

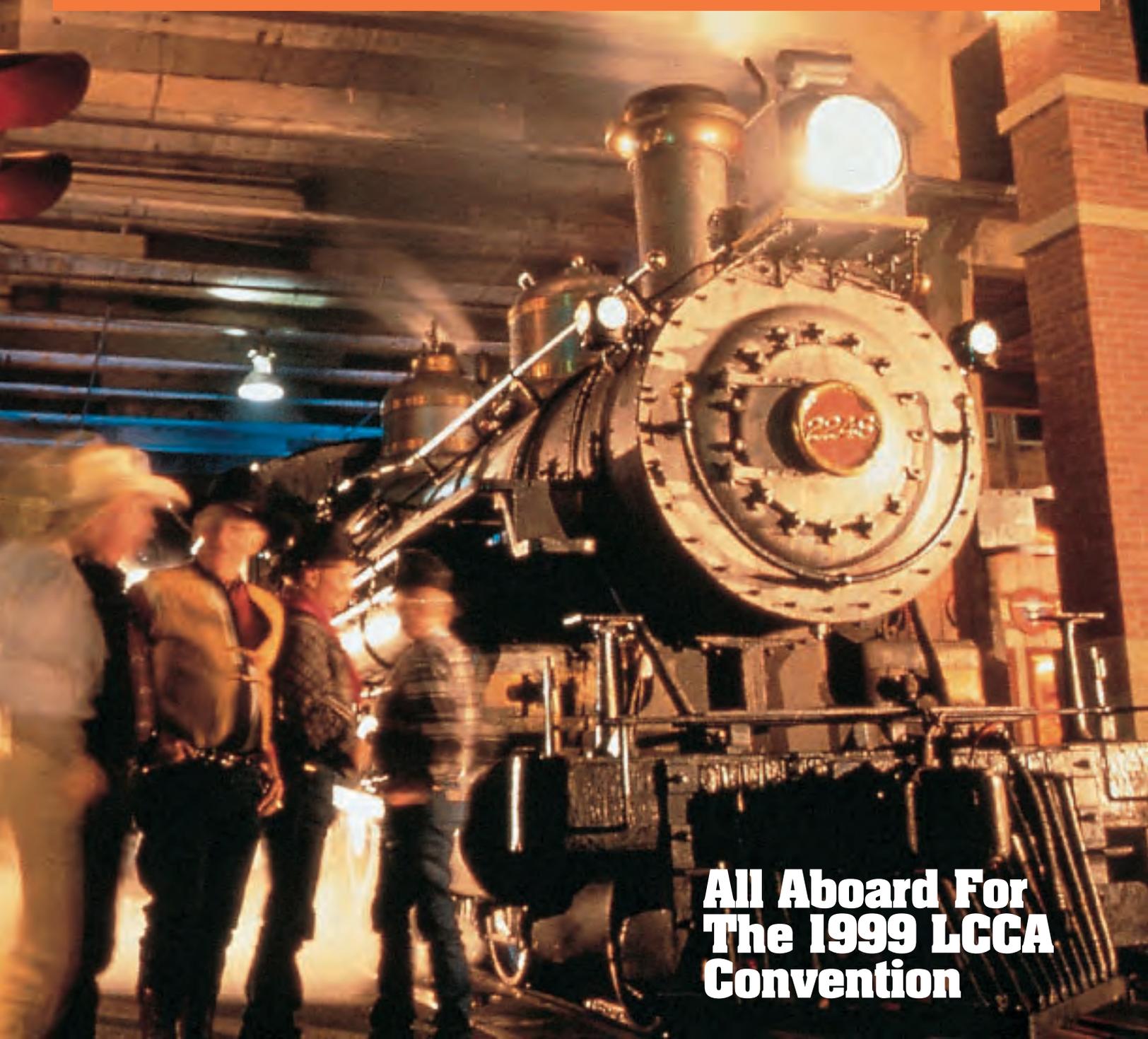
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The Lion Roars



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**All Aboard For
The 1999 LCCA
Convention**

Lionel® Collectors Club of America

1999 CONVENTION CAR ORDER FORM

For our 29th Annual Convention in Ft. Worth, Texas, the LCCA Convention Car is a Lionel® Standard O single door box car. This unique car has the prototypical brownish tuscan of the Fort Worth & Denver Railroad (FW&D). It will have a special number assigned by Lionel. The slogan is different on each side, and the Club's notation will be discretely placed on the car.



PRICE IS \$54.95 EACH (plus \$5.00 S&H per order) WITH A LIMIT OF TWO CARS PER MEMBER.
ORDERS MUST BE POSTMARKED BY APRIL 16, 1999 AND RECEIVED BY APRIL 23, 1999.

	<u>LCCA NO.</u>	<u>MEMBER NAME</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>AMOUNT</u>
CHARTER	_____	_____	_____	\$54.95/EACH	_____
REGULAR	_____	_____	_____	\$54.95/EACH	_____
FAMILY	_____	_____	_____	\$54.95/EACH	_____
FAMILY	_____	_____	_____	\$54.95/EACH	_____

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

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

SHIPPING & HANDLING	\$5.00
Michigan Residents add 6% Sales Tax (\$3.30 per Car)	_____
TOTAL ENCLOSED	_____

NOTE: ALL 1999 CONVENTION CARS WILL BE DIRECTLY SHIPPED TO YOU.
LIKE LAST YEAR, CARS WILL NOT BE DELIVERED AT THE CONVENTION.
YOU MUST PROVIDE A STREET ADDRESS FOR UPS DELIVERY.
ALL CARS WILL BE SHIPPED IN JULY ABOUT TWO WEEKS BEFORE THE CONVENTION.

Date	Street Address (for UPS Delivery)	City	State	Zip Code
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Payment by MASTERCARD, VISA or DISCOVER. For credit card payment, please fill in card information below and sign this form. Your bill will reflect a charge from the LCCA.

CARD TYPE _____ CARD # _____ EXP. DATE _____

SIGNATURE _____

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

MAIL YOUR ORDER TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301-0479

This form may be photocopied

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

LCCA Resources

Web site: www.lionelcollectors.org
 Glenn Patsch, Webmaster

1999 Convention • August 10 - 15 • Ft. Worth, Texas
 Dr. Glenn Kroh, Host • 2618 Cockrell Avenue
 Ft. Worth, Texas 76109 • (817) 926-6757

THE COVER: Tarantula Steam Train at Stockyard Station in Fort Worth, Texas

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.

LCCA BUSINESS OFFICE
PO Box 479
LaSalle, IL 61301-0479

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The President's Report

by Harry H. Overtoom

RM 1185

Special Thanks

A special thanks to Angela Trotta Thomas (RM 13961) for again creating a wonderful painting that graced the December wraparound cover of *The Lion Roars*. Everyone loves her work and the great ideas she has for expressing our love for trains and Lionel in particular. If you want any further information on her creations, contact her at 1107 East Longwood Drive, Clarks Summit, PA 18411. Her phone number is: (717) 586-0774.

The 1999 Fort Worth Convention

The supplement for the 1999 LCCA Annual Convention in Fort Worth is included in this issue of *The Lion Roars*. Your Convention team in Fort Worth has selected tours they know will give you the most enjoyment along with the flavor of the Old West. Sign up now for the ones of interest to you. Remember, if you sign up early you will more than likely get your selection of the tours you want and avoid missing a tour that books up quickly. I know the Tarantula Steam Train ride and the tour to Dealy Plaza will fill up rapidly. By the way, our Convention hotel is the one President Kennedy stayed in on his last night before the assassination in Dallas.

This will be a great Convention. Glenn and Karen Kroh, along with co-hosts Mike and Renee Walters, Bill and Joselen Woester, and Murray Hill, Jr. are looking forward to seeing you and showing you a great time with true western hospitality. Don't miss Fort Worth!

Oh yes, the Trading Hall at the Convention will be open to the public on Sunday the 15th – a new initiative for LCCA. You can thank your Board for this action.

1999 Convention Car

The Fort Worth and Denver 1998 Convention box car will be a super addition to our list of annual cars. Many of

you delayed ordering the 1998 Convention car and were later disappointed by not being able to purchase one after the deadline passed. Please place your order for the 1999 Convention car early; see page IFC. Remember, this is your Club's major fund-raising event. Your dues pay only for the publications you receive, so you help support LCCA when you purchase this FW&D car. The graphics are different on each side, and it is prototypically correct.

1998 Amtrak and Ben Franklin Cars

Some of you were disappointed in not being able to obtain the Amtrak Express Baggage car representing our 1998 LCCA Annual Convention in Philadelphia. The car situation has settled down, and we have determined we have about 40 cars that can be sold to members whose orders were returned after the cut-off date or forgot to order a car.

The price remains the same: \$55 for a car plus \$5 for shipping and handling.

We also have a very few special Ben Franklin Convention cars left. These cars were available for sale to members who attended the Philadelphia Convention. It depicts Ben flying a kite and using the electricity from a lightning strike to run a train around the track next to him. It is a nice car, and I know you'll like it. The price is also \$55. If you order it along

with the Convention car, the \$5 for shipping and handling will cover both items. To order, write to:

1998 Convention Cars
c/o Alan Schwartz
144 Palermo Street
Central Islip, NY 11722

Include your member number and UPS shipping address – US funds only – or for information call me at: (606) 268-1942.

"This will be a great Convention. Glenn and Karen Koch, along with co-hosts Mike and Rene Walters, Bill and Joselen Woester, and Murray Hill, Jr. are looking forward to seeing you and showing you a great time!"

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.



Off the Track

by Ed Richter

RM 13075

Linex Lines

I am a photographer by trade, so I was excited to discover that Lionel actually made a camera! Even more interesting to me, the camera was a 3D stereoscopic type. One can create a three-dimensional photograph by exposing two images of the same subject from different angles. The camera has two lenses separated on a horizontal plane, much like your eyes. Images captured from both lenses are exposed next to each other on the same piece of film. They are mounted in a cardboard carrier and viewed by the Lionel Viewer as shown at right.

You may be more familiar with this type of

photography through the Viewmaster

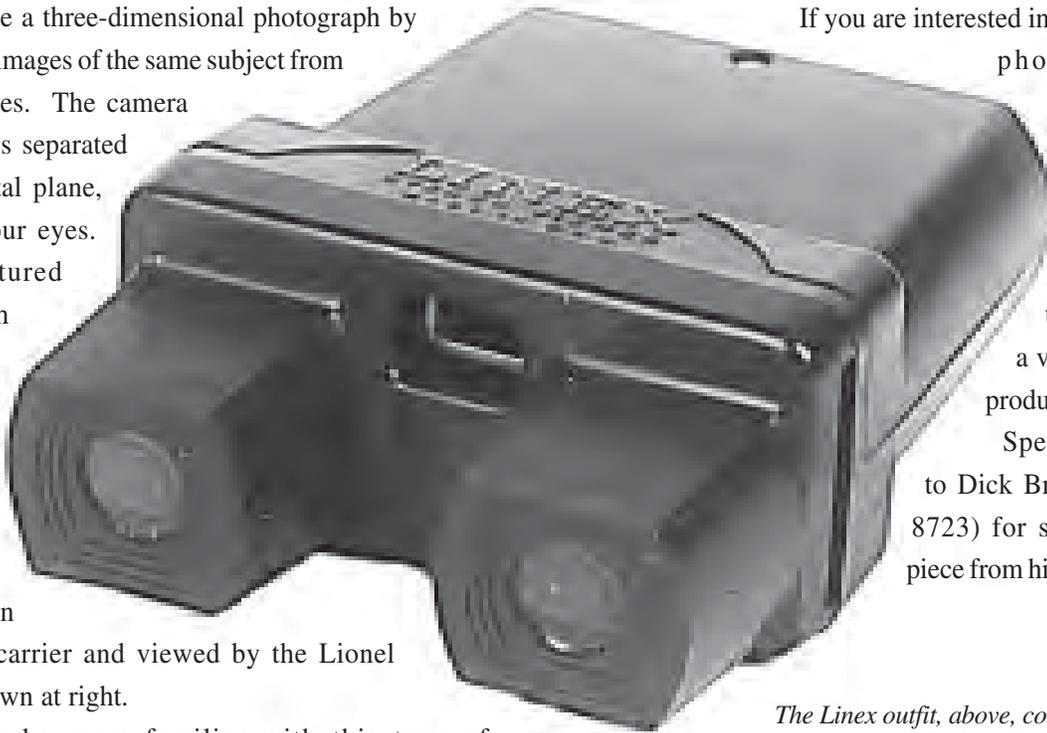
Company™. They have been producing 3D images and viewers for over 60 years. Lionel marketed the Linex model during the mid-1950s. It sold for around \$50 and came with the viewer, flash, and carry case. It apparently was not very popular with consumers, and production ceased after only a couple of years.

Stereo 3D photography is still popular today. A device called a beam splitter – nothing more than a mirror in a plastic box – can be threaded on a standard 35mm SLR camera lens. With this installed, the photographer can make two offset images of every photo taken. The film is mounted in a carrier and viewed with a pocket viewer much like the Lionel. This equipment is inexpensive; but, like everything else, there are more sophisticated and expensive systems.

If you are interested in this type of

photography, check out the Internet for more information and available products.

Special thanks to Dick Bruning (RM 8723) for sharing this piece from his collection.



The Linex outfit, above, consisted of the camera, case, flash and instructions.



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.



Photographs by Ed Richter

The Adventures of Railroad Mike

by Mario Evangelista

RM 19687

Sometimes It Takes a Team

The snow crunched under their feet as the boys made their way home from school on a cold January afternoon. It was a Monday — one of the days they went over to the community center to work on their train projects for the RRACK, Rail Road Club of America for Kids.

“Boy, it’s cold,” Arthur said with a shiver. “I wish I had the scarf my Aunt Helen bought me.”

“Here try this,” Mike said handing him a notebook, “and put it in your coat.” Arthur looked at Mike and told him he was suffering from brain freeze. “Let’s just hurry up and get over to the center before we turn into Popcicles,” he replied.

They were approaching the corner of 12th & Bigler Streets when Mike grabbed Arthur’s arm and pulled him to a stop. “Oh no, it’s them,” he whispered. “What are we going to do?” There, coming out of Nick’s grocery store was the biggest problem of their young lives.

“I don’t know,” said Arthur, “maybe we can go back to Oregon Avenue and get to the Community Center from Broad Street.”

“If they see us, it’ll be all over school tomorrow how we chickened-out.” Prying Mike’s hand from his arm and looking around for a nonexistent escape route, Arthur said, “Let’s just keep walking and pray they don’t see us.” Slowly the boys proceeded one step at a time. Every footfall on the cold dry snow crackled like glacier ice breaking up.

“Look,” said Arthur as he nudged his friend in the side, “They’re going back into the store. Let’s run for it.” The boys put their heads down to avoid making eye contact and hurried past the glass door of the store. When it suddenly flew open before them, they both jumped back, startled.

“HeIIllloooo Michaeel, or should I say — “RAILROAD MIKE?”

“Hello Rita,” Mike said with disgust. “I thought you were going to meet me at the schoolyard.”

“I was there,” she snapped back, “until Sally told me she saw two snakes sleazing their way out the back door. What’s wrong? Afraid to put your trains where your mouth is?”

“No way,” Mike said with innocent surprise. “Arthur and I had to meet his Aunt Helen and help fix her car.”

“Ha,” Rita laughed, “can’t you lie any better than that?”

Mike glanced at his friend, shrugged his shoulders, and barely managed a clueless smile. Rita did not wait for his reply. She said, “It’s too late for us to do anything today, so I’ll meet you at the center tomorrow after school.”

“I - I have to take my sick cat to the vet hospital,” Mike offered. It was a halfhearted excuse.

“Oh God, you’re hopeless,” Rita said as she rolled her eyes up and made a mocking facial gesture. “You don’t have a cat! Sally and I will be at the Community Center tomorrow at four, so be there!” With that direct order, the two girls turned and walked away. Looking back over her shoulder at Mike, Rita laughed at what a lousy liar he was.

“Boy, that was close,” said Arthur as they continued walking over to the Community Center. “You sure got yourself into a tight spot this time.”

“Me?” Mike protested. “If you hadn’t told them about the electronic wonder control we built for our new Bascule Bridge, they would never have asked to see the schematic!”

“Yea, but you’re the one who said they wouldn’t understand it.”

Mike fell silent for a few minutes then added, “I think the part about being girls is what really got to them.”

Arthur looked at Mike and said, “I didn’t think that was a very good answer either.”

“I have to admit, Art, it was quick thinking when you told them we did it all from memory, because I don’t even know what a schematic is let alone how to draw one.”

“All I know,” replied Arthur, “is that they are pictures of electrical parts with lines showing the path of the wires.”

When the pair reached the center they immediately went to the basement train room and contemplated the technical problem at hand. The Bascule Bridge was a wooden model Arthur’s dad built for his layout. He gave it to their model railroad club because the detail was not quite right. Arthur’s dad could never hope to duplicate the look or the operation of the Lionel model, so he bought one at Loco Louie’s. The boys got the idea of making a drive control of their own for it, but thinking is not doing. Other than getting a DC motor to turn off and on with a switch, their fourth grade education left many unanswered questions, like: how to make the motor change direction so they can get it back down from the up position. Another problem was stopping the trains before they crashed into

a the upright bridge or tumbled into the gaping hole in the layout if approached from the other direction.

They tried to call their friend Bobby — who helped them build the layout — but he was too busy with his college studies and working with his band on weekends. They didn't want to ask their fathers because they bragged they could make the bridge work without adult help.

So the two junior geniuses were left to their own resources. Staring at the picture of the control board of the Lionel model featured in an edition of *The Lion Roars*, they developed a new appreciation for the toy train engineers who designed the bridge. After about a half-hour, the boys realized that this project was not going to happen by tomorrow; perhaps not at all.

Suddenly Arthur's face lit up as if he had the idea of the century. With his right index finger in the air, he said, "Do you think they would believe the control board got caught in the garbage disposal?"

Mike stared at his friend in disbelief. Speaking very slowly he asked Arthur, "Why do you think the whole class was laughing when you used that excuse for your lost homework? We'll have to do better than that if we don't want the whole school dissing us!"

Arthur drifted over to the bridge and absent-mindedly, with one finger on the counterweight, raised and lowered it. He was amazed how it always stayed in place when he removed his finger from it. Mike watched him with disinterest; lost in the depth of the problem at hand. Then Arthur said half jokingly, "We could hook a tow rope to one of the engines and use that to pull it up and down."

Mike's face lit up. "That's it!"

"That's what?" replied Arthur.

"We'll connect strings to the bridge. You hide under the platform and control it from there."

"How will I know when it's supposed to raise and when it's supposed to lower?"

"We'll need some sort of signal. I'll tap my foot or something."

"I've got it," Arthur chimed in. "Why not connect a switch to two of those light fixtures we bought last week for the houses? A light on in that one means UP and the other means DOWN. Suddenly Arthur's facial expression changed. A disturbing realization popped up. He looked at Mike and said, "Wait a minute, why do I have to get under the table? It's hot under there!"

