families. First hour access by members only is a common practice.

Non-members and Guests Entry Fee

Guests to pay up to \$6 for a single and up to \$10 for guest and family. They may enter after the first hour has elapsed.

Food

Provide free coffee to attendees or have the facility handle food items.

Name Tags and Supplies

Each attendee must wear a name tag provided by the club.

Security

Provide security by LCCA members in good standing.

Train Meet Hours

Make it flexible and convenient for the public.

Table Rent Fees

\$10 to \$20 per table. Set-up one hour prior to start of the train meet.

Pricing

Restored items must be marked with an LCCA sticker (provided for use as needed).

Other Activities

Some door prizes will be provided by LCCA. Back copies of The Lion Roars may be available as a promotional tool.

Flyer for Advertising

Mailing labels from the LCCA database of club members in the area or region can be provided upon request of the LCCA Business office. Create an attractive flyer and mail it out to persons in a 150-mile radius of the event.

Paid Advertising in Print

Prepare an attractive ad for use in area newspapers. Make it big enough to attract attention.

News Coverage

Seek "feature story" coverage in all media. Seek TV coverage on all area stations.

Pre-Meet Responsibilities

Finalize the train meet date five to six months in advance of the meet through the President Elect.

Post-Meet Responsibilities

Refer to "detailed" train meet guide for more details.

Financial Help

LCCA pays for all prior approved train meet expenditures.

The Mane Line

by Dennis Leon Clad

RM 10430

Editor's note: Our contributing editor Dennis Clad is a wonderfully enthusiastic Lionel collector and he is a valued member of our Lion Roars team. The opinions, recommendations and commercial endorsements contained in the Mane Line are those of the writer and do not constitute an endorsement or approval of those items by LCCA, its officers or directors. This information is provided to our members in order to educate, inform and yes, entertain. Any decision to make any purchase based on this information should only be done after careful consideration and with full knowledge of market conditions.

Over the years I've shared with you many great Lionel collectibles! There's one area of Lionel collecting that I've always wanted to tell you about but for some reason it always seemed to get pushed to the back burner. This easy on the pocket book area of Lionel collecting that I've kept secret for so long is my passion for collecting LCCA souvenirs. Sure, I collect other club's keepsakes with Lionel in their name but when it comes to these joy-giving mementos of Lionel organizations, LCCA is track miles ahead of the rest in both quality and demand. Instead of starting out telling you about an LCCA souvenir that is already in hot demand, let me share with you a great LCCA memento that's on the fast track to becoming another collectible. When you get your hands on

our beautiful 2001 convention souvenir patch I think you too will agree. To add this very limited LCCA 2001 Lexington convention keepsake to your collection, make your check out to LCCA for \$12.00 and mail it to director Harry Overtom, 3409 Fleetwood Drive, Lexington, KY 40502-

3504. With the LCCA 1988 Lexington convention patch commanding five times its issue price don't fail to take advantage of this special offer to get a 2001 Lexington patch of your very own! The 2001 convention souvenir is a great start to building a collection of LCCA mementos, trust me; you'll really enjoy this very much over looked part of Lionel collecting.

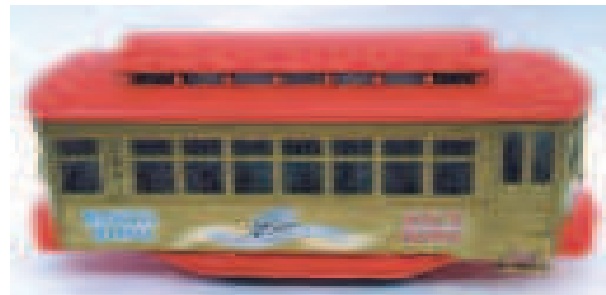
Now, it wouldn't be right if I didn't tell you about a super hot LCCA convention souvenir that has want ads popping up

all over. Yes, I could only be speaking of our 2000 banquet table centerpiece, the Lionel Collectors Club of America (LCCA) & Lionel Operating Trains Society (LOTS) water tower. This seriously attractive Lionel tower is decorated with our club mascot "Happy" The Lionel Lion on one side and the LOTS ZW logo on the other. A reliable and confidential source has told me that only one 112 of these specially decorated towers were made for the 2000 banquet.



Genuine Uncataloged Lionel Alert!

The talented toy train artists at Quaker Oats have teamed up with the Lionel Corporation again to offer Quaker Oats employees an instant Lionel collectible. The Rice A Roni Trolley Set, no. 6-11850 is the latest Quaker Oats employee



Excite the visitors to your Lionel Pike with this little charmer.



The colorful artwork of the set's box is sure to excite every collector.

only Lionel offering to excite all Lionel collectors. Quaker Oats employees and retirees placed their orders for this stunning Lionel toy in the spring of 2001 and the sets were delivered in the fall of 2001. This Lionel trolley set comes complete with track, transformer and bumpers and is packaged in a highly attractive set box.

Like all past Quaker Oats Lionel collectibles, the Rice A Roni Trolley Set was not sold to the public and none are available for sale by Quaker Oats or Lionel. Because only 736 sets were made by Lionel, look for this must own genuine uncataloged toy to climb somewhere were between the \$200 to \$300 dollar price range.

The Stationmaster Has Signaled The Track Is Clear!

Watch for two new specialty train sets to tickle the fancy of all Lionel collectors. Thanks to Lionel, each set has built in quality that gives the lucky owners many years of carefree operation. Both trains are complete and ready to run — that means each set comes with track and transformer! Both are headed up by that war-horse of the three rail track, a die-cast

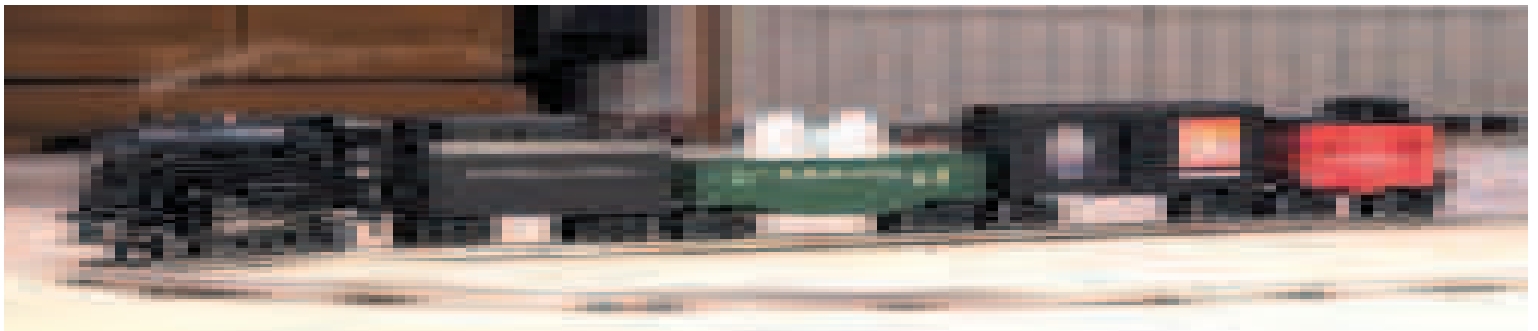
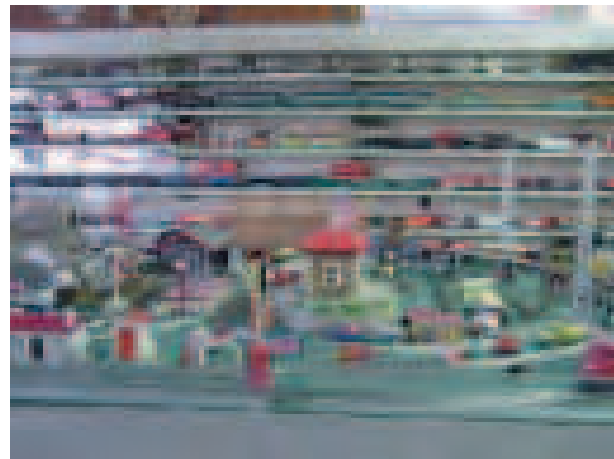
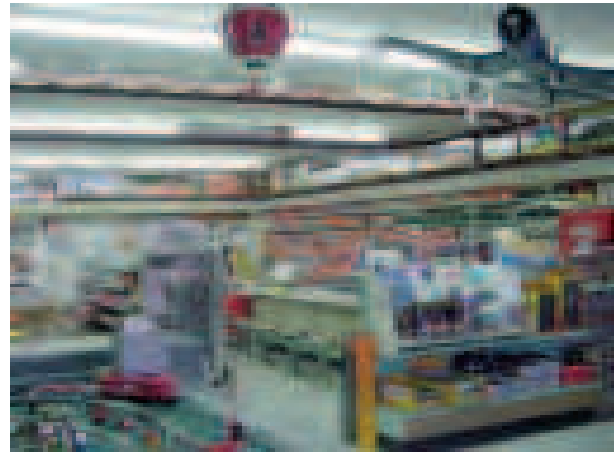


