

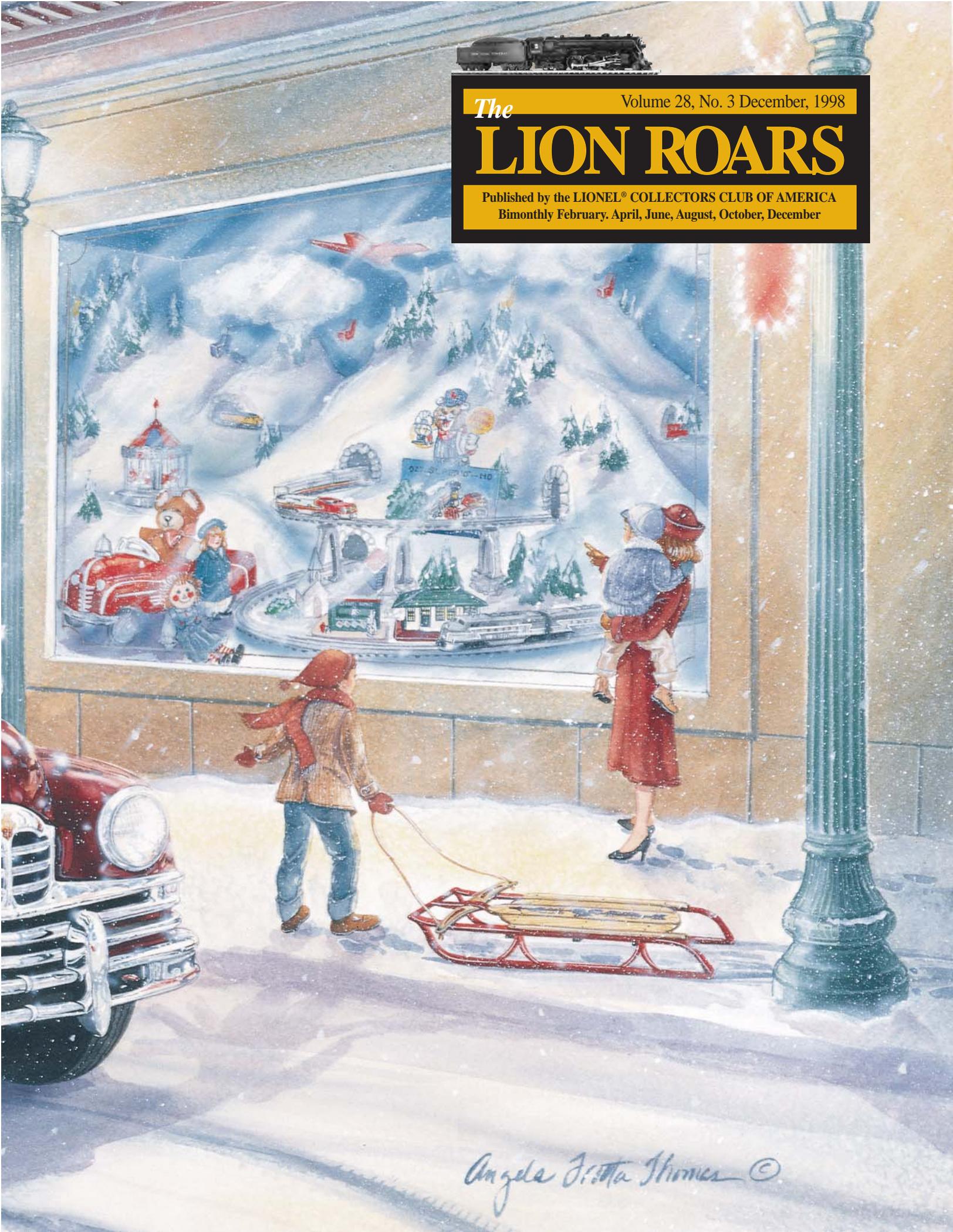


The

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LION ROARS

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Angela Frost Thomas ©

LCCA 1998 Stocking Stuffer

Now is a great time to do some early Christmas shopping and add to your layout or display with LCCA's special edition postwar style automobiles Stocking Stuffer Set exclusively produced for the club by Lionel. The four-piece set has orange, dark blue, dark green and dark brown cars in a 1960s-style Lionel box! This photo is of early prototypes. Actual production models may vary.

**Price is
\$29.95 per set,
plus \$3.50 s&h for
every 1 or 2 sets ordered.
LIMIT OF 2
SETS PER MEMBER.**

Note that like 1997's airplanes, the total number available is very small.

Avoid any last minute rush and possible disappointment by placing your order now to make sure you get a super LCCA item!



MEMBER NAME _____ LCCA # _____

Charter Member Regular Member Family Member

Quantity	Price, set of 4	S&H	Amount	
<input type="checkbox"/> 1	\$29.95	\$3.50	\$33.45	
<input type="checkbox"/> 2	\$59.90	\$3.50	\$63.40	
Michigan Residents only; add 6% sales tax:			_____	(\$1.80 for 1 set, \$3.60 for 2 sets)
			_____	Total

NOTE: Do not combine this order with LCCA dues or any other payment to the club. 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 send cash by mail. Use the credit card form below for MASTERCARD, VISA, or DISCOVER. This form may be photocopied.

Card type: MC VISA DISC Card No. _____

Street address (for UPS delivery) _____

City _____ State _____ Zip _____ Expire date: _____

Signature: _____

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

President's Report2
 LCCA Treasurer's Report3
 Off The Track4
 The Adventures of Railroad Mike5
 The Mane Line.....9
 A Little Story about Lionel Trains11
 A Pair of Great Layouts14
 The Train Lady18
 New Product Review21
 Cityscape in the Country22
 Lionel News and Views25
 Chief Dispatcher29
 Tracksides and Tablesides31
 Standard Gauge33
 LCCA Board Meeting Minutes35
 Mainline to ChesterfieldIBC

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1999 Convention • August 10 - 15 • Ft. Worth, Texas
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THE COVER: "Winter Wonderland" by Angela Trotta Thomas

Contacting the LCCA Business Office:

The **only** way to contact the Business Office is in writing to address **below**. 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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People To Contact:

President - Always available and as a last resort.
Vice President - Schedule a meet.
Immediate Past President - Complaint against another member.
Secretary - Any administrative action not handled by LCCA Business Office and Certificates of Membership and Appreciation.
Treasurer - Club finances only.
Librarian - Back issues of *The Lion Roars*.

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The President's Report

by Harry H. Overtoom

RM 1185

As I begin writing this, it is the first of November. The trees and weather in Kentucky are beautiful. It's the last of the great autumn weather and Lexington's last LCCA train show of the year is just a few weeks away. We always sell out the tables. The normal process of the show is set up and trade Friday night from 6 to 9 p.m. and Saturday 8 to 10 a.m. for members; then we open the show to the public at 10 a.m. until closing. It has worked fine for us for many years.

Because of this success, I have promoted opening not only the Club shows to the public but also the Trading Hall at the LCCA Annual Convention. At the October Board meeting, your Board agreed with this proposal. We will allow the public to enter the Trading Hall on Sunday for the next two Conventions. The specifics are not finalized, but we will officially close the Convention after the banquet on Saturday night. On Sunday, we will open the Trading Hall to members from 9 to 11 a.m. and then to the public from 11 a.m. to 4 p.m. Don't hold me to these exact times, but that is the concept. This will be implemented first in Fort Worth, Texas, followed by our year 2000 convention in Dearborn, Michigan. If it proves successful at the national level, I'm sure we'll continue this in subsequent years.

Fort Worth

Glen and Karen Kroh, along with co-hosts Mike and Rene Walter, Bill and Joselin Woester, and Murray and Carman Hill, are working hard to show all of you the most exciting western-themed Convention you will ever experience. The tours are being booked now. The ride on the Tarantula steam train, activities at the Stockyards, and Sundance Square will all add up to one great time. Don't miss it. Block out August 10 - 15, 1999, on your calendar. On Sunday the 15th, the Trading Hall will be open to the public for the first time based on the recent Board action cited above. You can thank your Board for this action. Any comments on this will be appreciated.

In Remembrance

Those of you who attended the Convention in Philadelphia will remember the new member who brought boxes of Philadelphia-style pretzels to the Trading Hall for everyone to enjoy. That person was Dr. Richard Poppa. I was notified that he passed away suddenly in mid-October. He will be remembered

for his generosity and interest in the LCCA. His picture was presented in the October 1998, edition of *The Lion Roars* on page 14 along with our Philadelphia Host, Lou Caponi. On behalf of the LCCA, I extend our condolences to his family.

1999 LCCA Elections

All members should be thinking about the upcoming elections for the 1999-2000 term. Your club needs Officers and Directors with a combination of sound business judgment and common sense along with being responsible individuals, both personally as well as to the Club. In addition, the individual must also love trains as well as the LCCA.

New Officers

In July 1999, we will elect a President, President-elect, Treasurer, two (2) two-year Directors and one (1) one-year Director. Some of the qualifications for these positions are:

- Member in good standing, must be designated as CM, RM, HCM, or HRM.
- At least 25 years of age
- Bondable by LCCA insurance carrier
- Accepted member for not less than 24 months.

For more information, please refer to the LCCA Constitution in your *Membership Handbook and Roster*, Articles IV and V.

Please note that the deadline for expressing your interest in seeking a Board position is February 1, 1999. The written candidate summary sheet is due by February 15, 1999. If you are interested or have questions, contact any one of the members of the Nominating Committee listed below by phone or in writing.

Bill Stitt, Chairman; 9727 Shadow Valley Circle, Chattanooga, TN 37421 (423) 894-1284

Ralph Miller, 311 Brandwood Johnson City, TN 37604 (615) 928-5507

Ronald Miskell, 7944 Whitcomb Road Powell, TN 37849 (615) 947-3256

Happy Holidays

Your officers, directors, and appointed officials wish you all a Merry Christmas and a Happy — and Train-filled — New Year. God bless you all. Enjoy your families and friends during this season. Thank you to all for being loyal LCCA members.



Harry is an avid collector of old toys as well as trains. He has served the LCCA for many years in a variety of appointed and elected offices.

LCCA Treasurer's Report

by Eric P. Fogg

RM 12768

1997 was another great year for the Lionel® Collectors Club of America, highlighted by a “heavenly” Convention in Minnesota complete with a two-tone Convention Car, a Stocking Stuffer that “soared” to new heights, and continued strong membership. Members who attend Conventions, buy Convention Cars, and purchase Stocking Stuffers provide the funds to keep LCCA the premier Club among collectors.

Looking ahead to 1998, the hard work of the club’s Officers and Directors promises another great year. By attending to detail and making continuous cost containment efforts, the Club did not face a dues increase during the year.

1997 marked my first year as your Treasurer, and I appreciate the support of both the Officers and the general membership. I’m proud to be of service to the Club.

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

	Reviewed Year Ended	
	1996	1997
ASSETS		
Current Assets:		
Cash in banks	\$145,298	\$182,97
U.S. Government Investments	305,185	198,962
Inventory at cost	95,345	69,153
Total current assets	545,828	451,087
Fixed Assets:		
Equipment, net of Depreciation	5,136	3,153
Other Assets:		
Convention deposits	109	9,470
Total Assets	\$551,073	\$463,710
LIABILITIES & MEMBERSHIP EQUITY		
Current Liabilities		
Convention car deposits	\$ 3,637	
Accounts payable	106,975	\$ 64
Total liabilities	110,612	64
Membership Equity	440,461	463,646
Total Liabilities	\$551,073	\$463,710



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

	Reviewed Year Ended	
	1996	1997
REVENUE		
Car sales	\$324,437	\$250,704
Dues	341,150	345,802
Convention	57,116	92,181
Interest	28,128	24,452
Fees	31,655	28,365
Meets	5,971	4,464
Loss on sale of assets	0	-5,868
Other	11,387	675
Total Revenue	\$799,844	\$ 740,775
EXPENSES		
Car sales	211,325	163,799
<i>Lion Roars</i>	186,061	137,666
<i>Interchange Track Roster</i>	141,167	142,534
Professional fees	48,684	4,703
Officers and Board	45,145	36,862
Convention	53,580	57,101
Promotion	71,397	86,138
Meets	3,547	2,677
Misc.	8,795	7,181
Federal income tax	3,477	1,048
Insurance	9,100	6,000
Depreciation	7,603	7,550
Bank & credit card charges	2,171	1,983
Membership	5,024	3,849
Membership drive	4,943	5,900
Election notices	76,817	47,387
Lionel catalogs	6,470	5,212
	11,583	0
Total Expenses	\$896,889	\$717,590
Revenue in excess of expenses	\$(97,045)	\$ 23,185
Membership Equity at start of year	\$ 537,506	\$440,461
Membership Equity at end of year	\$440,461	\$463,646

Wanted !

Stories and photographs about LCCA members and their Lionel layouts and activities and articles about Lionel history and toy train production. Contact *The Lion Roars* editor Mike Mottler at mottlerm@conwaycorp.net

Off the Track

Moo-ve Over Bossy

by Ed Richter

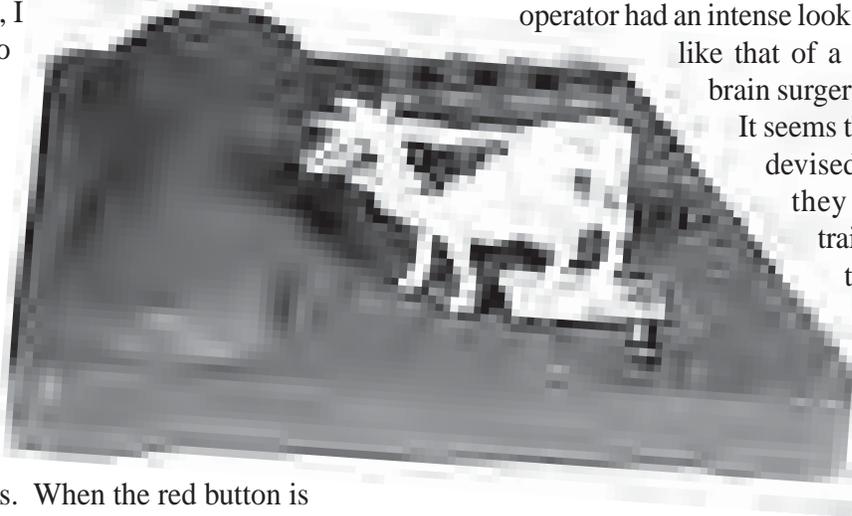
RM 13075

During the LCCA Annual Convention in Philadelphia, a number of members asked for some American Flyer topics in this column. They did not want us to forget that Lionel now owns Flyer!

With that in mind, I call your attention to the 23791 Cow on Track (1957-1959), also known as “Bossy the Bovine.” This is a unique accessory that always brings big smiles. Here’s how it works. Bossy is positioned close to the track. A two-button controller

directs her movements. When the red button is pushed, she jumps out on the track and disconnects power to a section of track behind her. As a speeding train approaches her, it stops just in the nick of time. Once the green button is pushed, Bossy jumps back out of harm’s way, and track power is reapplied — allowing the train to proceed.

Bossy is very popular with visitors to our layout. Every year during the holidays, we have a big party for all our train-collecting friends. A number of parties ago — when we first acquired Bossy (I should say my wife Sandy acquired Bossy, as she is hers) — I showed everyone how she behaves. There are usually a number of folks at this event, so I left the train room and wandered around the house visiting guests and talking



trains. After a while, I heard cheers coming from the train room. In fact, the cheers got louder. It sounded like accompaniment to the game-winning touchdown at the Super Bowl. Curious, I scampered back to the train room to see what was going on.

I found a large group of people gathered in a circle down around the end of the layout where Bossy lives. One of the ZWs was operated (and I use that term loosely) by another friend with two guys jumping up and down yelling, “My turn, my turn!” The ZW operator had an intense look on his face, almost

like that of a person attempting brain surgery for the first time.

It seems that these folks had devised a new game. If they could direct the train down the track at the right speed and if they could cut the power to the track at just the right time, inertia would propel the train

right up to Bossy but stop just before *Reduccionne al Beefaroni* — being reduced to hamburger. Apparently the object of the game was to get as close to her as possible without committing Holsteincide. I asked Rob Smith, a cartoonist friend of mine, to draw a picture of what Bossy might

look like if only she could have moved the little plastic muscles in her face.



This game went on for about a half-hour before someone noticed I was standing in the back of the room. Everyone turned to see what my reaction would be.

I yelled out, “My turn, my turn!” We all had a great time that night. Every time I see the Cow on Track accessory at a show or on a layout, I think of our game. It’s a fun accessory to operate, especially for adults.



The American Flyer Cow on Track is popular with everyone.