"No it's not," replied Mike, "but it's dark and that

what's bothering you."

"Is not," Arthur snapped back in self-defense. "I'll hit my head on something."

"Don't worry," Mike assured him, "you'll be able to see just fine with the lights going on and off. Besides, you have to do it. I can't, because you're better at controlling things, and the girls expect to see me." Arthur replied with a sarcastic, "Oh yea, right!"

The next day the boys tried to enlist the help of their friend Charley, but he had to stay after school in detention. The math teacher caught him reading *O Gauge Railroading* in class. With no help to be found, Mike convinced Arthur that his was the only workable solution to their dilemma. So as soon as the teacher let the class go, they ran to the Community Center and arrived before the girls did. They reviewed the signals, and Arthur practiced raising and lowering the bridge. Then they double-checked the previous night's work. Eye screws were used to build a dependable pulley system that allowed them to work the bridge with slow, smooth swings. This was inspected for proper alignment and tension so that the pull strings would work properly. Arthur found a piece of foam to sit on because the floor was too hard on his bottom. "If I have to do this, I'm going to be comfortable," he complained.

They installed another pair of lights to be used as indicators when the train was approaching the bridge. This was done with alligator clips attached to the isolated outside rails that grounded out the lamps as the train passed over them. This warned Arthur to shut the power from the real transformer they installed on the floor where he sat. Finally, they set the direction lockout to "forward" in order to simplify operation. They were so busy patting each other on the back for their combined brilliance that they barely heard the approaching voices out in the main room.

"Hello Mr. Litrenta," they overheard Rita saying politely to the Assistant Director of the Community Center. "Is Michael here?"

"Yes, he's in the train room," Vince replied.

"Is Arthur with him?" Sally added.

"I haven't seen him today," he said with a little surprise in his voice because the boys always came to the center together.

They shared an ear-to-ear grin because Arthur sneaked into the center from the basement service door without being seen. They knew Mr. Litrenta would not spread a cover story for them. "The train room is down that hall," added Vince as he walked away.

“Quick,” Mike whispered, “get under the platform.” Arthur pulled the skirting aside and bumped his head going under the three-foot-high table. “Ouch!”

“Quiet,” whispered Mike.

Rita and Sally came through the door and smiled with wide eyes when they saw the newly expanded 8x24-foot platform. “Wow,” Rita said with a surprisingly friendly smile. “This is nicer than I thought.”

Mike’s chest expanded slightly, and he just said thank you but to himself he pondered the possibility that maybe Rita had some good points after all. But Mike could not show humility for long. “I made the roads myself,” he boasted, and Arthur helped me with the building kits. He added the second part after he was punched on his foot that was sticking under the curtain that hid Arthur from view.

“Is Arthur coming over?” Sally asked. “No,” Mike responded with a little too much expression. “He had to - um, had to study for a test tomorrow.”

The girls looked at each other with a questioning glance because Arthur was not known as someone who would do homework during playtime. Sally shrugged her shoulders and said, “He needs to spend more time on his schoolwork!”

“So, this is the famous bridge, huh?” Rita said as she walked over and stood next to the platform. She too was attracted to touching the counterweight that made the deck go up and down, first with her hand, then with two fingers, and finally with only her pinky. “Look how easily it moves,” added Sally.

“Can you show me how it works?” asked Rita.

“Sure,” Mike replied and reached over to the main switch. He applied power to the track through the transformer and Arthur responded on cue. The sound of his new Lionel GP9 going through its start-up sequence brought a smile to Mike’s face. The engine advanced around the track, and the girls watched it in wonder.

Rita never removed her eyes from the freight train. “I can’t believe it. It really sounds like a train.”

“Do you like trains?” Mike asked in surprise.

“I like to travel,” she answered. “Sometimes I watch the passenger trains shoot by the back of my house, and I pretend that I’m on my way to New York City to work as a fashion designer.” After a brief silence she continued, “On Saturdays, my mother and I drive out to the airport for lunch so we can watch the planes take off.”

“That sounds like fun,” said Mike. Except for the fashion stuff, he was surprised that a girl could think about some of the same things he did.

“Let’s see how this famous bridge works,” interrupted Sally. She didn’t want to get too far off the subject.

“Oh, yeah,” Mike said as he walked over to the switches that he and Arthur rigged up the night before. He pushed the one marked UP. It didn’t move at first, so Mike said in a louder than normal tone, “Sometimes it has to warm up.” The bridge started to go up very slowly and came to a stop when it pointed up to the ceiling. Both girls looked on in disbelief and Sally said in a surprised voice, “It really works.”

“Of course,” Mike replied. “Now watch this.” He started the GP9 around the track, and when it approached the bridge it slowed down and came to a stop - avoiding a plunge into the plastic river that flowed eighteen inches below. Under the table, Arthur was very pleased with himself and could hardly keep from laughing out loud. Mike pressed his lips together trying not to laugh and forced a look of pride. “Yep, I built it all by myself,” he said.

“Ow!” Mike yelled as he pulled his foot out from under the curtain. “Sorry, I stubbed my toe,” he feebly explained, but Arthur had pinched him on his ankle. Sally asked to see the control box that made it work. Mike was ready for this and explained that it was built into the base of the bridge - too much trouble to take it apart. All breathing stopped as the boys waited to see if the girls bought the story. They both let out a sigh of relief when Rita changed the subject.

But their peace of mind came to an abrupt end. “Let me try it,” Rita demanded. She reached to the control switches and accidentally pushed the UP button and the bridge went down. Curious, she pushed it again, and the bridge went up. She did this a number of times and each time she noticed the bridge responded in action no matter what the position of the switch. Mike’s shoulders slumped, unable to believe that his accomplice was not looking at the signal lights. He shook his head and thought, “I guess any light will do.”

Before Mike could say anything Rita observed, “I think you have a short circuit.” Throwing back the skirting and ducking under the platform, she confronted Arthur in surprise. Topside, Mike stuttered and tried to stop her, then scrambled mentally to invent a reason for Arthur being under the table. Rita interrupted, “God, Michael. You’re such a phony!”

“What!” exclaimed Sally as she bent down to see. “Arthur, I would expect this from Mike, but not from you!”

“He made me do it,” he explained with shame from under the table.

“I made you do it?” Mike shot back. “You traitor!”

Everyone was busy either pointing fingers or making excuses, and no one noticed that Arthur had inadvertently pushed the transformer control to the ON position when he crawled out from under the platform. This caused the engine to proceed on its way around the track, and it was now approaching the gaping hole left by the raised bridge. The engine hit the plastic river with a resounding thump, and the sound no train operator wants to hear brought the shouting to an abrupt halt. All turned their attention back to the bridge. Every one of the six cars dutifully followed the GP9 on point downward into the pit of destruction.

Rita was the first to speak. “Hmmm. The stop circuit needs work.”

“What am I going to do? My dad will have a fit,” lamented Mike.

“Don’t worry,” said Arthur, “we can fix it.”

“Yeah, and there goes my allowance for the next month,” Mike moaned.

Seeing things were going from bad to worse, Sally stepped in and said in a soft voice, “Let’s just not talk about it. Climb up there and get those things.”

Mike brought over the three-foot stepladder used to reach inaccessible regions of the layout and retrieved the engine and six cars. A couple of wheel sets came loose from the trucks. Arthur fixed these with no trouble. He didn’t tell the girls that sometimes they come like that new out of the box.

Then Mike placed the GP9 on the track and slowly pushed the transformer handle forward. A terrible knot formed in his belly when nothing happened. He checked the transformer with a tester and it was OK. Mike shut down the power and sat there looking at his most prized possession. There was no major outer damage except for a small scratch on the nose where it struck the plastic river. Sally suggested that a wire might be broken. Rita asked how they could tell.

“Let’s open it up,” Arthur said. He took it over to the workbench. It was not long before the bodyshell was off the frame. Arthur and Mike checked the wires and saw nothing broken. Then Sally gently pushed her way between them and pressed down lightly on each component. “My mother works on computers, and she told me that sometimes it’s the obvious that causes the most trouble. Ah ha, what’s this?” she pondered. Sally saw that the control board had come loose from its mounting, and she pressed it back into place. “Give it a try,” she said.

Mike re-installed the bodyshell, returned the engine to the track, and gave the command, “Turn her up, Art!” As the sound of the engine came up, everyone showed a sigh of relief. As he put the locomotive through its paces without any irregularities, Mike looked at the girls and quietly uttered one word, “Thanks.”

Mike asked Sally how she know so much about trains. “Well, I don’t. They’re messy and smelly, but I spend a lot of time watching my mom work on computers. There are many things about train controls and computers that are much the same.” Mike and Arthur looked at each other. They considered the best part of the trains was the smell of grease and oil — just like a real railroad.

Rita walked over to the platform and said, “You have the platform running OK, but your world ends at the edge of the plywood. You could make this look twice as big with a picture of a mountain or a city painted on that wall over there.” She told them that she saw such a layout on a PBS special. Sally added that she was sure their control circuitry for the Bascule Bridge was do-able with some help from her mom and parts from Radio Shack. Mike and Arthur stared at each other in surprise, and then Mike blurted out, “You mean, you’ll help us?”

“Then you won’t tell everyone at school that we really didn’t have a working bridge?”

“No,” said Rita. “If I did, then they would know you fooled us. Besides, I really would like a chance to practice drawing the scenery.”

“It would be fun trying to make the bridge control work,” added Sally. Mike looked at Arthur for confirmation of the unexpected. He shrugged his shoulders and nodded, then turned and said, “Sometimes it takes a team!”

Epilogue

That night Mike lay in bed with his hands behind his head looking at the ceiling. He thought, now an enemy is a friend. The solution to the problem came from one whom he feared might laugh at him. He and Arthur went to a lot of trouble in trying to fool the girls, but all they wanted was to be part of the fun. He wondered if some other girls would like to join the club. At the least, they could help keep the dust off the platform! And maybe more. Perhaps, much more.

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.



Railroading in 1:43 and 1:1 Scales

by Michael D. Beck

RM 21651

I started in the train hobby about 36 years ago in the usual way; I received a Lionel train for Christmas from mom and dad. Now I consider myself a serious Lionel collector and operator. I'm into modern era Lionel, and I especially enjoy the new sound systems and Trainmaster™ control.

Until a recent job-related relocation, I was also a part-time volunteer locomotive engineer at the Prairie Village Railroad Museum about three miles west of Madison, South Dakota. I drove a restored, coal-fired 0-6-0 Lima steam locomotive



Tim Oconnel (left) and Michael Beck pose alongside a really big toy — the 0-6-0 at Prairie Village Museum. In the background, note the 0-4-0 under steam on the day this picture was taken.

My friend, Tim Oconnel, and I worked at the local power company, and we shared for years an interest in the real trains at the Museum. In the fall of 1998, we operated the 0-6-0 on the mainline several times after the peak of the tourist season and let her bark. There's nothing like a real steam locomotive to get the blood rushing up the pressure scale!

Real trains and Lionel toy trains blend nicely. On my home layout, I run Lionel aluminum passenger

sets, big steamers, and GG1s. The trains are a lot more fun than my day job, but we all know to listen when necessity speaks through a paycheck. My wife likes the real trains better.



Michael seems ready to roll at the controls of the GE 80-tonner on the museum grounds. The surge of power from the throttle of a ZW probably fades away in comparison to the feel of the throttle on this machine.

built in 1944 and a 0-4-0 steamer built by American Locomotive Company in 1924. The museum also has a 1950 GE 80-ton switcher on the roster.

Photographs courtesy of Michael D. Beck



At home, Michael operates a multi-level layout. Like most LCCAers, his is a "work in progress" with scenery under construction and buildings set temporarily in position.



With plenty of height between the levels, one can see all the action in this corner of his around-the-wall layout with both passenger and freight service as well as city and country locales.

The Tinplate Cannonball

by Ken Morgan

RM 12231

Do you enjoy cliff-hangers? I sort of left you hangin' last time in *TLR*! In case you forgot, I asked a trivia question – whether 777-1111 meant anything to you. I'll let you think about that for a few minutes as you read on.

So let's pick up where we left off. All of Lionel's initial O locomotive production was based on the NYC S-type motors. The only distinctions between the various engines

The first series, numbered 700, 701, 703, and 706 (plus two specials, 728 and 732 that were 700 and 701, respectively, lettered "Quaker") were all 0-4-0s except the 703. Measurements are somewhat subjective, but they are the basic discriminator between numbers. I am using the dimensions listed by the big train-collecting club headquartered in Pennsylvania, but other sources differ by fractions of an inch; so do some of my locos. It depends upon exactly where you measure them: end of cab or end-of-nose overhang (TCA apparently uses the former) and whether or not the frame has been pushed in or pulled out at the ends of the "cowcatchers." I might also note that Lionel wasn't totally consistent. I have two 152s, an early and a late model. The roof of the latter is clearly 1/8 inch longer than that of the early one. So relative sizes are more

important than the precise dimensions. In any case, the 700 had a 5-3/4-inch cab on a 7-inch frame. 701 was 6 and 8 inches respectively. 703, the 4-4-4, measured 7 by 10 inches, and has HR. The 4-4-4s certainly looked more impressive. Unlike their prototypes, however, the addition of the pony and trailing trucks did not improve tracking quality. In fact, it made it worse. Hence the later 156X, which I'll cover in the section on the 150 series.

The last number in the early group was the 706, which was a 701 with HR. The 700 series ran in 1915 and 1916 only.

The later series (the 150s) introduced in 1917 have a little more variety. In addition to the direct renumbering, the 150 series added a couple of variations. The early 150 replaced the 700. A year later, it was shortened to a 5-inch cab on a 6-inch frame. Hence the 152, which was the same size as the early 150 and 700. Also in 1917, the 154 replaced the longer 706 with the HR. A 153 was added later. It was a 152 with HR. The biggest 1917 loco was the 156, which replaced the 703. Because of the tracking problems noted above, it was offered both with and without trucks during 1922 without a number change.

The following year, the 0-4-0 version was listed as 156X, but the loco itself was still numbered 156. It is slightly more difficult to find than the 4-4-4 version of the 156. Since the pony wheels are easily removable, check under the frame for signs of wear and for the absence of a steel loop inserted between both ends of the motor frame from which the leading and trailing trucks would have been suspended. If present, it would be mounted horizontally between the steel side frames at both front and back. Refer to **photo 1**. If it's a true 156X, there should be no sign of paint wear under the frame, and I believe, no loops.



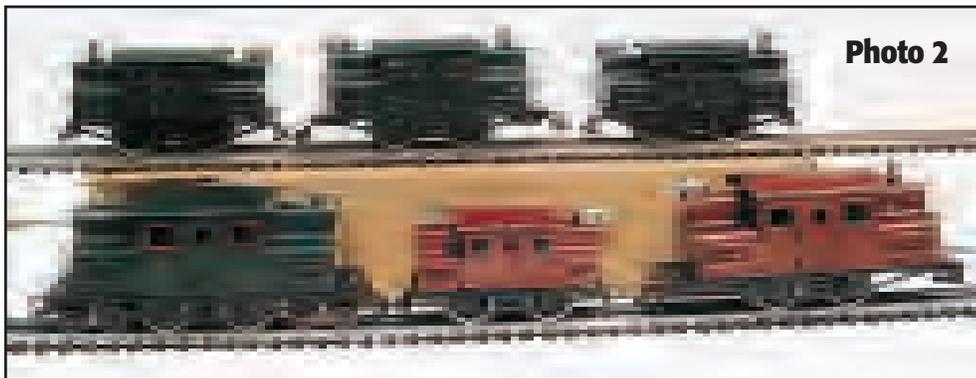
Photo 1

Underside of #156 (4-4-4) showing the Lionel nameplate.

were size, the availability of a hand reverse (HR) mechanism (which consists of fiber plates with a protruding lever to rotate one plate and some spring loaded brass contacts which shunt power to the motor — much like the later E unit), and the presence or absence of leading and trailing trucks. Only the top-of-the-line engine had trailing and leading trucks, the rest were 0-4-0s, which was to become Lionel's typical configuration for many years.

The first locomotives, in 1915, were the 700 series. Since Lionel was not yet an incorporated business, they all read "The Lionel Manufacturing Co." on the pick-up plates. These are fairly rare, especially the largest one, number 703, so don't expect to find one at the next local train meet!

In 1917, Lionel changed the numbers to the 150 series. These are far more common, and if you're not real picky about condition, most are relatively inexpensive. They're also simple to overhaul, especially the later production models. Lionel was incorporated in 1918, with a consequent change in the plate lettering to "The Lionel Corporation." Expect to see more of these at meets than the "Manufacturing" version. The most common color is dark green, although many others, notably maroon, are often found. Brighter colors are both later production and more scarce, so check for repaints. See **photo 1**.



On the top is a late 152, a 154, and an early 152. Below is a 156, a 150, and a 156X.

For a quick look at all the sizes, although not all the locos, see **photo 2**. On the top is a late 152, a 154, and an early 152. Below is a 156, a 150, and a 156X. Note how the 152 changed from the early handrails consisting of metal rods in Y-shaped stanchions to the later stamped brass tabbed handrails. Also, the 150, being a less expensive loco, has embossed handrails, not the separately applied ones of the more expensive models.

The last 1917 engine in this group, and marking the first departure from the S prototype, was the very rare 203 armoured locomotive. I've written about that before (*TLR*, Vol. 25, No. 6, May, '96), so I won't deal with it here except to note that it shared the motor with the rest of the series but it had no frame; the shell was mounted directly to the motor side plates.

In general, within each series, the lower the number, the smaller the engine, with, as usual, an exception. The final loco in the 150 series was the little 158, which was



(L to R) The older and later #152 motors.

the same size as the second (short) 150. It was the cheapest of the later series, being the only one without a headlight. Consequently, it seems to have sold a little less and is harder to find than the 150 and 152, so you might start with them. The 152 was the last to appear in the catalog. All the others disappeared by 1925, but the 152, which continued to be catalogued through 1927, bridged the gap to the fancier Classic Period production with the brass plates and added detail; thus the later motor as shown on the right in **photo 3**. That's the older motor on the left in the same photo.

To summarize the chronology of the 150s: 150 (early, long) 1917; 150 (later, short) 1918-25; 152 1917-27; 153 1924-25; 154 1917-23; 156 1917-23 (as 0-4-0 1922 only); 156X 1923-24; 158 1919-23.

As far as repairs are concerned, trim pieces such as headlights and bells are readily available. The items I found

most difficult to replace were the brushes. Until the very end of production for the last of these motors, Lionel did not use the tubular brush assemblies common to Standard Gauge or later O. The brushes were quite short, and were sweat soldered into formed cups at the end of phosphor bronze arms. They are usually found well worn, especially the one which is made of formed wires, rather

than the more familiar solid brush (there seems to be one of each in each loco, at least in all the ones I have worked on). I was quite anxious about keeping these old treasures running, since the brushes start to screech and eat into the commutator plates when they wear down. In fact, I cannibalized a 152 to keep the 203 running. But I have found a good source: Al Franchisetti, at AFTRA Engineering. He offers both the brushes and the mounting arms. You get to sweat solder them together, although I have been successful using silver solder paste that heats with a match. See **photo 4** for the brushes and their mountings. If you want to do a cosmetic overhaul, Janice Bennett offers excellent dry transfers for the lettering, and several sources are available for paint. If you do repaint/reletter, make sure you properly identify the piece as restored.