4-4-2 locomotive. But wait, it gets even better, as both engines come with operating whistle, headlight and puffing smoke. Our first set is being offered by LL.Bean at their web site www.llbean.com. After you get to the site, enter Lionel in the search box. The train is modeled after the great Boston & Maine Railroad and sells for \$259.00. The stand out car in the set is an attractive LL.Bean 9700 series boxcar. The LL.Bean order number for the set is TA39228. Fellow fans of the Pennsylvania Railroad, I don't know about you but when it comes to truly limited PRR sets I've felt a little left out lately. Thanks to the creative artists at Lionel, have I got a PRR train set for you — the Do It Best Pennsylvania Flyer! Only 1000 sets were made and carry the SKU number 6-31923. To order this very special set you'll need \$174.22. Then go to the web site of the world's largest hardware store, Do It Best Hardware. The site is www.doitbest.com. The stand out car in this impressive train is the Do It Best Hardware 9700 series boxcar.

Because this Lionel collectable is PRR with a low production run I suggest you don't leave your engine in the roundhouse too long!

The Mane Line Goes On the Road

This past November I had the luxury of spending a week crisscrossing four southern states to visit Mom and Pop Lionel Authorized Dealers and Service Stations. Before I share with you the most interesting and quaint Mom and Pop store I had the pleasure to visit on my trip though the Deep South let me share with you some of my findings. Made in the USA Lionel from the 1998, 1999 and 2000 catalogs is getting impossible to find. I only found three shops that had any made in America F-3s and even those three shops had a "very" limited number on hand with almost no variety in road names. The three-engine



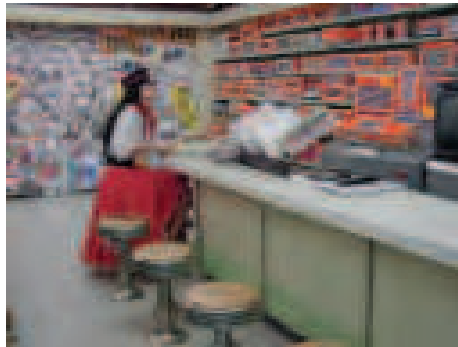
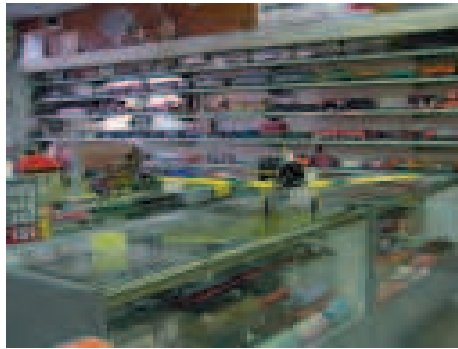
lash up sets from 1998 though 2000 were almost unobtainable as were the last four made in the USA mint cars. To be fair, one Lionel Chinese piece from the Lionel 2000 catalog is also extremely hard to find. The 6-18268 SD-Mac Centennial Command engine all decked out in Lionel Corporate orange and blue with the pre-war Lionel Lion is a must own for every Lionel lover.

The thing I enjoy most about Mom and Pop Lionel shops is that I've always come away with the feeling that the owners literally love our hobby and that they care about their customers. An added bonus is the feeling that they really take pride in their train store. Little did I know as I pulled old Bucky Bronco into the parking lot of Leland's Toy Trains on this, the last leg of my return

to the Confederate capital, that I would find a train shop that would exceed my expectations for a Mom and Pop Lionel dealer.

The first thing I took notice of as I entered through the door of this 1950s style train shop was that it was the cleanest train store I've ever been in! In fact, it was so clean that I could literally eat off the floor. Readers who know me personally will tell you that I don't make this statement lightly!

What I know about postwar Lionel wouldn't fill a thimble but I was really floored when I saw a large wall display of the highest quality postwar Lionel I've ever seen offered for sale. Leland's opened in 1991 in a 1950s drug store. Leland kept



the store's original soda fountain which was not only a charming addition to the train shop but a practical idea as well. The lunch counter makes a comfortable place to read Lionel catalogs or make purchasing decisions. I found a nice selection of all three eras of modern Lionel on the shelves. If you're a Lionel memorabilia collector like me, the treasures you might discover range from LCCA convention souvenirs to the Lionel mementos by Ace Products behind the glass doors displayed for sale at Leland's. Casting its light over this Lionel Mom and Pop store is an extremely desirable 1991 Lionel Service Station Clock. I can't tell you how nice it was to learn Pop Leland is an LCCA member. But it was the large wonderfully painted sign of our club mascot "Happy" The Lionel Lion by the Lionel Service sign above the parts department that really made me feel at home. With so many road miles ahead of me before I reached "The Mane Line" Station I really disliked leaving this Lionel train shop. Without leaving your home, you can visit this very special Mom and Pop Lionel dealer situated in Western North Carolina at www.lelandstoytrains.com or email them at leland@lelandstoytrains.com. Readers without computers can call or fax Leland's Toy Trains at 828-397-2457. Leland's Toy Trains is located

at 302 S. Center St, Hildebran, NC 28637.

The Mail Train Has Pulled Into the Station

We love getting your calls and letters here at "The Mane Line" Station. I will, without fail, answer your letters, but it might take as long as several weeks to get a personal response. Because of the large number of requests for coverage of your favorite Lionel collectable please don't feel disappointed if you don't see me cover your idea with the first two or three issues of "TLRS" after you've made your suggestion.