Photographs by Ed Richter

The official photographer for the LCCA is a citizen of the city nearest the Magic Kingdom. Ed is also the photographer for the Office of the Mayor of the city of Orlando, Florida.



The Adventures of Railroad Mike

Spirit of the Season

by Mario Evangelista

RM 19687

“Wow, this is really radical,” Mike said as he eyed the model of an outdoor rock concert Arthur had been working on for the past four weeks. “I can’t believe you got all this done in just one month!”

“Well, what else could I do?” replied Arthur. “My parents are still hassling me about our switch tower caper at Halloween, so I found a way to stay out of trouble.”

“You did this all by yourself?”

“Not really. My cousin Bobby helped.”

“That Bobby can do anything,” Mike said. He was very impressed with Bobby because he was eighteen and the leader of a local music group by the name of Crash and Burn. The name was an indicator of a desired image but no reflection of Bobby’s personality. He was not only smart but funny also. A year ago — when Bobby’s group went by the name of Yo-Guys — they were playing for a new product show at Loco Louie’s train store. Mike asked Lou if he could run a Lionel CSX switcher around the display track. It had a price tag even he could afford. Louie placed the little switcher on the track and was distracted by a customer with a technical question. Mike couldn’t wait, so he pulled the throttle of the ZW forward. Just at that time someone bumped his arm and the handle went to full power. The little blue switcher took off like a rocket and having no Magnetraction™ it negotiated the first corner but was airborne at the second. The toy projectile struck a cup of hot coffee placed four feet away on Bobby’s amplifier. The coffee splashed on his pants just as he was hitting a high note. Bobby’s note sounded like he was hitting the ceiling rather than the intended vocalized train whistle of the song lyric. After Louie made sure no one was hurt, he announced that the band Crash and Burn would be back following a brief costume change. The coffee spill was harmless, but the name stuck.

Mike picked up the switcher and gave it back to Lou. “I would like something that doesn’t fly,” he said whimsically. Louie mumbled something under his breath as he placed a “slightly used” tag on the engine and put it back on the shelf.

“Listen to this,” said Arthur, interrupting Mike’s thoughts. He pressed a button mounted on the side of the table and a short medley of Hanson tunes started to play with a crowd screaming in the background.

Mike smiled and asked, “How did you do that?”

“Bobby’s electronics teacher helped him build something called a hard drive that can be programmed from a CD,” Arthur explained.

“This would look really great on your dad’s layout,” Mike thought out loud.

“I know, but he thinks a rock concert doesn’t fit in with his fifties theme,” answered Arthur as he rolled his eyes up toward his forehead.

“I know what you mean,” laughed Mike, “my dad ‘freaked’ when I asked for a new Lionel Phantom™ passenger set and a haunted station for it on the platform.”

Arthur put his hands to his mouth, formed a sound tunnel, and mock-announced, “Hello dad, the fifties are over!”

Both boys laughed but abruptly stopped to make sure Arthur’s mom didn’t overhear them being disrespectful. “I wish we could build our own platform,” said Mike.

“Me too,” added Arthur. “Charley wants us to start a train club.”

“Yeh, but where can we find enough space for even a small layout?” lamented Mike.

“I guess we’ll have to wait until we’re older and buy our own house,” Arthur sighed.

“I know,” replied Mike. “It’s almost five, and I’d better get home.”

That night after he completed his homework, Mike went down to the basement to join his father in the train room. “Did your mother review your homework?” asked his father.

“Sure,” Mike answered in a half-hearted tone that revealed something was bothering him. His father looked at him and then shut off the power to the trains. He gave Mike a little smile and asked him what was on his mind. Mike didn’t want to hurt his father’s feelings and tell him that he wanted to build his own layout, so he just shrugged his shoulders and softly said, “I don’t know.”

“You don’t know?” his father asked with a laugh. “Come on, Mike. I can tell when something is smoldering inside.” He gave him a little head rub and said, “Out with it.”

Mike looked at his father for a moment and then in a shaky voice he started with, “Arthur, Charley, and I would like to start our own railroad club.”

A bit surprised, his father asked, “Aren’t you happy playing with these trains?”

“That’s just it dad, it’s your layout. Not mine. Arthur and I would like to try out our own ideas. Besides, Charley wants to get involved with trains, but he lives in an apartment with his mom. They don’t have the room for a platform.” Mike’s dad looked at him for a moment as confusing emotions coursed through his mind. After a few seconds, a smile crept across his face. He realized that his son was growing up.

“OK,” said his father, “maybe I can find a place for a club layout.”

“You can! Where?”

“I’m not sure. Perhaps Monsignor Connely would let you use the church hall. Or we could talk to the Director of the Community Center about starting a train club.”

The next night at dinner Mike was surprised to hear that his father had already spoken to the Monsignor. It might be possible to build a train layout in the church hall. “But,” his father added, “there’s no place for locking up



the trains for safekeeping. With all the people coming and going in the church building, it would be in the way and might be damaged. Mr. Deodieti, the Director of the Community Center, said he'd provide space in a basement room, but there must be proper adult supervision."

Mike waited until his father was finished talking and then asked, "Would you help us?" He knew the answer, but he wanted to make sure of it before calling his friends with the news.

"Sure I will," his father said smiling, "and Arthur's dad will help too."

"We set up a meeting this Saturday morning to talk about what we'll need."

"Wait," said Mike with his hands outstretched. "This is going to be our layout, and I think we should have something to say about how it's done."

"Oh, of course," said his father with a smile and told him to have his friends there at nine o'clock sharp.

Mike called a few friends but was surprised to find out that only Arthur and Charlie were interested enough in the idea to give up a Saturday morning. This didn't dampen their spirits because they had been thinking about it for a long time. Nor did they want to have too many kids arguing about how things should be done. Once it was up and running, Mike was sure more guys would join the club.

At school the boys spent their lunch hour talking about the layout-to-be: how big it should be and how many tiers it should have. Mike and Arthur had a clear picture in their minds about how it should look according to mental imagery built in their imaginations for over a year. Charlie just wanted to get the trains running. His Uncle Albert said he would give Charlie a train set if a place could be found to run it. The apartment Charlie lived in with his mother was very nice but also very small. She operated her home decorating business along one entire wall of the living room, and it would be at least two years before she could possibly afford a larger apartment or a house. To a railroad nut like Charlie, that seemed ten years away — an eon in kid time. So the club was for him like a dream come true.

On Saturday morning the three boys, two fathers and Charlie's mother met. Having decided the size and basic pattern of the train layout, the parents agreed to finance building the platform and providing basic scenery. The boys agreed to develop the theme and track plan. The budget would allow two main lines around an 8x12 foot platform. For mobility, it would be constructed of 4x4 foot sections that could be unbolted for relocation. That was Arthur's dad's idea. He was active in the hobby for a long time and convinced all that this would be worth the added initial expense and time.

After the parents went off to the store to purchase plywood, lumber, and supplies, the boys talked about club by-laws. They named it RRACK - the Rail Road of America Club for Kids - and their rules were simple: anything bought with club money stayed with the club, and everything brought to the club remained the property of

the owner. Membership would be open to everyone interested in honest fun. Dues would be five dollars per month or hardware and equipment of equivalent value. Officers would be elected every two years consisting of a President, Treasurer and Secretary. Vince, the center's Activity Director, offered most of the text for the by-laws, so by the time the parents returned from the store the club was formed — at least on paper. Vince suggested that the parents speak with a Mr. Tony Greco about how to obtain state and federal non-profit tax status so that the club could accept donations.

By the end of the first week in December, the club had built an operational layout. It had two continuous loops of track with 072 curves. A five-track switchyard filled the center and on the back wall they built a 12-inch high and 36-inch deep removable plateau. It doubled as a tunnel for the trains. Arthur placed his rock concert scene at the base of the plateau and Mike started planning his haunted station. Lou Caponi donated a new MTH station, and Mike was going to use it for his haunted venue, but Arthur's and Charlie's reasoning won out over his artistic but ghoulish aspiration. "Don't kit-bash a really cool, new station," they argued.

It was a great-looking layout. They were standing by Arthur's rock concert discussing how Bobby would hook up the sound system for this site when Mr. Deodieti, the center's Director, came over. He smiled and offered a sincere compliment to them for their hard work. They all thanked him and then started to talk at the same time about the wonders yet to come. After patiently listening to them for a few moments, Mr. Deodieti asked, "Would you guys have the display running for the Christmas party in two weeks?"

"What party?" asked Charlie.

"Now that this great train layout is here, I thought it would be fun if your club would put on a demonstration. We could make it a party out of it," he said.

"Sure," they all said at the same time and then followed up with, "Will there be cake and ice cream?"

Mr. Deodieti said yes with a smile, and then went to his office to start making arrangements by phone. After he left the room, Mike and Arthur talked about the trains they would bring from home and run on the club's layout. Charlie felt left out of the conversation because he had no train to contribute to the event. Instead, he bragged that he was Uncle Albert's favorite nephew, and his uncle would select the coolest train set at Loco Louie's for him.

On Saturday afternoon Mike and Arthur and their dads brought over their equipment to the center. Arthur's dad gave him a Lionel PRR GP-9 with sound, two K-Line gondola cars, two MTH flat cars, three Weaver tank cars, and a Lionel boxcar. Bringing up the rear was a Lionel PRR smoking caboose. Mike brought his U.S. Navy set and a rebuilt NW2 switcher that had not been used for quite some time. When he picked it up at Nicholas Smith trains, Mike bought the calf unit to go with this engine. His father hired Bobby to add two power trucks to it. He connected



them to the engine's e-unit with an electrical tether. Using leftover parts from a radio-controlled car in his parts bin, Bobby applied the DC output to drive two reed relays purchased at Radio Shack. They controlled the polarity of the voltage produced from a rectifier circuit that drew current from the two roller pick-ups in the new power trucks. It was way over Mike's head, but it made for one mean pulling machine. Mike wanted Magnetrax™, but not even Bobby could deliver that through the truck-mounted can motors. Instead, he affixed some extra lead weights to the inside of the frames of the engine and calf unit for increased traction.

By the time Charlie arrived, Mike and Arthur had the GP-9 train running. The sound made his heart skip with excitement as he carried a large box down the hall to the train room. He walked into the room, placed the box on a side table, stood next to the boys, and admired the engine as it traveled around the layout. "It sure sounds great," said Charlie; a little louder than normal to overcome the mechanical music.

Mike looked up and said, "Hi Charlie! It will run on Command Control™ too!"

"Yeh," added Arthur, "if we can figure out how to get the money to buy the base unit."

Mike saw the box on the table, shut off the transformer, and asked Charlie what was in it. Charlie shrugged his shoulders and said, "My new train from my uncle." There was little enthusiasm in his voice, and the boys couldn't help but notice his deflation.

"Did you get the switcher?" asked Arthur.

"Yeh, I got it," answered Charlie. He opened the box, slowly removed the contents, and also revealed his letdown expectations. "I thought he would get me the best train set in the store," complained Charlie, "but I only got his old stuff."

"Did he go to Loco Louie's?" asked Arthur.

"Sure did," Charlie said with a depressed sigh. He bought me the CSX switcher for our hump yard." Charlie removed a small dark blue item from the box, held it up, and announced with painful understatement, "Here's my new switcher."

Arthur looked at it and said, "What's that?"

Mike stood open-mouthed and said, "Oh no, it's the flying switcher!"

"The what?" asked Arthur with a confused look.

"Never mind," whispered Mike and he gave Arthur a glance as if he should remember.

"That looks nice Charlie," Mike continued on. "We could put it in the switch yard. What else do you have?"

"Afterwards, he went to his mom's house and unpacked his old trains." Charlie lifted out each item and removed the cloth wrappings that protected them. They found an assortment of five freight cars; all were dirty but still in good working order. There was a black NYC gondola, a filthy white milk car, a Lehigh Valley hopper car, a black dump car, and last but not least a red Lionel lighted caboose.

"The milk car and dump car should have platforms with them," said Arthur.

"My uncle gave me another box with track and switches, but I couldn't carry them both," replied Charlie. Next came four passenger cars in their original boxes. They were made of metal with a maroon stripe down the center. Someone had painted line numbers on top. They had gold lettering on their sides, but because of the covering of dirt and oil the boys couldn't read it. They placed the cars on the track, but they didn't roll freely or glide very far. Some of the wheels were chipped, and this produced a syncopated rhythm of clinks and clanks as they rolled along. Many of the couplers were broken.

"This is junk," mumbled Arthur.

Mike lightly kicked his ankle and said, "They're classics!"

The boys looked at the cars and then back to each other. After a moment, they laughed.

"Let's see what other classics are in there," Arthur snickered.

Charlie reached into the box and removed a big black transformer with two red handles on top. "The plug is broken and it needs some nuts for the terminals, but my uncle said it should still work"

"Hey, that's a KW!" exclaimed Arthur. "We can use a decent power supply."

Next, out came a black steam engine. The boys again laughed because it was missing the side rod arms. It had rust on its wheels and was covered with the same grime as the passenger cars. Arthur rolled his eyes and said, "If the smoke stack doesn't puff, I'll bet the motor will!"

"There's one more thing," interrupted Charlie as he cast an annoyed glance at Arthur. He reached to the bottom of the box and produced an obviously heavy brown cardboard box. Inside it was another box with a Lionel logo. It held a heavy brown engine that none of them had ever seen before. "It must be more than twenty years old," Charlie sighed.

"Put it back in the box. We can decide what to do with it later", Mike said.

"Yeh, it's getting late and we have to be going home soon," added Arthur.

"Do you think Bobby could clean these up for me?" asked Charlie.

"I guess so, but the party is coming up this Saturday night. He's working on my rock concert sound system, and I don't know if he'll have time to mess around with this old stuff," said Arthur in a condescending tone.

Charlie's shoulders slumped down, and he stared at the platform with the shiny new trains standing proud on the track. Mike shot a quick look at Arthur and asked, "Hey, Charlie do you want to run them?" Charlie looked up smiled and said, "OK!"

That Saturday the boys arrived at the center a few hours early. Their parents were going to help set up the food table, and Nick, the head counter man from Nicholas Smith Trains, was coming with Chris Gains, the owner, to demonstrate the new Lionel Command Control system. They wanted to watch them set it up because it was going



to be the club's next major purchase. By the time Nick and Chris arrived, Lou Caponi of Loco Louie's was already at the platform setting up a crossing gate he gave to the club as a Christmas gift. Chris walked over to Lou and said, "Hi! That's very generous of you, Louie." As he said it, Chris removed the Command Control equipment and started to set it up. Mike looked at Arthur and Charlie and whispered, "I love it when they play 'Who's the nicest guy!'"

Bobby walked over to them as the members of his band, Crash and Burn, started to set up. "Thanks for selling Tony Greco on the idea of getting his community group to pay for our gig."

Arthur thanked him for setting up the sound system for his rock concert scene and asked if he had a chance to look at Charlie's trains. "Sure did," Bobby replied. "It was a lot of work. I don't know much about trains, but using what I learned from radio controlled cars, I was able to clean them up. The wheels on the aluminum passenger cars couldn't be fixed, so I replaced the trucks with some spares in the box from Charlie's uncle. The painted numbers on top came off with soapy water and a soft toothbrush. I used a special cleaner on the car bodies. I lightly oiled the moving parts and put on a dab of gear grease."

After a brief exchange of "Atta-boys," Bobby continued, "Y'know guys, I think they look better than your new trains."

"Where are they?" asked Charlie.

"Hidden in the tunnel," replied Bobby. At that moment their attention turned to Nick who called out in surprise, "Oh my God. Chris, Lou — look at that!"

All eyes turned to the tunnel portal. A headlamp beam announced its entry on the layout like a star actor making a grand entry on stage. Lou and Chris both opened their eyes wide as the tuscan Pennsy GG-1 emerged with its consist of flashing passenger cars following in smooth procession. Louie read them aloud as they passed, "Wow. A 2340 with all its stripes and decals — Betsy Ross, William Penn, Molly Pitcher, Alexander Hamilton."

Lou and Chris quietly watched the train as it advanced around the loop. Then Nick spoke up, "They have a complete Congressional Set, and the boxes for it are under the table."

Louie called to Bobby, "Hey, are these the trains you worked on?"

"Yeh," was his reply from across the room. "The steam set is under the plateau."

Bobby and the boys walked over and asked, "What's up?"

Lou laughed and asked, "Do you have any idea how valuable this set is?" Bobby shrugged his shoulders as if to say no, then smiled and said, "What do I know? A train is a train."

"Did you say valuable?" asked Charlie.

Nick brought the engine over from behind the platform. Louie looked at the boys and explained, "Guys, there's

nothing missing from this engine. It's an S2 steam turbine," he continued, "so it doesn't have side rods."