The older #152 motor showing brush mountings and repro parts.

In any event, these early motors, while they may look crude even by contrast to the later Classic Era tinplate, have a certain charm. Heck, my wife describes some of them as "cute." Go back to **photo 1** and see if you can identify the most "cute" one there. Finally, they were the first major step by JLC in Lionel's rise to the top of the O gauge world. If you're into prewar O, at least one of these belongs in your collection. Think of it as the sire of the line of champions; even the "cutest" one, the little 150.

Ah yes, about that 777-1111 number I mentioned at the outset. That's SPring 7-1111 — the phone number of Mecca for Lionel parts, hard-to-find original equipment, and the source of many modified pieces which drive today's collectors nuts: Madison Hardware in New York City.

When he's "working" on his own time as a pre war collector/operator, Ken is in his element. At other times, he's a field representative for AT&T at Bell Labs for Lucent Technologies.



Photographs by Ken Morgan

The Mane Line

**Cholesterol Low, Enjoyment High
and other Delights in Lionelville**

by Dennis Leon Clad

RM 10430

The world is a pretty scary place at 3 a.m. Whether in the city or the surrounding countryside, the cold and darkness (even at the summer solstice) leaves little doubt that this cruel placement of the hour and minute hands is not a normal time to start the day. Maybe that's why those who must greet the workday at that hour find the smiling Quaker on the red and blue cylindrical box so welcome a friend. For those who don't begin their day with the happy Quaker (and they "oat" to), I'm talking about an icon of the American breakfast table — the man with the hat who for millions of breakfasters represents the Quaker Oats Company.

Without any further ballyhoo about breakfast, let me describe a high quality Lionel engineered train set made exclusively for the employees of the Quaker Oats Company. It's a pleasure for me to introduce Bob Wyman and Bill Davies (RM 24468) and through them the 1998 Quaker Oats Express.

Whoever thinks one must have toy train experience to design a Lionel train set — well, they're just plain wrong. Actually, having the soul of a toy or memorabilia collector is enough. As a member of the Employee Activity Committee, Bob's father, Bill, played a role in other Quaker memorabilia like the 1956 Ford pickup made by Ertl in

celebration of the 40th anniversary of the Quaker Oats Company's John Stuart Laboratories in Barrington, Illinois. Almost overnight, this souvenir was a sellout to employees and is now a highly prized item by Quaker Oats memorabilia collectors.

Given the success of the 40th anniversary truck, Bob thought, "Why not a train set?" Thus began a two-year effort to bring the Quaker Oats Express train set from an idea to reality. As with any project of this magnitude, Bob knew this would be a big job. In early 1996, Bob began talking to his fellow employees about his idea for a Quaker Oats train set. Their response was overwhelmingly, "Yes!"



Standing proudly with the first 1998 Quaker Oats Express train set off the production line at the factory are (L to R): Bob Wyman, Bill Davies, Lionel's Vice President of Sales Bob Ryder, and new Production Manager Jim Hamilton.

When the Lionel name was attached to the project, another enthusiastic employee, maintenance mechanic and Quaker memorabilia collector and LCCA member Bill Davies, joined the team effort.

The first thing Bob and Bill did was to place a call to Lionel's Vice President of Sales, Bob Ryder.

With just one phone call the pieces fell into place, and the first Quaker Oats train rolled out of the concept shop and onto the mainline toward reality and, ultimately, Lionelville.

Now the hard work began for Bob and Bill — deciding on the type of train, rolling stock consist, graphic design. They talked with the company's historian and the son of one of the founding fathers to determine how the train should appropriately represent their employer and its history.



The 1998 Quaker Oats Express crosses a bridge supported and surrounded by the familiar products of the company.

The first thing I got excited about in seeing this train set is the tender. It bears a full figure Quaker holding a letter of purity. Not since the first Sears Zenith set (6-11821) have Lionel promotional set collectors had a reason to look closely at a tender.

Boxcar collectors will want to add this 9700 series type car to your roster: the American Cereal Company boxcar. The design was taken from a honest-to-goodness boxcar that comprised an entire unit train in 1891. This very special train traveled from Cedar Rapids, Iowa, to Portland, Oregon, and at every stop along the route, company reps offered a free box of Quaker Oatmeal to crowds gathered at trackside. The American Cereal Company boxcar by Lionel will bring just as much excitement to the citizens of Lionelville.

For the second time in Lionel history, a Gatorade



Included with the Certificate of Ownership are a congratulatory two-page letter with a brief history of the real train and a description of the train set pieces. The two color prints are taken from lithographs of the 1891 The American Cereal Company promotional train and the exhibition belonging to the American Cereal Company at the Chicago World's Fair of 1893.

me that the first Gatorade tank car (#6315 in the 1997 Little League set with fruit punch flavor in the design) will not be duplicated in a future add-on for the Quaker Oats Express. This will probably make the #6315 a must-have for Quaker Oats Express collectors.

Lionel included an information packet inside each of the 1,100 sets made for Quaker Oats employees. The packet includes an ownership certificate and a letter of congratulations to the set owner. The Quaker Oats seal on the packet is made of colored foil and is itself a



When Bob and Bill are busy at the drafting table, it's easy to understand that their work on the 1998 Quaker Oats Express train set may seem more like play.

tank car will roll into Lionelville in this Quaker Oats Express. This Gatorade tanker will display the original flavor (lemon-lime) and the latest logo with a different SKU number. On each tank end, the date Quaker Oats acquired the Gatorade brand is shown: 1983. Bill assured

collectors market because a lack of add-on cars exhausted collector interest. Like David Shay and his 6-11957 Mobil Steam Special, Bob and Bill have pledged to protect the integrity of the Quaker Oats Express with future add-on rolling stock; albeit in very limited quantities.

Because the Quaker Oats Express train set of 1998 was pre-sold to Quaker Oats folks only, none are available for sale to train collectors from the company. Those seeking this set might consider placing a want ad in *The Interchange Track* with the hope that some employees might be willing to sell the train set.

Lionel Licensee Alert

The Lionel Electric Train building by Dept. 56 in the Snow Village Series sold out almost overnight. This proves without a doubt that if a licensed product is thoughtfully produced with imagination and high quality, Lionel collectors and others will buy it. Today, this Lionel structure brings up to six times its original cost.

Here's another example of the Thought + Imagination + Quality = Sales Phenomenon. It's the first offer from the newest member of Lionel's licensee family, Kevin Black (RM 2201), and his company, Die Cast Direct. One might expect Kevin to make a base hit his first time at bat, but not necessarily a grand slam; yet that's exactly what he's done with an authentic set of Railway Express Agency trucks in 1:48 proportions. If any trucking firm should be granted the authority to serve the citizens of Lionelville,



REA truck set one. Quality details like chrome headlights and grille lend a 1950s sheen to these layout-enhancing toys.



REA truck set two. Ideal for steam era layouts, these two “knights of the highway” could be parked at the loading dock of the REA office of a depot.

I can't think of a more appropriate transfer company than REA. Die Cast Direct has brought this “road show” back to life with true REA colors, red diamond logos, and accurate lettering. Each O scale rig and straight truck displays selected Lionel Catalog cover artwork. The complete set of toy trucks is:

- Lionel 1954 Catalog Chevy Box Van
- Lionel 1952 Catalog single axle Diamond Tractor pulling a single axle 36-foot Box Trailer
- Lionel 1938 Catalog single axle Ford Tractor pulling a single axle 36-foot Box Trailer
- Lionel 1926 Catalog Mack Box Van.

These particular four catalog covers are considered by many to be the most desirous of this medium. Everything about these heavy metal toys — from their superb full color catalog reproduced covers to the painted marker lights and door handles — exudes quality and craftsmanship. The set of two 1950s Lionel catalog trucks sells for \$44.95 plus shipping and the set of 1926/1938 trucks are \$44.95 plus shipping. Because these are limited edition collectibles, the savvy collector will put a set or two away. To order, call Die Cast Direct at 1-800-718-1866. Tell them that you read about the trucks in *The Lion Roars* and while fulfilling your order of both sets, Kevin will also send you a coupon good for ten Die Cast Direct bucks toward your next order. When I looked at their catalog filled with O scale transportation and construction equipment for as little as \$3.95, I could imagine more smiles to the mile while truckin' through Lionelville.

I'll end this article by citing the latest offer from one of the early members of the Lionel licensee family and a LCCA member, Bill Allan (RM 14112), of The Ink Well. In a future article, I plan to cover the history of The Ink Well and describe their previous Lionel licensed products. Many of them have become collectible. Their latest Lionel offer ties into Die Cast Direct and the Quaker Oats train set so perfectly that I need to tell you about it before time runs out. This must-have is quite limited. Despite the

gorgeous and very collectible billboard sheets provided at LCCA banquets and conventions, something has been missing along the roadsides of Lionelville: Lionel O scale road signs. These are issued in sets of three in a clear plastic box, and each sign features Lionel Catalog cover art. The first set of three covers presents the catalog years 1948, 1951, and 1954.

Only 1,500 sets have been made. As I write this review, the number still available was low.

Set number two covers the years 1949, 1952, and 1955. A third set covering the years 1950, 1953, and 1956 will be available in April, 1999. The cost of each set of three is \$15.00 plus shipping. If you know Bill and The Ink Well, I don't need to tell you that these are both high quality and



Issue one of the Lionel roadside signs by The Ink Well Company will bring a touch of realism to every layout.



Issue two of the roadside signs could be placed along the highway on a layout to relieve “white line fever” of motorists traveling through Lionelville. Note: A big thank you to Classic Toy Trains for loaning these two photos of The Ink Well signs.

value packed — like all his Lionel toys. With only 1,500 each of sets two and three planned, I feel sure that their collectability is almost guaranteed. You may call Bill at 1-800-946-5935.

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.

The Wonderful Saga of the Lionel 1666



No. 1190W • No. 1190

by Barry B. Findley

RM 10898

This is the story of the Lionel 1666, one of the Lionel steam locomotives that bridged the war years of 1942 to 1945 when Lionel was revamped to contribute to the country's survival.

I first encountered this engine as a six-year-old child in 1941. It captured my imagination then, and it recalled in me in 1987 the joys of Christmas Past with Lionel trains.

The history of the 1666 goes back to the 1930s when the engine appeared in the 1938 catalog as a 1666. It survived World War II and returned in 1946 as the 1666. It was described in the catalog as "more accurately detailed than any ever made before for a moderately priced set." On page 10 of the 1938 catalog it is shown along with a Lionel O27 series logo. This unique set came with the No. 96 Manual Coal Elevator, and the catalog shows a photo inset of a young railroader working the elevator and loading a coal car. I really love the artwork and the photo insert in this catalog. I wish Lionel would return to more original artwork in the current catalog series.

The 1664 is the four-wheel version of the 1666 in O27. The 1666 has six drive wheels. If you look at the other engines in the period of 1938 to 1942, you can find the assortment of those related to the 1666.

When you study the 1666 closely, you see the manufacturing advantages of its heritage to its relatives — the 224, 226, and 229. Thank goodness for the popularity of these engines; it produced the availability of interchangeable parts that have 226 numbers. The 224 and 226 are O gauge.

Prewar and postwar models are distinguished by the shape of the cab floor and draw bar. The rear cab is square on the prewar version.

There are several variations of the 1666.

- There is a 3/8-inch high "X" stamped on the left firebox inside the cab.
- Instead of nickel, it can have black handrails and cotter pins (rare).
- The 1666E is painted gunmetal gray.
- A number plate is attached to the cab, or the number 1666 is stamped in silver below the window on the cab.
- On the Sears version, the front part of the boiler is riveted.

There is a chrome-plated 1666 in the LaRue Shempp collection. It was originally presented to Charles Giaimo, works manager at Lionel's factory in 1946. It is on display at the County Museum in Williamsport, Pennsylvania (see *Classic Toy Trains*, September, 1995, page 57).



No. 1191W • No. 1191

I would venture to assert that the leader of the O27s really is the 1666. The passenger and freight versions of the 1930s really have play value that is hard to match. By removing a screw from the passenger car top, I discovered the removable bulb inside that car. Also, I appreciated the ability of the crane car to lift the mighty 1666 engine when it did fall off the track; that was quite an accomplishment. I hooked the crane onto the side and gently cranked it until I engineered it into position and lowered it back on to the track. Maybe you did this too; if not, it's not too late for you to enjoy this feat!

I joined LCCA in 1987 and attended the Convention that year in Little Rock. I found the world of Lionel and began to look for a 1666 to operate. I connected the first one I bought to a set of Marx passenger cars and set up a small tabletop O27 layout. I also acquired a very used 1666 at a train show in Texas. I was operating this engine with the passenger cars when I inadvertently opened the throttle and the 1666 ran off the tabletop onto the concrete floor. I saw it hit the cement on its side and lay still. I ran over to pick it up and to my amazement nothing was broken. I put it back on the track and it ran fine. Don't try this at home unless you are willing to risk a terrible result.

Needless to say, the excellent and sturdy construction of this engine convinced me to be a Lionel fan always!

Later, again at a show in Texas, I found a like new 1666 passenger set which I have as a reminder of the original passenger set from long ago. Thanks Scott! In addition, I have a fleet of these inexpensive locomotives to maintain. I can replace the E-unit and perform normal repairs. I enjoy working on Lionel trains and have done repairs on many engines and accessories.

My wife, Betty, still has her original Marx passenger set, and when I retrieved it from the attic I found in the box an original motor from a 1666. This is the only part of the original set that I was able to hang onto all these years. I transplanted it into a Thomas the Tank O gauge engine since the motor fit right into the diecast Thomas locomotive I bought at Toys-R-Us.

The 1666 pulled both passenger cars and freight consists in the years of 1938-47. I would appreciate hearing from anyone who can add to my knowledge of the 1666 and its history.

The following list is a recap of the sets headed by this locomotive that were built by Lionel.

Passenger Sets Number Cars	Freight Sets Number Cars
1061 2640-2640-2641	1089 2677-2679-2682
1090 2630-2630-2631	1089E 2679-2680-2682
1190 2440-2440-2441	1093 2679-2680-3659-2682
	1095 3659-2680-2620-2657
	1097 2620-3651-2660-3652-2682
	1099 3651-2541-3651-2657
	1185 2677-2680-2672
	1191 3659-2679-2680-2672
	1193 2679-2680-2672
	1195 3659-2680-2620-2672
	1197 2620-3651-2660-3652-2672
	1199 3651-3652-2680-2672
	1405 2452-2465-2472
	1409 3559-2465-3454-2472
	1411 2452X-2465-2454-2472

The train display in his C.P.A. office is a clue to one of Barry's hobby interests. The others are classic cars and lighthouses. He is a past Treasurer of LCCA and currently serves the club as Chair of its Constitution Committee.

Lookin' down the Track

by Ron Stem

RM 537

Recently, while reading the publication of one of our sister organizations, I took note of a particular "Letter to the Editor." In that letter the author used the phrase — "premier manufacturer of our collectibles." This raised my hackles more than just a little bit.

I do not know how anyone can construe that Lionel is in business to manufacture collectibles. If this is so, then look out. They are not in the business of manufacturing just collectibles; they are in business to manufacture electric toy trains. Period. I might add that in a free market economy, they are also in business to make a profit for their owners, investors, managers, and workers.

I believe I might have said this before, but it bears repeating — Lionel is not in the business of satisfying only the collector segment of this pastime. Dare I say it — this is just my perspective — Lionel makes, and it should make, electric toy trains that can be enjoyed by kids from seven to seventy. Hopefully, they'll produce not only starter sets but also "make-up-your-own" sets with additional items for separate sale. Wow, what a concept!

In the same letter the author mentioned that the "Golden Age is upon us this very moment." Has this gentleman been asleep the past 10 years or so? Hello! Wake up and smell the coffee! Three rail, alternating current, tinsplate model railroading has not previously experienced anything like its current level of popularity. There are more manufacturers producing motive power and rolling stock than at any point in history. This is also true for all that is necessary for reproducing our miniature railbound worlds. Technology has helped advance the hobby tremendously. A number of columns ago, I used the term "renaissance" to describe the situation today; it's a more apt term than the metallic metaphor. Yet many hark back to the time just after WW2 — from 1946 to about 1956 — and consider that timespan the Golden Age.

Now, this is a stretch. I am lookin' real far down this ol' track. I suspect, if things keep rollin' as-is, we can expect the current trend to continue for the foreseeable future. I recently received a catalogue from Atlas O. I suppose they got my name from one of the national organizations or the publishers of the two magazines to which I subscribe. I would never have imagined that Atlas would re-enter the O gauge marketplace; but they have. I feel this is a good omen for our particular segment of the hobby. After all, they have a well established niche in the hobby with HO and N scale folks, so they could have remained content in their 1:82 and 1:160 comfort zones. They saw the potential in O gauge and have become aggressive product developers and marketers.

There is a natural tendency to settle back and become complacent with The Way Things Are. I think we should always be cognizant of what lies up there around the next bend in the track. One thing is for sure. O gauge, three rail, AC, tinsplate railroading is — and has been — back for quite some time. In some respects, it never left the stage; it just took a short rest. I have been back with O gauge for about 25 years.

I can't recall any specific conversations in the Blue Hall at York back in the middle 1970s, but the drift of aisle talk might have been something like, "Do you think General Mills is really serious about what they're doing at Lionel?" Or someone might have wondered aloud, "Do you think they'll ever re-make the Hudson again?" I wonder what those guys are saying this year?

Keep trackin'

An officer on active duty in the U.S. Army Reserve with command experience in both foreign and domestic service, Ron is also a toy train collector/operator and interpreter of the train hobby.



**Got 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**

Chief Dispatcher

by Bob Amling

RM 9116

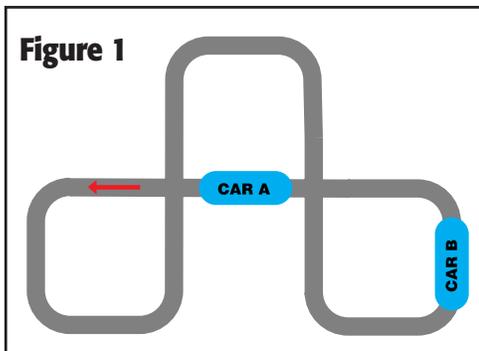
I hope Santa brought more than coal as your Christmas present. How did the holiday layout turn out? If it is still up, or if you have already taken pictures, consider preparing an article about it for next year's Christmas issue. As always, if you need help preparing the article, those of us on the *TLR* team are here to help.

My Christmas layout is an outdoor G scale operation. I'm writing this as I sit aloft at 31,000 feet en route to yet another meeting (it does pay the bills), and I haven't even begun this year's construction effort. The understanding with my wife is, I gain control of the garden when the flowers die; or after Thanksgiving. Knowing that I'd be away this week, I haven't begun to pray for the first frost. If I manage to get anything done before my deadline for *TLR*, I'll pick it up later.