Happy Tracks!
Dennis Leon Clad

**Don't miss The 31st Annual
LCCA Convention in Pittsburgh.
It's shaping up to be
one of the best ever.**

At Trackside

LCCA Members in Action

One of the ways in which the Lionel Collectors Club of America supports the hobby is by sanctioning train meets. Running a meet can be lots of fun and the club will support you. Here you'll see some photos from two fellows who regularly hold meets. The photos are all the proof you need to see that a good time was had by all. These veterans really know how put on a fun meet. If you're in their area, make a point to attend one of these meets. Why not consider putting one on in your neighborhood. We've listed the guidelines on page 12. Contact our president elect, Eric Fogg for all the details. Then have a great time of trains and fellowship.

LCCA Meet Chattanooga, Tennessee - Bill Stitt, #259

The LCCA meet in Chattanooga, was held for the first time at the OLPH Church Parish Life Center which was very convenient to the I-24 and I-75 interstates. A total meet attendance of 107 included 78 members and family attendees plus 29 guests. Three new LCCA applicants joined the club. There were 55 tables full of Lionel prewar, postwar and modern era items which led to many items changing ownership during the meet.



Robert Ottosen, #11147, checks out a cheap transformer. Maybe a little shot of coffee would improve it a grade or two.

Special thanks go to member John Carden, #12868, who arranged the facility for the meet and to Gwen Siler who handled the registration desk very effectively. Jack Ellis, #14155, Raymond Siler, #18796, and Butch Walker, #24132 also assisted with the tables and their support helped make the meet a success. The photos tell the whole story.



Mike Yudiskas, #13660, and Pete Oreszks, #4742, enjoy the trading pit activities.



Gwen Siler and John Carden, #12868 during a brief moment of inactivity at the registration desk.



Kieth Labimer, #2257, has had a tough day at the meet. He had a rough time packing after the show.

Naperville, Illinois 7th annual Christmas Meet - Len Hopkins

This year over 500 people attended the meet with at least 350 of them children. Over 100 LCCA members attended with over 70 tables full of trains for sale. A major hit with the kids and parents alike were the Midwest Hi-Railers and their portable layout. Another hit of course was Santa Claus who held court for over two hours and gave every child who visited a free Lionel 2001 catalog. All went away with a smile on their face and fought with their parents about who got to see the catalog first.

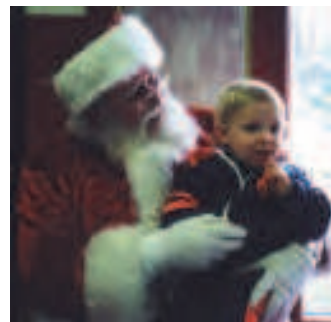


The Naperville LCCA team of volunteer's — back row: Chuck Prock, Zigmund Zemba, and Craig Chidester — front row: Larry Brangel (co-host), Len Hopkins (co-host), and Paul Flood.

Santa and his helpers giving out 2001 Lionel catalogs



Len Hopkins, RM 16998, Frank Piazza, RM 18516, Manny Piazza, RM 18785, and Dan Mega, RM 12830.



Santa with Jerry Hopkins our newest and youngest member.



The very happy big winner of LCCA Hopper giveaway was Joe & Joe Jr. Kramer, RM 12494.



Tom McComas, RM 1083 with his very popular video display and tape sales.



Len Hopkins (host), RM 16998 and Frank Piazza, RM 18516.



Earl Amidon (center), RM 17653 and his Midwest Hi-Railers. Layout builders extraordinaire.



Zig Zemba, Paul Flood, and Chuck Prock at the tables.

Pittsburgh Welcomes LCCA and You in 2002

Set at the confluence of three great American rivers, Pittsburgh is the city of the Steelers and much more. One of the country's great destination cities, it holds many train-related activities in the city and the region. The tour programs of the upcoming 31st LCCA Annual Convention will include an Amtrak excursion on July 23 to the famous Horseshoe Curve of the Pennsylvania Railroad, the Allegheny Portage Railroad National Historic Site, and the Railroad Museum at Altoona as an all-day adventure.

On July 25 we'll spend a full day at the fabulous Carnegie Science Center with a huge (2400 square feet) O-gauge train layout sponsored by our favorite namesake toy train company. This layout shows some of the best landscaping you'll ever see — with areas depicting the four seasons, a working river, and a large steel mill.



And we'll enjoy the traditional features of the Convention — a welcoming party, the Lionel seminar, a sumptuous banquet (this time aboard a riverboat), and Trading Hall activities.

Form may be photocopied

Lionel® Collectors Club of America 31st ANNUAL CONVENTION - REGISTRATION FORM

**Pre-Registration Fee of \$39 must be received on or before June 1, 2002.
If received after June 1st or at the door, the Registration Fee will be \$54.
No refunds after July 15, 2002 — Please print or type.**

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

Badge Name: _____ e-mail Address: _____

Address: _____ Phone: _____

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

Spouse's name (if attending*): _____

* = If spouse is a Regular Member and wants the Convention registration gift, a separate, full registration fee must be paid.

Children's names **and** ages (if attending): _____

Member Pre-Registration (includes non-member spouse & children; by 6-1-02) _____ @ \$39 = \$ _____
(After 6-1-02) _____ @ \$54 = \$ _____

Tables — Each with one chair _____ @ \$25 = \$ _____

If you want your table next to a specific member, Please send your form and the other member's form (with separate checks/money orders) in the same envelope.

Member's name: _____ LCCA#: _____

Electrical Hook-up — per registrant _____ @ \$30 = \$ _____

Get Acquainted Party _____ @ \$14 (Adults) _____ @ \$20 (Adults) _____ @ \$8 (Children) = \$ _____
(Sheraton Guests) (non-Sheraton Guests)

YOU MUST INDICATE A MEAL SELECTION BELOW

Riverboat Banquet — Make your entree choice (includes salad, vegetable, coffee/tea/milk & dessert)

Adult: _____ Filet Mignon -or- _____ Poached Salmon _____ @ \$59 = \$ _____

Children: A menu specially designed for our younger guests _____ @ \$39 = \$ _____

Tours Selections — Enter here the sub-total cost of the tour(s) selected on the work sheet: \$ _____

Check the tours by number and write-in the number of person(s) (e.g., Tour #1, 2 seats, etc.) below:

- Tour #1 _____
- Tour #2 _____
- Tour #3 _____
- Tour #4 _____
- Tour #5 _____
- Tour #6 _____
- Tour #7 _____

GRAND TOTAL \$ _____

Make check/money order (in U.S. funds) payable to: **2002 LCCA Convention.**

To charge it to your credit or debit card, fill out the information below.

CARD# _____ VISA MASTERCARD DISCOVER

TYPE OF CARD: CREDIT DEBIT

SIGNATURE _____ EXP. DATE _____

Send this form or a photocopy with check/money order or credit card info to:
2002 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.
Use the separate form to make your reservations at the Sheraton Hotel at Station Square and mail your request directly to their address listed on the form.

Please provide this information:
Arrival Date: _____ **Departure Date:** _____

General Information

REGISTRATION, HOTEL RESERVATIONS, TRADING HALL, AND BANQUET

Convention Registration

The special early registration fee is only \$39 if received on or before June 1, 2002. Registrations received after this date or at the door will be \$54. All pre-registrants will receive confirmation by mail.

Questions about Convention registration may be directed to Susan Ellingson, Convention Registrar, at 952-931-0853 or e-mail her at <lccasue@aol.com>.

Each registrant will receive a special registration gift. Pre-registered members may pick it at the registration desk by showing their current membership card. Those who register but do not attend will receive their gift by mail after the Convention.