Chris, a well-known local expert on collectable toys, added, "You boys have some outstanding pieces!"

Attracted by the crowd of kids standing at the platform, pointing to the trains, and trying to capture train smoke in their hands, the parents came over to the layout. Arthur's dad told Charlie that he might be better off selling the old trains. Then he could buy anything he wanted. "Not until I talk to his uncle and our two train experts here," said Charlie's mother as she placed herself in the middle of the group and the conversation.

The boys stood at the far side of the room and took in the whole scene. Then Mike said, "They're not even looking at my Navy set!"

"Yeh," said Arthur. "I haven't been able to run my GP-9 yet." Putting his hands in his pockets and rocking back on his heels, Charlie said, "I guess they know top-of-the-line stuff when they see it!"

Mike and Arthur looked at their friend, smiled, walked over to the activity at the layout, and watched in silence.

Epilogue

The party was a big success. Mike recruited four new members to the club. It was a happy Christmas because the Phantom™ train set was under the tree for him that year, and Charlie's mother helped him build a haunted station.

Arthur ran his GP-9 later that night and was primarily responsible for sending 18 new customers to Lou and Chris. In appreciation, they both gave him gift certificates redeemable at their stores.

Charlie's mother sold the Congressional set to Arthur's dad, and with the proceeds she purchased a Roth IRA for her son to attend college. Charlie kept the Pennsy S2 steam turbine and received a command control switcher with operating couplers for Christmas. Uncle Albert received a complimentary redecoration of his bachelor apartment, and he earned gratis Sunday dinners at his sister's house for the rest of his life.

The little blue "flying CSX" that no one wanted turned out to be more valuable than anyone thought. It was the perfect engine for a small platform they built to keep pre-school kids pre-occupied and distracted from attacking their layout.

As for Bobby, Chris opened the way for him to attend a top engineering school, and Louie arranged a part-time but steady job performing at a night club owned by a friend.

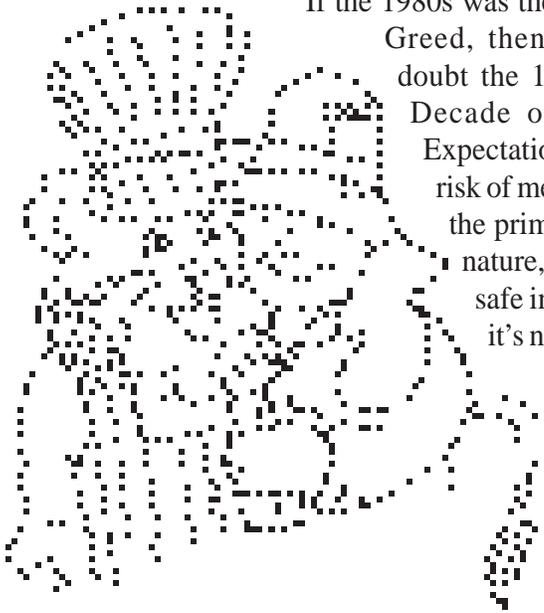
Philadelphian Mario is the father of four year old Michael, who often falls asleep in his lap while listening to dad tell train-related stories about the make-believe character, Railroad Mike. He hopes dads and moms will read these stories to children and older children will read on their own.



The Mane Line

by Dennis Leon Clad

RM 10430



If the 1980s was the Decade of Greed, then without a doubt the 1990s is the Decade of Lowered Expectations. At the risk of meddling with the primal forces of nature, I think I'm safe in saying that it's not mandated

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in our every-day lives, it did just that. One thing that may be argued during this get-it-finally-over-with 20th century is whether or not lowered expectations is made worse in a manufacturing economy or the forced-upon-us service economy. Although tempted to heed Howard Beale's advice, go to my window, stick my head out, and yell, "I'm mad as hell and not going to take it anymore!," I cast my vote for the latter.

The list of irritations we tolerate in this seemingly never-ending decade (that none of us would have stood for at the 20th century's halfway mark) would be much too long to list here, but here are a few examples:

- Rap music - speaking words that don't even rhyme to music isn't singing
- Service industry people who have no idea what service means
- Actresses who have a child and then behave like no one else has ever given birth
- Did anyone ever think back in the 1950s that someday instructions would be necessary for baseball cap wearers so that the bill faces not to the side or back, but forward

- Beanie Babies. How this roadkill in a bag mesmerized the American family, I'll never understand.

At the beginning of this no-shame-for-airing-dirty-laundry-in-public decade, it looked like even Lionelville would not be immune to lowered expectations. It was 1991 and the Persian Gulf wasn't the only place on our globe where a line in the sand had to be drawn and a brave stand taken. To protect our beloved Lionelville and keep Lionel collecting not only fun but interesting, a line in the sand had to be drawn against lowered expectations. Where better to draw this line and fight the good fight than in New England, home of the archetypal take-a-stand guys: the Minutemen. This type of heroic action would be too big a job for just one man, but a two-man team capable of dedication, hard work, creativity, and the ability to maintain a friendship could do it.

To the long-time residents of Lionelville, the two men who responded to this call need no introduction, but for new arrivals it is an honor for me to introduce to you LCCA members Allan C. Moore (RM 9493) and Teddy Brahm (RM 1063). Applying the New England Train Collectors prime directive — "NETCA



Al Moore (left) and Ted Brahm proudly display their NETCA Lionel cars. Ted designed this Lionel maxi-stack for the 1998 TCA Convention.



commemorative cars must be decorated for either a New England railroad or a nationally recognized company headquartered in New England” — Allan and Teddy have created what some consider to be the most collectible Lionel cars of this decade. With offerings like the L.L. Bean boxcar and the Ben and Jerry’s three-piece TOFC set, it’s easy for me to see why their Lionel toys are a sellout and can — almost overnight — command a premium price ten times the original.

For LCCA members like me who anxiously await Al and Ted’s next NETCA Lionel freight car, the wait is finally over. It’s the 6-52146 — the Ocean Spray Lionel plug door refrigeration car. As hard as I try, I can’t imagine Sunday dinner without my Ocean Spray cranberry sauce or a bottle of Ocean Spray cranberry juice chilling in the Frigidaire. Thanks to the Al Moore Design Studio, residents of Lionelville can receive their own imaginary deliveries of Ocean Spray goodies. When Allan first placed an Ocean Spray Lionel toy in my hands, I couldn’t help but be reminded of Ocean Spray’s purity as I took in the car’s soothing colors. In large part, credit for this has to go to the Lionel authorized decorator, New England Car Shops, and its owner, Mike McCormack (RM 16078).

Only 213 of these wonderful cars were produced, and they are not available from Ocean Spray, the corporate sponsor of the 1998 TCA convention. With the strong possibility that the Ocean Spray car might be the last Lionel NETCA car for this decade, it might be a good idea to place a want ad for this car in our *Interchange Track*.

*The Ocean Spray car is the TCA Banquet Car
— a high honor to bestow upon Lionel rolling stock.*

Collector Alert

Highballing down the track toward you are three new Lionel advertising freight cars. The first is from Smuckers, the makers of delicious strawberry preserves. Write down the code number off your jar, call the toll-free number (printed on the jar), and get your Smuckers catalog and ordering info.

The second item is from Betty Crocker. For a catalog, send 50 cents along with your name and address to:

Betty Crocker Catalog
P.O. Box 5284
Minneapolis, MINN 55460-5284.

My good friend, Joe Muscato at Knoebel Amusement Park in Elysburg, Pennsylvania, has issued the second box car in his series honoring this genuine family fun park. With a third box car on the drawing boards, I think this will be a very interesting Lionel train and a must-have for the Lionel collector. Only one thousand Lionel toys were produced at Mt. Clemens for Knoebel’s Amusement Park, and for just \$69.95 plus shipping, one can be yours. Just call Joe at 717-672-2572.

Happy Tracks!

A Virginia farmer by day and Lionel collectibles hunter on evenings and week-ends, Dennis seeks out unusual items likely to be of special interest to “niche” collectors.



A Little Story about Lionel Trains

Three-railing in Buenos Aires, Argentina

by Fernando Bóscolo

RM 23097

In each article I read about Lionel Trains, it seems that I recognize my own history. The articles remind me of my own experiences and feelings — warm close family relationships, Christmas, fathers and sons, etc. My romance with Lionel trains is similar to other fans although the locale is a different country: Argentina.

When I was 11 years old 42 years ago, my father bought a second-hand O27 Lionel train set for me from a cousin. The components were a #221 steam locomotive and tender, a vat tank car, a gondola, and a caboose. The layout included two #1121 switches and one uncoupling remote track. It was small and simple, but it presented plenty of enchantment for



me. After many years of intensive use, the train was carefully stored in the original boxes for 45 years.

This panoramic view shows one of the cardinal rules of three-rail model railroading: fill up the space.



To a child of the 1950s, the master control area might seem as sophisticated as the command deck of the Starship Enterprise.

Moving and some flooding destroyed the boxes, and the trains and switches were damaged. A cleaning and repairing job — with lots of patience — was necessary. I began to buy O-gauge track and

equipment in order to supplement the O27 layout. It was not easy for me to find post-war equipment from the 1950s in my country. There are no official Lionel dealers here, but there are many hobbyists in a similar situation to mine. Most of them sell train equipment without knowing what they have in their hands. Fortunately, trips to the USA gave me

opportunities to get in touch with many dealers, and some of them remain my friends today. I am a TCA, LCCA, and LRRC member.

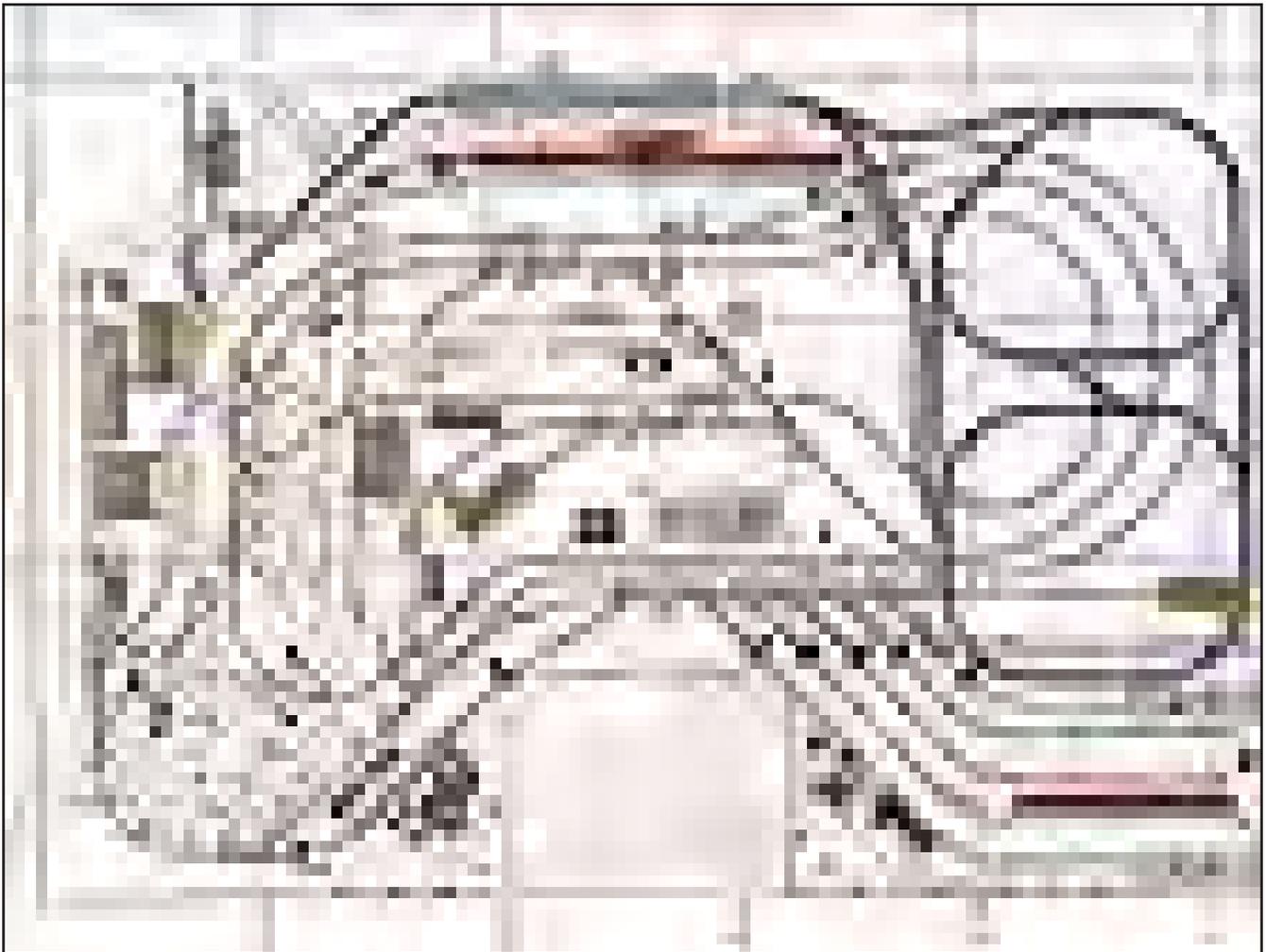
Four years ago, my wife and I began to plan the construction of a new house. Obviously, an 8x5-meter room is destined to become a 6x4-meter permanent layout.



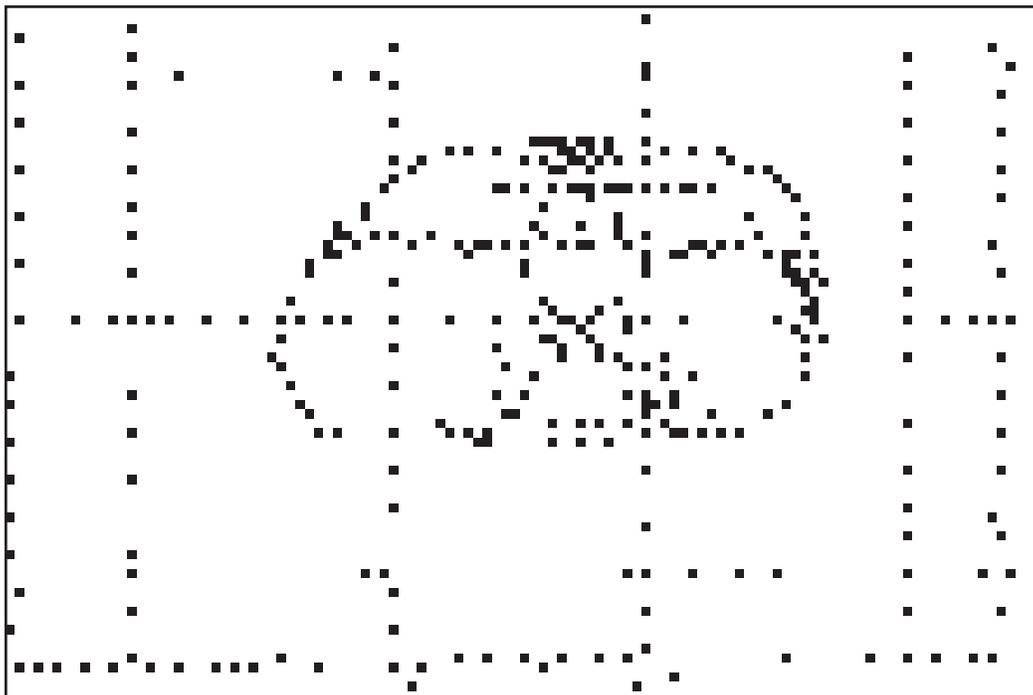
With dramatic lighting on at night, Fernando (at right) seems fully in charge of his three-rail empire.

When the table construction was done, the O-gauge layout was designed with R.R. TRACK





The layout plan shows the elevated division in dark blue, with roads penciled-in with hashmarks.



The independent second level of the layout is asymmetric with an oval and figure eight plus a passing siding and a spur track.

software. The railroad has three different levels. The main level occupies the full dimension of the table and the other two each cover about 25 percent of the area.

The main and first levels are interconnected and the second level is independent. The layout has four independent circuits. My original Lionel train set runs exclusively on the second level. The roadbed was constructed of cork. Meters and meters of it were cut according to the shape of each track and turnout. A total of 1500 wooden ties have been installed and painted black with six ties for each track.

The diesel motive power includes: #218 Santa Fe Alco, #2023 Union Pacific, #2370 Rio Grande, #634B Santa Fe, #2360 New York Central, and the GG-1 Century Club. The steam locomotives are: #221 New York Central 2-6-4 switcher with tender, #237 2-4-2 switcher with tender, #726B 2-8-4 with #2426W tender, #2025A 2-6-4 with #2466WX tender, and #726 Century Club. Seven transformers provide power for trains and accessories.