A Unique Operation

A friend of mine, Bob Del Castillo, has constructed a rather neat O27 layout in a small space. Of particular interest to me was his trolley operation. Bob runs two trolleys on a

single track that folds over on itself two times. If you take two figure 8s and lay them over each other at one end (see **figure 1**), you have Bob's trolley



layout. Trolley A having been energized by the approaching trolley B departs in the direction of the arrow. Trolley B stops at the trolley terminal to discharge and board passengers, while trolley A proceeds around the layout. When trolley A enters the control section, trolley B is prepared to leave. This presents the viewer with continuous action at the trolley terminal. This operation could be expanded on a larger layout to include more trolley terminals and trolleys. What action, with trolleys arriving and departing all over the layout! On a larger layout, one could even have trolleys arriving on one track energizing a trolley on a parallel track to depart.

100 Modules in Michigan

About a year ago, Jim Kellow (RM 9018) tried to stimulate interest in O gauge modules. Mike Mottler and I recently re-explored this idea through e-mail exchanges, and we envisioned a 100-module layout for set-up at the year 2000 LCCA/LOTS Annual Convention in Michigan. What a great way to celebrate 100th anniversary of Lionel trains and to affirm the significance of the centennial of a

major manufacturer for the train hobby!

As we went to press, I learned that members of LOTS are already working along this same line. Their members plan to build and bring 100 modules to Michigan for display and operation at the Convention. I hope you'll want to be a part of the LCCA "response" to the LOTS 100 Module Challenge. I'll publish the relatively simple standards for the LCCA modules in a future column in *TLR*.

For planning purposes, I need to know soon how many will make a commitment to build a module and bring it to Michigan for the LCCA/LOTS Annual Convention! To enroll in this adventure, photocopy the form below and mail it (or e-mail a message) to me by June 30, 1999. If you're a member of both clubs, the module you bring will be credited 50/50 to both clubs. I've already committed to bring two modules, and Mike says he will build two – each

100 Modules in Michigan for the Millennium

Yes! I'll build ___ module(s) to specs and bring it to Michigan for the LCCA Annual Convention in 2000.

Name _____ No. _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____

E-mail _____

Please respond no later than June 30, 1999.

Complete and mail to:

Bob Amling
2023 Coyle Street
Brooklyn, NY 11229
718-934-5313
E-mail: hirail02@aol.com

with a Bascule Bridge installed and designed to open like a jackknife over "troubled waters." So, LCCA only needs 96 more! I plan to present awards for excellence in several categories: passenger, freight, residential, urban, rural, etc. But more about that later. I see this becoming a great parent-child project or a grandparent-grandchild project; perhaps an activity that will create memories that last a lifetime.

More on Accessories

This month I'll discuss the Lionel™ Automatic Culvert Unloader #345. This set originally was supplied with the #345 unloader, a specially equipped #5342 gondola with seven sections of pipe, and a No. 90 Controller. In Lionel's spring '98 catalog, the company mentioned a new Culvert Unloader in the text of the description of its new Culvert Loader. In any event, many of the original #345s are still around, so let's take a look.

As with other vibrator-powered accessories, the appropriate voltage must be applied judiciously. The book calls for 10 to 14 volts. Too much voltage will cause the accessory to clatter and the string to come off the pulley. This will result in a partial dismantling of the unit in order to restring the pulley. In **photo 1** we can see the pulley assembly with the tensioning spring (yellow pencil). This

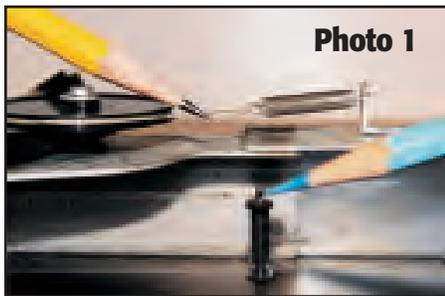


Photo 1

string should be 6 1/2" in length. Before attempting to operate the crane, you must loosen the setscrew on the counterweight (see **photo 2**).

This is tightened to protect the crane during shipping.

In **photo 1** we can also see the belt assembly, which transports the connection to the nylon line. The spool-like object right at the tip of the blue pencil is clipped to the belt assembly. The string is fastened to the bottom of this "spool." As the pulley drives the belt, the nylon line is made taut or slack as the belt travels in racetrack fashion.



Photo 2

The travelling crane must reach the end of its travel at each end of the beam to be effective. The length of the line is an important factor in this process. The line between the conveyor and the counterweight is measured at 11 1/2 inches. The line between the conveyor and

the drive belt measures 45 1/2 inches. The threading of the line between the drive belt, conveyor, and magnetic lift is shown in **figure 2**. Both ends of the line are secured at the drive belt. From the drive belt we pass one idler pulley at the base, and then one at the bottom and top of the frame. At the conveyor, the line splits and passes over and under the first pulley. The part that passed over the first pulley catches the magnetic hoist.

The part that passed under the first pulley passes over the second pulley, and then to the magnetic hoist. It is recommended that this line not be untied, but rather re-threaded if needed.

In **photo 3** we see the conveyor and its proximity to the tab on the beam. By bending this tab towards the conveyor, the length of travel will be shortened. When it reaches the end of the beam, which is over the track, the conveyor assembly will stop and the magnet hoist will

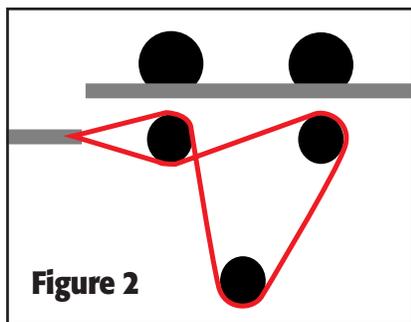


Figure 2

descend down to the load. The magnet should latch onto a piece of culvert pipe before the slack is taken out of the string and the hoist starts to rise. At the point the magnet hoist reaches the beam and conveyor assembly, the assembly will start to travel back towards the building. As



Photo 3

the conveyor assembly passes over the ramp, the pipe will be stopped by the fence and should slide off the magnet hoist. A "happy medium" must be reached — the magnet

must be strong enough to pick up and hold the pipe, yet weak enough to release the pipe and slide off as described. The recommended adjustment is to control the magnetism by adding or removing electrical tape to the magnet's surface. The pipes should be clean of any dirt or film. There is a connecting bridge that connects the #345 to the #342 Lionel Culvert Loader. This puts the two pieces about six inches apart.

As an operator who likes to enhance realism, I chose to set these pieces some distance apart on the layout. A freight train can pick up a load of pipe from the manufacturer and deliver it to the user somewhere down the mainline. To facilitate realism without deploying a "five finger crane," I have considered installing the Culvert Unloader on a higher level than the Culvert Loader with a view break between them. If the connecting bridge was partially inserted into a building, one could build a chute for transporting the pipe via free fall to the Culvert Loader below. The bottom of the chute would be in another building and would conceal the transfer from the chute to a second connecting bridge and onto the Culvert Loader. In this way the railroad would have a constant supply of pipe to haul.

Another way might be to construct a facsimile of the connecting bridge, which is supported by some old barrel loaders. The pipe could then be vibrated from the Unloader back to the Loader. This long bridge could be concealed behind a continuous row of buildings or inside a mountain. Do you use any Lionel accessories in a unique or enhanced way? If so, drop me a line or send an e-mail or call!



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

Photographs by Eric Amling

ALL ABOARD FOR FT. WORTH



The 1999 LCCA Annual Convention logo was designed by acclaimed railroad artist John Winfield. He enjoys a national reputation for his colorful paintings and prints that depict locomotives of “fallen flags” as well as current railroads.

Because John is a citizen of Texas and lives in Ft. Worth, he was the first and best choice of artist/designer for this particular Convention logo. John worked with the local Convention team and rendered images of the Lone Star State and “Cow Town” in relation to the LCCA event.

John began his art career at a yearbook publisher in Covina, California in 1962. Armed with six years of experience there and four years in a one-man print shop, John became Supervisor of Publications at a community college in Walnut, California. While there, he met and married wife, Elaine, in 1974. In 1976 they returned to

John’s hometown, Ft. Worth, where they established The Printing Machine, a commercial printing company. John developed print-making skills by reproducing other artists’ work.

After years in the printing field, John began painting as a hobby. At first, he created impressionistic landscapes and there developed the unusual lighting techniques now evident in his paintings. John is a longtime railfan, so it was only natural for him to depict rail subject matter as his primary focus. His art leans toward the transitional steam-to-diesel railroad era. With increased exposure of his work, demand grew; leading him to combine his artistic and printing skills and to produce unique color prints and posters. Many of John’s paintings have been purchased by major U.S. railroads, museums, and private collectors.

Ft. Worth Highlights

by Glenn Kroh, Chairman, LCCA Annual Convention

I'm delighted to be your local host for the 1999 LCCA Annual Convention in Fort Worth, Texas. I know your stay in our city will be both a pleasant and memorable experience.

Fort Worth can best be described as a friendly town with big city advantages. We have the Science and History



museum with a kid-friendly OMNI Theater, the Amon Carter Museum of Western Art, and the Kimball Art Museum with its world class collection of pre-Columbian art.

Our western cowboy heritage can be seen and felt throughout the city, the best place to experience it is in the Stockyards district on the northside of town. Here one can meet the Tarantula steam passenger train as it rolls into the unique Stockyards Station and is turned on a freshly restored turntable.



At the stockyards one can eat in one of many restaurants, have a beer at the White Elephant Saloon (site of some scenes in the Walker Texas Ranger series), and ride a robotic bull at Billy Bob's (the largest honky tonk in the country). In one of the many shops in



the area one can purchase gifts including a real Stetson cowboy hat or a real set of longhorns. You can also be photographed next to or on a Texas Longhorn Steer.

About four blocks from the Stockyards Station is Joe T. Garcias, a Mexican restaurant frequented by the late actor James Stewart and other notables and, in my estimation, the best Mexican restaurant in the whole world.



The Stockyards area is about 10-15 minutes from the Radisson Plaza Hotel Fort Worth, the LCCA Annual Convention headquarters. One of the best features of Fort Worth is its colorful and exciting downtown area. Unlike the downtown areas of many U.S. cities, it is well lit, safe, and family friendly. Every evening people flow into the downtown area to enjoy the restaurants, cafes,



theaters, performance halls, bookstores, gift shops and horse and carriage rides. These are all within two to four blocks of our headquarters hotel. Restaurant options includes: Cajun,

Mexican, French, Greek, Italian, Western Ranch Barbecue, New York Deli, Chinese, and classic American fast food.

Two nearby movie theaters offer fourteen different screens each night. The AMC theater complex next to the Barnes and Noble bookstore has stadium seating and curved screens. There are also ice cream stores, candy stores, and expresso sidewalk cafes. In August, Fort Worth evenings are usually very pleasant with warm, dry, and gentle breezes.



Next to the Radisson Plaza Hotel Fort Worth is the Convention Center where the trading hall will be located. It is a secure and efficient facility.

Travel to and from Fort Worth is convenient. Major highways enter the city from all points of the compass. Air travelers can take advantage of the Dallas/Fort Worth International Airport which has airport shuttle service to all hotels in downtown Fort Worth. Those traveling on Amtrak can come directly to Fort Worth on the Texas Eagle from Chicago through St. Louis, Memphis, and Little Rock or from Los Angeles through Tucson and San Antonio. The Fort Worth Amtrak station celebrates its 100th birthday in 1999. It is the former Santa Fe station on Jones Street, and it will be featured on the 1999 Amtrak calendar. It is only four blocks from our hotel. Those traveling by bus will be glad to know the Greyhound station is only one block from the hotel. Other attractions in the area include the Texas Speedway (15 minutes north of Fort Worth), the Fort Worth Zoo, the Fort Worth Water Gardens, the Fort Worth Botanical Gardens, the Vintage Air Museum at Fort Worth's Meacham Field, the Ballpark in Arlington (Home of the Texas Rangers), Six Flags over Texas, the Age of Steam Museum in Dallas, the John F. Kennedy Memorial in Dallas.



See you in August at Fort Worth!

LIONEL® COLLECTORS CLUB OF AMERICA

29th ANNUAL CONVENTION REGISTRATION FORM



Form may be photocopied

Pre-Registration – Must be received by May 30, 1999
(Registration received after May 30th or at the door – \$54)
(No refunds after July 15, 1999)

Please Print or Type

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

Address: _____ Phone #: _____

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

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

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

Member's Name _____ LCCA# _____

*Please send your form and the other Member's form (with separate checks/money orders) in the same envelope.

Member Pre-Registration (includes non-Member spouse & children) _____ @ \$39 = _____

Tables - Each with one chair _____ @ \$20 = _____

Electrical Hook-up _____ @ \$25 = _____

Get Acquainted Party _____ @ \$12 (Adult) _____ @ \$17 (Adult) _____ @ \$6 (Child) = _____
(RADISSON Guests) (non RADISSON Guests)

Family Banquet Make your entree choice: includes salad, vegetable, coffee/tea/milk, dessert

Adult _____ Wood-grilled Glazed BBQ Chicken Breast
- OR -
_____ Pasta Primavera Ratatouille _____ @ \$37 = _____

Children _____ A menu especially designed for younger guests _____ @ \$15 = _____

Tours Selection Enter the total cost of the tour(s) selected on page CS4 on this line: \$ _____

List the Tour #'s and seats (e.g., Tour #1, 2 seats; Tour #4, 4 seats; etc.) below:

GRAND TOTAL = \$ _____

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

Or to charge to your credit card, fill out the information below:

CREDIT CARD # _____ VISA MASTERCARD DISCOVER

EXP. DATE _____ SIGNATURE _____

Send this form or a photocopy with check/money order or credit card info to:
1999 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.

Use the separate form to make your reservations at the Radisson Plaza Hotel Fort Worth and mail your request directly to their address listed on the hotel reservation form.
Arrival Date: _____ Departure Date: _____

Registration, Hotel, Trading Hall, Banquet & Other Information

Convention Registration

The special, *early registration fee is set at only \$39* for those received (not just postmarked) by *June 1, 1999*. Registrations received after that date or at the door will be \$54, so register early and save some money! Pre-registrants will receive confirmation.

Each registrant will receive a registration packet containing tickets for all events ordered and a special convention souvenir. Pre-registered members may pick up their packet at the registration desk by showing their current LCCA membership card. Members who register but do not attend will get their souvenir by mail after the convention. Guests are not allowed under LCCA Convention rules - only your immediate family (spouse and children under the age of 21) is admitted under your registration. Tickets will be provided in your packet and are *required* for all tours, the Get Acquainted Party, and the Banquet. Your convention badge should be worn at all times during the Convention events and will be required for admission to the Trading Hall. Register early to be sure you get the tours, events, and tables you want.

Accommodations

First class lodging has been reserved at the Radisson Plaza Hotel Fort Worth, which is located downtown at 815 Main Street, just a few steps away from the Fort Worth Convention Center. This historic hotel (JFK spent the evening of November 21, 1963 here before his morning trip to Dallas) has been beautifully restored and is a full service convention hotel. Make your hotel reservation on the special form in this *Convention Supplement* and deal directly with the Radisson Plaza Hotel.

Trading Hall & Tables

The Fort Worth Convention Center has 25,000 square feet reserved for us; plenty of room for hundreds of 6'x30" tables. Tables are \$20 each with no limit on number. If you want your table(s) next to another member, please indicate in the area provided on the registration form and *send both forms* with separate checks in the same envelope. Tables that require an electrical outlet are available for an additional \$25. No flashing lights, sirens, blowing horns, etc. are allowed in the hall.

Unloading and set-up will be on Friday, August 13th from 10:00 a.m. to 9:00 p.m.; Saturday, August 14th from 7:30 a.m. to 8:45 a.m.; and on Sunday, August 15th from 7:30 a.m. to 8:45 a.m. In response to member/dealer requests and for the *first time* at a LCCA Convention, the Trading Hall will be *open to the public on Sunday*, August 15th from 9:00 a.m. to 3:00 p.m. close. Only table holders will be allowed in the hall during set-up times and no trading is allowed. Security will be provided during set-up and non-trading hours. Reserved tables will be held only until noon on Saturday and then sold at the door. All items offered for sale must be trains or train-related items and clearly marked and priced. All restored and refinished items must be identified with LCCA labels available at the Trading Hall stage during set-up and show times.

Transportation to Fort Worth

Air – Dallas Fort Worth International Airport is served by all major airlines with hundreds of direct flights daily arriving from over 240 cities. The Radisson Plaza Hotel Fort Worth is just 30 minutes from the airport. Several shuttle services are available.

Rail – Fort Worth is an Amtrak city. The historic Amtrak station is just four short blocks from the Radisson Plaza Hotel Fort Worth.

Auto – Fort Worth is located on I-30 in central Texas. A detailed map of downtown Fort Worth is included in this *Convention Supplement*.

Get Acquainted Party

This great LCCA tradition captures the flavor and taste of our host city. This year's party will have a southwestern flair with lots of great food. Plan to join us on Thursday, August 12th at 6:30 p.m. to renew old friendships and make some new ones. The party is just \$12 for convention registrants staying at the Radisson Plaza Hotel and \$17 for non-Radisson guests; it's a great price for a priceless experience. Children's tickets are available for \$6. This year's party will be held at the Radisson Plaza Hotel – our Convention headquarters.

Banquet

"All Aboard" is the theme for this year's fun-filled, gift-packed banquet on Saturday evening, August 14th. The fun will begin with the traditional Reception at 6:00 p.m. followed by dinner served at 7:00 p.m. in the beautiful Grand Ballroom of the Radisson Plaza Hotel. For your dining pleasure we will have a chef's choice between wood-grilled chicken breast glazed with hickory smoked barbecue sauce or pasta primavera with ratatouille. Texas pecan pie will be a special treat for dessert! Children's meals will also be available. After dinner you will enjoy special entertainment and great table favors. This will be a very special evening, and fewer than 500 seats will be available for this event that always sells-out. Please register early to reserve your tickets for this great finale to the LCCA Convention.

LCCA Business Meeting

Want to learn more about your club? Join us for the Annual Business Meeting with your Officers and Directors on Friday, August 13th at 3:00 p.m. The location in the Radisson Plaza Hotel will be announced.

Lionel Seminar

This informative meeting with Lionel representatives will be held immediately following the business meeting in the same location at the hotel on Friday, August 13th. This is your chance to have your questions answered and get the inside scoop on new products.

Public Displays

There will be operating layouts outside the Trading Hall at the Fort Worth Convention Center Friday through Sunday. See the latest in technology and product demonstrations by Lionel on their layout.