Under club convention rules, guests are not allowed — only your immediate family (spouse and children under the age of 21) are admitted with your registration. Tickets will be provided at the registration desk and are required for all tours and other events. Register early to get the tours, events, and tables you want.

NOTE: All Convention activities and events (with the exception of the public display and trading during the general public admission time frame) are open only to properly registered, badge-wearing attendees, their spouses, and minor children. Extended family members are not included in this definition.

Accommodations

Use the separate Hotel Registration Form to submit your hotel reservation request. Mention the LCCA when requesting reservations by phone or fax.

Parking

Valet parking and self-parking are available at the host hotel for hotel guests. Parking is not available at the hotel for RVs and motor homes.

Trading Hall and Tables

The Trading Hall space will accommodate 400 tables. Tables are available at \$25 each with no limit on number. If you want your table next to another member, please so indicate on the Registration Form and send both forms, with separate checks, in the same envelope. Tables with an electrical outlet are available for an additional fee of \$30. No flashing lights, sirens, blowing horns, etc.

Unloading and set-up will be on Friday, July 26th from 10 a.m. until 5:45 p.m. and on Saturday, July 27th from 7:30 a.m. until 8:45 a.m. Trading is not permitted during set-up times. Violators will be told to leave and disallowed from selling at the Convention. Security will be provided. If all tables are sold, your name will be placed on a waiting list. All train and related items must be clearly marked and priced.

The Trading Hall will be open for trading starting on Friday night at 6 p.m. for **registered convention attendees only**. This registered-only trading will continue until 9 p.m. and resume on Saturday from 9 a.m. until noon. At noon, we will open the Trading Hall to the general public and LCCA members not registered for the Convention until closing at 5 p.m. NO teardown will be allowed prior to 5 p.m. The Trading Hall will close at 5 p.m. until 6:45 p.m. for teardown and again on Sunday from 8 until 10 a.m. **NO trading on Sunday.**

Get Acquainted Party

At 6 p.m. on Thursday evening, July 25th, we will enjoy our party within the Sheraton Hotel at Station Square. An open cash bar will also be available. For adults staying at the Sheraton, the costs will be \$14; adults not staying at the Sheraton, \$20; and children (under the age of 12), \$8. The Get Acquainted Party requires a proper convention badge for admittance NO food or beverages will be permitted to be taken from this event.

Special entertainment will be presented for your enjoyment during the evening.

Reception and Banquet

Our cocktail reception will be Saturday July 27th, from 6 to 7 p.m. The banquet will start at 7 p.m. and will run to about 10 p.m. aboard the riverboat "Majestic." Tables may be selected and reserved by signing up at the registration desk in advance starting on Wednesday, July 24th. Members will sit in their pre-reserved seats only. This computer sign-up list will be available at the banquet to resolve any questions on the spot. Anyone not seated in their correct seat will be told to vacate it. Those wishing to reserve an entire table must fill-in all names and convention registration numbers at least 24 hours in advance of the banquet.

The banquet offers plenty of prizes and give-aways. There will also be a silent auction during the evening, and auction items may be redeemed immediately after the banquet. In addition, raffle tickets will be sold throughout the Convention and winning tickets will be drawn and posted immediately after the banquet.

LCCA Annual Membership Meeting

The official business meeting of the club will be held on Friday, July 26th, at 3 p.m. in the Sheraton Hotel.

Lionel Seminar

The special presentation about Lionel products by company executives is always a highlight of the Convention. Attendees will get "inside track" information from designers, product engineers, and marketing specialists. The seminar will be held in the Sheraton Hotel on Friday afternoon, July 26th, at 4 p.m. until ??????????.

Form may be
photocopied

Limited seating – First come, first served. YOU SNOOZE, YOU LOSE!
IMPORTANT NOTE: ALL TOUR TIMES ARE EASTERN DAYLIGHT SAVINGS TIME

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

Instructions: Circle the tour(s) of your choice. If you select multiple tours on the same day, the second tour will be held for your boarding. Fill in the number of persons and dollar amounts across from each tour you want to attend. If the tour(s) selected are filled, you will be placed on the waiting list.

Note that all travel to/from tour sites is by motorcoach only. No personal vehicles.

Tuesday, July 23th

Tour #1 — Westsylvania Excursion on Amtrak	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
6:00 a.m. — 10 p.m.			
LCCA members and immediate family		@\$159 =	_____
Non-LCCA members		@\$199 =	_____

Wednesday, July 24th

Tour #2 — Sightseeing Tour of Pittsburgh	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
8:00 a.m. — 1:15 p.m. (includes lunch)		@\$38 =	_____

Tour #3 — Trolley Museum & History Center	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
1:30 p.m. — 5:00 p.m. (no lunch)		@\$36 =	_____

Thursday, July 25th

Tour #4 — LCCA Day at Carnegie Science Center	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
Presented by Lionel (includes lunch)		@\$36 =	_____
9:00 a.m. — 5:30 p.m.			

Friday, July 26th

Tour #5 — Trolley Museum & History Center	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
8:00 a.m. — 1:15 p.m. (includes lunch)		@\$51 =	_____

Tour #6 — Sightseeing Tour of Pittsburgh	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
1:30 p.m. — 5:00 p.m. (no lunch)		@\$23 =	_____

Saturday, July 27th

Tour #7 — Kennywood Amusement Park	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
9:00 a.m. — 4:00 p.m. (lunch on your own)		@\$42 =	_____

Alternate Tour — If inclement weather prohibits Tour #7, another tour will be offered (To Be Announced)

Total: \$ _____

Convention Tours

Tour #1 - Westsylvania Amtrak Excursion Tuesday, July 23, 6 a.m. - 10 p.m.



This custom LCCA Amtrak tour will include some fun surprises during this daylong event. Space will be limited, so if you select this tour send in your registration early to assure seating. These “real scale” train adventures are immensely popular. The club will provide special pricing for non-LCCA members who may want to join us for this excursion.

The tour price includes a ticket aboard Amtrak, bus transportation, Altoona Railroaders Memorial Museum, a railroader’s lunch, Allegheny Portage Railroad, Horseshoe Curve National Historic Landmark, and all applicable taxes.

Note: The non-LCCA participants will receive the benefits of this excursion, but will not be entitled to purchase other Convention activities.

The scheduled Wednesday, Friday, and Saturday tours during Convention week will be conducted by Pittsburgh Panorama, Inc., a locally owned and operated professional destination management company. Professionals with experience of local lore will guide each tour. All tour busses are clean, current models.

Tour #2 - Sightseeing Tour of Pittsburgh Wednesday, July 24, 8 a.m. – 1:15 p.m.

8 – 11 a.m. - The North Shore

This driving tour of the North Shore area of the city includes the new, just-completed stadiums for the Pirates and Steelers. Also in this area are the Andy Warhol Museum, National Avery, Mexican War Street, and Millionaires Row. We will continue on to Pittsburgh’s Golden Triangle and see beautiful architecture, the bustling commerce center, and hear the story of Pittsburgh’s past two renaissances — plus the exciting changes within the third (current) renaissance. We will stop at PPG Place, Pittsburgh’s gothic glass masterpiece. We will experience the magnificent skyline view and convergence of the three rivers from the top of Mount Washington (bring your camera — it’s a great spot for picture taking).