As for rolling stock, the layout has 12 boxcars, 11 cabooses, five flat cars, four gondolas, three passenger cars, two tank or vat cars, and two hopper or dump cars, a crane car, and a searchlight car. There



With three levels active, the layout offers lots of action and variety.



As if on call, the motive power pool rests and awaits the command of the Conductor.



Two steamers enter the "light at the end of the tunnel" and pass by Lionel's ubiquitous Rico Station – just as appropriate in Argentina as in Colorado.



With Santa Fe Alco A&B units on point, a passenger set with #2434 Newark Pullman, two #2432 Clifton vista domes, and (off camera) a #2436 Summit observation round a downtown curve with protection from traffic by a crossing gate down at the street.

are 30 post-war operating accessories, 78 modern era accessories and signals and lights and bridges, and 40 gooseneck lamps. The roadway is comprised of 345 sections of track or switches. In order to show the layout to faraway friends, I have produced a video of it with music and special effects.

Editor's Note: I screened the video produced by his older son and sent to TLR. It's clear that Fernando Luis Bóscolo has "Hollywood Producer" instincts and a flair for showmanship. The trains on the layout are captured in action on videotape with video editing in sync with the music sound track. This brief TV show is not just another home video that only the videomaker can endure to replay. It's great! With close-ups, night running, and even slow motion and titling, the video presents the layout as the "set" of an adventure story with trains as the superstars in the "cast."

Photographs by Fernando Bóscolo

A citizen of Argentina, Fernando is an avid collector of 1950s/60s era Lionel trains made in America. While Americans often associate toy trains with the celebration of Christmas, at this time of year Argentinians and others living in the southern hemisphere are experiencing summer. With this large layout in his home, he can celebrate the meaning of the hobby anytime he wants!

A PAIR OF GREAT LAYOUTS

Sometimes One Is Not Enough

by Mike Matei

RM 17133

As a young man back in the mid-1940s, the big argument in the neighborhood (Aurora, IL) was the eternal question: which was better – Lionel or American Flyer™? I had three-rail Lionel trains (a #2025 silver chimney version), and my buddy had American Flyer two-rail trains. My Lionel was huskier, but the Flyer had choo-choo – and the argument went on and on. I loved both, but couldn't afford both – at least, not then.

That was 1946, and this is now. Since then, I have collected trains here and there, and in during the past 15 years my son, Mike Jr., and I



Mike shows his “dual citizenship” in both toy train empires by wearing an AF cap when at the controls of the Flyer layout and a Lionel orange cap when three-railing in command of a ZW and a MTH Z4000.

have visited the TCA Train Shows in York, Pennsylvania, checked out other shows in the area, and met other train collectors — who sometimes offered something for sale or trade.

Still torn between two gauges, I decided to build two layouts – one for Lionel and the other for American Flyer trains.

Although the available space was limited, I wanted both – but each would be designed as a totally separate toy train railroad. The benchwork is 1x4-inch stock; all assembled with screws, not nails. It can be taken apart in modules and easily moved.

The Flyer layout measures 14x13 feet; the Lionel empire is 20x12 feet. I have wired the Lionel layout with Depotronics® boards, so the trains run automatically – starting, stopping, and switching. Soon, I'll add automatic operation of the accessories. The underside of the layout table looks like the wiring pathways for a B-52 airplane.



In the cockpit of a 727, Captain Mike Matei shows *The Lion Roars* to First Officer Peter Schultz and explains, “I’ve got several original ZWs on my layout at home.”





In the American Flyer Realm

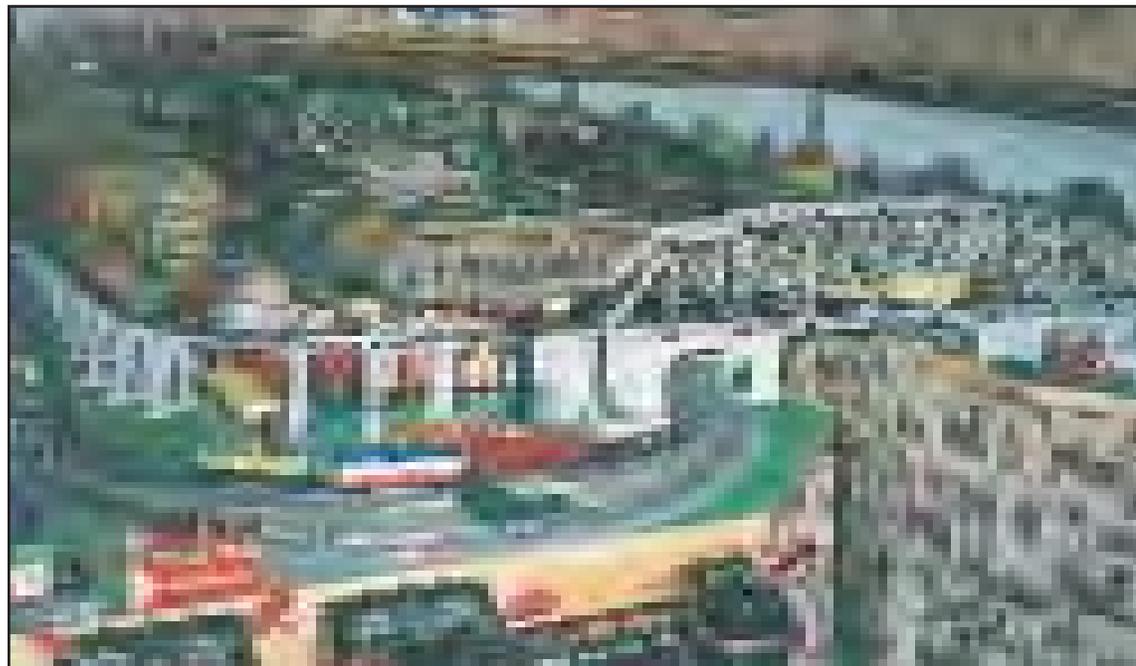
Above left: The AF log loader and sawmill accessories are at work; perhaps making lumber for use in the elf-powered toyshop for making sleds, skateboards, or wooden cars, trucks, or trains.

Top right: A Santa Fe AA Alco cruises through a winter wonderland on the S gauge layout.

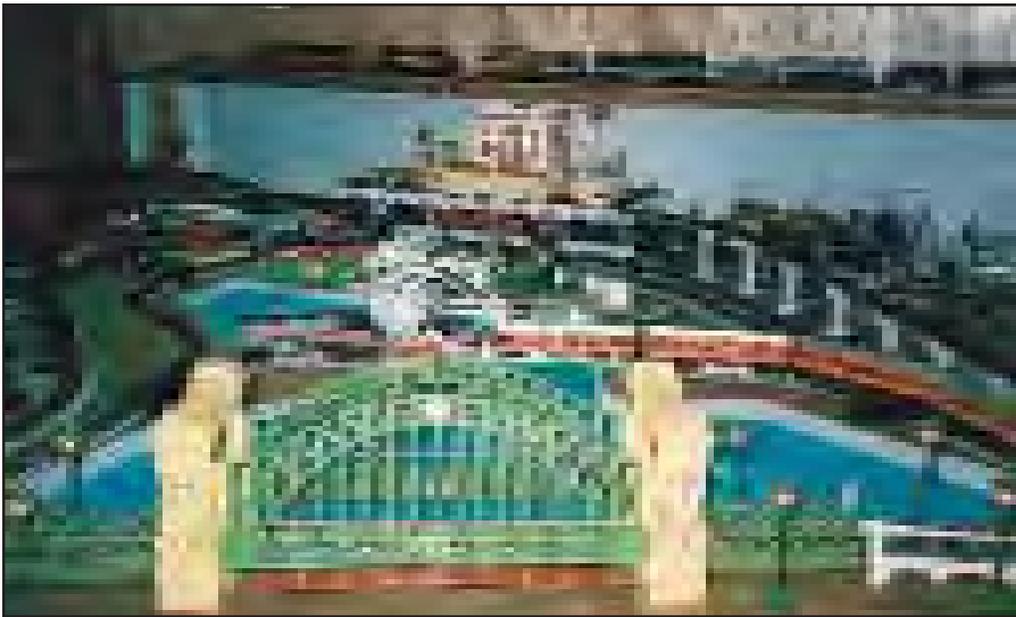
Second right: 14-year-old Mike Jr. built the town square. Like most young model city planners, he is learning how to imagine, create, and build a dream for a better future.

Third right: The AF circus train and circus set is a classic item of toy train history and an icon of our culture. Being a boy and having trains is so much fun; no wonder men may be reluctant to grow up!

Lower right: This panoramic view shows most of the Flyer layout with an elevated trestle and truss bridge as a main focal point. Note the Cow on Track accessory near the control panel and the circus in the background at left.



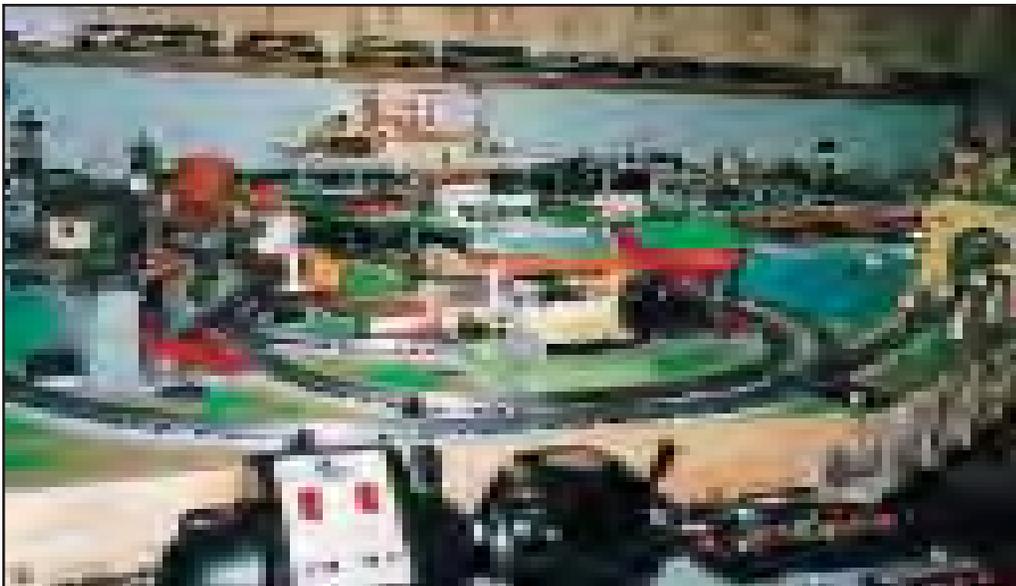
In the Lionel Realm



Top left: Great symbols of the Golden Age of toy trains – the Hellgate Bridge, the Bascule Bridge, and the Lionel City Station, and the Milwaukee Road's Hiawatha – dominate Mike's Lionel layout.

Center left: Looking over the control panel, operating accessories dot the landscape. Off picture, an airplane suspended from the ceiling begins its descent toward Lionel City Airport.

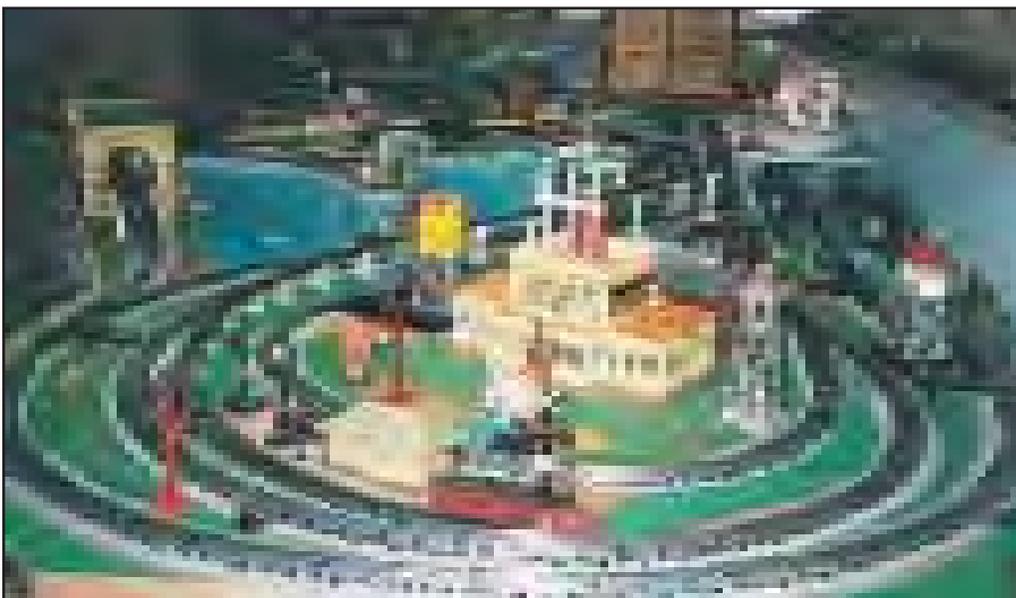
Lower left: The MTH remake of the Power Plant occupies prime real estate at the center of several loops of track. Four trains on this layout are automatically controlled by Depotronics® technology.



Top right: Quite evocative at nighttime with the Flyer layout in the foreground and the Lionel layout in the background, the raised Bascule Bridge suggests Lionel City is at rest until dawn.

Center right: A Williams GG-1 passenger train crosses over Lake Mike via the Hellgate Bridge. At the left, note the Statue of Liberty in the waterway.

Lower right: A Santa Fe F3 waits – safely but perhaps impatiently – for the crew to lower the Bascule Bridge for crossing Lake Mike.





Many of my accessories are originals, but we have also rebuilt and repainted several of the others. The theme is “Christmas Every Day,” and there are lots of lights, action, and fun. Every area of the Flyer layout has an appropriate built-in sound module. The circus scene radiates circus music, the skaters on ice glide along to the Skater’s Waltz, and Santa and his elves present music of the season.

After we all finish playing with the trains, I go to bed and rest up so I can enjoy my other “hobby” – piloting a real jet plane around the U.S. or overseas for Delta Air Lines. When I return home to my family, we resume working on and enjoying the Lionel, Flyer, Marx®, and some MTH® trains late into the evening.

I have already begun planning and drawing our next layout. It will measure 75x25 feet and operate on three or maybe four levels. But that’s a few years off.

Meanwhile, it’s still Christmas every day in Captain Mike’s basement. From the “flight deck,” happy holidays to all Lionees.



Photographs by Mike Matei



The Toy Train Lady

and the Man Who Inspires Her Artwork

by Don Carlson
and Mike Mottler

RM 6766
RM 12394

“I paint memories and feelings. It just happened that my subject matter is toy trains. And recently, classic cars too,” said artist Angela Trotta Thomas as her husband, Bob, nodded in agreement from across the table. In a recent exclusive conversation with Don



Angela Trotta Thomas in her realm — her studio at home. The children in her earlier paintings were her own two children, Bobby and Sarah, but as they grew up they outgrew this “modeling job” with their painter-mom.

and Mike for *TLR* readers, it became clear that the Thomases are partners not only in a dynamic marriage but in a thriving art-based business as well.

Her early artwork as a freelancer after graduating from college in the 1970s included technical drawings of fasteners (nuts and bolts) for the cover of NASA’s magazine and later the round-faced Campbell® Soup Kids. A wordsmithing art critic could say that Angela went full circle early in her career — going from soup to nuts.

About a decade later, she returned to academia and earned a master’s degree. At that time, she created the first painting with a train subject — entitled *Christmas Memories* — as a Christmas gift to her husband. Like many LCCAers, he can recall his first electric train

set, remember the imagery of Lionel catalogs of the 1950s, and recite the legacy it created within his family. Bob sent a photograph of it to the TCA Museum in Strasburg, Pennsylvania, and she eventually sent copies of her train-inspired work to Lionel. Richard Kughn, then the owner of Lionel Trains, Inc., and his wife, Linda, liked the paintings, encouraged her along that line, and licensed her work in 1991. To this day, Angela is the only artist licensed by Lionel.



That’s the One recalls a familiar mental image for many of us — pre-shopping at the local store for the trains we want to receive as gifts.



The rest of the story is evident to many in the train hobby. They see her artwork in train magazines (including this one), meet her in person at major train shows, and browse at her display table during special events like LCCA Conventions and train shows around the country.

Bob has suggested many scenes for realization through her talent and brushstrokes, and he has provided a “reality check” for accuracy of the finished work — for fidelity to details on the trains, the consist of a train set, and even the color of the individual cars. “The buyers know the details,” he says, “and they expect it to be literally correct. So we must not place a 1954 train set in a time-dated scene of that



High Hopes is a projection of a dream of a railroad empire. Every train set on display is a prized item.

era with a 1960 accessory in the background.”