Tour #1 or #4 – Tarantula Steam Train/ Fort Worth Stockyards Historic District

Your adventure into the Wild West begins with an early morning motorcoach ride to Grapevine, Texas where you will board the historic Tarantula Excursion Train. Steam Locomotive No. 2248, the primary engine for the train, is a product of the Cooke Locomotive Works of Paterson,



New Jersey. Built in 1896, No. 2248 was considered a heavy mountain-class locomotive. The engine was acquired by the Tarantula Project in 1990, and has undergone extensive restoration work. She now pulls six cars (circa 1920's) — four passenger coaches and two open patio coaches. The Tarantula Train traverses twenty-one miles of the original Cotton Belt Route known officially as the St. Louis Southwestern Railway which was extended to Fort Worth in the late 1880s. Your train trip of one hour and fifteen minutes will end in the Fort Worth Stockyards Historic District, a stopping point along the legendary Chisholm Trail. There you will have time for browsing in the diverse shops in Stockyards Station – hog and sheep barns converted to a western shopping mall. You will enjoy a wonderful Mexican lunch which includes beef and chicken fajitas, build your own tacos, beans, rice, guacamole, pica de gallo, chips and hot sauce, iced tea and a praline during your visit. After lunch, you will be met by a guide and will continue your adventure with a walking tour. It will include the Livestock Exchange Building, once the heartbeat of the livestock business; panoramic views of auction areas and cattle pens on Cattlemen's Catwalk; Cowtown Coliseum, home to the world's first indoor rodeo; and historic Exchange Street. Your tour will end with a behind the scenes tour of Billy Bob's, the world's largest honky-tonk, where the motorcoach will meet you for the return trip to the hotel. Cost includes motorcoach and train transportation, lunch and all admissions.

Tour #1 Wednesday, August 11th
8:30 a.m. - 3:30 p.m.

Tour #4 Thursday, August 12th
8:30 a.m. - 3:30 p.m.

Cost: \$56 per person

Tour #2 or #10 – The Ballpark in Arlington/ Legends of the Game Museum

Take me out to The Ballpark! The Ballpark in Arlington, home of the Texas Rangers, is one of the premier stadiums in Major League Baseball. The stadium, which opened in 1994 at a cost of 189 million dollars, seats almost 50,000 fans and has a natural grass field. Your tour begins with a visit to the Ranger's clubhouse. After seeing the dugout and the batting cages, you will continue on to the press box and the owner's suite. Located in the stadium is an important collection of baseball artifacts and memorabilia on exhibit for the first time outside of the National Baseball Hall of Fame and Museum at Cooperstown. You will see the jerseys, bats, equipment, trophies and other items belonging to baseball's legends such as Babe Ruth, Hank Aaron, Willie Mays, and Lou Gehrig. The museum also includes The Learning Center – interactive exhibits featuring math, science and history with a baseball spin – it will delight young and old. Come see how baseball is played – Texas style! Cost includes motorcoach transportation and admissions.

Tour #2 Wednesday, August 11th,
9:00 a.m. - 12:00 noon*

Tour #10 Friday, August 13th,
1:00 p.m. - 4:00 p.m.*

Cost: \$27 per person

*approximately

Tour #3 or #6 or #9 – Age of Steam Railroad Museum & JFK: November 22-24, 1963

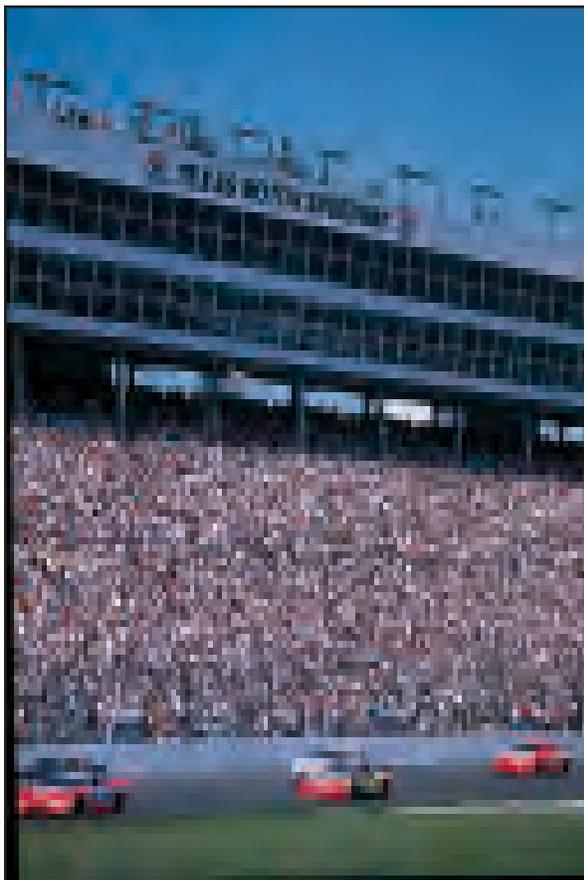
Relive the golden age of the passenger train at the Age of Steam Railroad Museum, home of the world's largest diesel/electric locomotive. Several rare and unique examples of early diesel/electric locomotives are represented in this superlative exhibit of over twenty-eight historic pieces of equipment and Dallas' oldest surviving



depot. Personally explore the luxurious Pullman sleeping cars, plush lounge cars and mighty steam locomotives. Then, return to the November 22, 1963 and examine the historical events at the actual locations where the assassination and subsequent events took place. This presentation takes the form of an investigation with your search for clues beginning with a walking tour through Dealy Plaza. You will learn about the Kennedy family, presidency and legacy, as they are chronicled in the Texas Book Depository Building, and view the crime scene areas. Lee Harvey Oswald's role will be examined and you will follow his movements up to his capture as you visit the historic Texas Theatre. You will trace Dallas nightclub owner Jack Ruby's moves from his Carousel Club to the basement of the Dallas Police Station. At the end of the tour you may draw your own conclusions to one of the mysteries of the twentieth century. The bus will make a one hour stop in the historic West End of Dallas where you will be able to choose your lunch spot from over twenty restaurants. Cost includes motorcoach transportation and admissions. Lunch is on your own.



Tour #3 Wednesday, August 11th
9:00 a.m. - 4:30 p.m.
Tour # 6 Thursday, August 12th
9:00 a.m. - 4:30 p.m.
Tour # 9 Friday, August 13th
9:00 a.m. - 4:30 p.m.
Cost: \$50 per person



historic hog & sheep barn converted to a western shopping mall which includes antiques, art galleries, western clothing, jewelry, wines and Texas foods. This is the Texas you came to see! Cost includes all motorcoach transportation and admissions.

Tour #5 Thursday, August 12th,
9:00 a.m. - 12:00 noon
Cost: \$24 per person

Tour #7 – The Vintage Flying Museum & The Texas Motor Speedway

Don't miss your chance to see this museum which houses antique aircraft in a B-29 hangar located at Fort Worth's Meacham Field. The centerpiece of this extensive collection is a rare 1944 B-17G Flying Fortress, the actual plane used in the filming of The Memphis Belle. Other aircraft include a Stearman 1920s bi-plane and a Texas Air Command 1950s fighter jet. There is a large collection of aviation artifacts, with a strong focus on World War II memorabilia. Veteran tour guides share their knowledge of rare engines, vehicles, equipment and models. The Vintage Flying Museum is nationally known as an antique aircraft restoration facility, and is a must for aviation and history buffs. Cost includes all motorcoach transportation and all admissions.

Tour #7 Thursday, August 12th, 12:30 - 5:30 p.m.
Cost: \$30 per person

This tour will be in combination with the Texas Motor Speedway (see description following page).

Tour #8 – The Texas Motor Speedway

Visit one of Fort Worth's newest attractions. Covering 950 acres, with a seating capacity of 203,061, this is a NASCAR facility not to be missed. Your tour begins in a luxury suite above the starting line, giving you a bird's eye view of the track below. You will proceed to track level where a van awaits you for a lap around the mile-and-one-half track banked at 24 degrees. A visit to the garage area will provide the opportunity for a close inspection of any parked race cars. The gift shop offers the chance to purchase NASCAR souvenirs and memorabilia. Cost includes motorcoach transportation and admission.

Tour #8 Friday, August 13th, 8:30 a.m. - 12:00 noon
Cost: \$23 per person



Note: stock photo – not the Dude Ranch

Tour #11 – A Taste of Texas Dude Ranch Experience

Saddle up, cowpokes and live a little ... Texas style! You'll travel 30 minutes outside of Fort Worth for an evening of dinner, dancing and fun on a sprawling ranch situated on the banks of a picturesque lake. Kids of all ages will enjoy 4-1/2 hours of activities ranging from hay wagon rides to simulated calf roping, from wild west gun shows to pitching horseshoes; from a craft table for the kids to singing cowboys, saloon girls, and western musicians; from sack races to stick horse races. You'll work up an appetite for the best of Texas barbecue with all the fixins' – even hot peach cobbler! Unlimited soft drinks, iced tea and coffee will quench your thirst after boot scootin' to the sounds of country and western D.J., Mr. Excitement. In no time flat instructors will have you city slickers line dancing and two-



Note: stock photo – not Bistro Louise

stepping. You'll leave with wonderful memories and Texas souvenirs including a picture of you on a real Texas longhorn. Cost includes activities listed above, food, non-alcoholic beverages, souvenirs and motorcoach transportation.

Tour #11 Friday, August 13th,
5:30 p.m. - 11:00 p.m.
Cost: \$67 per person

Tour #12 – Bistro Louise Cooking School Brunch

Gourmet magazine and its readers named Bistro Louise one of Dallas-Fort Worth's top restaurants. The respected *Zagat Survey* tapped the bistro as Tarrant County's top Mediterranean restaurant. Fort Worth Weekly calls Bistro Louise *a jewel of a restaurant* and *D Magazine* used such words as *stellar* and *inspired* when describing the food. To quote a Dallas food critic who fell in love with Louise Lamensdorf's tea smoked duck: "A mere 40 miles to Fort Worth for the tea smoked duck, you say? I'll walk if I have to."

Owner Louise Lamensdorf has developed a loyal following who flock to her charming restaurant. She has studied under some of Europe's most highly respected chefs, and has taught courses at an internationally recognized cooking school. Her expertise and charm will be in evidence as she shares her knowledge in the preparation of one of her specialties. You will then get a chance to find out for yourself just how good her food is as you brunch or lunch on what she and her staff have prepared. You will leave with instructions so you can recreate a Bistro Louise specialty to impress your friends and family. Cost for Tour #14 includes motorcoach transportation, instruction and brunch.

Tour #12 Saturday, August 14th
9:00 a.m. - 12:00 noon Cost: \$43 per person

All other tour photos courtesy of Fort Worth Convention and Visitors Bureau



Form may be photocopied

PLEASE NOTE

RESERVE ROOM(S) WITH A CREDIT CARD
OR MAKE CHECK/MONEY ORDER PAYABLE TO:
RADISSON PLAZA HOTEL FORT WORTH.
DO NOT SEND CURRENCY.

ORGANIZATION: Lionel® Collectors Club of America

FUNCTION: 1999 Convention

DATES August 11, thru August 15, 1999

ALL REQUEST FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 1999

Please reserve accommodations for:

Print or Type

NAME _____ COMPANY Lionel Collectors Club of America

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY

ARRIVAL TIME	

MONTH	DAY

CHECK IN TIME: AFTER 3:00 PM
CHECK OUT TIME: 12:00 NOON

ARRIVAL DATE

DEPARTURE DATE

ACCOMODATIONS WILL NOT BE CONFIRMED WITHOUT A CHECK FOR THE FIRST NIGHT'S DEPOSIT OR YOUR CREDIT CARD#. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL THE TOLL-FREE WORLD-WIDE RADISSON RESERVATION NUMBER: 1-800-333-3333.

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

EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-333-333 FOR RESERVATIONS

PLEASE RESERVE _____ NO. OF: SINGLE TRIPLE LOCAL RATES ARE: \$97 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,
 SMOKING ROOM DOUBLE QUAD PLUS APPLICABLE TAXES.
 NON-SMOKING ROOM

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Your LCCA Annual Convention Team

Glenn & Karen Kroh

Glenn is the host for the Fort Worth LCCA Annual Convention. He was born and raised in Philadelphia, Pennsylvania, and his father was a GG1 locomotive engineer. For the past 22 years Glenn has been a professor at Texas Christian University. He collects both pre- and postwar trains, but he is most interested in prewar tinsplate.



Karen is a commercial designer associated with Quorum Architects, a local firm. Glenn and Karen have been married for 31 years and have collected antiques and advertising art. They have two sons, Scott and Brett, and a large golden retriever named Winston. They

are both very excited that the LCCA will be coming to Fort Worth in '99.

Mike, Renee, and David Walter

Mike has collected standard gauge, but now focuses primarily on pre- and postwar Lionel which represent the roots of O scale. Currently he's designing a layout containing both O scale and tinsplate sharing the same scenery at different levels. When not dealing with important problems in the train room, Mike is a urologist in private practice in Fort Worth.



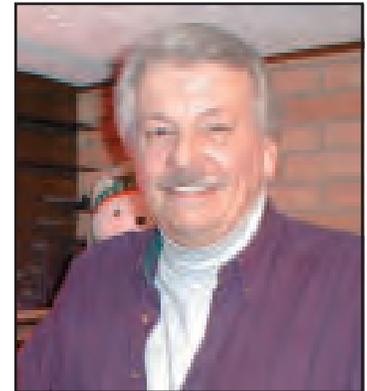
Renee provides considerable encouragement and tolerance, and a tremendous background in event planning through her past involvement with CampFire and current involvement with the YWCA. Her knowledge of the town and its facilities has been invaluable in planning this convention.

She has also become a collector of Department 56 cottages and has been active in the local D56 club, Cowtown Villagers. This, of course, dovetails very nicely into tinsplate trains.

David, their son, is in the seventh grade. He has also been exposed to trains since the very beginning. He was carted to his first TCA meet at the ripe old age of one month. His interests lie partly in Lionel and partly in AristoCraft G gauge, as long as the trains are Santa Fe. However, he has entered the age where computer games and girls are ever so much more important than trains (possible, but hard to conceive).

John Fisher

John is a lifelong Lionel operator/collector who has served LCCA as Convention Consultant since 1993. In this volunteer role, he directs the process of selecting and preparing each LCCA Annual Convention, including the upcoming event in Fort Worth. He is the



retired President/CEO of the Saint Paul Convention and Visitors Bureau and prior to that served as President of American Security Corporation, the largest private security firm in Minnesota. John has been active in civic and community affairs throughout his career. John and his wife of 32 years, Jan, have two grown daughters. John is currently a member of the LCCA Board.

Murray Hill, Jr.

Murray was born and raised in Fort Worth. His first Lionel train was given to him by his dad in the 1950s along with a layout built by his dad. Murray still has that train and the layout board. He began collecting trains about 10 years ago. For the last nine years Murray has built and operated large layouts in shopping malls to raise money for charities, including the Ronald McDonald House.

His latest train empire — a magnificent 30x50-foot layout — had to be dismantled when the mall changed ownership. Murray collects Postwar Lionel, toys from the 50s and 60s, Plasticville USA, vintage Christmas decorations, and lots of other neat 1950s stuff. Murray runs a sound equipment rental business and also offers event planning services.

Contacts and Directions For LCCA Convention Travelers



PEOPLE TO CONTACT:

LCCA Annual Convention Committee
Glenn Kroh, Chair, 817-926-6757

THE HOTEL:

The Radisson Plaza Fort Worth Hotel is located in the heart of the city at Sundance Square area.

GENERAL DIRECTIONS:

Fort Worth is located on I-30 in central Texas. The city is served by major airlines at nearby Dallas/Fort Worth International Airport, by Amtrak, and by Greyhound-Trailways Bus Lines. Bus, limo, or taxi service is available from the airport to the hotel.

1999 LCCA Annual Convention

Tuesday, August 10th

3:00 p.m. to 9:00 p.m. Registration Desk open for early registrants

Wednesday, August 11th

7:30 a.m. to 6:00 p.m. Registration Desk open
 8:30 a.m. to 3:30 p.m. Tour #1: Tarantula Steam Train & Stockyards Historic District
 9:00 a.m. to noon* Tour #2: The Ballpark & Legends of the Game Museum
 9:00 a.m. to 4:30 p.m. Tour #3: Age of Steam Museum & JFK

Thursday, August 12th

8:00 a.m. to 6:00 p.m. Registration Desk open
 8:00 a.m. to 4:00 p.m. Old/New Board of Directors Meetings
 8:30 a.m. to 3:30 p.m. Tour #4: Tarantula Steam Train & Stockyards Historic District
 9:00 a.m. to noon Tour #5: Fort Worth Stockyards Historic District
 9:00 a.m. to 4:30 p.m. Tour #6: Age of Steam Museum & JFK
 12:30 p.m. to 5:30 p.m. Tour #7: Vintage Flying Museum & Texas Motor Speedway
 6:30 p.m. to ?? Get Acquainted Party

Friday, August 13th

8:00 a.m. to 6:00 p.m. Registration Desk open
 8:30 a.m. to noon Tour #8: Texas Motor Speedway
 9:00 a.m. to 4:30 p.m. Tour #9: Age of Steam Museum & JFK
 1:00 p.m. to 4:00 p.m.* Tour #10: The Ballpark & Legends of the Game Museum
 5:30 p.m. to 11:00 p.m. Tour #11: "Taste of Texas" at Dude Ranch
 10:00 a.m. to 9:00 p.m. Trading Hall available for unloading & set-up
 3:00 p.m. to 4:00 p.m. Annual Membership Meeting
 4:00 p.m. to 5:00 p.m. Lionel Factory Seminar

Saturday, August 14th

7:00 a.m. to 3:00 p.m. Registration Desk open
 7:30 a.m. to 8:45 a.m. Trading Hall available for unloading & set-up
 9:00 a.m. to 5:00 a.m. Trading Hall open
 9:00 a.m. to noon Tour #12: Bistro Louise cooking & brunch
 6:00 p.m. to 7:00 p.m. Cocktail reception – cash bar
 7:00 p.m. to 10:30 p.m. Banquet, convention closes afterward

Sunday, August 15th

7:30 a.m. to 8:45 a.m. Trading Hall available for unloading & set-up
 9:00 a.m. to 11:00 a.m. Registration Desk open
 9:00 a.m. to 3:00 p.m. Trading Hall open – with public participation
 3:00 p.m. Trading Hall closes – safe travels home
 See you in 2000 at Dearborn, Michigan!

* = approximately



Lionel News and Views

A Visit with Lionel

by Bill Schmeelk

RM 6643

It's that time of year when Lionel prepares for the debut of its 1999 products, both the Heritage and the Classic Lines, each with their own catalog. Unfortunately, it's also the time of year for snow and presidential visits. Winter weather added an extra measure of adventure to my trek to Lionel to photograph the new line. As if that wasn't enough excitement, President Clinton arrived at the airport at the same time as my incoming flight. No, he wasn't there to review the new Lionel line, but his arrival at the airport presented some trying moments. Needless to say, I was not accorded the same courtesies as the President. With the airport closed to rental cars and buses and the freeway closed because of drifting snow and below-freezing temperatures, I had some extra time at the aerodrome. I pondered what I might see when I finally got to Chesterfield.