11 a.m. - Noon – The Strip District

This mile-long stretch along the Allegheny River was once the site of the city’s earliest iron foundries, manufacturing plants, and factories; as well as the switch yards of the Pennsylvania Railroad. The Strip’s industrial architecture has

been reclaimed and now houses a bustling marketplace and provides a perfect architectural setting for some of the city’s hottest bars and clubs. Produce and flower markets spill a colorful array of fruit, vegetables, and blooms onto crowded sidewalks while the aromas of roasting coffees, fresh cheeses, and homemade pasta mix in the air.

Noon - 1:15 p.m. – Lunch at the Spaghetti Warehouse

Enjoy Italian cuisine at this famous Pittsburgh restaurant.

Tour #3 - Trolley Museum & History Ctr. Wednesday, July 24, 1:30 - 5 p.m.

1:30 - 3:30 p.m.

We will depart from the host hotel, travel back in time, and visit the Pennsylvania Trolley Museum for a tour of this fascinating museum. This museum is an operating facility where visitors can see, learn about, and actually ride Pennsylvania’s historic electric rail vehicles dating back to the turn of the century.

3:30 - 5 p.m.

Next stop — the Senator John Heinz Regional History Center. Take a journey through time from the arrival of the first settlers to the present in this 15,000 square-foot museum. You’ll see exhibits covering 250 years of the history of the Pittsburgh region. Interactive exhibits will feature thousands of artifacts that demonstrate home and family life, industrial development, transportation and geography, education and religion, civic and political organizations, and immigration and ethnicity. At the conclusion of this “time warp” visit, we’ll board motor coaches that will take us back to our host hotel — and to the 21st century.

Tour #4 - LCCA Day at Carnegie Science Center, Presented by Lionel Thursday, July 25, 9 a.m. – 5:30 p.m.

This daylong adventure of discovery includes a short boat trip across the river to the acclaimed Carnegie Science Center. Each registered Conventioneer will depart from and return to the river dock adjacent to the hotel, have access to all attractions (including the Omni Theater), enjoy a catered lunch, and receive a very special commemorative train car.

Tour #5 - Trolley Museum & History Ctr. Friday, July 26, 8 a.m. - 1:15 p.m

Same as Tour #3 with the addition of lunch at the Spaghetti Warehouse, a favorite Pittsburgh landmark restaurant with wonderful Italian cuisine.

Tour #6 - Sightseeing Tour of Pittsburgh Friday, July 26, 1:30 - 5 p.m.

Same as Tour #2 but without a lunch.



Convention Activities

Get Acquainted Party

Thursday, July 25, 6 - 9 p.m.

The Get Acquainted Party will be held at the Sheraton Station Square Hotel and will include a full buffet meal with choice of beverage. A great LCCA tradition, the Get Acquainted Party provides an opportunity to renew friendships and make new ones in a casual setting. The party will include family fun entertainment

Banquet

Saturday, July 26, 6 - 10 p.m.

Our traditional Saturday evening white-linen banquet will be held aboard the flagship of the Gateway Clipper Fleet, the incredible riverboat "Majestic." Members will choose from a Filet Mignon or Poached Salmon entrée, parsley red-skinned potatoes, asparagus with roasted red peppers, Caesar salad, sinfully delicious triple-chocolate mousse cake, and a beverage. Cash bars will be available, and there are multiple decks for enjoying a libation while viewing Pittsburgh's incredible skyline at sunset and cruising along the famous three rivers.

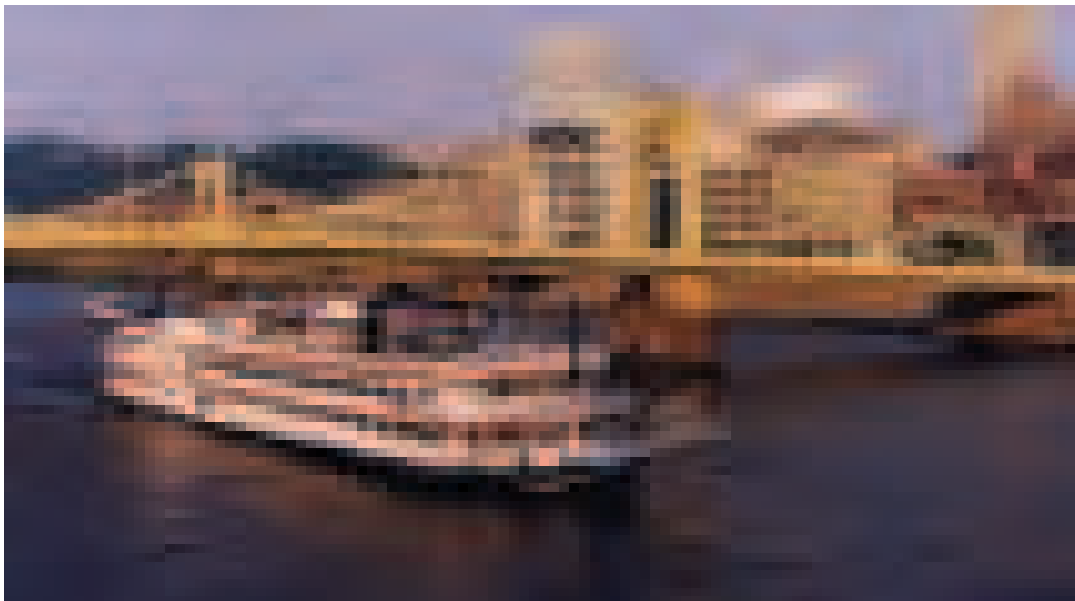
This memorable evening will include all the traditional LCCA banquet "goodies" — gifts for everyone, a silent auction with items for every budget, children's menu, crowd-pleasing entertainment, and a few special surprises. Best of all, we will again offer seat selection in advance so you will be able to dine with friends.

Tour #7 - Kennywood Amusement Park

Saturday, July 27, 9 a.m. - 4 p.m.

Enjoy a fun-filled day at this renowned entertainment complex. Kennywood Amusement Park has many rides — the old-style "Racer" roller coaster, the new "Phantom's Revenge" steel tubular track roller coaster, water chutes, flying chair ride — even a carousel! There are activities appropriate to all age levels and suited to the "thrill level" you can enjoy or endure.

Lunch on your own. Alternate tour will be conducted only if inclement weather prohibits the Kennywood tour.



Your banquet ticket includes admission aboard the "Majestic," a seating assignment and dinner. We will board the riverboat at 6 p.m. and cruise until 10 p.m. The Station Square river dock is just a short walk from our host hotel.

Sheraton Hotel at Station Square

Form may be photocopied

PLEASE NOTE

RESERVE ROOM(S) WITH A CREDIT CARD.
CONTACT SHERATON HOTEL BY PHONE, FAX, OR MAIL.
DO NOT SEND CURRENCY.

ORGANIZATION: LCCA

FUNCTION: 2002 Convention DATES July 22 to 28, 2002

ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2002

Please reserve accommodations for:	<i>Please print or type</i>
NAME _____	COMPANY <u>LCCA</u> PRICE <u>\$107</u>
ADDRESS _____	
CITY _____	STATE _____ ZIP CODE _____
SHARING ROOM WITH _____	NO. OF PERSONS _____
SIGNATURE _____	PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	MONTH	DAY
ARRIVAL DATE			DEPARTURE DATE	

CHECK IN TIME: AFTER 3 P.M.

CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT YOUR CREDIT CARD NUMBER. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 800-255-7488.