“We’re a classic example of symbiosis,” Angela added. “He knows the subject matter very well, and I can get the tone of feeling right. We make a great team. Although Bob can’t paint, he knows a lot about trains and the train experience. Some of that knowledge has rubbed off on me, but I rely on him for input.”

Feedback from customers and hobbyists informs her work, counts as market research, and inspires her future efforts. Through exhibiting her work at general art shows — not train shows — she sees and hears the reactions of others to the subject matter of her art. “I know the work is valid for them,

too. It’s clear to me that it transcends the boundaries of the hobby and touches something universal in the human family,” she said with modest satisfaction.

Angela has created about 30 train-related works to date, but she added, “I feel the best is yet to come. I’ve recently become involved with painting classic cars as well as toy trains, and there’s a considerable amount of crossover interest in that subject area. “I want continually to step up to higher expectations as part of a continuing drive to excellence. I’m very comfortable with the style and content of my work, yet my artistic vision is evolving. I’m confident that I won’t run out of ideas for subject matter because Bob has invented more ideas than I can process.”

Angela’s horizon is expanding as vintage automobiles have been added to her repertoire of paintings. “Bob and I are big car enthusiasts,” she says. “In fact, I’ve found there is a big overlap with car enthusiasts and train enthusiasts, so it seemed a natural path to take with my art.” After doing the covers for three issues of *Old Cars Weekly*, Angela is especially pleased to be the first-ever woman commissioned to do the special painting for this year’s Eastern U.S. Concours poster. This show celebrates the Lehigh Valley’s significance in railroad history and usually pairs a vintage train and vintage car for the souvenir show poster. Her painting features Charles Schwab, former President of Bethlehem Steel, and his wife in front of their personal observation car, named the Loretto, stopped in front of Bethlehem Station. Of special note is the 1929 Stutz Series M 7 passenger transformable Town Car in the forefront of this painting. The classic car is modeled directly from the one owned by Dick and Linda Kughn. Adding





Angela's *Toyland Express* is one of the few pictures with girls included in the scene.

even more significance to the poster, the Stutz Motorcar Company was once owned by Charles Schwab.

Angela is very proud to be featured in the December 1998 issue of *Artist's* magazine; this represents a pinnacle of recognition in the art world. LCCA is pleased that she has provided the cover artwork for the December edition of *The Lion Roars* since 1992, and the tradition continues this year with her newest scene — with a classic car included in the frame. Following past practice, she offers this painting as a signed and numbered print as well as other images on greeting cards, tiles, and note cards.

Contact Angela Trotta Thomas at:
 1107 East Longwood Drive
 Clark's Summit, PA 18411
 (717) 586-0774
 email: attart@aol.com

Don is a former *TLR* editor and remains a frequent writer/photographer for the magazine. In addition, he currently serves as LCCA's Vice President. He is an executive in the auto industry and lives and works in the Detroit area.



When not wearing the "hat" of Director of University Relations for the University of Arkansas for Medical Sciences in Little Rock, Mike is wearing an engineer's cap of the Rock Island Railroad and operating a large modular O-gauge layout during the holiday season for grandchildren, neighbors, train nuts, and friends.



Art imagery provided by Angela Trotta Thomas



New Product Review

Great Railway Adventures

In partnership with Lionel, Learning Curve® — a Chicago-based company that offers developmental toys, books, and software for children from



The three adventures are attractively packaged in a carrying-case box for fun on the go anywhere — even in the car on the road through the woods to Grandmother's house.

birth to age 12 — has produced a new train-related product, Great Railway Adventures. The beauty of this product is that it offers children a wonderful entry to train collecting while also providing an enriching educational experience.

The Great Railway Adventures series is an integrated collection of books, audio-cassettes, and sturdy battery-powered,

four-wheel-drive, theme-related engines. Three adventures are now available, *The Daylight Limited*, *President Express*, and *Torpedo Run*. Each story is based on a famous train: the classic Southern Pacific Daylight, the B&O's President Washington, and the Pennsy's Torpedo.

These famous trains are backdrops for engaging stories about the Holden family featuring Tuck (age 11), his sister Billie (9), and their dog. In these three tales, the two children travel in 1939 by train from California to New York to meet up with their parents and enter "The Invention of Tomorrow" contest at the New York World's Fair. Along the way, Tuck and Billie help save a runaway railroad car, avert a head-on train collision, and ride the fastest train of that era. These are quite adventurous kids! The circumstances draw upon their courage and ingenuity without resorting to gratuitous violence — regrettably, the "trademark" of many of today's computerized video games.

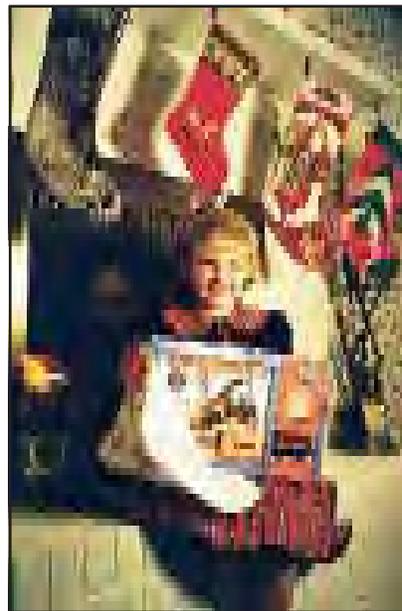
LeVar Burton vividly re-tells the story on the accompanying audiocassette. LeVar, known to many for

his roles in "Star Trek: The Next Generation" and "Roots," is also the host of the children's PBS series "Reading Rainbow." The tape includes railroad songs performed by children's entertainer Red Grammer. The books are collaborative efforts by award-winning author Lin Oliver and illustrator Charles S. Pyle.



The battery-powered toy locomotives are colorfully decorated; the SP Daylight is quite striking.

The durable four-inch locomotives are decorated in the livery of the train in each story line and run on Learning Curve's own Clickity-Clack Track™ and other wooden track systems. This line comes to the marketplace just in time for holiday gift giving, and at about \$25 each these



Photograph by Grandpa Mike

All she wants for Christmas is an adventure. Elizabeth Loren Cole (5) unwraps one of the adventures — the SP Daylight story with book, audiocassette, and toy train.

packaged adventures are perfect gifts for five- to eight-year-olds. They also represent a new entry-level niche to the train hobby and an alternative to a \$200 starter set by Lionel. Parents and grandparents, have your credit cards ready!

Many LCCAers who were kids in the "golden age" of toy trains (the 1940s and 50s) lament the fact that the future of the train hobby may be dismal if today's kids are not introduced to it in some meaningful way. Lionel — more than any other train maker — shows that it is genuinely committed to presenting the train experience to this generation through this innovative partnership with Learning Curve and by other marketing programs intended for youngsters.

Learning Curve products are sold in selected toy stores. For information about a store near you, contact the company at 1-800-704-8697 or visit their web site at: www.learningcurve.com

Product photography by Learning Curve



Cityscape in the Country

The Collection and Layout of Alan Arnold

by Mike Mottler

RM 12394

Sometimes you find a treasure where you least expect it; like discovering a long-sought-after Lionel piece in a garage sale. Or receiving the train set you treasured as a boy yet forgot about as a man; then it comes back to you as a memento-inheritance from your late father who stashed it away in the attic decades ago. Or, finding a breath-taking high-rail O-gauge layout in an off-the-beaten-track locale.

In north central Arkansas, Alan Arnold has designed and built a high-rail layout that would probably seem more at home in The Big City than in a small Ozark country village. Yet, there it is in his basement – skyscrapers, a city trolley line, a large bi-level passenger station, a large freight yard, an industrial district with lots of operating accessories, and a long main line capable of handling a 60-car freight train.



Above photo: At night, the high rises of Alan's cityscape glow. One of the buildings has a simulated revolving restaurant on the roof. Another is a model of Tribune Tower in Chicago. A trolley line serves the city dwellers. Union Station at street level is connected to passenger train platforms on the lower level.

Photo at left: At the base of the circular stairway in the basement, Alan looms over the city as "Mayor" of his metropolis. A Santa Fe F3 and NYC diesel leave the tunnel portal under the city above.

Alan can think big in a small town, and he's thinking in even bigger terms now; planning is underway for a larger layout in a new building in his spacious back yard. But I shouldn't get ahead of the story.

Alan and his wife, Linda, are both collectors. He's the train guy; she's a Department 56[®] gal. His Lionel and other trains are on

display on the walls, over the mantel, in the staircase, in the upstairs corner nook. Lionel, MTH, and other

trains are in operation on a large layout in the basement. Her buildings are on view in glassed-in display cases.

He began collecting Lionel trains in Arkansas in the late 1970s at a time when shopping for trains was a much-less-pricey adventure than now. He acknowledged the encouragement he received from another Lionel collector – Al Otten in sort-of-nearby Little Rock – at an opportune time. The shelves in the house and above the “horizon” of the layout in the basement show his dedication to the hunt and good judgment in selecting quality examples of classic pieces: all the original series of 6464 boxcars and many legendary Lionel locomotives, for example.

As I descended the circular staircase to the train room in the basement, I saw with each down step more and more of the layout. The “stagecrafting” of this progressive revelation was awesome. I’ve visited many club layouts and even some museum layouts that didn’t present as much “Wow Factor” as does Alan’s three-rail empire. This version of the layout shows his growing interest in realism and 1:48 scale proportions. He still runs his original Lionel steam train set, a Christmas gift from



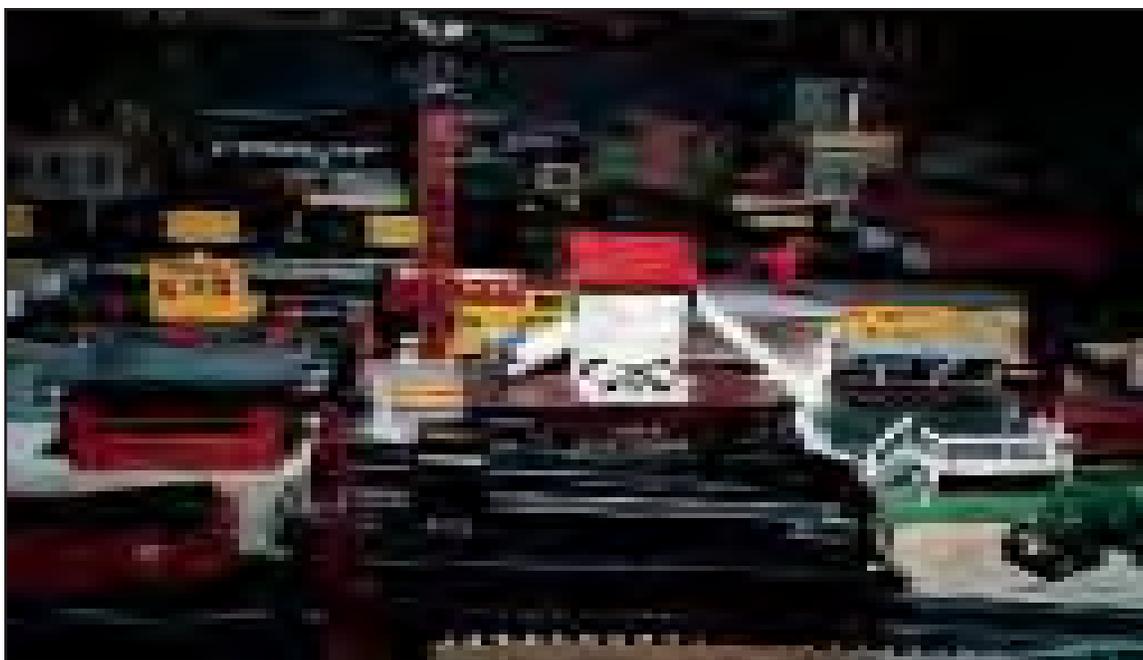
Alan’s first Lionel freight train set passes the rock cut at the “Corridor Division” of the basement layout.

mom and dad in 1961.

He enjoys pulling long freight drags behind contemporary diesel locomotives with modern electronics and sound systems on board. His favorite railroad is Union Pacific, and new big yellow products by MTH and other train makers are evident on the rails. “The UP Veranda and the UP Centennial are great

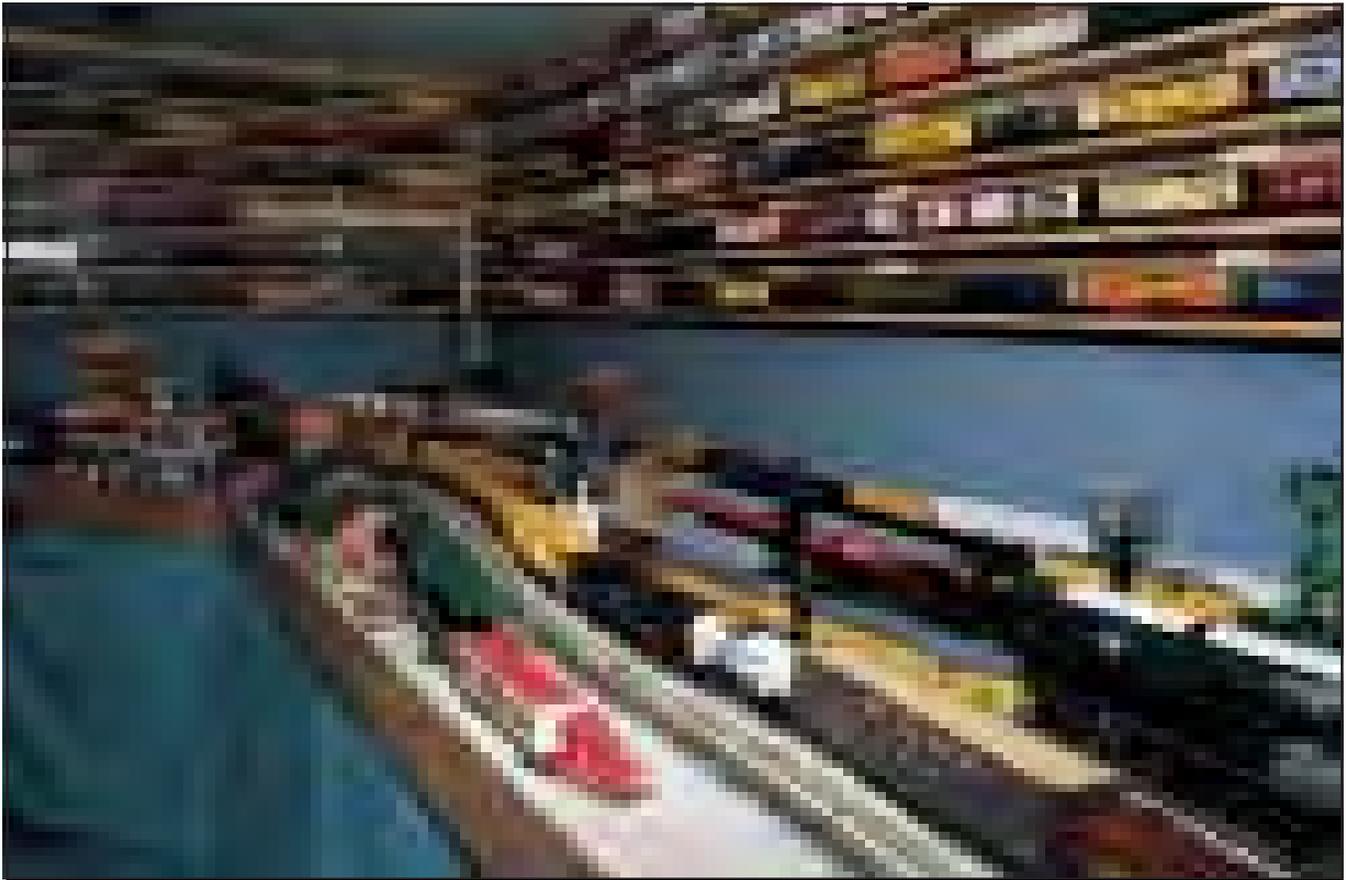
models. I’m not a hardcore, Lionel-only collector-operator, and I enjoy the true-to-scale models now in the marketplace,” he said.