Heritage Line 1999

The new Heritage Line catalog opens with the details of the Heritage lifetime warranty and a letter from Lionel President and CEO, Gary Moreau. Page four offers a guide to Lionel's product features. New features here include Ditch Lights, which in Command mode will oscillate when the horn is blown and the Wireless Tether, an infrared connection which eliminates the wire running from a steam loco to its tender or from an engine to its B unit.

New features listed in the sound category include TowerCom – this is an audible announcement that includes the engine's road number and/or name. CrewTalk and CrewTalk Caboose – this is the sound of unintelligible walkie-talkie communication. This feature can provide interactive, sequenced sounds of radio communication between different parts of the same train. The caboose, for example, might respond to communication from the engine.

StationSounds – this feature can be activated in Command mode and adds the sounds of an arrival sequence including clear station and conductor announcements. You also hear tower to engineer communication – all in sequence. Press the button a second time and a departure sequence is initiated. This includes TowerCom and StationSounds sequentially announcing that specific train's

departure. CarSounds – these are sounds which come from a particular car and are designed to compliment that particular car. TrainBrakes – this is the sound of squealing brakes heard from not only the engine, but from any StationSounds or CarSounds equipped car. Engine braking has been a feature for some time, but now along with TrainBrakes you get a “stereo” effect of the whole train braking.

On page six we see the first product of the Heritage catalog – a lithographed tinplate model of Lionel's Irvington-Hillside factory. Lionel's first Irvington plant was on 21st street. This model represents the second and larger factory that Lionel built on the border of Irvington and Hillside. This is the factory that eventually expanded to 15 acres. As it expanded, I believe most of the plant was

actually located in Hillside. Although this model is not a scale replica of the actual plant, it captures the spirit of the factory. The price is \$399.95.

Next, there's a new steam locomotive being introduced in two road names. This new 2-8-2 Mikado will be available in

both New York Central and Denver & Rio Grande. The introduction of a single loco in more than one road name is something for which Lionel fans have clamored for some time. This new steam loco has all of the top features including full-bodied RailSounds with TowerCom and CrewTalk. Mechanical features included in this Command equipped loco include the new Odyssey motor, Wireless Tether, die-cast boiler, chassis, tender, and trucks. In the lighting department, the loco includes a directional tender light and firebox glow. The cab interior is finished and of course the loco features a puffing smoke unit. Lionel lists this loco as an O scale model and the price is \$1249.95.

Shown in a three-page spread is an Erie Lackawanna F3 passenger set. **Photo 1** shows the F3 with its handsome graphics. The F3 now includes the molded-in louvers at the front. These have been missing since the Fundimension days. The F3 is sold as a set with a B unit and four aluminum passenger cars. The B unit contains the RailSounds unit with TowerCom and CrewTalk. The loco itself is Command equipped and features dual Pullmor motors. Along with the loco comes a set of four painted aluminum passenger cars. Of special interest is the rear of the new style observation car featuring two illuminated “Phoebe Snow” drumheads shown in **photo 2**. The complete set is listed at \$1299.95.



Photo 1



Photo 2

Another diesel set is a Wabash GP-7 three-unit lash-up. Two of the three are powered with a Pullmor motor and Magne-Traction. **Photo 3** shows the always-popular graphics of these locos. Lionel has used this design before, but this time there are no decals and even the Wabash flag will be pad printed. The set features Command control and RailSounds with TowerCom and CrewTalk. The lead loco features a finished cab interior and an engineer at the controls. The price for the three-piece set is \$799.95.



Photo 3



Photo 4

As you may have surmised from ads Lionel placed in *Classic Toy Trains* magazine, Lionel has reissued the Hellgate Bridge. Although a couple reproductions have been offered in years past, this is the first time Lionel has produced the bridge in 57 years. The Hellgate Bridge first appeared in Lionel's 1928 catalog where it was given a full page spread as the No. 300 Steel Bridge. The catalog hailed it stating that "Nothing so elaborate or architecturally perfect as this bridge has ever been made for use with a model electric train." The price was \$15.00.

In the 1930 catalog, the bridge shared the page with several other steel bridges and the ad copy stated that "This is the most realistic bridge that has ever been produced for model railroads." In 1931, the catalog used essentially the same ad as in 1930, but also featured a photo of "Colonel Lindbergh in his Trans-Pacific plane flying over Hellgate Bridge ... Notice how true to the original is the Lionel model."

The bridge appeared in the catalog without change until 1935 when without any fanfare or mention in the ad the colors changed to a silver bridge and white archways. The bridge remained in these colors and the price remained at \$16.50 through its last appearance in the 1942 catalog. The bridge was offered for 15 years.

Lionel's current re-introduction of the bridge is announced in a two-page spread in the Heritage catalog. The new version is produced in the cream, orange and green colors of the original and features brass trim. Lionel's new ad even features a line reminiscent of the original ad saying that both the original and the re-issue are "usable on even

\$399.95.

A new set of aluminum passengers is offered in the Milwaukee Hiawatha scheme. As with the Erie Lackawanna cars, we see here yet another new style of observation car. The observation car is shown in **photo 4** with its unique Sky-Top. The interior of this car is also finished with tables and chairs. This set of cars has been designed to go with the Milwaukee Road F3s produced last year.

To accompany last year's Boston & Maine GP-9s, Lionel introduces a set of four 6464-style boxcars. This style is being numbered 6565 to reflect a new die-cast chassis along with sprung trucks and metal door guides. The cars are sequentially numbered and sold as a set. The price is \$249.95.

To the continuing series of 6464 boxcars, add the eighth in the collection. This set of three includes the two pastel boxcars from the 1957 girl's set and the 6464-525 Minneapolis & St. Louis boxcar. The set sells for \$114.95.

Two sets of two heavyweight passenger cars will be available. One set is for New York Central and the other is for the C&O. These are the long, 18 3/4 inch long cars and require a minimum radius 054 curve. Each set of two sells for \$199.95.

Photo 5 shows the new Command Control Shark Aquarium car. This is on the same level as this year's model, but it features sharks in the tank. This car can be controlled with the CAB-1 and includes special digital sounds to accompany the action. The car sells for \$249.95.

As expected — and quite welcome — is the re-issue of the postwar 354 Culvert Unloader. The photo in the catalog shows some of the modifications made from the



Photo 5

original. The description also explains some of the features that I believe we will also see in the recently shipped Culvert Loader. An optical beam senses when the culvert gondola has arrived to load or unload its cargo. In the postwar versions of these accessories, the Unloader worked more dependably than did the Loader. We hope to look over the Loader for the next issue. The Unloader, due out later this year, is the same cost of \$199.95 and is also available in a Command Controlled version for \$299.95. With the release of a new SC-2 controller, which retails for \$89.95, we will be able to control more than one accessory. So it is probably more prudent and economical to purchase one of these and use it to command control both the loader and the Unloader. The new SC-2 will be able to handle more current making quite acceptable for the Culvert Loader and Unloader.

Closing the Heritage Line are two cars in the Postwar Celebration. From 1955 comes the 6414 Evans Auto Transport Car with four red plastic autos. From 1961 comes the 6416 Boat Transport Car with four blue and white boats. Each of these cars will be decorated with a special series builder's plate and packaged in a unique postwar box. Each sells for \$59.95.

Classic Line 1999

As I write this article, this new catalog has not yet been printed. I was able to look at some of the rough sheets and photograph a number of engineering prototypes of the items to be included in it. The catalog has several new entries in the Postwar Celebration series in addition to listing some of those that have already been announced. Listed as only available for a limited time is the Canadian Pacific passenger set. This rare set from the 1957 catalog is one of the most sought after passenger sets of the postwar period. This set will be pulled by a F3 A-A diesel and includes four aluminum passenger cars. As in the original set, three of these will be vista domes and the fourth an observation car. The F3s will have all the top features including Command equipped and RailSounds with TowerCom and CrewTalk. The cars and locos will be sold as a set for \$1299.95.

In addition to the already announced Jersey Central Trainmaster FM will be an Erie Lackawanna. I am not sure whether the rooftop will be maroon or gray. In 1954 when it was first released, it was shown with a gray top, but I hope for a maroon top. The price for each of the FMs is \$599.95. Also available will be a Jersey Central dummy FM Trainmaster selling for \$199.95.

The New Haven EP-5 will also be available, but I have no information on the details. This was the postwar 3520. In 1956, the EP-5 was shown in the catalog pulling a freight set. The set of five cars is also being offered. This includes the 6464-425 boxcar, the 6511 flat car with pipes, 6430 flat car with Cooper Jarrett Vans, 3650 depressed center



Photo 6

flatcar with searchlight, and a porthole caboose. The set of cars will sell for \$349.95.

Another new set will be the Seaboard Freight set. Originally offered in 1954, this set was headed up by the orange and blue Seaboard switcher. This set of cars only includes the 6511 flatcar with pipes, the 6456 two-bay Lehigh Valley hopper, the 6460 Lionel Lines crane car, and the 6419 DL&W work caboose. This set sells for \$299.95.

Also from the 1954 catalog will be the Operating Barrel Car with sprung trucks selling for \$59.95. From 1955 comes the Lionel Lines bay window caboose — Lionel's first version of this style of caboose. The new version will sell for \$49.95.

Finally from 1958 comes the return of the No. 68 Executive Inspection Car featuring the original DeSoto design. This new version will feature a can motor and have operating headlight and taillights. The price is \$69.95. All of the items from the Postwar Celebration series will feature a special builders plate and unique boxes.

Two new diesels will be introduced — the SD-70 and SD-60 MAC diesels. These large diesels operate with dual can motors. The SD-70 models will be available in both the BNSF and Conrail road names. The SD-60 diesel will be produced in both the Burlington Northern and CSX road names. Each of the diesels will be available in either Command Ready or full Command Control. The Command

Control versions have full RailSounds with TowerCom and CrewTalk. These sell for \$499.95. The Command Ready versions cost \$399.95 and can be upgraded at any time to the full Command version by purchasing the upgrade kits.

A new set of four cars will be offered in the Lionel Disaster Recovery Set. These cars provide a train designed to respond to a railroad mishap. The cars include a flatcar with a generator and barrels and three wheel-and-axle sets. **Photo 6** shows the crane car, **photo 7** shows a flatcar with several sections of straight track, and **photo 8** shows a Madison style coach to transport workers. The set sells for \$269.95.



Photo 7



Photo 8



Photo 9



Photo 11



Photo 10



Photo 12

For those who collect the “I Love ...” boxcar series, there will be four of them released this year. They’re shown in **photos 9, 10, 11, and 12**. The new additions include Vermont, New Hampshire, Maine and Rhode Island.

Lionel is producing two special cars, the New York City Lights is a 9700 type car and the Lionel Constellations is a hi-cube box car. **Photo 13** shows the high cube. Both feature light-emitting diodes on the faces of the car. These small lights will function and provide a unique looking car. The New York City one shows a view of the skyline with the LEDs.

If you’re interested in alien species, you’ll find three new cars interesting. The Alien Transport Car in **photo 14** is Lionel’s latest variation on the aquarium car. Alien life forms float inside this illuminated car. The price is \$54.95. There will also be an Area 51 boxcar and a version of the “giraffe car” but with a glow-in-the-dark alien bobbing up and down.



Photo 13



Photo 14

Another similar car will feature an ostrich bobbing up and down. These cars sell for \$49.95.



Photo 15



Photo 16

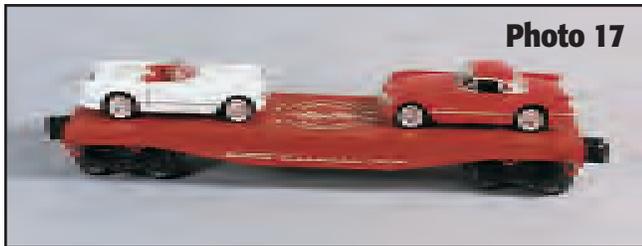


Photo 17

For Corvette fans there's a special set that includes a GP-7, porthole caboose and a flat car carrying two Corvettes shown in **photos 15, 16, and 17**.

A new version of the radioactive waste car is the Uranium Transport Car with lime green containers and blinking with red lights. Lionelville may be the only town



Photo 18

that would welcome a rail car carrying radioactive cargo with labeling as blatant as this. But after all, it has never affected the Lionel men who serve in shacks or on unloading cars. There will also be a Lava Lite car that is similar to the

liquid tank cars released the last couple years.

Three new boxcars likely to interest the kids are: Curious George, Woody Woodpecker, and Rocky and Bullwinkle.

The 1999 Service Station Set is a Bethlehem Steel Train. Shown in **photo 18**, this workhorse pulls four cars – all black. These include a gondola with coal load, an ore car with load and

a work caboose. The set also includes a depressed center flat car with a special load shown in **photo 19**. The unique load will be a piece of Lionel history. The tool for producing the Lionel K4 locomotive body has passed its service life span and has been retired. Instead of discarding it on the scrap pile, Lionel will cut it up into small pieces and place

them upon this car as the load — certainly the most



Photo 19

unique and creative load Lionel has ever used. The set is priced considerably lower than recent sets at only \$349.95.

A new accessory and one that I would never have guessed, is the new Animated Pylon with Airplane. This is a completely new design and features a Lionel Aerodrome tower with a single propeller plane that circles it. It's powered by a can motor and is priced at \$99.95.

A new SC-2 will be available this year. This new version replaces the SC-1. The SC-2 will allow control of higher current and more switches than the SC-1. Six switches and accessories can be controlled or 12 accessories and no switches. This new SC-2 is priced at \$89.95.

The new 190-watt PowerHouse is due out later this year. This new PowerHouse can be used with the new ZW transformer.

I did not get to see all of the items which will be in the catalog, so be sure to check it out when it becomes available. In the next *TLR* edition, I hope to review the new Culvert Loader and compare it with the original.



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

At Trackside

Our Members in Operation

Wichita, Kansas

On October 25th, the Wichita Toy Train Club (WTTC) presented its 3-rail O gauge Lionel modular layout at the Wichita, Kansas, 4H Hall for a LCCA-sanctioned train meet sponsored by the WTTC under the direction of meet hosts Ellis Brady (RM 12796) and Bill Laughlin (RM 20577). Over 1000 people attended the event, and about 45 vendors offered merchandise for sale or trade on 108 tables.

Earlier that year in September, the Junior Division of the WTTC also displayed the layout at the Great American Train Show in Lincoln, Nebraska. The club won second



WTTC member Tom Laughlin directs trains along the outer loops of the main line. Note the fantasy car show at the right.



The whimsical "Jurassic Park" module on the layout is a fresh adaptation of the more traditional zoo or circus area on a train layout.

prize in the layout contest. Club advisors for that showing were LLCA members Bill Laughlin (RM 20577) and Henry Jones (RM 24221).

At present, the Junior Division layout consists of six 3x4-foot linear modules and four 4x4-foot corners. The two outer loops utilize 072 curves, and the third (inside) loop is an 054 curve. This allows high speed running of large locomotives. WTTC uses Lionel KWs for power; one for



Co-sponsors of the show, at left Ellis Brady (RM 12796) and at right Bill Laughlin (RM 20577).

each loop. The modules also have two buslines for accessories.

By design, each module has a small individual theme or vignette; an oil field and refinery with three Lionel 12912 pumping stations, small intermodal yard with a Lionel 12741 crane, a dinosaur "breeding farm," "fantasy" car lot, small town with a Lionel 12802 diner, MTH houses, MTH 30-9101 Sinclair gas station, a Snow Village, a farm with Ertl structures, and a

passenger depot area with Noma station and Lionel 2292 station platforms.



The oil field area pumps black gold through Lionel oil derricks and pumping stations. Behind the rigs, Snow Village buildings surround an open plaza in a winter scene.

Future projects will include adding signals and streamlining the travel/storage containers for more efficient setup and teardown. WTTC promotes the spread of the three-rail train hobby to younger children — before their interest is drawn to computer games. The club attends train shows to find and purchase quality, low-end bargains for the layout.

The club members include: Chuck Laughlin, 18; Tom Laughlin, 18; Sarah Laughlin, 15; Daniel Laughlin, 12; Daniel Baker, 12; Bryce Borgerson, 11, Alex Manges, 12; Trent Archibald, 12; and Daniel Green, 13.

Photographs by Bill Laughlin

Lexington, Kentucky

LCCAers in the Lexington, Kentucky area presented a train meet on November 17-28 at the Continental Inn with vendors active at about 200 tables.



The “prime movers” of the LCCA-sanctioned train meet in Lexington were: (L to R, in front row) Betty Morgan and A.K. Crace; (L to R, in back row) Harry Overtom, Winfred Atkins, Bill Crace, and Jamie Millard; (not shown here, but active in the trading hall) Larry Black, Wanda Atkins, and Libby Overtom.



Caroline Millard, daughter of Jamie, admires the operating layout with Lionel trains in the exhibition hall. Perhaps she’s thinking, “This is way cooler than Barbie dolls!”

Photographs courtesy of Jamie Millard

Naperville, Illinois

The LCCA-sanctioned Christmas Train Meet in Naperville, Illinois was held at Naperville High School and hosted by Len Hopkins (RM 16998). One of the main attractions was the 25-foot-long operating modular layout by the Independent Hi-Railers operated by Earl Amidon (RM 17653) and his crew.



The volunteers who staffed the train show were (L to R): Rose (Mom) Hopkins, Len Hopkins (Host), Zig Zemba, Paul Flood, Craig Chidester, Gerri Rosetti, Chuck Prock, Debbie Hopkins, Louis Rosetti, and Sue Ebeling.



With triple track main lines and long straightaways, this operating layout can support long freight trains. According to Len, next year’s train show is already in the planning stages. If you’re in the Naperville neighborhood, come on!

Photographs courtesy of Len Hopkins

To earn one of these LCCA patches, send an article and/or pictures to *The Lion Roars*. Contact Mike Mottler by e-mail: mottlerm@conwaycorp.net

Standard Gauge

A Book Review

by Grandpa Nelson G. Williams

RM 14062

Whether you collect or operate 2-1/8 inch wide gauge trains yourself or just want to know more about them, this book offers a lot of information you will not find elsewhere (see **photo 1**). Beyond doing his research, the author personally contacted many collectors and manufacturers of prewar Classic and postwar Modern standard gauge trains, 1906 to date.

When Peter Riddle first called me two years ago, he wanted the photos of my Dorfan and Boucher locomotives and freight cars which now appear in Chapter 6 of his new book. He told me he already had enough pictures of American Flyer, Ives, and Lionel, but wanted “all the American manufacturers of standard gauge.”

“Really?” I asked, “Do you mean the modern era also?” Yes, he wanted to include the reproductions by Joe Mania, Norman Thomas, MTH Electric Trains, Rich Art, and the McCoys. “What about modern tinplate designed and built by Roberts Lines, Classic Model Trains, or Red Forney

and Glenn Gerhard?” Perhaps like you, the author had never heard of some of them.

Peter said he would gladly pay local photographers to take pictures of those trains in my collection (see **photos 2 and 3**). Thus 18 pictures of them are in Chapter 8, “The Resurrection of Standard Gauge,” which the author rewrote and expanded from my draft of a “Postscript” on postwar wide gauge tinplate. Most of them were taken by Ed Richter, photographer for *The Lion Roars*. Since I have no financial stake in the sales of this book, our editor says it would be okay for me to write this review.