CREDIT CARD # _____ AMEX DINER'S CLUB VISA MASTERCARD DISCOVER

EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-233-1234 FOR RESERVATIONS.	
PLEASE RESERVE ____ NO. OF:	<input type="checkbox"/> SINGLE <input type="checkbox"/> TRIPLE LOCAL RATES ARE: \$107 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,
<input type="checkbox"/> SMOKING ROOM	<input type="checkbox"/> DOUBLE <input type="checkbox"/> QUAD <u>PLUS</u> APPLICABLE TAXES.
<input type="checkbox"/> NON-SMOKING ROOM	
ROLL-AWAY CHARGE \$15.00; AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.	

Fill out all necessary information and mail or fax directly to:

SHERATON HOTEL AT STATION SQUARE
Attn: Reservations Department, 7 Station Square Drive, Pittsburgh, PA 15219
Phone: 412-261-2000 or 800-255-7488 Fax: 412-261-2932

YEAR 2002 CONVENTION TIMETABLE
IMPORTANT NOTE: ALL TIMES EASTERN DAYLIGHT SAVINGS TIME

Monday July 22, 2002

Noon to 7:00 p.m.

Registration Desk open for early registration

Tuesday July 23, 2002

6:00 a.m. to 10:00 p.m.

Westsylvania Excursion on Amtrak, Tour #1

7:00 a.m. to 7:00 p.m.

Registration Desk open

Wednesday July 24, 2002

7:00 a.m. to 6:00 p.m.

Registration Desk open

8:00 a.m. to 1:15 p.m.

Sightseeing Tour of Pittsburgh (includes lunch), Tour #2

8:00 a.m. to 2:00 p.m.

LCCA Old/New Board of Directors Meetings

1:30 p.m. to 5:00 p.m.

Trolley Museum & History Center (no lunch), Tour #3

Thursday, July 25, 2002

7:00 a.m. to 6:00 p.m.

Registration Desk open

9:00 a.m. to 5:30 p.m.

LCCA Day at Carnegie Science Center Presented by Lionel (includes lunch). Tour #4

6:00 p.m. to ????????

Get Acquainted Party — Sheraton Hotel

Friday, July 26, 2002

7:00 a.m. to 6:00 p.m.

Registration Desk open

8:00 a.m. to 1:15 p.m.

Trolley Museum & History Center (includes lunch), Tour #5

1:30 p.m. to 5:00 p.m.

Sightseeing Tour of Pittsburgh (no lunch), Tour #6

10:00 a.m. to 5:45 p.m.

Trading Hall available for unloading/set-up

3:00 p.m. to 4:00 p.m.

LCCA Annual Membership Business Meeting — Sheraton Hotel

4:00 p.m.

Lionel Factory Seminar — Sheraton Hotel

6:00 p.m. to 9:00 p.m.

Trading Hall **open to registered Convention attendees only***

Saturday, July 27, 2002

7:00 a.m. to Noon

Registration Desk open

7:30 a.m. to 8:45 a.m.

Trading Hall Available for Unloading/Set-up

9:00 a.m. to 4:00 p.m.

Kennywood Amusement Park (lunch on your own), tour #7

9:00 a.m. to Noon

Trading Hall **open to registered Convention attendees only**

Noon to 5:00 p.m.

Trading Hall **also open to the public and non-registered LCCA members**

5:00 p.m. to 6:45 p.m.

Tear-down in Trading Hall

6:00 p.m. to 7:00 p.m.

Cocktail Reception — Cash Bar aboard the “Majestic”

7:00 p.m. to 10:00 p.m.

Banquet at the “Majestic”

(Convention officially closes after banquet)

Sunday, July 28, 2002

8:00 a.m. to 10:00 a.m.

Tear-down in Trading Hall

* Non-registered LCCA members will be admitted free of charge after Noon Saturday by showing their current membership card.

See you at next year's Convention!

Lionel News & Views

by Bill Schmeelk

RM 6643

Gabe the Lamplighter Returns

Lionel has resurrected a very hard to get American Flyer piece, Gabe the Lamplighter. Usually when I review an accessory, I compare it with an original model and point out the differences between the new and the old. In this case, the original is so rare that I do not have one. When I was looking for one years ago, the price, if you could find one was always out of my ballpark, around \$1000.00. This year, Lionel has brought it back and used some of the original American Flyer tooling. So, while I can't disassemble an original, we'll look at the new one and compare it with the features of the original. To obtain information on the original, I've used *Greenberg's American Flyer S Gauge Operating & Repair Manual*, by Thomas B. Barker, which contains a copy of the original instruction sheet. This book was published in 1983. I also used information from *Greenberg's Guide to American Flyer*, by James Patterson and Bruce Greenberg, published in 1984. For this type of research, the Greenberg Guides are invaluable and provided insights I would otherwise have been unaware of. In addition, I have referred to the original American Flyer catalogs in my own collection. So, when did Gabe make his first appearance?

Gabe first appeared in the 1958 American Flyer catalog with the number 23780. Although the accessory was new in 1958, it had been modified from an accessory that Flyer had offered since 1951 — the no. 774 Floodlight Tower. I hope I

won't offend American Flyer collectors when I say that very often, but not always, Flyer was playing catch-up with Lionel. The Floodlight Tower is one of those examples.

Photo 1 shows the Lionel No. 395 Floodlight Tower as it first appeared in Lionel's 1949 catalog. Both the 395 Floodlight tower and the 394 Automatic Rotary Beacon were introduced



that year. The price of the Floodlight Tower was \$3.95. Both used the same base and stamped sheet metal tower structure. Compare Lionel's design with the American Flyer version that was introduced two years later. **Photo 2** is the catalog illustration from Flyer's 1951 catalog. No price was shown in the catalog. Flyer got quadruple duty from the sheet metal tower structure. It had been introduced in 1950 on their No. 772 Water Tower, the No. 773 Oil Derrick and the No. 769 Revolving Aircraft Beacon. So, in 1951 it was

being used in four different accessories. Incidentally, although Lionel was first with the rotary beacon and the floodlight tower, it was a tie with the operating Oil Derrick — both arrived in 1950. Lionel's had more action and used a totally different sheet metal tower structure.

From the catalog illustrations, it's hard to deny that Lionel's version was probably the inspiration for the Flyer version. In 1953 however, the Flyer version took on a unique appearance. Although the catalog numbers did not change, the beacon, water tower and floodlight towers all had new bases. The base was now extended on one side to accommodate a sheet metal shack. **Photo 3** shows the floodlight tower from the 1953 catalog. You'll also notice that the placement of the floodlights on the top of the tower was changed significantly to a uniquely American Flyer arrangement. All four bulbs now



faced in the same direction and are arranged in two rows. This is also the first year that Flyer showed a price in the catalog. The tower sold for \$5.00 (or \$5.25 in some) — considerably more than Lionel's price of \$3.95. Photos of the originals in Greenberg's book show that the door of the shed faced the same direction as the bulbs and not as shown in the catalog illustrations

The Lionel Floodlight Tower remained in the line through the 1956 catalog and went through a series of variations. For a reason I cannot explain, it was not included in the 1951 catalog. The tower is known to have been made in silver, yellow, red, green and unpainted aluminum. In 1954, the price was still \$3.95. Prices were not shown in Lionel's 1955 and 1956 catalogs. In 1957, Lionel

replaced the No. 395 tower with a new version, the No. 195 Eight-Bulb Floodlight Tower which retailed for \$5.95.