Alan seems delighted that the hobby has grown to the point where

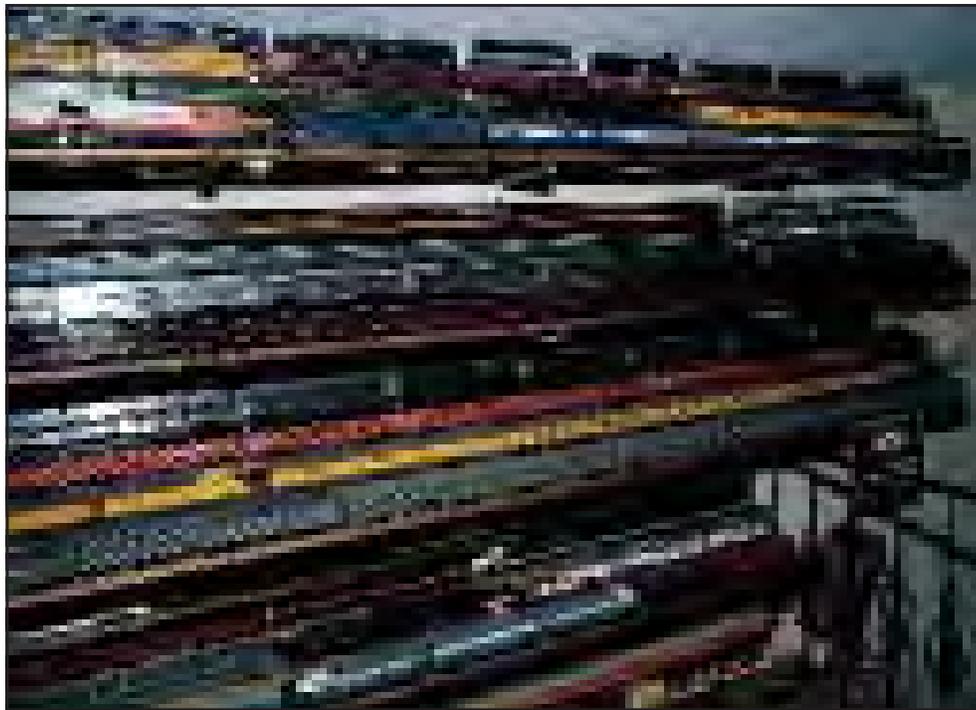


The industrial district near the freight yards includes many of Lionel’s classic accessories — the culvert loader and unloader and the transfer table plus some AF units.





The wall-mounted shelving above the “horizon” of the layout shows his collection of Lionel pieces to great advantage. Alan has collected over 500 locomotives and several thousand pieces of rolling stock.



Upstairs, this array of trains has something for everyone to admire. It is large enough to offer special interest niches for all. “My own interest has changed over the years. I enjoy running long trains – 50 or 60 cars – and I like running with multiple units up front; just like the real

railroads do. So I built a layout that would make it possible. Now, it feels like I’m outgrowing it again.”

We adjourned upstairs, and Alan explained the next reincarnation of his hobby interest – a large 40x60-foot building located in the back yard. Within it, there would be plenty of room for really long trains on minimum radius 089 curves.

As he talked, I could envision his dream coming true before my eyes – a 100-unit train with four diesels up front spewing diesel smoke from their stacks, diesel roar rumbling from within, and horns on full.

Through an imagined haze, I could picture Alan at the controls as Empire Builder, Master of Backyard Railroad Destiny, and King of the Rails.

Photographs by Mike Dupslaff

Lionel News and Views

by Bill Schmeelk

RM 6643

Another New Catalog

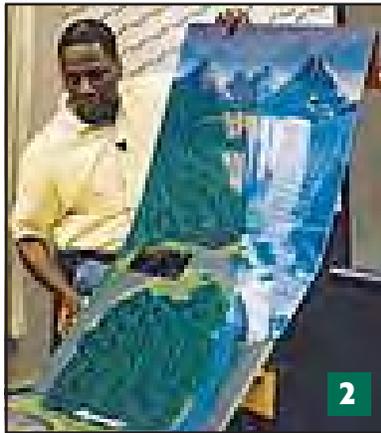
Last issue I reviewed a new Lionel catalog and now in this one there is another one. This latest catalog was released on October 1 and is called the 1999 Preview Catalog. It is in a similar format as the last one and also used some of the postwar catalog art, but thankfully, Lionel has done away with the “artsy” overexposed lighting effects. The



cover features a steam loco, a FM trainmaster, and an Alco diesel. These are all products offered inside the catalog.

Background for the cover includes six catalog covers from the pre-war and post-war eras along with a father and son beaming at the trains. The catalog is reminiscent of post-war catalogs through the use of post-war graphics to illustrate new items in the Post-war Celebration Series.

The first four pages represent a great addition to the catalog. In addition to a letter from Lionel’s President, Gary Moreau, there are photos of employees and helpful information about how to contact the company for service, dealer locations, their web site, and the Visitor’s Center. Page three offers a photo of the Visitor Center layout and information about going to see it. I’ve always thought that Lionel catalogs have for years been amiss in not showing what can be done with Lionel Trains. Showing photos of the Visitor Center layout can only help to encourage beginners in the hobby to expand beyond the circle of track that comes with their starter set. Photos of the Visitor Center layout should be in every set Lionel sells. Seeing photos of the large Lionel showroom layout when I was young inspired me to add on to my layout. Those dreams of a large layout still inspire many collectors today.



On page four, Lionel discusses their consumer services. Each section is supplemented with photos and names of Lionel employees, and this personalizes Lionel’s

relationships with customers. I think Lionel hit the nail on the head with this approach.

On the fifth page, Lionel lists several train clubs. In addition to their own Railroader Club and Kids Club, they present the independent national clubs. The first one listed is LCCA; also listed are LOTS, TTOS, and TCA.

Post-war Celebration Series

Last issue I asked about your “wants” for this series. Since this is being written before that issue has come out, I have no responses to report yet. I can report that one of the items on my wish list has now been announced. The Jersey Central FM returns in its rare postwar colors. Although it will look like its 1956 counterpart, it includes many modern features including dual Pullmor™ motors, Command Control™, ElectroCouplers™, Magna-Traction™, directional lighting, full RailSounds™ including TowerCom™ and CrewTalk™. A finishing touch is a special Postwar Celebration Series builders plate. The suggested retail price is \$599.95.

Another welcome addition to this series is the return of the Texas Special F3 AB set. The original post-war version came out in 1954



and according to the *TM Lionel Collector’s Guide and History Vol. II*, it was the first offered by Lionel as an AB set. The A unit had only one motor and the set was offered as a 027 diesel. Most were supplied with silver-painted trucks, and we hope that Lionel will do the same with the new version. Some post-war models apparently did come with black trucks, but most are silver. The new locomotive will not be the 027 stripped-down version produced in the postwar period. Instead, it will feature dual Pullmor motors, ElectroCouplers, Magne-Traction, full RailSounds with TowerCom and CrewTalk in the B unit, and a finished cab interior. The price is \$599.95. The original version came in a set with 027 passenger cars. For this new deluxe version, Lionel is offering a set of four painted aluminum passenger cars. The set will include a vista dome, two coaches, an observation car. It will retail for \$499.95.

Not all of the items in the Post-war Celebration Series were offered in the postwar period. To supplement the Western Pacific F3s that were offered in the Lionel Classic Trains Vol. II Catalog is a pair of B units. One has Command Control features, RailSounds, directional lighting, and ElectroCouplers; the other does not. The apparently post-war illustration mixes well with the other prints from the golden age catalogs, but Lionel never actually had a B unit for the Western Pacific. So whether you have an original set or the one just offered, a B unit is available for the first time.



Lionel Ambassador Conference

Lionel held its first Ambassador Conference in Durango, Colorado, on the weekend of September 25. Durango is not the easiest place to get to and the 31 Ambassadors attending certainly represented a dedicated group of Lionel devotees. Thirteen employees including



President Gary Moreau, Senior Vice President of Sales & Marketing Judy Hoffman, Director of Engineering Bob Grubba, several product engineers and

many others represented Lionel. The weekend included a special train ride on the Durango and Silverton Narrow Gauge Railroad. I've been on many train rides throughout the country and must say that this was one of the most enjoyable. The train travels along the mountainside through some beautiful scenery.

As enjoyable as the train ride was, the most interesting part of the weekend for most of us was the chance to hobnob with Lionel employees. Each has a unique responsibility, and we learned about many of the different aspects of Lionel train sales and production. Throughout the weekend we gathered to hear presentations by Lionel employees about new products and marketing plans. Especially interesting to me was the discussion by the engineers about the continuing development of the TrainMaster™ system, the new Odyssey™ motor, new accessories and the like.

I was pleased to hear that Lionel will continue to expand its engineering group. Lionel also announced a



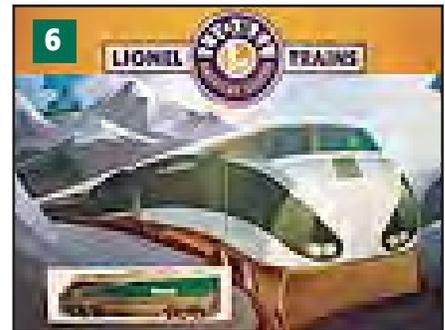
commitment to new tooling. Six new engines are in the works. These include a new Hudson, a new Pacific, a Camelback, and the new H12-44 diesel switcher. The H12-44 engine is in the

new catalog and is the first Lionel diesel to feature a die-cast cab. Another welcome change in policy for Lionel is that this new engine will be offered in three different road names – Pennsylvania, Chicago & Northwestern, and Santa Fe. That certainly covers the country. These new switchers also feature a die-cast chassis and trucks, Magne-Traction, ElectroCouplers, Command Control, and full-featured RailSounds. The retail price is \$599.95. The new baby Hudson and the Pacific are also featured in the new catalog.

The new Camelback loco will be announced in Lionel's

Toy Fair Catalog and will feature a die-cast loco and tender body. The loco will be sold without Command Control, but buyers will be able to upgrade it easily. It will retail for \$349.95. Lionel is also working on a scale model of the Challenger 4-6-6-4 locomotive. I don't have many details on this, but an engineering prototype has been made and a pair of Odyssey motors will power it.

Lionel's Director of Engineering, Bob Grubba, demonstrated the new modular boards now being introduced in new Lionel locos. These boards allow the user to upgrade a locomotive and add full RailSounds and Command Control. Each option is on a newly redesigned small plug-in board. Installation is accomplished without any soldering. New modern design allows these plug-in boards to be made smaller and without the large capacitors required for the older design. **Photo 1** shows the new board with only one module plugged into it. Adding Command Control is as easy as adding another module to the pins on the board. This system will also allow upgrading a loco with SignalSounds, whistle and bell only, to full RailSounds by merely replacing one module with another. A loco sold as Command Control ready will have the antenna and speaker already installed in it so that one can purchase the upgrade board and plug it in. This modular design allows



Lionel to appeal to customers who are economy-minded as well as those who want all of the top-of-the-line features. Improved design allows the RailSounds IV boards to be made without the large heat sinks. We were also told that the new wireless tether between the locomotive and tender has been well received. Lionel plans to design it to be smaller, and this will allow its use on smaller-size locomotives.

Ambassadors were shown how revolutionary the new Odyssey motor really is. The Pullmor motor has a torque of 150 gram centimeters, while the Odyssey motor has a torque of 275 to 280-gram cm. When stalled, it develops 760 gram cm. That is higher than anything else in the model railroading market. This brushless motor uses eight rotor poles and nine stator poles. The motor itself is only part of the story. It is driven by a circuit board that regulates its speed, so the speed remains constant under changing loads. Operators won't have to make corrections at the transformer when a loco goes up and then down a set of trestles; speed will be maintained automatically. Also, the engine won't run away if you uncouple cars from it. This ability to compensate for load was demonstrated as Ambassadors held on to the drawbar of the loco. By holding the loco back, each of us could feel a steady increase in pulling



power as the motor compensated for the extra load. Then, as we would suddenly let go of the engine, it would reduce its speed back to the original setting. The motor even has a sound output that tells the soundboard how much effort is used. New RailSounds boards will use this feature. I can't help thinking that this new motor will be a benchmark in history for Lionel. The new Odyssey motor will be used in both diesels and steam locos, and its introduction will be in high-end locos. In diesels, the gear ratio is 8:1, while in steam locos the gear ratio is 16:1.

We all knew that the new ZW will be out soon, and Lionel offered a few more details about its operation. Although it was originally scheduled for December release, we won't see the new ZW until early 1999. At the back of the ZW, you'll find the familiar eight terminal posts, and you'll also find four plug sockets for the plug ends of the PowerHouse™ blocks. When you use less than the maximum number of four PowerHouses, you insert jumper plugs that allow one, two or three PowerHouses to be used across all four variable controls of the ZW. The halt button on the CAB-1 remote controller will shut down the new ZW and stop all trains. The 190-watt PowerHouse is now going through the UL approval process, and it is expected to be out in the first quarter of 1999. The 190-watt version will supply 18 volts at 10 amps.

A new PowerMaster™ is also in the works. This new product will allow the use of the full 190-watts of the new PowerHouse. Although you can use the 190-watt PowerHouse with the current PowerMaster, its power would be limited to about seven amps. The PowerMaster is primarily used for conventional TrainMaster operation and is not needed for Command Control.

One of the most interesting talks concerned new Lionel accessories. Three Lionel product engineers talked about



I was pleasantly surprised to hear that the 456 Sound Dispatching Station will be re-introduced. Here too, Lionel has modernized and improved the product. The original station included a microphone that allowed you to "broadcast" train announcements through a speaker built-in to the station. The microphone had a second button that interrupted track power and stopped the train at the station. The

new version will include modern electronics but will not have the ability to cut track power. However, other new features have been added. The new model will allow you to use the microphone to "broadcast" through the station, and you can record and playback up to a one-minute message. You'll be able to personalize the message, erase it, and change it anytime. For me, a special feature of the

original No. 456 was the graphics on the insert behind the long window. The new catalog shows one with little of the original detail. I hope that the production version will



include the original graphics. This new station will retail for \$99.95.

Also returning will be the No. 97 Coaling Station. First introduced in 1938, this accessory survived the war and was offered in the post-war era. The new version will have a molded resin base, stamped metal house and tower, and a new motor drive. We were also promised that this new version spills less coal than the original. This new version retails for \$159.95.

The No. 282 Triple-Action Magnetic Crane will be produced as part of the Postwar Celebration Series. Although Lionel has previously offered this item in the Modern Era, this new version has been improved. The electromagnet in particular has been redesigned to improve its operation. It will operate much cooler than the original.

We were shown a partially completed prototype for the Southern Pacific Daylight loco offered in this year's Heritage Catalog. This latest offering will include many improvements and changes in the tool. The e-unit slot has been removed, and the loco will use disc-style drivers. The small sidelights at the front of the loco have been added and a fiber optic lighting system has been installed. A new die-cast inspection deck has been added to the front of the loco and the new boiler front is also die-cast. The special number board is moved back to the front of the loco. The smokestack will feature the use of a new cowling tool. The die-cast tender will be the large Pennsy type and will be



the specific products they were working on. The new catalog offers four postwar accessories. Each is re-engineered for improved operating characteristics.

The Oil Drum Loader was first manufactured by American Flyer in the '50s. Lionel has also produced it a couple of times and added a working yard light. The updated version offered in 1999 will also have this yard light, although the catalog photo does not show it. Additionally, the mechanism has been revamped to improve the reliability of the barrels dumping into the car.

made as an oil-type tender. This loco will be the last time this boiler tool can be used. The tool will be cut up after production of this loco.

In addition to showing us new products, Ambassadors

were also given some insight into Lionel's plans to reach people who are not being reached by hobby shops. Roy Stewart, Lionel's Director of Business Development, joined the company in February, and he's really a house afire.

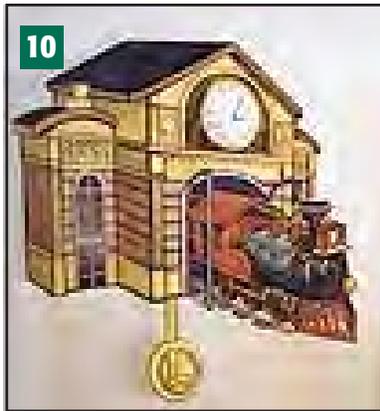
Photo 2 shows Roy demonstrating how the cleverly designed box of one of four new sets scheduled for 1999 opens out and makes a playing surface. Three-dimensional pieces are positioned on this surface. The four sets are designed for the mass market, and Roy has already received a commitment from Toys R Us. These sets are different from anything Lionel has offered in the past. In addition to the playing surface, the set is supplemented with a CD-ROM that adds many sound effects and educational information about the theme of the set. The CD-ROMs will also feature links to Lionel's website where additional activities will be available to supplement the set. Four themes have been chosen; these are shown in **photos 3 - 6**. Roy demonstrated the Safari theme, but there are others: Metropolis, Construction Zone, and Amtrak. Three of the sets will retail for \$109.95; the Amtrak set for \$129.95. These sets will be manufactured in the orient.