I did suggest that Bob Thon review the book, Some time ago he and I were in a group of wide gauge enthusiasts who hoped to write our own book on the trains and people now covered in Chapter 8. That project never worked out, and now Peter has made it redundant. A few of Bob’s products are shown on page 102, and a string of four wheel freight cars he built for me run across the title pages with my Lionel No. 51 locomotive on the point.

Riddle has done a fine job in AMERICA’S STANDARD GAUGE ELECTRIC TRAINS. Like J. Lionel Cowen, he begins with the 2-7/8 inch gondolas of 1901. Lionel trains were reduced to what we call “standard gauge” five years later. Peter thinks Cowen may have deliberately made his track a little wider than the

Photo 1



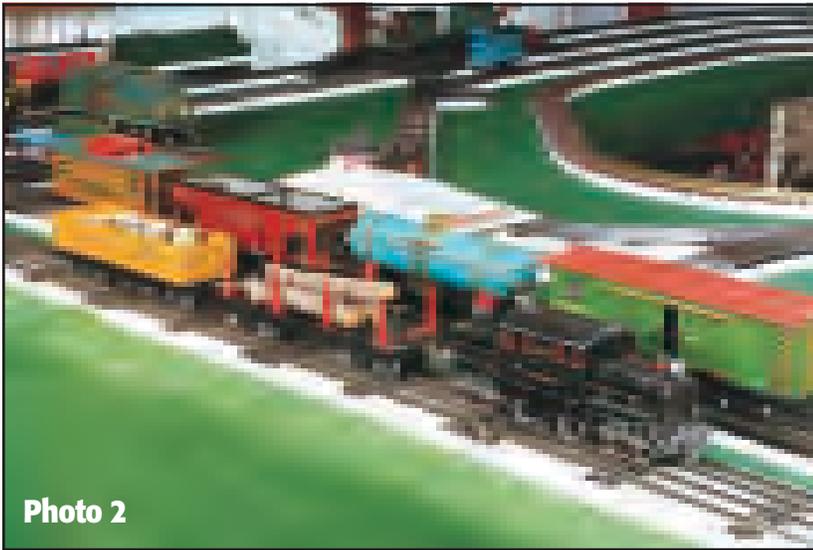


Photo 2

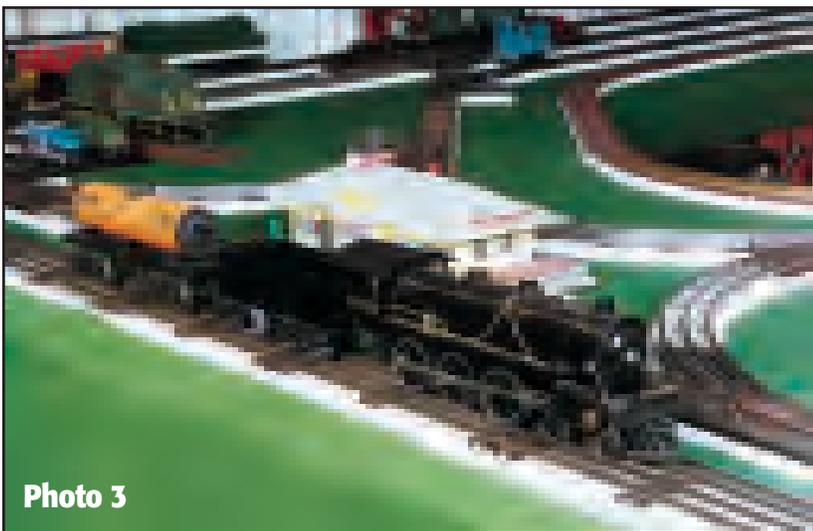


Photo 3

This 1928 Dorfan freight (at top) and a 1924 Boucher locomotive, tender, and tank car restored by John Harmon were the pieces I owned sought by author Peter Riddle for inclusion as photographs in chapter 6 of his book.

competitors' Gauge II, then exaggerated the difference when he later claimed it was 2-1/4 inches wide. I agree with those who think Cowen simply took maximum advantage of a mistake. How Lionel made the most of it by fair means or foul is told in Chapter 3, "Standard Gauge Takes Over." There are excellent readable chapters about their competitors in the Classic Era: Ives, American Flyer, Dorfan, and Boucher.

Chapter 9 gives detailed instructions on how to build a standard gauge layout, as the author did in a 6'8" by 13' space in a friend's house. It is amazing that he got so many trains and accessories in less than half the space of my own layout. The author is a professor of music at Acadia University in Nova Scotia, Canada. In general, he uses American terms when writing about trains, although I noted the British "marque" which my desk dictionary fails to define as a "brand name" like Lionel.

Chapters 10-14 include value guides for collectors. He gives precise explanations of the terms from "mint" to

"poor," but you may need a magnifying glass to see the slight imperfections of examples in the photographs. I am ambivalent about "value guides" and think the prices Peter gives in four figures are too high, while those on my side of the tracks are too low. In any case, the market price is whatever the seller is willing to accept from a buyer willing to pay it.

AMERICA'S STANDARD GAUGE ELECTRIC TRAINS is a readable and pictorial survey of the twentieth century, from the first Lionel in 1901 to the closing of McCoy Manufacturing in 1998. Any reader, from a novice to an old timer, will enjoy learning about the breadth of the hobby of toy trains from this new book. If you want more depth, it may be found in the national hobby magazines, or books like the Greenberg/Kalmbach books of which Peter Riddle wrote five. This one is a worthy American companion to Pierce Carlson's TOY TRAINS: A HISTORY, on British and European tinsplate trains until the 1950s. I am glad to have made some contribution to it myself.

AMERICAN'S STANDARD GAUGE ELECTRIC TRAINS, by Peter H. Riddle, 207 pp. 200 color and 50 b/w illustrations, available from Antique Trader Books, P. O. Box 1050, Cuburque, IA. 52004. (1-800-334-7165) \$26.95 plus shipping and tax.



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

Photographs by Ed Richter

APPLICATION FOR MEMBERSHIP
LIONEL® COLLECTORS CLUB OF AMERICA

A Lifetime of Happiness Collecting Lionel® Trains

FOUNDED AUGUST 1, 1970



NOTICE

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

Make Check or Money Order
Payable to: LCCA

PLEASE CHECK TYPE OF MEMBERSHIP DESIRED

- REGULAR \$40 (\$45 Foreign)
\$30 Annual Dues and
\$10 Initiation Fee
(\$5 Foreign Postage
Surcharge)
- FAMILY \$15
\$5 Annual Dues and
\$10 Initiation Fee

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

PLEASE PRINT IN INK

NAME (First, MI, Last)	
ADDRESS (Use this line 1st)	
ADDRESS (Line 2nd if necessary)	
CITY & STATE	
ZIP CODE	
COUNTRY (If other than USA)	
TELEPHONE NUMBER	

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

Occupation _____ Do you have an operating layout? Yes No

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

Date _____ Signature _____

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

**SEND THIS APPLICATION WITH YOUR CHECK OR MONEY ORDER TO:
 LCCA BUSINESS OFFICE, P.O. BOX 479, LA SALLE, IL 61301-0479**

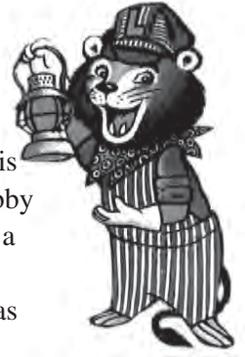
DO NOT WRITE BELOW – FOR OFFICE USE ONLY

MEMBER NUMBER	SPONSOR NUMBER	DATE OPENED	AFFILIATE NUMBER
NAME CODE	MEMBERSHIP TYPE	ENTERED INTO SYSTEM	

(This form may be photocopied)

LIONEL® COLLECTORS CLUB OF AMERICA

A Lifetime of Happiness Collecting Lionel® Trains.



HISTORY AND TRADITIONS

The LCCA was founded by James D. Gates of Des Moines, Iowa, on August 1, 1970. It was his idea that collectors and operators of Lionel trains needed an organization dedicated solely their hobby interest. With this foundation, Jim placed ads in the railroading magazines and invited others with a similar interest to join him in establishing a club. By July 1, 1971, 83 Charter Members signed on and gave birth to a new club exclusively for the Lionel hobbyist. Since then our membership has continued to increase. Today there more than ten thousand LCCA members worldwide.

The very first Annual Convention of the LCCA was held in 1971 in Des Moines on the first anniversary date. In addition, Des Moines was the host city for both our 10th and 25th Anniversary Conventions. These Annual Conventions are one of the highlights of Club membership and have been held in cities across the nation. By design there are five fun-filled days of family-oriented events with plenty of vacation-like activities to enjoy during the summer near our anniversary date. Along with the Business and Membership Meetings, there are tours of local sites and attractions, a festive family Banquet for both children and adults on Saturday night, and a Trading Hall filled with toy trains to buy, sell and trade.

At the second Convention in 1972, the practice of offering a souvenir Convention car to the members was instituted. Unlike the other toy train collecting/operating organizations of that time, the LCCA chose to offer a prototype car representing the area hosting the Convention. These cars have been offered each year since and are manufactured by Lionel exclusively for the Club. Each is distinctly decorated in the graphics of its prototype and has a small Convention souvenir notation on it.

PUBLICATIONS AND MEMBERSHIP

The LCCA publishes a magazine devoted to all aspects of Lionel collecting and operating entitled *The Lion Roars*. This color magazine is published six times per year in the even numbered months. In addition, the Club publishes a bimonthly “buy/sell/trade” newsletter called *The Interchange Track* that is sent First-Class Mail to members six times per year in the odd numbered months. The newsletter contains thousands of train-related items each and is sorted by era and manufacturer in numerical order, so it only takes a few seconds to look for that special item you’re seeking! A *Membership Handbook and Roster* is also published. All thirteen (13) publications and the postage for their delivery are covered by a Regular Member’s annual dues.

There are no chapters or divisions in the LCCA. Any member and his family are admitted free of charge to all Club sponsored meets held in all parts of the country. A number (approximately 15-20) of these local meets are held each year in addition to the Annual Convention.

Regular membership is open to all collectors and operators of Lionel trains. Also, because of our family-oriented theme, a special type of membership is available to all persons in the Regular Member’s immediate family. Any Family Member can purchase all LCCA Convention Cars and other commemoratives which are offered as well as submit articles to *The Lion Roars*. However, they do not receive publications, nor can they vote in Club elections or advertise in *The Interchange Track*.

When you apply for membership, a separate application form must be used for each individual. After submitting the application, allow about 45 days to complete all necessary administrative actions. If you have any questions, you may write us at: LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479.

FROM ANNUAL DUES, EVERY REGULAR MEMBER RECEIVES:

- **6 ISSUES OF *THE LION ROARS***
- **6 ISSUES OF *THE INTERCHANGE TRACK***
- **A *MEMBERSHIP HANDBOOK/ROSTER*.**

Connections

by George Nelson

RM 9116

Browsing the Internet

In July 1998, I received a phone call from *TLR*'s new editor, Mike Mottler, asking if I would be interested in writing the "Connections" column. He had written the first chapters in this planned continuing series of articles about trains on the Internet, but upon accepting the role as editor of the magazine, he sought someone else for this assignment: me.

Now it's November and I'm writing my first column. I'm no stranger to writing. I've written a similar column, "Computers + Toy Trains," for the newsletter of my local train club, and I've done a lot of technical writing related to the paper industry.

If you've read this far (and I hope you have), I encourage you to stay with me. I plan to write this column primarily for computer and Internet novices — in which category I include myself. If I say anything that's particularly dumb, maybe some of you can straighten me out. But I want to appeal to those who have not used a computer or have not ventured onto the Internet to give it a try. Don't be afraid. There's a lot to learn and a lot to see, just waiting for you to log on. You don't need a formal class on how to use the Internet; although it may help. You can use a technique that's popular among industrial trainers called "discovery learning." If you want a little help along the way, you can do as I did and buy a copy of *The Internet for Dummies*. Or you can check with almost any 12-year-old! Kids have a way of picking this up fast.

In the interest of saving space, I'll assume you have a computer with modem to connect to your phone line and that you have an Internet Service Provider such as Compuserve (which I use), America On Line (AOL), or a local service provider — see your yellow pages. Now, log onto the Internet and go exploring.

Lionel Collectors Club of America

Since we are all members of LCCA, that's a good place to start. I'll tell you what I do with Compuserve, but other

providers will be similar. I click on "Go" and then type in the Internet address — shown here as the characters inside the arrowheads: <www.lionelcollectors.org>. When this web site opens you'll see a photo of the pride of Lionel, the prewar Hudson, on an orange page with a listing of hypertext links (or more simply, hyperlinks) that can take you to other pages by just clicking your mouse on the underlined hypertext. These links are: "Club Publications, Conventions and Meets, Convention Cars, Membership Information, LCCA History, and Links to other Sites."

After reading about LCCA, click on "Links to other Sites" and go exploring. Only two are listed — Lionel LLC and *Classic Toy Trains* magazine — but these two will lead you to almost anything else you might want to know about trains. Of course, you could go directly to the Lionel company's site by typing <www.lionel.com>; see their "It's Never Too Late to Have a Happy Childhood" ads in *Classic Toy Trains*, etc. There's a lot of neat stuff at the Lionel web site, including their e-mail address so you

can contact them directly. Explore it on your own, but for now, keep moving. Click on "Other Internet Resources" and you'll get a list that includes Lionel Dealers, Eastwood Company, LCCA, Lionel Operating Train Society, Railroad-related Internet Resources, Toy Train Operating Society and Train Collector's Association.

Classic Toy Trains Magazine

Now, let's back up to the other link on the LCCA site — *Classic Toy Trains* magazine. Click on it and move to this really neat site. Next, click on "Web Links" at the top of the *Classic Toy Trains* online page; then on "www Links." Here you get a listing of hyperlinks for Associations and Nonprofit Organizations, Indices and Resource Map, Manufacturers, Museums and Attractions, Publications and Miscellaneous.

The Associations and Nonprofit Organizations hyperlink gives another listing of hyperlinks — The Ives Train Society, LGB Model Railroad Club, LCCA, LOTS, The National Association of S Gaugers, Toy Train Operating Society and Train Collectors Association. Alternatively, you could have reached most of these directly from the Lionel site.

"... neat stuff at the Lionel web site, including their e-mail address so you can contact them directly..."

Next on the *CTT* site, click on Indices and Resource Map. Here we get another listing of hyperlinks including Railroad-related Internet Resource (look familiar? — see Lionel above), Railserv Railroad Directory and Trainfinder Online Interactive Toy Train Exchange. When I clicked on Railroad-related Internet Resources I got a message telling me that this, the second railroad-related site on the World-wide Web and the only site to be compared with Siberia because of its featureless, plain presentation — no longer exists. However, not to worry. There was also a hyperlink that took me to the NMRA Directory of World Wide Rail Sites that proudly advertises, “3181 Links Await Your Visit!”

At the NMRA site I clicked on N. American RR Companies under Modern Railfanning, then on the Union Pacific Railfan’s Unofficial Right of Way. (I grew up on the Cotton Belt then part of the Southern Pacific and now part of the Union Pacific.) This UP site includes photos of their diesels and steam locomotives, as well as animated trains, songs and train sounds that you can download and save on your own computer. While you are looking at this page an animated train runs across the top of the page. There’s a link to the official UP site <www.uprr.com>, which in turn has links to many railroad-related sites and to other railroads: Alaska Railroad, Amtrak, BC Rail, BNSF, CN, Conrail, CP Rail, CSXT, Kansas City Southern, Norfolk-Southern and the Wisconsin & Southern Railroad. The official UP site also lists a number of rail museums, including the Arkansas Rail Museum operated by the Cotton Belt Rail Historical Society in Pine Bluff.

I didn’t find a Cotton Belt link, but if you want to see the site, look at <www.geocities.com/TheTropics/8199>. At the bottom of the Cotton Belt page, I decided to do some discovery learning of my own and clicked on the Railroad Web Ring to see what it is. I learned that it’s a ring of train-related sites. The first page listed five sites — Colfax Railroad Museum, Grand Trunk Western Railroad, Baton Rouge, LA Model Railroad Club, American Railroad Steam Engines with Pictures & Sound, and Official Unofficial BNSF Website. You can rotate forward or backward around the ring, eventually returning to the site you entered. I couldn’t find an entry point on each site listed, so I decided to check out the root site at <www.webring.com/indx.html>. They list a lot of topics, so I guessed on Hobbies and Crafts where I found rings of many descriptions. There were several rings devoted to railroads; others to beanie babies, toys, genealogy, etc. Three of the

railroad rings were Railroad Web Ring, with 333 sites containing information about prototype railroads, model railroading, rail fanning, railroad museums and historical societies; TrainNet Railroad, with 5 sites and claiming you can access all major rail-sites from this ring; and Trains-On-The-Net, with 46 sites. Checking these out will be a project for another day or year!

Well, you’ve done a lot of exploring, but what if you want to buy or sell some trains? Go back to the links on the *CTT* web site. One of these is: TrainFinder Online. They even have a club you can join for \$29.95 yearly that entitles you to services including:

- Interact with other train collectors around the world
- Unlimited access to Dealer Roundhouse and the Toy Train Exchange
- Publish your Toy Train Wish List
- Showcase your collectibles in the Toy Train Exchange.

The Toy Train Exchange feature can be used by anyone to buy trains without joining the club. For example, they have a listing of train items for sale by dealers (when I looked, the first item was a prewar 224 with 2466W tender and 3 green pullman cars, like new+, for \$450) and by TFCCA members. There’s also a listing of items wanted by TFCCA members, and a search engine where you can specify what you want. Another feature of this site is the Dealer Roundhouse. For example, I looked up Dan Cook’s Radio Shack Hobby Supplies in Arkadelphia, Arkansas <www.dancooks.com/trains> and found a listing of trains he has for sale.

The Toy Train Exchange

Sometimes it seems as if we’ve run out of names. In addition to that Toy Train Exchange, there is The Toy Train Exchange, <www.trainexchange.com>. It advertises itself as “The ORIGINAL, and most informative Toy Train Address on the World Wide Web.” Links from this site include: Browse, Individual’s Trains for Sale, and the Toy Train Mall. At the first link you can choose American Flyer, Prewar Lionel, Postwar Lionel, Modern Lionel, Marx Trains, Mike’s Train House, Weaver, Williams, Miscellaneous or Sellers. There’s also a Browse, Buyer’s Want List, and Classified Ads. There were about 20 wants and only two classifieds, but there were a lot of trains for sale. The Toy Train Mall included paintings by Angela Trotta Thomas, the Toy Train Lady featured

Continued on page 33

The Pen Is Mightier (and Funnier) than the Sword

by Mike Mottler

RM 12394

Internet Cartoonist Draws Laughs

Editor's Note: The information presented here was derived from Erik's web site: <www.toytrunkrailroad.com>. Webbies, check it out!