The Flyer version had a longer life and also went through a number of variations in color. In 1954 the price was lowered to \$4.95. In 1957, Flyer changed their catalog numbers to 5 digits and the Floodlight tower became No. 23774. The price in the 1957 catalog was \$5.75. In 1958 the price was \$5.98. The Floodlight Tower remained in Flyer's line through 1964. Some of the later versions have a plastic shed. The last price I can find is in the 1962 catalog where it remained at \$5.98. I do not have a 1964 catalog to check.

Meanwhile, in 1958, Flyer used the Floodlight tower to make a new animated accessory. Gabe the Lamplighter made its debut in 1958. Gabe appeared again in the 1959 catalog and then was seen no more. The price was \$9.98. Gabe went on to become a highly sought after collectable. Few train collectors have even seen one work. According to the Greenberg Guide, Gabe can be found with either an all white plastic shed or a metal shed with green or red roof. The base can be either black or green plastic.

So, after 43 years, Lionel has brought Gabe out of retirement to return to his job of lighting the floodlight tower. Gabe has been brought to Lionelville, where somehow it's cheaper to hire Gabe than it is to move the light switch into the shed on the ground, allowing a less skilled worker to turn it on. And you'll be pleased to know that Gabe is in as good a shape as ever. **Photo 4** shows the new accessory. Modern





Lionel shows their reverence for American Flyer by putting this out in a box reminiscent of flyer packaging. In large letters the box says, Gilbert American Flyer Trains. Just above that is the Lionel “L”. **Photo 5** shows the nameplate on the accessory. What do think A.C. or Josh would think if they saw that? The box proudly states, *3/16 inch scale*. There is also a line stating that the accessory is *Fully compatible with Lionel O gauge*. The accessory carries the original Flyer number — 23780, although another Lionel number, 6-49805 is also assigned.

The new Gabe looks very much like the original. The shed is a metal one and unlike the original, the roof cannot be removed. According to the assembly instructions from the original, the roof of the shed could be removed. I don’t know if that referred to the plastic version or the metal version.

Hooking Gabe up is simple. There are only two wires to bring to the transformer. These come from the controller. The controller is a Flyer type one and can be seen in **photo 6**. The wires are connected inside the controller and mine were about 64 inches long. Another five wire cable comes out of the controller and is connected to the tower. This cable was just over five feet long and this means you must locate the controller within five feet of the tower. Unfortunately, it is not easy or practical to lengthen this wire, or to disconnect it at either end. So if you want to run this cable under your layout, you’ll have to either cut and then splice the wires, or cut two holes in the table large enough to pass the controller



through. Neither is a welcome solution. The five wire cable from the controller connects to a circuit board mounted in the base of the tower.

Photo 7 is a picture of Gabe at the bottom of the ladder which extends up to the top platform. Gabe is actually mounted on a metal bracket which slides along the ladder. Thankfully, this bracket is not overly visible and Gabe looks good going up the ladder. Although the mechanical workings are clearly 1950’s technology, there are some significant differences in the operation of this new version as

compared with the original. The original controller had two large buttons and a third smaller diameter button between them. The new version has only the two larger buttons and their function is different.

Here’s how the original worked. You pressed a button on the controller and Gabe took a step up the ladder. You continue pressing the button as Gabe continues to take another step. When Gabe reached the top of the tower, you pressed the other large button and that turned on the lights. To keep them on, you gave the button a quarter turn which locked it in the down position. Now, by pressing the third smaller button, Gabe was released and came sliding down the ladder to his beginning position. You could turn off the lights at any time by releasing the controller button. The lights were completely independent of Gabe.



tabs which are twisted to hold them in place. To remove the shed you must straighten the metal tabs — something I wouldn't want to do too often. Of course I'd prefer a less destructive way to remove the shed. You might someday have to remove it to replace the thread that pulls Gabe up the ladder. I found that after straightening the tabs, the shed could be put back in place and held securely enough without re-twisting the tabs. This would allow an easy removal if it was needed in the future.

The device in the shed is similar in many ways to an "E" unit. When you press the red controller button, a coil at the top is energized and attracts a metal plate which has an arm that pushes against the small teeth of a drum located in the bottom half of the unit. You can see this in the photo. A thread on the drum extends out of the shed, is guided by a small pulley and then goes up to the top of the tower and over a second pulley and down the ladder to Gabe. A lever at the very bottom of the drum unit engages a tooth and holds the drum in position as you let up on the red controller button. This de-energizes the top coil allowing the spring at the top

The new version adds some new technology electronics to the 1950's mechanics. You send Gabe up the ladder in the same way as the original worked. It took 43 presses of the button to get Gabe from the bottom to the top of the ladder. At this point Gabe actually does turn on the lights. **Photo 8** shows the top of the ladder and if you look carefully you can see a small momentary switch that Gabe hits as he reaches the top. You can now press the second button on the controller to send Gabe sliding back down. I'm sure Gabe only does this chore because he enjoys the trip down. To turn off the lights, you must send Gabe back up. This time when he hits the switch, the lights are turned off. In the original version, the operator had control of the lights and Gabe was only decoration. In this new version, Gabe has been given more responsibility and actually does have control of the lights. Of course you maintain control over Gabe.

Photo 9 shows just how Gabe's action is controlled. What you see in the photo is contained in the metal shed. The shed is held to the base by metal





of the unit to pull back the plate and arm. The lower lever keeps the drum from unwinding. This process is continued each time you press and release the red controller button. When Gabe reaches the top, he forces the small switch closed which will either turn the lights on or off.

Once Gabe reaches the top and the lights have been switched, the red controller button should not be pressed as Gabe is at the top of his travel. The instructions warn you not to continue pressing the button or damage may result. To start Gabe on his slide back down, you press the second controller button, which is green, and this energizes a second coil at the bottom of the unit. This coil can be seen in **photo 9**. The rubber shielded center shaft of that coil becomes a magnet and attracts

the lower lever, pulling it up. This releases the drum and Gabe makes his speedy decent down the ladder.

So, what did I think of it? I'm very pleased that Lionel has made this accessory available to another generation of train operators and collectors. The new functionality is a definite improvement over the original version. The new electronics require more wires, and I'd rather there was an easier way to connect a longer wire to it, or to disconnect one end of it. Another small complaint is that once the lights are lit, they will dim slightly each time Gabe takes a step up the ladder to turn them off. This is pointed out in the instructions as normal operation. The bulbs are screw base ones and in an unusual gesture, Lionel even includes an extra replacement bulb.

Gabe the Lamplighter is an accessory that will surely attract attention on a layout and a youngster would certainly enjoy the continuous button pressing necessary to encourage Gabe up the ladder. I must admit that once I had it hooked up I enjoyed putting Gabe through his paces over and over again. The mechanism worked reliably as I ran Gabe up and down the ladder. The thread path confines the thread well. I found that even after turning the accessory upside down a few times with Gabe sliding up

and down, the thread never came off its pulleys. It seems to me that accessories in which people move are especially likely to garner interest among layout viewers. Gabe will surely join the men and dog of the Animated Newsstand, Lionel's milkman and the watchman as favorites on any Lionel or American Flyer layout.