Lionel is also making its presence known on QVC — the cable TV shopping network. Many have seen some Lionel sets offered on this venue. They are sold at full retail price and intended for audience that might not otherwise be aware of or exposed to Lionel. Roy displayed some drawings of Lionel related items that will be offered.



Photo 10 is a train clock with a loco coming out of an engine house to announce the hour. **Photo 11** shows two examples of animated musical displays with a small train circling. These products are not aimed at the hobbyist, but rather at those who are not reached through existing markets.

The Ambassadors Conference came to a close on Sunday afternoon and was considered a success by all. The



weather was perfect, the atmosphere quite friendly. It was an event I was pleased to attend. Although there will be Ambassador Conferences in the future, I'll always regard this first one as something special.

Who is that Happy Lion?

In the last issue I asked if anyone knew the original name of the Lionel Lion now called Lenny. The original name of the lion was Happy, and Lionel introduced him in 1956. My next question was, where was his name identified as Happy? If you know the answer please write or call me. I'll publish the answer and the name of the member who is first to get it to me in the next issue.

New Price Guides From TM

Just in time for the holidays come some new items from TM Books and Videos. Two new editions of TM's *Lionel Illustrated Price & Rarity Guide* are out. Volume I covers the years from 1901-1969, while Volume II covers 1970-1999. In addition to complete listings arranged by item categories, a numerical index, rarity ratings, price values, and trend indicators, each volume contains a new issue of *Toy Train Revue*. In Volume I you'll find articles on Lionel's HO, General, the story of a 1950s lift bridge that never reached production, the GG-1 and EP-5, the FM Trainmaster, the NW-2 switchers and the scale turbine. In addition, there are several columns with lots of interesting views, lists and information. Volume II offers an additional variety of interesting articles and information in its edition of *Toy Train Review*. Each volume sells for \$12.95. They are available from your local train dealer or direct from TM by calling 1-800-892-2822.

That's All For Now

In the next issue, I'll have a special report on Lionel's new releases for 1999. Toy Fair is in February and Lionel will announce lots of new items — and of course a new catalog.

A special "Thank You!" to the new *TLR* Editor, Mike Mottler. Every time a new editor is appointed, it seems that our magazine takes another step forward. Thanks to Mike, John Coniglio, Pat Snyder, and all contributors to *The Lion Roars* for making it the fine magazine it is.

If you have a question or comment or anything that might be of interest to the Club, and don't have time to write an article yourself, just call me or another member of *The Lion Roars* Editorial Team. So let us hear from you, even if it's just a suggestion for a topic of discussion. Letters are also welcome, of course. If you send a letter, please be sure to include your name and address so that we may get back to you with any questions or follow up. My address is on page one of this magazine; so is Mike's.



A regular contributor to TLR, Bill is LCCA's direct link to the activities and new products of Lionel® LLC. He serves LCCA as an elected Director.

Photographs by Bill Schmeelk



Chief Dispatcher

Time for a Check-up

by Bob Amling

RM 9116

I started thinking about this subject many weeks ago. As I sit here on Labor Day weekend, it's hard to think about a Christmas layout. Then a sinking feeling set in — about all those repairs I promised myself I would make during the Spring and Summer. I run an outdoor layout at Christmas time. Last Christmas, my steamer started acting up, and I still haven't taken the time to look at it. Some of the wooden track supports were condemned when I took up the track. Replacement timbers must be cut, and Thanksgiving is just around the corner! Where are those elves when you really need them?

Enough about me. Do you set up a Christmas layout? Whether it is a circle of track around the tree or a semi-permanent display that takes over part of a room in your house, there are preparations to make. If you are running on the floor, what about the section of track that Uncle Charlie stepped on last year? If you use sectional track year after year, remember that it accumulates wear from repeated set-ups and take-downs. A preliminary check for bent pins, elongated track ends, crushed ties, flattened rails, etc., will save you time and probably a few headaches later. Do the lock-ons still grab the rail tightly? Maybe it's time to spring for new ones. I hope that you're keeping a list, because you don't want to forget anything when you take that trip to your authorized Lionel Service Station.

As you unpack your accessories, take time to clean, inspect, test, and lubricate them as may be necessary. Some time invested here will avoid embarrassing moments later when you are running your trains for company. In this column, I'll address some of the more popular accessories.

Transformers

First things first. Take a look at your transformer. If you are running around a tree, this paragraph is especially important. An overheated transformer plus a dry Christmas tree equals — disaster! Is the AC power cord in good condition? The molded plug should not have any cracks, and the blades should not have any movement. The wire should be flexible and not contain any areas of cracked or broken insulation. Are the terminals tight, and are they equipped with correct terminal nuts? If there is a pilot light, does it light when the transformer is plugged in? Do the handles move smoothly, or is there a roughness or a halting to the movement? If the handles do not move smoothly, it is a

sign that the contact roller or sliding contact is worn and may be digging into the winding.

Next, check the circuit breaker. It will open the circuit to the track if and when there is a short or an overload. A service manual or instruction sheet is needed here to determine specific values for your transformer. As an example, the breaker in a Lionel RW transformer was designed to carry 5.5 to 6 amperes continuously, and it should open in 8 to 12 seconds with a current of 14 amperes. Some transformers have an overload light; this should light when the circuit breaker operates.

IF YOU DO NOT HAVE THE KNOWLEDGE OR EXPERTISE, DO NOT ATTEMPT TO SERVICE A TRANSFORMER. TAKE IT TO AN AUTHORIZED LIONEL SERVICE STATION.

Crossing Gates

The Lionel 252 crossing gate is usually trouble free, however it may become sticky with a waxy coating on the plunger after continuous or prolonged operation. Use isopropyl alcohol on a Q-tip swab to clean the plunger and the plunger hole in the coil spool to relieve the sticking. If the spool itself is distorted, replace it. The crossing gate has two connections. One is connected directly to the transformer and the other to a control button, insulated rail, or a Lionel 145C contactor.

Semaphores

The Lionel 151 semaphore has several adjustments. If the arm does not drop to a 90-degree angle when operated, the coil could be positioned too low. Gently tap the bottom bracket to force the coil upward slightly. The other adjustment for this is a little more complicated. The pinion gear on the arm should engage the rack at the 2nd and 3rd tooth. To get at this, remove the shoulder screw which is located on the front and at the top of the mast; a little above the level of the green lamp. If the arm does not stand up straight when at rest, the return spring could be weak. This spring is located just under the post cap. Try stretching it a little, too much will override the solenoid action and cause the arm to vibrate! If the spring can't be adjusted, replace it with a new #151-27 return spring. This unit could also be sticking due to an overheated coil. To remove the coil for cleaning, gently pry the bottom bracket and slide it off the riveted projections. Take care not to disturb or mutilate the base or the projections. Clean the plunger and coil tube as described above. If the lamp is out, remove the small screw in the rear of the lamp housing and pull the housing down to remove. The lamp is #151-51. The arm is a frequent broken part, look for a #151-11. The lenses are the same as the 1121 switch machine, they are #1121C-55 (red) and #1121C-56 (green). The 151 uses the same transformer connections as the 252, but it has three connections. The center post is the common (or ground).



When facing the ladder, the left post should be the lamp connection, and the right the solenoid. The lamp is connected to the "hot" side of the transformer or bridged at the stationary side of the 145C contactor. The solenoid is connected to the moveable side of the 145C.

The 145C contactor is installed by positioning it under a crosstie and adjusting the thumbscrew so that contact is made only when an engine or car is in close proximity. If your track is screwed down to a plywood (or other) base, you will have to loosen a few screws to accomplish this.

Warning Lights

The Lionel 154 highway flasher is another nice piece. The accompanying 154C contactor is probably its primary source of trouble. The 154C has a spring-loaded clip for the outer rail, with a lock-on type center rail connection. The underside of the outer rail clip has an insulating material attached. This material must be in good condition, and the topside must be clean in order to make good electrical contact with the wheels of the train. There is a split in the clip, which must be maintained. It must be free of migratory metal filings or other conductive material.

There are three connections on the flasher and the contactor. The rear post on the flasher is common to both lamps and should be connected to the left terminal on the contactor (which connects to the center rail), or in my opinion should have a constant source of power. It could be wired directly to the transformer or connected in the loop of switch machine power. In this way, when your trains are running slowly, the flasher will be bright! The middle terminal on the contactor is connected to the middle terminal on the flasher. The right post connects to the front post. When replacement lamps are needed, be sure to note whether your unit has screw or bayonet base lamps. In 1950, Lionel switched to bayonet lamps.

Stock Car and Platform

The Lionel 3656 stock car and platform are a perennial source of fun — and frustration, sometimes. The platform and car must vibrate at just the right pitch in order to entice the cattle to "walk." The platform was redesigned in 1950, and the post-50 version is easier to maintain and adjust. The earlier platforms require more column space than I have to address all its aspects. If you have a question about the earlier platform, contact me by e-mail or s-mail as shown below. Most parts between these two platforms are not interchangeable. In order for the cattle to move freely, the platform and car runway must be free of dust, oil, or any other grime.

The cattle have tiny rubber fingers on their base. These fingers come to somewhat of a point; if yours are stubby they are worn and won't walk correctly. By

varying the voltage and adjusting the screw on the base, you can control the vibration of the platform. Remove the platform by lifting it up; the adjusting screw is in the middle of the base. Turn it by 1/4-turns at a time and avoid over-compensating.

While you have the platform off, take a look at the adhesive washers on the base. These should be on the upside down L-shaped brackets that are formed into the base. If these are worn or missing, replace them with part #3656-69. If you can't find this part, I have used a 3/8-inch thick piece of cork, rubber glued in place. Use a paper punch to cut a suitable piece. If the cattle seem to hang up near the gates, check for sharp or bent corners on the fence ends. The bridge assembly must meet the runway and make a smooth path. The finger on the rear of the bridge must contact the platform in order to transfer vibration to the bridge. Otherwise, your cattle will be reluctant to leave or enter the stock car.

If the doors on the car are sluggish, check for binding between the doors and the frame. If the doors have been replaced, the pivot holes should have been reamed; also the center cam should be checked for burrs and sharp corners. The solenoid assembly could also be dirty as described above. The electrical contacts are made using a Lionel lock-on, a 364C-1 controller, and either O gauge or O27 gauge power blades. The track must be inserted in the base with care, to ensure that it is level. The car shoes must contact the power and ground blades while the platform bridge contacts the car runway. The center rail is connected to the 364C controller, and the controller to the insulated binding post. The outside rail is connected to the ground post. It is important to connect the controller in the "hot" path, as there are two sources to ground, one through the wire and the other by the platform's contact with the track.

When the car is correctly positioned over the power blades and the switch is turned on, both the car and platform will operate together.

Well, the elves still haven't shown up here, so I must get busy making preparations myself. Drop me a line or give me a call about your holiday layout. Send some pictures! From my home to yours, may your holidays be joyful and happy. Here's hoping that Santa will drop a steam engine in your stocking instead of just a lump of coal!

*e-mail: Hirail02@aol.com
snail mail: Bob Amling
2023 Coyle Street
Brooklyn, NY 11229
718-934-5313*

Brooklynite Bob is a "frequent flyer" in cyberspace on train-related listserv sites. He's developing a pattern for three-rail modules as a basis for a really huge layout by participants.



Tracksides and Tablesides

Christmas, a Chattanooga Meet, a Raffle

LCCA Members and their Trains in Action



An LCCA D&RGW steamer lumbers over the #317 trestle bridge. If that is a Polar Bear at trackside, this venue might be considered the Very Far North Division of the Denver-based line.



Under the railroad bridge on the frozen river, an ice skater glides along without taking much notice of the goose-for-lunch plan of a hungry bear.

Like many holiday hobbyists, Joe Gill (RM 11062) installs a train layout at Christmastime. The layout is built on three plywood sections that fit nicely under the bed in the guestroom during the “off season.” When assembled, the layout occupies about a 4x12-foot area under the holiday tree in the dining room. His wife, Evie, is Vice President in Charge of Scenery and Aesthetics for their model railroad, and Joe is Shop Foreman in Charge of Keeping Everything Running.

Several of his trains are LCCA Lionel offerings. Joe regards himself as “mostly a collector,” but he enjoys the sound and motion of toy trains. Until he has a place for a permanent layout, this sectional and seasonal one will have to do.



Discerning shoppers inspect the Christmas trees and wreaths for sale at the street-rail crossing. Babe’s Diner (across the street) was built from an American Flyer passenger car.

Photographs by Joe Gill





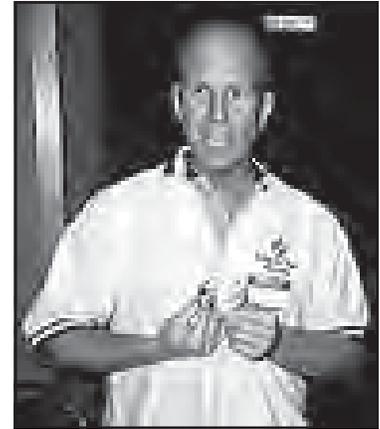
Butch Walker (RM 24132) thoughtfully contemplates whether to buy, sell, or move on to the next train-laden table at the Chattanooga meet.

Bill Stitt (RM 259) hosted and George Baltz (RM 14904) and Ron Herman (RM 1761) co-hosted a LCCA train meet in Chattanooga, Tennessee, on June 27th at the East Ridge Retirement Centre. Gwen Siler and Raymond Siler (RM 18796) assisted at the registration table. The meet featured four hours of lively trading with door prizes and raffle prizes plus sandwiches and soft drinks. Bill said 111 regular and family members and 35 guests and public attended and carefully perused 68 tables loaded with a variety of older and current trains.

Frank P. Kammer III (RM 24283) and members of the LaSalle Council Knights of Columbus in Cincinnati, Ohio, have built and set up a Lionel layout at the Big South Fork Scenic Railroad in nearby Stearns, Kentucky, and will raffle it off to a lucky winner in December.

This Lionel layout will be a “Christmas present” for some lucky raffle ticket holder. The Santa Fe Warbonnet set rounds a curve with the same determination as “The Little Engine That Could.”

Photographs by Frank Kammer III



Photographs by Bill Stitt

Mike Brown (RM 1757) displays the Burlington Northern belt buckle door prize he won at the meet. The buckle was donated by Bill DeWitt (RM 19079).

The council has sponsored an 8x8-foot layout in the city for the last five years, but this new layout is lightweight and transportable. The trackwork is Lionel O gauge and the traffic is comprised of the new Lionel NYC freight set #11735, Lionel Warbonnet set #11929, and the Lionel Christmas trolley set #11809. The Plasticville houses and scenery evoke a 1950s ambiance. Frank hopes that visitors to the layout at the railroad will support both the railroad and the council by “taking a chance” with a raffle ticket — or two or more.



It looks like Main Street is not only the main drag of Plasticville; it is also the lap-joint of the two 4x8-foot panels that are the foundation of the layout. Frank works in the background.

Standard Gauge

Three Grandpa Nelsons and our Trains

by Grandpa Nelson G. Williams RM 14062

How did three Grandpa Nelsons and their trains get into our family? The first Grandpa Nelson lived more than a century ago. He was my grandmother's adoptive father, Dr. Hezekiah Wallace Nelson, who practiced homeopathic medicine in Steubenville, Ohio. Dr. Nelson and his wife later took in my grandmother and her son who was born in 1898 after his natural father died. That little boy became my own father, Nelson Wallace Williams, whose given names honor his Grandpa Nelson.

When Lionel trains were just getting started, perhaps for Christmas, 1904, Dr. Nelson gave my father the first train in our family. It must have been an Ives. The locomotive had a bellows attached to the drive wheels that smoked the stub of Grandpa Nelson's cigar when he put it in the smokestack. I never saw that engine, but it may be like the one pictured in Louis Hertz, *Messers. Ives of Bridgeport*, p. 32. At another Christmas, many

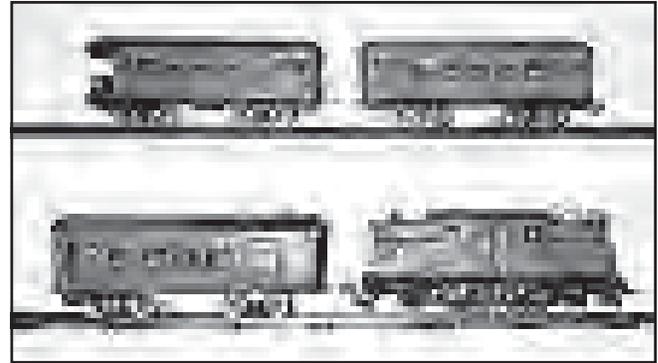
years later (1931), my brothers and I got a brand new Lionel standard gauge freight



set. Our father had just sold a "Rube Goldberg" to some doctor, and spent almost \$40 to buy the 1835E locomotive and four freight cars at J.L. Hudson's store in downtown Detroit. Dad managed to put together a circle of track under the tree, and wired the transformer and rheostat so the train would run. He never touched

it again, but enjoyed hearing the whistle in the tender as we boys played with it years later.