Erik Sansom is the Canadian artist behind the world's only Internet railroad comic strip. He studied animation at Sheridan College and graduated in 1984. He has been cartooning professionally since 1974, and he's proud to call himself a Canadian humorist. He has been a member of the National Cartoonists Society since 1992.

Erik was born in 1959 on the twelfth day of Christmas. I wonder if he was heralded onto the scene by 12 drummers drumming? His hobbies include cartooning, reading and listening to jazz and classical music. He spent many happy hours as a youth travelling across Ontario by train and finds them fascinating; however, the model train layout depicted in the Toy Trunk Railroad cartoon strip exists only in his imagination.

Erik explained that has always drawn cartoons, and from the moment he learned that people could do it for a living, it was his chosen career path. His first published cartoons appeared when he was fourteen. He was lucky enough to get a weekly comic strip published in a local Toronto paper, and it ended up running for five years.

When that strip ended, he decided he needed more

formal education to become a full-time cartoonist, so he enrolled in a three-year animation course. Upon completion, he realized that his heart really wasn't in it, so he earned a living through a series of "struggling artist" jobs while trying to crack the cartoon syndication market. It took ten long years.

His syndicated cartoon feature for children, *Green Earth Guardians*, started running in North American papers in January, 1991, and it continues to this day. However, he says, "The games and puzzles this feature contains do not completely satisfy my cartoonist's soul; only a daily comic strip could do that."

Happily, when the Internet arrived, it presented him with a way to present a comic strip, Toy Trunk Railroad, to the world; or at least to that portion of it wired to the Web. His cartoons have appeared there since June 3, 1996.

Locating the Toy Trunk Railroad

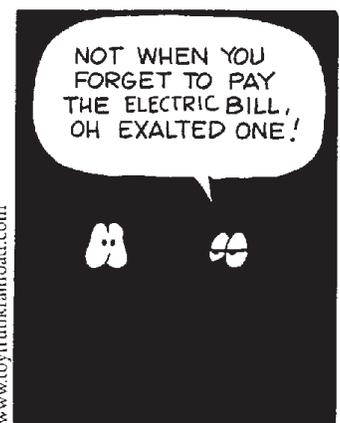
To catch a ride on the TTR, you can surf on over to Erik's web site or mind-walk to Punkydoodle County and find one of the most picturesque little towns in all creation: the bucolic burg of Sleepyville, population 2,108. At the Sleepyville train station, the Stationmaster will provide you with a TTR timetable. The Red Rocket departs daily at 1:00 and 6:00 p.m. on the dot, give or take an hour or two.

The only other point of access to the Toy Trunk Railroad is in the basement of the house of fictional characters Walter and Mona Bupzik. His model train layout contains a large portion of the TTR Line. No one is quite sure why or how this is so, least of all Walter and the tiny denizens of Sleepyville — who are totally unaware of each other's presence.

Entering Walter and Mona's World

Erik's Toy Trunk Railroad cartoon strip begins its appearance in *The Lion Roars* in this edition and will

Toy Trunk Railroad



by Erik Sansom

continue through 1999, so it's appropriate to introduce the main characters: Walt, Mona, Trevor, and The Red Rocket.

Walt is the mastermind behind the model railroad in his basement. Although we don't know exactly what it is, apparently he has a really terrible job — high-pressure, soul-crushing work. He has turned to the toy trains of his youth to find relief.

Mona, Walt's wife, is a self-confessed "Toy Train Widow." Her fondest wish in life is for Walt to forget about his toy trains for an hour and come watch "Dr. Quinn: Medicine Woman" on TV with her. At this point in time, she's a bit of a nagging harpy, but according to Erik, her personality will probably mellow somewhat as the strip unfolds.

Trevor, Walt's son, is usually too wrapped up in computer games to bother with something as dull as a model train.

Technically speaking, The Red Rocket is not really a character, yet the locomotive of the TTR is the star of the strip — sort of. Interestingly, all of the main characters perceive it in a different way. To Mona, it's a potential home wrecker. To Trevor, it's merely an occasional distraction from school and cyberspace. In Walter's eyes, it could be an escape route to a kinder and gentler past or a one-way ticket to the booby hatch. Only time will tell.

Later on, *TLR* readers will meet the characters who "work" on the imaginary Toy Trunk Railroad in Walt's basement, which is also mythical Sleepyville: Engineer Casey, Fireman Jeb, Station Mistress Mrs. Withers, and others.

Erik has recently published a book of the Toy Trunk Railroad cartoons. The book is available from the publisher at: Plan Nine Publishing, 2 Salem Street, Suite 314, Thomasville, NC, 27360.

Connections, continued from page 31

in the December '98 edition of *TLR*, with photos, ordering information and an offer for a full-color catalog. Look for Grand Central Ltd., Marx Trains, Toy Train Heaven, Stan Orr Lionel Parts, and many more.

End-of-Train

I hope you've enjoyed exploring the Internet with me. Most of what I wrote you can find by accessing only one site, ours, at <www.lionelcollectors.org> and using the hyperlinks to move from one site to another. Do some discovery learning for yourself. Be sure to make a record of where you've been and sites you want to come back to. In CompuServe or Microsoft's Internet Explorer, click on a button at the top of the screen to add these sites to your list of favorites, then you won't have to look for or type in

the address. Just click on "favorites," scroll down to the item on the list and click on the item to get to the site you want.

If you have a question about the Internet as a tool for extending enjoyment of the train hobby or if you want to share something you've found, please send me an e-mail message at: ggn.djn@juno.com

A retired chemical engineer and trainer (Naval Reserves and International Paper), George is still involved in "training" through LCCA, LOTS, and a local train club in Alabama.



LCCA Sanctioned Train Meets

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 11-15, 1999 29th LCCA Annual Convention in Fort Worth, Texas. Start making your plans now to attend this year's 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.

Toy Trains at Auction

by Buz and Norma Ray

Part 3: What Sells and What Doesn't

First of all, at an auction without reserves every lot will sell. It may bring more or less than expected, but it will change hands and find a new owner. From the seller's standpoint, the more items that sell higher than expected, the better. Obviously, from the bidder's point of view, a few good deals thrown in make for a successful day. Most of the time, the auction process satisfies both buyer and seller when you average it all out. But, what makes some train items go off the chart?

When we analyze what happens at our auctions, we find it's the same old song — CONDITION and/or RARITY.

Condition goes far beyond just the physical appearance of a piece, especially in the pre- and postwar eras. An auction lot can consist of a very common item, but if it's unused in its original box with the inserts, instruction sheet, parts envelopes and inspection slip — to today's collectors it's something very desirable. The condition of the actual train or accessory must be Like New or better, the box needs to be a 9 or better, nice crisp instruction sheet, all free from extraneous writing, stains, tape and other foreign objects. Something that meets these criteria will command a premium price no matter how common status of the item. To all these factors add the fact that the item is considered rare or unusual — it's probably a winner!

Consideration for condition applies to the marketing and selling of boxed sets. Each and every component in the set must be the correct piece from the correct year, all the paper work has to match, and we can never say enough about the appearance of the set box.

Another element that will determine how an item will sell falls into the category we call: *What's Hot and What's Not*. It seems that no matter which manufacturer or era of your interest, there are some items that fit this category in your mind. We also think it's safe to say that many times these hot items don't even have wheels on them. They range from the replacement parts designed for separate sale (primarily if the item is in the original packaging), to instruction sheets, accessories, dealer paperwork, displays and giveaways, and toys that are not trains; Lionel Plasticville for example. Airex products from Lionel are currently sought after, especially if the original packaging is part of the deal. Even household appliances such as

Gilbert's blenders, vacuum cleaners, and hand-held hair dryers and Lionel's portable fans or wartime equipment have avid appreciators.

Desirability runs in cycles. It's a source of continual amazement to us. What we couldn't even give away one or two years ago, today's collectors and operators are now clamoring for. Some cycles are longer than others. Prewar standard or wide gauge trains were quite soft ten years or so ago, but today there are many collectors and operators actively pursuing them. Postwar power units such as the Lionel Inspection Car and the Snowplows have been hot and cold a number of times. What's tomorrow's hot item? Only time and the continuance of this terrific hobby will tell!



After spending 20+ years apiece in the computer business in southeast Michigan, Buz & Norma recently relocated to eastern Tennessee where Buz pursues perfection in his golf game. They host three or more live toy train auctions a year in Marshall, Michigan.

They can be reached at:

e-mail	buznorma@aol.com
web	www.buznorma.com
phone	(423) 458-6554
fax	(423) 458-1943

Photograph courtesy of Buz & Norma Ray

LCCA Board Meeting Minutes

October 17, 1998 at York, PA

by Lou Caponi

RM 8735

The Board of Directors meeting of the Lionel Collectors Club of America was called to order by President Overtoom at 2:18 P.M. in the Executive Board Room at the York Holiday Inn Holidome in York. Lou Caponi, LCCA Secretary, called the roll with the following in attendance: President Overtoom, Vice President Carlson, Secretary Caponi, Assistant Secretary Schwartz, and Directors Button, Dennis, Fisher and Schmeelk. Absent from the meeting were Immediate Past President Otten, Treasurer Fogg and Director Seddon. Also in attendance were members Barry Findley and Mike Mottler.

A motion and second to dispense with the reading of the last Board Meeting minutes was passed.

The Vice President report was given by Mr. Carlson. He reported that since starting his term in office there have been two local meets which have broken even and a compliment should be given to previous Vice President Button on working with meet hosts for keeping the cost of local meets in perspective. Mr. Carlson stated he is going to prepare certain guidelines for prospective hosts of local meets. Report accepted.

Treasurer Fogg's report was given by Mr. Findley. Mr. Findley reported as of October 13, 1998, all bills were paid up to date including all bills pertaining to the 1998 Convention. The club remains financially sound. Report accepted.

Lou Caponi gave the Secretary's report. We currently have (as of 10/5/98) 11,534 active members consisting of 11,033 regular, 461 family, 29 charter, 8 courtesy, 2 honorary charter and 1 honorary member. We have 13,082 dropped or deceased members after 28 years. The last membership number assigned was 24,520. A motion to accept the Secretary's report was passed.

Assistant Secretary Schwartz reported he sent out 339 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 he would report on different items throughout the meeting.

Director Fisher reported that the 1998 Convention was a successful one for our club and that all bills pertaining to the Convention had been paid. Mr. Caponi stated the response he received after the Convention from the members who attended was favorable and that all business pertaining to the Convention had been completed. Report accepted.

Director Fisher made his report concerning the 1999 Convention in Fort Worth. He stated that most of the plans with the Radisson Plaza Hotel and the tour company have been worked out. The meetings with the Host and his committee members have been productive. He then presented the dates for the next board meeting at the Radisson Plaza Hotel in Fort Worth as February 19-20-21, 1999. He then explained some of the activities planned for the Convention. A motion to accept the report was passed.

Director Dennis suggested someone be placed in charge of handling Convention cars and allowing at least one year lead time. No motion was made at the time, but further discussion concerning this issue will be held.

Next, Mr. Mottler suggested publishing deadlines for inserts about the upcoming 1999 Convention. He stated material for publication in *The Lion Roars* should be in his hands no later than December 15th.

The Board then briefly discussed setting standardized guidelines pertaining to future Conventions and will continue to discuss this matter at future meetings.

Dearborn 2000 Convention report was given by Vice President Carlson. He reported that his meeting with LOTS, our partners in this Convention, went very well. His conversations with Lionel have been very reassuring, and they will do their best to make this Convention a success. He described some of the activities that were planned and also the possibilities of new attractions. He also stated plans are being made for a group meeting in Detroit with all the parties involved with the year 2000 Convention. Director Fisher moved to accept the report, and it was voted in the affirmative.

Break: 3:10 - 3:20 P.M.

President Overtoom presented the year 2000 locomotive issue. He said the Board will make a final decision at the February Board meeting in Fort Worth. Several paint schemes and road names were discussed.

Mr. Mottler brought to our attention that the current printing company that the club is using to print the *The Lion Roars* is not getting our publication out in a timely fashion. After some thorough research,

Mr. Mottler found our magazine could be printed much more rapidly, efficiently, and less expensively by another firm. The Board felt that as the editor and with the information he provided there would not be a problem with changing printers. A motion to accept the report was passed. The Board then congratulated Mr. Mottler on his fine work on the magazine.

Mr. Button explained that all was fine with *The Interchange Track* and all was running smoothly. Report accepted.

Registration program report was given by Director Fisher. Susan Ellingson, *Roster* editor and registration chairman, was unable to attend, but spoke to Mr. Fisher prior to the meeting and reported that the development of our registration program is proceeding very well. The purchase of two lap top computers and two printers has really helped, and we are making progress. She will continue to upgrade and improve as we proceed. This will enable us to streamline our Convention registration program. Report accepted.

The next items on the agenda were complaints from club members. There were two minor complaints on having a MTH seminar at the Philadelphia Convention. These members were recognized, letters of explanation were sent out, and all was settled. This report was given by Mr. Findley in the absence of Past President Otten. Report accepted.

President Overtoom reported on the status of the 1998 Amtrak Convention cars. He stated that all cars have been shipped out by the mailing company and should be in club members hands as he spoke. Report accepted.

President Overtoom reported he is currently working on the budget program and will elaborate more at the next meeting.

Assistant Secretary Schwartz reported that we currently have some trucks and motorized units available in our archives. That inventory has been reduced significantly. Motion was made to accept report and passed.

Dues Committee report was given by Director Schmeelk. He felt that it was not necessary to raise dues at this time and further discussion on the matter will talk place at upcoming Board meetings.

Mr. Carlson reported on the year 2000 as to what we should do with club-owned computers. After some investigation there should be a program available commercially to protect us. Also we were informed by Connecting Point they too are working on a program which will protect our data. At the present time we do not foresee any problems.

President Overtoom said in order to maintain proper records Treasurer Fogg needs to have all expenses submitted to his office in a timely fashion. It was then suggested by President Overtoom that an administrative by-law concerning expense accounts be added to our constitution.

Year 2000 advertising campaign issue was re-visited and the following suggestion was brought up: send out an advertising brochure using the mailing lists from *CTT*, *O Gauge Railroading*, and *GATS*; and to explore other areas. A motion to that effect was made and passed.

Dinner Break: 6:00 - 7 00 P.M.

New Business

First item was the year 2000 Convention with LOTS. Some discussion took place concerning scheduling of business meetings. President Overtoom brought up the issue of opening Sundays of our Convention to the public. This would transpire by officially ending our Convention on Saturday night following the Banquet. The reason for this is that LOTS has a tradition of opening their Conventions to the public and this would also help to accommodate them with our joint partnership for the year 2000. A motion was made to do this at both Fort Worth and Dearborn to see how it works. If successful, steps could be taken to change the Club constitution. A motion was made and approved.

Our next meeting will be at Fort Worth, Texas, on February 19-20-21, 1999.

Meeting adjourned at 9:15 P.M.



Mainline to Chesterfield

by Gary Moreau

The final year of this millennium is upon us, and we're one year away from celebrating our 100th birthday. So we wanted to make our 1999 Classic and Heritage catalogs, shipped to dealers in early January, extra special. I'll give you a glimpse.

Starting with the Heritage line, my personal favorite is our new tinplate reproduction of the Lionel Irvington Factory. Standing three stories proud (12 inches) on a 19 1/2 x 9 3/4-inch base, this majestic piece comes with fascinating internal detail, lighting, and a working smokestack. This is hallowed ground for any fan of Lionel. At a suggested retail price of \$299.95 it's sure to be a great addition to any layout or display shelf.

The Heritage line also debuts a beautiful Erie Lackawanna F3 A-B and Phoebe Snow Passenger Set. It's loaded with our best features, and we've designed and tooled a new end to the observation car complete with lighted drumheads and rear light. The cars are aluminum, not plastic. And in case you missed it last time, we've added back the vents to the front of the A unit; just like the original.

And speaking of originals, we're offering a new and improved version of our famous 305 Hellgate Bridge. It's tinplate and exclusively adorned with Lionel identification plates. The bridge towers are illuminated, and you can run one or two O gauge tracks across it.

Not to be outdone for newness, the 1999 Classic catalog offers a wide variety of new motive power, including new, scale-proportioned SD-70 and SD-60 MAC diesels. Powered by dual motors and available in Command Controlled and traditional versions, they're built with metal chassis and die-cast trucks, couplers, fuel tanks and pilots.

For those who prefer steam power, we're offering no less than eight die-cast steam locomotives with die-cast tenders – all at under \$500 – fully equipped. No matter what line you model or like, there's sure to be one with your name on it.

And of course there's plenty of new rolling stock. For the prototypical railroader, we've built a brand new, modern boxcar in four popular roadnames. We've also dug into the archives and re-issued the 3562 Barrel Car as part of our Postwar Celebration Series. In the Lionel tradition of fun and innovation, we have two new boxcars with LEDs that create "designs in light" on the sides of the cars. They're sure to grab attention on any layout.

My personal favorite of the rolling stock is a car commemorating the Boy Scouts of America. As an Eagle

Scout and adult volunteer, I think this is a great organization. For each car sold, Lionel will proudly pay a royalty fee to this worthy organization.

We're also proud to honor the people behind Lionel's long success with the Legends of Lionel Series in our Heritage line. I received a phone call recently from Thomas Pagano, one of our most recent honorees, who wanted to let me know how pleased he is with the job we're doing. He gave me a little background on the Madison car that makes up the series. It turns out the Madison car was originally intended to be a scale car, but the marketing folks decided at the last minute that they wanted it to negotiate an O31 curve. From what he said, it was quite a scramble. I know exactly what he meant!

Our latest addition to the Legends of Lionel Series honors Richard P. Kughn, Chairman Emeritus of Lionel L.L.C. and owner and chairman of Lionel Trains, Inc. from 1986-1995. Next to Joshua Lionel Cowen himself, no single person has contributed as much to Lionel as Dick. He personally saved the company from its missteps of the early 1980s. He's a gentleman and a friend.

That's just a taste of what these catalogs hold, but I hope it gives you the flavor of the great things Lionel has in the works for 1999. Thanks to you, we're healthy and vibrant. Let us know what you like and what you don't. We're here for you.



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.

EDITOR'S NOTE:

Authors for *The Lion Roars* are recognized for their efforts with a brief description and photo (if available) of them at the end of their article for up to three times; then the "bio blurb" is retired as having served its purpose.

Authors also receive a memento of their published work in this magazine with a LCCA embroidered patch. As this edition goes to press, all authors published in *TLR* in calendar year 1998 have received their patch by mail.

As a "Thank you" from LCCA, authors receive an extra copy of the magazine that contained their work by first class mail.

New authors are welcome on the *TLR* Editorial Team. Submit text to the Editor by e-mail or by computer-generated or typewritten text sent by U.S. Mail. Good quality color photos in 4x6 inch size are preferred for illustrating the article. Photos will be returned after publication.

Authors who are also Lionel Ambassadors receive credit for their work published in *The Lion Roars*.

Mike Mottler, #12394
Editor, *The Lion Roars*