Lionel Service Manual Outdone

Here's a very specialized book which provides information on Lionel trains that I don't believe is available anywhere else. The book is titled *J.L. Cowen's Postwar Lionel Trains O-Gauge Reference Manual I*, by Robert A. Hannon. The book is published by Crows Nest Publishing. The information provided in this book specifically concerns the motors Lionel used to

power their products. This first of two volumes covers Steamers, Diesels and Electrics. The book provides very detailed and specific information. I'll bet that even Lionel in Michigan doesn't have all this information on the postwar motors. Actually, the book covers more than motors. The common things all of the items have are windings.

Hannon writes in the introduction that, "the biggest stumbling block to diagnosing and repairing these products in a timely and cost-effective manner, continues to be the absence of accurate information explaining their electrical characteristics."

His book provides just that kind of information. Hannon considers the main feature he has provided in the book is the expected resistance of a component. This value is given for every motor component in the book — and that's quite a few — hundreds in fact. Checking the resistance of a part is a simple first test to see if there is a problem. Of course you must know what the resistance should be and with this book you have that information. But the book doesn't stop there. The book features full size color photos of each part. You'll have all the information necessary to identify loose motor parts you might find at a meet.

The book provides you with all the information you would need to rebuild any defective component. You are given wire sizes and even the number of turns in each winding. Each motor is shown disassembled with parts identified, the resistance, the number of windings and even the direction of the winding, plus more. In spite of the fact that the photos are shown actual size, they are also accurately dimensioned.

The book is divided into thirteen chapters. Most deal with specific types of motors. For example Chapter 2 covers motors used in steamers. There are 29 different motors shown in this chapter. Other chapters cover both plastic and metal Scout motors, diesels, reversing units, horns, relays, power trucks, electric couplers and more. Chapter 12 contains a very informative discussion on troubleshooting a coil or motor. This

information teaches you how to use the information in the book to actually repair a motor or coil.

Okay, so you've studied the book, read the chapter on troubleshooting and you're still having a problem. The author also provides web-based support for purchasers who register their copy of the book. Each book has a unique registration number. The website will also provide purchasers with any updates that may be posted in the future.

So what do I think about this book? I'm absolutely amazed. Robert Hannon has provided new information on postwar trains. The only other way for you to get this information would be to completely disassemble every Lionel motor, make measurements, photograph all the parts, count the windings, and so on. Well, there's no need to do that, because that's exactly what Hannon has done. He has documented all of this information and presented it in a very usable manner. The book is indexed by part number and by the number of the item that contained the motor or coil. Anyone who has any desire to repair postwar motors owes Hannon a debt of gratitude. It must be a labor of love for him because frankly I can't imagine him recovering enough from the profits of the book to pay for the hundreds and hundreds of hours that must have gone into gathering this information. I can tell you that I'll be among the first to purchase the second volume whenever it comes out.

The book is printed on quality glossy paper, measures 5-1/2 x 8-1/2 inches, and has 160 pages. You can see a sample page from the book on the website www.trainrefs.com and also learn about a similar volume dealing with **American Flyer S gauge**. The price of the book is \$29.95 and you can place your order through their website. I have to say it again — It's an amazing book. 📖

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Photographs by Bill Schmeelk

A Postwar Puzzlement

by **Gene H. Russell, Ed.D.**

RM 24608

Test your knowledge with these 13 questions from the postwar era by placing your answers in horizontal rows, one letter in each box. Notice that each answer contains seven letters and the middle letter is already given. This is an open book test — use your Lionel catalogs and guides as needed. Good Luck!

Clues

1. Device making long trains possible
2. An interesting arrangement of track (#D-265)
3. Braced frame for carrying a railroad
4. A stopping place - Lionel made many
5. Now abandoned boxcar feature
6. "Wish book supreme"
7. Lionel packed them six to a box
8. Must be tamped
9. Keep it in a No. 6050 boxcar
10. Most often used by train crews
11. Upgrade a basic layout with this
12. Civil War era engine
13. Motorized rapid transit unit; Birney-style

1			P			
2			O			
3			S			
4			T			
5			W			
6			A			
7			R			
8			L			
9			I			
10			O			
11			N			
12			E			
13			L			

Answers will be published in the April issue.

New Area Code? New Zip Code?

Let LCCA know so the club can send publications and extend services to you. Send updated info by fax, e-mail, or by a post card to:

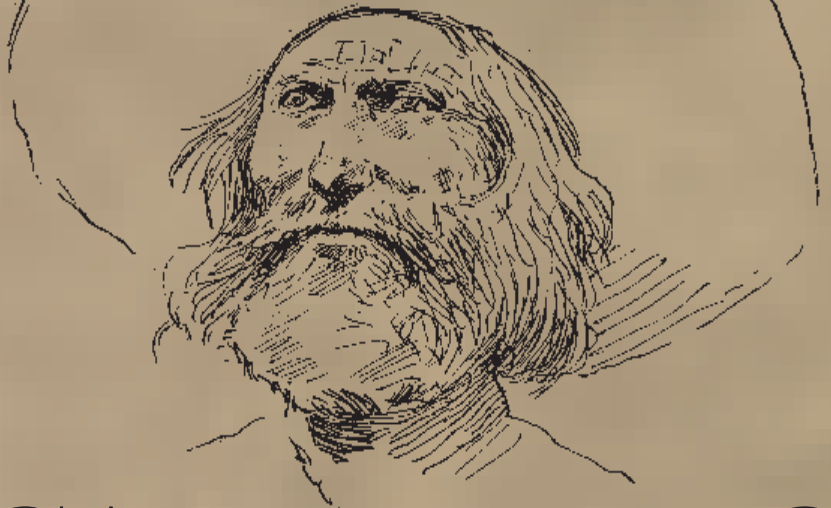
LCCA BUSINESS OFFICE

P.O. Box 479, LaSalle, IL 61301-0479

FAX: 815-223-0791, EMAIL: lcca@cpointcc.com



WANTED



LCCA WEBEDITOR

Position Requirements and Responsibilities

Responsibilities - Web editor will be responsible for maintaining all LCCA web pages and making corrections as needed. They will work with the club's site hosting vendor as needed for this and on all operational aspects of the site. They will process new images to be displayed on the site and receive/process all new postings to the officer/directors portions of the site. They will be responsible for assisting in the creation of proposed new functional additions to this site in conjunction with the club's oversight committee. The editor shall report in person to the Board of Directors at each of its regularly scheduled meetings (typically 3 times per year) as well as the annual business meeting on the operation and status of the site to include usage statistics of the site. Any expenses incurred for travel and board to attend such meetings shall be reimbursed by the club per the expense reimbursement policy. They shall interface with the club's business office as required to ensure updates to the valid members of the site are maintained, store offerings are current, and other items as required.

Qualifications Required

1. Candidate should have an in depth understanding of the computer and Internet "technology" arena to include: HTML coding, FTP tool usage, Adobe Acrobat, ZIP file compression, database management, image editing with tools such as Photoshop, and image scanning. A plus would be knowledge of encryption and Java programming skills.
2. Served as a webmaster for a site in the past or currently.
3. Have IBM compatible computer and scanning equipment available to use as well as access to the Internet.
4. Ability to communicate in written word.
5. Demonstrated ability and experience to create web pages.
6. Time to devote to the LCCA in a volunteer capacity.
7. Member of the LCCA in good standing now and in the past with the LCCA and other train clubs.
8. Have been a member of the LCCA for at least one year and at least 21 years of age.