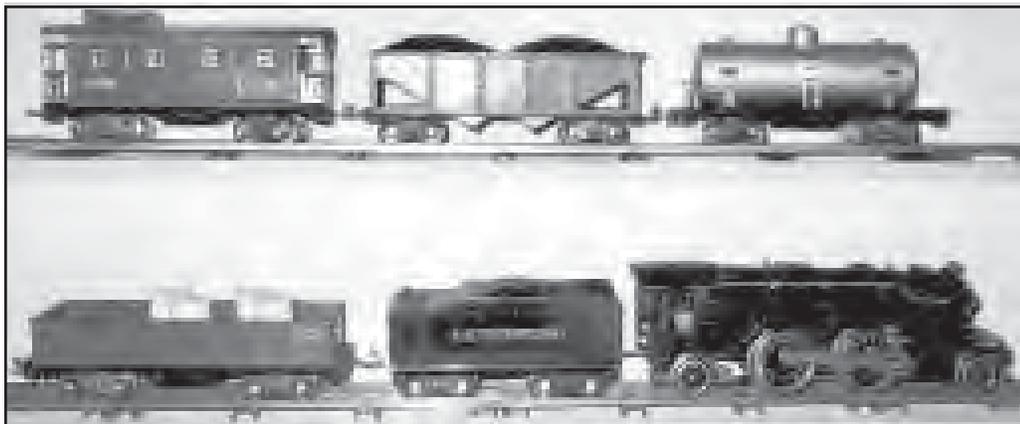
When we had grown up, my brothers agreed that I should have that Lionel train, and I still do. I shall leave it to my oldest daughter who played with it as a child. She later helped me assemble my "Standard Lines" passenger set from kits sold by Fred Mill. Of course, my father became the second Grandpa Nelson in our family when my siblings and I had children of our own. My brother Paul helped me find my first Ives — a three-car, wide gauge passenger set — for



My brother Paul helped me find this wide gauge Ives passenger set (c. 1924) in an antique store at Burgeon, Ohio. Paul collects American Flyer S gauge, as does our brother-in-law Welter Counterman.

\$65 at a second-hand store. The 4321 locomotive ran as soon as I put in on the track even after decades of neglect. Because Ives never primed the bare metal underneath, a lot of the red paint has flaked off. My brother George talked a fellow printer into selling me a two-car American Flyer™ wide gauge passenger set for \$15; the steam locomotive was almost a basket case. Who would have thought these old trains would be worth more than \$1000 today?

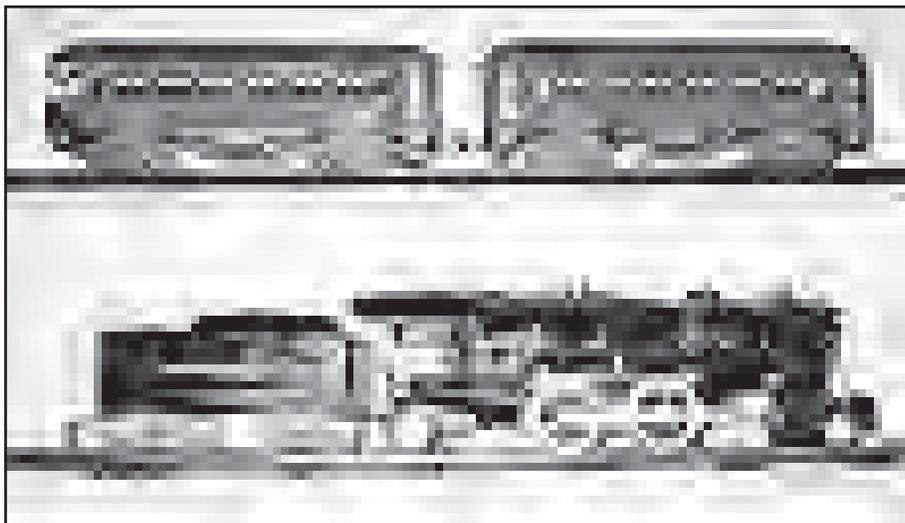
I suppose I officially became a collector when I joined the Southern Division of the Train Collectors



My father gave this standard gauge Lionel freight train to my brothers and me as a Christmas gift in 1931 when I was eleven. I will pass it on to my daughter, Dr. Elizabeth G. Williams, who played with it as a child.



My brother George located this wide gauge American Flyer passenger set (c. 1930), which I bought from a fellow printer in Toledo.



Association in 1974. I now have every Lionel standard gauge freight train and steam locomotive, plus complete Ives, American Flyer, and Dorfan wide gauge freights. Of Boucher, I have only a restored steam locomotive and tender, plus a reproduction tank car. That is a broad representation of the pre-war Classic Era. The unique aspect of my personal collection is that I have almost as many post-war (Modern Era) wide gauge freight trains as Classics. Mine include a full string of the McCoy/TCA convention cars, nearly all the tinsplate cars made by W. L. "Red" Forney, most of the cast aluminum cars built by Glenn Gerhard, and the long and short Roberts Lines freights built by Bob Thon. With other odds and ends, the total is some 400 pieces of wide gauge rolling stock. You may see some of these trains in later columns.

Now that my daughters have children of their own, I have become the third and probably last Grandpa Nelson in our family. I will give each of them a train in memory of all their Grandpa Nelsons and the

executor of my estate will sell the rest. But I will still have one train of my own. It is the Glenn Gerhard 0-6-0 USRA switch engine with a bay window caboose. It is engraved on our headstone in the local cemetery. We changed the name on the tender from the Pennsylvania Railroad to the Wabash since Alice and I are both from Indiana. Passersby should be able to see it there long after we are gone.



A retired professor and attorney, Nelson enjoys his collection of standard gauge and offers helpful information on Classic Era trains to LCCA Members.



This almost full-size engraving of a wide gauge train built by my late friend, Glenn Gerhard, is engraved on our headstone in the Oak Ridge Cemetery in Inverness, Florida. Although the Wabash Railroad had neither a USRA switch engine nor a bay window caboose on its roster, we changed the road name on the tender from Pennsylvania to Wabash because Alice and I are both from Indiana.

Photographs by Grandpa Nelson G. Williams



LCCA Board Meeting Minutes

July 23, 1998

Philadelphia, PA

by Dienzel Dennis

RM 6713

The Board of Directors meeting of the Lionel Collectors Club of America was called to order by President Overtoom at 8:09 a.m. in the Executive Board Room of the Adams Mark Hotel in Philadelphia. Dienzel Dennis, LCCA Secretary called the roll with the following in attendance:

President Overtoom, Vice President Button, Secretary Dennis, Assistant Secretary Schwartz, Treasurer Fogg, Immediate Past President Otten, and Directors Carlson, DuBay, and Seddon. Director Schmeelk was absent and Director Caponi arrived late, after caring for some Convention matters. Also in attendance were regular members Bill Stitt, Glenn Kroh, Dennis Clad, Barry Findley and Ed Richter.

A motion and second to dispense with the reading of the last Board meeting minutes was passed. IPP Otten reported that he had no outstanding complaints. Report accepted.

Vice President Button reported that we have had fourteen (14) local meets with 2,754 in attendance and a profit of \$332.63. There are eight (8) more meets scheduled. Report accepted.

Dienzel Dennis gave the Secretary's report. We currently have (as of 7/21/98) 11,683 active members consisting of 11,177 regular, 465 family, 31 charter, 7 courtesy, 2 honorary charter and one (1) honorary member. We have 12,796 dropped or deceased members after 28 years. The last membership number assigned was 24,479.

Mr. Dennis further reported that we had 38 boxes or 1,368 *Rosters* remaining. A motion was made to accept the Secretary's report; motion passed.

Treasurer Fogg reported that all bills were paid up to date and that Leonard Racine, the Club's CPA, had looked over our books and everything was in order. The Club remains financially sound. Report accepted.

Assistant Secretary Al Schwartz reported he had mailed out 525 letters to members who had not renewed their dues this quarter. Report accepted.

Mr. Overtoom did not give an official President's report, but stated that he would report on different items throughout the meeting.

Our Convention Host Lou Caponi arrived and reported that the convention was going smoothly so far. The train ride yesterday from Philadelphia to Altoona and through Horseshoe Curve was very successful.

Dr. Glenn Kroh gave an update on the 1999 Convention to be held in Fort Worth, Texas, on August 10-15. He reported on the Radisson Hotel, the Convention Center, tours, banquet, get acquainted party, train ride, transportation, etc. He showed a short video of the area. The possible choice for Convention cars was discussed. Mr. Doug Harmon of the Fort Worth Convention Bureau will be in this afternoon to meet with the Board.

Break: 9:15 - 9:35 a.m.

Mr. Otten gave an update on the progress of our year 2000 engine. After much discussion and debate, Doug DuBay made a motion to have an SD40 engine for the Club's Third Decade set. Mr. Seddon gave the second; motion passed.

Mr. Carlson made a motion, with a second by Mr. Otten that to keep the price down, to have the SD40 engine command ready, with the possibility of having a Command Control module available at a later date from our Club. Motion passed.

After more suggestions, Mr. Otten was given permission to pursue a paint scheme and road name for

the SD40 engine.

Mr. Carlson and Mr. Button reported on the progress for the year 2000 Convention. The Convention Car could possibly be the maxi-stack with special graphics on the containers. The hotel, tours, etc. are taking shape and we have great expectations for this Convention.

The next item on the agenda was *The Lion Roars*. This point was tabled until after lunch when the new editor would be in attendance.

Mr. Schwartz informed us that there were very few cars left in the stock, but we still had some motorized units and tractor/trailer trucks available.

Mr. Button reported that the latest issue of the *Interchange Track* was in the mail and everything seemed to be going well. Mr. Otten is working with Glenn Patsch to update our computer program.

Mr. Fogg will have a budget report in the mail to all on the Board in the very near future. We continue to be financially sound.

"...motion to have an SD40 engine for the Club's Third Decade set. Mr. Seddon gave the second..."



Mr. Findley thanked the Board on behalf of the Constitution Committee for their work on promoting the recently approved changes. The Committee will continue to function.

Mr. Stitt reported on the work of the Production Development Committee. Much discussion followed on stocking stuffers, etc. We looked at the airport hanger as assembled by Mr. Caponi, and this was rejected by the Board.

The Board went into executive session at 11:07 until 11:26 a.m.

Susan Ellingson, our *Roster* Editor and Registration Chairman, reported on the development of our registration program. The Club bought two lap top computers and two color printers to use for registration. Programs are being developed as needed, and we will continue to upgrade and improve it as we proceed. The process is becoming more streamlined and making the Convention registration process a lot easier.

Lunch Break: 11:47- 1:19 p.m.

Mike Mottler, our new *The Lion Roars* editor was introduced to the Officers and Directors. He gave an overview of his philosophy for editing the magazine and what we could expect from him and the publication. He asked for suggestions and guidelines from the Board. He was given some very positive directions. We are all expecting the continuation of the nation's best toy train magazine.

Mr. Otten made a motion, seconded by Mr. Seddon, to go into executive session at 1:31 p.m. Executive session was completed at 1:52 p.m.

A motion was made by Mr. Otten, with a second by Mr. Seddon to accept the election results as tabulated by

our Business Office. Secretary Dennis reported them as follows:

Vice President: Donald Carlson, 1139; Doug DuBay, 1094; William Stitt, 797.

Secretary: Louis Caponi, 1541; Barry Findley, 1471.

Director, 1-year: John Fisher, 1885; George Baltz, 1128.

Director, 2 years: William Button, 1916; Dienzel Dennis, 1578; John Ourso, 1476.

Constitution change: Yes, 1682; No, 296.

New Business

Mr. Otten reported on his finding concerning the printing of a new *Roster*. After discussing size of print, format, paper type, size and cost, we decided to go with a larger size booklet with fewer pages, high gloss newsprint, and a quality cover.

After discussing a reciprocal proposal with other train clubs concerning actions against members who belong to numerous clubs, we agreed to pursue this with our Club Attorney and then bring it back to the Board.

Mr. Otten led a discussion concerning another advertising campaign. An agreement could not be reached, so the subject was tabled for the time being.

Mr. Fogg asked about the status of our Business Office for the changes in the year 2000. Susan Ellingson will be directed to pursue this concern with them.

Adjourned: 3:16 p.m.

Respectfully submitted,

Dienzel Dennis, LCCA Secretary



LCCA MEETS

December 5, 1998 Naperville, Illinois, at Naperville Central H. S. Len Hopkins (708) 420-9066 and Larry Brongel (708) 354-8486 are co-hosting the 1998 Christmas Train Meet. Tables are \$10 each. LCCA members and family admitted free. Adult guests are \$5, with children under 10 admitted free if accompanied by an adult. Registration and setup 7:30-9 a.m. LCCA trading 9-10:30 a.m. Guest trading from 10:30 a.m. to 1 p.m. There will be an operating layout and refreshments available. The high school is located at 440 W. Aurora Ave. Early table reservations strongly suggested.

March 5-6, 1999 Lexington, Kentucky, at Continental Inn. Harry Overtoom (606) 268-1942 is the Host of this event that is also open to guests.

August 10-15, 1999 29th Annual LCCA Convention in Fort Worth, Texas. Start making your plans now to attend next year's LCCA Convention deep in the heart of Texas. Host Dr. Glenn Kroh (817) 926-6757 and his committee are putting together a great event in the Lone Star State. Look for additional information in future LCCA publications and in the upcoming convention article in the February, 1999 edition of *The Lion Roars*.



Mainline to Chesterfield

by Gary Moreau

We should never forget that Christmas is a religious holiday. But it's a special time of year for us here at Lionel. We're always busy at this time of year and 1998 is no exception. But there is something different.

We're already working hard on Christmas 1999. Because we're developing a long list of new products with one very special purpose – to introduce young children to the world of Lionel model trains. Joshua Lionel Cowen dreamed of putting a Lionel train under every Christmas tree in America. It's a dream that we have embraced and pursue with renewed enthusiasm and vigor.

It's a side of our business that the readers of *The Lion Roars* might not hear much about. But I think it's as important to you as it is to the kids themselves. After all, didn't most adult hobbyists get the bug when they were young and wide-eyed?

To get them started, we've developed the Little Lionel line of colorful push trains. The track and the trains are molded and each car and engine is equipped with magnetic couplers. They're even compatible with the popular wooden track systems on the market, so moms and dads can build on the money they've already spent. And, of course, there will be lots of accessories. And it will all be available at a price every young parent can afford. Starter sets will retail for less than thirty dollars.

Once they move beyond pre-school, kids will be able to graduate to the new Big, Rugged Trains line of Lionel die-cast locomotives and cars. The toy line will be die-cast replicas in 1/160 scale (about N scale) and will be sold through national chains for a suggested retail price of five dollars. They're built to be played with, but each will be issued as part of a series – an introduction to the joys of collecting.

For a slightly older collector, and I use that term broadly, we will have high-quality die-cast replicas in 1/120 scale (about one-half of HO). These will have operating trucks and will come with beautiful decorative tins for display and storage. They'll also be organized into series and produced in limited editions. These will be sold through hobby and gift stores and retail at approximately thirty dollars.

The crown jewel of our new children's assortment, however, will be a whole new line of electric train starter sets. They'll contain everything a young railroader needs to get started - and then some. We've designed the box to serve as a base for the track when it's opened up. We've included lots of fun accessories. And in recognition of the computer wizardry of most young kids today, we've also included a CD ROM with lots of sights, sounds, information about real trains and real places, and graphics that can be printed out and used as scenery or to construct homemade accessories. They're available for broad distribution and should start at about \$100 in retail stores.

And from there we recruit them into the Lionel Collectors Club of America, of course, and a lifetime of fun and memories. It's what Mr. Cowen had in mind all along. And thanks to him, we have the products and the reputation to do it. When people are serious about something, they want the real thing. And that's Lionel.

So when you see a smiling young face this holiday season, rest assured that they will have the same opportunity you had to enjoy the fun, the learning, and the fellowship of Lionel trains. From all of us here in Chesterfield, we wish you and your family a safe and happy holiday season.



Although he admits that he had an American Flyer train as a kid (which he still has), Gary says he is thrilled and honored to serve as the current president of Lionel LLC.

**Put this date on your calendar:
1999 LCCA Annual Convention
August 10-15, 1999
Fort Worth, Texas**

**Convention Chairman
Dr. Glenn Kroh
2618 Cockrell Avenue
Fort Worth, TX 76109
(817) 926-6757**





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